

ADA Self-Evaluation and Transition Plan



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ACKNOWLEDGEMENTS

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Thank you to the additional City staff who answered our questions and provided access into City buildings.



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DUNN



All-America City



1. PROJECT OVERVIEW

Plan Purpose

The City of Dunn's ADA Self-Evaluation and Transition Plan demonstrates a commitment to complying with Federal and North Carolina Department of Transportation (NCDOT) standards and a commitment to addressing deficiencies in the public realm that impact daily lives.

Under Title II of the Americans with Disabilities Act, public services, programs and activities are required to be accessible to individuals with disabilities. Compliance includes conducting a self-evaluation to identify any accessibility obstacles or issues that need to be addressed with regard to communications, building facilities and pedestrian facilities.

This Plan evaluates pedestrian facilities located in the public right-of-way, City parking areas, City recreational facilities, entrances to public buildings, and City policies, activities and programs. It is for:

- Those with mobility impairments, whether that be someone in a wheelchair, someone who uses a cane or walker for stability, or others.
- Parents or individuals pushing strollers.
- Those who are visually and/or hearing impaired.
- All users of publicly-maintained facilities and public programs offered by the City of Dunn.

The evaluation identifies common barriers to accessibility and proposes a plan to eliminate barriers so that all individuals have safe and guaranteed access to City facilities and services.

The Transition Plan provides a proposed schedule that prioritizes the remediation of certain barriers and also provides guidance for upgrades to systems when regular maintenance is required. It is intended to be a living document available to the public and updated regularly to inform City staff, decision makers, the general public, and people with disabilities that progress is being made.



Plan Goals and Objectives

The primary goal of Dunn’s ADA Self-Evaluation and Transition Plan is to promote greater accessibility to City facilities and services through the identification of existing barriers. Title II of the Americans with Disabilities Act (ADA) serves as the framework for achieving this goal. Objectives include:

- Designation of the City’s ADA Coordinator.
- Development of an official City ADA Written Public Notice.
- Development of an official City ADA Grievance Policy that allows for prompt resolution of accessibility concerns.
- Execution of a self-evaluation utilizing the Americans with Disabilities Act Accessibility Guidelines (ADAAG).
- Designation of City staff responsible for Transition Plan implementation and periodically making Plan updates, as needed.

Designation of City of Dunn ADA Coordinator

If a public entity has 50 or more employees, it is required to designate at least one responsible employee to coordinate ADA compliance. A government entity may elect to have more than one ADA Coordinator. Although the law does not refer to this person as an “ADA Coordinator,” this term is commonly used in state and local governments across the country and will be used throughout this Plan.

In compliance with *28 CFR 35.107(a)*, the City’s ADA Coordinator shall investigate all complaints communicated to the government alleging that the government does not comply with the ADA. In this role the ADA Coordinator will oversee the City’s policies and procedures. The ADA Title II Coordinator will also be responsible for the identification of resources and opportunities for agency employees, at various levels, to receive ADA-related training appropriate to their job functions.

§ 35.107 Designation of responsible employee and adoption of grievance procedures.

(a) Designation of responsible employee. A public entity that employs 50 or more persons shall designate at least one employee to coordinate its efforts to comply with and carry out its responsibilities under this part, including any investigation of any complaint communicated to it alleging its noncompliance with this part or alleging any actions that would be prohibited by this part. The public entity shall make available to all interested individuals the name, office address, and telephone number of the employee or employees designated pursuant to this paragraph.



1: PROJECT OVERVIEW

As a result of this Plan and its adoption, the City of Dunn has designated the following to serve as ADA Title II Coordinator:

Stephen Hodges
Code Enforcement Officer
Email: shodges@dunn-nc.org
Phone: 910.230.3505

The ADA Title II Coordinator will also be responsible for identifying resources and opportunities for agency employees to receive ADA-related training appropriate to their job functions. It shall be the responsibility of the City's ADA Transition Plan Coordinator to appoint a new ADA Title II Coordinator in the event of a vacancy.

Benefits of an ADA coordinator

"For members of the public, having an ADA Coordinator makes it easy to identify someone to help them with questions and concerns about disability discrimination. For example, the ADA Coordinator is often the main contact when someone wishes to request an auxiliary aid or service for effective communication, such as a sign language interpreter or documents in Braille. A knowledgeable ADA Coordinator will be able to efficiently assist people with disabilities with their questions. She or he will also be responsible for investigating complaints.

Having an ADA Coordinator also benefits state and local government entities. It provides a specific contact person with knowledge and information about the ADA so that questions by staff can be answered efficiently and consistently. In addition, she or he coordinates compliance measures and can be instrumental in ensuring that compliance plans move forward. With the help of this Tool Kit, ADA Coordinators can take the lead in auditing their state or local government's programs, policies, activities, services, and facilities for ADA compliance."

- ADA Best Practices Tool Kit for State and Local Governments

Providing Public Notice of the ADA

The second administrative requirement is providing public notice about the ADA, per 28 C.F.R § 35.106.

§ 35.106 Notice.

A public entity shall make available to applicants, participants, beneficiaries, and other interested persons information regarding the provisions of this part and its applicability to the services, programs, or activities of the public entity, and make such information available to them in such manner as the head of the entity finds necessary to apprise such persons of the protections against discrimination assured them by the Act and this part.



The target audience for public notice includes applicants, beneficiaries, and other people interested in the City of Dunn’s programs, activities, or services. The audience is expansive and includes everyone who interacts – or would potentially interact – with the City.

The notice is required to include relevant information regarding Title II of the ADA and how it applies to the programs, services, and activities of the City. The information must be presented so that it is accessible to all. Therefore, it must be available in alternative formats.

The **ADA Best Practices Tool Kit for State and Local Governments**, found at www.ada.gov, notes:

“It is the obligation of the head of the public entity to determine the most effective way of providing notice to the public about their rights and the public entity’s responsibilities under the ADA.”

Publishing and publicizing the ADA notice is not a one-time requirement. State and local governments should provide the information on an ongoing basis, whenever necessary. If you use the radio, newspaper, television, or mailings, re-publish and re-broadcast the notice periodically.”

The City developed a position statement in accordance with 28 CFR 35.107(b). A copy of the position statement is located on pages 7-8.

Examples of the Target Audience for the ADA Notice

- *A recipient of social services, food stamps or financial assistance provided by the state or local government*
- *An applicant for a public library card*
- *A public transit user*
- *A person who uses the city/county recreation center*
- *A grandmother attending her grandchild’s high school graduation in a city park*
- *A member of a citizen’s advisory committee*
- *A recipient of a grant from the state/local government*
- *A citizen who wants to participate in a City Council meeting*
- *A person adopting a dog from the local animal shelter*

Source: <https://www.ada.gov/pcatoolkit/chap2toolkit.htm>



Ways to Provide ADA Notice to Interested Persons



Include the notice with job applications.



Publish the notice periodically in local newspapers.



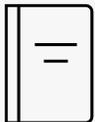
Broadcast the notice in public service announcements on local radio and television stations.



Publish the notice on the City's website.



Post the notice at all City facilities.



Include the notice in City program handbooks.



Include the notice in City activity schedules.



Announce the notice at meetings of City programs, services and activities.



Post the notice in HARTS paratransit vehicles and where other HARTS services are offered.



NOTICE UNDER THE AMERICANS WITH DISABILITIES ACT

In accordance with the requirements of title II of the Americans with Disabilities Act of 1990 ("ADA"), the City of Dunn will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs, or activities.

Employment: The City of Dunn does not discriminate on the basis of disability in its hiring or employment practices and complies with all regulations promulgated by the U.S. Equal Employment Opportunity Commission under title I of the ADA.

Effective Communication: The City of Dunn will generally, upon request, provide appropriate aids and services leading to effective communication for qualified persons with disabilities so they can participate equally in The City of Dunn's programs, services, and activities, including qualified sign language interpreters, documents in Braille, and other ways of making information and communications accessible to people who have speech, hearing, or vision impairments.

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

Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a program, service, or activity of the City of Dunn, should contact the office of the City's ADA Coordinator, contact information listed below, as soon as possible but no later than 48 hours before the scheduled event.

Stephen Hodges
ADA Coordinator & Code Enforcement Officer
Dunn Municipal Building
410 East Broad Street
Dunn, NC 28334
Email: shodges@dunn-nc.org
Phone: 910.230.3500



1: PROJECT OVERVIEW

The ADA does not require the City of Dunn to take any action that would fundamentally alter the nature of its programs or services or impose an undue financial or administrative burden.

Complaints that a program, service, or activity of the City of Dunn is not accessible to persons with disabilities should be directed to:

Stephen Hodges
ADA Coordinator & Code Enforcement Officer
401 East Broad Street
Dunn, NC 28334
Email: shodges@dunn-nc.org
Phone: 910.230.3500

The City of Dunn will not place a surcharge on a particular individual with a disability or any group of individuals with disabilities to cover the cost of providing auxiliary aids/services or reasonable modifications of policy, such as retrieving items from locations that are open to the public but are not accessible to persons who use wheelchairs.



Establishing and Publishing a Grievance Procedure

Under Title II of the ADA, a local government with more than 50 employees must have a published grievance procedure. This requirement is codified under 28 C.F.R. § 35.107(b).

§ 35.107 Designation of responsible employee and adoption of grievance procedures.

(b) Complaint procedure. A public entity that employs 50 or more persons shall adopt and publish grievance procedures providing for prompt and equitable resolution of complaints alleging any action that would be prohibited by this part.

Grievance procedures lay out a consistent process for resolving complaints of disability discrimination in a prompt and fair manner. According to the **ADA Best Practices Tool Kit for State and Local Governments** a grievance procedure should include:

- A description of how and where a complaint under Title II may be filed with the government entity;
- If a written complaint is required, a statement notifying potential complainants that alternative means of filing will be available to people with disabilities who require such an alternative;
- A description of the time frames and processes to be followed by the complainant and the government entity;
- Information on how to appeal an adverse decision; and
- A statement of how long complaint files will be retained.

Additionally, best practice notes that once a state or local government establishes a grievance procedure under the ADA, it should be distributed to all agency heads. Copies can be posted in public spaces of public buildings and on the government's website. The procedure and contact information should be updated as needed. The procedure must also be available in alternative formats so that it is accessible to all people with disabilities.

A copy of the City's grievance procedure is featured on page 10.



City of Dunn Grievance Procedure under The Americans with Disabilities Act

This Grievance Procedure is established to meet the requirements of the Americans with Disabilities Act of 1990 ("ADA"). It may be used by anyone who wishes to file a complaint alleging discrimination on the basis of disability in the provision of services, activities, programs, or benefits by the City of Dunn. The City of Dunn's Personnel Policy governs employment-related complaints of disability discrimination.

The complaint should be in writing and contain information about the alleged discrimination such as name, address, phone number of complainant and location, date, and description of the problem. Alternative means of filing complaints, such as personal interviews or a tape recording of the complaint, will be made available for persons with disabilities upon request.

The complaint should be submitted by the grievant and/or his/her designee as soon as possible but no later than 60 calendar days after the alleged violation to:

Stephen Hodges
ADA Coordinator & Code Enforcement Officer
Dunn Municipal Building
401 East Broad Street
Dunn, NC 28334
Email: shodges@dunn-nc.org
Phone: 910.230.3500

Within 15 calendar days after receipt of the complaint, the ADA Coordinator or designee will meet with the complainant to discuss the complaint and the possible resolutions. Within 15 calendar days of the meeting, the ADA Coordinator or designee will respond in writing, and where appropriate, in a format accessible to the complainant, such as large print, Braille, or audio tape. The response will explain the position of the City of Dunn and offer options for substantive resolution of the complaint.

If the response by the ADA Coordinator or designee does not satisfactorily resolve the issue, the complainant and/or his/her designee may appeal the decision within 15 calendar days after receipt of the response to the City Manager or his/her designee.

Within 15 calendar days after receipt of the appeal, the City Manager or his/her designee will meet with the complainant to discuss the complaint and possible resolutions. Within 15 calendar days after the meeting, the City Manager or his/her designee will respond in writing, and, where appropriate, in a format accessible to the complainant, with a final resolution of the complaint.

All written complaints received by the ADA Coordinator or designee, appeals to the City Manager or his/her designee, and responses from these two offices will be retained by the City of Dunn for at least three years.



City of Dunn ADA Assessment Survey

The City of Dunn, NC, is gathering information from the public as part of the Americans with Disabilities Act (ADA) Self-Assessment and Transition Plan. This survey addresses accessibility of services and activities offered to the public. All responses are subject to becoming public record. The purpose of this survey is intended to inform the development of the City's ADA Transition Plan by generating priorities for improving access to City-owned infrastructure and services. If you have questions about the ADA Self-Assessment and Transition Plan or require additional assistance, contact the City's ADA Coordinator Stephen Hodges at (910) 766-0983 or shodges@dunn-nc.org. The survey is also available online on the City of Dunn website.



City of Dunn ADA Assessment Survey

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1) Which option best describes your disability status?

- I have a disability.
- I am a family member or friend of an individual with a disability.
- I do not have a disability.
- Other: _____

2) Which option best describes your association with the City of Dunn? Please select all that apply.

- I live in Dunn.
- I am a business owner/merchant in Dunn.
- I work in Dunn.
- I neither live nor work in Dunn, but I do visit.
- Other: _____

3) Do you participate in programs, services, or activities offered by the City of Dunn?

- Yes (Please describe): _____
- No

4) How can the City of Dunn improve access for persons with disabilities to any of the programs, services, or activities it provides?

5) Do you know who to contact if you need assistance, have a concern, or need an accommodation to access a City facility, service, or event?

- Yes (Please list who you would contact): _____
- No, I do not know who to contact.



2. PUBLIC OUTREACH

Requirements and Best Practices

Per 28 CFR 35.105 and 28 CFR 35.150(d)(1), the City of Dunn provided interested parties the opportunity to submit comments and feedback during the self-evaluation and transition plan process.

§ 35.105 Self-evaluation.

(b) A public entity shall provide an opportunity to interested persons, including individuals with disabilities or organizations representing individuals with disabilities, to participate in the self-evaluation process by submitting comments.

§ 35.150 Existing facilities.

(d) Transition plan.

(1) In the event that structural changes to facilities will be undertaken to achieve program accessibility, a public entity that employs 50 or more persons shall develop, within six months of January 26, 1992, a transition plan setting forth the steps necessary to complete such changes. A public entity shall provide an opportunity to interested persons, including individuals with disabilities or organizations representing individuals with disabilities, to participate in the development of the transition plan by submitting comments. A copy of the transition plan shall be made available for public inspection.

Public Survey

The public was surveyed on existing ADA barriers within the community through a survey made available in print and electronic formats from April 9, 2021 to May 31, 2021. The 20-question survey was designed to limit user fatigue - anticipated completion time was five minutes - and to promote accessibility of its content through clarity of questions, appropriate vocabulary, and eighth grade reading level comprehension. Fifty-one individuals provided responses to the survey either online or via hard copy. Twenty-one respondents answered all survey questions, and 30 respondents answered a partial set of survey questions. Results from key questions and a sampling of comments are provided on page 18. The full survey and survey results can be found in Appendix A.



2: PUBLIC OUTREACH

5

minutes

Estimated Length



Fatigue Score



Accessibility

Survey questions were designed to be short, simple and easy to understand. The total number of questions was limited to keep the survey brief and avoid redundancy.

The City of Dunn ADA Assessment Survey was publicized through the City's website and official Facebook page as well as targeted outreach methods.

April 9: Survey was posted on the City of Dunn website and the City's Facebook page. Print surveys were displayed at the Dunn Municipal Library.

April 14: City staff provided Harnett County Human Services staff and supervisors with links to the survey asking them to fill it out and share with their clientele.

April 27: Dunn's Parks and Recreation Department sent an informative flyer and surveys to parents of disabled children who play in the Miracle League.

April 13:, Mayor Pro Tem Dr. David Bradham announced at April's City Council meeting that the survey was available and encouraged the public to fill one out.

April 22: Surveys and a flier were hand delivered to JCI Erwin, a nonprofit providing coordinated services dedicated to people with disabilities seeking employment.

May 31: Survey officially closed.

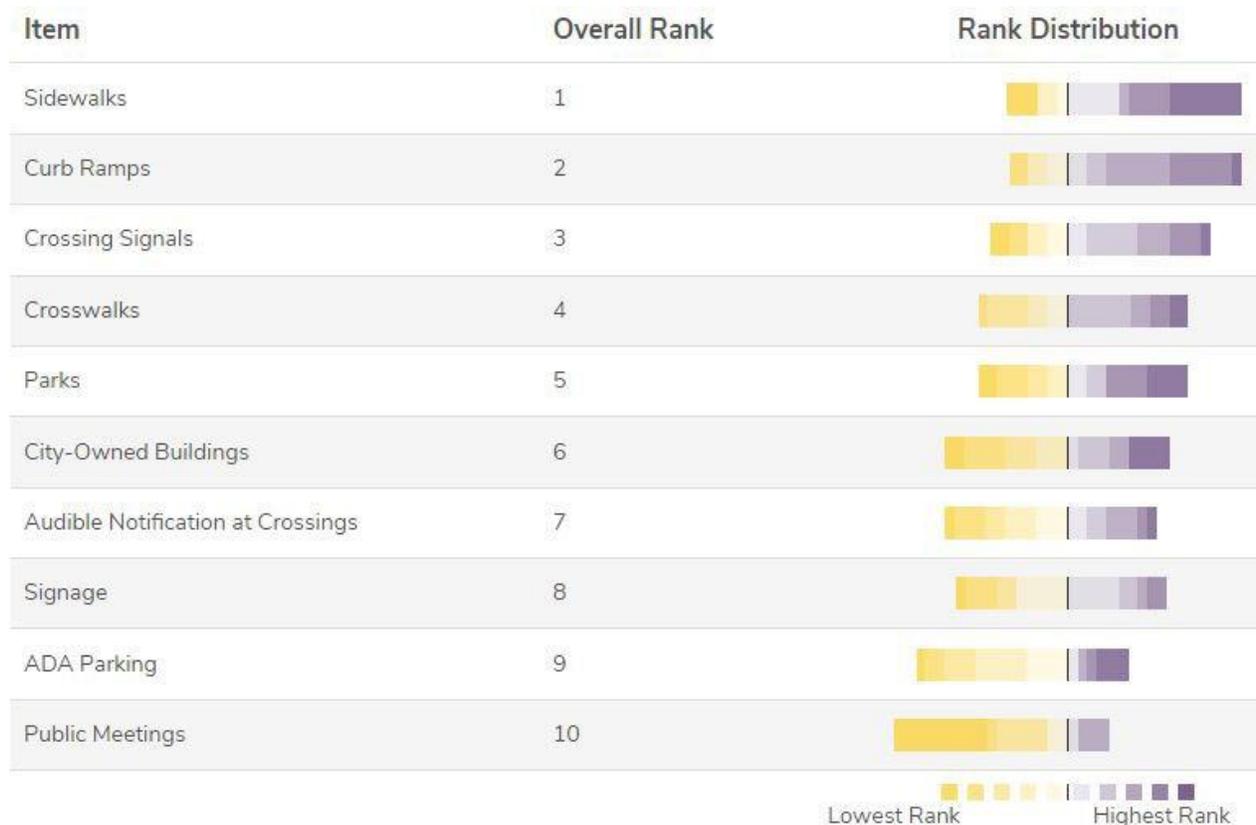


Summary of Results

Nearly half of the 51 respondents indicated that they either have a disability or are a family member or friend of an individual with a disability. More than half (54 percent) of respondents answered that they get their information about City government, meetings, etc. from the City’s website. They also get their information from newspapers, social media, and word of mouth. Most individuals (76 percent) responded that they do not know who to contact if they need assistance, have a concern, or need an accommodation to access a City facility, service, or event. This emphasizes that the City’s ADA Coordinator will provide crucial services to the community and that it will be essential for the City to inform the public about the ADA Coordinator’s role.

When asked to rank 10 options for **how** the City should prioritize improvements to accessibility, respondents prioritized improvements to sidewalks, curb ramps, crossing signals, and crosswalks as the most critical items to address. This reinforces the existing need for and desire from the community to improve the city’s overall pedestrian network so that it can effectively function as part of Dunn’s comprehensive transportation system.

Figure 1: Survey Respondents’ Rankings for Prioritizing Accessibility Improvements



Survey respondents were asked to compare items to each other by placing them in order of preference. An average ranking was calculated for each answer choice, allowing for quick evaluation the most preferred answer choice. Full survey response details are located in Appendix A.



2: PUBLIC OUTREACH

When asked to select two options for **where** the City should prioritize improvements to accessibility, responses were evenly distributed between “Commercial areas and activity centers” and “Areas that need the most physical improvements” with each garnering 56 percent of responses. “Within 1/4 mile of parks and schools” and “Highly populated residential neighborhoods” garnered 40 percent and 32 percent of responses, respectively. Respondents could also write in individual responses, which included: *“Low income areas, as they tend to have disabilities more often than those in highly populated and high income areas”, “Parking lots”, and “Provide parks for the handicapped.”*

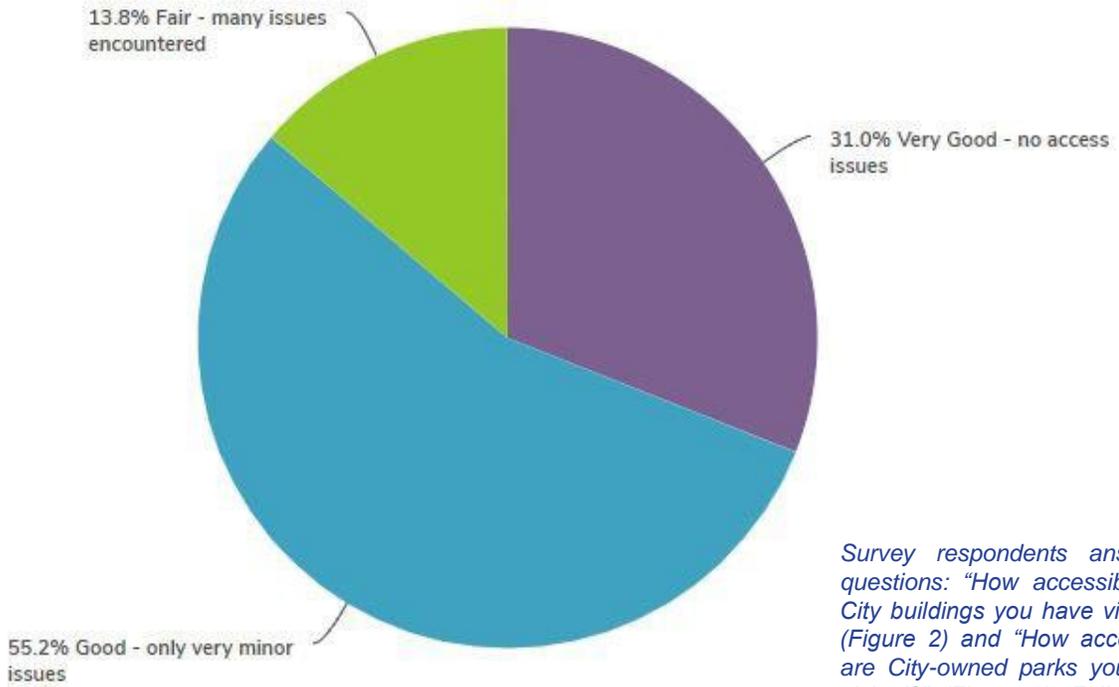
Survey respondents were asked to rate the accessibility of City buildings, City parks, City parking lots, and the pedestrian network (sidewalks and curb ramps). Overall, the current level of accessibility for City buildings and public parking is thought to be “good.” Survey results indicated that sidewalks and/or curb ramps need the most improvement, as nearly 30 percent of respondents rated them as either “fair” or “poor”. See pages 16 and 17 for a breakdown of ratings for each.

The data collected through the self-assessment corresponds with public perception of accessibility of City facilities, and the transition plan addresses how to phase accessibility improvements.



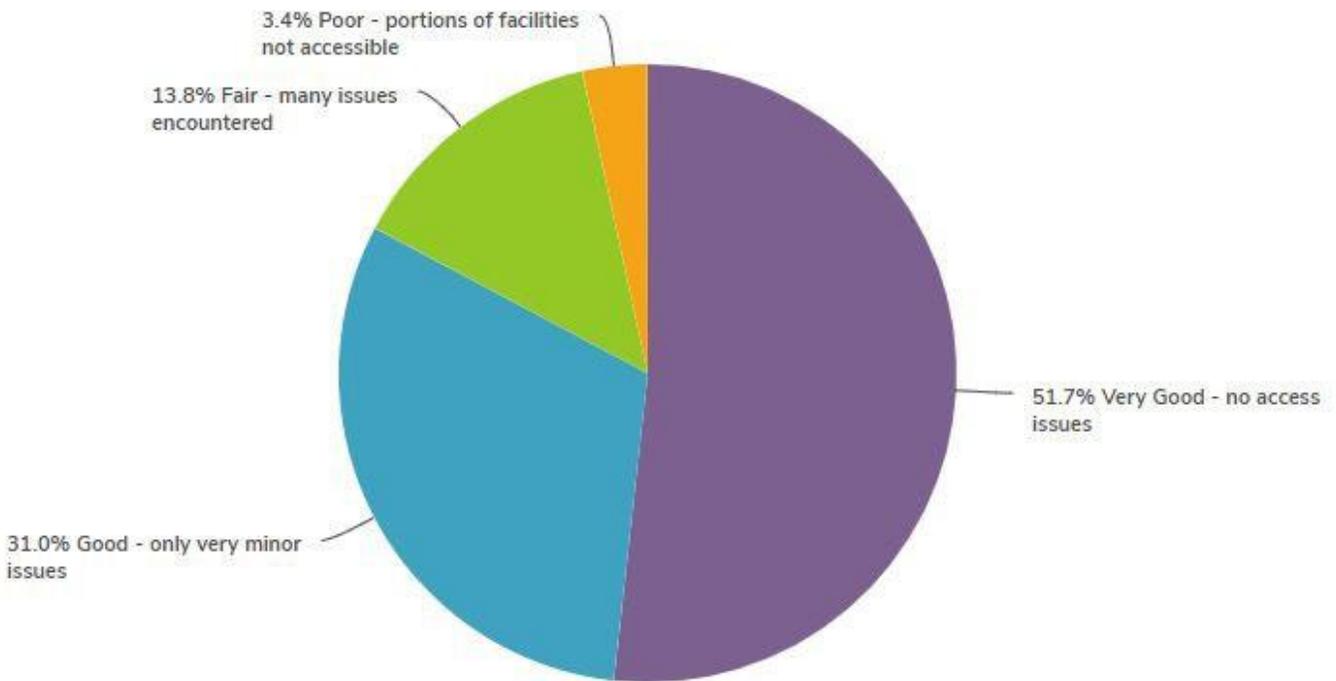


Figure 2: Accessibility of City Buildings



Survey respondents answered questions: “How accessible are City buildings you have visited?” (Figure 2) and “How accessible are City-owned parks you have visited?” (Figure 3). Full survey response details are located in Appendix A.

Figure 3: Accessibility of City Parks





2: PUBLIC OUTREACH

Figure 4: Accessibility of Sidewalks and Curb Ramps

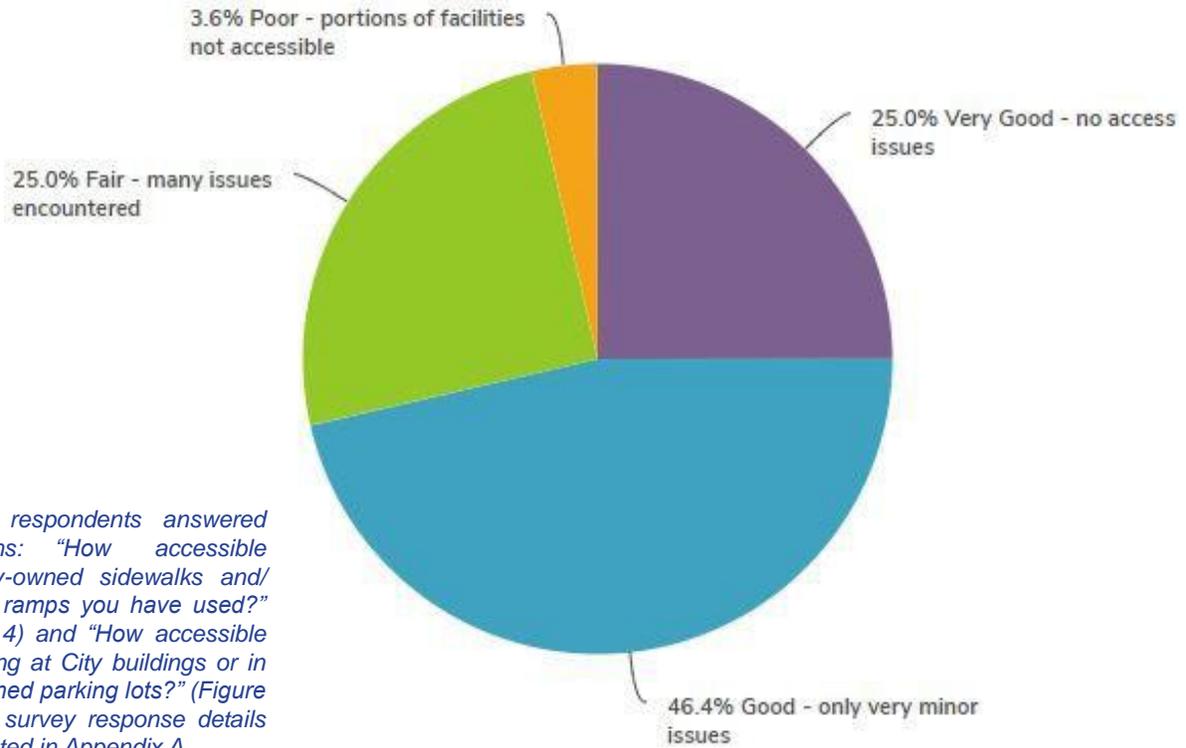
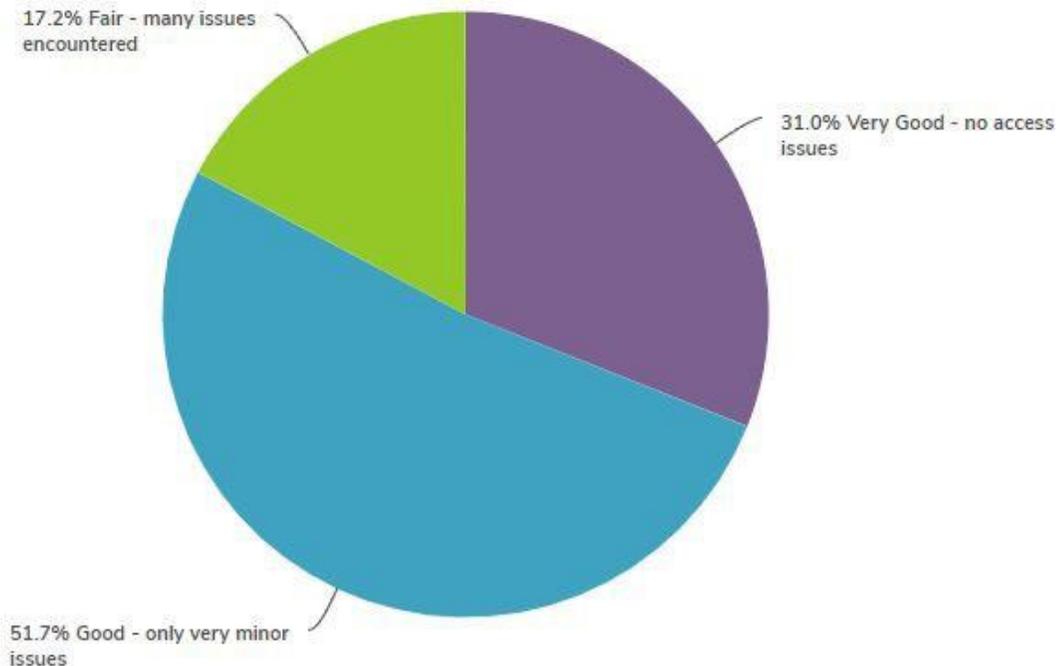


Figure 5: Accessibility of City Parking





Sample of Survey Respondent Comments

“Add sidewalks for wheelchairs throughout Dunn, not just downtown.”

“Possible parking places closer to ball fields. Maybe parking places where a grandparent that cannot walk well can sit in the car and still see their grandchild play ball in the future.”

“More opportunities to low-income housing that’s easily accessible to anyone with special physical needs.”

“Downtown is great, but many neighborhood sidewalks are in poor condition.”

“Tart Park - no paths to picnic shelter, wheelchair access difficult. Playground equipment not geared towards physical disabilities. ie: wheelchair swings. Restrooms access is difficult for wheelchairs.”

“Enforce handicap parking regulations & add some signage regarding services or programs available for the disabled.”



Tart Park has facilities that are difficult to access for wheelchair users.

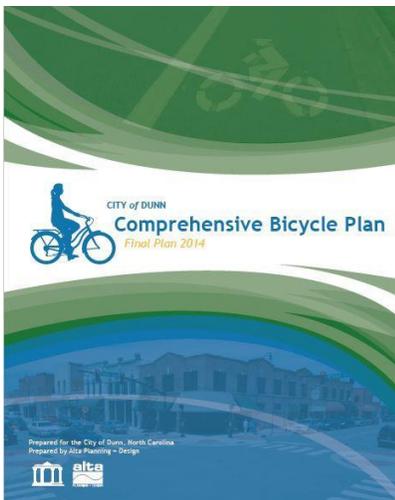


Photo credit: JMTE



3. EXISTING PLANS & CODE REVIEW

This ADA Self-Assessment and Transition Plan acknowledges earlier planning efforts undertaken by the City of Dunn. This section of the Plan summarizes key recommendations from pertinent plans and highlights relevant language in the City's current Code of Ordinances. Where appropriate, the Plan incorporates relevant recommendations from previous planning efforts.



City of Dunn Comprehensive Bicycle Plan (2014)

- Recommends creation of a maintenance hotline / website that residents can use to request maintenance, enhancements, or enforcement that impacts pedestrian activity - including issues such as parked cars blocking ADA ramps.
- Recognizes that pedestrians should be accommodated any time a new road is constructed or an existing road is reconstructed and notes that *case law surrounding the ADA has found that roadway resurfacing constitutes an alteration, which requires the addition of curb ramps at intersections where they do not yet exist.*
- Provides best practices for development of rails-to-trails multiuse facilities.
- Notes that modification of sidewalks to comply with ADA requirements is an eligible activity under the Surface Transportation Program (STP), which provides states with flexible funds that can be used for a variety of projects.



*Images credit: City of Dunn Comprehensive Bicycle Plan (2014),
Alta Planning + Design*



3: EXISTING PLANS & CODE REVIEW

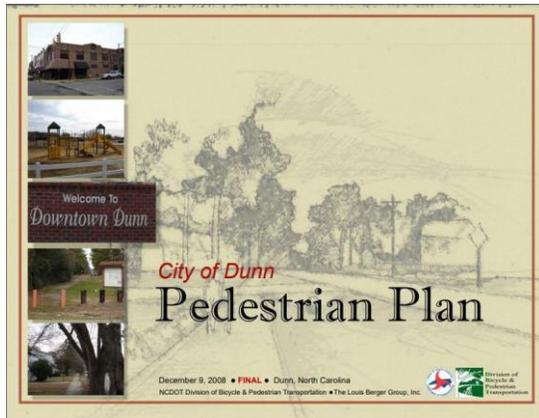


Image credit: *City of Dunn Pedestrian Plan (2008)*, NCDOT

City of Dunn Pedestrian Plan (2008)

- Provides design guidelines for curb ramp design and placement, medians and refuge islands, roundabouts, and other traffic calming devices so that ADA compliance is met.
 - Acknowledges that the City, at the time the Plan was adopted, did not have its own standards for pedestrian facilities.
 - Notes that “All street furniture and other stationary objects should consider ‘detectability’ for visually-impaired white cane users, and amenities such as water fountains, bus stops or benches should provide wheelchair accessibility for physically-disabled pedestrians.
- Specifies that “Pedestrian push buttons should accompany pedestrian signals that are not phased into the regular traffic signal cycle; push buttons should be placed in a convenient and wheelchair accessible location. Pedestrian activated signals should be used for roadways with long traffic signal cycles where pedestrians are to be given preference when present, and/or for signals where the pedestrian cue is not phased into the traffic cycle unless a button is activated.”
 - Reiterates that the Manual on Uniform Traffic Control Devices (MUTCD), NCDOT’s Planning and Designing Local Pedestrian Facilities, and the ADA stipulate that safe passage should be maintained throughout a temporary closure / construction zone unless it occurs during an extreme situation such as a natural or manmade emergency. The Plan also provides considerations for whenever sidewalk or trail will be temporarily closed.
 - Plan recommendations include:
 - Allocating an annual budget for curb ramp retrofits at intersections throughout the city and to ensure new curb ramps are constructed during all new street / intersection construction, as mandated by federal ADA requirements.
 - Establishing a regular maintenance schedule for periodic repairs to sidewalk cracking, prioritizing existing sidewalks buried under grass and overgrowth.
 - Developing engineering and design standards for pedestrian accommodations and ensuring that such guidelines explicitly state that all facilities must comply with requirements outlined in the ADAAG for Buildings and Facilities.
 - Revising ordinances to promote multimodal safety and accessibility.



City of Dunn Pedestrian Plan
Section 6: Policy & Program Recommendations

Best Practices Recommendations – Local Ordinances	
Street Design Criteria	<ul style="list-style-type: none"> Modify the Code of Ordinances to reference specific Street Design Criteria, including maximum curb radii downtown and in pedestrian activity centers; street cross-sections that include mandatory five-foot-wide sidewalk or public greenway access on the full perimeter of each adjacent public street; and driveway spacing criteria on all streets to be adhered to in the subdivision and design of new developments. Design criteria should also address curb ramps and driveway design to ensure accessibility for the physically disabled, as outlined in the Americans with Disabilities Act (ADA). A minimum 3ft planting strip or buffer for sidewalks should be standard. Include street classifications in the Street Design Criteria to define local, collector, subcollector, arterial and/or limited access streets. Assigning maximum street widths and sidewalk requirements for each classification will help create better guidance for developers. Minimum 5ft sidewalks should be required on both sides of collectors, subcollectors and arterials, and on at least one side of local streets. The Harnett County Subdivision Ordinance (Article V, Section 5.12.3) should be used as preliminary guidance for these requirements (see Appendix G for a copy).
Construction Detour	<ul style="list-style-type: none"> Develop pedestrian detour requirements when sidewalk is blocked or closed by construction activities (Sec. 19-42).
Sidewalk Requirement	<ul style="list-style-type: none"> Require 5ft wide (minimum) sidewalks along the public frontage of all subdivided and unsubdivided properties to help create sidewalk connectivity along public streets in Dunn.
School Zones (Sidewalk Requirements)	<ul style="list-style-type: none"> Consider developing an ordinance that requires sidewalk along all roads within a quarter-mile of a school and that all signalized intersections within a quarter-mile of the school should have functioning pedestrian signals with crosswalks and push-buttons. If the school is accessed from a mid-block location, then a signalized mid-block crossing should be provided for safe pedestrian access.

Image credit: City of Dunn Pedestrian Plan (2008), NCDOT

***NOTE: The City of Dunn Pedestrian Plan is currently being updated with an anticipated completion date of Spring 2022.**

City of Dunn Code of Ordinances

The following sections of the City’s code of ordinances reference ADA regulations and/or accessibility.

**Chapter 11 - LICENSES AND BUSINESS REGULATIONS
ARTICLE X. - FOOD TRUCKS**

Sec. 11-304. - Location requirements.

(d) All food trucks must be situated to allow at least five (5) feet of unobstructed space for pedestrians on sidewalks, pedestrian paths, and other locations intended primarily for pedestrian travel. If any applicable law, including Americans With Disabilities Act (ADA) regulations, shall require a greater distance, the greater distance shall apply.

Sec. 11-305. - Additional requirements.

(h) Any covering for a food truck shall be limited to an attached single mast umbrella. The covering must not impede or inconvenience pedestrian, vehicular, or other modes of traffic, such as wheelchairs, bicycles, etc.



3: EXISTING PLANS & CODE REVIEW

Chapter 19 - STREETS AND SIDEWALKS **ARTICLE II. - OBSTRUCTIONS AND ENCROACHMENTS**

Sec. 19-42. - Covered passageway for pedestrians where construction near sidewalk.

Before building or remodeling at any place where the work is in close proximity to the sidewalk, an overhead covered passageway shall be constructed so as to leave the sidewalk unobstructed and provide safe and easy passage. The requirement for an overhead passageway may be waived when, in the opinion of the chief building inspector, the overhead structures are not needed for the protection of pedestrians.

Chapter 20 - SUBDIVISION OF LAND **ARTICLE III. - REQUIRED IMPROVEMENTS**

Sec. 20-67. - Generally.

The following improvements shall be required to be installed or their installation guaranteed by the subdivider prior to approval of the final plat: grading to the entire width of the street right-of-way; paving roadways at the designated widths; installation of sidewalks at the designated locations and with associated ramps and pavement markings; installation of public water and sewer systems; provision of storm drainage; and permanent reference points. Legal agreements providing access and/or maintenance of a traveled way shall be drafted and submitted prior to approval of the final plat. Minor subdivisions within the municipal boundary shall be responsible for all utility improvements. Utility access is available at the public right-of-way or other location(s) designated by the public works director. All required municipal services shall be considered delivered at the designated location(s).

Sec. 20-73. - Streets.

(r) Wheelchair ramps. Wheelchair ramps shall be provided for the physically handicapped at all intersections where curb and gutter is provided and at other major points of pedestrian flow. These ramps and depressed curbs shall be constructed in accordance with details contained in the department of transportation, division of highways' publication entitled, "Guidelines, Curb Cuts and Ramps for Handicapped Persons."

(t) Sidewalks. Sidewalks shall be constructed within the street right-of-way and installed in accordance with the current City Engineering Design and Construction Standards manual. The minimum standard width of sidewalk shall be five (5') feet.



(1) *Required locations. Sidewalks shall be installed along both sides of all streets located within the proposed subdivision and along all existing streets located within the proposed subdivision adjacent to entries.*

(2) *Alternative Compliance. Alternative provisions for pedestrian movement meeting the intent of this ordinance may be used where unreasonable or impractical situations would result from application of these requirements. Such situations may result from significant street trees, impending road widening, topography, utility easements, lot configuration or other unusual site conditions. In such instances, the City Manager may approve an alternative plan that proposes different pedestrian amenities provided that the intent of this section is fulfilled.*

(3) *Payment in Lieu. In lieu of alternative compliance in (2) above, the City Manager may approve a payment in lieu (in accordance with an adopted annual fee schedule) where any one or combination of factors render compliance impractical:*

- i. Steep slopes;*
- ii. Absence of existing sidewalks along the corridor and in the general neighborhood;*
- iii. Where sidewalks are not approved by the NCDOT.*

(4) *Construction Standards. All sidewalks, whether required by this ordinance or installed voluntarily, shall be constructed to the current City Engineering Design and Construction Standards manual or NCDOT standards for state maintained roads.*

Chapter 22 - ZONING

ARTICLE V. - OFF-STREET PARKING AND LOADING

Sec. 22-352. - Circulation and connectivity.

(a) *Purpose and intent. The purpose of this section is to support the creation of a highly connected transportation system with the city in order to provide choices for drivers, bicyclists, and pedestrians; promote walking and bicycling; connect neighborhoods to each other and to local destinations such as schools, parks, and shopping centers; reduce vehicle miles of travel and travel times; increase effectiveness of municipal service delivery, and free up arterial capacity to better serve regional long distance travel needs.*



3: EXISTING PLANS & CODE REVIEW

Sec. 22-353. - Vehicular connectivity.

(a) Street arrangement. Streets should be designed and located so that they relate to the topography, preserve natural feature such as streams and tree growth and provide for adequate public safety and convenience. Vehicular connections from adjacent property (street stub-outs) must be utilized unless the planning board deems the connection impractical due to topographic conditions, environmental constraints, property shape or property accessibility.

When a through street or a series of streets establishes a connection between two (2) public streets, such street shall be a public street. Local public and private streets may incorporate traffic calming devices. Streets should be designed so pedestrians have convenient and safe means to cross streets. Allowable treatments may include, but are not limited to, roundabouts, raised pedestrian crosswalks, multi-way stops, bulb-outs, alternative pavement treatments, and signals at cross walks when warranted.

(b) Cross access. Traffic studies have shown that highly connected street networks provide much greater traffic throughout and mobility for a community, at less cost. A high degree of connectivity should occur not only at the level of the arterials, but also on collector, local and other secondary roads. Such connectivity vastly improves a street network's performance. The street pattern should not force short trips of one (1) or two (2) miles onto arterials; it should be possible to make trips of this sort by using collector or other secondary streets. With a highly connected street network, cross-city trips should be possible using fairly direct secondary roads.

All development in commercial and industrial zoning districts shall be designed to allow for cross-access to adjacent properties within commercial and industrial zoning districts to encourage shared parking and shared access points on public and private streets. When cross access is deemed impractical by the planning director on the basis of sever topography, environmental constraints, or vehicular safety factors, the requirement may be waived provided that appropriate bicycle and pedestrian connections are provided between adjacent developments or land uses. Development plans should provide cross-access easement and complete the connection if completing the link can derive an immediate benefit. If not immediate benefit can be derived, development plans should provide cross access and construction easements and arrange the site design so when the adjoining property owner extends the connection to the property line, the link will be completed. If the link is to be completed in the future, the grade of the connection, parking, landscaping, and other improvements must be set to allow for extension into the adjacent property.



(c) *Pedestrian connectivity. Pedestrian circulation and connectivity should primarily take place adjacent to planned streets. All sidewalks shall be designed to comply with the standard outlined in city's standard specifications and details manual.*

Pedestrian crossings shall be made safer for pedestrians whenever possible by shortening crosswalk distance with curb extensions, reducing curb radii, and eliminating free right-turn lanes. Traffic calming devices may be installed to help facilitate safer pedestrian crossings.

Pedestrian walkways shall form on-site circulation system that minimizes conflict between pedestrians and traffic at all points of pedestrian access to on-site parking and building entrances. Pedestrian walkways shall connect building entrances to one (1) another and from building entrances to public sidewalk connections and existing or planned transit stops. All developments that contain more than one (1) building shall provide walkways between the principal entrances of the buildings.

City of Dunn Engineering Design & Construction Manual (2011)

2.06 Maintenance of Traffic

A. General

When construction occurs in a traffic zone, traffic control devices must be erected, maintained, relocated, and removed in accordance with the plans, specifications, NCDOT Supplement to the MUTCD, and the MUTCD. This requirement shall apply for all construction occurring on public streets, including construction or repairs by utility companies. The MUTCD referred to in this provision shall be the current edition of the Manual on Uniform Traffic Control Devices for Streets and Highways, as prepared by the National Advisory Committee on Uniform Traffic Control Devices, including all standard documents referred to in Section 1A-7 of the MUTCD.

Traffic control devices shall include but not be limited to signs, drums, barricades, cones, delineators, flashing arrow panels, temporary guardrail, temporary concrete median barrier, vehicle-mounted temporary impact attenuators, pavement marking, raised reflective pavement markers, flaggers, and pilot vehicles.

B. Materials

Unless otherwise required, materials used in the fabrication and installation of construction traffic control devices shall be in accordance with the applicable provisions of the MUTCD.



3: EXISTING PLANS & CODE REVIEW

All enclosed lens (Engineers Grade) sheeting required for use on traffic control devices shall have an identification mark on the surface. This mark signifies that the sheeting meets the requirements of Federal Specification L-S-300C for Minimum Reflectivity 1 Sheeting and Tape. The identification mark shall not interfere with the function of the device, but shall be visible both day and under illumination at night without the use of special devices.

C. Installation and Maintenance

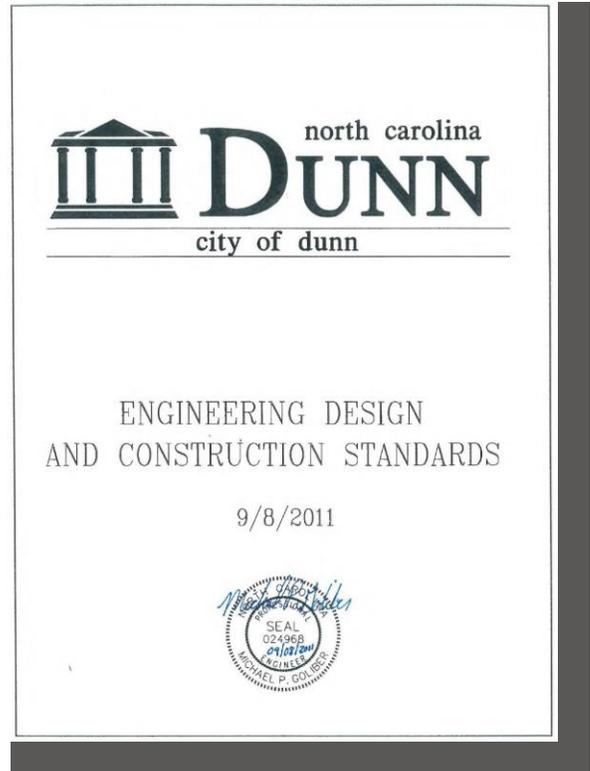
*Existing public streets or highways shall be kept open to traffic at all times by the Contractor unless permission to close the street, or portions thereof, is granted by the Director of Public Works and NCDOT. The City of Dunn Police Department must be contacted **BY THE CONTRACTOR A MINIMUM OF 24 HOURS** before any streets are closed or partially closed. The Contractor must also contact NCDOT as required prior to closing any street or portions thereof.*

Work on any project shall not start until all traffic control devices required for the particular work activity are properly installed. Traffic control devices shall be properly maintained, relocated as necessary, cleaned and operated during the time they are in use. During periods when use of the devices is not warranted, they shall be removed from the work area, covered, or otherwise positioned so that they do not convey their message to the traveling public.

The location, legends, sheeting, dimension, number of supports, and horizontal and vertical placement of warning signs, barricades, and other traffic control devices shall be as required by the plans or the MUTCD.

Weeds, brush, trees, construction materials, equipment, etc., shall not be allowed to obscure any traffic control device in use.

Competent and properly trained, attired, and equipped flaggers, using “stop” and “slow” paddles shall be provided when two-way traffic cannot be maintained.





The Contractor shall assume full responsibility for the continuous and expeditious maintenance or replacement of all construction warning signs, barricades, and other traffic control devices. The Contractor shall continuously review and maintain all traffic control measures to assure that adequate provisions have been made for the safety of the public and workers. Failure to maintain all traffic control devices in a satisfactory condition shall be cause for suspension of construction operations until proper traffic control is re-established.

3.02 DESIGN

I. Sidewalks

Sidewalks shall be constructed within the street right of way or public easement in accordance with these standards at locations as specified in the City of Dunn Pedestrian Plan. Sidewalks shall be installed at the time of roadway construction or widening unless otherwise approved by the City of Dunn. The minimum thickness of a sidewalk shall be 4 inches. At locations where a driveway crosses a sidewalk, a 6-inch depth is required. (Sidewalks shall have a uniform slope toward the roadway of ¼ inch per foot.) The utility strip between the sidewalk and the back of curb shall not be less than ¼ inch per foot nor greater than ½ inch per foot toward the roadway.

Sidewalks are to be located a minimum distance of 5 feet off the back of curb. In some cases, where street trees are to be located between the curb and the sidewalk, this distance is preferred to be increased to be a minimum of 7 feet. Refer to approved construction drawings for each project to determine this setback. This minimum requirement may not be varied without the approval of the City of Dunn.

Where sidewalks and/or greenways intersect any section of curb and gutter, a handicap ramp shall be installed in accordance with current ADA Code.

3.09 PEDESTRIAN CROSSINGS

All locations which are designated for pedestrian traffic crossings shall be designated as a crosswalk with pavement marking and signage in accordance with MUTCD.

3.12 GREENWAY SPECIFICATIONS

Greenway locations and alignments shall be as directed and approved by the Director of Parks and Recreation and shall be in accordance with the City of Dunn Pedestrian Plan. Greenways alignment shall be finalized with the Director of Parks



3: EXISTING PLANS & CODE REVIEW

and Recreation prior to preliminary plan approval, with full construction plans and all permits provided prior to construction drawings approval for any project on which greenways are required.

Where greenway trails are required the following guidelines shall be followed.

- Maximum cross slope grade shall be 2%.*
- Maximum grade shall be 8%, unless approved by the Director of Parks and Recreation.*
- Positive drainage shall be established.*
- At all drainage crossings a Professional Engineer shall provide properly sized drainage pipe with supporting calculations.*
- Bridge crossings may be required in some locations. If a bridge is required, it must carry a 10,000 lb load and shall be designed by a registered engineer and approved by the City of Dunn and appropriate agencies.*
- Greenways shall be 8 feet wide. However, in the following cases, greenways shall be 10 feet in width when located on a sewer easement, when approaching an underpass, and at other times if determined necessary by Director Parks and Recreation.*
- When the greenway intersects with a roadway, a 10' wide, 6" thick concrete pad will be required extending from the back of curb to the right of way line, or 18', whichever is less. There shall be a handicap curb cut as shown in City of Dunn details. At the end of the pad, removable steel bollards will be required per City of Dunn detail. Where the greenway trail intersects roadway in which sidewalk is on opposite side of road a handicap ramp will be required on sidewalk side of street to allow travel onto sidewalk from greenway.*
- Greenways shall be located and constructed so as to minimize damage from floodwaters.*
- The minimum material must be 3" of approved asphalt base material and 2" SF9.5B.*
- Documentation of required permits, approvals, etc. shall be provided for greenways prior to construction drawing approval of the project on which the greenway is required.*
- Greenways shall be subject to the same construction inspections, performance, and warranty requirements as roadway infrastructures.*

Additionally, the City of Dunn Engineering Design & Construction Manual provides and design specifications for "wheelchair/handicap ramps with detectable warning surface."



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THURSDAY
SPRING CREEK E EDGERTON

Spring Creek
Crested Butte
April 15, 2011
8:00 PM - 10:00 PM
For You



4. INVENTORY OF BARRIERS

Dunn's ADA self-evaluation was completed using the Americans with Disabilities Act Accessibility Guidelines (ADAAG). Checklists provided by ADA.gov were used to assess internal and external City-owned and maintained infrastructure for ADA compliance. Accessibility within the rights-of-way of Dunn's street network was also evaluated for ADA compliance.

The following facilities were reviewed under the self-evaluation task:

- Two **(2)** standalone City-owned surface parking lots.
- All existing publicly-maintained sidewalks in City limits (**~18.6 miles**).
- The Dunn-Erwin Rail Trail from its eastern terminus at Ellis Avenue westward to the parking lot at Ashe Avenue roundabout (**~1.4 miles**).
- All existing publicly-maintained pedestrian street crossings for curb ramp compliance in City limits (**447**).
- All existing signalized intersections in City limits (**27**).
- Six **(6)** City-owned buildings with public access.
- Four **(4)** City-owned parks, including parking areas, playgrounds, restrooms, and walking paths at each facility.

Separate criteria were developed for pedestrian street crossings, signalized intersections, sidewalks, and other external facilities using the *ADA Best Practices Tool Kit for State and Local Governments*. A review of the City's practices and policies related to ADA accommodations was also conducted. City staff completed a checklist to assess where deficiencies are present. Completed checklists can be found in Appendices B & C.

Figure 6: Summary of Compliance

# Crossings	447			
# Missing Ramps=	224	50% of crossings are missing one or more ramps		
# Existing Ramps =	240			
# ADA Comp=	149	62% of ramps are ADA compliant		
# Not ADA=	91	38% of ramps are Non-ADA compliant		
# Domes only=	52	57% of Non-ADA ramps can be repaired by adding truncated domes		
# Replace Ramps=	39	43% of Non-ADA ramps will need to be replaced		

Signalized Intersections	with Ped Signal	Total # Ped Signals	ADA	Non-ADA
27	4 (15%)	26	23 (88%)	3 (12%)



4: INVENTORY OF BARRIERS

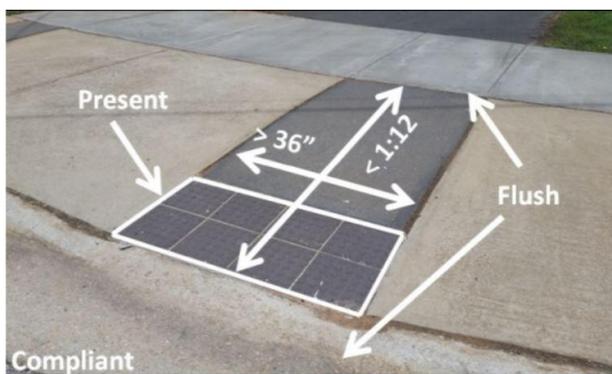
Compliance Criteria

Figure 7 provides criteria used in assessing whether a curb ramp is or is not compliant. Additionally, each of the images below illustrate ADA-compliant design standards for curb ramps. Properly-designed curb ramps should exist at any pedestrian roadway crossing in the public ROW. The ADA has developed a list of criteria determined to be the most inclusive and helpful for a facility to be ADA compliant.

Figure 7: Curb Ramp Compliance Criteria

Criteria	Compliant	Non-Compliant
Ramp present?	Yes	Not present, but should be
Width	> 36"	< 36"
Slope	< 1:12 (8.33%)	> 1:12 (8.33%)
Transition between ramp and walkway or street	Flush/Smooth	Abrupt level change
Detectable Warnings	Yes	No (missing, damaged or insufficient)
Obstructed	No	Yes

Source: NCDOT 2015 ADA Self-Assessment & Transition Plan



Source: NCDOT 2015 ADA Self-Assessment & Transition Plan

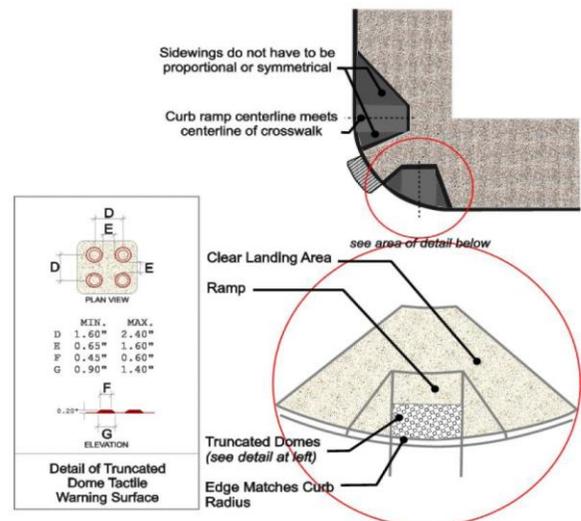


Figure 4-1 . Detail of an ADA-complaint curb ramp design with truncated dome measurements.

Source: City of Dunn Pedestrian Plan (2008)

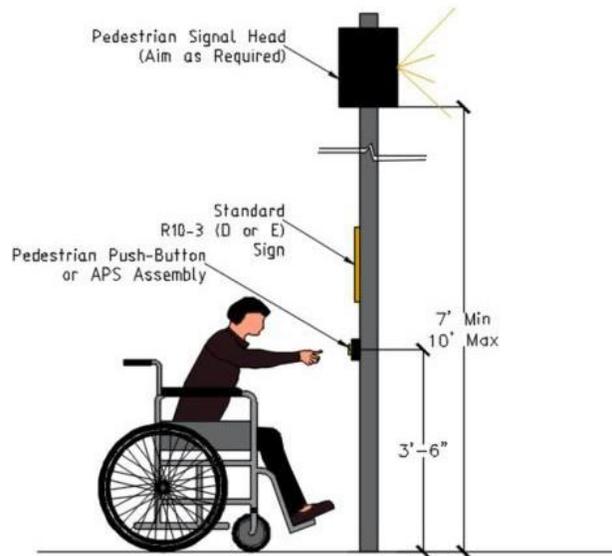


In conjunction with proper curb ramp design and sidewalk access, signalized intersections should also be equipped with pedestrian signal heads.

Pedestrian signal heads provide special types of traffic signal indications exclusively intended for controlling pedestrian traffic. These signal indications consist of the illuminated symbols of a WALKING PERSON (symbolizing WALK) and an UPRaised HAND (symbolizing DONT WALK).

The push button at pedestrian signal heads should be clearly aligned with the direction of travel and should be placed no higher 42 inches from the ground. They should be easy to reach for users in wheelchairs and users not in wheelchairs. The signal indication (WALK signal) should allow sufficient time for pedestrians to navigate the intersection - approximately 3.5 feet per second.

The Federal Highway Administration’s *Manual on Uniform Traffic Control Devices (2009)* provides the specific design and installation criteria for accessible pedestrian signal heads in *Chapter 4E. Pedestrian Control Features*.



Pedestrian signal head push button and signage at the corner of Broad Street and Wilson Avenue.



4: INVENTORY OF BARRIERS

Chapter 11 of the 2018 North Carolina State Building Code specifically addresses accessibility requirements. Requirements such as the minimum number and location of accessible parking spaces as well as requirements for van spaces align with the Federally-mandated requirements of the ADA.

Section 1106: Parking and Passenger Loading Facilities

1106.1

Required.

Where parking is provided, accessible parking spaces shall be provided in compliance with Table 1106.1, except as required by Sections 1106.2 through 1106.4. Where more than one parking facility is provided on a site, the number of parking spaces required to be accessible shall be calculated separately for each parking facility [...]

Exception: This section does not apply to parking spaces used exclusively for buses, trucks, other delivery vehicles, law enforcement vehicles or vehicular impound and motor pools where lots accessed by the public are provided with an accessible passenger loading zone.

1106.5 Van spaces.

For every six or fraction of six accessible parking spaces, at least one shall be a van-accessible parking space [...]

1106.6 Location.

Accessible parking spaces shall be located on the shortest accessible route of travel from adjacent parking to an accessible building entrance [...]

**Figure 8: North Carolina State Building Code
Accessible Parking Space Requirements**

TOTAL PARKING SPACES PROVIDED IN PARKING FACILITIES	REQUIRED MINIMUM NUMBER OF ACCESSIBLE SPACES
1 to 25	1
25 to 50	2
51 to 75	3
75 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1,000	2% of total
1,001 and over	20, plus one for each 100, or fraction thereof, over 1,000



The *MUTCD (2009)* specifies accessibility signage requirements.

Figure 3B-22. International Symbol of Accessibility Parking Space Marking

This figure shows the International Symbol of Accessibility parking space marking. The figure shows a blue square with rounded corners and with a white border, also with rounded corners. The blue background and white border are noted as optional. Centered within the blue square is a white symbol of a person sitting in a wheelchair.



The height of the wheelchair symbol is shown as a minimum of 28 inches and a special height of 41 inches.

The width of the symbol is shown as a minimum of 24 inches and a special width of 36 inches.

The stroke width of the white border and wheelchair symbol is shown as a minimum of 3 inches and a special width of 4 inches.

Section 2B.40 Design of Parking, Standing, and Stopping Signs

Where parking spaces that are reserved for persons with disabilities are designated to accommodate wheelchair vans, a VAN ACCESSIBLE (R7-8b) plaque (see Figure 2B-16) should be mounted below the R7-8 sign.



R7-8b



R7-8



4: INVENTORY OF BARRIERS

City Practices and Policies for Accommodation

A review was conducted of the City's current ADA accommodation practices and policies - specifically regarding provisions, techniques, and equipment made available for public meetings - to assess how they align with requirements specified in *28 CFR § 35.160 – General* and *28 CFR § 35.163 – Information and signage* of Title II of the ADA. This included reviewing practices and policies pertaining to:

- When and to what extent auxiliary aids are made available;
- When and to what extent interpretive services are provided;
- The effectiveness of communications with applicants, participants, members of the public, and companions with disabilities.

The City has a general handout that outlines the process someone can follow to obtain assistance for sign language, oral, and cued speech interpretation; however, it lacks policies and procedures to handle such requests from the general public. The City also maintains the capacity to provide written materials in alternative formats, such as large print and electronic formats, but it does not currently have the equipment or vendor arrangements available to provide alternative formats such as Braille or audio. All rooms that hold public meetings have an audio system and are either televised or provided in audio format via Facebook Live and the City's public access television channel. Agendas are posted in City Hall and on the City's website but do not currently include an ADA statement of accommodation. The completed checklist can be found in Appendix B.



Dunn City Council meetings are broadcast live via Facebook and the City's public access television channel. The public can access previous Council meetings through Facebook as well.



City-Owned Surface Parking Lots

Two standalone surface parking lots owned and operated by the City of Dunn and open to the public were assessed for ADA compliance:

1. Surface lot at Edgerton Street & Railroad Avenue
2. Surface lot at Edgerton Street & Clinton Avenue

Identified barriers are listed in this section. Completed checklists for each lot can be found in Appendix C.

No barriers to accessibility were noted in the Edgerton Street / Clinton Avenue lot. This lot provides the required ratio of ADA parking spaces, including van accessible, to total number of parking spaces. Two separate locations of ADA parking spaces benefit users accessing Edgerton Street, Clinton Avenue and Broad Street.

The assessment of the Edgerton Street / Railroad Avenue parking lot indicated an inadequate number of accessible spaces per the number of total parking spaces (1 ADA parking space for 38 total spaces). It should have a minimum of two accessible spaces in order to comply with the “1 accessible space per 25 spaces” ratio. This could be accomplished through re-stripping two existing non-accessible spaces to become one accessible space with an adjacent minimum 5’ access aisle. The existing access aisle on the west side of the lot along Railroad Avenue could be utilized to achieve this. Additionally, there are no pavement markings in the existing ADA space. The Railroad Avenue pedestrian entrance to this lot has a ramp that exceeds the ADA-compliant grade of 9 percent.



The lone ADA parking space in the Edgerton Street / Railroad Avenue surface lot lacks ADA pavement markings, which could improve visibility of the space for users.



The slope at the pedestrian entrance along Railroad Avenue is too steep, by ADA standards.



4: INVENTORY OF BARRIERS

Dunn-Erwin Rail Trail

Dunn’s ADA Self-Assessment process included an on-the-ground assessment of Dunn-Erwin Rail Trail McKay Avenue to the parking lot near the Ashe Avenue / Powell Avenue roundabout intersection. This section of trail traverses approximately 1.4 miles of the trail’s overall 5.3 miles and encounters seven road crossings.

The Dunn-Erwin Rail Trail is owned by Harnett County and is maintained by the Rail Trail Board as a group of volunteers to oversee the care and upkeep. The trail’s crushed stone surface was well-maintained, and trail design provides low grade and ample width. However, the ADA assessment of the Dunn-Erwin Rail Trail identified a number of access barriers. Examples of barriers to accessibility can be found on page 40. A comprehensive list of recommendations and cost estimates is available in Chapter 5.

“The relaxed 5-mile trail of crushed stone is perfect for the casual walker, biker or family and is also used by serious runners because of its length and flat, well maintained surface. Dogs on leashes are welcome, but horses and ATVs are not permitted. The trail is clearly marked and easy to follow, and although the trail does intersect streets on multiple occasions, the crossings are well marked and safe. At multiple points on the path, there are informative signs with a map as well as historical points of interest and attractions along the trail.”

- Harnett County website





Examples of Barriers to Accessibility on the Dunn-Erwin Rail Trail

1. The parking lot at the Ashe Avenue / Powell Avenue roundabout lacks ADA parking.
2. The parking lot at the Ashe Avenue / Powell Avenue roundabout lacks an accessible route to the trail from the parking area. Informative signs and maps should incorporate tactile Braille messaging.
3. Rutting and other trail degradation can cause issues for wheelchairs users and those with compromised stability or visual impairments.
4. Road crossings lack adequate detectable warnings (truncated domes).
5. The section of trail between McKay Avenue and Orange Avenue is inaccessible due to grading and surface material issues between the trail and the roadways.
6. The transition from sidewalk to trail surface lacks detectable warnings (truncated domes) and curb ramps that provide an appropriate grade when transitioning from one to the other.



4: INVENTORY OF BARRIERS

City of Dunn Sidewalks

Approximately 18.6 miles of sidewalk in the City's ROW were evaluated for ADA compliance. All sidewalks met the minimum width criteria of four feet, and all except .9 miles of sidewalk measured five feet wide. Of the overall 18.6 miles, approximately 2.5 miles of City sidewalk needs repair or replacement to meet ADA standards.

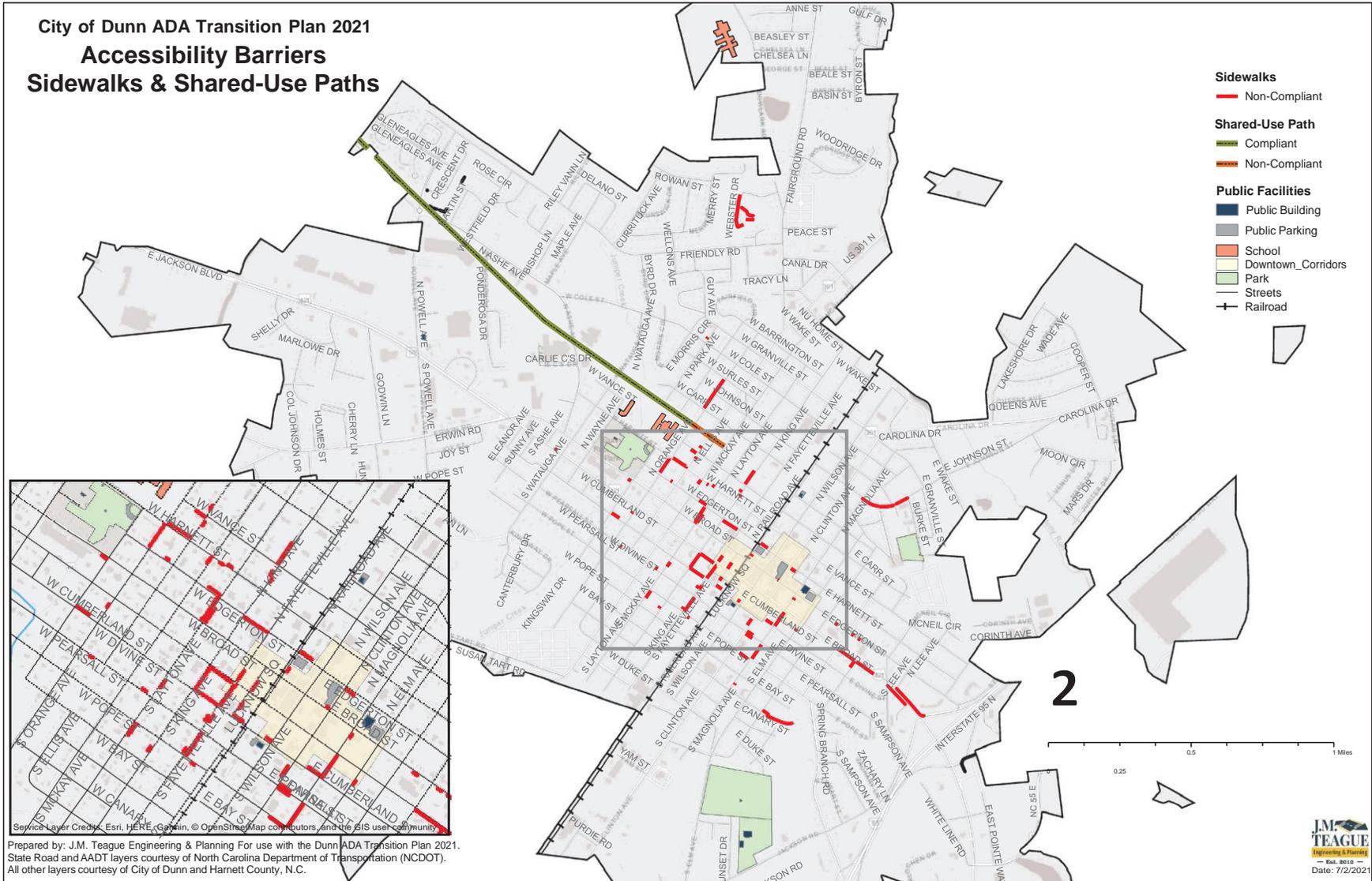


Examples of Barriers to Accessibility Within Dunn's Sidewalk System

1. Deteriorating sidewalk, missing sidewalk sections and poor sidewalk connectivity are barriers.
2. The signal pole located in the sidewalk at the northwest corner of the E. Broad Street and N. Clinton Avenue intersection obstructs the ability for those in wheelchairs, motorized carts, and scooters to negotiate this section of sidewalk due to narrowing the lane of travel.
3. Tree heaving, the upward swelling of soil around large trees, often tears apart the sidewalks that lay over root systems. As tree trunks expand and roots grow stronger, the concrete sidewalk slabs can crack and lift, leading to sidewalk deterioration and uneven, impassable surfaces for those with mobility impairments.
4. Driveway cross slopes greater than 9 percent exceed ADA standards.



Figure 9: Map of Accessibility Barriers Along City's Sidewalks and Shared-Use Paths

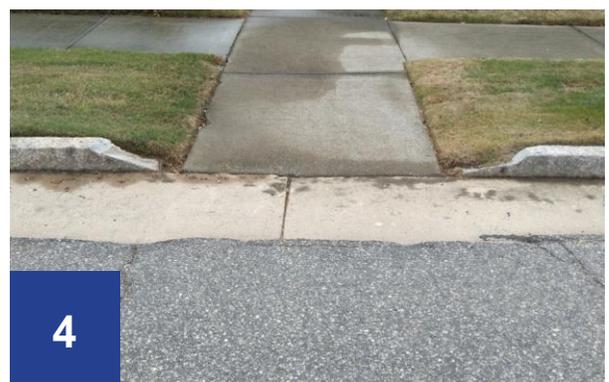




4: INVENTORY OF BARRIERS

City of Dunn Curb Ramps

The City's ADA assessment included a comprehensive review and evaluation of curb ramps within the City's right-of-way. The evaluation noted where curb ramps are missing or did not meet ADA accessibility standards. Non-compliant ramps were categorized as needing truncated domes, needing repair/replacement, or missing (see Figure 9 and Figure 10).

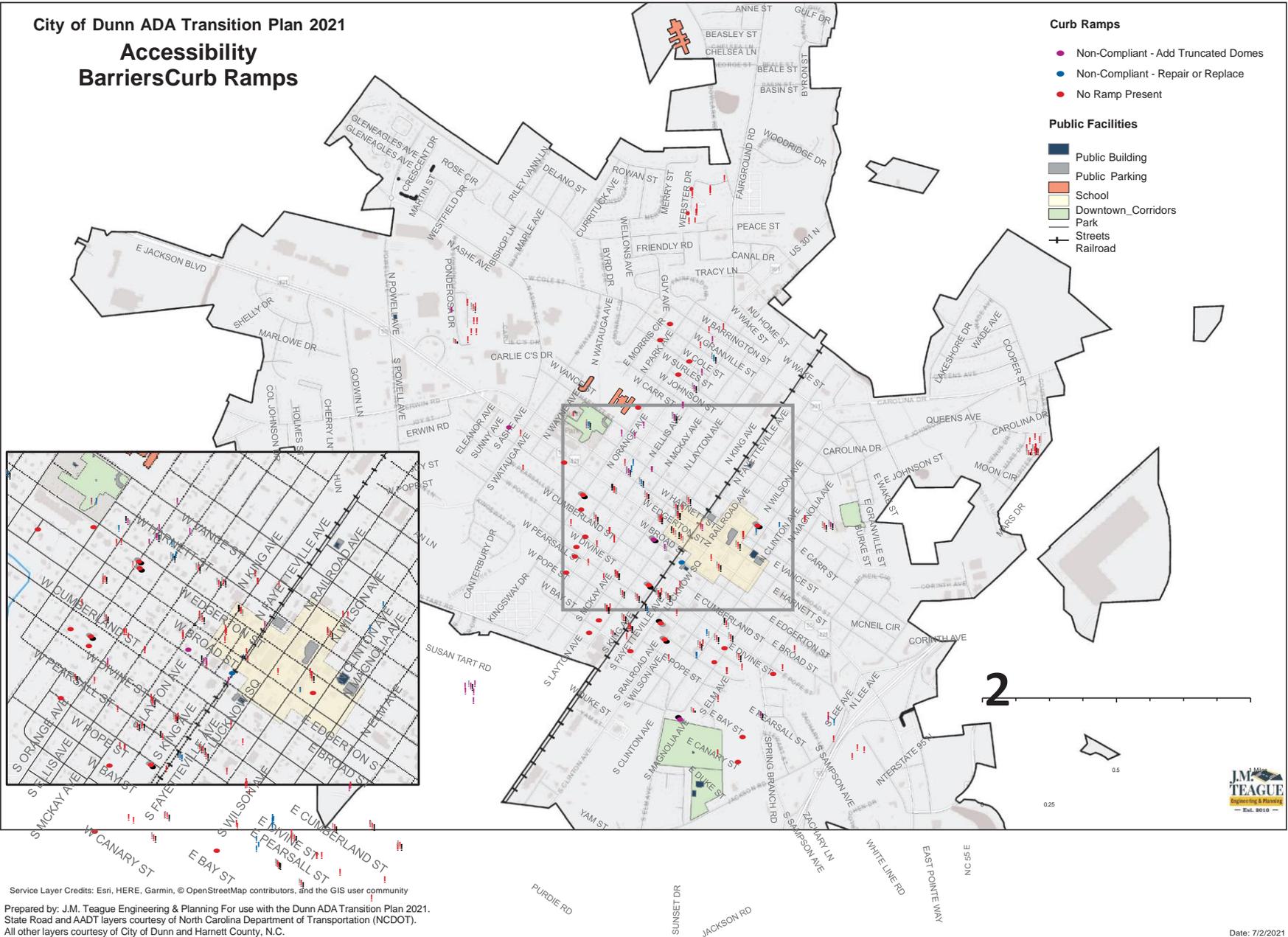


Examples of Barriers to Accessibility at Curb Ramps

1. While the curb ramp itself is constructed properly, its misalignment guides individuals with visual impairments into the middle of the intersection rather than into the marked crosswalk.
2. The curb ramp lacks sufficient detectable warnings (truncated domes).
3. The existing curb ramp should be replaced due to improper design and construction, as it lacks an ADA-compliant transition from the ramp into the roadway.
4. A curb ramp is missing altogether where one should exist.



Figure 10: Map of Accessibility Barriers at City Curb Ramps





4: INVENTORY OF BARRIERS

Date: 7/2/2021

0.2 Miles

0.05

0

E BEARSALL ST

E BAY ST

W GREEN ST
S GREEN ST
S BAY ST

Prepared by: J.M. Teague Engineering & Planning For use with the Dunn ADA Transition Plan 2021.
State Road and AADT layers courtesy of North Carolina Department of Transportation (NCDOT).
All other layers courtesy of City of Dunn and Harnett County, N.C.

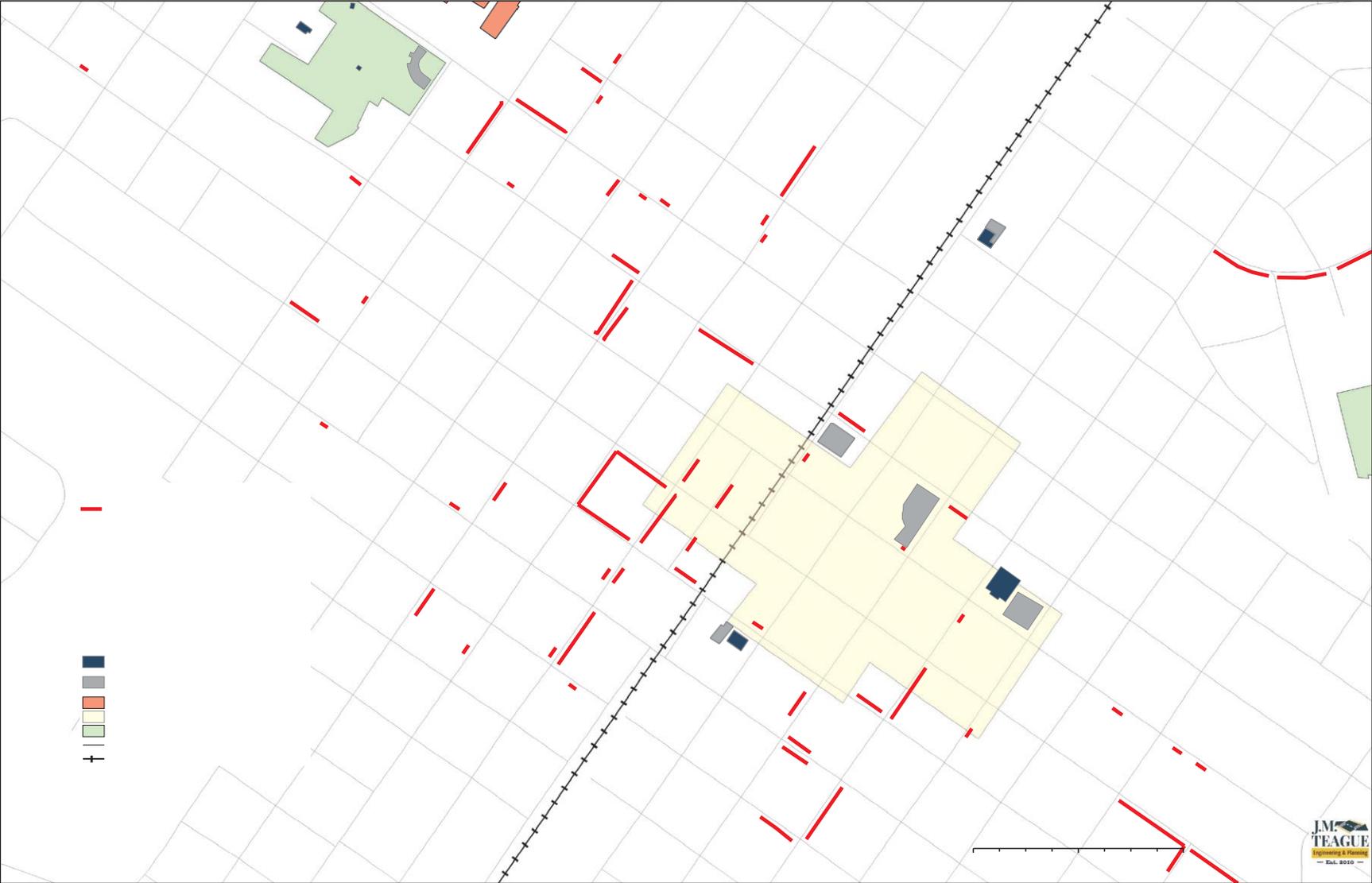
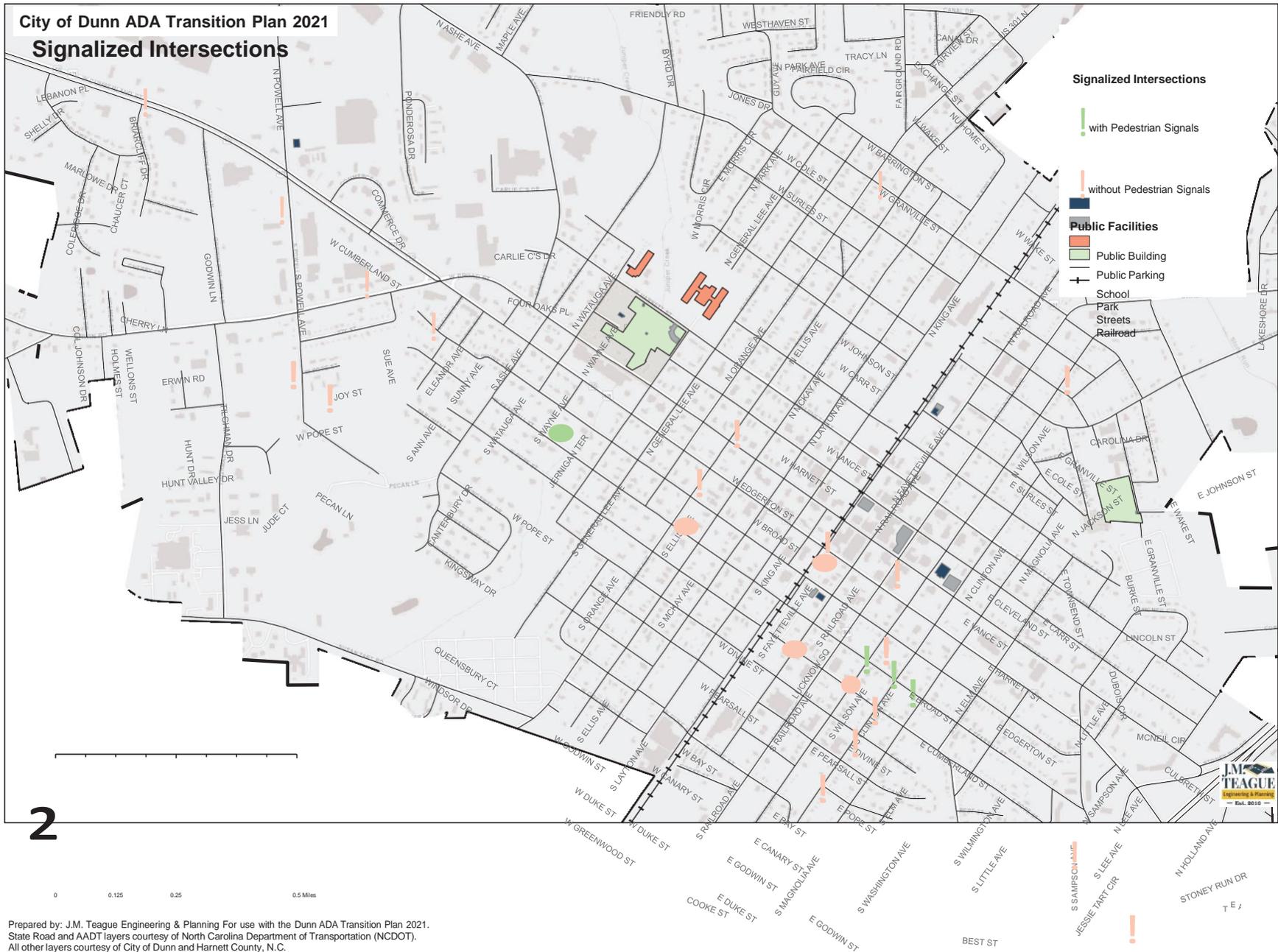




Figure 12: Map and Data Summary of Accessibility Barriers at City Signalized Intersections



4: INVENTORY OF BARRIERS



City of Dunn Signalized Intersections

All signalized intersections within City limits were assessed for ADA compliance. Of 27, only four have pedestrian signal heads: 1) Broad Street @ Clinton Avenue; 2) Broad Street @ Magnolia Avenue; 3) Broad Street @ Wilson Avenue; and, 4) Cumberland Street @ Wayne Avenue. This means that most of the signalized intersections in City limits do not meet ADA standards.

At those four intersections, 26 pedestrian signal heads are present. All but three of the 26 pedestrian signal head locations are ADA compliant. Figure 12 provides a map of all signalized intersections in Dunn.

Examples of Barriers to Accessibility at Signalized Intersections

1. The Cumberland Street and Wayne Avenue signalized intersection is not ADA compliant. While that intersection does have two pedestrian signal heads, no sidewalks or curb ramps exist. This makes the signal useless, as it is out of reach for those who cannot pass over the curb.
2. One pedestrian signal button at the Broad Street and Magnolia Avenue intersection is 45 inches high, exceeding the maximum 42 inches per ADA standards.
3. The signalized intersection at Broad Street and Fayetteville Avenue lacks pedestrian signal heads. Additionally, a curb ramp exists, but it is constructed at an improper slope. No detectable warnings (truncated domes) exist at the curb ramp.
4. No curb ramps, crosswalks, or pedestrian signal heads exist at the Edgerton Street and Wilson Avenue intersection.
5. The non-compliant intersection alignment of truncated domes at the Clinton Avenue and Pope Street intersection is additionally inaccessible due to a lack of pedestrian signal heads and missing crosswalks.
6. No pedestrian signal heads exist at the Ellis Avenue and Harnett Street intersection. Additionally, the existing curb ramp lacks an ADA-compliant transition from the ramp into the roadway crossing.

4: INVENTORY OF BARRIERS





4: INVENTORY OF BARRIERS

City of Dunn Buildings & Parks

Six City-owned buildings with public access and four City-owned parks, including the Dunn Dog Park, were evaluated for ADA compliance:

- Animal Control
- Library
- Municipal Building
- Planning and Inspections
- Public Works
- Vyas Center
- Dunn Dog Park
- Tyler Park
- Tart Park
- C.B. Codrington Park

Using the ADA Checklist for Existing Facilities, each building facility was evaluated under the four priority areas that were identified in the Department of Justice ADA Title II regulations:

PRIORITY 1: ACCESSIBLE APPROACH / ENTRANCE

An accessible route from site arrival points and an accessible entrance to the facility should be provided. This includes evaluation of parking lots and other parking facilities with regard to ADA requirements for provision of accessible parking spaces.

PRIORITY 2: ACCESS TO GOODS & SERVICES

This evaluates the layout of the building, which should allow for people with disabilities to obtain goods and services and to participate in activities without assistance.

PRIORITY 3: USABILITY OF RESTROOMS

If a restroom is open to the public, they should be accessible to people with disabilities.

PRIORITY 4: ADDITIONAL ACCESS

Amenities such as drinking fountains, play areas, and public telephones should be accessible to people with disabilities.

Examples of barriers to accessibility are listed for each building and park on the following pages. Completed checklists for each building and park can be found in Appendix C.



4: INVENTORY OF BARRIERS

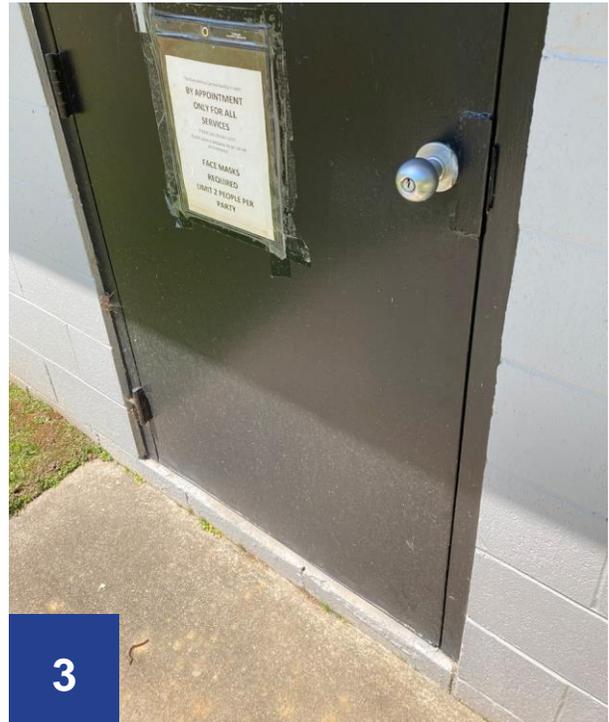
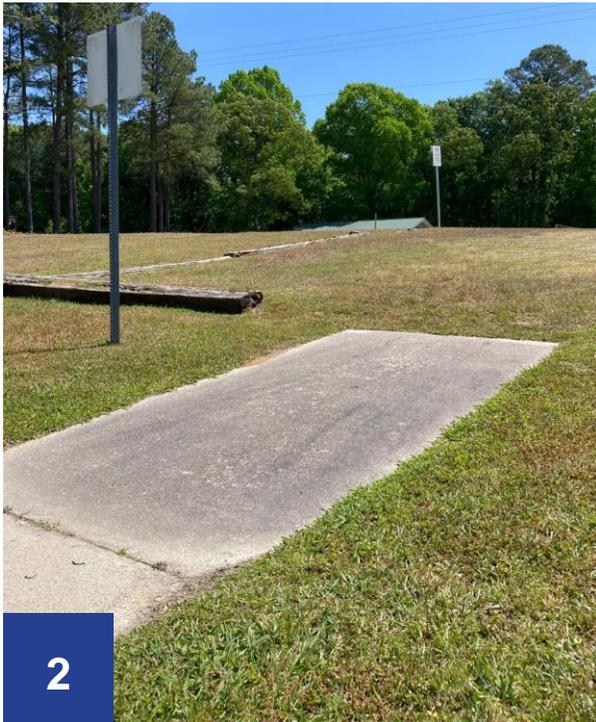
City of Dunn Animal Control



1. No accessible parking infrastructure exists. The parking area lacks signage, accessible spaces (including a van accessible space) and corresponding pavement markings, and an accessible route to the front entrance of the building.

2. The walkway leading from the parking lot to the front entrance of the building exceeds the 1:12 (9 percent) slope maximum by ADA standards.

3. The threshold of the entrance door exceeds the 1/4" maximum for accessible passage. Additionally, the door knob is inoperable with a closed fist.



Consultants spoke with City staff on site during the evaluation of the City's Animal Control building. Staff noted when they serve customers/clients in wheelchairs, which is not uncommon, they try to meet and serve individuals directly at their vehicles because the existing infrastructure is so inaccessible.



City of Dunn Planning & Inspections



Image source: Google Earth

The parking area lacks adequate parking signage for the accessible parking space, which should also be designated as a van accessible space. An adjacent 8' access aisle is also missing next to the accessible parking space.

City of Dunn Library



The library parking lot does not have a designated van accessible parking space. While an access aisle does exist, it does not meet the 8-foot wide minimum width for accessibility. Restriping the parking lot so that the existing accessible space and the space next to it become one van accessible space with an adjacent minimum 8' access aisle is recommended.

Overall accessibility could be improved by adding a properly designed curb ramp with detectable warnings to transition from the parking lot to the sidewalk that leads to the front entrance of the building. Signage should also be added at the non-public entrance of the Library indicating that the main entrance is the nearest accessible entrance.



4: INVENTORY OF BARRIERS

Dunn Municipal Building



1. The building's accessible spaces are not located closest to the accessible building entrance.
2. The sidewalk connecting the existing ADA spaces to the front building entrance lacks a curb ramp which renders the route inaccessible.
3. The Municipal Building parking lot contains two accessible spaces which does not meet the required 1 accessible space per 25 spaces ratio for the total number of parking lot spaces. Neither of these spaces is van accessible, and neither has adjacent access aisles. All ADA parking signs should have fines/penalties listed on them.
4. The two side entrances to the Municipal Building are not accessible by ADA standards. These entrances do not have proper signage indicating the location of the nearest accessible entrance.



City of Dunn Public Works



The Public Works parking lot has an ADA accessible parking space; however, it is not van accessible and lacks an access aisle. Parking spaces should be re-striped so that the space closest to the entrance of the building is van accessible and has an adjacent 8-foot wide access aisle. The accessible parking space should also be marked with the International Symbol of Accessibility on the pavement and the fine imposed for parking without the proper permit.

City of Dunn Dog Park

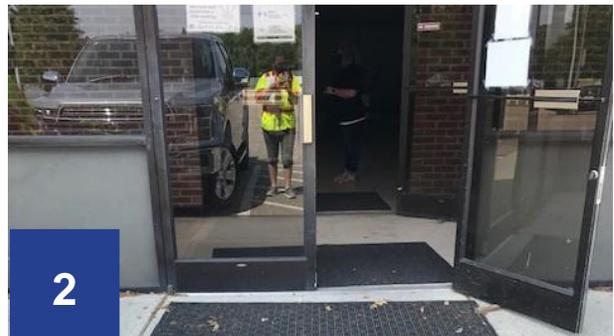


While the City of Dunn Dog Park has an ADA accessible space that is van accessible, the access aisle should be increased from a 5' width to an 8' width to be fully compliant.



4: INVENTORY OF BARRIERS

City of Dunn Vyas Center



1. The curb ramp slope at the Community Center entrance exceeds the maximum measurement of 9 percent.
2. The door handle at the entrance to the Community Center building is inoperable with a closed fist.
3. Uneven surfaces on the sidewalk present trip hazards.
4. The external entrance to the gymnasium is not accessible and lacks proper signage indicating the location of the nearest accessible entrances.
5. The route to the concession counter is not accessible from the parking lot (also see photo #4). The concession counter measures 42 inches high which exceeds the acceptable height range of 28-34 inches for accessibility.
6. No accessible paths to the picnic shelter exist, and playground equipment is not designed with accessibility in mind. Additionally, no ADA accessible parking is located at the end of the Vyas Center lot adjacent to the picnic shelter.



Tart Park



Tart Park’s recent renovations provide well-designed ADA accessible facilities for users. Accessibility in park facilities could be further improved by:

1. Restriping ADA accessible parking spaces when the larger lot is scheduled to be repaved. Additionally, an accessible route of travel could be constructed to directly connect the parking lot to the shared use path that runs parallel.



2. Removing the fencing across the sidewalk to allow for uninterrupted travel.



4: INVENTORY OF BARRIERS

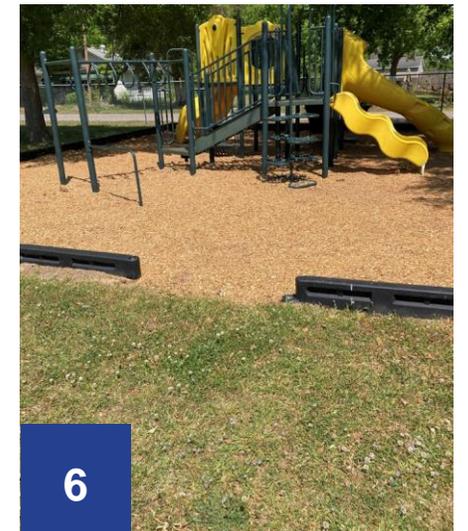
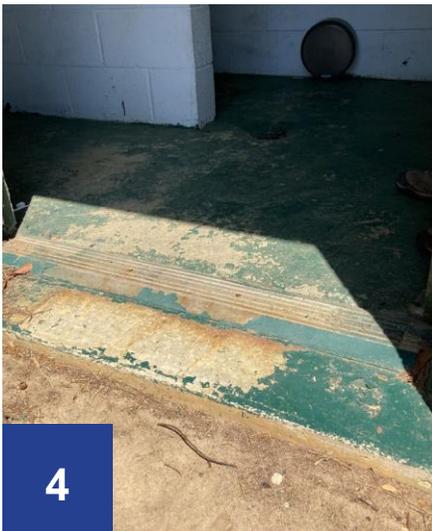
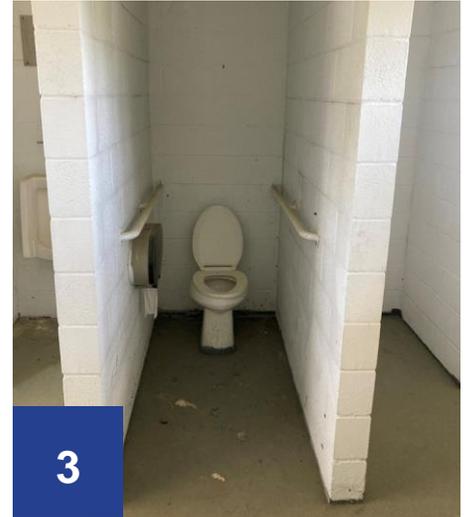
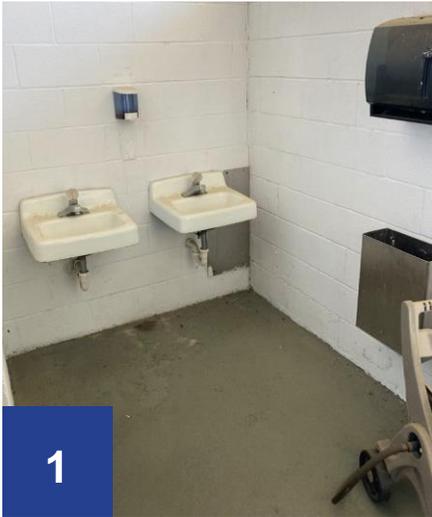
Tyler Park



1. The City should consider restriping ADA accessible parking spaces when the larger lot is scheduled to be repaved. One ADA parking space lacks proper signage. Additionally, ADA parking spaces should be marked with the International Symbol of Accessibility.
2. No accessible route to playground equipment exists, and playground equipment is not designed with accessibility in mind.
3. Bleachers and trash cans are often spaced so that a 36" wide route of travel is not possible. This can be easily remedied through shifting objects to create wider, accessible paths.
4. Soap dispensers and mirrors are mounted too high to be easily accessible.



C.B. Codrington Park



1, 2 & 3. The accessibility and usability of the Park's restrooms/changing area is poor. Neither the men's or women's stalls or lavatories met any of the accessibility checklist criteria.

4. Entrances into Park facilities have beveled edges that exceed the maximum accessibility height of 3/4".

5. The building's accessible spaces are not located closest to an accessible building entrance. No access aisles or van accessible spaces exist, and the route of travel from the marked ADA space is not stable, firm or slip-resistant.

6 & 7. No accessible routes to other park facilities, such as playground equipment or basketball courts exist. Playground equipment is not designed with accessibility in mind.





5. TRANSITION PLAN

The City of Dunn's ADA Transition Plan results from the data collected and analyzed through the City's self-assessment. This Plan outlines an implementation strategy for the City to transition existing barriers and deficiencies into compliance with ADA standards. It also establishes a schedule for remediation of identified barriers and deficiencies.

This Transition Plan is considered a living document that will continue to be updated as conditions within the City change. The City will review the complete document annually to identify any need for updates with the results presented to the City Manager. Updates to the appendices or attachments may be made more frequently as needed. Substantive updates to this document that result in a significant change in design concept and scope may necessitate a public comment period to continue the City public outreach efforts outlined within Title II of the ADA regulations. Administrative updates resulting in minor modifications to the implementation schedule do not need to go through the public outreach process. The ADA Transition Plan should undergo a comprehensive update every five years.

Fully satisfying the requirements of developing and implementing an ADA Transition Plan includes designating specific City staff responsible for Plan implementation and updating. The City designates the following individual to execute those duties:

George Adler
City of Dunn Planning Director
102 North Powell Ave.
P. O. Box 1065
Dunn, NC 28335
Phone: 910-766-0983
Email: gadler@dunn-nc.org

The City recognizes that ADA compliance is an ongoing responsibility that requires monitoring to identify future accessibility issues that may be encountered. For example, facilities that currently meet ADA requirements could fall out of compliance due to factors such as damage, disrepair, or changes within the public rights-of-way.



5: TRANSITION PLAN

An annual review of the status of the ongoing monitoring and inspection program should correlate with the formulation of the annual Capital Improvement Plan. City employees and community stakeholders are encouraged to report any accessibility concerns or deficiencies that are identified.

The City of Dunn's Transition Plan focuses on ways to address deficiencies identified under Priorities 1 and 2 of the ADA Checklist for Existing Facilities, as listed on page 49, in addition to identified barriers within the public right-of-way.

Regarding curb ramps and sidewalks, the City has identified specific locations as priority areas for planned accessibility improvement projects. Curb ramps and sidewalk segments located along downtown corridors, school zones, public housing, signalized intersections and within one block of public facilities and parks are identified as *Priority 1* and should be assigned the highest priority for remediation. *Priority 2* includes locations not listed above where sidewalks are present but where repairs or upgrades are needed. *Priority 2* also includes locations



School zones should be prioritized for accessibility improvements.

not listed above where curb ramps are missing or need to be modified/repared. *Priority 3* includes locations not listed above where the sidewalks will need to be completely replaced before adding correctly-designed curb ramps. This category includes areas that may have had sidewalks at one time but where degradation has rendered them functionally obsolete as well as sidewalks and curb ramps that are not currently connected to the rest of the city's pedestrian network. Figure 13 illustrates how sidewalk and curb ramp accessibility improvements should be prioritized.

Additional factors when prioritizing sidewalk and curb ramp improvements might include areas with low vehicle ownership, known areas of high pedestrian activity, equitable access, enhancement of the overall multimodal transportation network as determined by City ordinances, design standards, recommendations specified in the updated Dunn Pedestrian Plan (currently in progress), and known resurfacing schedules.

Any scheduled street and utility improvement projects should upgrade pedestrian facilities to current ADA accessibility standards, regardless of prioritization recommended in this Plan. The City should coordinate with NCDOT and the Mid-Carolina RPO to stay updated on scheduled improvement projects so that this Plan can be updated accordingly. The City should also use the NCDOT Complete Streets Policy to leverage funds for accessibility improvements whenever possible.



Figure 14: Prioritization Map of Sidewalk and Curb Ramp Remediation



2



5: TRANSITION PLAN

Recommendations with the  icon are identified as **quick wins**. A quick win is an action that requires the least amount of time and financial resources to implement. These recommendations can be implemented immediately, or within a year, upon adoption of the Transition Plan. Recommendations that are considered highest priority but will require significantly more time and money to achieve are denoted with the .

	Recommendation	Timeframe for Completion	Cost	Status
	Post and publicize ADA Position Statement at appropriate locations, including City website.	Years 0-1	\$	
	Post copies of ADA Grievance Policy in public spaces of City buildings and on the government's website.	Years 0-1	\$	
	Develop policies and procedures for each City department to handle requests from the general public for sign language, oral, and cued speech interpreters.	Years 0-1	\$	
	Ensure that all videos and television programs the City produces and all videos the City makes available to the public on its internet website are available with captioning and audio description.	Years 0-1	\$	
	Revise the City's driveway ordinance to ensure that new driveway construction meets ADA standards.	Years 0-1	\$	
	Restripe parking spaces in City-owned parking lots to meet ADA requirements for number of spaces, space widths, access aisles, signage, and proximity to main accessible building entrances.	Years 0-1	\$	
	Create accessible routes of travel at Tyler Park through moving bleachers, trash cans, etc.	Years 0-1	\$	
	Continue to consistently enact enforcement procedure in City-owned parking lots to ensure that accessible parking is used only by those who need it.	Years 0-1	\$	
	Repair the pedestrian ramp at the Edgerton Street surface lot to meet ADA standards.	Years 0-1	\$\$	
	Create and maintain ADA line item within the City's budget for addressing deficiencies.	Years 0-1	\$\$\$	Added to FY22 budget
	Secure arrangements with one or more vendors to provide interpreting services when needed.	Years 0-1	\$	



	Train employees who interact with the public on the correct procedures to follow when a person requests an interpreter.	Years 0-1	\$	
	Develop policies and procedures in place to deal with requests from the general public for documents in Braille, large print, audio recording, and accessible electronic format.	Years 0-1	\$	
	Develop policies and procedures to deal with requests from the general public for notetakers, computer-assisted real-time transcription services, and other auxiliary aids and services for providing effective communication.	Years 0-1	\$	
	Make necessary repairs to Vyas Center, including: adding ADA spaces near playground, adding ADA accessible playground features, making path to picnic shelter ADA accessible, making entrance to Community Center building more accessible, making path to Concession window and Concession window height accessible.	Years 0-1; Years 1-3	\$\$	
	Provide training on ADA requirements for Parks and Recreation staff so that staff can address minor accessibility issues at facilities as they arise.	Years 1-3	\$	
	Make TTYs available for people with hearing and speech disabilities where telephones are available to the public for making outgoing calls.	Years 1-3	\$	
	Make available assisted listening devices in meeting rooms that hold public meetings for the hearing impaired.	Years 1-3	\$	
	Address accessibility issues at Rail Trail crossings and access points.	Years 1-3	\$\$\$	
	Repair sidewalk segments identified as deficient in Priority 1 areas.	Years 1-3	\$\$\$	
	Add or update curb ramps identified as deficient in Priority 1 areas.	Years 1-3	\$\$\$	
	Complete internal improvements to City buildings as identified by City staff during self-evaluation.	Years 1-3; Years 3-5	\$\$\$	
	Repair sidewalk segments identified as deficient in Priority 2 areas.	Years 3-5	\$\$\$	
	Add or update curb ramps identified as deficient in Priority 2 areas.	Years 3-5	\$\$\$	



5: TRANSITION PLAN

Add or update curb ramps identified as deficient in Priority 3 areas.	Years 3-5	\$\$	
Install audible beaconing at all signalized intersections.	Years 3-5	\$\$	
 Install pedestrian signal heads at all signalized intersections. <i>*The City understands significant coordination with NCDOT will be required to achieve this.</i>	Years 3-5	\$\$\$	
 Make necessary improvements to restrooms, bath house facility, parking lot, and playground equipment at C.B. Codrington Park. <i>*City should hire consultant with ADA design and construction expertise.</i>	Years 3-5	\$\$\$	
Repair sidewalk segments identified as deficient in Priority 3 areas.	Years 5+	\$\$	
Continue any remaining spot improvements where feasible.	Years 5+	\$\$	



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MEN



APPENDICES

Appendix A - Public Survey Results

Appendix B - Self-evaluation checklist for City policies, services, activities and programs

Appendix C - Self-evaluation checklists for City buildings, parks and parking lots

Appendix D - Cost estimation information



APPENDIX A - PUBLIC SURVEY RESULTS

Report for City of Dunn ADA Assessment Survey

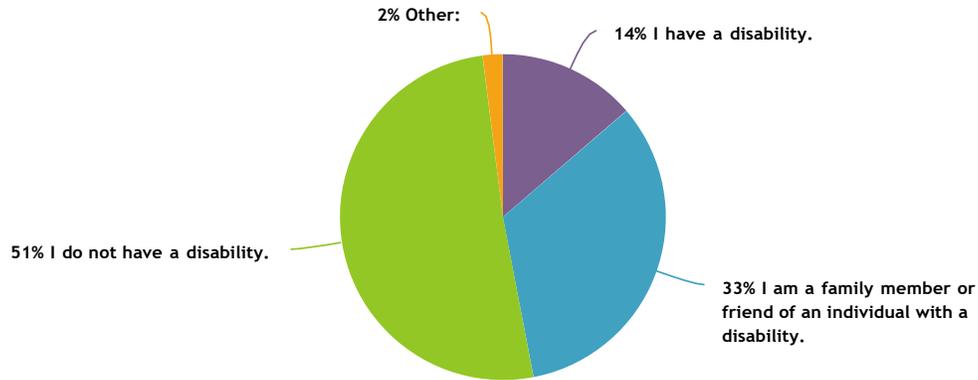
Response Counts



Tot als: 51



1. Which option best describes your disability status?

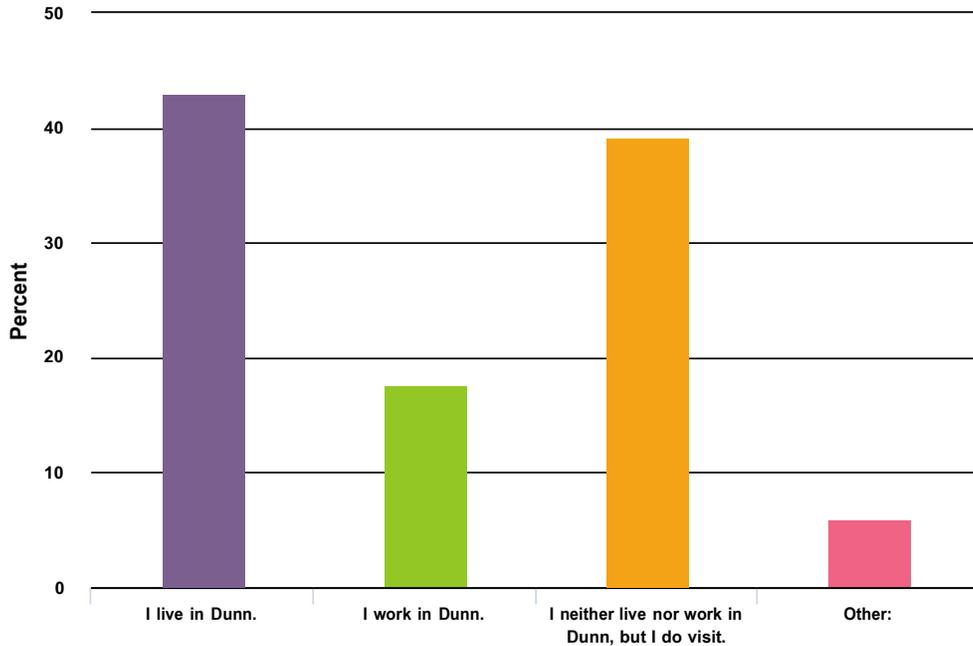


Value	Percent	Responses
I have a disability.	13.7%	7
I am a family member or friend of an individual with a disability.	33.3%	17
I do not have a disability.	51.0%	26
Other:	2.0%	1
		Tot als: 51

Other:	Count
I do not have a disability; however, I work in special education.	1
Totals	1



2. Which option best describes your association with the City of Dunn? Please select all that apply.

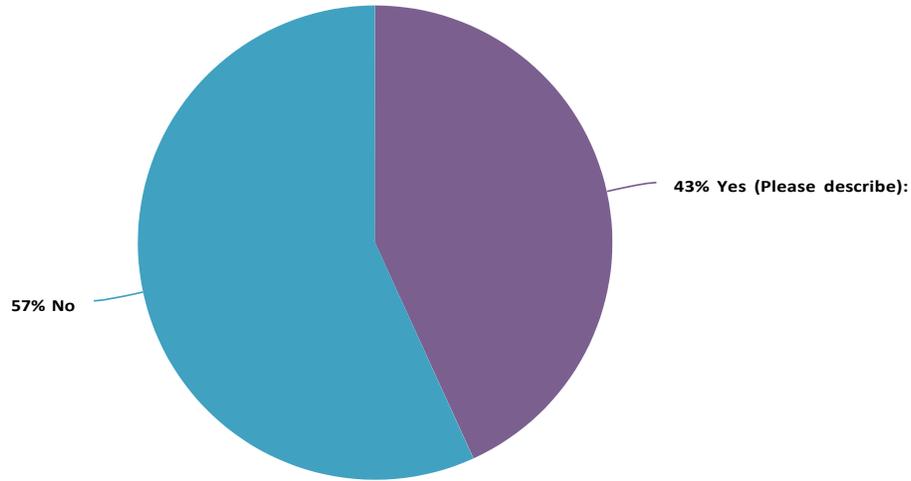


Value	Percent	Responses
I live in Dunn.	43.1%	22
I work in Dunn.	17.6%	9
I neither live nor work in Dunn, but I do visit.	39.2%	20
Other:	5.9%	3

Other:	Count
I have owned property and plan to move to dunn prior to end of year	1
I use to live in Dunn for over 20 years, but now live in Sampson Co. I go to Dunn everyday to get to work & shop	1
relatives in dunn	1
Totals	3



3. Do you participate in programs, services, or activities offered by the City of Dunn?



Value	Percent	Responses
Yes (Please describe):	43.2%	16
No	56.8%	21

Tot als: 37



APPENDICES

Yes (Please describe):	Count
Boogie on Broad	1
Church	1
Cotton Festival	1
Downtown and Heart & Hammer	1
Library	1
Meals on Wheels	1
Miracle League Baseball	1
Public Rec	1
Recreation/facilities	1
Shopping, dining	1
Special Olympics	1
but I have in the past, parks & rec, batting cage, baseball and exercise room	1
library	1
park and rec and clubs	1
Totals	14



4. How can the City of Dunn improve access for persons with disabilities to any of the programs, services, or activities it provides?



ResponseID	Response
7	They do well from what I have seen
9	Increased recreational activities for adults w/ disabilities. Assistance & oversight of residential services/programs for disabilities. Day programs/vocational programs for transitional youth to adult. Coordination w/ state/national organizations, such as: ARC, Best Buddies, Autism Society, JCI, Special Olympics
10	I believe the city of Dunn can provide same day transportation for those people that are disabled maybe with a small fee and a two hour window call and yes wheel chair accessibleI don't feel a person should have to wait 48hrs.. some places are necessary for people to get there same day... Thank you!!!
13	Implement ADA standards in new construction
14	I do not know.
15	Ramps, door entrances larger to enter
16	Include more Ramps for Wheelchairs at parks, Wheelchair accessible bathrooms at Parks.
17	NA
18	Make stores more accessible with ramps, guardrails.



APPENDICES

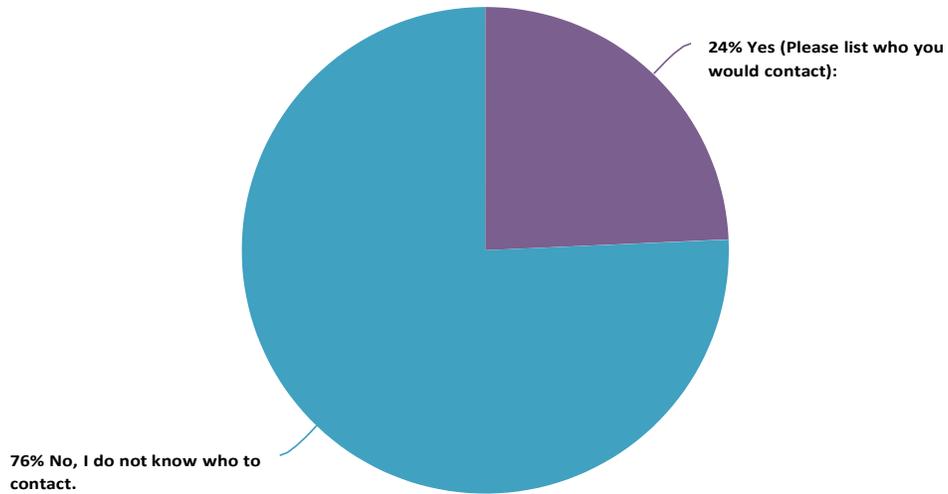
ResponseID	Response
22	Add sidewalks for wheelchairs throughout Dunn, not just downtown.
23	i'm not sure
25	Do not know at this time.
27	Stop the speeding in residential areas. Friendly Road and Fairground Road--- they drive 60 plus in 35 MPH areas
28	Unsure
29	N/A
30	comfortable places at the park for people with standing issues. like grandparents taking grand kids. Straight hard benches are not comfortable.
31	Possibly Parking places closer to ball fields. Maybe parking places where a grandparent that cannot walk well can sit in the car and still see their grandchild play ball in the future.
33	Not really sure
35	Enforce handicap parking regulations & add some signage regarding services or programs available for the disabled.
36	Maybe offer services that are geared towards mentally ill individuals.
39	Ensure knowledge of activates, times offered and meet 1:1 with disabled adult(s) to encourage participation.
40	Make them more known to all people, and just not certain people know of services, programs, and activities for people with disabilities and if the people that live on the out skirts of Dunn will also have access.
41	I think the City has done a lot to improve services. I feel we may need to look at better options for those hearing impaired and have seating arrangements for attendees in wheel chairs so they are not in the aisle. (1 aisle with shorter bench so wheelchairs can be beside the existing bench but out of the aisle.)
42	unknown
43	Open Door Push buttons, wider side walks
45	Make sure plenty of van accessible parking is provided
47	I don't know



ResponseID	Response
51	Offer more activities for those with interest in Special Olympic participation
58	Transportation assistance
60	no comment
64	More opportunities to low-income housing that's easily accessible to anyone with special physical needs.
65	Job
66	Transportation / traffic: need a turning lane especially downtown
67	Provide golf carts



5. Do you know who to contact if you need assistance, have a concern, or need an accommodation to access a City facility, service, or event?



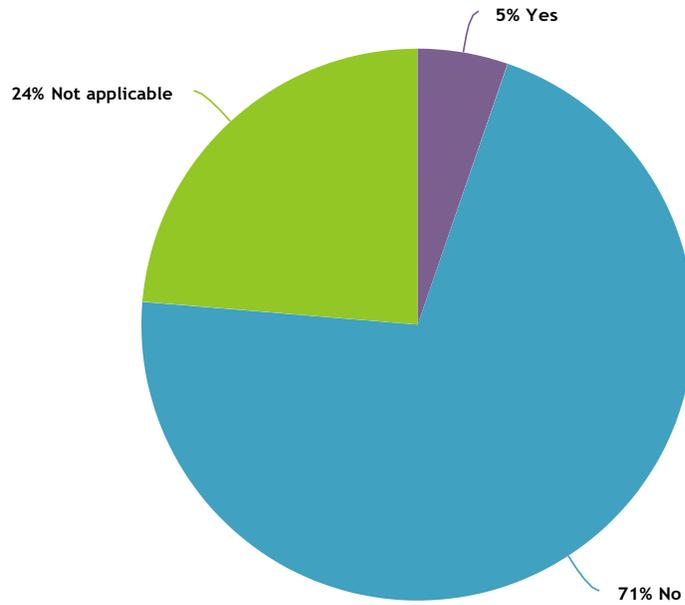
Value	Percent	Responses
Yes (Please list who you would contact):	24.3%	9
No, I do not know who to contact.	75.7%	28

Tot als: 37

Yes (Please list who you would contact):	Count
Admin or Police	1
City Hall	1
City Manager's office	1
HART TRANSPORTATION OF DUNN	1
I would google it	1
Life Alert	1
Stephen Hodges	1
Totals	7



6. Have you ever requested an accommodation for a disability from the City?

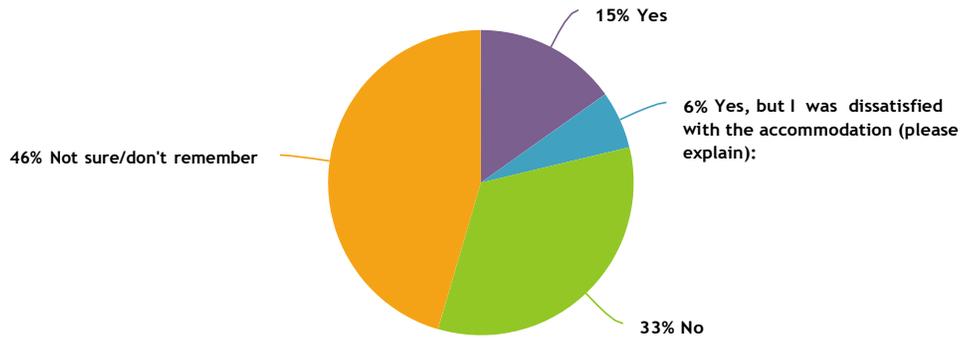


Value	Percent	Responses
Yes	5.3%	2
No	71.1%	27
Not applicable	23.7%	9

Tot als: 38



7. If an accommodation was requested, was your accommodation made by the City?



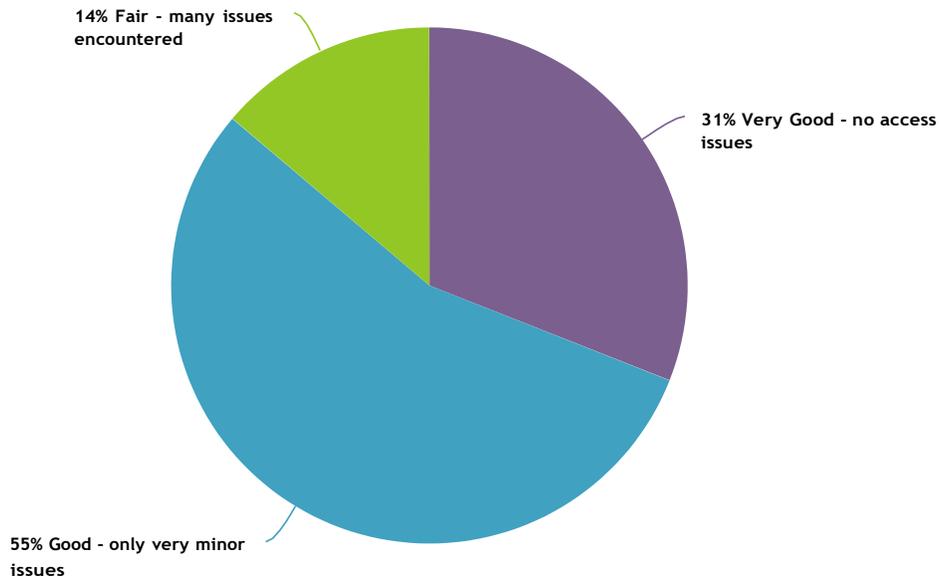
Value	Percent	Responses
Yes	15.2%	5
Yes, but I was dissatisfied with the accommodation (please explain):	6.1%	2
No	33.3%	11
Not sure/don't remember	45.5%	15

Totals: 33

Yes, but I was dissatisfied with the accommodation (please explain):	Count
Vehicles parking in front of driveways. Was told it was a police matter.	1
not applicable	1
Totals	2



8. How accessible are City buildings you have visited?



Value	Percent	Responses
Very Good - no access issues	31.0%	9
Good - only very minor issues	55.2%	16
Fair - many issues encountered	13.8%	4

Tot als: 29

9. Please describe any areas of City buildings that are inaccessible and why (You can submit as many as you like):

mind noticed observable public buildings dilapidated heavy accommodating bakery accessible brother large wheelchairs doors easily aisle access bathrooms accommodate entrances disabled building problems outdated library

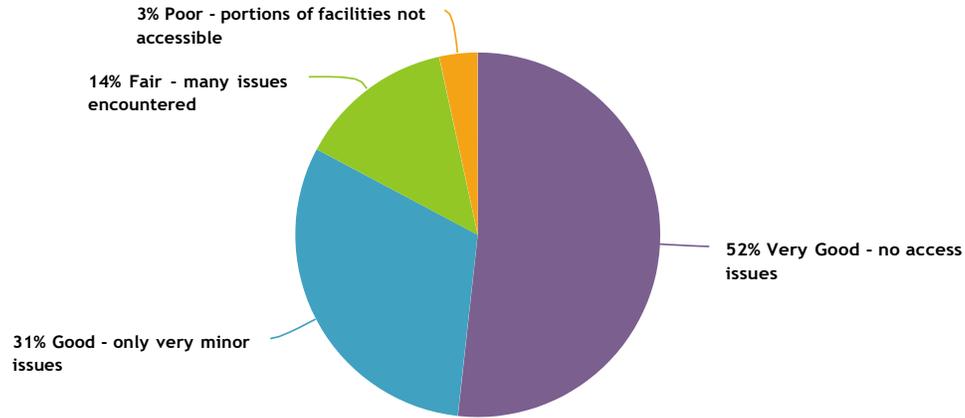


APPENDICES

ResponseID	Response
7	The Public Works Building is dilapidated and not easily accommodating.
9	Observable access.
14	N/A
15	unkn
23	have not noticed as i am not disabled
25	n/a
28	N/A
30	Some doors are really heavy
31	none
35	I don't know of any problems.
39	Bathrooms
41	I have not been in some of the buildings with my brother in mind but would the library aisle be large enough to accommodate wheelchairs? I'm not sure just wondering.
45	There's still many outdated entrances trough out town
47	none
51	n/a
60	none
63	None
64	N/A
67	Sherry's Bakery is not accessible for wheelchairs.



10. How accessible are City-owned parks you have visited?



Value		Percent	Responses
Very Good - no access issues		51.7%	15
Good - only very minor issues		31.0%	9
Fair - many issues encountered		13.8%	4
Poor - portions of facilities not accessible		3.4%	1

Tot als: 29



APPENDICES

11. Please describe any areas of City-owned parks that are inaccessible and why (You can submit as many as you like):

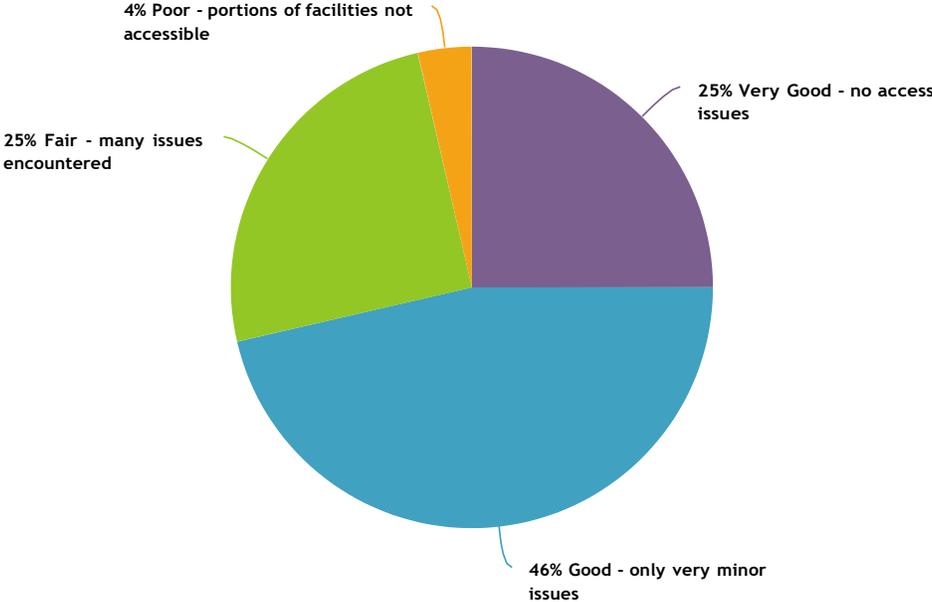




ResponseID	Response
9	Tart Park - no paths to picnic shelter, wheelchair access difficult. Playground equipment not geared towards physical disabilities. ie: wheelchair swings. Restrooms access is difficult for wheelchairs.
14	Park on Harnett St is close to my nephew's home so his mom can walk there with him to play. One of the ways I convinced them to move here.
15	unkn
22	Tart park had very little sidewalks for wheelchairs to access all fields
25	n/a
28	N/A
30	my husband isn't wheel chair bound but he does need short walks from parking. parks seem to meet that need
31	consider parking places that will allow viewing from the outfield. Example: Wayne Ave. make pull in facing park spaces from the road along side the outfield like it is in the old Health Dept parking lot for that field. for those spaces, have those spaces marked so the cars have to be attended so others will not park in those spaces. That can walk.
35	I don't know of any.
39	No issues
41	I think Tart is fixing to much better Tyler is good.
43	Don't think the courthouse has a curb grate
47	none
51	n/a
60	none
63	None
64	Tart Park - but taking into consideration that it's under construction
67	Walmart



12. How accessible are City-owned sidewalks and/or curb ramps you have used?



Value	Percent	Responses
Very Good - no access issues	25.0%	7
Good - only very minor issues	46.4%	13
Fair - many issues encountered	25.0%	7
Poor - portions of facilities not accessible	3.6%	1

Tot als: 28



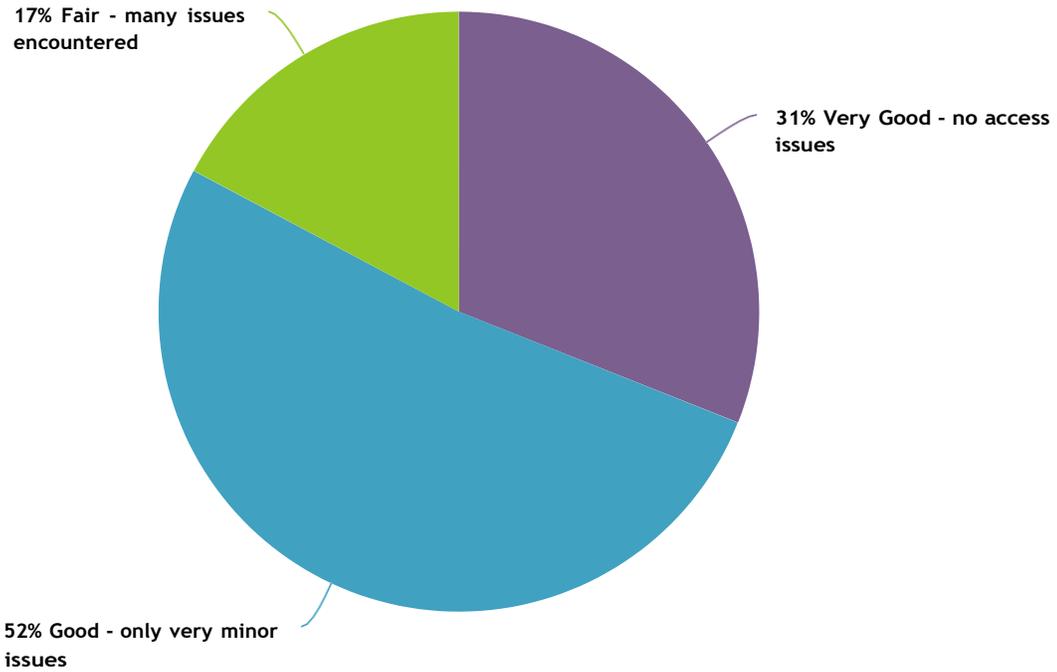
curb ramps in Dunn that are inaccessible and why (You can submit as many as you like):



ResponseID	Response
13	Curb ramps are generally good but some sidewalks are broken or uneven.
14	Down town is great, but many neighborhoods sidewalks are in poor condition.
15	unkn
25	n/a
28	N/A
35	Unknown.
39	City limits of Dunn, cracks/broken concrete.
40	The sidewalks on main street pretty much updated however sidestreet sidewalks are not and I feel they need to be updated and more accessible for people the use walkers, wheelchairs and don't always have a sturdy gate.
41	We have some sidewalks missing where people would have to travel on the street or grass and some sidewalks do not have the ramps.
47	none
51	n/a
60	none



parking lots?



Value		Percent	Responses
Very Good - no access issues		31.0%	9
Good - only very minor issues		51.7%	15
Fair - many issues encountered		17.2%	5

Tot als: 29



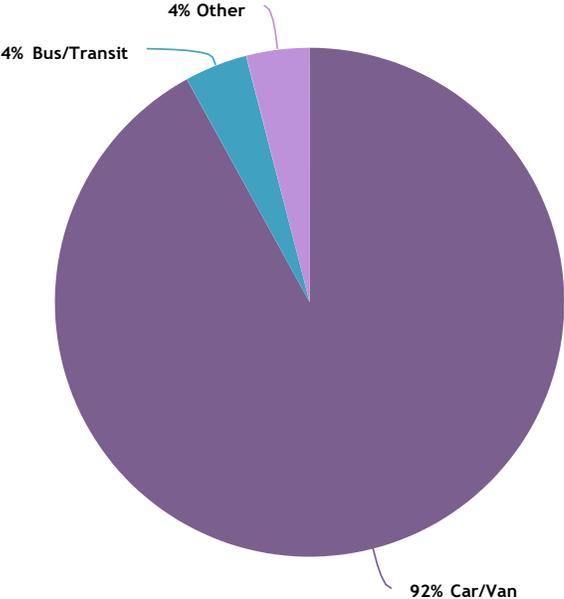
15. Please describe any parking areas at City buildings or in City-owned parking lots that are inaccessible and why (You can submit as many as you like):



ResponseID	Response
7	Public works building
14	Dunn has seemed to be left in the 1960s. The library desperately needs to be larger in order to offer more services.
15	unkn
22	downtown needs more public parking as it gets hard to find a spot during events or busy hours
25	n/a
28	N/A
35	None
39	No concerns
40	All could be better
47	none
51	n/a
60	none
63	None



16. What is your primary mode of transportation?



Value	Percent	Responses
Car/Van	92.0%	23
Bus/Transit	4.0%	1
Other	4.0%	1

Tot als: 25



17. What should be the City of Dunn's highest priority to improve accessibility for people with disabilities? (Rank in order from 1–10 with 1 being the most critical priority):

Item	Overall Rank	Rank Distribution	Score	No. of Rankings
Sidewalks	1		160	23
Curb Ramps	2		160	23
Crossing Signals	3		132	22
Crosswalks	4		128	21
Parks	5		124	21
City-Owned Buildings	6		114	22
Audible Notification at Crossings	7		109	21
Signage	8		108	21
ADA Parking	9		107	21
Public Meetings	10		66	21

Lowest Rank Highest Rank



Report for City of Dunn ADA Assessment Survey

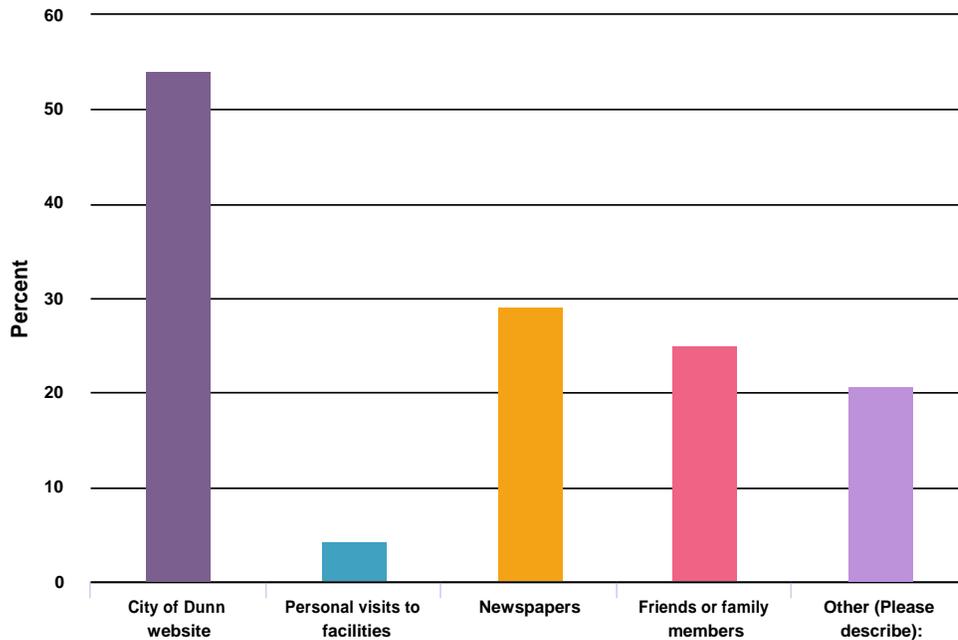
Response Counts



Tot als: 51



19. How do you get information about City government, meetings, etc.?

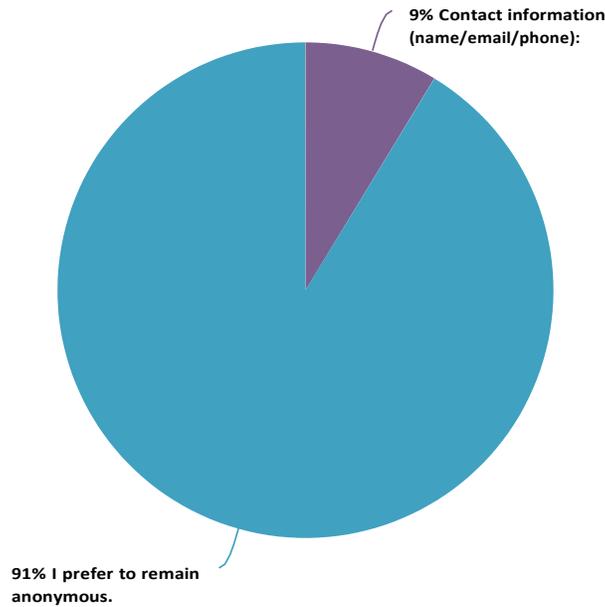


Value	Percent	Responses
City of Dunn website	54.2%	13
Personal visits to facilities	4.2%	1
Newspapers	29.2%	7
Friends or family members	25.0%	6
Other (Please describe):	20.8%	5

Other (Please describe):	Count
Facebook	1
Library	1
N/A	1
Online	1
Social media	1
Totals	5



20. How may we reach you?



Value	Percent	Responses
Contact information (name/email/phone):	8.7%	2
I prefer to remain anonymous.	91.3%	21

Totals: 23

Contact information (name/email/phone):	Count
910-514-7221	1
twilliams@dunn-nc.org	1
Totals	2



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APPENDIX B - SELF-EVALUATION CHECKLIST FOR CITY POLICIES, SERVICES, ACTIVITIES AND PROGRAMS



INTERPRETERS (Sign Language, Oral, and Cued Speech)	YES	NO	COMMENTS
	(X)		
Does each City department have a policy and procedures in place to handle requests from the general public for sign language, oral, and cued speech interpreters?		X	We have a general handout that outlines the process someone can go through to obtain the assistance needed.
If policies and procedures are in place, do they:		X	
Specify that sign language, oral, and cued speech interpreters can be obtained within a short period of time when necessary? In non-emergency situations, a public entity can require reasonable advance notice for interpreter requests.		X	
Make clear that it is generally inappropriate to request family members and companions of deaf persons to serve as sign language interpreters?		X	
Specify that deaf persons requesting interpreters should not be charged for the cost of the interpreter?		X	
Specify that the City's decision to deny an interpreter based on undue financial and administrative burden must be made after considering all resources available for us in funding the operation of the program and must be accompanied by a written statement of the reasons for reaching the conclusion?		X	
Specify that, in any instance where the provision of an interpreter would result in an undue financial and administrative burden, the entity will take any other action that would not result in an undue financial and administrative burden but would nevertheless ensure that the individual with a disability receives the benefits or services provided?		X	
Does the City have employees on staff who are qualified interpreters or have arrangements with one or more vendors to provide interpreting services when needed?		X	
Have the employees who interact with the public been trained on the correct procedures to follow when a person requests an interpreter?		X	
Review documentation and speak with City personnel responsible for responding to requests for interpreter services. When requests for interpreters have been made in the past, were they granted:		X	
For events such as meetings, interviews, hearings, medical appointments, court proceedings, and training and counseling sessions?		X	
Without the City as the individual who requested the interpreter to pay for the services?		X	
OTHER AUXILIARY AIDS AND SERVICES			
Does the City have policies and procedures in place to deal with requests from the general public for documents in Braille, large print, audio recording, and accessible electronic format (an email or compact disc containing the document in plain text, word processing format, HTML or some other format that can be accessed with screen reader software)?		X	
Does the City have policies and procedures in place to deal with requests from the general public for notetakers, computer-assisted real-time transcription services, and other auxiliary aids and services for providing effective communication?		X	
Does the City have the equipment or arrangements with vendors so it can provide written materials in alternative formats (Braille, large print, audio format, electronic format)?	X		Large print & electronic
Does the City provide written materials in alternative formats when asked to do so? (For example, does the City communicate with blind people by using Braille, large print, or email when asked to do so?)	X		Email
Does the City give primary consideration to the requests of the person with a disability when determining what type of auxiliary aid or service to provide?		X	
Does the City ensure that all videos and television programs it produces and all videos it makes available to the public on its internet website are available with captioning and audio description?		X	
TTYs			
Where telephones are available to the public for making outgoing calls, are TTYs available for people with hearing and speech disabilities?		X	
Does the City handle calls placed using Telecommunications Relay Service or Video Relay Service in the same way as other telephone calls?		X	
PUBLIC MEETINGS			
Do all meeting rooms that hold public meetings have an audio system (microphones and speakers)?	X		
Do meeting rooms that hold public meetings have any assistive listening devices for the hearing impaired? If so, how many and what type.		X	
Are meetings televised or provided in audio format? Are meetings recorded and rebroadcast? If so, what accommodations have been made for hearing impaired?	X		Facebook Live, Government TV channel
How are public meetings publicized? Are agendas posted in City Hall and on the web site? Do the agendas have an ADA statement of accommodation on them? Provide a typical copy of a recent agenda for all public meetings.	X		No ADA statement on them



APPENDIX C - SELF-EVALUATION CHECKLISTS FOR CITY BUILDINGS, PARKS AND PARKING LOTS



ADA SELF-ASSESSMENT CHECKLIST	FACILITY NAME: Surface Parking Lot, Edgerton Street @ Clinton Avenue				
	Yes	No	N/A	Measurement (if applicable)	Notes
PRIORITY 1 - ACCESSIBLE APPROACH / ENTRANCE					
Route of Travel					
Is there a route of travel that does not require the use of stairs?	X				Parking lot connects to sidewalks.
Is the route of travel stable, firm and slip-resistant?	X				
Is the route at least 36 inches wide?	X			Width: 90"	Sidewalk connection from ADA van accessible parking space.
Can all objects protruding into the circulation paths be detected by a person with a visual disability using a cane?	X			Distance from wall / Height:	
Do curbs on the route have curb cuts at drives, parking, and drop-offs?	X				
Ramps					
Is the curb ramp set at a slope ≤ 1:12?			X	Slope:	
Do all ramps longer than 6 feet have railings on both sides?			X		
Are railings sturdy, and between 34 and 38 inches high?			X	Height:	
Is the width between railings or curbs at least 36 inches?			X	Width:	
Are ramps non-slip?			X		
Is there a 5 foot-long level landing at every 30-foot horizontal length of ramp, at the top and bottom of ramps and at switchbacks?			X	Length:	
Does the ramp rise no more than 30 inches between landings?			X	Rise:	
Parking & Drop-Off Areas					
Are there an adequate number of accessible spaces (1 accessible space per 25 spaces)? <i>*Spaces should measure 8 feet wide for car and include a 5-foot access aisle.</i>	X			Number of accessible spaces: 3 (1 van) Widths of existing accessible spaces: 105" Access aisle width: 102"	Non-ADA spaces: 69 ADA spaces: 3 (1 van)
Is at least one accessible space van accessible? <i>*Spaces should measure 8 feet wide with minimum 8-foot wide access aisles and 98 inches of vertical clearance available for lift-equipped vans.</i>	X			Width / Vertical Clearance: Space width = 105" Access aisle width = 102" Vertical clearance is not an issue	
Are the access aisles part of the accessible route to the accessible entrance?	X				
Are accessible spaces closest to the accessible entrance?	X				Two separate locations of ADA parking spaces benefit users accessing Edgerton Street, Clinton Avenue and Broad Street.
Are accessible spaces marked with the International Symbol of Accessibility? Are there signs reading "Van Accessible" at van spaces?	X				Space is marked with signage but does not contain ADA pavement markings.
Is there an enforcement procedure to ensure that accessible parking is used only by those who need it?	X				Enforcement procedure (general statute) / penalty listed on the sign
Entrance					
If there are stairs at the main entrance, is there also a ramp or lift, or is there an alternative accessible entrance? <i>*Do not use a service entrance as the accessible entrance unless there is no other option</i>			X		
Do all inaccessible entrances have proper signage indicating the location of the nearest accessible entrance?			X		
Can the alternate accessible entrance be used independently?			X		
Does the entrance door have at least 32 inches clear opening (for a double door, at least one 32-inch leaf)?			X	Clear Opening:	
Is there at least 18 inches of clear wall space on the pull side of the door, next to the handle? <i>*A person using a wheelchair or crutches needs this space to get close enough to open the door.</i>			X	Clear Space:	
Is the threshold edge 1/4-inch high or less, or if beveled edge, no more than 3/4-inch high?			X	Height:	
If provided, are carpeting or mats a maximum of 1/2-inch high?			X	Height:	
Are edges securely installed to minimize tripping hazards?			X		
Is the door handle ≤ 48 inches high and operable with a closed fist?			X	Height:	
Can doors be opened without too much force (exterior doors reserved; maximum is 5 lbf for interior doors) - see note on ADA checklist			X	Force:	
If the door has a closer, does it take at least 3 seconds to close?			X	Seconds:	



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ADA SELF-ASSESSMENT CHECKLIST	FACILITY NAME: Surface Parking Lot, Edgerton Street @ Railroad Avenue				
	Yes	No	N/A	Measurement (if applicable)	Notes
PRIORITY 1 - ACCESSIBLE APPROACH / ENTRANCE					
Route of Travel					
Is there a route of travel that does not require the use of stairs?	X				
Is the route of travel stable, firm and slip-resistant?	X				
Is the route at least 36 inches wide?	X			Width:	
Can all objects protruding into the circulation paths be detected by a person with a visual disability using a cane?	X			Distance from wall / Height:	
Do curbs on the route have curb cuts at drives, parking, and drop-offs?	X				
Ramps					
Is the curb ramp set at a slope $\leq 1:12$?		X		Slope:	Slope at pedestrian entrance along Railroad Avenue exceeds the maximum slope.
Do all ramps longer than 6 feet have railings on both sides?			X		
Are railings sturdy, and between 34 and 38 inches high?			X	Height:	
Is the width between railings or curbs at least 36 inches?			X	Width:	
Are ramps non-slip?			X		
Is there a 5 foot-long level landing at every 30-foot horizontal length of ramp, at the top and bottom of ramps and at switchbacks?			X	Length:	
Does the ramp rise no more than 30 inches between landings?			X	Rise:	
Parking & Drop-Off Areas					
Are there an adequate number of accessible spaces (1 accessible space per 25 spaces)? <i>*Spaces should measure 8 feet wide for car and include a 5-foot access aisle.</i>		X		Number of accessible spaces: 1 Widths of existing accessible spaces: 105"	Non-ADA spaces: 38 ADA spaces (also van accessible): 1
Is at least one accessible space van accessible? <i>*Spaces should measure 8 feet wide with minimum 8-foot wide access aisles and 98 inches of vertical clearance available for lift-equipped vans.</i>	X			Width / Vertical Clearance: Space width = 105" Access aisle width = 103" Vertical clearance is not an issue	
Are the access aisles part of the accessible route to the accessible entrance?	X				
Are accessible spaces closest to the accessible entrance?	X				
Are accessible spaces marked with the International Symbol of Accessibility? Are there signs reading "Van Accessible" at van spaces?	X				Space is marked with signage but does not contain ADA pavement markings.
Is there an enforcement procedure to ensure that accessible parking is used only by those who need it?	X				Penalty is listed on sign.
Entrance					
If there are stairs at the main entrance, is there also a ramp or lift, or is there an alternative accessible entrance? <i>*Do not use a service entrance as the accessible entrance unless there is no other option</i>			X		
Do all inaccessible entrances have proper signage indicating the location of the nearest accessible entrance?			X		
Can the alternate accessible entrance be used independently?			X		
Does the entrance door have at least 32 inches clear opening (for a double door, at least one 32-inch leaf)?			X	Clear Opening:	
Is there at least 18 inches of clear wall space on the pull side of the door, next to the handle? <i>*A person using a wheelchair or crutches needs this space to get close enough to open the door.</i>			X	Clear Space:	
Is the threshold edge 1/4-inch high or less, or if beveled edge, no more than 3/4-inch high?			X	Height:	
If provided, are carpeting or mats a maximum of 1/2-inch high?			X	Height:	
Are edges securely installed to minimize tripping hazards?			X		
Is the door handle ≤ 48 inches high and operable with a closed fist?			X	Height:	
Can doors be opened without too much force (exterior doors reserved; maximum is 5 lbf for interior doors) - see note on ADA checklist			X	Force:	
If the door has a closer, does it take at least 3 seconds to close?			X	Seconds:	



ADA SELF-ASSESSMENT CHECKLIST	FACILITY NAME: City of Dunn Animal Control @ J.W. Edwards Lane				
	Yes	No	N/A	Measurement (if applicable)	Notes
PRIORITY 1 - ACCESSIBLE APPROACH / ENTRANCE					
Route of Travel					
Is there a route of travel that does not require the use of stairs?	X				
Is the route of travel stable, firm and slip-resistant?	X				
Is the route at least 36 inches wide?	X			Width:	
Can all objects protruding into the circulation paths be detected by a person with a visual disability using a cane?		X		Distance from wall / Height:	Railroad ties used as wheel stops and border of parking area are in disrepair and might not be detectable
Do curbs on the route have curb cuts at drives, parking, and drop-offs?			X		No curbs present
Ramps					
Is the curb ramp set at a slope ≤ 1:12?		X		Slope: 9%	Grass hill that connects to ramp is even steeper.
Do all ramps longer than 6 feet have railings on both sides?			X		
Are railings sturdy, and between 34 and 38 inches high?			X	Height:	
Is the width between railings or curbs at least 36 inches?			X	Width:	
Are ramps non-slip?			X		
Is there a 5 foot-long level landing at every 30-foot horizontal length of ramp, at the top and bottom of ramps and at switchbacks?			X	Length:	
Does the ramp rise no more than 30 inches between landings?			X	Rise:	
Parking & Drop-Off Areas					
Are there an adequate number of accessible spaces (1 accessible space per 25 spaces)? <i>*Spaces should measure 8 feet wide for car and include a 5-foot access aisle.</i>		X		Number of accessible spaces: 0 Widths of existing accessible spaces:	All responses in this section are "No" because no accessible parking facilities currently exist.
Is at least one accessible space van accessible? <i>*Spaces should measure 8 feet wide with minimum 8-foot wide access aisles and 98 inches of vertical clearance available for lift-equipped vans.</i>		X		Width / Vertical Clearance:	
Are the access aisles part of the accessible route to the accessible entrance?		X			
Are accessible spaces closest to the accessible entrance?		X			
Are accessible spaces marked with the International Symbol of Accessibility? Are there signs reading "Van Accessible" at van spaces?		X			
Is there an enforcement procedure to ensure that accessible parking is used only by those who need it?		X			
Entrance					
If there are stairs at the main entrance, is there also a ramp or lift, or is there an alternative accessible entrance? <i>*Do not use a service entrance as the accessible entrance unless there is no other option</i>			X		
Do all inaccessible entrances have proper signage indicating the location of the nearest accessible entrance?			X		
Can the alternate accessible entrance be used independently?			X		
Does the entrance door have at least 32 inches clear opening (for a double door, at least one 32-inch leaf)?	X			Clear Opening:	
Is there at least 18 inches of clear wall space on the pull side of the door, next to the handle? <i>*A person using a wheelchair or crutches needs this space to get close enough to open the door.</i>	X			Clear Space:	
Is the threshold edge 1/4-inch high or less, or if beveled edge, no more than 3/4-inch high?		X		Height: 3"	
If provided, are carpeting or mats a maximum of 1/2-inch high?			X	Height:	
Are edges securely installed to minimize tripping hazards?			X		
Is the door handle ≤ 48 inches high and operable with a closed fist?		X		Height: 44"	The height of the door handle is compliant, but the door is inoperable with a closed fist. Additionally, the doorbell is placed too high at a height of 50".
Can doors be opened without too much force (exterior doors reserved; maximum is 5 lbf for interior doors) - see note on ADA checklist	X			Force:	
If the door has a closer, does it take at least 3 seconds to close?			X	Seconds:	



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ADA SELF-ASSESSMENT CHECKLIST	FACILITY NAME: Planning & Inspections					
PRIORITY 1 - ACCESSIBLE APPROACH / ENTRANCE	Yes	No	N/A	Measurement (if applicable)	Notes	
Route of Travel						
Is there a route of travel that does not require the use of stairs?	X					
Is the route of travel stable, firm and slip-resistant?	X					
Is the route at least 36 inches wide?	X			Width:		
Can all objects protruding into the circulation paths be detected by a person with a visual disability using a cane?	X			Distance from wall / Height:		
Do curbs on the route have curb cuts at drives, parking, and drop-offs?			X			
Ramps						
Is the curb ramp set at a slope \leq 1:12?			X	Slope:		
Do all ramps longer than 6 feet have railings on both sides?			X			
Are railings sturdy, and between 34 and 38 inches high?			X	Height:		
Is the width between railings or curbs at least 36 inches?			X	Width:		
Are ramps non-slip?			X			
Is there a 5 foot-long level landing at every 30-foot horizontal length of ramp, at the top and bottom of ramps and at switchbacks?			X	Length:		
Does the ramp rise no more than 30 inches between landings?			X	Rise:		
Parking & Drop-Off Areas						
Are there an adequate number of accessible spaces (1 accessible space per 25 spaces)? <i>*Spaces should measure 8 feet wide for car and include a 5-foot access aisle.</i>	X			Number of accessible spaces: 1 Widths of existing accessible spaces:		
Is at least one accessible space van accessible? <i>*Spaces should measure 8 feet wide with minimum 8-foot wide access aisles and 98 inches of vertical clearance available for lift-equipped vans.</i>		X		Width / Vertical Clearance:	No signage exists to designate space as van accessible.	
Are the access aisles part of the accessible route to the accessible entrance?			X			
Are accessible spaces closest to the accessible entrance?	X					
Are accessible spaces marked with the International Symbol of Accessibility? Are there signs reading "Van Accessible" at van spaces?		X			Pavement marking exists, but space lacks signage that also includes fine for parking violation.	
Is there an enforcement procedure to ensure that accessible parking is used only by those who need it?		X				
Entrance						
If there are stairs at the main entrance, is there also a ramp or lift, or is there an alternative accessible entrance? <i>*Do not use a service entrance as the accessible entrance unless there is no other option</i>			X			
Do all inaccessible entrances have proper signage indicating the location of the nearest accessible entrance?			X			
Can the alternate accessible entrance be used independently?			X			
Does the entrance door have at least 32 inches clear opening (for a double door, at least one 32-inch leaf)?	X			Clear Opening:		
Is there at least 18 inches of clear wall space on the pull side of the door, next to the handle? <i>*A person using a wheelchair or crutches needs this space to get close enough to open the door.</i>	X			Clear Space:		
Is the threshold edge 1/4-inch high or less, or if beveled edge, no more than 3/4-inch high?	X			Height:		
If provided, are carpeting or mats a maximum of 1/2-inch high?	X			Height:		
Are edges securely installed to minimize tripping hazards?	X					
Is the door handle \leq 48 inches high and operable with a closed fist?		X		Height:		
Can doors be opened without too much force (exterior doors reserved; maximum is 5 lbf for interior doors) - see note on ADA checklist	X			Force:		
If the door has a closer, does it take at least 3 seconds to close?		X		Seconds:		



ADA SELF-ASSESSMENT CHECKLIST	FACILITY NAME: Municipal Library @ 110 E. Divine Street				
PRIORITY 1 - ACCESSIBLE APPROACH / ENTRANCE	Yes	No	N/A	Measurement (if applicable)	Notes
Route of Travel					
Is there a route of travel that does not require the use of stairs?	X				
Is the route of travel stable, firm and slip-resistant?	X				
Is the route at least 36 inches wide?	X			Width: 5 foot sidewalk	
Can all objects protruding into the circulation paths be detected by a person with a visual disability using a cane?	X			Distance from wall / Height:	
Do curbs on the route have curb cuts at drives, parking, and drop-offs?		X			No curb cut on sidewalk.
Ramps					
Is the curb ramp set at a slope ≤ 1:12?	X			Slope:	Re: ramp at parking
Do all ramps longer than 6 feet have railings on both sides?			X		
Are railings sturdy, and between 34 and 38 inches high?			X	Height:	
Is the width between railings or curbs at least 36 inches?			X	Width:	
Are ramps non-slip?	X				
Is there a 5 foot-long level landing at every 30-foot horizontal length of ramp, at the top and bottom of ramps and at switchbacks?			X	Length:	
Does the ramp rise no more than 30 inches between landings?			X	Rise:	
Parking & Drop-Off Areas					
Are there an adequate number of accessible spaces (1 accessible space per 25 spaces)? <i>*Spaces should measure 8 feet wide for car and include a 5-foot access aisle.</i>	X			Number of accessible spaces: 1 Widths of existing accessible spaces: 13' total	Non-ADA spaces: 6 ADA spaces: 1
Is at least one accessible space van accessible? <i>*Spaces should measure 8 feet wide with minimum 8-foot wide access aisles and 98 inches of vertical clearance available for lift-equipped vans.</i>		X		Width / Vertical Clearance:	Existing accessible space is not wide enough for van accessibility. See above.
Are the access aisles part of the accessible route to the accessible entrance?	X				
Are accessible spaces closest to the accessible entrance?	X				
Are accessible spaces marked with the International Symbol of Accessibility? Are there signs reading "Van Accessible" at van spaces?	X				
Is there an enforcement procedure to ensure that accessible parking is used only by those who need it?	X				Enforcement procedure (general statute) / penalty listed on the sign
Entrance					
If there are stairs at the main entrance, is there also a ramp or lift, or is there an alternative accessible entrance? <i>*Do not use a service entrance as the accessible entrance unless there is no other option</i>			X		
Do all inaccessible entrances have proper signage indicating the location of the nearest accessible entrance?		X			No signage at non-public entrance.
Can the alternate accessible entrance be used independently?			X		
Does the entrance door have at least 32 inches clear opening (for a double door, at least one 32-inch leaf)?	X			Clear Opening: 36"	
Is there at least 18 inches of clear wall space on the pull side of the door, next to the handle? <i>*A person using a wheelchair or crutches needs this space to get close enough to open the door.</i>	X			Clear Space: 18 3/4"	
Is the threshold edge 1/4-inch high or less, or if beveled edge, no more than 3/4-inch high?	X			Height: 3/4" beveled	
If provided, are carpeting or mats a maximum of 1/2-inch high?	X			Height:	
Are edges securely installed to minimize tripping hazards?	X				
Is the door handle ≤ 48 inches high and operable with a closed fist?	X			Height: 44"	
Can doors be opened without too much force (exterior doors reserved; maximum is 5 lb for interior doors) - see note on ADA checklist	X			Force:	
If the door has a closer, does it take at least 3 seconds to close?	X			Seconds:	



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ADA SELF-ASSESSMENT CHECKLIST	FACILITY NAME: Dunn Municipal Building @ 401 E. Broad Street				
	Yes	No	N/A	Measurement (if applicable)	Notes
PRIORITY 1 - ACCESSIBLE APPROACH / ENTRANCE					
Route of Travel					
Is there a route of travel that does not require the use of stairs?	X				
Is the route of travel stable, firm and slip-resistant?	X				
Is the route at least 36 inches wide?	X			Width: 48"	
Can all objects protruding into the circulation paths be detected by a person with a visual disability using a cane?	X			Distance from wall / Height:	
Do curbs on the route have curb cuts at drives, parking, and drop-offs?	X				
Ramps					
Is the curb ramp set at a slope \leq 1:12?	X			Slope: 8.7%	Side entrance to Police Department has ramp slopes measuring 8.9% and 9.3% at each pitch, respectively.
Do all ramps longer than 6 feet have railings on both sides?	X				Side entrance to Police Department has a ramp does not have any railings.
Are railings sturdy, and between 34 and 38 inches high?	X			Height: 36"	
Is the width between railings or curbs at least 36 inches?	X			Width: 36"	
Are ramps non-slip?	X				
Is there a 5 foot-long level landing at every 30-foot horizontal length of ramp, at the top and bottom of ramps and at switchbacks?	X			Length: 17'	The ramp at the side entrance travels 41 feet between each landing.
Does the ramp rise no more than 30 inches between landings?	X			Rise: 1'	
Parking & Drop-Off Areas					
Are there an adequate number of accessible spaces (1 accessible space per 25 spaces)? <i>*Spaces should measure 8 feet wide for car and include a 5-foot access aisle.</i>		X		Number of accessible spaces: 2 Widths of existing accessible spaces: 11' & 11.5'	Non-ADA spaces: 55 ADA spaces: 2 (no van spaces) No marked access aisle present.
Is at least one accessible space van accessible? <i>*Spaces should measure 8 feet wide with minimum 8-foot wide access aisles and 98 inches of vertical clearance available for lift-equipped vans.</i>		X		Width / Vertical Clearance:	
Are the access aisles part of the accessible route to the accessible entrance?			X		N/A because no access aisles are present.
Are accessible spaces closest to the accessible entrance?		X			Restripe spaces closer to entrance as ADA spaces and provide accessible path from spaces to front door of building.
Are accessible spaces marked with the International Symbol of Accessibility? Are there signs reading "Van Accessible" at van spaces?	X				
Is there an enforcement procedure to ensure that accessible parking is used only by those who need it?	X				Enforcement procedure (general statute) / penalty listed on the sign
Entrance					
If there are stairs at the main entrance, is there also a ramp or lift, or is there an alternative accessible entrance? <i>*Do not use a service entrance as the accessible entrance unless there is no other option</i>	X				Ramp is present.
Do all inaccessible entrances have proper signage indicating the location of the nearest accessible entrance?		X			Neither side entrance (Police Department door and door near drive-thru) have such signage.
Can the alternate accessible entrance be used independently?			X		N/A because no alternate accessible entrances exist.
Does the entrance door have at least 32 inches clear opening (for a double door, at least one 32-inch leaf)?	X			Clear Opening: 34"	
Is there at least 18 inches of clear wall space on the pull side of the door, next to the handle? <i>*A person using a wheelchair or crutches needs this space to get close enough to open the door.</i>	X			Clear Space:	
Is the threshold edge 1/4-inch high or less, or if beveled edge, no more than 3/4-inch high?	X			Height: 1/2"	Threshold edge is too high at side entrance door for Police Department.
If provided, are carpeting or mats a maximum of 1/2-inch high?			X	Height:	
Are edges securely installed to minimize tripping hazards?	X				
Is the door handle \leq 48 inches high and operable with a closed fist?	X			Height: 36"	Door handle at Police Department entrance is inoperable with a closed fist.
Can doors be opened without too much force (exterior doors reserved; maximum is 5 lbf for interior doors) - see note on ADA checklist	X			Force:	
If the door has a closer, does it take at least 3 seconds to close?	X			Seconds: 3 seconds	



ADA SELF-ASSESSMENT CHECKLIST	FACILITY NAME: Public Utilities Building (Public Works) @ 101 E. Cleveland Street				
	Yes	No	N/A	Measurement (if applicable)	Notes
PRIORITY 1 - ACCESSIBLE APPROACH / ENTRANCE					
Route of Travel					
Is there a route of travel that does not require the use of stairs?	X				
Is the route of travel stable, firm and slip-resistant?	X				
Is the route at least 36 inches wide?	X			Width: 48"	
Can all objects protruding into the circulation paths be detected by a person with a visual disability using a cane?	X			Distance from wall / Height:	
Do curbs on the route have curb cuts at drives, parking, and drop-offs?			X		
Ramps					
Is the curb ramp set at a slope \leq 1:12?			X	Slope:	
Do all ramps longer than 6 feet have railings on both sides?			X		
Are railings sturdy, and between 34 and 38 inches high?			X	Height:	
Is the width between railings or curbs at least 36 inches?			X	Width:	
Are ramps non-slip?			X		
Is there a 5 foot-long level landing at every 30-foot horizontal length of ramp, at the top and bottom of ramps and at switchbacks?			X	Length:	
Does the ramp rise no more than 30 inches between landings?			X	Rise:	
Parking & Drop-Off Areas					
Are there an adequate number of accessible spaces (1 accessible space per 25 spaces)? <i>*Spaces should measure 8 feet wide for car and include a 5-foot access aisle.</i>	X			Number of accessible spaces: 1 Widths of existing accessible spaces: 9'	Non-ADA spaces: 17 (2 labeled as "Visitor Parking") ADA spaces: 1 No marked access aisle present.
Is at least one accessible space van accessible? <i>*Spaces should measure 8 feet wide with minimum 8-foot wide access aisles and 98 inches of vertical clearance available for lift-equipped vans.</i>		X		Width / Vertical Clearance:	No van accessible space present.
Are the access aisles part of the accessible route to the accessible entrance?	X				
Are accessible spaces closest to the accessible entrance?	X				
Are accessible spaces marked with the International Symbol of Accessibility? Are there signs reading "Van Accessible" at van spaces?	X				No fine/penalty is listed on the sign.
Is there an enforcement procedure to ensure that accessible parking is used only by those who need it?	X				
Entrance					
If there are stairs at the main entrance, is there also a ramp or lift, or is there an alternative accessible entrance? <i>*Do not use a service entrance as the accessible entrance unless there is no other option</i>			X		
Do all inaccessible entrances have proper signage indicating the location of the nearest accessible entrance?	X				
Can the alternate accessible entrance be used independently?			X		
Does the entrance door have at least 32 inches clear opening (for a double door, at least one 32-inch leaf)?	X			Clear Opening: 36"	
Is there at least 18 inches of clear wall space on the pull side of the door, next to the handle? <i>*A person using a wheelchair or crutches needs this space to get close enough to open the door.</i>	X			Clear Space: 18"	
Is the threshold edge 1/4-inch high or less, or if beveled edge, no more than 3/4-inch high?	X			Height: 1/4"	
If provided, are carpeting or mats a maximum of 1/2-inch high?	X			Height: 1/4"	
Are edges securely installed to minimize tripping hazards?		X			
Is the door handle \leq 48 inches high and operable with a closed fist?	X			Height: 44 1/2" inside; 40 1/2" outside	
Can doors be opened without too much force (exterior doors reserved; maximum is 5 lbf for interior doors) - see note on ADA checklist	X			Force: 5 lbs.	
If the door has a closer, does it take at least 3 seconds to close?	X			Seconds: 6 seconds	



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ADA SELF-ASSESSMENT CHECKLIST	FACILITY NAME: City of Dunn Dog Park @ 701 N. Ashe Avenue				
PRIORITY 1 - ACCESSIBLE APPROACH / ENTRANCE	Yes	No	N/A	Measurement (if applicable)	Notes
Route of Travel					
Is there a route of travel that does not require the use of stairs?	x				
Is the route of travel stable, firm and slip-resistant?	x				
Is the route at least 36 inches wide?	x			Width:	
Can all objects protruding into the circulation paths be detected by a person with a visual disability using a cane?	x			Distance from wall / Height:	
Do curbs on the route have curb cuts at drives, parking, and drop-offs?			x		
Ramps					
Is the curb ramp set at a slope \leq 1:12?			x	Slope:	
Do all ramps longer than 6 feet have railings on both sides?			x		
Are railings sturdy, and between 34 and 38 inches high?			x	Height:	
Is the width between railings or curbs at least 36 inches?			x	Width:	
Are ramps non-slip?			x		
Is there a 5 foot-long level landing at every 30-foot horizontal length of ramp, at the top and bottom of ramps and at switchbacks?			x	Length:	
Does the ramp rise no more than 30 inches between landings?			x	Rise:	
Parking & Drop-Off Areas					
Are there an adequate number of accessible spaces (1 accessible space per 25 spaces)? <i>*Spaces should measure 8 feet wide for car and include a 5-foot access aisle.</i>	x			Number of accessible spaces: 1 Widths of existing accessible spaces: 10'	Parking lot is unpaved, but one ADA van-accessible space is present.
Is at least one accessible space van accessible? <i>*Spaces should measure 8 feet wide with minimum 8-foot wide access aisles and 98 inches of vertical clearance available for lift-equipped vans.</i>	x			Width / Vertical Clearance: 10' Access aisle width: 5'	Access aisle width is non-compliant. Recommend fixing through re-striping concrete.
Are the access aisles part of the accessible route to the accessible entrance?	x				
Are accessible spaces closest to the accessible entrance?	x				
Are accessible spaces marked with the International Symbol of Accessibility? Are there signs reading "Van Accessible" at van spaces?	x				
Is there an enforcement procedure to ensure that accessible parking is used only by those who need it?	x				
Entrance					
If there are stairs at the main entrance, is there also a ramp or lift, or is there an alternative accessible entrance? <i>*Do not use a service entrance as the accessible entrance unless there is no other option</i>			x		
Do all inaccessible entrances have proper signage indicating the location of the nearest accessible entrance?			x		
Can the alternate accessible entrance be used independently?			x		
Does the entrance door have at least 32 inches clear opening (for a double door, at least one 32-inch leaf)?	x			Clear Opening:	
Is there at least 18 inches of clear wall space on the pull side of the door, next to the handle? <i>*A person using a wheelchair or crutches needs this space to get close enough to open the door.</i>	x			Clear Space:	
Is the threshold edge 1/4-inch high or less, or if beveled edge, no more than 3/4-inch high?	x			Height:	
If provided, are carpeting or mats a maximum of 1/2-inch high?			x	Height:	
Are edges securely installed to minimize tripping hazards?			x		
Is the door handle \leq 48 inches high and operable with a closed fist?	x			Height: 44"	
Can doors be opened without too much force (exterior doors reserved; maximum is 5 lbf for interior doors) - see note on ADA checklist	x			Force:	
If the door has a closer, does it take at least 3 seconds to close?			x	Seconds:	



ADA SELF-ASSESSMENT CHECKLIST		FACILITY NAME: Vyas Center @ 207 Jackson Road			
	Yes	No	N/A	Measurement (if applicable)	Notes
PRIORITY 1 - ACCESSIBLE APPROACH / ENTRANCE					
Route of Travel					
Is there a route of travel that does not require the use of stairs?	X				
Is the route of travel stable, firm and slip-resistant?	X				
Is the route at least 36 inches wide?	X			Width:	
Can all objects protruding into the circulation paths be detected by a person with a visual disability using a cane?	X			Distance from wall / Height:	
Do curbs on the route have curb cuts at drives, parking, and drop-offs?	X				
Ramps					
Is the curb ramp set at a slope \leq 1:12?		X		Slope: See notes	All curb ramps are compliant with the exception of the one at the front entrance of the Community Center measuring a slope of 9.3%.
Do all ramps longer than 6 feet have railings on both sides?			X		
Are railings sturdy, and between 34 and 38 inches high?			X	Height:	
Is the width between railings or curbs at least 36 inches?			X	Width:	
Are ramps non-slip?			X		
Is there a 5 foot-long level landing at every 30-foot horizontal length of ramp, at the top and bottom of ramps and at switchbacks?			X	Length:	
Does the ramp rise no more than 30 inches between landings?			X	Rise:	
Parking & Drop-Off Areas					
Are there an adequate number of accessible spaces (1 accessible space per 25 spaces)? <i>*Spaces should measure 8 feet wide for car and include a 5-foot access aisle.</i>		X		Number of accessible spaces: 5 Widths of existing accessible spaces: Access aisle width:	Non-ADA spaces: 150 paved spaces and approximately 5 unpaved spaces ADA spaces: 5 (2 van) 2 ADA (non-van) spaces facing Vyas Center measure 12'10" wide with one space adjacent to 13' wide access aisle. 3 ADA (2 van, 1 non-van) spaces facing Community Center do not meet minimum width of 8'. Additionally, the access aisles do not meet minimum width requirements.
Is at least one accessible space van accessible? <i>*Spaces should measure 8 feet wide with minimum 8-foot wide access aisles and 98 inches of vertical clearance available for lift-equipped vans.</i>	X			Width / Vertical Clearance:	Van accessible spaces should be restriped for more consistent space widths and for more efficient use of pavement space. Access aisles in front of Community Center do not meet minimum width requirements.
Are the access aisles part of the accessible route to the accessible entrance?		X			No accessible route to Concession counter from parking lot exists. Additionally, Concession Counter heights exceeds 36".
Are accessible spaces closest to the accessible entrance?		X			No ADA spaces currently exist near small playground and pavilion at east end of parking lot. JMTE recommends adding 1 non-van and 1 van-accessible ADA spaces at east end of parking lot to address this deficiency.
Are accessible spaces marked with the International Symbol of Accessibility? Are there signs reading "Van Accessible" at van spaces?	X				
Is there an enforcement procedure to ensure that accessible parking is used only by those who need it?	X				Enforcement procedure (general statute) / penalty listed on the sign
Entrance					
If there are stairs at the main entrance, is there also a ramp or lift, or is there an alternative accessible entrance? <i>*Do not use a service entrance as the accessible entrance unless there is no other option</i>			X		
Do all inaccessible entrances have proper signage indicating the location of the nearest accessible entrance?		X			Direct entrance to Vyas Center gymnasium is inaccessible but does not have signage directing to accessible entrance.
Can the alternate accessible entrance be used independently?			X		
Does the entrance door have at least 32 inches clear opening (for a double door, at least one 32-inch leaf)?	X			Clear Opening:	
Is there at least 18 inches of clear wall space on the pull side of the door, next to the handle? <i>*A person using a wheelchair or crutches needs this space to get close enough to open the door.</i>	X			Clear Space:	
Is the threshold edge 1/4-inch high or less, or if beveled edge, no more than 3/4-inch high?	X			Height:	
If provided, are carpeting or mats a maximum of 1/2-inch high?	X			Height:	
Are edges securely installed to minimize tripping hazards?		X			
Is the door handle \leq 48 inches high and operable with a closed fist?		X		Height:	Door handles at Vyas Center entrance are compliant, but door handles at Community Center are not.
Can doors be opened without too much force (exterior doors reserved; maximum is 5 lbf for interior doors) - see note on ADA checklist		X		Force:	Vyas Center doors were locked and not assessed. Community Center doors were very heavy.
If the door has a closer, does it take at least 3 seconds to close?			X	Seconds:	



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ADA SELF-ASSESSMENT CHECKLIST	FACILITY NAME: C.B. Codrington Park				
PRIORITY 1 - ACCESSIBLE APPROACH / ENTRANCE	Yes	No	N/A	Measurement (if applicable)	Notes
Route of Travel					
Is there a route of travel that does not require the use of stairs?	X				
Is the route of travel stable, firm and slip-resistant?		X			Parking lot is comprised of large, chunky, uneven gravel
Is the route at least 36 inches wide?	X			Width:	
Can all objects protruding into the circulation paths be detected by a person with a visual disability using a cane?	X			Distance from wall / Height:	
Do curbs on the route have curb cuts at drives, parking, and drop-offs?			X		
Ramps					
Is the curb ramp set at a slope $\leq 1:12$?			X	Slope:	No curb ramps present.
Do all ramps longer than 6 feet have railings on both sides?			X		
Are railings sturdy, and between 34 and 38 inches high?			X	Height:	
Is the width between railings or curbs at least 36 inches?			X	Width:	
Are ramps non-slip?			X		
Is there a 5 foot-long level landing at every 30-foot horizontal length of ramp, at the top and bottom of ramps and at switchbacks?			X	Length:	
Does the ramp rise no more than 30 inches between landings?			X	Rise:	
Parking & Drop-Off Areas					
Are there an adequate number of accessible spaces (1 accessible space per 25 spaces)? <i>*Spaces should measure 8 feet wide for car and include a 5-foot access aisle.</i>		X		Number of accessible spaces: Widths of existing accessible spaces:	
Is at least one accessible space van accessible? <i>*Spaces should measure 8 feet wide with minimum 8-foot wide access aisles and 98 inches of vertical clearance available for lift-equipped vans.</i>		X		Width / Vertical Clearance:	
Are the access aisles part of the accessible route to the accessible entrance?		X			No access aisles present.
Are accessible spaces closest to the accessible entrance?		X			No accessible spaces exist.
Are accessible spaces marked with the International Symbol of Accessibility? Are there signs reading "Van Accessible" at van spaces?		X			One space has signage. However, space itself is not truly accessible, and signage does not contain fine associated with parking violation.
Is there an enforcement procedure to ensure that accessible parking is used only by those who need it?		X			
Entrance					
If there are stairs at the main entrance, is there also a ramp or lift, or is there an alternative accessible entrance? <i>*Do not use a service entrance as the accessible entrance unless there is no other option</i>			X		
Do all inaccessible entrances have proper signage indicating the location of the nearest accessible entrance?		X			
Can the alternate accessible entrance be used independently?			X		
Does the entrance door have at least 32 inches clear opening (for a double door, at least one 32-inch leaf)?	X			Clear Opening: 46"	Entrances to basketball courts and swimming pool facility were measured for compliance.
Is there at least 18 inches of clear wall space on the pull side of the door, next to the handle? <i>*A person using a wheelchair or crutches needs this space to get close enough to open the door.</i>			X	Clear Space:	No door currently at entrances to basketball courts.
Is the threshold edge 1/4-inch high or less, or if beveled edge, no more than 3/4-inch high?		X		Height: 2.5"	Non-compliant threshold/"lip" at entrances to basketball courts.
If provided, are carpeting or mats a maximum of 1/2-inch high?			X	Height:	
Are edges securely installed to minimize tripping hazards?			X		
Is the door handle ≤ 48 inches high and operable with a closed fist?			X	Height:	No door or handle at basketball courts or through breezeway at main pool entrance.
Can doors be opened without too much force (exterior doors reserved; maximum is 5 lbf for interior doors) - see note on ADA checklist			X	Force:	No door or handle at basketball courts or through breezeway at main pool entrance.
If the door has a closer, does it take at least 3 seconds to close?			X	Seconds:	No door or handle at basketball courts or through breezeway at main pool entrance.
PRIORITY 2 - ACCESS TO GOODS & SERVICES					N/A for this facility



	Yes	No	N/A	Measurement (if applicable)	Notes
PRIORITY 3 - USABILITY OF RESTROOMS					
Getting to the Rest Rooms					
If public restrooms are present, is there at least one fully accessible (either one for each sex or unisex) restroom?		X			
Are there signs at inaccessible rest rooms that give directions to accessible ones?		X			Existing restrooms at neither poolhouse nor standalone structure are not ADA accessible.
Doorways and Passages					
Is there tactile signage identifying rest rooms?		X			
Are pictograms or symbols used to identify rest rooms, and, if used, are raised characters and braille included below them?		X			
Is the doorway at least 32 inches clear?	X			Clear width: 33"	
Are doors equipped with accessible handles (operable with a closed fist), 48 inches high or less?		X		Height: 40"	Existing height is compliant, but doors are not operable with a closed fist.
Can doors be opened easily (5 lbf maximum force)?	X			Force:	
Does restroom entry configuration provide adequate maneuvering space for persons in wheelchairs? <i>*A person in a wheelchair needs 36 inches of clear width for forward movement and a 5-foot diameter or T-shaped clear space to make turns. A minimum distance of 48 inches clear of the door swing is needed between the two doors of an entry vestibule.</i>	X			Clear width:	
Is there a 36 inch wide path to all fixtures?	X			Width:	
Stalls					
Is the stall door operable with a closed fist, inside and out?		X			
Is there a wheelchair accessible stall that has an area of at least 5 feet by 5 feet, clear of the door swing, OR is there a stall that is less accessible but that provides greater access than a typical stall (either 36 by 69 inches or 48 by 69 inches)?		X		Length/Width:	
In the accessible stall, are there grab bars behind and on the side of the wall?		X			
Is the toilet seat 17-19 inches tall?		X		Height:	
Lavatories					
Does one lavatory have a 30 inch wide by 48 inch deep clear space in front? <i>*A maximum of 19 inches of the required depth may be under the lavatory</i>		X		Clear space:	
Is the lavatory rim no higher than 34 inches?	X	X		Height:	Men's restroom is compliant, but women's restroom is not.
Is there at least 29 inches from the floor to the bottom of the lavatory apron (excluding pipes)?		X		Height:	
Can the faucet be operated with one closed fist?	X				
Are soap and other dispensers and hand dryers within reach and usable with a closed fist?		X			Soap and paper towel dispensers are also too high.
Is the mirror mounted with the bottom edge of the reflecting surface 40 inches high or lower?			X	Height:	No mirror
					<i>*Note that this priority is for items not required for basic access in the first three priorities. When amenities such as these are provided, they should be accessible.</i>
PRIORITY 4 - ADDITIONAL ACCESS					
Drinking Fountains					
Is there at least one fountain with clear floor space of at least 30 by 48 inches in front?			X	Clear space:	Recommend installing ADA-accessible drinking fountains at main pool entrance.
Is there one fountain with its spout no higher than 36 inches from the ground and another with a standard height spout (or a single "hi-lo" fountain)?			X	Height:	
Are controls mounted on the front or on the side near the front edge, and operable with one closed fist?			X		
Is each water fountain cane-detectable (located within 27 inches of the floor or protruding into the circulation space less than 4 inches from the wall)?			X	Height/Protrusion:	
RECREATIONAL FACILITIES & PLAY AREAS					
	Yes	No	N/A	Notes	
Is there an accessible route to the entrance of the play area?		X		Mulch is not considered an ADA-accessible surface material.	
Is there an accessible route to at least one of each type of play component?		X			



APPENDICES

	Yes	No	N/A	Measurement (if applicable)	Notes
If the play area is less than 1000 sq. ft. is the route at least 44 inches wide?		X			
If the play area is 1000 sq. ft. or greater, is the route at least 60 inches wide?		X			
Is the accessible route no steeper than 1:16 inches?			X		Play area is not accessible due to surface material.
If the route is steeper than 1:20 and the rise for a ramp run is higher than 6 inches are there handrails on both sides of the ramp run?			X		
Is the top of the handrail gripping surface no less than 20 inches and no greater than 28 inches above the ramp surface?			X		
ADDITIONAL NOTES					
Surface material on track is OK, as long as it remains properly maintained. However, no accessible path to the track currently exists.					



ADA SELF-ASSESSMENT CHECKLIST		FACILITY NAME: Tyler Park			
	Yes	No	N/A	Measurement (if applicable)	Notes
PRIORITY 1 - ACCESSIBLE APPROACH / ENTRANCE					
Route of Travel					
Is there a route of travel that does not require the use of stairs?	X				
Is the route of travel stable, firm and slip-resistant?	X				
Is the route at least 36 inches wide?	X			Width:	
Can all objects protruding into the circulation paths be detected by a person with a visual disability using a cane?	X			Distance from wall / Height:	
Do curbs on the route have curb cuts at drives, parking, and drop-offs?	X				
Ramps					
Is the curb ramp set at a slope \leq 1:12?	X			Slope:	
Do all ramps longer than 6 feet have railings on both sides?			X		
Are railings sturdy, and between 34 and 38 inches high?			X	Height:	
Is the width between railings or curbs at least 36 inches?			X	Width:	
Are ramps non-slip?			X		
Is there a 5 foot-long level landing at every 30-foot horizontal length of ramp, at the top and bottom of ramps and at switchbacks?			X	Length:	
Does the ramp rise no more than 30 inches between landings?			X	Rise:	
Parking & Drop-Off Areas					
Are there an adequate number of accessible spaces (1 accessible space per 25 spaces)? <i>*Spaces should measure 8 feet wide for car and include a 5-foot access aisle.</i>	X			Number of accessible spaces: Widths of existing accessible spaces:	Parking lot at corner of W. Harnett St. and N. General Lee Ave. has four ADA (1 van) spaces that are all compliant. Parking lot accessed only along N. General Lee Ave. has 5 ADA (2 van) spaces that are all compliant.
Is at least one accessible space van accessible? <i>*Spaces should measure 8 feet wide with minimum 8-foot wide access aisles and 98 inches of vertical clearance available for lift-equipped vans.</i>	X			Width / Vertical Clearance:	
Are the access aisles part of the accessible route to the accessible entrance?	X				
Are accessible spaces closest to the accessible entrance?	X				
Are accessible spaces marked with the International Symbol of Accessibility? Are there signs reading "Van Accessible" at van spaces?	X				Parking lot accessible only through N General Lee Ave is missing one sign for an ADA parking space and lacks ADA pavement markings for parking spaces.
Is there an enforcement procedure to ensure that accessible parking is used only by those who need it?	X				
Entrance					
If there are stairs at the main entrance, is there also a ramp or lift, or is there an alternative accessible entrance? <i>*Do not use a service entrance as the accessible entrance unless there is no other option</i>			X		
Do all inaccessible entrances have proper signage indicating the location of the nearest accessible entrance?			X		
Can the alternate accessible entrance be used independently?			X		
Does the entrance door have at least 32 inches clear opening (for a double door, at least one 32-inch leaf)?			X	Clear Opening:	
Is there at least 18 inches of clear wall space on the pull side of the door, next to the handle? <i>*A person using a wheelchair or crutches needs this space to get close enough to open the door.</i>			X	Clear Space:	
Is the threshold edge 1/4-inch high or less, or if beveled edge, no more than 3/4-inch high?			X	Height:	
If provided, are carpeting or mats a maximum of 1/2-inch high?			X	Height:	
Are edges securely installed to minimize tripping hazards?			X		
Is the door handle \leq 48 inches high and operable with a closed fist?			X	Height:	
Can doors be opened without too much force (exterior doors reserved; maximum is 5 lbf for interior doors) - see note on ADA checklist			X	Force:	
If the door has a closer, does it take at least 3 seconds to close?			X	Seconds:	



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	Yes	No	N/A	Measurement (if applicable)	Notes
PRIORITY 2 - ACCESS TO GOODS & SERVICES					
					N/A for this facility
PRIORITY 3 - USABILITY OF RESTROOMS					
Getting to the Rest Rooms					
If public restrooms are present, is there at least one fully accessible (either one for each sex or unisex) restroom?	X				
Are there signs at inaccessible rest rooms that give directions to accessible ones?			X		
Doorways and Passages					
Is there tactile signage identifying rest rooms?	X				
Are pictograms or symbols used to identify rest rooms, and, if used, are raised characters and braille included below them?	X				
Is the doorway at least 32 inches clear?	X			Clear width:	
Are doors equipped with accessible handles (operable with a closed fist), 48 inches high or less?	X			Height:	
Can doors be opened easily (5 lbf maximum force)?	X			Force:	
Does restroom entry configuration provide adequate maneuvering space for persons in wheelchairs? <i>*A person in a wheelchair needs 36 inches of clear width for forward movement and a 5-foot diameter or T-shaped clear space to make turns. A minimum distance of 48 inches clear of the door swing is needed between the two doors of an entry vestibule.</i>	X			Clear width:	
Is there a 36 inch wide path to all fixtures?	X			Width:	
Stalls					
Is the stall door operable with a closed fist, inside and out?	X				
Is there a wheelchair accessible stall that has an area of at least 5 feet by 5 feet, clear of the door swing, OR is there a stall that is less accessible but that provides greater access than a typical stall (either 36 by 69 inches or 48 by 69 inches)?	X			Length/Width:	
In the accessible stall, are there grab bars behind and on the side of the wall?	X				
Is the toilet seat 17-19 inches tall?	X			Height:	
Lavatories					
Does one lavatory have a 30 inch wide by 48 inch deep clear space in front? <i>*A maximum of 19 inches of the required depth may be under the lavatory</i>	X			Clear space:	
Is the lavatory rim no higher than 34 inches?	X			Height:	
Is there at least 29 inches from the floor to the bottom of the lavatory apron (excluding pipes)?	X			Height:	
Can the faucet be operated with one closed fist?	X				
Are soap and other dispensers and hand dryers within reach and usable with a closed fist?		X			Height exceeds 36" in both men's and women's restrooms.
Is the mirror mounted with the bottom edge of the reflecting surface 40 inches high or lower?		X		Height: 44"	
PRIORITY 4 - ADDITIONAL ACCESS					
					<i>*Note that this priority is for items not required for basic access in the first three priorities. When amenities such as these are provided, they should be accessible.</i>
Drinking Fountains					
Is there at least one fountain with clear floor space of at least 30 by 48 inches in front?			X	Clear space:	
Is there one fountain with its spout no higher than 36 inches from the ground and another with a standard height spout (or a single "hi-lo" fountain)?			X	Height:	
Are controls mounted on the front or on the side near the front edge, and operable with one closed fist?			X		
Is each water fountain cane-detectable (located within 27 inches of the floor or protruding into the circulation space less than 4 inches from the wall)?			X	Height/Protrusion:	
RECREATIONAL FACILITIES & PLAY AREAS					
					Notes
Is there an accessible route to the entrance of the play area?		X			An accessible route to the splash pad exists but not to the playground.



	Yes	No	N/A	Measurement (if applicable)	Notes
Is there an accessible route to at least one of each type of play component?		X			
If the play area is less than 1000 sq. ft. is the route at least 44 inches wide?			X		
If the play area is 1000 sq. ft. or greater, is the route at least 60 inches wide?			X		
Is the accessible route no steeper than 1:16 inches?	X				
If the route is steeper than 1:20 and the rise for a ramp run is higher than 6 inches are there handrails on both sides of the ramp run?			X		
Is the top of the handrail gripping surface no less than 20 inches and no greater than 28 inches above the ramp surface?			X		
ADDITIONAL NOTES					



APPENDICES

ADA SELF-ASSESSMENT CHECKLIST	FACILITY NAME: Tart Park				
	Yes	No	N/A	Measurement (if applicable)	Notes
PRIORITY 1 - ACCESSIBLE APPROACH / ENTRANCE					
Route of Travel					
Is there a route of travel that does not require the use of stairs?	X				
Is the route of travel stable, firm and slip-resistant?	X				
Is the route at least 36 inches wide?	X			Width:	
Can all objects protruding into the circulation paths be detected by a person with a visual disability using a cane?	X			Distance from wall / Height:	
Do curbs on the route have curb cuts at drives, parking, and drop-offs?	X				
Ramps					
Is the curb ramp set at a slope \leq 1:12?	X			Slope:	
Do all ramps longer than 6 feet have railings on both sides?			X		
Are railings sturdy, and between 34 and 38 inches high?			X	Height:	
Is the width between railings or curbs at least 36 inches?			X	Width:	
Are ramps non-slip?			X		
Is there a 5 foot-long level landing at every 30-foot horizontal length of ramp, at the top and bottom of ramps and at switchbacks?			X	Length:	
Does the ramp rise no more than 30 inches between landings?			X	Rise:	
Parking & Drop-Off Areas					
Are there an adequate number of accessible spaces (1 accessible space per 25 spaces)? <i>*Spaces should measure 8 feet wide for car and include a 5-foot access aisle.</i>		X		Number of accessible spaces: 7 Widths of existing accessible spaces:	Total non-ADA spaces: 208 ADA spaces: 7 (4 van spaces)
Is at least one accessible space van accessible? <i>*Spaces should measure 8 feet wide with minimum 8-foot wide access aisles and 98 inches of vertical clearance available for lift-equipped vans.</i>	X			Width / Vertical Clearance:	
Are the access aisles part of the accessible route to the accessible entrance?	X				
Are accessible spaces closest to the accessible entrance?	X				
Are accessible spaces marked with the International Symbol of Accessibility? Are there signs reading "Van Accessible" at van spaces?	X				One ADA parking space sign is missing.
Is there an enforcement procedure to ensure that accessible parking is used only by those who need it?	X				
Entrance					
If there are stairs at the main entrance, is there also a ramp or lift, or is there an alternative accessible entrance? <i>*Do not use a service entrance as the accessible entrance unless there is no other option</i>			X		
Do all inaccessible entrances have proper signage indicating the location of the nearest accessible entrance?			X		
Can the alternate accessible entrance be used independently?			X		
Does the entrance door have at least 32 inches clear opening (for a double door, at least one 32-inch leaf)?			X	Clear Opening:	
Is there at least 18 inches of clear wall space on the pull side of the door, next to the handle? <i>*A person using a wheelchair or crutches needs this space to get close enough to open the door.</i>			X	Clear Space:	
Is the threshold edge 1/4-inch high or less, or if beveled edge, no more than 3/4-inch high?			X	Height:	
If provided, are carpeting or mats a maximum of 1/2-inch high?			X	Height:	
Are edges securely installed to minimize tripping hazards?			X		
Is the door handle \leq 48 inches high and operable with a closed fist?			X	Height:	
Can doors be opened without too much force (exterior doors reserved; maximum is 5 lbf for interior doors) - see note on ADA checklist			X	Force:	
If the door has a closer, does it take at least 3 seconds to close?			X	Seconds:	



	Yes	No	N/A	Measurement (if applicable)	Notes
PRIORITY 2 - ACCESS TO GOODS & SERVICES					
					N/A for this facility
PRIORITY 3 - USABILITY OF RESTROOMS					
Getting to the Rest Rooms					
If public restrooms are present, is there at least one fully accessible (either one for each sex or unisex) restroom?	X				
Are there signs at inaccessible rest rooms that give directions to accessible ones?			X		
Doorways and Passages					
Is there tactile signage identifying rest rooms?	X				
Are pictograms or symbols used to identify rest rooms, and, if used, are raised characters and braille included below them?	X				
Is the doorway at least 32 inches clear?	X			Clear width:	
Are doors equipped with accessible handles (operable with a closed fist), 48 inches high or less?	X			Height:	
Can doors be opened easily (5 lbf maximum force)?		X		Force:	Women's restroom door is very heavy and should be adjusted.
Does restroom entry configuration provide adequate maneuvering space for persons in wheelchairs? <i>*A person in a wheelchair needs 36 inches of clear width for forward movement and a 5-foot diameter or T-shaped clear space to make turns. A minimum distance of 48 inches clear of the door swing is needed between the two doors of an entry vestibule.</i>	X			Clear width:	
Is there a 36 inch wide path to all fixtures?	X			Width:	
Stalls					
Is the stall door operable with a closed fist, inside and out?	X				
Is there a wheelchair accessible stall that has an area of at least 5 feet by 5 feet, clear of the door swing, OR is there a stall that is less accessible but that provides greater access than a typical stall (either 36 by 69 inches or 48 by 69 inches)?	X			Length/Width:	
In the accessible stall, are there grab bars behind and on the side of the wall?	X				
Is the toilet seat 17-19 inches tall?	X			Height:	
Lavatories					
Does one lavatory have a 30 inch wide by 48 inch deep clear space in front? <i>*A maximum of 19 inches of the required depth may be under the lavatory</i>	X			Clear space:	
Is the lavatory rim no higher than 34 inches?	X			Height:	
Is there at least 29 inches from the floor to the bottom of the lavatory apron (excluding pipes)?	X			Height:	
Can the faucet be operated with one closed fist?	X				
Are soap and other dispensers and hand dryers within reach and usable with a closed fist?		X			Soap dispensers are 48" high - too high.
Is the mirror mounted with the bottom edge of the reflecting surface 40 inches high or lower?	X			Height:	
					<i>*Note that this priority is for items not required for basic access in the first three priorities. When amenities such as these are provided, they should be accessible.</i>
PRIORITY 4 - ADDITIONAL ACCESS					
Drinking Fountains					
Is there at least one fountain with clear floor space of at least 30 by 48 inches in front?	X			Clear space:	
Is there one fountain with its spout no higher than 36 inches from the ground and another with a standard height spout (or a single "hi-lo" fountain)?	X			Height:	
Are controls mounted on the front or on the side near the front edge, and operable with one closed fist?	X				
Is each water fountain cane-detectable (located within 27 inches of the floor or protruding into the circulation space less than 4 inches from the wall)?	X			Height/Protrusion:	
RECREATIONAL FACILITIES & PLAY AREAS					
					Notes
Is there an accessible route to the entrance of the play area?					



APPENDICES

	Yes	No	N/A	Measurement (if applicable)	Notes
Is there an accessible route to at least one of each type of play component?					
If the play area is less than 1000 sq. ft. is the route at least 44 inches wide?					
If the play area is 1000 sq. ft. or greater, is the route at least 60 inches wide?					
Is the accessible route no steeper than 1:16 inches?					
If the route is steeper than 1:20 and the rise for a ramp run is higher than 6 inches are there handrails on both sides of the ramp run?					
Is the top of the handrail gripping surface no less than 20 inches and no greater than 28 inches above the ramp surface?					
ADDITIONAL NOTES					



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APPENDIX D - COST ESTIMATION INFORMATION

Accurate cost estimation is imperative when prioritizing and budgeting for implementation of the City's ADA Transition Plan. Price volatility for construction materials and services is common, adding to the challenge in obtaining accurate cost estimates.

The information on page 118 is obtained directly from the *Cost of Independent Bicycle and Pedestrian Facilities in North Carolina* report produced in 2016. The report was sponsored by the NCDOT Research and Analysis Group and outlines sampling methods and project cost data for bicycle and pedestrian facilities. A database was developed with cost details for selected bicycle and pedestrian facilities and was set up to be comprehensive yet simple enough for users to generate estimates quickly.

The full report document can be found here:

<https://connect.ncdot.gov/projects/BikePed/Documents/Bicycle%20and%20Pedestrian%20Facility%20Cost%20Tool%20-%20Report.pdf>.



Construction Cost of Various Elements

Items	Units	Minimum Cost	Percentile (10)	Percentile (25)	Percentile (50)	Average Cost	Percentile (75)	Percentile (90)	Maximum Cost
Clearing and Grubbing	(AC/Ft)	\$0.21	\$0.61	\$1.02	\$2.05	\$5.28	\$3.63	\$9.11	\$48.86
Crosswalk	(EA)	\$2,290.10	\$2,432.24	\$2,645.46	\$3,000.81	\$3,000.81	\$3,356.17	\$3,569.38	\$3,711.52
Crosswalk Stripes	(Per Ft)	\$4.30	\$4.95	\$5.48	\$5.74	\$6.21	\$6.60	\$7.83	\$9.25
Curb and Gutter	(Per Ft)	\$7.63	\$14.96	\$17.77	\$21.14	\$23.43	\$28.84	\$34.42	\$45.80
Drainage (Per Ft)	(Per Ft)	\$0.001	\$0.01	\$0.08	\$0.47	\$0.88	\$1.07	\$2.46	\$4.51
Earthwork (grading) (CY/Ft)	(CY/Ft)	\$1.05	\$3.81	\$8.98	\$16.34	\$17.89	\$23.25	\$35.98	\$44.06
Erosion Control (AC/Ft)	(AC/Ft)	\$0.12	\$0.72	\$1.44	\$3.51	\$6.33	\$4.91	\$8.23	\$87.39
Pavement Marking	(LF/Ft)	\$0.12	\$0.27	\$0.44	\$1.21	\$7.53	\$4.82	\$7.26	\$100.42
Sidewalk Concrete	(SqYd)	\$14.76	\$27.79	\$29.74	\$35.65	\$36.94	\$40.72	\$47.51	\$84.87
Signal Heads (EA)	(EA)	\$950.15	\$1,069.03	\$1,536.57	\$1,852.40	\$1,947.92	\$2,170.96	\$3,058.00	\$3,175.17
Pedestrian Signal Heads (EA)	(EA)	\$646.92	\$883.59	\$1,130.70	\$2,528.30	\$2,108.99	\$2,806.60	\$3,077.08	\$4,004.16
Signing	(Per Ft)	\$0.12	\$0.14	\$0.23	\$0.49	\$1.95	\$1.50	\$4.61	\$19.38
Traffic Control	(Per Ft)	\$0.00	\$0.61	\$1.02	\$2.07	\$2.85	\$3.63	\$6.62	\$10.57
Utilities	(Per Ft)	\$0.14	\$0.31	\$0.47	\$1.14	\$1.39	\$2.17	\$2.54	\$3.87
Pavement Widening	(SqYd)	\$24.84	\$33.31	\$46.01	\$67.18	\$67.18	\$88.35	\$101.06	\$109.53
Wheelchair Ramp	(EA)	\$127.23	\$264.00	\$636.14	\$974.69	\$992.44	\$1,183.39	\$1,428.52	\$2,375.37

Minimum, Average and Maximum Construction Cost of Selected Facility Types

Construction Costs	Facility Type							
	Sidewalk (0.25-mile)	Bicycle Lane (0.25-mile)	Shared Use Path (0.25-mile)	Mid-block Crosswalk (1)	Paved Shoulder (0.25-mile)	Pedestrian Intersection Treatments (1)	Bicycle / Pedestrian Bridge (100 ft)	Shared Lane Markings (0.25-mile)
Minimum Cost	\$25,760	\$33,153	\$12,393	\$3,340	\$20,532	\$14,343	\$122,992	\$7,781
Percentile (10)	\$50,320	\$54,366	\$25,380	\$3,542	\$29,324	\$16,133	\$124,934	\$11,528
Percentile (25)	\$65,571	\$77,505	\$32,236	\$3,809	\$41,226	\$20,081	\$126,062	\$16,355
Percentile (50)	\$89,364	\$112,490	\$46,152	\$4,323	\$64,468	\$24,546	\$128,121	\$26,185
Average Cost	\$82,918	\$105,099	\$70,264	\$4,940	\$84,092	\$25,923	\$130,120	\$37,829
Percentile (75)	\$121,661	\$156,596	\$72,398	\$5,132	\$93,438	\$28,563	\$130,972	\$41,919
Percentile (90)	\$164,125	\$203,395	\$108,479	\$5,966	\$126,145	\$32,629	\$135,146	\$57,410
Maximum Cost	\$534,578	\$552,659	\$437,238	\$14,167	\$438,737	\$56,897	\$162,890	\$209,319

