

# Site Accessibility Evaluation

## Americans with Disabilities Act Title II (Public Services: State and Local Government)



**Tejon Park & Ride  
PU18-0085**

**1305 S Tejon St  
Colorado Springs, CO  
80905**

**Transit Stops**

*Inspection Date: 07/21/2016  
Inspector: Michael Killebrew,  
Anna Kangas*

**Prepared By**



OLYMPIC CITY USA

**(719) 385 - 5175**

**<https://coloradosprings.gov/>**

TO: Mountain Metropolitan Transit

FROM: Robert L. Hernandez

DATE: January 15, 2020

SUBJECT: Tejon St. Park & Ride Self-Evaluation

1. On July 21, 2016, Mr. Michael Killebrew, Title II ADA/Section 504 Coordinator performed a Title II - Americans with Disabilities Act (ADA), Self-Evaluation. This evaluation was in accordance with 1991/2010 ADA Standards for Accessible Design. The facility was re-evaluated on January 7, 2020 with the assistance of Anna Kangas, Architect/Title II ADA/Section 504 Coordinator.

2. Priorities for accessibility are assigned in accordance with the ADA Checklist for Existing Facilities. The checklist follows the four priorities listed in the Department of Justice ADA Title III regulations. These priorities are equally applicable to state and local government facilities:

Priority 1 - Accessible approach and entrance

Priority 2 - Access to goods and services

Priority 3 - Access to public toilet rooms

Priority 4 - Access to other items such as water fountains and public telephones

3. Corrective actions to findings were/will be submitted for corrective action through the city maintenance work request system and Transition Plan. Note: Recommended corrections in some cases where needed will be modified when appropriate. Corrections are developed in consideration of the "Program Access" provisions of Title II, where applicable.

4. A copy of this report will be maintained in the Office of Accessibility.

City of Colorado Springs Title II ADA/Section 504 – Manager  
30 S. Nevada Ave, Suite 301  
Colorado Springs, CO 80903  
robert.hernandez@coloradosprings.gov

Atch 1. City of Colorado Springs, ADA Self-Evaluation Report

Sincerely,



Robert Hernandez

## Parking

Lat: 38.8146243000, Long: -104.8236534000

### Finding: 1

On the south side there are two access aisles approximately 4'-8" wide. On the north side the access aisles are 4'-9" and 6'-10" wide. However, the parking spaces range between 9'-0" and 9'-4" wide, wider than the 8'-0" minimum.

A accessible parking stall's access aisle must be a minimum of 5 feet wide measured from centerline to centerline.

Where the access aisle is not adjacent to another parking space or access aisle, measurements shall be permitted to include the full width of the line defining the access aisle.

2010 ADAS Section 502.3.1

Access aisles serving car and van parking spaces shall be 60 inches (1525 mm) wide minimum.

### Citation:

2010 ADAS Section: 502.3.1

### As Built:

There are several access aisles narrower than 5'-0".

### Recommendation:

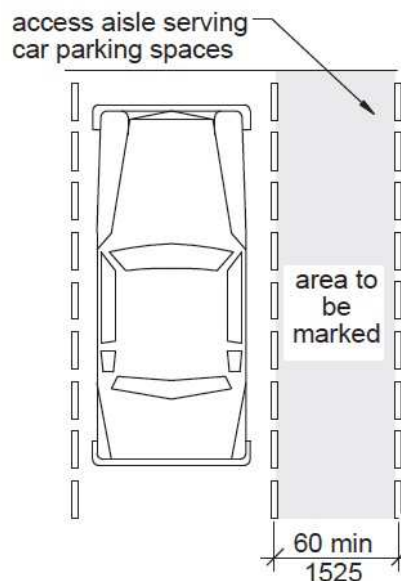
Restripe the parking spaces to 8'-0" wide with 5'-0" wide access aisles.

### Barrier Priority:

N/A



Image of narrow access aisles



## Parking

Lat: 38.8146243000, Long: -104.8236534000

## Finding: 2

The required parking signage is missing.

Parking space identification signs shall include the International Symbol of Accessibility (ISA). Signs identifying van parking spaces shall contain the designation "van accessible." All signs shall be 60 inches minimum above the finish floor or ground surface measured to the bottom of the sign.

2010 ADAS Section 502.6

Parking space identification signs shall include the International Symbol of Accessibility complying with 703.7.2.1. Signs identifying van parking spaces shall contain the designation "van accessible." Signs shall be 60 inches (1525 mm) minimum above the finish floor or ground surface measured to the bottom of the sign.

### Citation:

2010 ADAS Section: 502.6

### As Built:

None of the parking stalls have accessible parking signage.

### Recommendation:

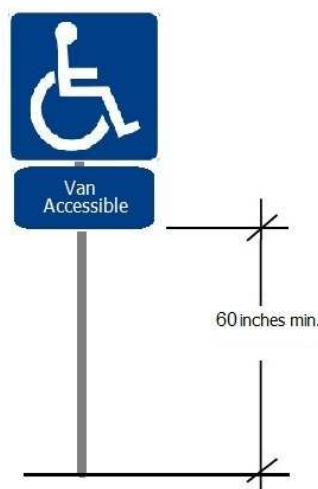
Install signage. Flexible signs or some sort of barrier must be installed due to accessible parking location to the entrance/exit.

### Barrier Priority:

1 (High): Should be completed immediately. (Includes findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)



Image of accessible parking without signage



## Parking

Lat: 38.8146243000, Long: -104.8236534000

### Finding: 3

The access aisle is not a minimum 8 feet to the centerline of the stripe. There is a 9'-4" wide parking space with a 6'-10" access aisle. This space and access aisle together meet the 16'-0" required width, although they are not striped correctly as 8'-0" parking space with 8'-0" access aisle, or as 11'-0" parking space with 5'-0" wide access aisle.

2010 ADAS Section 502.2 Exception

Van parking spaces shall be permitted to be 96 inches (2440 mm) wide minimum where the access aisle is 96 inches (2440 mm) wide minimum.

#### Citation:

2010 ADAS Section: 502.2 Exception

#### As Built:

There is not a van accessible parking space.

#### Recommendation:

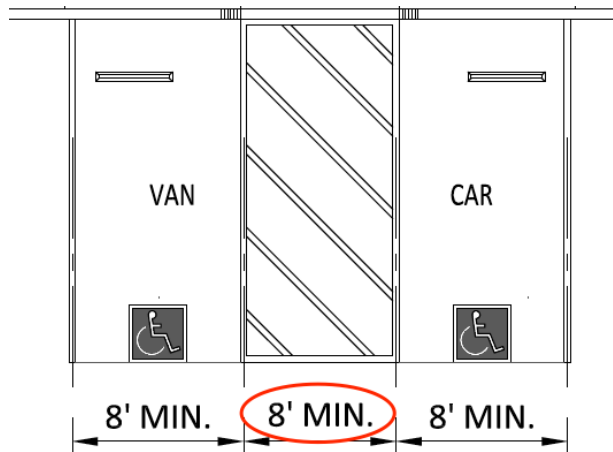
Restripe the parking and access aisle. In addition, add a van accessible parking sign.

#### Barrier Priority:

1 (High): Should be completed immediately. (Includes findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)



Image of lack of van accessible parking space





## Accessible Routes

Lat: 38.8146243000, Long: -104.8236534000

### Finding: 4

This ramp is on the west side of the southeast driveway into the park & ride lot.

The surface of the pedestrian access route has vertical discontinuities greater than 1/2 inch or between 1/4 inch and 1/2 inch that are not beveled.

2011 PROWAG Section R302.7.2

Vertical surface discontinuities shall be 13 mm (0.5 in) maximum. Vertical surface discontinuities between 6.4 mm (0.25 in) and 13 mm (0.5 in) shall be beveled with a slope not steeper than 50 percent. The bevel shall be applied across the entire vertical surface discontinuity. Advisory R302.7.2 Vertical Surface Discontinuities. The allowance for vertical surface discontinuities is for occasional expansion joints and objects such as utility covers, vault frames, and gratings that cannot be located in another portion of the sidewalk outside the pedestrian access route. However, objects such as utility covers, vault frames, and gratings should not be located on curb ramp runs, blended transitions, turning spaces, or gutter areas within the pedestrian access route. This may not always be possible in alterations, but should be avoided wherever possible. Vertical surface discontinuities between unit pavers should be minimized.

### Citation:

2011 PROWAG Section: R302.7.2

### As Built:

There is 1/2" vertical displacement at the bottom of this curb ramp.

### Recommendation:

Grind to less than 1/2".

### Barrier Priority:

1 (High): Should be completed immediately. (Includes findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

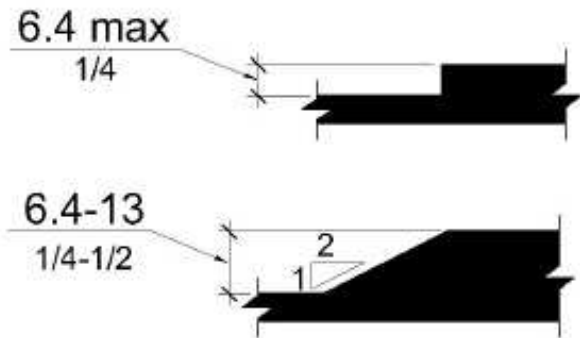


Image of vertical displacement at curb ramp

## Accessible Routes

Lat: 38.8146243000, Long: -104.8236534000

### Finding: 5

This curb ramp is at the east side of the southeast driveway into the park & ride lot.

The surface of the pedestrian access route has vertical discontinuities greater than 1/2 inch or between 1/4 inch and 1/2 inch that are not beveled.

2011 PROWAG Section R302.7.2

Vertical surface discontinuities shall be 13 mm (0.5 in) maximum. Vertical surface discontinuities between 6.4 mm (0.25 in) and 13 mm (0.5 in) shall be beveled with a slope not steeper than 50 percent. The bevel shall be applied across the entire vertical surface discontinuity. Advisory R302.7.2 Vertical Surface Discontinuities. The allowance for vertical surface discontinuities is for occasional expansion joints and objects such as utility covers, vault frames, and gratings that cannot be located in another portion of the sidewalk outside the pedestrian access route. However, objects such as utility covers, vault frames, and gratings should not be located on curb ramp runs, blended transitions, turning spaces, or gutter areas within the pedestrian access route. This may not always be possible in alterations, but should be avoided wherever possible. Vertical surface discontinuities between unit pavers should be minimized.

### Citation:

2011 PROWAG Section: R302.7.2

### As Built:

There is 1/2" vertical displacement at the bottom of this curb ramp.

### Recommendation:

Grind to less than 1/2".

### Barrier Priority:

1 (High): Should be completed immediately. (Includes findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

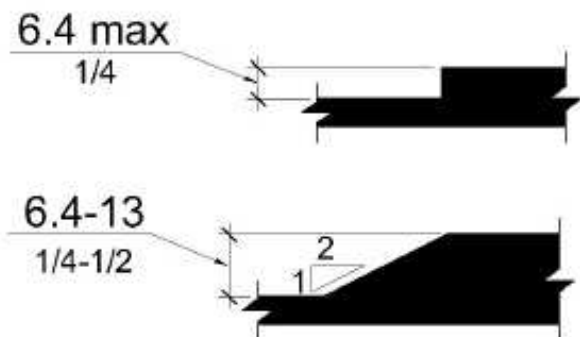


Image of vertical displacement at curb ramp

## Accessible Routes

**Lat: 38.8146243000, Long: -104.8236534000**

### Finding: 6

On one side of the storm drain there is 2" vertical displacement; on the other side is 1/2" vertical displacement.

The surface of the pedestrian access route has vertical discontinuities greater than 1/2 inch or between 1/4 inch and 1/2 inch that are not beveled.

*2011 PROWAG Section R302.7.2*

*Vertical surface discontinuities shall be 13 mm (0.5 in) maximum. Vertical surface discontinuities between 6.4 mm (0.25 in) and 13 mm (0.5 in) shall be beveled with a slope not steeper than 50 percent. The bevel shall be applied across the entire vertical surface discontinuity. Advisory R302.7.2 Vertical Surface Discontinuities. The allowance for vertical surface discontinuities is for occasional expansion joints and objects such as utility covers, vault frames, and gratings that cannot be located in another portion of the sidewalk outside the pedestrian access route. However, objects such as utility covers, vault frames, and gratings should not be located on curb ramp runs, blended transitions, turning spaces, or gutter areas within the pedestrian access route. This may not always be possible in alterations, but should be avoided wherever possible. Vertical surface discontinuities between unit pavers should be minimized.*

#### Citation:

2011 PROWAG Section: R302.7.2

#### As Built:

There is vertical displacement at this storm drain on the access road between Nevada and Tejon.

#### Recommendation:

Remove and replace the adjacent sidewalk.

#### Barrier Priority:

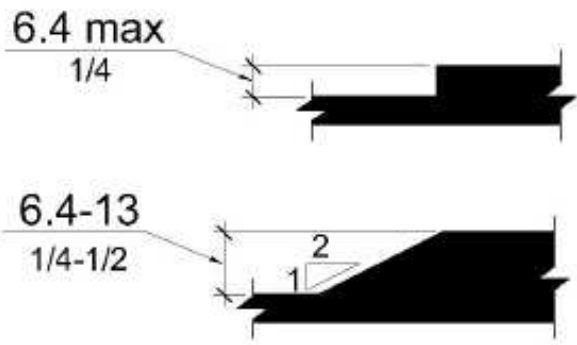
1 (High): Should be completed immediately. (Includes findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)



Finding #6 Continued



Image of vertical displacement at storm inlet



## Accessible Routes

Lat: 38.8146243000, Long: -104.8236534000

### Finding: 7

The detectable warning is missing at the curb ramp.

**Curb ramps shall have a detectable warning that extends the full width of the curb ramp, excluding the flared sides, 24 inch minimum in the direction of travel.**

2011 PROWAG Section R208.1

Detectable warning surfaces complying with R305 shall be provided at the following locations on pedestrian access routes and at transit stops:

1. Curb ramps and blended transitions at pedestrian street crossings;
  2. Pedestrian refuge islands;
  3. Pedestrian at-grade rail crossings not located within a street or highway;
  4. Boarding platforms at transit stops for buses and rail vehicles where the edges of the boarding platform are not protected by screens or guards; and
  5. Boarding and alighting areas at sidewalk or street level transit stops for rail vehicles where the side of the boarding and alighting areas facing the rail vehicles is not protected by screens or guards.
- Advisory R208.1 Where Required. On pedestrian access routes, detectable warning surfaces indicate the boundary between pedestrian and vehicular routes where there is a flush rather than a curbed connection. Detectable warning surfaces should not be provided at crossings of residential driveways since the pedestrian right-of-way continues across residential driveway aprons. However, where commercial driveways are provided with yield or stop control, detectable warning surfaces should be provided at the junction between the pedestrian route and the vehicular route. Where pedestrian at-grade rail crossings are located within a street or highway, detectable warning surfaces at the curb ramps or blended transitions make a second set of detectable warning surfaces at the rail crossing unnecessary.

Detectable warning surfaces are not intended to provide wayfinding for pedestrians who are blind or have low vision. Wayfinding can be made easier by:

- Sidewalks that provide a clear path free of street furniture;
- Visual contrast between walking and non-walking areas (e.g., planted borders);
- Route edges that are clear and detectable by cane;
- Direct pedestrian street crossings and curb ramps that are in-line with direction of travel;
- Small corner radiuses that permit pedestrian street crossings to be as short and direct as possible;
- Orthogonal intersections that facilitate navigation using parallel and perpendicular vehicle sound cues;
- and barriers where pedestrian travel or crossing is not permitted.

### Citation:

2011 PROWAG Section: R208.1

### As Built:

There are no detectable warnings on this curb ramp on the access road by Tejon on south side of facility.

### Recommendation:

Install detectable warnings.

### Barrier Priority:

1 (High): Should be completed immediately. (Includes findings that have little or no cost, were in

violation of the codes at the time of construction, or pose an imminent safety threat)

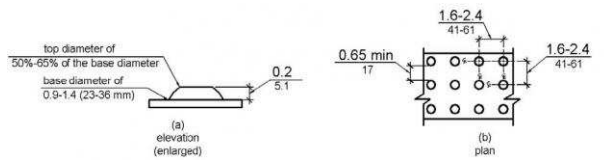


Image of curb ramp without detectable warnings

CORRECTED

## Accessible Routes

**Lat: 38.8146243000, Long: -104.8236534000**

### Finding: 8

The detectable warning is missing at the curb ramp.

**Curb ramps shall have a detectable warning that extends the full width of the curb ramp, excluding the flared sides, 24 inch minimum in the direction of travel.**

*2011 PROWAG Section R208.1*

*Detectable warning surfaces complying with R305 shall be provided at the following locations on pedestrian access routes and at transit stops:*

- 1. Curb ramps and blended transitions at pedestrian street crossings;*
  - 2. Pedestrian refuge islands;*
  - 3. Pedestrian at-grade rail crossings not located within a street or highway;*
  - 4. Boarding platforms at transit stops for buses and rail vehicles where the edges of the boarding platform are not protected by screens or guards; and*
  - 5. Boarding and alighting areas at sidewalk or street level transit stops for rail vehicles where the side of the boarding and alighting areas facing the rail vehicles is not protected by screens or guards.*
- Advisory R208.1 Where Required. On pedestrian access routes, detectable warning surfaces indicate the boundary between pedestrian and vehicular routes where there is a flush rather than a curbed connection. Detectable warning surfaces should not be provided at crossings of residential driveways since the pedestrian right-of-way continues across residential driveway aprons. However, where commercial driveways are provided with yield or stop control, detectable warning surfaces should be provided at the junction between the pedestrian route and the vehicular route. Where pedestrian at-grade rail crossings are located within a street or highway, detectable warning surfaces at the curb ramps or blended transitions make a second set of detectable warning surfaces at the rail crossing unnecessary.*

*Detectable warning surfaces are not intended to provide wayfinding for pedestrians who are blind or have low vision. Wayfinding can be made easier by:*

- Sidewalks that provide a clear path free of street furniture;*
- Visual contrast between walking and non-walking areas (e.g., planted borders);*
- Route edges that are clear and detectable by cane;*
- Direct pedestrian street crossings and curb ramps that are in-line with direction of travel;*
- Small corner radiuses that permit pedestrian street crossings to be as short and direct as possible;*
- Orthogonal intersections that facilitate navigation using parallel and perpendicular vehicle sound cues;*
- and barriers where pedestrian travel or crossing is not permitted.*

### Citation:

**2011 PROWAG Section: R208.1**

### As Built:

**There are no detectable warnings on this curb ramp on the access road by Tejon on north side of facility.**

### Recommendation:

**Install detectable warnings.**

### Barrier Priority:

**1 (High): Should be completed immediately. (Includes findings that have little or no cost, were in**

violation of the codes at the time of construction, or pose an imminent safety threat)

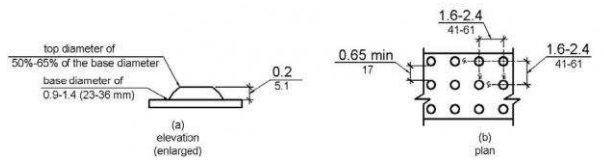


Image of curb ramp without detectable warnings

CORRECTED

**Finding #8 Additional Finding Photos**



Finding 187211 Additional Photo

CORRECTED



## Accessible Routes

Lat: 38.8146243000, Long: -104.8236534000

### Finding: 9

There are multiple issues with this curb ramp including:

The detectable warning plates are deteriorating.

There is a 1" gap to the gutter that is up to 3/8" deep.

2010 ADAS Section 406  
Curb Ramps

#### Citation:

2010 ADAS Section: 406

#### As Built:

There are multiple issues with this curb ramp on the access road between Nevada and Tejon.

#### Recommendation:

Replace the detectable warning panels. Clean out and fill the gap.

#### Barrier Priority:

1 (High): Should be completed immediately. (Includes findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)



Image of noncompliant curb ramp

## Accessible Routes

Lat: 38.8146243000, Long: -104.8236534000

### Finding: 10

There is no fall protection at the end of the curb ramp.

2011 PROWAG Section R302.7.2

Vertical surface discontinuities shall be 13 mm (0.5 in) maximum. Vertical surface discontinuities between 6.4 mm (0.25 in) and 13 mm (0.5 in) shall be beveled with a slope not steeper than 50 percent. The bevel shall be applied across the entire vertical surface discontinuity. Advisory R302.7.2 Vertical Surface Discontinuities. The allowance for vertical surface discontinuities is for occasional expansion joints and objects such as utility covers, vault frames, and gratings that cannot be located in another portion of the sidewalk outside the pedestrian access route. However, objects such as utility covers, vault frames, and gratings should not be located on curb ramp runs, blended transitions, turning spaces, or gutter areas within the pedestrian access route. This may not always be possible in alterations, but should be avoided wherever possible. Vertical surface discontinuities between unit pavers should be minimized.

#### Citation:

2011 PROWAG Section: R302.7.2

#### As Built:

There is a 6" drop at the edge of this curb ramp, which is accessible from the other side of the bridge pillar.

#### Recommendation:

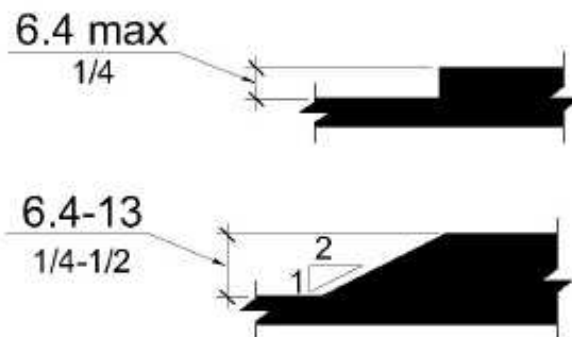
Install a guard to prevent pedestrians from tripping on the 6" curb.

#### Barrier Priority:

1 (High): Should be completed immediately. (Includes findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)



Image of curb ramp without fall protection



## Accessible Routes

Lat: 38.8146243000, Long: -104.8236534000

### Finding: 11

There are multiple issues with this curb ramp including:

The side flares are 22%.

The drain pipe protrudes into the path of travel and is too tall (54") to be cane detectable.

The cross slope is 3.8%.

2010 ADAS Section 406  
Curb Ramps

#### Citation:

2010 ADAS Section: 406

#### As Built:

There are multiple issues with this curb ramp.

#### Recommendation:

Replace the curb ramp and install a barrier at the drain.

#### Barrier Priority:

1 (High): Should be completed immediately. (Includes findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)



Image of noncompliant curb ramp

## Accessible Routes

**Lat: 38.8146243000, Long: -104.8236534000**

### Finding: 12

This is on the north access road, at the bridge between the parking lot for the park & ride and Nevada Ave. The metal plate in the sidewalk has 1/2" vertical displacement.

The surface of the pedestrian access route has vertical discontinuities greater than 1/2 inch or between 1/4 inch and 1/2 inch that are not beveled.

*2011 PROWAG Section R302.7.2*

*Vertical surface discontinuities shall be 13 mm (0.5 in) maximum. Vertical surface discontinuities between 6.4 mm (0.25 in) and 13 mm (0.5 in) shall be beveled with a slope not steeper than 50 percent. The bevel shall be applied across the entire vertical surface discontinuity. Advisory R302.7.2 Vertical Surface Discontinuities. The allowance for vertical surface discontinuities is for occasional expansion joints and objects such as utility covers, vault frames, and gratings that cannot be located in another portion of the sidewalk outside the pedestrian access route. However, objects such as utility covers, vault frames, and gratings should not be located on curb ramp runs, blended transitions, turning spaces, or gutter areas within the pedestrian access route. This may not always be possible in alterations, but should be avoided wherever possible. Vertical surface discontinuities between unit pavers should be minimized.*

#### **Citation:**

2011 PROWAG Section: R302.7.2

#### **As Built:**

There is 1/2" vertical displacement in the sidewalk.

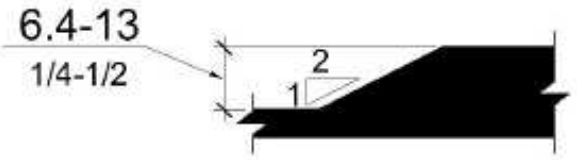
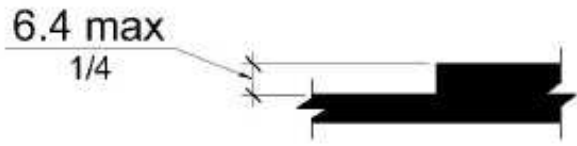
#### **Recommendation:**

Determine if the concrete can be re-poured and raised to provide a flush edge between the metal plate and sidewalk.

#### **Barrier Priority:**

1 (High): Should be completed immediately. (Includes findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

Finding #12 Continued





## Accessible Routes

Lat: 38.8146243000, Long: -104.8236534000

### Finding: 13

There is approximately 90' of sidewalk with cross slope between 3% and 6%. This is on the south side of the parking lot.

The accessible path of travel contains cross slopes greater than 2%.

2010 ADAS Section 403.3

The running slope of walking surfaces shall not be steeper than 1:20. The cross slope of walking surfaces shall not be steeper than 1:48.

#### Citation:

2010 ADAS Section: 403.3

#### As Built:

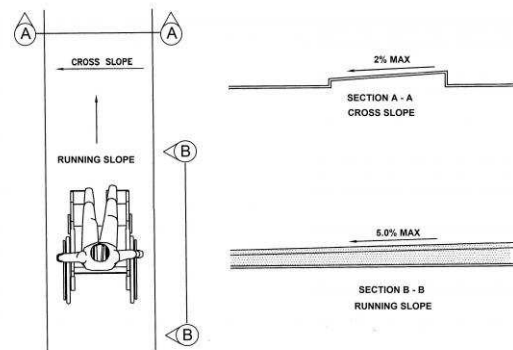
The cross slope of the sidewalk is excessive.

#### Recommendation:

Remove and replace to provide maximum 2% cross slope.

#### Barrier Priority:

1 (High): Should be completed immediately. (Includes findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)





## Accessible Routes

**Lat: 38.8146243000, Long: -104.8236534000**

### Finding: 14

One of the bike racks is missing and the anchoring studs protrude above the sidewalk. The southernmost bike rack is only held on by one nut.

The surface of the pedestrian access route has vertical discontinuities greater than 1/2 inch or between 1/4 inch and 1/2 inch that are not beveled.

*2011 PROWAG Section R302.7.2*

*Vertical surface discontinuities shall be 13 mm (0.5 in) maximum. Vertical surface discontinuities between 6.4 mm (0.25 in) and 13 mm (0.5 in) shall be beveled with a slope not steeper than 50 percent. The bevel shall be applied across the entire vertical surface discontinuity. Advisory R302.7.2 Vertical Surface Discontinuities. The allowance for vertical surface discontinuities is for occasional expansion joints and objects such as utility covers, vault frames, and gratings that cannot be located in another portion of the sidewalk outside the pedestrian access route. However, objects such as utility covers, vault frames, and gratings should not be located on curb ramp runs, blended transitions, turning spaces, or gutter areas within the pedestrian access route. This may not always be possible in alterations, but should be avoided wherever possible. Vertical surface discontinuities between unit pavers should be minimized.*

#### Citation:

2011 PROWAG Section: R302.7.2

#### As Built:

The studs from a previous bike rack protrude 1-1/2" above the sidewalk.

#### Recommendation:

Replace the bike rack or grind the studs flush with the concrete. Re-anchor the southern bike rack.

#### Barrier Priority:

1 (High): Should be completed immediately. (Includes findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

Finding #14 Continued

