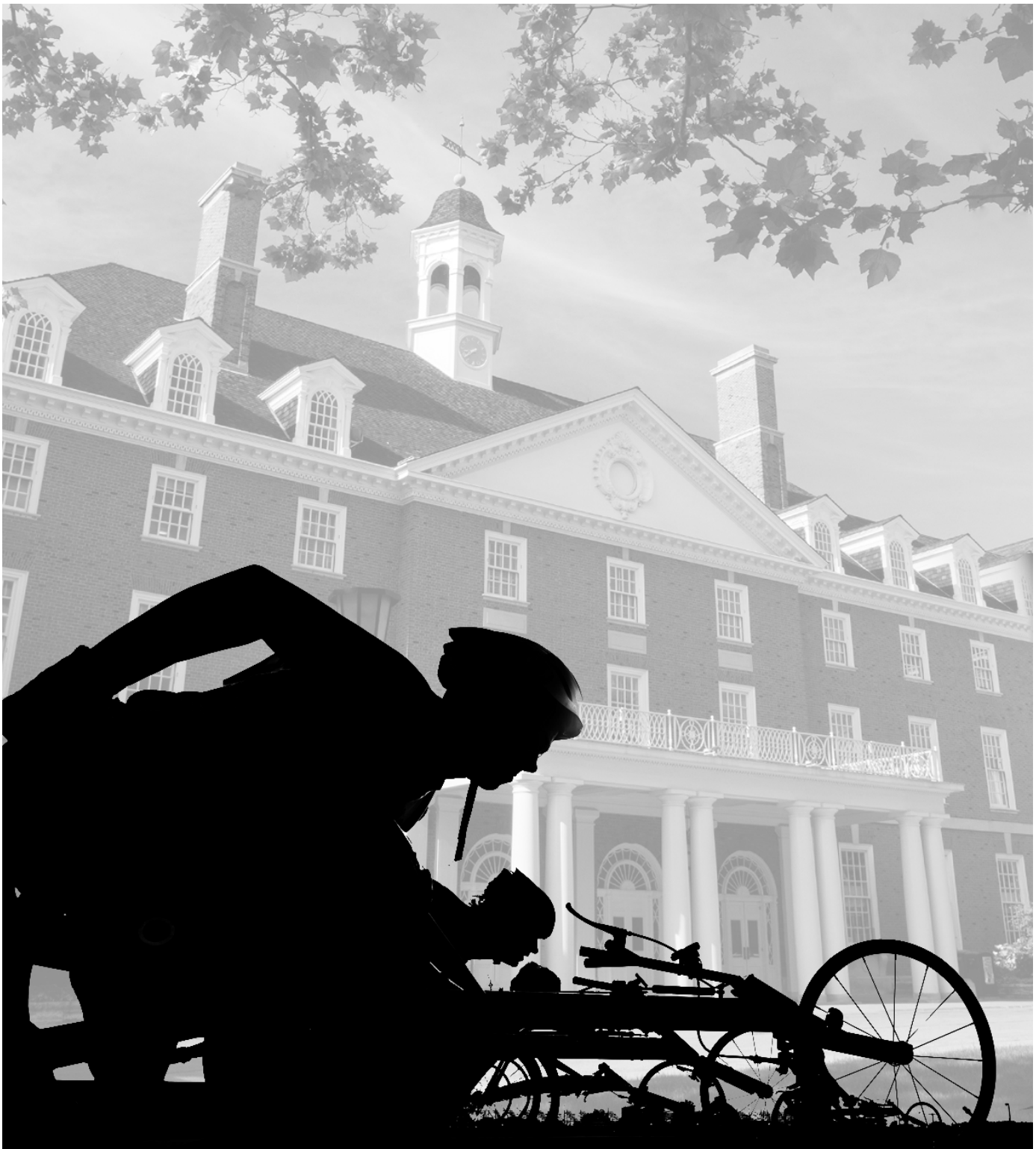


ADA TRANSITION PLAN

2018 SUPPLEMENT

Americans With Disabilities Act at the University of Illinois

Supplement to the ADA Transition Plan

Accessibility for Public Right-of-Way and Exterior Accessible Routes for Buildings
University of Illinois at Urbana-Champaign
December 12, 2018

Prepared by Facilities & Services, Engineering and Construction Services Division

Chancellor
Robert J. Jones, Chancellor at the University of Illinois at Urbana-Champaign

ADA Coordinator
Danielle Morrison, Title IX and Disability Coordinator (serves as campus ADA Coordinator)

Facilities & Services Leadership
Helen Coleman, Interim Executive Director of Facilities & Services, F&S
Jim Sims, Acting Director of Engineering and Construction Services
Craig Grant, Director of Campus Code Compliance and Fire Safety, F&S
Stacey DeLorenzo, Transportation Demand Management Coordinator, F&S

ADA Transition Plan Update for Public Right-of-Way Contributors
Mylinda Grainger, Access & Transportation Coordinator, DRES
Craig Grant, Director of Campus Code Compliance and Fire Safety, F&S
Roland White, Transportation Engineer, F&S
Anisha Kimble, ADA Transition Plan Research Assistant, F&S

Advisory Group: Chancellor's Committee for Access & Accommodation (CCAA)
Julie Hengst, Associate Professor Speech and Hearing Science, CCAA Chair
Mylinda Grainger, Disability Resources & Education Services (DRES), CCAA Co-Chair
Craig Grant, Director of Campus Code Compliance and Fire Safety, F&S
Brent Lewis, Campus Landscape Architect, F&S
Carl Lewis, Professor School of Architecture, CCAA Member
Pat Malik, Interim Director DRES, CCAA Member
Jim Shriner, Associate Professor Department of Education, CCAA Member

Table of Contents

Glossary of Terms and Acronyms

The following terms have been defined to provide additional context and understanding for the reader. Sources for the definition of these terms include the Illinois Department of Transportation[1] and the United States Access Board [2].

Accessible Route A continuous unobstructed path connecting all accessible elements and spaces of a building or facility. Interior accessible routes may include corridors, floors, ramps, elevators, lifts, and clear floor space at fixtures. Exterior accessible routes may include parking access aisles, curb ramps, crosswalks at vehicular ways, walks, ramps, and lifts.

ADA Americans with Disabilities Act

ADAAG Americans with Disabilities Act Accessibility Guidelines

Disabled Person A person with Disabilities

PROWAG Public Rights of Way Accessibility Guidelines

Public Right-of-Way Public land or property, usually interconnected corridors, which is acquired for or dedicated to transportation purposes

Cross Slope The slope that is perpendicular to the direction of travel.

Running Slope The slope that is parallel to the direction of travel.

Ramp A walking surface which has a running slope greater than 1:20.

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

Automatic Door A door equipped with a power-operated mechanism and controls that open and close the door automatically upon receipt of a momentary actuating signal. The switch that begins the automatic cycle may be a photoelectric device, floor mat, or manual switch.

Detectable Warning Signs Mechanisms to notify disabled people of obstructions in path of travel

Site Arrival Points Locations including accessible parking spaces and accessible passenger loading zones, public transit stops located on sites, and pubic streets and sidewalks.

---

1 http://www.dot.il.gov/desenv/bde%20manual/bde/pdf/chapter%2017%20bicycle%20and%20pedestrian.pdf
2 http://www.transportation.org/Pages/default.aspx

Section 1.0—Executive Summary

The University of Illinois at Urbana-Champaign (University) has a long standing commitment to Accessibility. This commitment to accessibility and our overall compliance effort related to the Americans with Disabilities Act (ADA) continues to be a high priority for the University. Various University departments and committees provide leadership in this area including the Office of the Chancellor, Disability Resources and Educational Services (DRES), Office of Diversity, Equity and Access (ODEA), Facilities & Services (F&S), Chancellor's Committee on Access and Accommodations (CCAA), and Various Academic Units.

This document is a supplement to the University's 1992 ADA Transition Plan and focuses on exterior access routes to University buildings and public sidewalks along streets within the University district. A summary of this supplement

The self-evaluation for this effort was divided into two parts. Part one was completed by Champaign Urbanized Area Transportation Study (CUUATS) and focused on public sidewalks mostly located along public streets that are the primary jurisdiction of the University. Part two was completed by University staff. The focus of this University assessment was on-site accessible routes from the public street sidewalk connecting to the accessible ramps and entrances for 90 prioritized campus buildings. Priority buildings were determined by reviewing previous survey results, DRES frequent transportation service locations, and input from the CCAA. Recommended improvements on street sidewalks, connecting paths and on-site accessible routes were identified and prioritized based on providing accessible programs and services to these priority facilities.

The following table summarizes the total number of and cost to repair the accessible deficiencies identified during the CUUATS and University self-evaluations on University-owned streets and property within 100 ft. of the designated accessible routes for the prioritized (90) University buildings assessed in this Supplement.

Deficiency	# of Deficiencies within 100 ft. of prioritized buildings	Average Repair Costs (Per Deficiency)	Total Cost
Cross Slope Deficiencies	182	$2,000	$364,000
Running Slope Deficiencies (Sidewalks	51	$1,000	$51,000
Threshold Replacements (Priority Buildings Only)	8	$500	$4,000
Cross Slope Deficiencies (Curb	72	$6,000	$432,000
Running Slope Deficiencies (Curb	89	$6,000	$534,000
Ramp Handrail	15	$5,000	$75,000
Vertical Faults	783	$50	$39,150
		TOTAL COST:	$1,499,150

This document provides information related to the completion of all the stated goals. The self-evaluation was completed by CUUATS and the University of Illinois in 2016 (See Appendix D). The cost of mitigating the deficiencies identified is estimated to be $1,172,900. All costs are in today's dollars and will need to be adjusted for inflation moving forward. At the same time, the campus is actively seeking additional funding with the goal of with the goal of completing all of the documented deficiencies within ten years.

To share input or feedback on this supplement to the University's ADA Transition Plan for exterior sidewalks and access routes, as well as for other ongoing ADA related efforts on campus, please contact the campus ADA coordinator by email at the following address:

adacoordinator@illinois.edu

Section 2.0—Introduction

The mission of the University is to enhance the lives of citizens in Illinois, across the nation, and around the world through our leadership in learning, discovery, innovation, engagement, and economic development. The mission of Facilities & Services (F&S) is to provide and maintain a physical environment that is conducive to supporting learning, discovery, engagement, and economic development at the University of Illinois. Compliance with Title II of the Americans with Disabilities Act (ADA) Act is an essential part of the mission, vision, values, and guiding principles of this University.

Section 2.1—Commitment to Accessibility

The University is committed to providing a welcoming, diverse and inclusive environment for all. Consistent with this commitment, the University has a rich history of efforts to provide accessible services, programs and activities for persons with disabilities. These commitments include providing accessible facilities.

The University is a large public institution with multiple functions. These functions include performing research, providing academic instruction, public outreach, and economic development. Additionally there are several auxiliary services including housing, alumni services, general services, health services, entertainment and athletics.

Historically there have been substantial efforts made to improve accessibility for all of these functions and services. Starting with the University's precedent setting effort to provide accessible services to veterans of World War II and numerous efforts since that time, commitment to accessibility continues to be a major emphasis and will continue to be a priority in the future of the University.

Section 2.2—University Leadership for Accessibility

Academic Units, Campus Leadership and several administrative departments work together to champion accessibility for the campus. Brief descriptions of some of these leaders are as follows:

Section 2.2.1—Office of the Chancellor

The Office of the Chancellor tasks several Associate Chancellors with the duty to understand and delegate federally mandated requirements under the Americans with Disabilities Act Title II-V to appropriate departments within the University. There is also a designated ADA Coordinator that handles or delegates accessibility issues to appropriate departments on the University campus.

Section 2.2.2—Disability Resources and Educational Services (DRES)

Disability Resources and Educational Services works with students directly to provide academic support, living accommodations, health support, campus life support, athletics, and transportation. DRESimplements and advocates for the needs of all students under the requirements of ADA Act Title II.

Section 2.2.3—Office of Diversity, Equity, and Access (ODEA)

The ODEA handles accommodation requests for persons with disabilities under several of the ADA Act Titles. The University adheres to ADA Title I by providing equal opportunity employment and employment benefits to all qualified persons indiscriminately. ODEA also adheres to ADA Act Title II, assisting all people, regardless of ability, an equal opportunity to participate in and benefit from programs, services, and activities hosted by the University of Illinois at Urbana-Champaign.

Section 2.2.4—Facilities and Services (F&S)

Facilities & Services (F&S), at the University of Illinois at Urbana-Champaign, provides physical plant, operational, and essential services for sustaining an environment that fosters research, teaching, and public engagement activities. F&S supports the University's education, research, and outreach missions by improving the physical condition of the facilities and grounds through capital improvements and building maintenance activities, providing utilities production and distribution, implementing energy conservation initiatives, and increasing customer satisfaction by delivering quality services in a responsive, reliable, and customer-focused manner.

Through the construction of new facilities and upgrade and maintenance of older facilities, F&S upholds the standards of accessible design and compliance with the ADA Title II, and the Illinois Accessibility Code. Accessibility is a key design component in new building, addition, and renovation projects at the University. This compliance also extends to street, sidewalk, and general infrastructure projects.

Section 2.2.5—Chancellor's Committee on Access & Accommodation (CCAA)

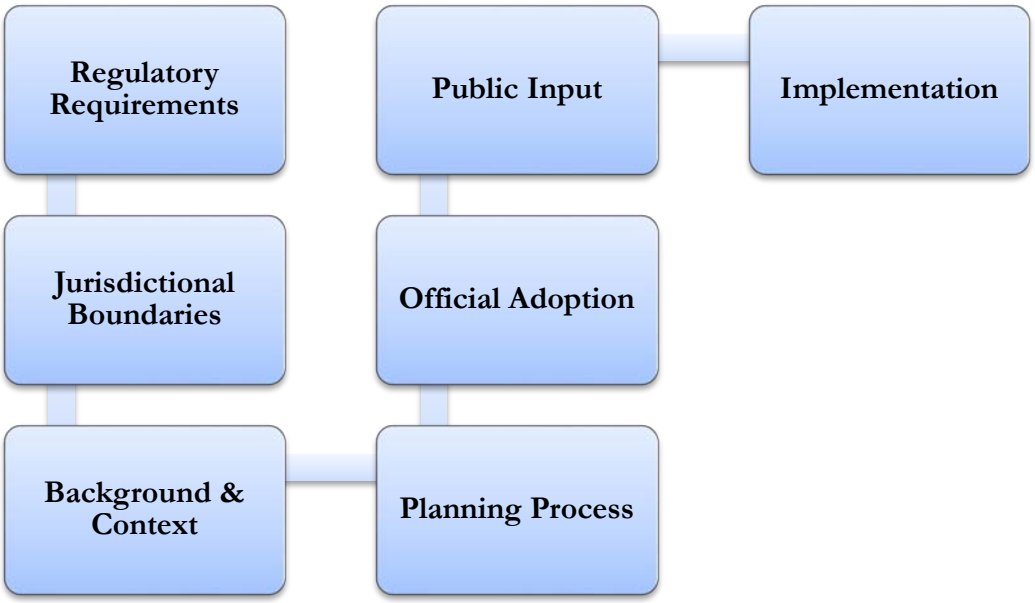
The Chancellor's Committee on Access and Accommodations (CCAA) is comprised of faculty, staff, and students at Illinois that serve to improve accessibility on campus for people with disabilities. This committee also raises awareness on campus about the range and variety of disabilities and the need for all university programs and individuals to take responsibility for their part in providing accessible programs and services. CCAA also welcomes the input of persons concerned with improving access at Illinois.

Section 2.2.6—Academic Units

Academic professionals from various colleges have continued to conduct ADA research to improve the quality of disability services at the University of Illinois. Academic units such as the School of Architecture and College of Applied Health Sciences have conducted research regarding accessibility and discuss ADA topics in several class curriculum. The School of Architecture has a long history of working with Facilities & Services to conduct accessibility surveys on campus, providing the school of Architecture students with ADA expertise. The College of Applied Health Sciences has a goal to advance research to achieve optimal living for persons with disabilities. This dedication to accessibility in the University's academia provides a unique relationship among faculty and Facilities & Services to promote accessibility and achieve ADA compliance.

Section 3.0—Goals and Objectives

The goals and objectives of this effort include giving a general overview of accessibility history at the University and to define the planning and implementation process needed to complete a supplement to the ADA Transition Plan for the public right-of-way to prioritized buildings. The following is a list of key elements related to this effort:



Priority Buildings

Section 4.0—Regulatory Requirements

This section reviews some of the key regulatory requirements outlined in the Americans with Disabilities Act Title II that the University must adhere to in order to achieve ADA compliance.

Section 4.1—1992 Americans with Disabilities Act (ADA) Title II

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990 (ADA), the University will not discriminate against individuals with disabilities on the basis of disability in its services, programs, or activities. The following sections highlight some of the most critical elements of ADA regulation for compliance efforts at the University.

The Americans with Disabilities Act of 1990 (ADA) (42 U.S.C. 12101 et seq.) extends to individuals with disabilities comprehensive civil rights protections similar to those provided to persons on the basis of race, sex, national origin, and religion under the Civil Rights Act of 1964. Title II of the ADA, which became effective on January 26, 1992, prohibits discrimination on the basis of disability in services, programs and activities provided by State and local government entities, and the National Railroad Passenger Corporation (Amtrak). Section 202 of the ADA extends the nondiscrimination policy of section 504 of the Rehabilitation Act of 1973, as amended, (29 U.S.C. 794) which prohibits discrimination on the basis of disability in federally assisted programs and activities to all State and local governmental entities whether or not such entities receive Federal funds. Most programs and activities of State and local governments are recipients of financial assistance from one or more Federal agencies and are already covered by section 504 of the Rehabilitation Act of 1973.

Section 4.2—ADAAG Guidelines

Americans with Disabilities Accessibility Guidelines contains scoping and technical requirements for accessibility to buildings and facilities by individuals with disabilities under the Americans with Disabilities Act (ADA) of 1990. These scoping and technical requirements are to be applied during the design, construction, and alteration of buildings and facilities covered by titles II and III of the ADA to the extent required by regulations issued by Federal agencies, including the Department of Justice and the Department of Transportation, under the ADA. Accessible sites and exterior facilities guidelines are incorporated into new and existing facilities and adhere to a list of the following requirements:

Accessible Sites and Exterior Facilities: New Construction. An accessible site shall meet the following minimum requirements (§4.1.2[3]):

- At least one accessible route complying with 4.3 shall be provided within the boundary of the site from public transportation stops, accessible parking passenger loading zones if provided, and public streets or sidewalks, to an accessible building entrance.

- At least one accessible route complying with 4.3 shall connect accessible buildings, accessible facilities, accessible elements, and accessible spaces that are on the same site.

Accessible Buildings: New Construction. Accessible buildings and facilities shall meet the following minimum requirements (§4.1.3[4]):

- At least one accessible route complying with 4.3 shall connect accessible building or facility entrances with all accessible spaces and elements within the building or facility.

- At least one accessible route complying with 4.3 shall connect accessible buildings, accessible facilities, accessible elements, and accessible spaces that are on the same site.

3 https://www.access-board.gov/guidelines-and-standards/buildings-and-sites/about-the-ada-standards/background/adaag#purpose
4 https://www.access-board.gov/guidelines-and-standards/buildings-and-sites/about-the-ada-standards/background/adaag#4.1.1

• (1) Court Sports. An accessible route complying with 4.3 shall directly connect both sides of the court in court sports.

• (2) All objects that overhang or protrude into circulation paths shall comply with 4.4.
EXCEPTION: The requirements of 4.4 shall not apply within an area of sport activity

• (3) Ground and floor surfaces along accessible routes and in accessible rooms and spaces shall comply with 4.5.

Section 4.3—Illinois Accessibility Code (IAC)

The purpose of this Illinois Accessibility Code (IAC) is used to implement the Environmental Barriers Act (EBA [410 ILCS 25] as amended to date, and to replace the former version of Code 71 Ill. Adm. Code 400 effective May 1, 1988. This Code is intended to ensure that the built environment, including all spaces and elements of all applicable buildings and facilities in the State of Illinois is so designed, constructed, and/or altered to assure the safety and welfare of all members of society and to be readily accessible to, and usable by, environmentally limited persons[5].

Section 4.4—Public Right-Of-Way Access Guidelines (PROWAG)

Sidewalks, street crossings, and other elements in the public right-of-way can pose challenges to accessibility. The Access Board's ADA and ADA Accessibility Guidelines focus mainly on facilities within sites. While they address certain features common to public sidewalks, such as curb ramps, further guidance is necessary to address conditions and constraints unique to public rights-of-way.

The Board is developing new guidelines for public rights-of-way that will address various issues, including access for blind pedestrians at street crossings, wheelchair access to on-street parking, and various constraints posed by space limitations, roadway design practices, slope, and terrain. The new guidelines will cover pedestrian access to sidewalks and streets, including crosswalks, curb ramps, street furnishings, pedestrian signals, parking, and other components of public right -of-way.

5 https://www.illinois.gov/cdb/business/codes/IllinoisAccessibilityCode/Documents/Illinois_Accessibility_Code_ Full_Version.pdf

The Board's aim in developing these guidelines is to ensure that access for persons with disabilities is provided wherever a pedestrian way is newly built or altered, and that the same degree of convenience, connection, and safety afforded the public generally is available to pedestrians with disabilities. Once these guidelines are adopted by the Department of Justice, they will become enforceable standards under Title II of the ADA. While PROWAG is a draft guideline, the University will continue to work towards full compliance to the greatest extent possible among several components such as:

Pedestrian Access Routes
(Including sidewalks, street crossings, curb ramps/blended transitions within the public right-of-way)

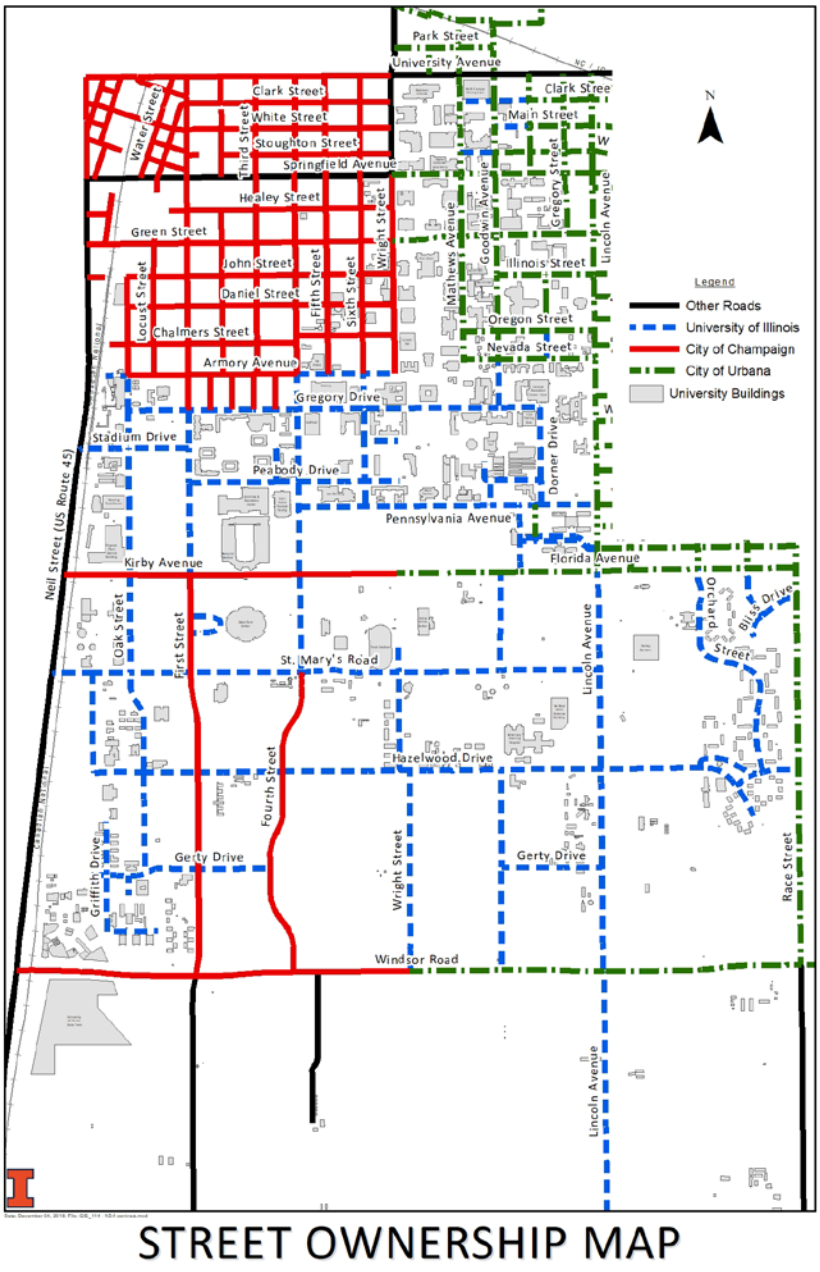
Detectable Warning Surfaces

Obstructions

Pedestrian Signals

Section 5.0—Jurisdictional Boundary

The University of Illinois at Urbana-Champaign is responsible for a number of streets and associated sidewalks within the University District. See the map below for an overview:



STREET OWNERSHIP MAP

Map 1: There are additional intergovernmental agreements with the City of Champaign, the City of Urbana and IDOT regarding maintenance responsibilities on certain streets within the University District. A larger ownership map is in Appendix B, and more information regarding maintenance agreements is in Appendix C.

Section 6.0—Background & Context

This section provides background and context related to the University's ADA compliance efforts. It also highlights the actions leading to the formation of Disability Student Resources as a permanent service at the University.

Section 6.1—Historical Background

Section 6.1.1—Path to Compliance

Rehabilitation and accessibility services have been a primary focus on the campus of the University of Illinois at Urbana-Champaign for several decades. Services for World War II veterans and eventually to all disabled persons were initiated under the leadership of pioneers such as Dr. Timothy Nugent. Supported by the University, Dr. Nugent, working together with campus disability activists, implemented a variety of projects providing accommodations in educational services, employment, housing, and transportation.

In 1948 Delta Sigma Omicron, a disability fraternity was formed to provide important input to ensure that those disabled were included on campus. All of this activity took place many years before the adoption of the ADA.

Greater access to transportation and buildings was achieved through "barrier-free" research with the help of the Easter Seal Research Foundation to integrate accessibility and programmatic access into building design. This would eventually lead to the University's first self-assessment and formation of accessible design requirements that would be later approved by the American National Standard Institute (ANSI) in 1961.

The University increased its number of accessibility services in compliance with Section 504 of Rehabilitation Act of 1973 resulting in the campus's first accessibility survey assessment in 1978, which included additional efforts to address physical barriers to program access. Initial efforts focused on building entrances, classroom entrances, and drinking fountains. This was the first campus-wide effort to initiate the provision of accessible parking and providing a pick-up service. These efforts continued with the passage of the Illinois Environmental Barriers Act in 1985 and the adoption of the Illinois Accessibility Code in 1988.

Passage of the Americans with Disabilities Act in 1990 led to the development of a Campus (UIUC) ADA Transition Plan which was completed in July of 1992. It included some right-of-way work such as curb cuts, planned for accessible entrances at almost all facilities, and utilized automatic door openers to improve access. This led to the 1994 Capital Development Board ADA Compliance Plan for the UIUC Campus that funded projects to address the findings of the campus accessibility survey.

Section 6.1.2—Accessibility Surveys

Surveys were historically administered by graduate architectural students. Building and room entrances were a priority and were the focus of corrections before the 1992 ADA Transition Plan. Overtime, an ADA Compliance Plan was develop and included standardized evaluations and accessibility surveys campus facilities. A time line of events is in Figure 1 below:

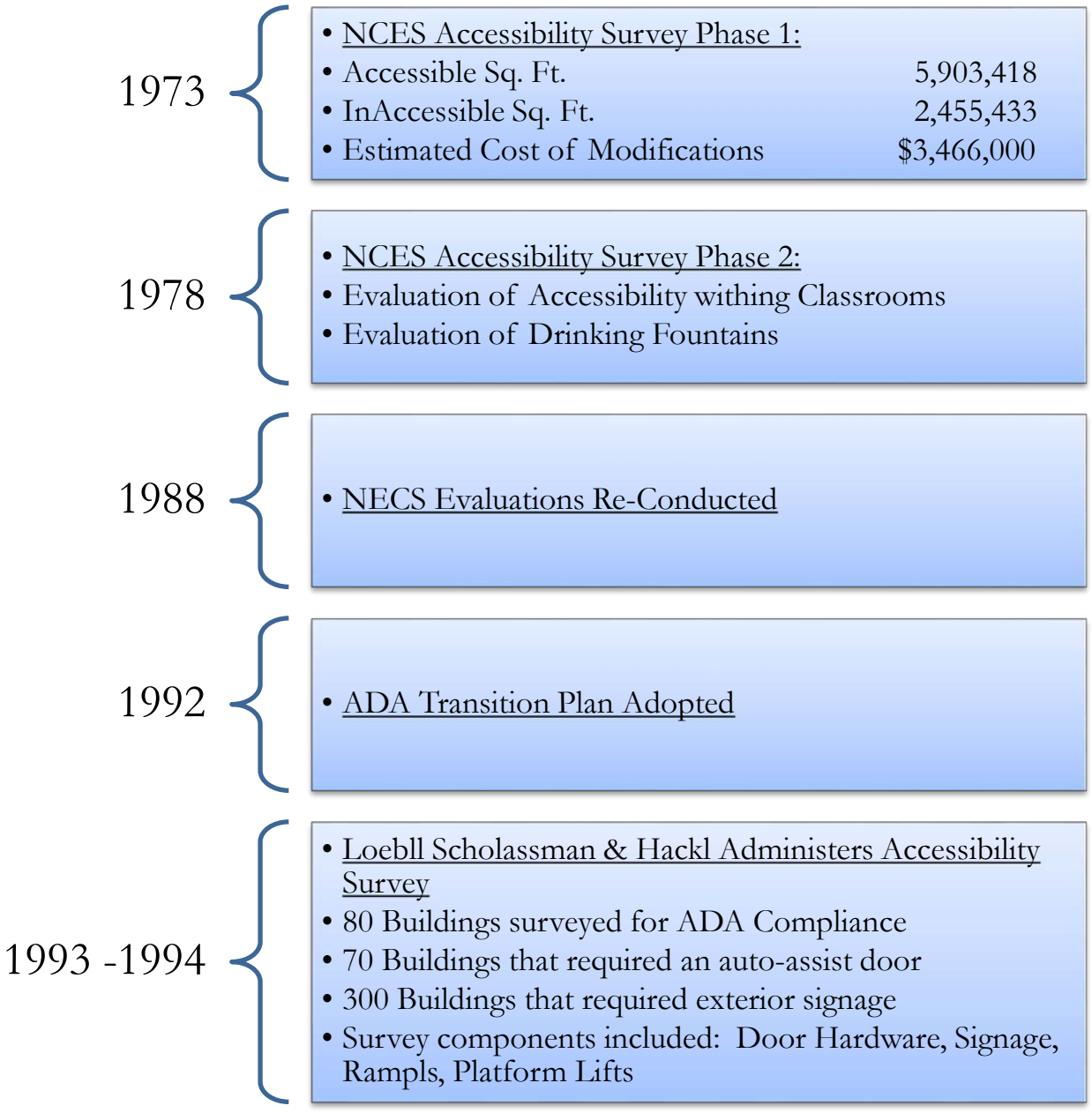


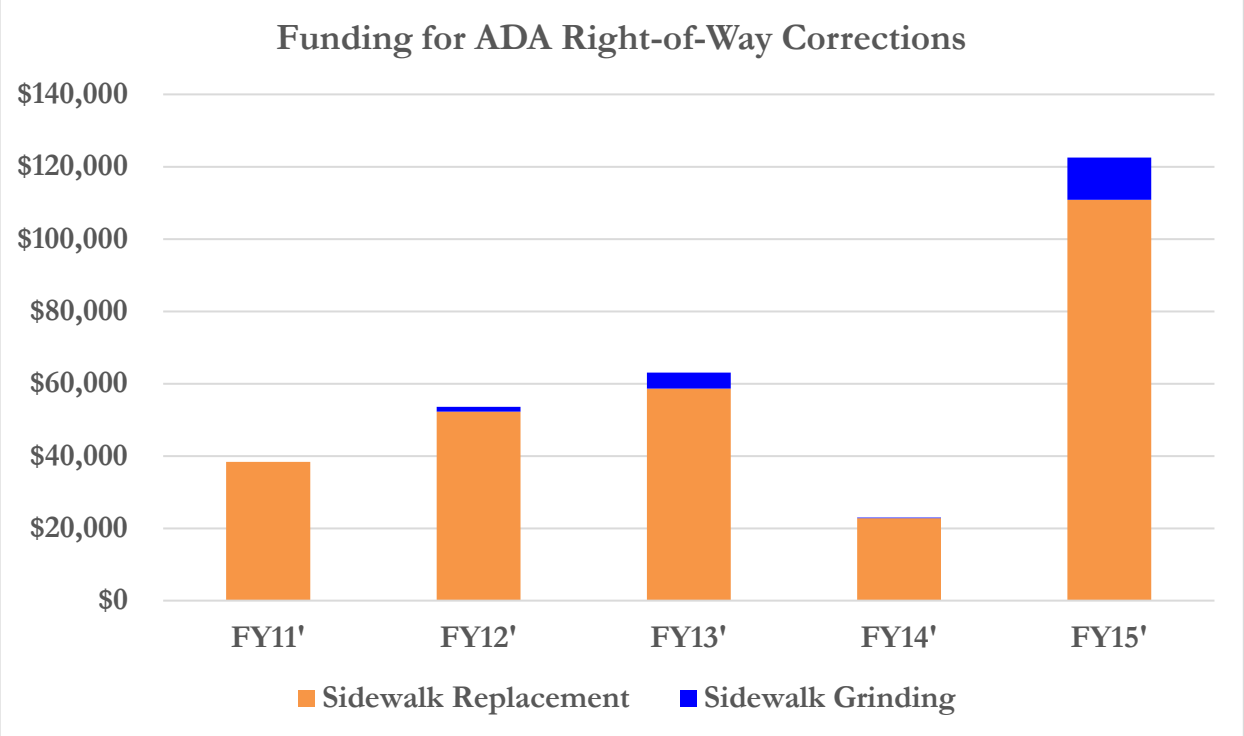
Figure 1- Survey History

Section 6.1.3—Routine Maintenance and Capital Projects

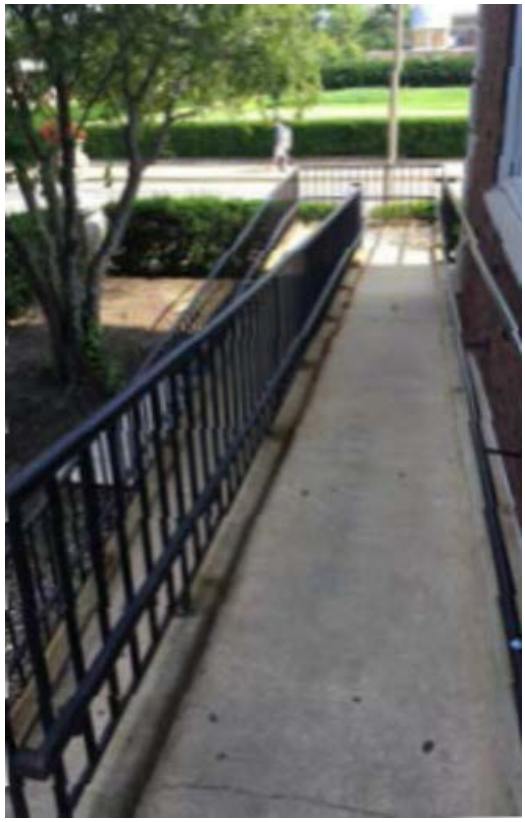
Routine Maintenance of ADA features has been performed by Facilities & Services and other departmental units on an ongoing basis. Capital Program and Deferred Maintenance projects also correct deficiencies and implement new ADA elements. The following are tables and charts that provide a review of some of the funding for ADA Right-of-Way corrections, and the list of buildings with ADA corrections undertaken within the past five fiscal years.

Five Year Look Back on Funding for ADA Right-of-Way Corrections:

Fiscal Year	Sidewalk Replacement	Sidewalk Grinding	Total Fiscal Year Funding
FY11'	$38,390	$0	$38,390
FY12'	$51,306	$1,320	$52,626
FY13'	$58,654	$4,394	$63,048
FY14'	$22,774	$234	$23,008
FY15'	$110,863	$11,706	$122,569



List of Buildings with accessibility improvements to exterior access routes in the past five fiscal years:		
Lincoln Hall	English Building	Noyes Lab
Electrical Comp. Engineering	Chemistry Annex	Foellinger Auditorium
Foreign Language Building	Armory	Architecture Building
Freer Hall	David Kinley Hall	Memorial Stadium
Kenny Gym Annex	Ubben Basketball	Rehabilitation Education Center
Personnel Services Building	Motorcycle Building	1205 1/2 W. Nevada
Undergraduate Library	Huff Hall	State Farm Center
Art East Annex	Survey Building	Psychology Building
Krannert Center of Performing	Agricultural Engineering Bldg.	Mumford Hall



Photos of ramp added at Mumford Hall

Section 7.0—Planning Process

The planning process for this effort required coordination with campus ADA leaders and stakeholders, including Facilities & Services, the Department of Disability Resources and Educational Services (DRES) and the Chancellor's Committee on Access and Accommodation (CCAA). The process included a scoping and research effort, a self-evaluation of the campus sidewalk system and developing an ADA Transition Plan supplement for correction of noted deficiencies. See Figure 2 for additional detail regarding those efforts.

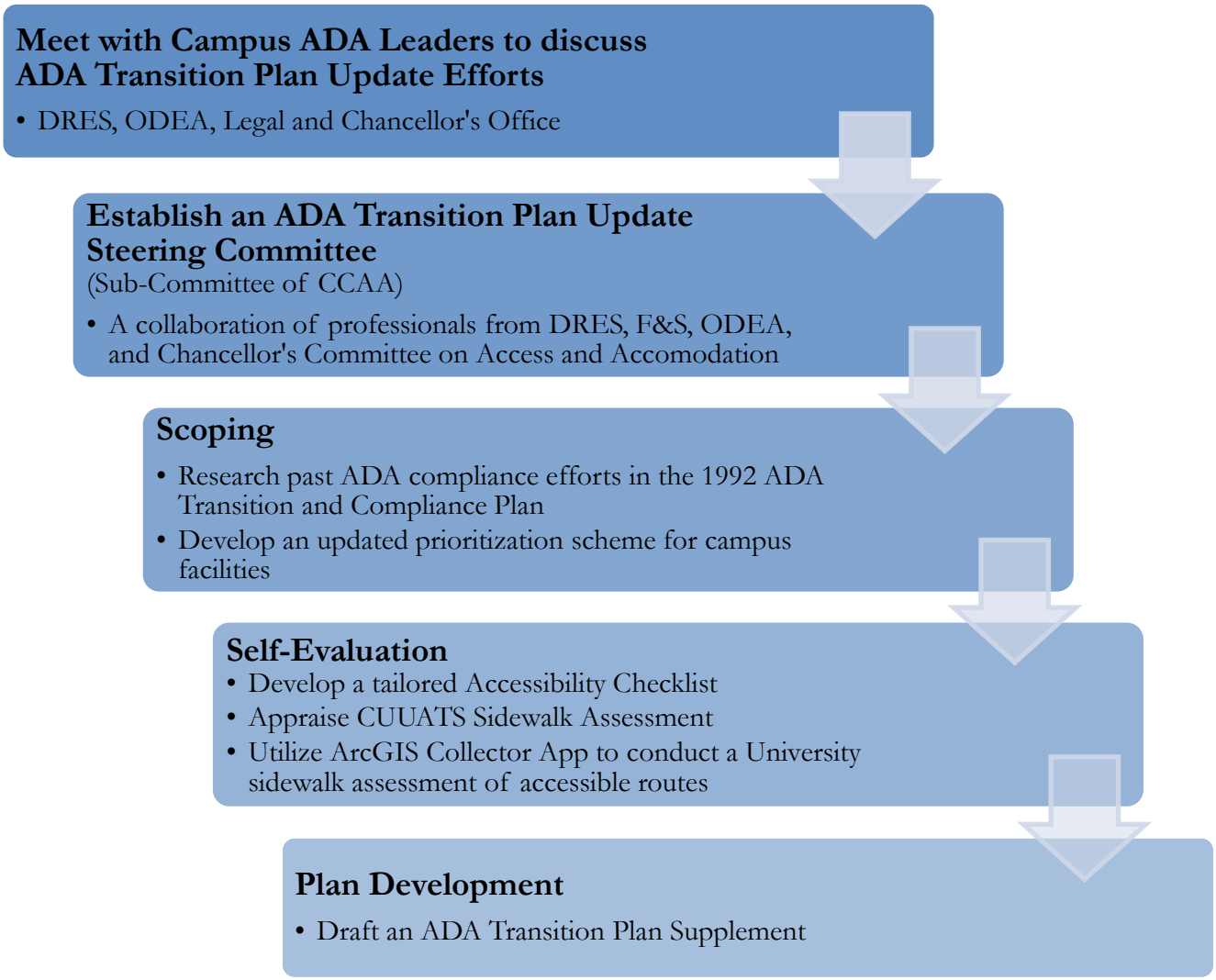


Figure 2 – Planning Process

Section 7.1—Meet with Campus ADA Leaders

The first step in the planning process was to meet with a diverse set of professionals from DRES, the Office of Diversity, Equity, and Access (ODEA), the University Legal Department, the Chancellor's Office and Facilities and Services to discuss the planning and implementation process for the ADA Transition Plan Supplement for Public Right-of-Way. This group included ADA Campus leaders identifying and addressing programmatic and facility concerns for the disabled community. Input from these professionals was used to develop the planning process described above.

Section 7.2—ADA Transition Plan Update Steering Committee

This ADA Transition Plan Steering Committee is a subcommittee of CCAA and included the following individuals and departments:

Member	Title
Roland White	F&S Engineer
Craig Grant	F&S Campus Code Compliance Director
Douglas Reddington	F&S Visiting Architect, Project Planning
Brent Lewis	F&S Landscape Architect, Project Planning
Mylinda Granger	DRES Access & Transportation Coordinator
Jim Shriner	Associate Professor, Special Education
Carl Lewis	Academic Advisor, School of Architecture
Pat Malik	Interim Director, DRES

Section 7.3—Develop a Scope of the Update Effort

This plan included both pedestrian/ADA routes in the public right-of-way and on-site accessible routes to building entrances. It was necessary to research past ADA compliance efforts, document ADA-related capital program improvements, and review facility maintenance records. The scoping process also included a review of the most current ADA regulations related to these exterior access routes. The result of this research provided the information necessary to develop an inventory of sidewalks and associated on-site accessible routes and the regulatory requirements needed for this self-evaluation. ADA regulation for Public Right-of-Way include:[6]

- §206.2.1 Site Arrival Points

"At least one route must be provided within the site to accessible facility entrances from these site arrival points such as accessible parking, public streets and sidewalks, and nearby Public transportation stops."

6 https://www.access-board.gov/guidelines-and-standards/buildings-and-sites/about-the-ada-standards/ada-standards/chapter-2-scoping-requirements#206%20Accessible%20Routes

- §206.2.2 Accessible Routes within a Site

"At least one accessible route within the Boundary of the site originating from site arrival points must connect all accessible buildings, facilities, elements, and spaces on a site.

As part of this review it was concluded exterior sidewalks required for ADA access included the University sidewalk system in the public right-of-way and the exterior sidewalk accessible routes between the public right-of-way and the accessible entrances to the buildings. The steering committee recommended an updated prioritization process to focus on most critical campus buildings for near-term repairs. Ninety priority facilities were selected to be involved in the scope of this initial ADA Transition Plan 2017 Supplement. See Section 8.3 of this report detailing the list of prioritized facilities. Prioritization was developed with input of the steering committee and by reviewing programmatic related data. DRES provided valuable input related to previously established prioritization of campus buildings for ADA-related transportation services and snow removal needs.

Section 7.4—Perform a Self-Evaluation

As required by Section §35.105 of ADA Title II etc., a self-evaluation is required. The scope of this effort deals with exterior ADA access routes including public right-of-way sidewalks and site related exterior accessible routes. The self-evaluation process used the latest ADA regulations to look at all related conditions and the degree of compliance. The data gathering process and results of the self-evaluation effort are further described in Section 8 of this document.

Section 7.5—Plan Development

This ADA Transition Plan supplement will build upon the previous ADA Transition Plan efforts with an updated focus on exterior ADA access routes. The plan will document any deficiencies discovered in the self-evaluation process and develop a work plan for the correction of these deficiencies. Input from the CCAA, the steering committee, campus administration and the disabled community/general public will be incorporated into the planning and prioritization process.

Section 7.6—Public Input

Public input is critical in the development of this update process. Public input was solicited by working with the CCAA-Steering Committee, hosting a public input meeting, use of an ADA accessible public website, e-mail, mail lists, and social media.

Section 7.6.1—Public Outreach List

A public meeting occurred on April 27, 2017 to seek input from stakeholders on this ADA Transition Plan Supplement. Based on input from the CCAA-Steering Committee, a public outreach list was developed for this public meeting as follows:

Public Outreach List	
DRES Mailing List/List-Serve	General Public
PACE Center for Independent Living	CUMTD
UIUC Resident Hall Councils	City of Champaign
Beckwith Residential Community	City of Urbana
UIUC Campus Fire Station	Wider Campus Community
UIUC Crime Prevention for Environmental Design	DRES Facebook List

Section 7.7—Official Adoption

This is a supplement to the original 1992 ADA Transition Plan. It will be titled "ADA Transition Plan 2017 Supplement, University of Illinois at Urbana-Champaign", and will focus on accessibility for public right-of-way and exterior accessible routes for University facilities. A public meeting was held in spring 2017 to seek input from stakeholders on this ADA Transition Plan Supplement. The final document will incorporate input before officially adopted by the University upon completion.

Section 8.0—Self-Evaluation

ADA ACT Title II §35.105 requires self-evaluation, a review and documentation of existing obstacles and impediments to accessibility. As required by the Americans with Disabilities Act, the University has performed a self-evaluation of the jurisdictional sidewalk system associated with 90 prioritized Urbana-Champaign campus buildings. Sidewalks in the public right-of-way (R.O.W.) have been assessed via a joint effort with the Champaign Regional Planning Commission/CUUATS. Accessible routes between public R.O.W. and the accessible entrances to the priority buildings have been assessed by University staff.

Section 8.1—Intergovernmental Cooperation/Sidewalk Assessment

The University of Illinois owns and operates approximately 20 miles of public streets and sidewalks (See Map 1). This system is a part of a larger metropolitan planning organization (MPO) known as the Champaign-Urbana Urbanized Area Transportation Study (CUUATS)[7]. CUUATS is the transportation entity of the Champaign County Regional Planning Commission (CCRPC). Other member agencies include the City of Champaign, the City of Urbana, Champaign-County, the Champaign Urbana Mass Transit District (CUMTD), the Village of Savoy, and the Illinois Department of Transportation (IDOT). The sidewalk system in the Champaign-Urbana and Savoy area, including the University of Illinois at Urbana-Champaign campus, is continuous across jurisdictional boundaries. As such, it was determined that the best way to proceed with a consistent self-evaluation of the sidewalk system in the public right-of-way (R.O.W.) was through intergovernmental cooperation. As a result, a sidewalk assessment was conducted by the Champaign County Regional Planning Commission (CCRPC).

The funding required for this sidewalk assessment was obtained with a $250,000 federal grant through the Illinois Department of Transportation, Department of Public & Intermodal Transportation. The assessment was completed in the summer of 2016.

rpc
CHAMPAIGN COUNTY REGIONAL PLANNING COMMISSION
CUUATS
Savoy ILLINOIS
CITY OF URBANA
Illinois Department of Transportation
City of CHAMPAIGN

7 http://www.ccrpc.org/wp-content/uploads/2016/02/SidewalkNetworkInventoryAssessment.pdf

Section 8.2—Sidewalk Assessment for Public R.O.W.

CCRPC/CUUATS conducted a city-wide assessment of sidewalks in the public right-of-way in the Champaign, Urbana, and Savoy urbanized area including the University District. Sidewalks, Curb Ramps, Pedestrian signals, and Crosswalks were all features evaluated for deficiencies and evaluated for geometry and condition.

Curb Ramps were gauged for compliance with PROWAG/ADAAG standards, ADA Regulations and other applicable standards. Cross slope, running slope, width, length, condition, vertical faults, pedestrian signals, and obstructions were included in the list of deficiencies that were surveyed and documented. Accessible Pedestrian Signal standards were also used to evaluate automated crosswalk locations at traffic signals. Information acquired through the assessment is contained in a series of interactive maps available through the GIS consortium.

To provide a thorough evaluation of pedestrian networks, block summaries were collected as vector points in ArcGIS. Each vector point was assigned a block segment no more than 25 feet detailing the overall compliance and condition of the sidewalk to demonstrate areas that were substantially non-compliant with any of the ADA Title II requirements. This data collection was accomplished via ArcGIS Online and resulted in the designation of over 100 accessible routes encompassing over 9,000 ft. of University-owned sidewalks. The CUUATS sidewalk assessment report is attached as Appendix D.


Sidewalks


Crosswalks


Curb Ramps


Pedestrian Signals

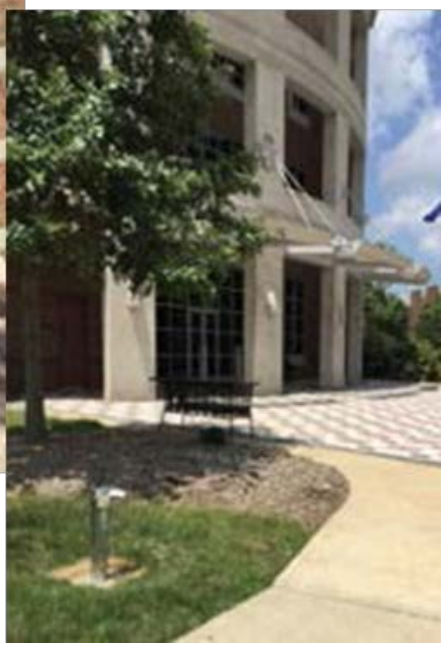
Section 8.3—Priority Facilities

Disability Resources and Educational Services, the Chancellor's Committee on Access and Accommodations, and Facilities & Services collaborated in developing a prioritization system for facilities that would undergo an evaluation of their exterior accessible routes. Priority facilities were determined by the input from Disability Resources and Educational Services (DRES) and University Housing. These locations are based on a review of current housing and transportation needs of the disabled community. This prioritization system was further developed based upon prior public opinion surveys & the professional judgment of CCAA members and University staff regarding the potential for public use and those facilities most frequently visited by disabled persons.

Priority 1: Residence Halls and Academic Facilities most frequently used by disabled persons
Priority 2: High-Use Public Facilities on Campus
Priority 3: High-Use Educational Facilities and Lecture Halls not included in Priority 1 or 2.

Memorial Stadium

Beckman Institute



Alice Campbell Alumni Center

Priority 1 Facilities

	Building Name	Bldg #	Building Name
3	McKinley Health Center	273	Townsend Hall
118	Activities & Recreation Center	1241	Gregory Place
176	Rehabilitation Education Center	1248	Nugent Hall
181	Daniels Hall	1249	Wassaja Hall
188	Fred Turner Student Services	1252	Bousfield Hall
193	Swanlund Administration Bldg.	1494	Center for Wounded Veterans
272	Wardall Hall		

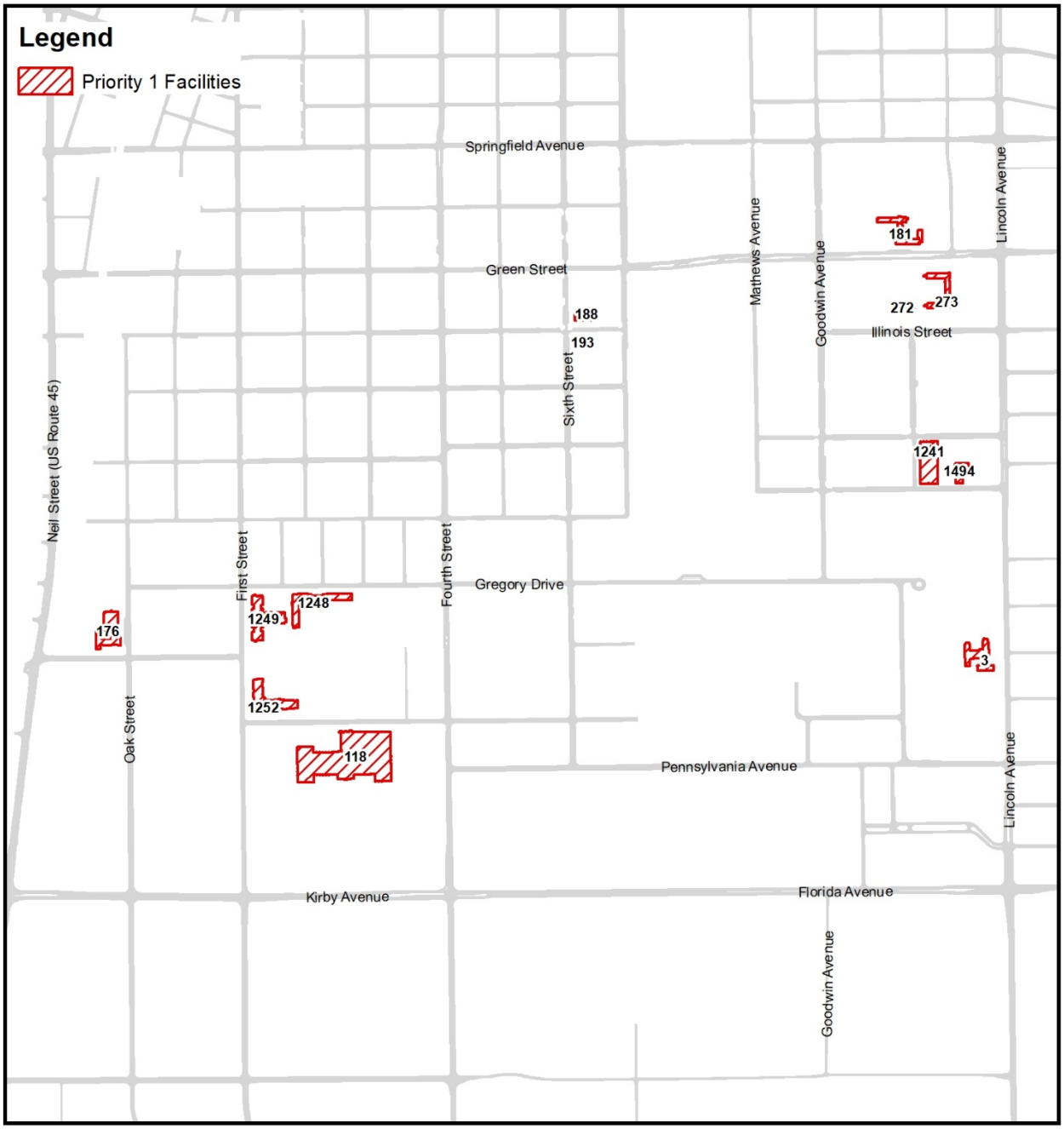
Priority 2 Facilities

Bldg #	Building Name	Bldg #	Building Name	Bldg #	Building Name
1	Davenport Hall	41	Library	112	Mechanical Engr. Bldg.
6	Armory	42	Transportation Bldg.	115	Evans Hall
7	Foellinger Auditorium	43	Gregory Hall	116	Roger Adams Lab
8	Ag. Eng. Sciences Bldg.	44	English Building	156	Law Building
10	Chemistry Annex	46	Henry Admin. Bldg.	160	Education Building
12	Noyes Laboratory	52	Krannert Performing Arts	166	State Farm Center
13	Talbot Laboratory	58	Huff Hall	172	Foreign Languages Bldg.
15	Engineering Hall	60	Smith Memorial Hall	219	Art & Design Building
23	Illini Union	62	Child Development Lab	228	Beckman Institute
25	Harker Hall	64	Freer Hall	256	Plant Sciences Lab
26	Altgeld Hall	72	Memorial Stadium	291	Sherman Hall
27	Lincoln Hall	80	Weston Hall	324	Grainger Engr. Library
29	Mechanical Eng. Lab	94	Alice Campbell Center	339	Temple Buell Hall
32	Natural History Bldg.	99	Undergraduate Library	364	CRCE
34	Material Science Bldg.	106	Illini Union Bookstore	1217	Ashton Apt. Office
39	Music Building	111	Busey Hall	1218-1230	Ashton Apartments

Priority 3 Facilities

Bldg #	Building Name	Bldg #	Building Name	Bldg #	Building Name
37	Everitt Laboratory	138	Burrill Hall	292	Vet. Teaching Hospital
54	David Kinley Hall	158	Bevier Hall	563	Seibel Center
67	Loomis Laboratory	159	Wohlers Hall	745,747	Orchard Downs
69	Mumford Hall	165	Animal Sciences Lab	1206	Business Instr. Facility
62	Children Dev. Lab	197	Turner Hall		
76	Psychology Laboratory	210	Digital Computer Lab		

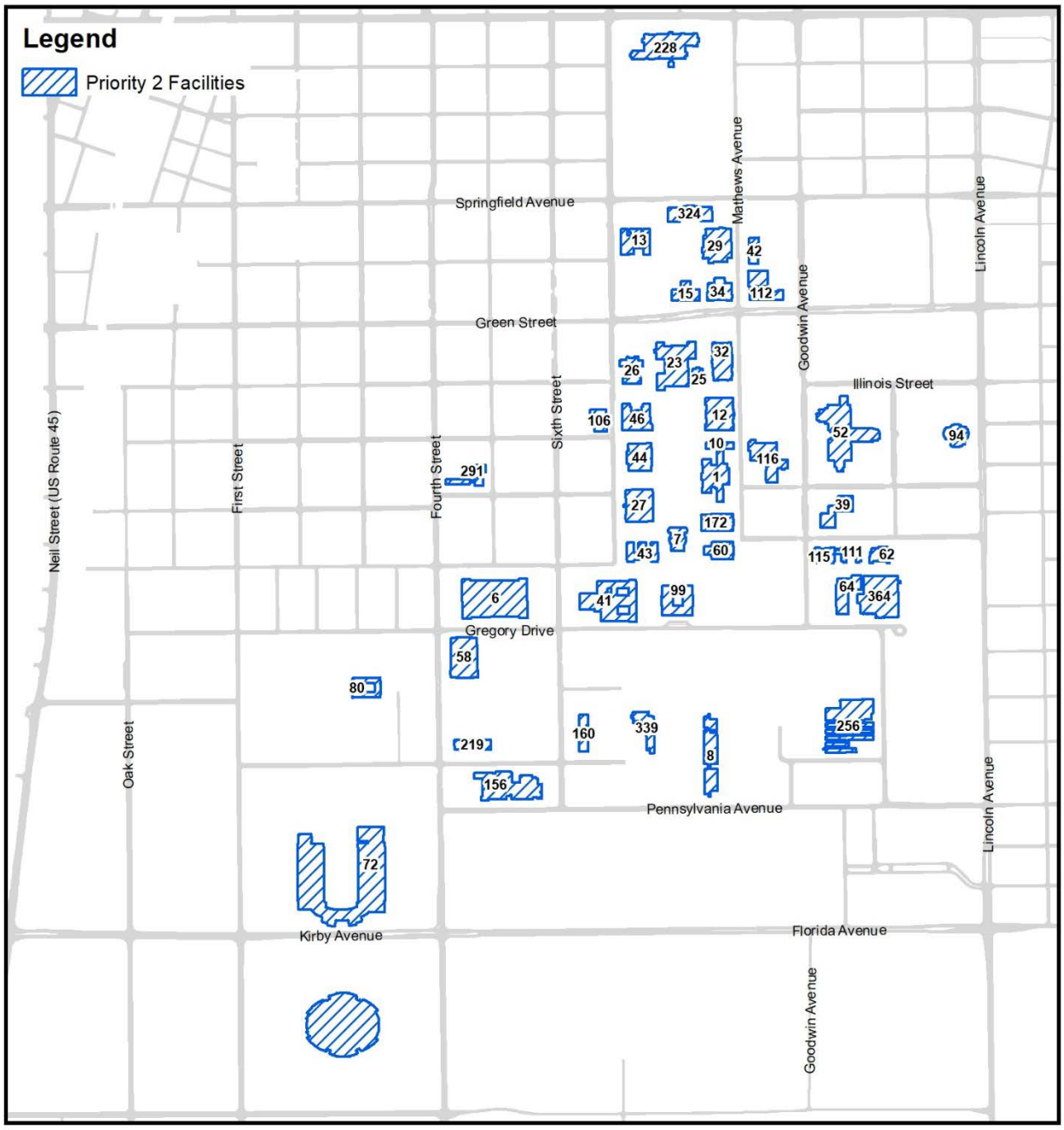
Priority 1 Facilities



Map 2

Priority 1 Facilities (see larger map in map appendix):
This map shows the dispersion of Priority 1 facilities across campus.

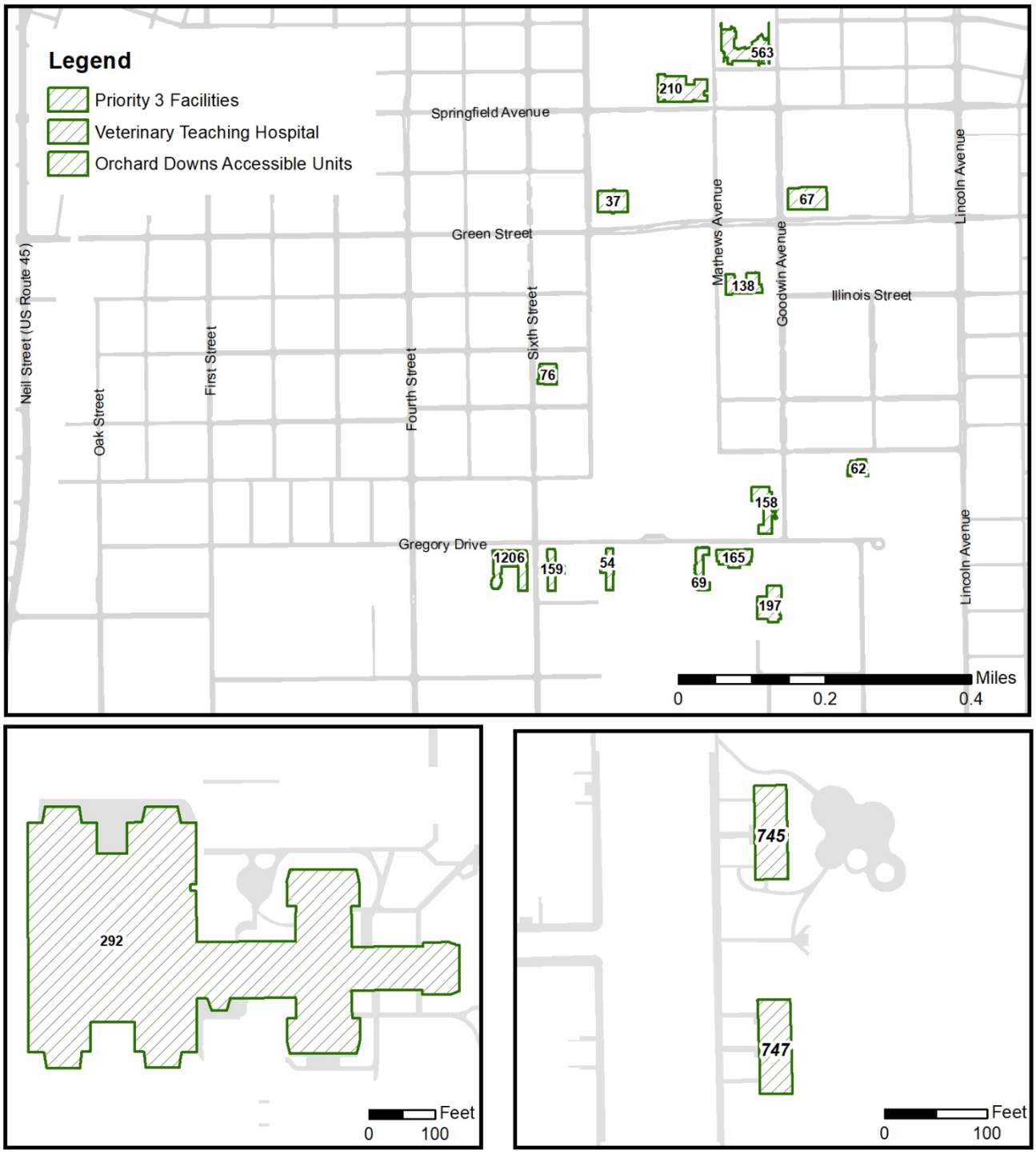
Priority 2 Facilities



Map 3

Priority 2 Facilities (see larger map in map appendix):
This map shows the dispersion of Priority 2 facilities across campus.
(Orchard Downs not displayed.)

Priority 3 Facilities

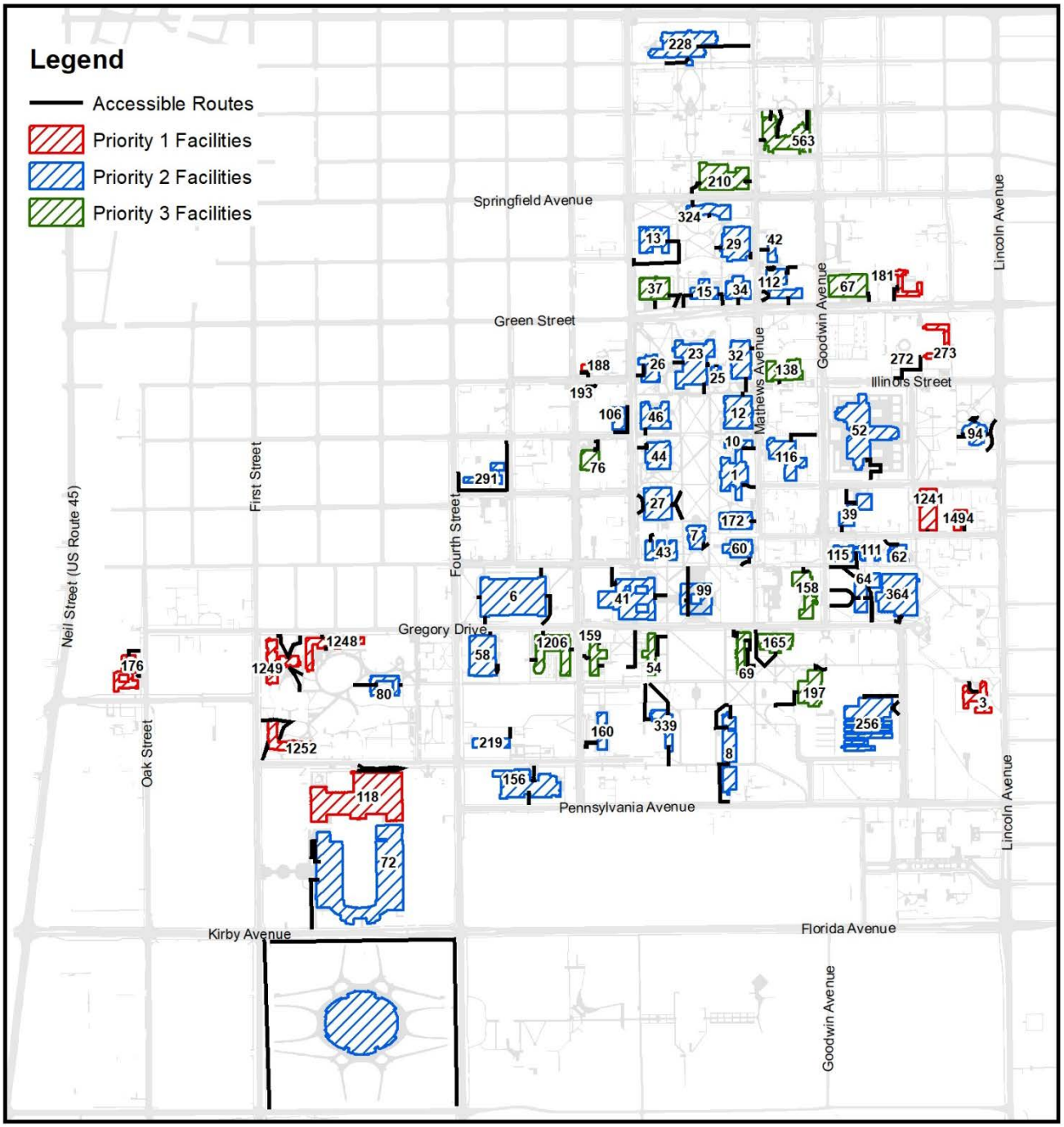


ILLINOIS

N

Map 4
This map shows the dispersion of Priority 3 facilities across campus.

Priority Facilities



Map 5
This map shows the dispersion of all priority facilities across campus.
(Not Shown: Orchard Downs, Ashton Woods, and Veterinary Medicine #292.)

Section 8.4—Sidewalk Assessment for University Access Routes

The sidewalk assessment completed by CCRPC-CUUATS focused on deficiencies in the public right-of-way and did not necessarily reflect deficiencies in the accessible routes connecting public R.O.W. to accessible entrances of University facilities. Facilities & Services was therefore prompted to conduct its own sidewalk assessment of accessible routes at priority facilities.

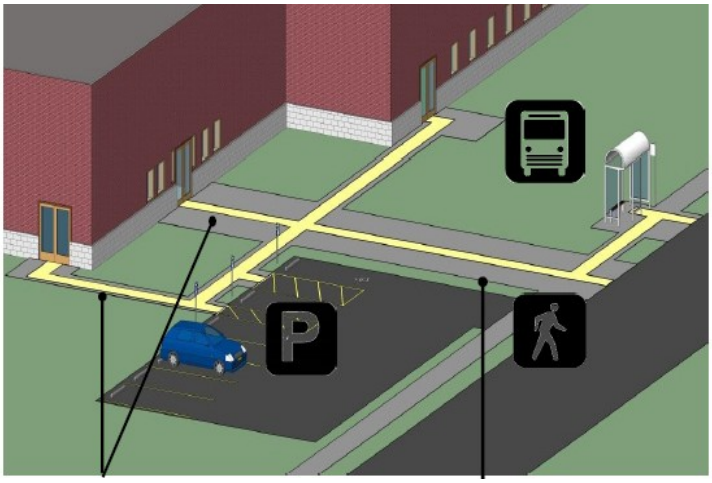
8.4.1—Accessible Routes and Site Arrival Points

Per §206.2.1 of ADA act Title II [8], "At least one route must be provided within the site to accessible facility entrances from these site arrival points" See Figure 3 below:

- Accessible parking and passenger loading zones
- Public streets and sidewalks
- Public transportation stop

For the University's purposes, site arrival points are primarily identified as the public right-of-way, a nearby bus stop, or nearby accessible parking lot. Site arrival points are also limited within the extent of a block to ensure that their in close proximity to the corresponding priority facility. Assessment of the accessible routes for priority facilities was beyond the scope of the CUUATS sidewalk inventory for Public R.O.W.

A separate assessment of these routes was performed by University staff. In efforts to capture those obstacles the University has performed a self-evaluation, paying close attention to deficiencies that lie within accessible routes, starting from a facility's accessible entrance to the public right-of-way. The University has designated 90 buildings as priority facilities in which the disabled student body has lived or made greater use of on campus.



An accessible route must connect site arrival points to each accessible entrance they serve.

Accessible routes must coincide with, or be in the same vicinity as, general circulation paths (§206.3)

Figure 3-Accessible Routes

8 https://www.access-board.gov/guidelines-and-standards/buildings-and-sites/about-the-ada-standards/ada-standards/chapter-2-scoping-requirements#206%20Accessible%20Routes

The University's Supplemental Self-Evaluation evaluated features within accessible routes which include:

- Sidewalks
- Ramps
- Curb Ramps
- Thresholds of Accessible Entrances

See Figure 4 below for more information.

Figure 4- Evaluated Features

VARIABLE	UNITS	SIDEWALKS	CURB RAMP				RAMP
			Ramp	Approach	Flare	Landing	
Running Slope	Percent	●	●	●	●	●	●
Cross Slope	Percent	●	●	●	●	●	●
Length	Inches	●	●	●	●	●	●
Width	Inches	●	●	●	●	●	●
Obstructions	-	●	●	●	●	●	●
Vertical Faults	Inches	●	o	●	o	●	●
Surface Conditions	-	●	●	●	●	●	●

● = Evaluated o =Not Evaluated

8.4.2—Data Collection Tools

Accessible Routes were evaluated with the following equipment:

- Johnson Automatic Level (Model No. 2400) - An Automatic Level was used to measure any deficiencies in the cross and running slope within the accessible route. Measurements in slope were documented as percentages upon identification of any slopes not complaint with standards described in the ADA Checklist from the Institute of Human Centered Design.

- 64GB Cellular-Capable IPad - The IPad was used to connect and work within the ArcGIS Collector app which gave the ability to mark deficiencies with descriptive language while tagging its location simultaneously via gps.

- Measuring Tape- Measuring tape was used to measure structures such as the width and the height of sidewalks, ramps, and thresholds that were a part of the designated accessible route.

8.4.3—Data Collection Process

The evaluation of accessible routes were based upon the ADA Checklist for Existing Facilities provided by the New England ADA Center, Institute for Human-Centered Design, and therefore modified to only include the requirements needed for the compliance of exterior accessible routes.

The accessibility checklist was then uploaded into the ArcGIS Collector, a web-based application allowing for the identification and cataloging of deficiencies by gps location (see table below for more information). Exterior accessible routes containing features such as curb ramps, ramps, sidewalks, and door thresholds were evaluated for the presence of deficiencies and documented for the implementation of accessibility improvements on campus.

Evaluation Criteria			
Feature	**Geometry**	**Obstructions**	**Condition**
Sidewalks	• Cross Slope • Running Slope • Width	• Bollards • Hydrants • Grates • Vegetation • Other	• Cracked Panels • Vertical Panels
Ramps	• Cross Slope • Running Slope • Width & Length • Compliant Handrails	• Vegetation • Unstable Handrails • Other	• Cracked Panels
Curb Ramps	• Cross Slopes • Running Slope • Approach • Landing • Flares	• Vegetation	• Cracked Panels
Threshold	• Non-compliant vertical or beveled dimensions	• Openings • Grates	
Attachment	ADA Checklist for Existing Facilities [9]		

9 http://www.adachecklist.org/checklist.html

Section 8.5—Accessible Routes

This section will explain the components evaluated by the University for ADA Compliance.

8.5.1—Accessible Entrances

The inventory of accessible entrances at priority facilities were used to update the accessibility web page hosted by Facilities & Services. An entrance was classified as accessible for various reasons which included:

- Prior validation through the University web page and by confirmation during site-evaluation
- Verified Door Maneuvering Clearance
- Current or potential modifiable accessible approach to ingress

(See Figure 5 for an example of a typical University accessible entrance.)

Figure 5-Accessible Entrance

Geometry

Geometry of Accessible routes was reviewed for compliance.

Thresholds - Vertical and bevel thresholds were required to meet their dimensional standards.
Cross Slope - Sidewalks were required to meet a cross slope of 1:48.
Running Slope - Sidewalks were required to meet a running slope no steeper than 1:20.
Width - Exterior Accessible Routes must be at least 3 ft.
(See Figures 6,7,8, below).

Figure 6-Ramp

Figure 7-Cross Slope

Figure 8- Ramp Width

Condition

Surface Condition was reviewed.
Cracked Panels - Cracks at least an inch in width and depth.
Vertical Faults - Faults in the route that were over ½" high were noted.
Vegetation - Grass growing through cracked panels
(See Figures 9,10,11 below for examples).


Figure 9 - Cracked Panel


Figure 10 - Vertical Fault

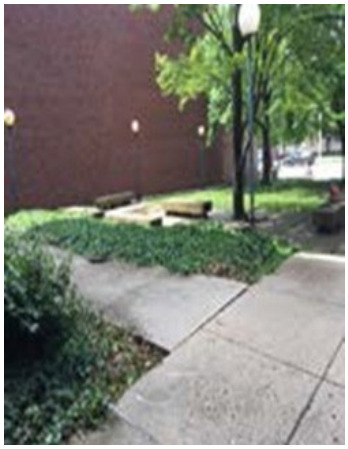


Figure 11- Vegetation

Obstructions

Objects and Sidewalk elements that limited the ease of access on a path were noted. Grates with openings wider than ½" were identified as obstructions (See Figure 12 below for an example).
Grates
Hydrants
Bollards
Tree Roots


Figure 12 – Wide Grates

8.5.2—Ramps

Geometry

Building access ramps were reviewed for compliance with the following criteria:
Running Slope - No Greater than 1:12
Cross Slope - No Greater than 1:48
Width - Ramps must be at least 36" wide.
Change of direction - Ramps must have 60 inch * 60 inch change of direction landing

Handrails-

(a) No Wider - than 2" in diameter
(b) Ramp Rise - Higher than 6" must have handrails on both sides
(c) Under Railing Clearance - No Higher Than 4" in clearance
(d) Height between 34-36" - Top of Handrail from Ramp Surface

Condition

•Surface of Ramps must be slip-resistant
•Surface of Ramps must be free of cracks
•Ramp railings must be securely fastened into ramp surface

Obstructions

Objects and Sidewalk elements that limited the ease of access on a path were noted.

• Grates wider than ½" were identified as obstructions.
• Hydrants
• Bollards
• Tree Roots

8.5.3—Curb Ramps

Geometry

Curb Ramps were also reviewed for compliance with the following criteria:
Landing - Must be the same width as approach
Approach - Must be at least 3ft wide.
Flares - The slope of flares must be 10% or less in the slope as the curb ramp approach
Running Slope - No Steeper than 1:12
(See Figure 13 and 14 below):

Figure 13 – Curb Ramp

Figure 14 – Curb Ramp Cross Slope

Condition

Surface - Evaluated for cracked panels, must maintain a 1:12 slope.

Obstructions

There must be no obstructions in public right-of-way to ensure ease of access.

8.5.4—Thresholds

Geometry

Accessible Entrance doorway thresholds were reviewed for compliance with the following criteria:

Floor Surface:

Both sides of the floor surface must be no steeper than 1:48.

Height Requirements:

Thresholds cannot be higher than ½ inch at accessible doors, including sliding doors.

However, ¾ inch is allowed at all existing doors when beveled on each side with a slope not steeper than 1:2. Thresholds higher than ¼ inch must be beveled at 1:2 slope maximum.

Figures 15 and 16 below provide examples of excessively high thresholds and uneven floor surfaces.

Figure 15 – High Threshold

Figure 16 – Difficult Stone Threshold

Section 9.0—CCAA and Public Input

The CCAA-steering committee & Chancellors' Committee on Access and Accommodations have been a key stakeholder group throughout the planning process. The Chancellor's Committee on Access and Accommodations (CCAA) was formed in 1996 to ensure the implementation of accessibility improvements on campus and ongoing communication with those in the disabled student body. The committee often assumes the responsibility for the communication of any current or updated ADA requirements backed by federal and/or state regulations. The Committee's current involvement is in the delegation of any ADA requirements to its proper division at the University. Members of the committee are comprised of university professionals and members of the disabled community from several academic divisions, Disability Services, and F&S. The diversity of the committee allows for greater focus on the role of accessibility in several aspects such as programs, facilities, Academia, and public events. An additional public input meeting was held in April 27,2017.

Section 10—Implementation

As mentioned previously, the self-evaluation included on-site accessible routes and public streets sidewalks that are the responsibility of the University. The following tables include data that details the deficiencies located among the facilities that were prioritized in the criteria discussed in Section 8.3 and the public sidewalks.

Section 10.1—Summary of Deficiencies

- 124 Designated Accessible Routes
- 9,238 Ft. of Designated Accessible Routes included in the Self-Evaluation

This table includes deficiencies identified by CUUATS on University-owned streets and property. Deficiencies identified by the University are within these on-site designated access routes for Priority 1, 2, and 3 facilities.

Deficiency	Deficiencies within University-Designated Accessible Routes	CUUATS Data on University-Owned Streets and Property	Total # of Deficiencies on University-Owned Streets and Property
Cross Slope Deficiencies (Sidewalks Only)	78	351	429
Running Slope Deficiencies (Sidewalks Only)	46	9	55
Threshold Replacements (Priority Buildings Only)	8	-	8
Cross Slope Deficiencies (Curb Ramps Only)	12	80	92
Running Slope Deficiencies (Curb Ramps Only)	35	107	142
Ramp Handrail Deficiencies	15	-	15
Vertical Faults	18	3333	3351
Obstructions	2	18	20
Pedestrian Signals	-	73	73
TOTAL:	214	3971	4185

Section 10.2—Summary of Deficiencies within 100ft. Accessible Route Buffers

This table includes the total number of deficiencies identified by CUUATS on University-owned streets and property within 100 ft. of a University-designated accessible routes for the 90 assessed buildings. This table also includes the number of deficiencies identified by the University within the on-site designated access routes for Priority 1, 2, and 3 facilities.

Deficiency	Deficiencies within University-Designated Accessible Routes	CUUATS Data on University-Owned Streets and Property	Total # of Deficiencies on University-Owned Streets and Property
Cross Slope Deficiencies (Sidewalks Only)	78	104	182
Running Slope Deficiencies (Sidewalks Only)	46	5	51
Threshold Replacements (Priority Buildings Only)	8	-	8
Cross Slope Deficiencies (Curb Ramps Only)	12	60	72
Running Slope Deficiencies (Curb Ramps Only)	35	54	89
Ramp Handrail Deficiencies	15	-	15
Vertical Faults	18	765	783
Obstructions	2	5	7
Pedestrian Signals	-	9	9
TOTAL:	214	1002	1216

Section 10.3—Inventory and Prioritization of Deficiencies

10.3.1—Priority 1 Facilities

The following three tables break down the deficiencies shown in Section 10.2 into Priority 1, 2, and 3 facilities. These deficiencies are located within a 100 Ft. buffer of each facilities' designated accessible routes.

Deficiency	Deficiencies within University-Designated Accessible Routes	CUUATS Data on University-Owned Streets and Property	Total # of Deficiencies on University-Owned Streets and Property
Cross Slope Deficiencies (Sidewalks Only)	**3**	**16**	**19**
Running Slope Deficiencies (Sidewalks Only)	**0**	**0**	**0**
Threshold Replacements (Priority Buildings Only)	**0**	**-**	**0**
Cross Slope Deficiencies (Curb Ramps Only)	**0**	**11**	**11**
Running Slope Deficiencies (Curb Ramps Only)	**1**	**10**	**11**
Ramp Handrail Deficiencies	**2**	**-**	**2**
Vertical Faults (Grinding Only)	**1**	**87**	**88**
TOTAL:	**7**	**127**	**134**

10.3.2—Priority 2 Facilities

Deficiency	Deficiencies within University-Designated Accessible Routes	CUUATS Data on University-Owned Streets and Property	Total # of Deficiencies on University-Owned Streets and Property
Cross Slope Deficiencies (Sidewalks Only)	5	72	77
Running Slope Deficiencies (Sidewalks Only)	41	0	41
Threshold Replacements (Priority Buildings Only)	5	-	5
Cross Slope Deficiencies (Curb Ramps Only)	1	47	48
Running Slope Deficiencies (Curb Ramps Only)	1	37	38
Ramp Handrail Deficiencies	1	-	11
Vertical Faults (Grinding Only)	1	574	499
TOTAL:	55	741	796

10.3.3—Priority 3 Facilities

Deficiency	Deficiencies within University-Designated Accessible Routes	CUUATS Data on University-Owned Streets and Property	Total # of Deficiencies on University-Owned Streets and Property
Cross Slope Deficiencies (Sidewalks Only)	17	69	86
Running Slope Deficiencies (Sidewalks Only)	10	0	10
Threshold Replacements (Priority Buildings Only)	3	-	3
Cross Slope Deficiencies (Curb Ramps Only)	1	12	13
Running Slope Deficiencies (Curb Ramps Only)	2	38	40
Ramp Handrail Deficiencies	1	-	2
Vertical Faults (Grinding Only)	0	196	196
TOTAL:	34	317	351

Section 10.4—Cost of ADA Repairs

This table shows the estimated construction cost of correcting deficiencies on public sidewalks near all University-Owned facilities, property, and streets.

Deficiency	# of Deficiencies on Campus	Average Repair Costs (Per Deficiency)	Total Cost
Cross Slope Deficiencies (Sidewalks Only)	**429**	**$2,000**	**$858,000**
Running Slope Deficiencies (Sidewalks Only)	**55**	**$1,000**	**$55,000**
Threshold Replacements (Priority Buildings Only)	**8**	**$500**	**$4,000**
Cross Slope Deficiencies (Curb Ramps Only)	**92**	**$6,000**	**$552,000**
Running Slope Deficiencies (Curb Ramps Only)	**142**	**$6,000**	**$852,000**
Ramp Handrail Deficiencies	**15**	**$5000**	**$75,000**
Vertical Faults (Grinding Only)	**3351**	**$50**	**$167,550**
TOTAL COST:			**$2,563,550**

Assumptions: Based on recent in-house cost experience and survey of local engineers & contractors

- Cross Slope (Sidewalks Only)- assumed 100 Sq. ft. at cost of $20/Sq. ft. = $2,000 each
- Running Slope (Sidewalks Only)-assumed 100 Sq. ft. at cost of $20/Sq. ft. = $1,000 each
- Threshold- Full Replacement of non-compliant Thresholds, $500
- Curb Ramp- Average Curb Ramp Replacement Cost, $6000
- Ramp Handrail-Average Ramp Handrail Replacement Cost, $5000
- Vertical Faults-Grinding as the main method for correcting deficiencies, average cost $50
- Obstructions-Average Cost for the removal of the obstruction, $500

Section 10.5—Cost of ADA Repairs within 100ft. Accessible Routes Buffer

The following table summarizes the total number of and cost to repair the accessible deficiencies identified during the CUUATS and University self-evaluations on University-owned streets and property within 100 ft. of the designated accessible routes for the prioritized (90) University buildings assessed in this Supplement.

Deficiency	# of Deficiencies within 100 ft. of prioritized	Average Repair Costs (Per Deficiency)	Total Cost
Cross Slope Deficiencies (Sidewalks Only)	182	$2,000	$364,000
Running Slope Deficiencies (Sidewalks Only)	51	$1,000	$51,000
Threshold Replacements (Priority Buildings Only)	8	$500	$4,000
Cross Slope Deficiencies (Curb Ramps Only)	72	$6,000	$432,000
Running Slope Deficiencies (Curb Ramps Only)	89	$6,000	$534,000
Ramp Handrail Deficiencies	15	$5,000	$75,000
Vertical Faults (Grinding Only)	783	$50	$39,150
TOTAL COST:			**$1,499,150**

Deficiency	PRIORITY 1	PRIORITY 2	PRIORITY 3	TOTAL
CAMPUS WITH 100 FT ACCESSIBLE ROUTE BUFFERS	**$181,400**	**$756,450**	**$510,300**	**$1,449,150**

This estimated cost of repairs is a present construction value and would have to be adjusted for both cost inflation and add misc. owner and consultant project costs.

Section 10.6—Implementation Schedule

10.6.1—Schedule and Budget for ADA Improvements

Facilities & Services (F&S) has previously addressed sidewalk accessibility improvements through the use of maintenance funds to make improvements to specific locations identified by in-house surveys or by a campus user concern, or as part of a major street and sidewalk project. The University is committed to addressing these and the other deficiencies identified by the CUUATS and University self-evaluations included in this supplement, not only through F&S funds described above, but we will also seek additional campus funding with the goal of mitigating these deficiencies as soon as possible.

10.6.2—Project Priorities

The campus is currently seeking additional funding for all of the ADA deficiencies identified within this transition plan update and expects to secure it within the next five years. The corrective work would then begin at the priority locations defined herein and continue to completion as soon as possible thereafter.

10.6.3—Improved Tracking of ADA Improvements

Facilities & Services will also seek to improve automated reporting repair systems. This reporting will be improved by ongoing communication between F&S Engineering & Construction Services, Grounds, and Labor units. ADA improvements will also be identified, tracked, and updated using ESRI's ArcGIS Collector app.