

5.0 ADA Transition Plan Comprehensive Summary



City of Boise
ADA Transition Plan

July 2021

Prepared by:



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1.1 Executive Summary

Introduction

The City of Boise is creating their first Americans with Disabilities Act (ADA) Transition Plan to ensure higher quality of life for its residents and that city-owned facilities are compliant with the 2010 ADA Standards for Accessibility Guidelines (ADAAG), the Idaho Building codes, and the International Building Code (IBC). The ADA of 1990 is a civil rights law that prohibits discrimination against people with disabilities. The ADA states that designing and constructing facilities for public use that are not accessible to people with disabilities could constitute a discrimination. The Transition Plan evaluates the existing conditions of each facility and identifies violations, as well as improvements necessary to ensure accessibility and usability by persons with disabilities. The ADA applies to all facilities, including those built after 1990, and local governments are required to perform a self-evaluation of their infrastructure and identify all barriers to accessibility. An ADA Transition Plan shall then be developed to address all accessibility related deficiencies. This Plan is a living document that will be utilized by the City of Boise as a guide and can be amended over time, based on available resources and priorities.

The ADA Transition Plan is intended to achieve the following:

- Identify physical barriers that limit the accessibility of the facility or access to services for individuals with disabilities,
- Describe the methods to be used to make the facility accessible,
- Provide a schedule for removing the barriers to accessibility, and
- Identify the name of the official responsible for the plan's implementation.

To improve access, safety, and accessibility for all Boiseans and visitors, the City is conducting an ADA Assessment and developing an ADA Transition Plan for thirty (30) City-owned facilities. To ensure that the facilities are accessible for persons with disabilities, Tindale Oliver's review covers facility entrances and exits, accessible routes, curb ramps, handrails, existing indoor and outdoor facilities, doors, restrooms, signage, as well as other building amenities as provided by the City.

This assessment includes a comprehensive inventory of the conditions of the City of Boise facilities and identifies and prioritizes improvements to address deficiencies. Information relating to the accessibility of each facility has been collected. This document outlines the development of the facility inventory, database of the barriers to accessibility and the prioritization/phasing plan of the improvements. A separate appendix has been prepared that includes a detailed summary of each building's violations and recommendations.

Development of the ADA Transition Plan

The ADA Transition Plan establishes a list of improvements necessary to achieve full ADA compliance to and within City buildings. The Plan is to be implemented over time based on the availability of resources, as established by the City of Boise. It is the responsibility of the City to ensure the implementation of the ADA Transition Plan is carried out. Its adherence will protect the City from future litigation pertaining to accessibility issues. Conversely, deviance or lack of progress from the plan without justification may leave the City vulnerable. Therefore, it is important to update and maintain the ADA Transition Plan until it is either fully implemented or replaced with a newer plan.

The Code of Federal Regulations (CFR), 28 CFR 35.150(d) outlines the legal requirements for an ADA Transition Plan. At a minimum, the law requires four components of the plan:

1. **Physical Assessment:** identify obstacles that limit public accessibility of programs or services.
2. **Recommendations:** methods that will make these items accessible must be described.
3. **Remediation schedule:** the schedule required to implement the necessary steps to make these items compliant must be specified.
4. **ADA Coordinator:** officials responsible for implementation of the items must be indicated.

As described below, as well as in each of the building's individual ADA Transition Plans, assessments of the physical obstacles that present barriers to accessibility were identified, proposed steps for mitigation were recommended and prioritized, and a schedule for their implementation was prepared. Lastly, Ciera Garechana, the City of Boise's ADA/Title VI Coordinator will be responsible for coordinating the plan's overall implementation.

ADA Assessment

The data collection process for infrastructure assessments is the most involved portion of this project. Every facility included in this report was inspected by assessors who are certified by the International Code Council (ICC) as Accessibility Inspector/Plans Examiner (AI/PE) and a Professional Engineer (P.E.). A walk-thru and assessment of building elements for compliance with applicable accessibility standards was conducted September 16 through October 1, 2020. The assessments included a comprehensive inventory of the conditions of the City-owned buildings and identified and prioritized improvements to address the barriers to accessibility. The facility survey addressed each accessible element and space within and external to the facilities and included applicable elements such as facility entrances/exits, parking, sidewalks, accessible routes, curb ramps, handrails, signage, existing indoor and outdoor facilities, doors, restrooms, and all other elements covered by the ADAAG and the IBC.

The survey included physical measurements and counts for components or systems. Survey findings were collected and recorded on Tindale Oliver’s custom Android-based ADA compliance checklist application. This application populates and organizes photos and information in a secure geo-coded database that the Accessibility Inspectors then use to generate a report for each building. Photos were taken with the tablet of each area of the facility for familiarization and were later referenced to illustrate deficiency findings. Measurements were taken using a tape measure for clearances, distances, and heights; a smart level for slopes; and a door pressure gauge for opening resistance of doors.

The digital data and photos were then uploaded to a database on Tindale Oliver’s secure servers for backup. Where appropriate, photos are included in the Accessibility Assessment Report (AAR), as shown in Appendix A, to illustrate issues or deficiencies. The facility survey consisted of non-intrusive visual observations, which allowed for a readily accessible and easily visible components and systems assessment of the facility, which included measurements of space and clearance dimensions, slope, walkway widths, reach ranges, maneuverability measurements, etc. The purpose of this data is to improve City staff’s understanding of accessibility issues pertaining to the ADA and the IBC requirements—specifically, how the ADA and IBC relate to buildings and how to identify elements and facilities that are compliant with the ADA and those that are not.

Human Centered Design

In addition to identifying barriers to accessibility and laying out solutions, as required by the ADA and IBC, our team also recommended additional holistic Human Centered Design solutions. Human Centered Design offers solutions that do not focus solely on the accessibility barrier, but also on the needs, contexts, and behaviors of the users that the solutions will serve. It is a process that turns difficult challenges into desirable outcomes for individuals of all abilities. This process involves identifying solutions with the end user, through engagement with the Boise’s ADA community. The result is a set of recommendations that are data-driven and personalized to fit the needs of the entire community.

- Human Centric: human centered design solutions involve creating solutions that focus on the needs of the community. This is achieved through public outreach and getting to really understand the challenges faced by a person with disabilities in Boise. This design process prioritizes the following:
 - Equitable use
 - Flexibility
 - Low physical effort
- Understanding behaviors, thoughts, and emotions: this involves understanding Boise residents’ perception when it comes to accessibility. Even though behaviors, thoughts and emotions are not quantifiable, they are usually critical in understanding the root of the

issue and from that, our team can provide solutions that will be embraced by the community.

- Think of accessibility as a system.

Implementation and Financial Plan

The final step in the Transition Plan process is the development of an Implementation and Financial Plan. This was accomplished through the following efforts:

- Preparing cost estimates for the required improvements.
- Identifying the funding that is estimated to be available in the coming years; and
- Reviewing the specific improvements in more detail and categorizing them into two separate groups:
 - Short-term (quick fix) improvements
 - Long-term improvements that require more time, effort, and/or funding

The individual facility reports outline specific improvements that are required to make each facility fully accessible. Each recommendation is categorized by the perceived severity of the associated barrier to accessibility, which was then used to develop a draft timeline of improvements along with a schedule of associated costs.

Development of Cost Estimates for Improvements

In order to develop the Implementation and Financial Plan, unit costs for each type of improvement were developed. These unit costs were based on local and state data, recent experiences with other agencies and, when available, standard industry costs when local data were not available. It is important to note that the unit costs include across-the-board assumptions that will need to be reviewed prior to the actual improvement being completed. A planning-level approach was taken on how to correct the situation. Since no engineering was performed on the proposed solution, the quantities and unit costs may be derived from broad assumptions. These larger items will need to be reviewed by an architect, engineer, or facility manager prior to the actual implementation, to ensure the assumptions are accurate and appropriate and to potentially make changes to cost or products used as these items move through the project development process.

Error! Reference source not found. provides a summary of the total improvement costs, based on their associated priority, as well as the total estimate of probable cost by improvement type. Also, as the City may not have the funding available to make all these improvements at once, which would offer the most economies of scale, cost estimates are reflective of multiple smaller phases that will be more conducive to the funding available.

It should be noted that the estimates are intended to reflect the order-of-magnitude costs for the City of Boise's overall facility improvement needs over the timeframe of the plan; for specific projects nearing implementation, it may be necessary for the City to conduct a more detailed cost assessment. Cost estimates that are shown as quick fixes were also included in the total cost. The total cost is a cumulative amount of the High (1-4), Medium (5-7), and Low (8-10).

Implementation Plan

The Implementation and Financial Plan was developed to identify when the improvements should occur based on the relative priority of the improvements and anticipated level of funding that will be available to address them.

It would be ideal if the City of Boise could take advantage of "piggybacking" needed improvements with other planned facility improvement and renovation projects. This would permit the City to benefit either because the project directly addresses some or all of the needed improvements or the project allows the City to reduce its improvement costs due to concurrent construction activities. The amount of implementation costs that could potentially be saved by completing the improvements concurrent with planned projects is not known at this time. Therefore, potential cost savings through fund leveraging are not included in the Implementation and Financial Plan at this time. In the future, should the City desire to estimate the amount of costs that could be reduced through fund leveraging, the cost of the improvements for those impacted improvements may be adjusted.

To develop the initial plan, as listed in Appendix A, each building's list of improvements was sorted by priority. Quick-fix items were assumed to be completed within a year. High priority items were generally planned to be completed the following year, followed by Medium and Low priority items.

It should be stressed that the Implementation and Financial Plan serves as a general guide for the planning of improvements and that several factors will influence the timing for implementation of specific improvements and the overall cost of the program, including:

- Opportunities for partnering with other agencies or organizations on implementing improvements.
- Specific site conditions at individual locations, including landscaping, utilities, drainage, which can have a significant impact on the type of improvements required and the associated cost.
- Contracting opportunities, including awarding a unit price contract for the implementation of improvements at multiple locations.
- Additional opportunities to relocate or consolidate individual amenities.

On an annual basis, the City's ADA Coordinator will supervise the revisions to and the updating of the ADA Transition Plan and the list of needed improvements will be reviewed against the funding that is available that year to develop a specific work program. As previously mentioned, this will involve development of more detailed cost estimates based on a review of site conditions at individual locations.

Appendix A contains each facility's Accessibility Assessment Report, which illustrate a phased implementation plan by listing the improvements and their proposed priority and associated probable costs. It should be stressed that the costs are good faith estimates of probable cost, with the ultimate costs dependent upon how the work is undertaken, site conditions at individual locations, and material and labor prices in future years. The number of items that are consolidated, modified, relocated, or removed will also be an important variable, as will be the amount of work that will be the responsibility of other entities.

Due to the unknown level of funding currently available for accessibility improvements, current renovation schedule, and the completion of the quick-fix improvement list, the items recommended for improvement for each year of the program are not necessarily the highest-ranking items on the priority list. However, as the improvement program progresses, high-ranking items that were not initially improved should be included in future years.

It should be noted that the prioritization rankings/implementation plan is just a guide. The number of items improved each year and the specific locations chosen for improvement may vary due to factors such as actual costs of the improvement. As such, the improvements will need to be reviewed and a work program developed specifying the improvements that will be undertaken on an annual basis. The improvements would be undertaken through task orders. It is envisioned that the effort could focus on implementation of improvements within specific sections of the building or would occur with groups of similar improvements throughout the City, both of which could enable improvements to be implemented more quickly.

It should be stressed that this plan is presented as an overall guide to the implementation of improvements. City staff will need to review the needed improvements and the available funding on an annual basis to develop the annual improvement program.

Prioritization

The barriers to accessibility were prioritized on a 10-point scale, as defined in **Error! Reference source not found.** This prioritization methodology has been developed by Tindale Oliver to assist the City of Boise in determining how the barriers to accessibility can be prioritized based on the severity of the non-compliant item, the existing level of accessibility, and the basic level of accessibility each remediated item will provide.

2.1 Deficiencies and Solutions

General

The use and occupancy of City buildings dictates egress and accessible route requirements consistent with ADAAG regulations. Because the general public regularly accesses the facility, and in the interest of establishing an accessibility compliance baseline condition report of the facility, a full accessibility assessment was conducted. Where deficiencies in compliance with ADAAG or IBC exist, descriptions of the deficiency, regulatory requirement(s) pertinent to the deficiency, a photo showing the deficient element, and recommendations for remediation of the deficiency are shown in Appendix A.

The following sections generally describe and illustrate common barriers to accessibility found throughout the buildings.

Table 2: Accessibility Violation Summary.

ACCESSIBILITY VIOLATION CATEGORY	2010 ADA STANDARDS FOR ACCESSIBLE DESIGN
Signage	§216.2 and §703
Restrooms	§307, §308, §604, §605, and §609
Protruding Objects	§211.2, §307, and §602.7
Amenities (vending machines, shelves, hooks, benches, pedestrian push button, etc.)	§307, §308, §405, §707, and §903
Parking (slopes, access aisle, parking signs)	§206.2, §208.2, and §502
Accessible Path	§303, §305, §307, §403, and §404
Counters	§306, §902, and §904
Showers	§213.3.6, §404, §607, §609, and §610
Drinking Fountains	§211.2 and §602.7
Doorways	§309.4 and §404.2.4
Handrails	§505.2 and §505.10
Ramps/curb ramps	§405

Parking

Accessible parking is vital in allowing visitors access to the facility. Parking spaces are not required by the ADA. Nonetheless, if parking is provided, accessible parking also must be

provided and must meet the following requirements and guidelines as outlined in the ADA. The City of Boise Facility Parking Count table shows the total number of parking spaces available for all facilities.

Standards:

- Accessible car parking spaces shall be at least 96" wide.
- Accessible van parking spaces shall be at least 132" wide.
- Van parking spaces can be 96" wide where the access aisle 96" wide.
- Accessible parking spaces shall have an adjacent access aisle that is 60" wide minimum.
- The access aisle shall connect to an accessible route.
- Accessible parking spaces and access aisles shall have a running slope and a cross slope no greater than 2%.
- The accessible parking and access aisle shall be made from a surface that is firm, stable, and slip resistant (wet or dry).
- Accessible parking spaces shall have signs identifying them.
- Signs identifying van parking spaces must include the phrase "van-accessible."
- Signs must be at least 60" above the ground.
- The signage shall include the International Symbol of Accessibility.
- At least one space for every 6 or fraction of 6 accessible spaces must be van accessible.
- Accessible parking spaces, aisles, and routes should be maintained in good repair and marked clearly. Spaces must not be used for snow, ice, or fallen leaf removal.
- Vertical clearance of 98" must be provided to parking spaces.
- The minimum number of accessible parking spaces are based upon the total number of parking spaces, as summarized in **Error! Reference source not found.**
- At least one space for every 6 or fraction of 6 accessible spaces must be van accessible.

Table 3: Minimum Accessible Parking Requirements.

TOTAL PARKING SPACES	MINIMUM ACCESSIBLE PARKING
1–25	1
26–50	2
51–75	3
76–100	4

TOTAL PARKING SPACES	MINIMUM ACCESSIBLE PARKING
101–150	5
151–200	6
201–300	7
301–400	8
401–500	9
501–1000	2 percent of total
1001 and over	20, plus 1 for each 100, or fraction thereof, over 1000

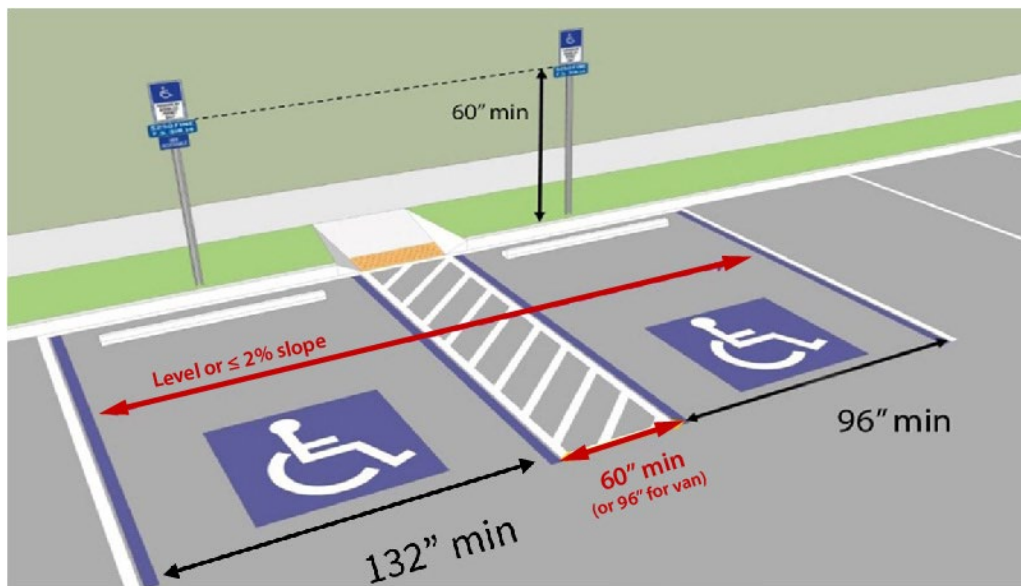


Figure 1: Illustration of parking standards mentioned above.

Accessible Routes

Sidewalks and routes that connect to the pedestrian arrival points must be accessible. In addition, the requirements listed below also apply to all internal accessible routes used by the public as they navigate the internal corridors of the building, as described in sections §301 and §401 of the 2010 ADA Standards for Accessible Design.

Standards:

- The surface must be firm, stable, and slip resistant (wet or dry).
- Shall be a 36" minimum wide continuous unobstructed path.

- The accessible route is allowed to decrease to a width of 32" for a maximum distance of 24", as shown in
- Shall have 60"x60" passing spaces at 200' intervals minimum.
- The running slope (parallel to direction of travel) must be equal to or less than 5% (>5% = ramp) for an accessible route. However, a sidewalk is permitted to have a running slope greater than 5% if it follows the slope of the adjacent roadway.
- The cross slope (perpendicular to direction of travel) must be less than or equal to 2%.
- Changes in level between 1/4" and 1/2" must be beveled at 1:2 slope.
- Changes in level greater than 1/2" are not allowed or must be ramped.
- Gaps in gratings must be no greater than 1/2" wide and openings must be aligned perpendicular to travel.

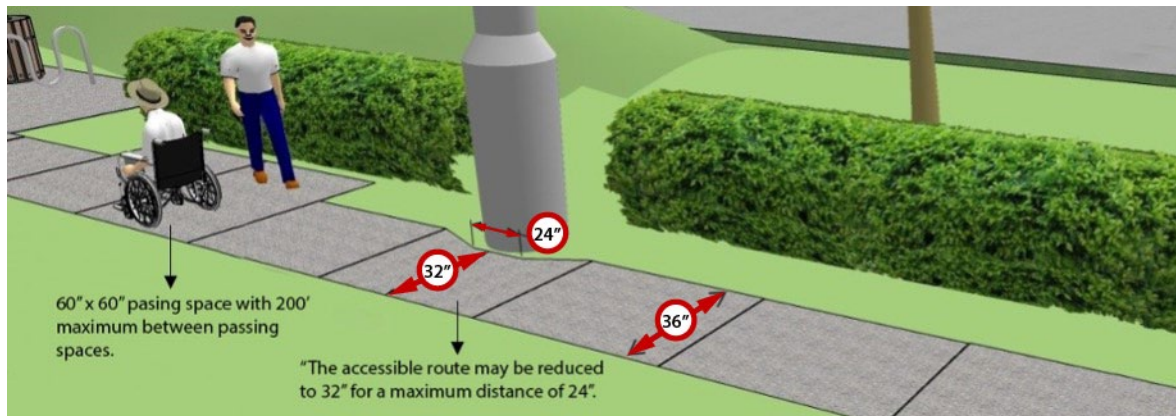


Figure 2: Accessible Route Standards Diagram.



Figure 3: Accessible Route.

Protruding Objects

Protruding objects shall comply with §307 of the 2010 ADA Standards for Accessible Design.

Standards:

- Objects with edges between 27" and 80" above the floor and protruding 4" or more can be considered protruding objects, as shown in Figure 4 below if their edges protrude more than 4" horizontally into the circulation path.

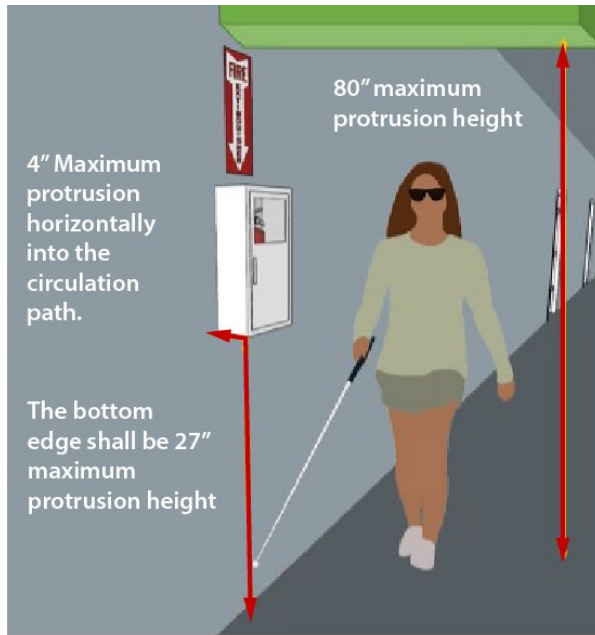


Figure 4: Protruding Objects

Ramps

The requirements for a ramp are more stringent than those of an accessible route, as listed in §405 of the 2010 ADA Standards for Accessible Design and described below.

Standards:

- Shall have a minimum of a 36" wide continuous unobstructed path.
- The running slope (parallel to direction of travel) must not be steeper than 8.3%.
- The cross slope (perpendicular to direction of travel) must be 2% or less.
- The rise shall be 30" maximum per ramp run.
- Landings must be located at the top and bottom of all ramp runs and must be a minimum of 60" long and at least the width of the ramp.
 - Ramps that do not have level landings at changes in direction can create a compound slope. Curvilinear ramps continually change direction and cannot, by their nature, meet the requirements for accessible routes.

- Ramp runs with a rise greater than 6" shall have handrails and edge protection.

Stairways

Stairs are part of the accessible route and shall comply with §504 of the 2010 ADA Standards for Accessible Design.

Standards:

- All steps on a flight of stairs shall have uniform risers and tread depth.
- Risers shall have a minimum height of 4" and 7" maximum.
- Tread depths shall be 11" minimum.
- It is recommended to provide visual contrast on tread nosings, or at the leading edges of treads without nosings, so that treads can be more visible to people with low vision.
- The radius of curvature at the leading edge of the tread shall be ½" maximum. Nosings that project beyond risers shall have the underside of the leading edge curved or beveled. Risers shall be permitted to slope under the tread at an angle of 30 degrees maximum from vertical. The permitted projection of the nosing shall extend 1½" maximum over the tread below.
- Stairs that are subject to wet conditions shall be designed to prevent the accumulation of water.

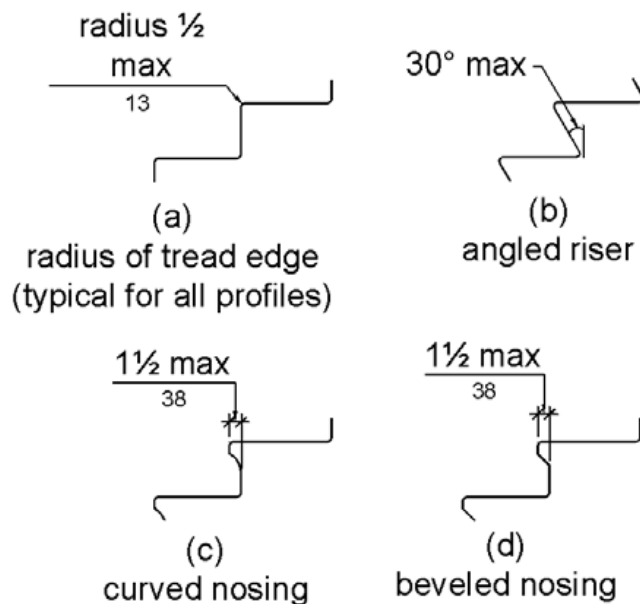


Figure 5: Stair Nosings

Handrails

Handrails along ramps and stairs shall comply with §405.8 and §505 of the 2010 ADA Standards for Accessible Design.

Standards:

- Handrails must be provided along ramps and stairs. Where handrails are required, they must be installed on both sides of the ramp or stairs.
- Handrail gripping surfaces shall be installed at a height of 34" minimum and 38" maximum above the walking surface, stair nosing, and ramp surface.
- The clearance between handrail and adjacent surface shall be 1 ½" minimum.
- Ramp handrails shall extend 12" minimum beyond the top and bottom of ramp runs. Extensions shall be continuous and return to a wall or be continuous to the handrail of an adjacent ramp run.
- At the top of the stairs, handrails shall extend horizontally 12" minimum directly above the stair riser and shall return to the wall or guard, as shown in **Error! Reference source not found..**
- At the bottom of the stairs, handrails shall extend a distance at least equal to one tread depth beyond the last riser and return to the wall or guard, as shown in **Error! Reference source not found..**

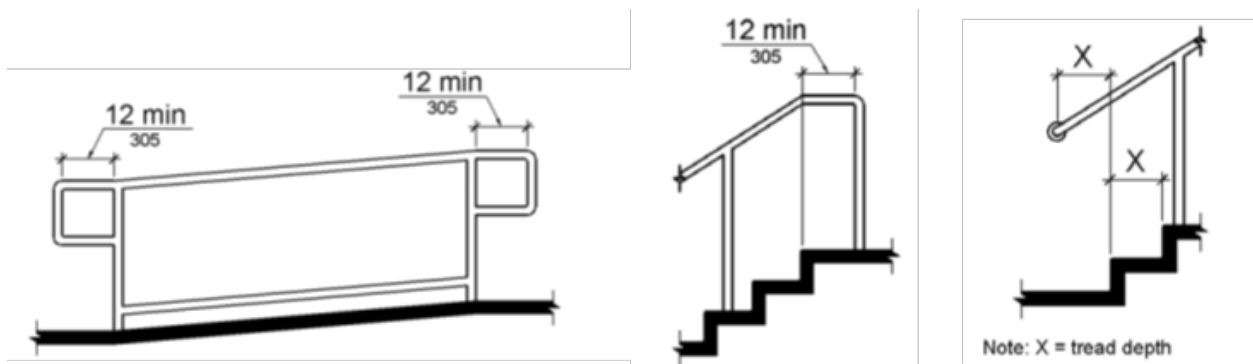


Figure 6: Handrails.

Doors and Doorways

Doors and doorways that are part of accessible routes and shall comply with §404 of the 2010 ADA Standards for Accessible Design.

Standards:

- A minimum of sixty percent (60%) of all public entrances shall be accessible. At non-accessible entrances, directional signs shall be provided to guide users to the nearest accessible entrance.
- Accessible doors shall have a clear width of 32" minimum measured between the face of the door and the stop.
- If thresholds are provided, they shall be 1/2" high maximum.
- The distance between two doors in series shall be 48" minimum plus the width of the door(s) swinging into the space.
- The maneuvering clearance requirements vary depending on the type of door and direction of approach. The most commonly used door with a front approach, requiring the user to pull to it to open, shall have a 60" maneuvering clearance perpendicular to doorway and 18" parallel to doorway, as shown in **Error! Reference source not found..**
- Operable parts such as door handles, pulls, latches and locks shall be located 34" minimum and 48" maximum above the floor.
- The door closing speed from a 90-degree open position to 12 degrees shall be 5 seconds minimum.

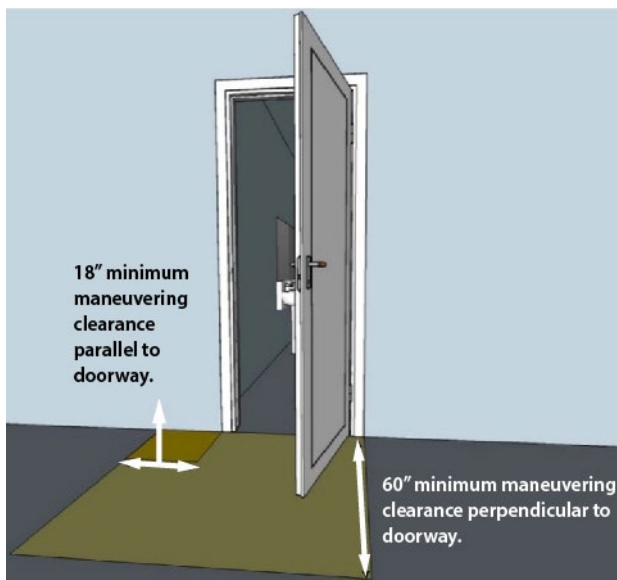


Figure 7: Accessible Maneuvering Clearance at Doorway.

Amenities

Reach Range

Care should always be taken when designing or improving an accessible route within a building to keep the path free of obstructions. Amenities such as benches, garbage cans, and drinking

fountains must be placed to not interfere with the accessible path but, at the same time, must be located on an accessible route, within reach range, and not act as a protruding object. Not only can these obstructions prevent visitors from accessing and using the amenities, they can also present a potential safety concern.

It should be stressed that amenities that are located off the accessible path are considered inaccessible. For items to be accessible, they must be located on, adjacent to, or within reach of a firm, stable, and slip-resistant surface, as shown in **Error! Reference source not found..**

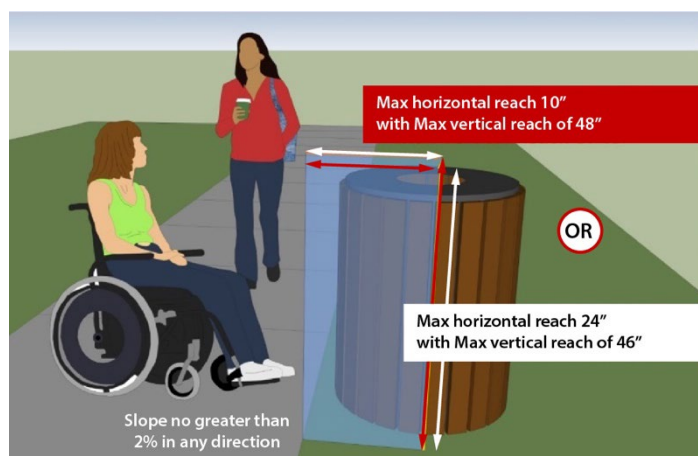


Figure 8: Accessible Garbage Can Located Adjacent to Paved Trail.

To help clear existing accessible paths from obstructions and to identify those features that are currently inaccessible, data on infrastructure were collected in the field to determine if they present an obstruction or are inaccessible. Based on the data collected, the difficulty level of remediating a barrier to accessibility could range from moving a bench to an accessible location to designing and installing a new accessible route to an amenity.

Reach range standards, as described below and shown in §308 of the 2010 ADA Standards for Accessible Design, were used to determine if an amenity can be accessed by a person in a wheelchair.

Standards:

- A level, 30"x48", firm, stable, and slip-resistant clear floor space must be present adjacent to the amenity.
- Forward Approach:
- The unobstructed minimum vertical reach range is 15" and maximum is 48" above the floor, as shown in **Error! Reference source not found..**
- The obstructed reach range is 48" maximum above the floor if the horizontal obstruction depth is 20" maximum, and 44" maximum if the horizontal depth is between 20"-25", as shown in **Error! Reference source not found..**

- Side Approach:
- The unobstructed side reach range is 15" minimum and 48" maximum above the floor. These same dimensions are permitted where an obstruction depth is 10" maximum, as shown in **Error! Reference source not found.**
- Where the side reach is over an obstruction, the height of the obstruction is 34" maximum and the depth of the obstruction shall be 24" maximum. The high side reach shall be 48" maximum for a reach depth of 10" maximum. Where the reach depth exceeds 10", the high side reach shall be 46" maximum for a reach depth of 24" maximum.

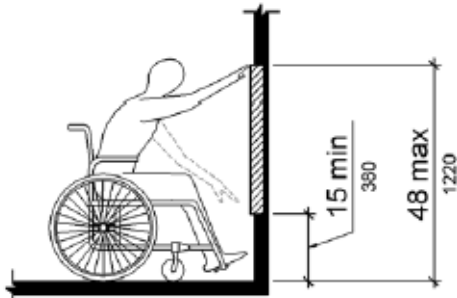


Figure 9: Front Unobstructed Reach Range.

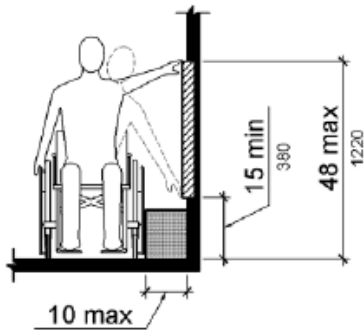


Figure 10: Side Unobstructed Reach Range.

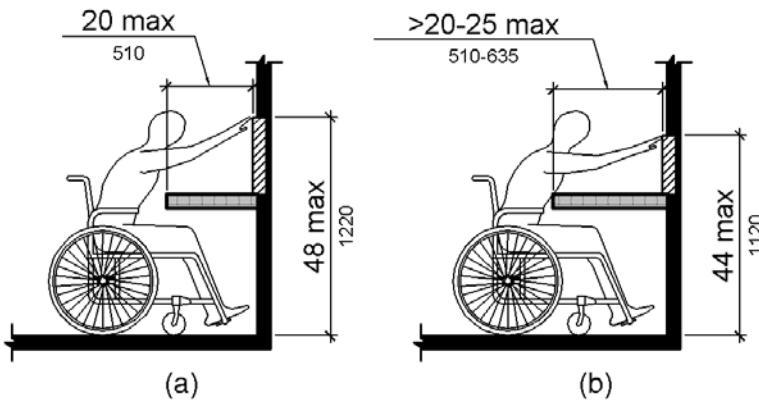


Figure 11: Front Obstructed Reach Range.

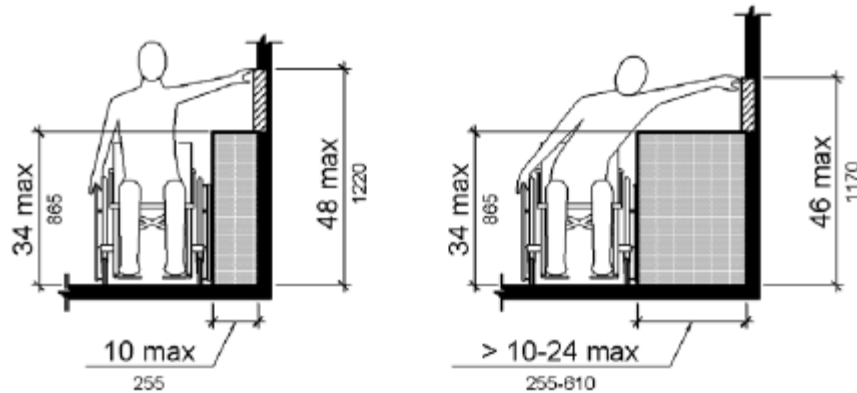


Figure 12: Side Obstructed Reach Range.

Drinking Fountains

Drinking fountains, like all amenities, must be accessible, as described in §602 of the 2010 ADA Standards for Accessible Design.

Standards:

- Drinking fountains shall be connected to an accessible route.
- The clear floor space, positioned for a forward approach, adjacent to the drinking fountain shall:
 - Be a minimum of 30"x48" in size.
 - Not have any slope greater than 2%.
 - Have a firm, stable, and slip resistant surface.
- Where drinking fountains are provided, there shall be at least two.
- For a low fountain, the waterspout height shall be 36" maximum above the floor.
- For standing persons, the waterspout height shall be 38" minimum and 43" maximum above the floor.
- The spout shall provide a flow of water 4" high minimum and shall be located 5" maximum from the front of the unit.

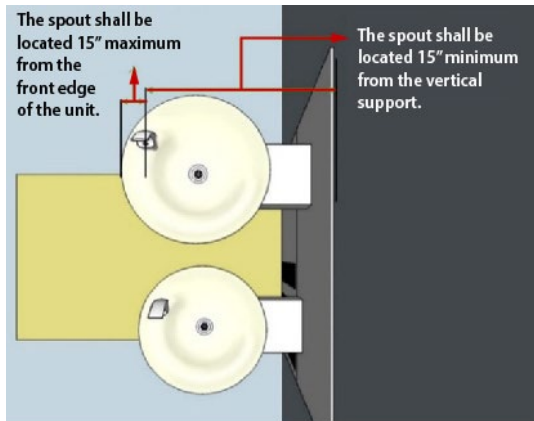


Figure 13: Drinking Fountain Location.

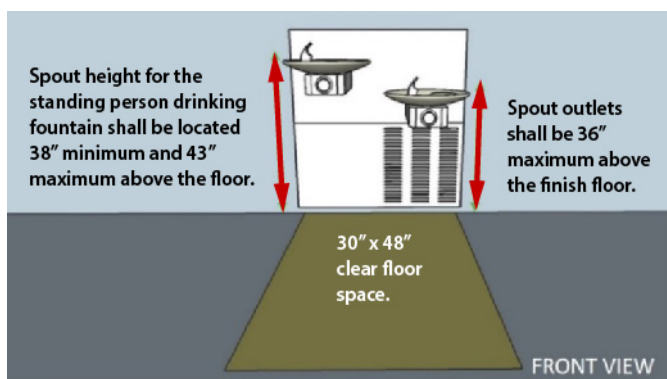


Figure 14: Drinking Fountain Height.

Dining and Work Surfaces

Dining and work surfaces must be accessible as described in §902 of the 2010 ADA Standards for Accessible Design.

Standards:

- Clear floor space complying with §305 positioned for a forward approach shall be provided.
- The tops of dining surfaces and work surfaces shall be 28" minimum and 34" maximum above the finish floor or ground.
- Accessible dining surfaces and work surfaces for children's use shall comply with §902.4.

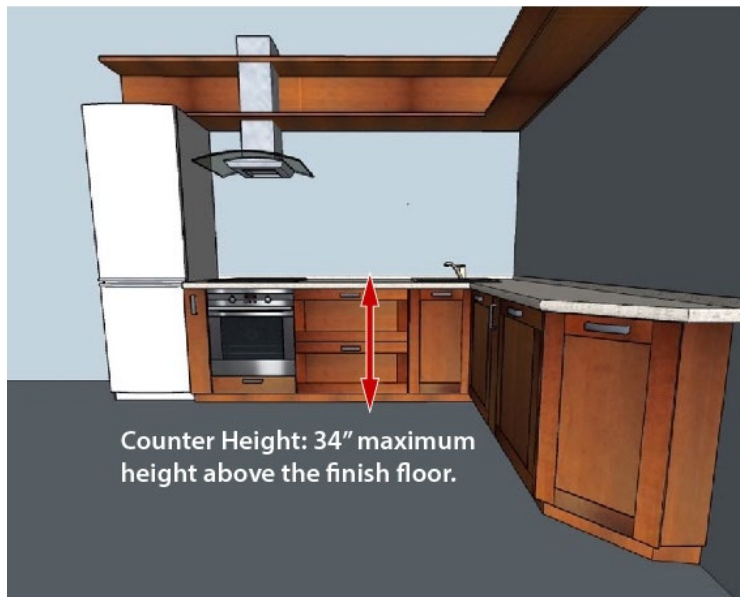


Figure 15: Accessible Dining and Work Surface.

Service Counters

Service and sales counters, like all amenities, must be accessible, as described in §904.4 of the 2010 ADA Standards for Accessible Design.

Standards:

- The accessible portion of the countertop shall extend the same depth as the sales or service countertop.
- For a parallel approach, a portion of the counter surface that is 36" long minimum and 36" high maximum above the finish floor shall be provided.
- A clear floor or ground space complying with §305 shall be positioned for a parallel approach adjacent to the 36" minimum length of counter.
- For a forward approach, a portion of the counter surface that is 30" long minimum and 36" high maximum shall be provided.
- Knee and toe clearance shall be provided under the counter.
- Toe clearance shall extend a minimum of 17" to a maximum of 25" under the counter.
- The clearance under the element shall be 9".
- Knee clearance shall extend a minimum of 11" to a maximum of 25" under an element at 9" above the floor.
- A clear floor or ground space complying with §305 shall be positioned for a forward approach to the counter.

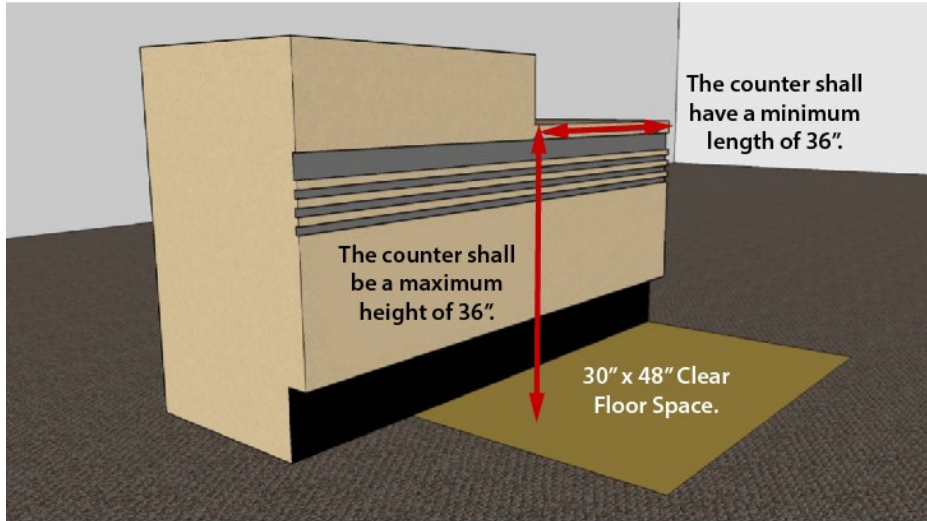


Figure 16: Parallel Approach Service Counter.

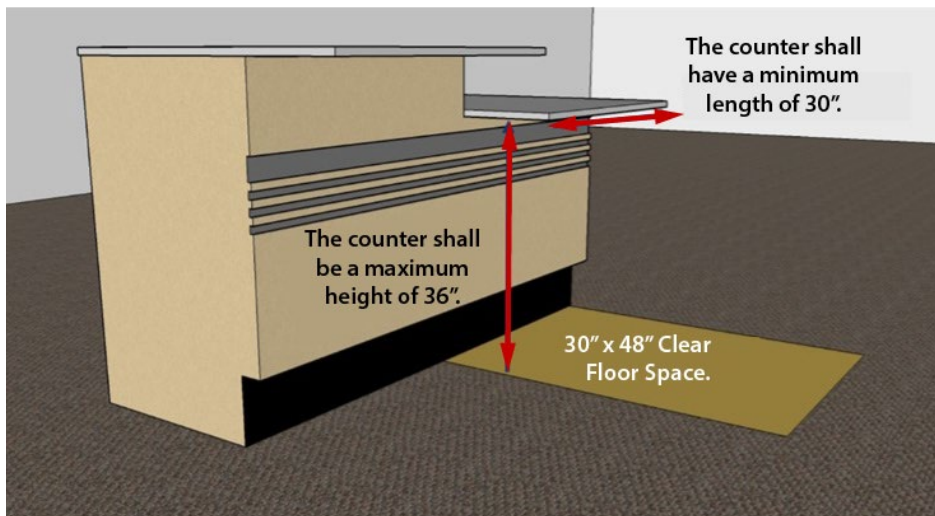


Figure 17: Forward Approach Service Counter.

Restrooms

Toilet Compartments

Restrooms are not required by the ADA. However, if provided, then accessible restrooms must also be available per §604 of the 2010 ADA Standards for Accessible Design.

Standards:

- Toilet compartment:
- The toilet compartment shall be 56" minimum measured from the back wall and 60" minimum measured from the side wall for wall hung water closets.

- The toilet shall be located 16" minimum to 18" maximum from the sidewall for wheelchair accessible stalls, as shown in **Error! Reference source not found.**
- Seat heights shall be 17" minimum to 19" maximum above the floor.
- A 60" wide turning space shall be provided within the room. Turning space, clear floor space, and clearance at fixtures shall be permitted to overlap. Doors shall be permitted to swing into the turning space but shall not swing into the clear floor space or clearance at fixtures.
- Flush controls shall be hand-operated or automatic. Flush controls shall be located on the open side of the toilet.

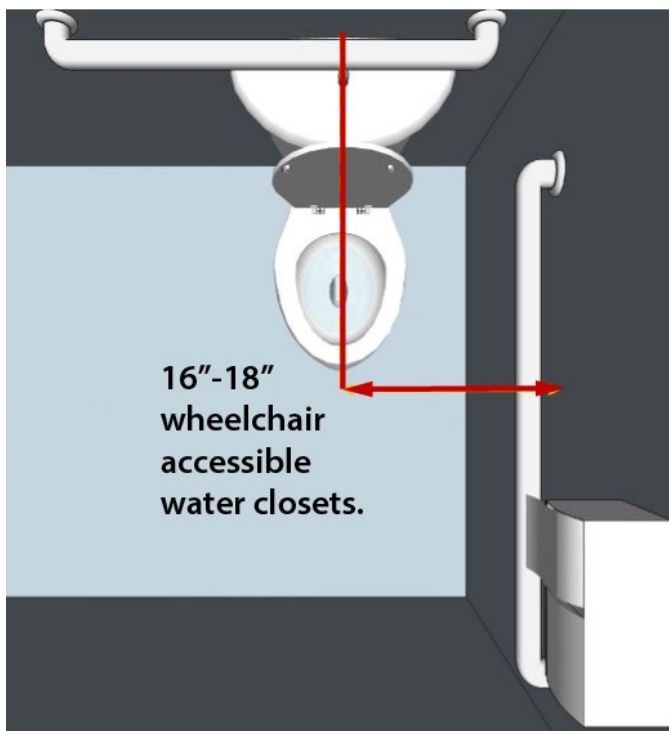


Figure 18: Toilet Location.

Urinals

Urinals shall comply with §605 of the 2010 ADA Standards for Accessible Design.

Standards:

- Urinals shall be the stall-type or wall-hung
- The rim shall be 17" maximum above the floor and 13 ½" deep minimum measured from the outer face of the urinal rim to the back of the fixture.

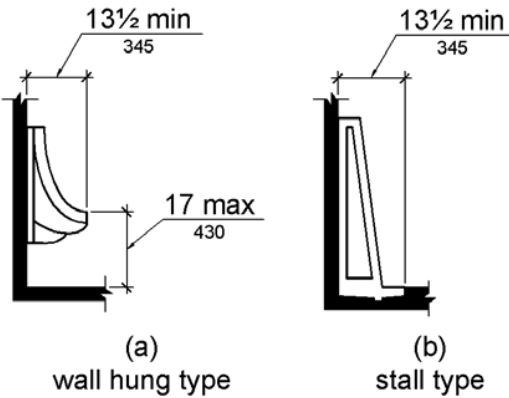


Figure 19: Urinal Height and Depth.

Toilet Paper Dispenser

Issues with the placement of the toilet paper dispensers, not in compliance with §604.7 of the 2010 ADA Standards for Accessible Design, were extremely common in the Judicial Center, as described below:

Standards:

- Dispensers shall be installed at a height of 7" minimum to 9" maximum in front of the toilet measured to the centerline of the dispenser.
- The outlet shall be within the reach range of 15" minimum and 48" maximum above the floor.
- The toilet paper dispenser shall not be located behind grab bars.
- There shall be a 1 1/2" minimum clearance below the grab bar. Dispensers shall not be the type that controls delivery or that does not allow continuous paper flow.

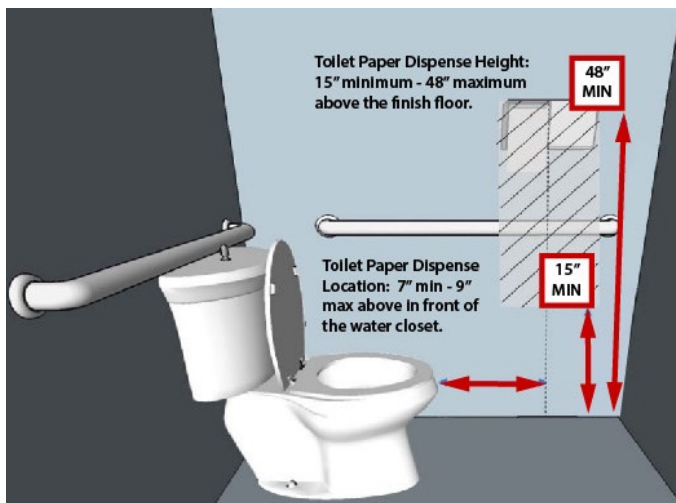


Figure 20: Toilet Paper Dispenser.

Grab Bars

Grab bars in restrooms must comply with §604.5 of the 2010 ADA Standards for Accessible Design.

Standards:

- Toilet compartment:
- The top gripping surface of the grab bars must be 33" minimum and 36" maximum above the floor.
- The sidewall grab bar shall be 42" long minimum, installed at 12" maximum from the back wall.
- The back-wall grab bar shall be 36" long minimum and extend 12" minimum from the centerline of the toilet on one side and 24" minimum on the other side.
- ICC/ANSI A117.1 (§604.5.1), as adopted by the Idaho Statutes Title 39 Chapter 86 [39-8614 (h)], requires a vertical grab bar in each accessible restroom. The vertical grab bar shall be 18" long (minimum). It shall be mounted with the bottom located 39" minimum and 41" maximum above the floor. The centerline of the vertical grab bar shall be located 39" minimum and 41" maximum from the rear wall.

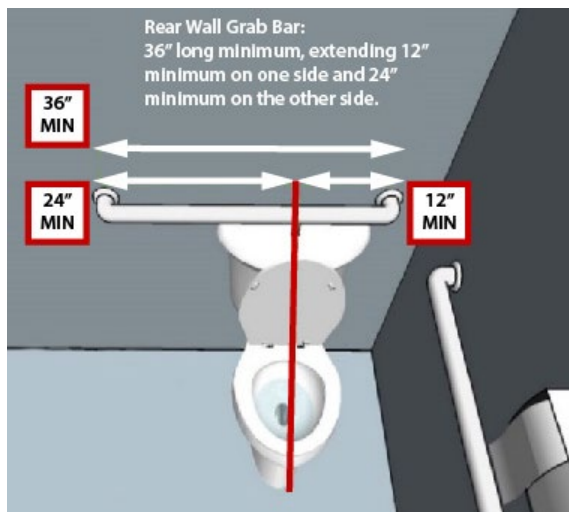


Figure 21: Toilet Grab Bars.

Sink, Mirror, and Shelf

Standards:

- Sinks shall be installed at a maximum height of 34" above the floor.
- Pipes shall be insulated and configured to prevent contact.

- Mirrors located above sinks shall be installed at a maximum height of 40" above the floor, measured at the bottom of the reflecting surface.
- Coat hooks and shelves shall be located at a minimum reach range of 15" and maximum 48" above the floor.
- Shelves shall be located 40" minimum and 48" maximum above the floor.

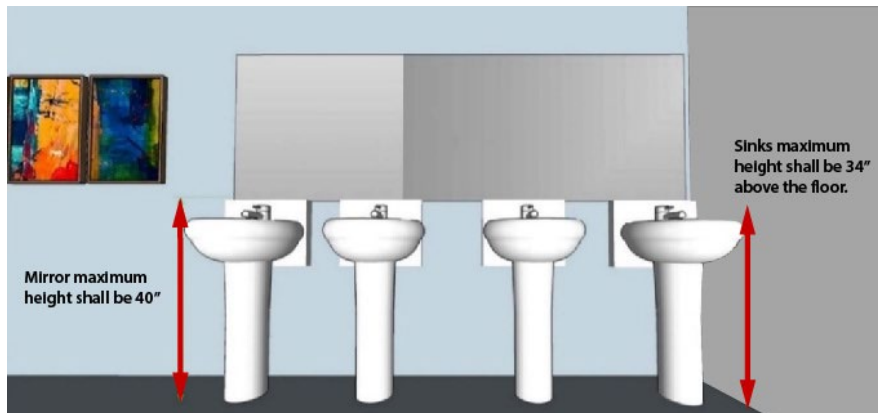


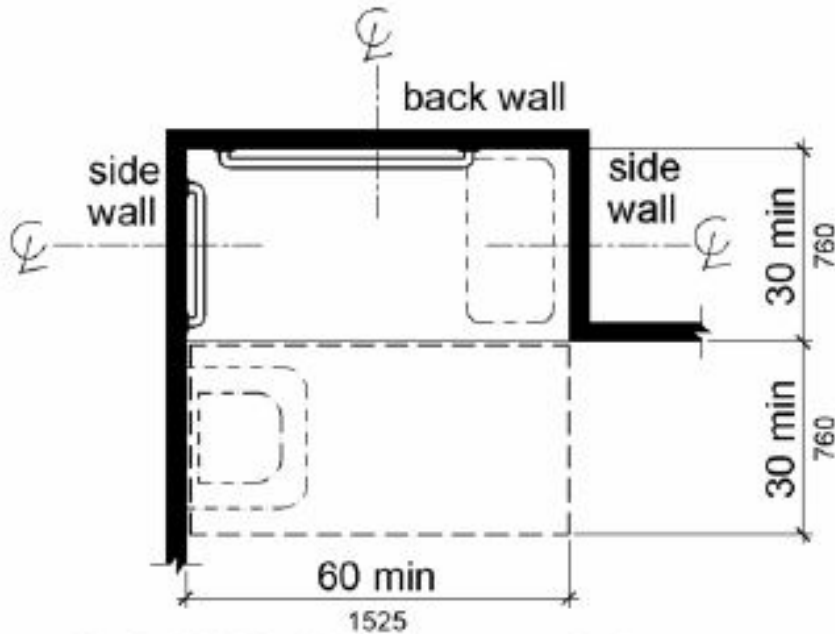
Figure 22: Bathroom Sinks and Mirror Locations.

Locker Room Showers

Showers in locker room must comply with §608 of the 2010 ADA Standards for Accessible Design.

Standards:

- Shower compartments shall have sizes and clearances complying with §608.2.
- Transfer type shower compartments shall be 36" by 36" clear inside dimensions measured at the center points of opposing sides and shall have a 36" wide minimum entry on the face of the shower compartment.
- Standard roll-in type shower compartments shall be 30" wide minimum by 60" deep minimum clear inside dimensions measured at center points of opposing sides and shall have a 60" wide minimum entry.
- Alternate roll-in type shower compartments shall be 36" wide and 60" deep minimum clear inside dimensions measured at center points of opposing sides.
- Shower seats shall be provided in transfer type shower compartments and shall comply with §610.
- Controls, faucets, and shower spray units shall comply with §608.5 and §309.4.



Note: inside finished dimensions measured at the center points of opposing sides

Figure 23: Locker Room Showers.

Room Signage

Signs are required to designate permanent rooms and places, per §701 of the 2010 ADA Standards for Accessible Design. In addition, exit doors must be identified by tactile (raised characters and Braille) signs.

Standards:

- Where a tactile sign is provided at a door, the sign shall be located alongside the door at the latch side.
- Signs containing tactile characters shall be located so that a clear floor space of 18" by 18" minimum, centered on the tactile characters, is provided beyond the arc of any door swing.
- Signs shall be installed 48" minimum above the floor, measured from the lowest character, and 60" maximum above the floor measured from the highest character.
- Signage characters and their background shall have a non-glare finish. The characters shall be high contrast compared to their background.



Figure 24: Room Signage.

3.1 Next Steps

As previously discussed, the City of Boise must take action to remediate all the barriers to accessibility at each of its 30 buildings. Although a schedule has been developed, it must be stressed that it should only be used as a guide. As projects near construction, costs for the recommended mitigation can be further refined by the City. As the City's accessibility mitigation budget and its mitigation priorities change over time, the items chosen for mitigation may also change – so long as improvements are made each year until which time when all the city-owned buildings are fully ADA compliant.

Lastly, it is important that the ADA Transition Plan be kept up to date. As barriers to accessibility are removed, they must be kept track of. This will ensure that the City is always aware of the amenities within each facility that are currently not accessible and has a plan as to when they will be mitigated and can be utilized safely and accessibly by all of Boise's citizens and visitors.

CITY OF BOISE FACILITY ASSESSMENT

Table 4: Facilities Included in this Assessment.

FACILITY	ADDRESS	CITY	STATE	ZIP CODE	YEAR BUILT	SQ. FT
City Hall	150 N Capital Blvd	Boise	ID	83702	1976	254,848
City Hall West	333 N Mark Stall Pl	Boise	ID	83704	2000	90,496
Boise Airport	3201 Airport Way	Boise	ID	83705	2004	459,285
City Of Boise Zoo	355 Julia Davis Dr	Boise	ID	83702	2014	11,270 + walking paths
Fort Boise Community Center	700 N Robbins Rd	Boise	ID	83702	1984	24,799
Boise Urban Garden School	2995 N Five Mile Rd	Boise	ID	83713	2014	1,451
Foothills Learning Center	3188 Sunset Peak Rd	Boise	ID	83702	2005	3,457
Fire Training Admin Building	12142 W Joplin	Boise	ID	83714	2018	5,914
Fire Training/Safety Building	12142 W Joplin	Boise	ID	83714	2018	9,865
Fire Training Clss A Burn Bldg	12142 W Joplin	Boise	ID	83714	2018	3,815
Fire Training CmrcI Tower Burn	12142 W Joplin	Boise	ID	83714	2018	15,629
Quail Hollow Golf Course	4720 N 36th St	Boise	ID	83703	1985	9,573
Warm Springs Golf Course	2495 E Warm Springs Ave	Boise	ID	83712	1972	6,688

FACILITY	ADDRESS	CITY	STATE	ZIP CODE	YEAR BUILT	SQ. FT
Library, Capitol	715 S Capitol Blvd	Boise	ID	83702	1946	79,992
Library, Collister*	4724 State St	Boise	ID	83703	N/A	approx. 12,000
Library, Hillcrest*	5246 W Overland Rd	Boise	ID	83705	N/A	13,502
Library, Ustick	7557 W Ustick Rd	Boise	ID	83704	2009	15,308
Library, Bown Crossing	2153 E Riverwalk Dr	Boise	ID	83706	2016	16,044
Boise Depot	2603 Eastover Terrace	Boise	ID	83701	1925	31,394
Senior Citizen Center	690 Robbins Rd	Boise	ID	83702	1979	18,517
Idaho Ice World	7072 S Eisenman Rd	Boise	ID	83716	1998	87,442
Borah Pool House	801 Aurora Dr	Boise	ID	83705	1968	3,240
Fairmont Pool House	7929 W Northview St	Boise	ID	83704	1972	3,607
Ivywild Pool House	2250 S Leadville Ave	Boise	ID	83706	1998	3,085
Natatorium Pool House	1811 E Warm Springs Ave	Boise	ID	83712	1954	3,256
Lowell Pool	1601 N 28th St.	Boise	ID	83703	N/A	N/A
James Castle House	5015 Eugene St	Boise	ID	83703	N/A	1,730
Public Works Farm Office/Shop Building	9560 W Nicholson Rd	Kuna	ID	83634	2015	15,459

FACILITY	ADDRESS	CITY	STATE	ZIP CODE	YEAR BUILT	SQ. FT
Wastewater Treatment Plant - Lander	790 N Lander St	Boise	ID	83703	1973	TBD (under construction)
Boise Watershed Treatment Plant	11818 W Joplin Rd	Boise	ID	83714	2016	140,687
Hayman House Plans Review	617 S Ash St	Boise	ID	83702		744.7

Table 5: Cost Summary.

FACILITY NAME	ESTIMATED COST				
	HIGH (1-4)	MEDIUM (5-7)	LOW (8-10)	TOTAL	QUICK FIX
City Hall	\$50,200	\$84,000	\$16,000	\$150,200	\$14,200
City Hall West	\$44,400	\$32,400	\$10,800	\$87,600	\$10,500
Boise Airport	\$177,100	\$161,300	\$52,100	\$390,500	\$34,500
City Of Boise Zoo	\$362,100	\$148,000	\$48,700	\$558,800	\$12,300
Fort Boise Community Center	\$35,100	\$36,700	\$18,700	\$90,500	\$7,700
Boise Urban Garden School	\$40,600	\$6,400	\$1,300	\$48,300	\$2,800
Foothills Learning Center	\$27,900	\$5,800	\$1,400	\$35,100	\$4,100
Fire Training Center	\$8,800	\$9,300	\$2,000	\$20,100	\$2,000
Quail Hollow Golf Course	\$28,100	\$22,200	\$11,900	\$62,200	\$3,700
Warm Springs Golf Course	\$43,200	\$19,700	\$4,100	\$67,000	\$4,900
Library, Capitol	\$86,000	\$119,600	\$5,100	\$210,700	\$13,700
Library, Collister	\$4,900	\$7,800	\$3,800	\$16,500	\$4,500
Library, Hillcrest	\$10,300	\$13,100	\$12,300	\$35,700	\$6,700
Library, Ustick	\$6,600	\$17,800	\$7,300	\$31,700	\$7,700
Library, Bown Crossing	\$6,800	\$15,500	\$5,700	\$28,000	\$5,000
Boise Depot	\$32,700	\$44,200	\$5,400	\$82,300	\$7,100
Senior Citizen Center	\$13,100	\$13,500	\$4,500	\$31,100	\$3,100
Idaho Ice World	\$20,800	\$115,200	\$9,000	\$145,000	\$11,300

FACILITY NAME	ESTIMATED COST				
Borah Pool House	\$40,800	\$51,700	\$500	\$93,000	\$7,500
Fairmont Pool House	\$16,100	\$46,100	\$1,700	\$63,900	\$5,000
Ivywild Pool House	\$16,400	\$14,800	\$2,100	\$33,300	\$24,500
Natatorium Pool House	\$44,900	\$34,500	\$1,500	\$80,900	\$3,900
Lowell Pool	\$100,300	\$110,700	\$300	\$211,300	\$2,300
James Castle House	\$8,300	\$4,700	\$5,900	\$18,900	\$3,400
Public Works Farm Office/Shop Building	\$5,100	\$11,000	\$4,100	\$20,200	\$4,200
Wastewater Treatment Plant - Lander	\$7,200	\$61,800	\$19,800	\$88,800	\$9,800
Boise Watershed Treatment Plant	\$73,900	\$52,600	\$16,400	\$142,900	\$8,500
TOTAL	\$1,311,700	\$1,260,400	\$272,400	\$2,844,500	\$224,900

Table 6: Prioritization Designations.

RATING	RATING NUMBER	CRITERIA
High	1	<ul style="list-style-type: none"> Major safety issues (dangerously steep slopes, large protruding objects, etc.)
	2	<ul style="list-style-type: none"> New construction built out of compliance with requirements Older construction severely out of compliance (accessible routes, ramps, etc.) Alterations that did not bring required elements into compliance
	3	<ul style="list-style-type: none"> Non-compliant accessible route from parking to building entrances (bad slopes, gravel surface, etc.) No accessible route to adjacent sidewalk system, when provided No accessible restroom stalls No accessible parking, insufficient number of spaces, or severely non-compliant parking (bad slopes, gravel surface, extremely narrow, etc.) Severely non-compliant accessible route (structural solution) No tactile signage identifying exits and permanent rooms
	4	<ul style="list-style-type: none"> Non-compliant parking (structural solution) Non-compliant counter heights (break room, multipurpose rooms) No directional signage provided to accessible amenity (interior and exterior) No detectable warnings present at curb ramps
Medium	5	<ul style="list-style-type: none"> Non-compliant exterior or interior door clearances (width issues, protruding objects) Protruding objects obstructing clear pathway (fire extinguishers, AED units) Non-compliant restroom amenities (sink, water closet, urinal, mirror) Non-compliant public access spaces (conference rooms, classrooms)
	6	<ul style="list-style-type: none"> No accessible drinking fountains (missing a high or low fountain) Non-compliant door hardware (doorknob that requires twisting or pinching) Non-compliant showers/changing areas (locker rooms).
		<ul style="list-style-type: none"> Non-compliant amenities (picnic tables, benches, vending machines, etc.)

RATING	RATING NUMBER	CRITERIA
	7	<ul style="list-style-type: none"> • Accessible route with moderate access issues (level changes that can be ground down) • Non-compliant detectable warnings at curb ramps (high contrast, inadequate length)
Low	8	<ul style="list-style-type: none"> • Non-compliant reach ranges (vending machines, garbage cans, AED units) • Non-compliant tactile signage at doorways or elevators (height, placement) • Accessible seating is not integrated, on a minor sloped area, or inaccessible
	9	<ul style="list-style-type: none"> • Non-compliant parking (faded striping, signage)
	10	<ul style="list-style-type: none"> • Minor level changes, gaps, or cracks in accessible route • Non-compliant drinking fountains

Table 7: City of Boise Facility Parking Count per Property.

CITY OF BOISE FACILITY PARKING COUNT

REQUIRED SPACES BY 2010 ADA

FACILITY	REGULAR SPACES	TOTAL ACCESSIBLE SPACES	VAN ACCESSIBLE	TOTAL ACCESSIBLE SPACES	VAN ACCESSIBLE
City Hall	192	2		6	1
Boise Airport	4665	73		137	23
City Hall West	436	9		9	2
Library, Capitol	143	3*****		5	0
City Of Boise Zoo	163	5	5	6	1
Idaho Ice World	352	8	0	8	2
Fort Boise Community Center	97	4	4*	4	0
Senior Citizen Center	72	9	9*	3	0
Library, Collister			N/A		
Library, Hillcrest			N/A		
Library, Ustick	3	72	1		
Library, Bown Crossing	99	6*****		4	0
Boise Depot	55	4	0	3	0
Lowell Pool House	21	0	1	1	0

Borah Pool House	71	3	0	3	3
Fairmont Pool House	53	2	0	3	0
Ivywild Pool House	141	5	3*****	5	0
Natatorium Pool House	70	3	2	3	0
Boise Urban Garden School	24***	3	1	1	0
Foothills Learning Center	17**	1		1	0
Quail Hollow Golf Course	116	1		5	0
Warm Springs Golf Course	134	4		5	0
Boise Watershed Treatment Plant	44 (public), 23 (employee only)	3 (public), 1 (employee only)		2	0
Public Works Farm Office/Shop Building	11****	1		1	0
Fire Training Admin Building					
Fire Training/Safety Building					
Fire Training Clss A Burn Bldg	35	2		2	0
Fire Training Cmrcd Tower Burn					
Wastewater Treatment Plant - Lander	27 *****	0	0	2	0
James Castle House	1	1		1	0

Notes for table 7:

* All spaces are also van accessible.

** shared between staff and public

*** Front lot: 19 total, 2 accessible, back lot: 5 total: 1 accessible.

**** public spaces: 5, employee/electric vehicle: 6

***** 1 of the 3 van accessible spaces is across the parking lot for tennis courts

***** google earth count

***** 25 employee spaces + 2 public spaces

Table 8: Airport Parking Count.

AIRPORT PARKING COUNT

REQUIRED SPACES BY 2010 ADA

	TOTAL	ADA	ACCESSIBLE SPACES	VAN ACCESSIBLE
Surface	396		8	1
Short Term	274	7		Compliant
Long Term*	596	7	9	1
Garage	2,097	43		
Level 1	330	8		
Level 2	588	13	111	19
Level 3	588	13		
Level 4	591	9		
Economy Public	735	16		Compliant
Economy Employee	567		11	2
TOTAL	4,665	73	139	23

Table 9: Boise Zoo Parking Count.

BOISE ZOO PARKING COUNT

REQUIRED SPACES BY 2010 ADA

	TOTAL	ACCESSIBLE SPACES	VAN ACCESSIBLE	ACCESSIBLE SPACES	VAN ACCESSIBLE
LOT A	87	1	1		
LOT B	76	4	4	6	1
TOTAL	163	5	5		

Lot B is closest to the zoo entrance.

CITY *of* BOISE