



CITY OF ADEL ADA TRANSITION PLAN

Formally Approved and Adopted by the
Adel City Council on October 13, 2020



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I. Introduction and Purpose

Summary of Law

This document, known as the City of Adel ADA Transition Plan, is a result of the mandate by the Federal government to insure that the rights of handicapped individuals in the United States are protected and preserved. Section 504 of the Rehabilitation Act of 1973 states:

No otherwise qualified handicapped individual in the United States shall, solely by reason of handicap, be excluded from the participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.

Congress passed the Americans with Disabilities Act (ADA) in 1990. Title II of the ADA covers programs, activities, and serviced public entities such as municipalities. It also provides protections to individuals with disabilities that are at least equal to those provided by the nondiscrimination provisions of Title V of the Rehabilitation Act. Title II further provides that public entities must identify and evaluate all programs, activities, and services and review all policies, practices, and procedures that govern administration of the entity's programs, activities and services. The key goals are to ensure that all people with disabilities have equal opportunity, economic self-sufficiency, and full participation in lifestyle and living conditions.

Title II of the ADA identifies specific steps that municipal governments must follow to comply with the ADA:

- Prepare a self-evaluation of infrastructure, services and activities that may not be accessible to persons with disabilities;
- Develop a transition plan to provide for the elimination of barriers for disable persons to obtain access to municipal services and infrastructure;
- Designate at least one employee to serve as the ADA Coordinator. This person will be responsible for the ADA compliance program;
- Establish a complaint and grievance procedure for the public to respond to issues and barriers regarding accessibility;
- Provide notice to the public of the municipality's obligations under Title II to prohibit discrimination on the basis of disability.

ADA Transition Plan for Adel

Consistent with the ADA requirements for inventory and self-evaluation, the City of Adel targeted a portion of the overall planning effort to complete a walking inventory of the entire, street-side pedestrian system within the city's existing boundaries. The plan for Adel follows the Federal Highway Administration (FHWA) and Iowa DOT guidance on development for these types of plans. The Adel ADA Transition Plan should consist of the following content:

- Physical barriers,
- Methods to help make the facilities compliant and more accessible,
- A schedule of completing the necessary steps,
- Identification of the official responsible for implementation,
- Incorporation of public input,
- Cost estimates, and
- Status updates.

Source: FHWA

Iowa DOT Guidelines for Municipalities

Iowa DOT serves as a resource for cities across the state on ADA compliance and procedures to help ensure uniform application and understanding. The following guidelines issued by the Iowa DOT help guide the content and format of the Transition Plan and references relevant sections of the Iowa DOT's Design Manual pertaining to ADA compliance.

- **New Construction and Alterations:** New buildings and facilities must comply with the 1992 construction provisions of the ADA Standards for Accessible Design of the Uniform Federal Accessibility Standards (UFAS). Building or facility alterations must also comply with the ADA Standards.
- **Maintenance Activities:** Maintenance of buildings and facilities is required. These places must be able to continually provide access to services, programs, and activities.
- **Maintenance of Pedestrian Facilities:** Maintenance of pedestrian facilities is also required so they are readily accessible and useable by persons with disabilities.

ADA Coordinator

As required by the ADA, public agencies with 50 or more employees must designate at least one responsible employee to coordinate ADA compliance and investigate complaints. The ADA coordinator is responsible for organizing the efforts of the City of Adel to comply with Title II and is also responsible for investigating any claims that the City has violated under Title II. The City of Adel's designated coordinator is:

Anthony Brown
City Administrator
City of Adel
P.O. Box 248
301 S. 10th Street
Adel, IA, 50003

(515) 993-4525 (Office)

(515) 993-4527 (Fax)

abrown@adeliowa.org (E-mail)

www.adeliowa.org (Website)

The city administrator or his designated representative serves as the primary contact for the Americans with Disabilities Act (ADA) policies, practices, and procedures for the City of Adel. Requests for information, questions, complaints, or grievances should initially be directed to him.

A complaint or grievance can be filed with the City of Adel according to the following Grievance Procedure.

Grievance Procedure

This grievance procedure is established to meet the requirements of the ADA. It may be used by anyone who wishes to file a complaint alleging discrimination on the basis of disability in the provision of services, activities, programs, or benefits by the City of Adel.

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

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

Anthony Brown
City Administrator
City of Adel
P.O. Box 248
301 S. 10th Street
Adel, IA, 50003

Within 30 calendar days after receipt of the complaint, the City Administrator will meet with the complainant to discuss the complaint and the possible resolutions. Within 30 calendar days of the meeting, the City Administrator will respond in writing, and where appropriate, in format that is accessible to the complainant, such as large print, Braille, or audio tape. The response will explain the position of the City of Adel and offer options for substantive resolution of the complaint.

If the response by the City Administrator does not satisfactorily resolve the issue, the complainant may appeal the decision with 30 calendar days after receipt of the response to the Council or designee.

Within 30 calendar days after receipt of the appeal, the Council or designee will meet with the complainant to discuss the complaint and possible resolutions. Within 30 calendar days after the meeting, the Council or designee will respond in writing, and where appropriate, in a format that is accessible to the complainant, with a final resolution of the complaint. All written ADA complaints or grievances received by the City of Adel shall be retained by the City of Adel for at least three years.

ADA and Adel Context

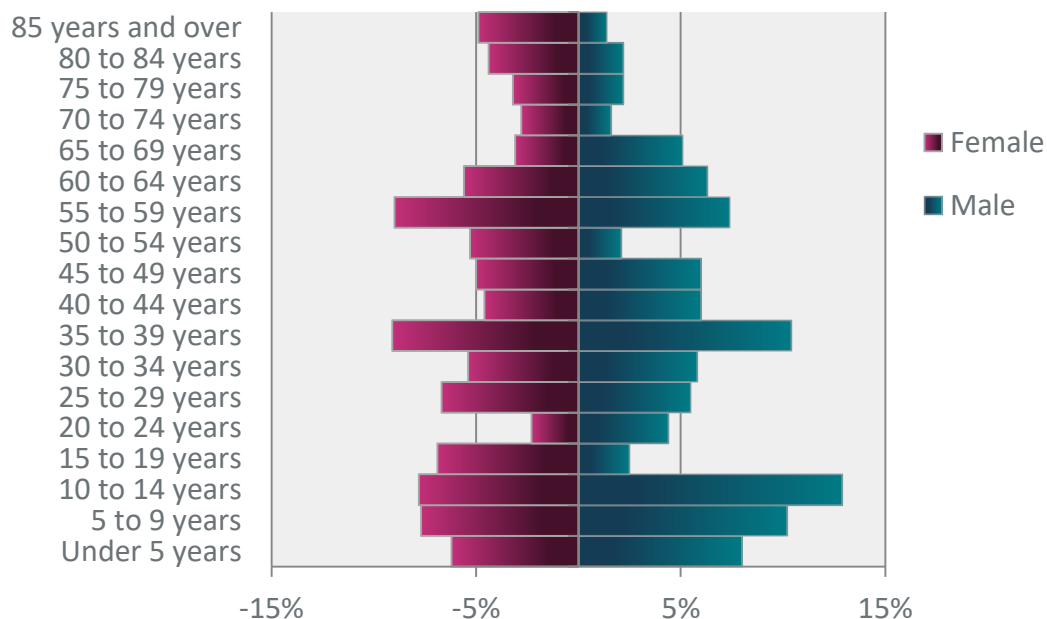
The City of Adel, beyond the federal requirements for an ADA Transition Plan, feels that achieving an accessible system for all residents and visitors helps to strengthen Adel's vision.

"Adel is home to approximately 4,300 people. We are located in Dallas County Iowa about 13 miles West of the intersection of Interstate 80 and Interstate 35. Adel has been a community since 1847, growing with pride, to be the community it is today. Adel is one of a few towns in Iowa with brick streets paving the downtown area."

A demographic breakdown of Adel supports this goal to achieve a fully compliant system. The data below identifies some community demographic characteristics stemming from the 2010 Census and the 2018 American Community Survey:

- 9.74% of Adel's civilian population reported to having a disability.
- 15.6% of the City's population is over the ages of 65 in 2018, up from 12.7% in 2010. This indicates the population is aging, which means increased consideration for an all ages and abilities system.
- 1.1% of Adel workers (age 16 and older) report having no access to a vehicle. 11.0% report having access to one vehicle, 61.2% have access to two vehicles, and 26.7% have access to 3 or more vehicles.

Figure 1: Population Pyramid for Adel, Iowa (2018 American Community Survey, US Census Bureau)



The population pyramid for Adel's population, Figure 1, shows a young city in terms of average age, but as noted above, the older population of Adel has increased from 2010 to 2018. Achieving a system that is ADA compliant will help Adel's aging community. Also with the large youth

population, it is important to ensure they are also able to navigate their community with ease and safety.

II. Methodology

Review of Design Standards and Practices

The first thing in producing a quality ADA Transition Plan is to understand what is being built and how it conforms to the current ADA requirements. This can be done through reviewing the design standards adopted and followed by the City of Adel.

Adel has adopted the Statewide Urban Design Standards Manual (SUDAS) as its design guide for infrastructure in the public right-of-way. SUDAS has instructions on various construction projects including sidewalks, curb ramps, and shared use paths. In the section, *Division 7 – Streets and Related Work, Section 7030 – Sidewalks, Shared Use Paths, and Driveways*¹, design instructions regarding the diagrams and construction were regarded as sufficient in terms of ADA compliance.

The Iowa DOT includes design standards regarding the construction of sidewalks and other related projects. The Iowa DOT's Design Manual², details the construction requirements of sidewalks, bicycle facilities, and shared use pathways. These instructions and diagrams are also suitable to help provide contractors and designers with ADA compliant guidance.

Data Collection

Inventory data was collected in the following areas:

- Sidewalk Curb Ramps,
- Sidewalks and Trails,
- Signalized Intersections, and
- Civic and School Parking Lots.

For each of the sidewalk curb ramps, information was noted on location, material, and whether or not it is ADA compliant or not. For sidewalks and trails, information was noted on road crossings and obstructions. The signalized intersections were checked for their crossing signals and the civic and school parking lots were evaluated based on handicap accessibility. Below are some examples comparing ADA compliant curb ramps versus not compliant curb ramps.

¹ Statewide Urban Design and Standards Manual (SUDAS), Division 7, Section 7030.
<https://iowasudas.org/manuals/specifications-manual/#sect7030>

² Iowa DOT Design Manual. <https://iowadot.gov/design/design-manual>

Compliant:

Curb Ramp with a Truncated Dome

**Not Compliant:**

Curb Drop Off with No Ramp



III. Summary of Field Work Findings

Sidewalk Curb Ramps

Throughout the course of a few weeks, the City of Adel's sidewalks and trails were walked and evaluated on ADA standards. A total of 734 curb ramp areas were evaluated. 54 percent of the total curb ramp areas were ramps with truncated domes. This is the ideal curb ramp situation, however, 35 percent of the curb ramp areas were ramps without truncated domes. Though not always required, truncated domes are highly suggested and encouraged at ramps. The real problem lies with the curb ramp areas that have no ramp at all and just drop off at the curb. 11 percent of the total curb ramp areas consisted of these types of issues. Table 1 below shows the data collected from Adel.

Table 1: Sidewalk Curb Ramp Data

Sidewalk Curb Ramp Data		
Curb Ramp Type	Number	Percent
# of Ramps w/ Truncated Domes	393	54%
# of Ramps w/out Truncated Domes	259	35%
# of Areas w/ No Ramp	82	11%
# of Total Curb Ramp Areas	734	--

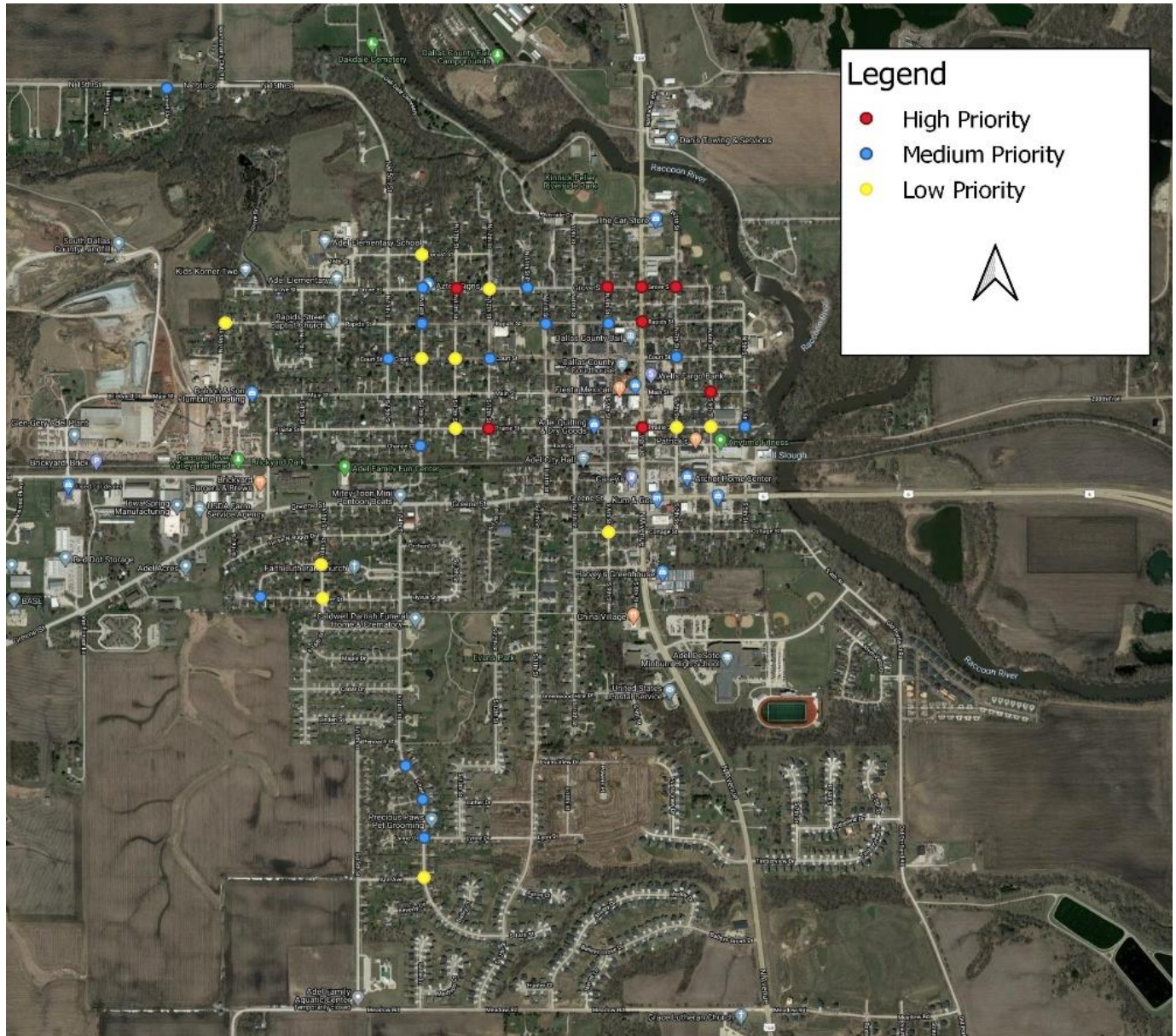
Looking at the information above is helpful, but it is also vital that information regarding the location of problem areas is recorded. Table 2 shows which areas are not ADA compliant and are ranked by priority level. The priority levels were determined by the number of corners not compliant at the marked intersection. Map 1 shows the data that is presented in Table 2.

Areas that are not ADA compliant:

Table 2: Corners Without Ramps

Intersections Without Ramps (number of corners that need ramps)		
High Priority	Medium Priority	Low Priority
<ul style="list-style-type: none"> • Main Street and N/S 6th Street: 7 • Prairie Street and S 12th Street: 5 • Prairie Street and Nile Kinnick Drive: 4 • Grove Street and N 7th Street: 4 • Grove Street and Nile Kinnick Drive: 4 • Grove Street and N 9th Street: 4 • Grove Street and N 13th Street: 4 • Rapids Street and Nile Kinnick Drive: 4 	<ul style="list-style-type: none"> • Court Street and N 12th Street: 3 • Grove Street and N 14th Street: 3 • Rapids Street and N 14th Street: 3 • S 14th Street and Lynne Drive: 3 • S 14th Street and Janet Circle: 3 • Court Street and N 7th Street: 2 • Court Street and N 15th Street: 2 • Prairie Street and S 5th Street: 2 • Grove Street and N 11th Place: 2 • Rapids Street and N 9th Street: 2 • Rapids Street and N 11th Street: 2 • Sunset Circle and N 15th Street: 2 • S 14th Street and Sandra Circle: 2 • S 14th Street and Chance Court: 2 • Pleasant Street and Hyvue Street: 2 	<ul style="list-style-type: none"> • Court Street and N 13th Street: 1 • Court Street and N 14th Street: 1 • Prairie Street and S 6th Street: 1 • Prairie Street and S 7th Street: 1 • Prairie Street and S 13th Street: 1 • Grove Street and N 12th Street: 1 • Locust Street and N 14th Street: 1 • Rapids Street and N 19th Street: 1 • Cottage Street and S 9th Street: 1 • S 14th Street and Ann Avenue: 1 • Pleasant Street and S 16th Street: 1 • S 16th Street and Hyvue Street: 1

Map 1: Priority Map for Intersections without Ramps

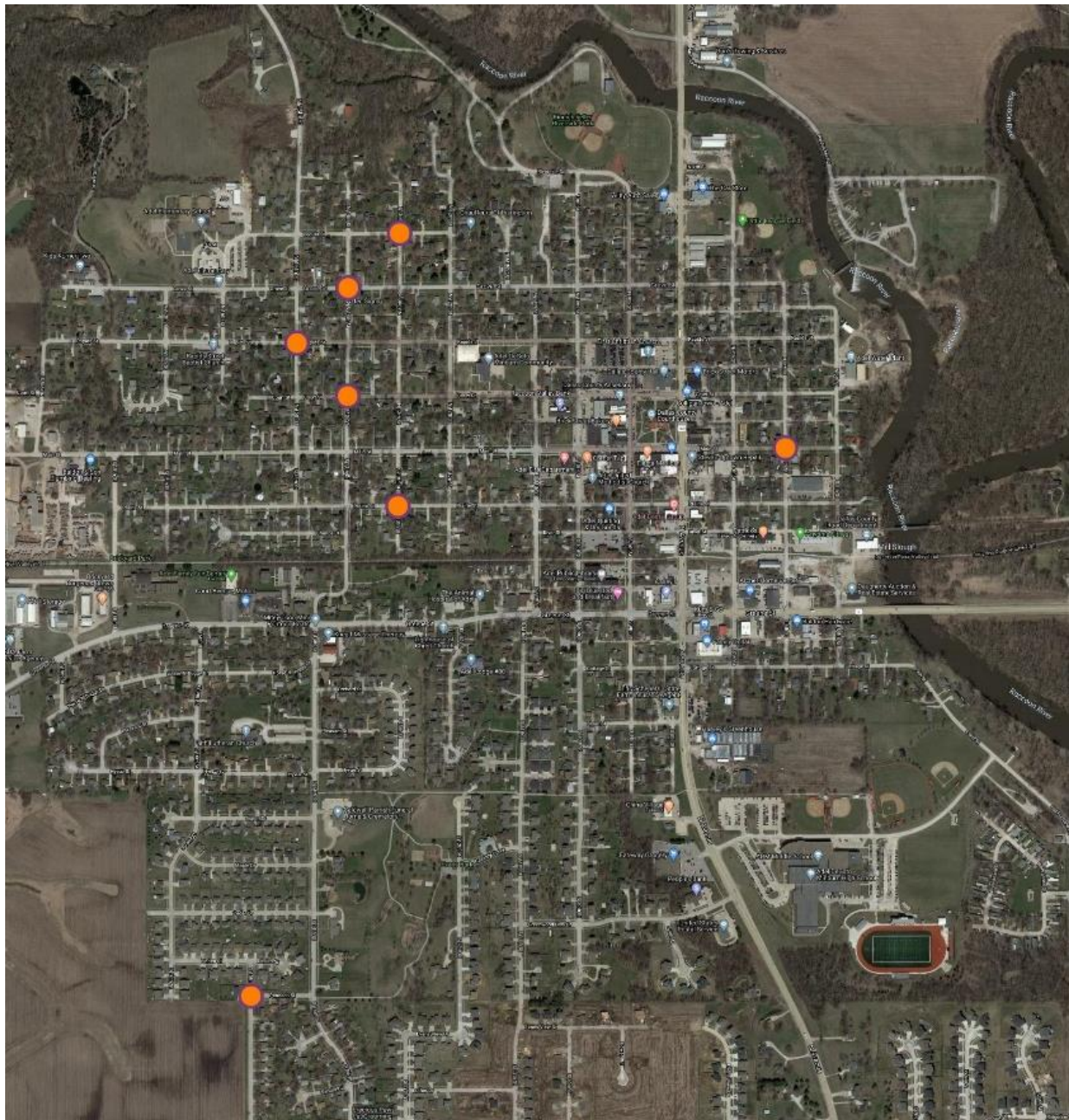


Another important citation is obstructions. Any form of obstruction that decreases the ramps accessibility needs to be fixed. Obstructions can include a break in the ramp, large cracks, and even tree or bush obstructions. Listed below are the areas where obstructions were noted at ramps.

Ramps with obstructions:

Map 2 shows the areas where there are ramps, but they have some sort of obstruction that prevents optimal accessibility. Below the map are the list of areas marked by the orange dots.

Map 2: Ramps with Obstructions



- Penoach Street and S 15th Street: Repair one ramp break



- Court Street and N 14th Street: Repair break



- Main Street and N 6th Street: Repair break
- Grove Street and N 14th Street: Repair break
- Locust Street and N 13th Street: Repair break
- Prairie Street and S 13th Street: Repair break



- Rapids Street and N 15th: Repair cracks and break



Sidewalks and Trails

Raccoon River Valley Trail



Poor Sidewalk Conditions on Van Fossen



Priority Repairs

- 9th Street and Raccoon River Valley Trail: stairs on each side of the trail; there is no way to get from one side to another on the sidewalk without using stairs



- Raccoon River Valley Trail: Dip before bridge to City Hall



- Evans Park Trail: A few large cracks along the trail (near the park)
- Greenwood Hills Drive and S 9th Street: Sidewalk ends; no way to cross the street to opposite sidewalk



- Van Fossen Lane: Fix cracks and breakage
- Hyvue Street and S 16th Street: Lip on one cement block



- Greene Street (between S 11th and S 10th Street): Bush obstruction



Signalized Intersections

Greene Street and Nile Kinnick Drive Intersection



There is one signalized intersection in Adel with stop lights. This intersection is on the corner of Greene Street and Nile Kinnick Drive. Out of the eight signals, one was not functional. The signal that does not work is located on the southwest side. The button and

sign that do not work is the one signaling crossing from south to north. The faulty signal and direction is marked on the following image. This signal should be repaired as soon as possible to ensure the safety of those crossing this intersection.

Evans Park Trail Crossing Nile Kinnick Drive

The trail starting as Evans Park eventually crosses Nile Kinnick Drive to access ADM Middle and High School. This crossing is marked by a pedestrian crossing signs on both side with buttons that activate warning flashes. Both of these signals are in working condition.

Civic and School Parking Lots

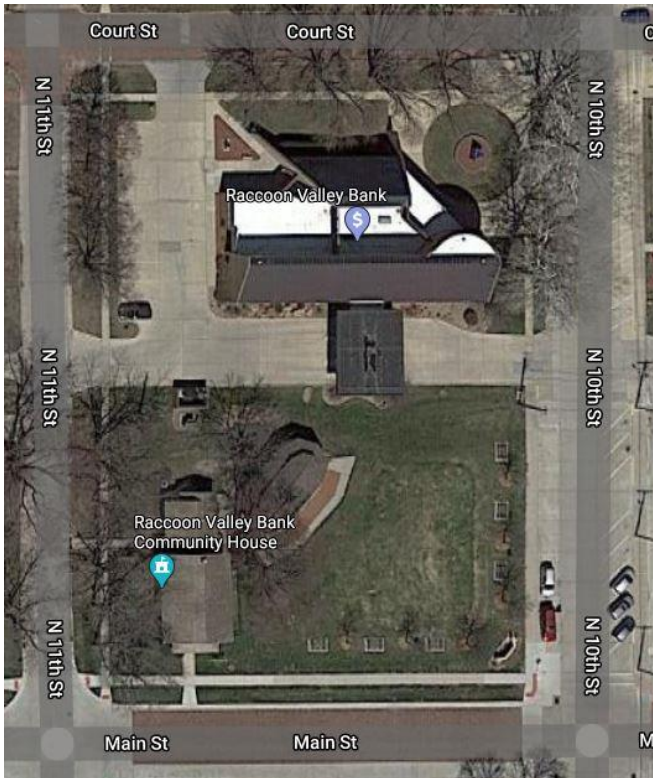
Civic

1. Raccoon Valley Bank Community House/ Community Stage and Pavilion
2. Adel Public Library
3. Adel Historical Museum
4. Adel Family Aquatic Center and Adel Dog Park
5. Raccoon River Valley Trailhead
6. Evans Park
7. Kinnick-Feller Riverside Park/ Little League Ballfields

Schools

8. Adel Elementary
9. ADM Middle School and ADM High School

1. Raccoon Valley Bank Community House/Community Stage and Pavilion



1016 Main Street

Inventory: This parking area consists mainly of street parking, but there is the option of the Raccoon River Valley Bank parking. Right outside of the Community House entrance are two marked handicapped stalls on the street. There is also a ramp that leads up to the sidewalk from the street.

Improvements: Though parking is quite limited in this area, it is suitable for its purpose of serving the Community House/Stage and Pavilion. No improvements are pressing at this time.

2. Adel Public Library

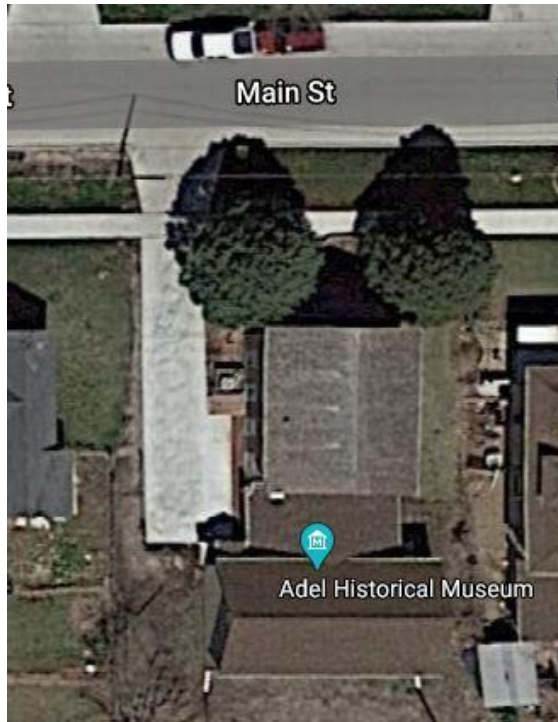
303 S 10th Street

Inventory: The Adel Public Library parking lot which also serves as the Adel City Hall parking lot, consists of 25 stalls, 2 of which are handicap. All stalls are marked by



painted lines and the handicapped stalls are marked by signs as well. There is sufficient access to the sidewalk from these stalls in the form of a paved ramp. Overall, this is a good parking lot that serves its purpose well.

Improvements: This parking lot serves the facility well and there are no impending improvements that need to be made at this time.



3. Adel Historical Museum

1129 Main Street

Inventory: This civic building only has street parking available and no handicap marked spots.

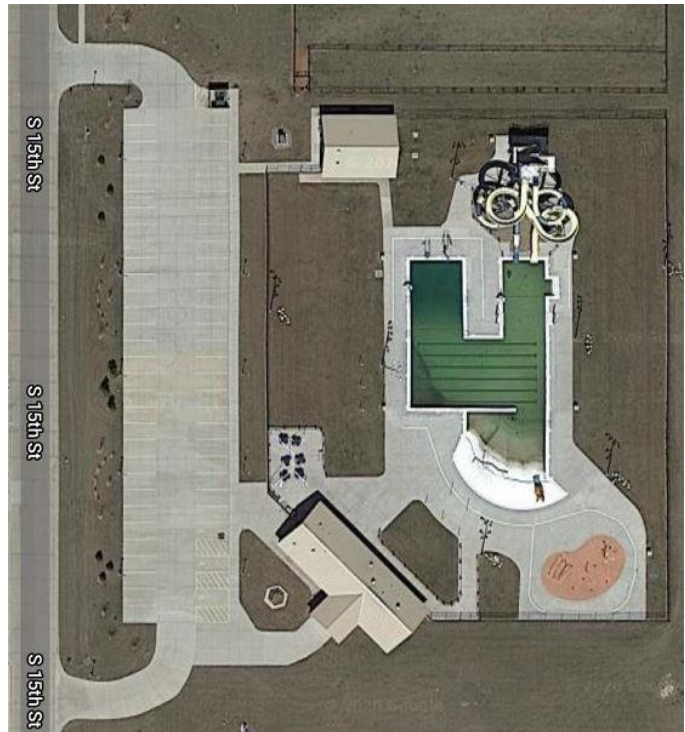
Improvements: Depending on the number and demographic of visitors to the museum, a handicapped spot could be marked on the street parking.

4. Adel Family Aquatic Center and Adel Dog Park

1800 S 15th Street

Inventory: The Adel Family Aquatic Center parking lot also serves the Adel Dog Park. This lot has a total of 58 stalls, 3 of them being handicapped. The parking lot is paved and stalls are marked by painted lines, with the handicapped stalls also being marked by signs. Overall, this is a very new and updated parking lot that serves the facility well.

Improvements: The one downside to this parking lot is that all of the handicapped stalls are located on one side of the parking lot. On the side near the dog park entrance, there are no stalls available for handicap peoples. There is also a lack of sufficient accessibility to the dog park entrance from the parking lot. A possible improvement would be to add one or more handicapped stalls on the dog park side of the lot and pave a path to the dog park entrance.



5. Raccoon River Valley Trailhead

Inventory: This lot is small and serves as a car park area for users of the Raccoon River Valley Trail. It is an unpaved, gravel lot that fits 25 cars. These stalls are marked by cement blocks instead of painted lines. There is one available handicap stall in the parking lot marked by signage, but there is no handicap accessible path to get onto the trail.

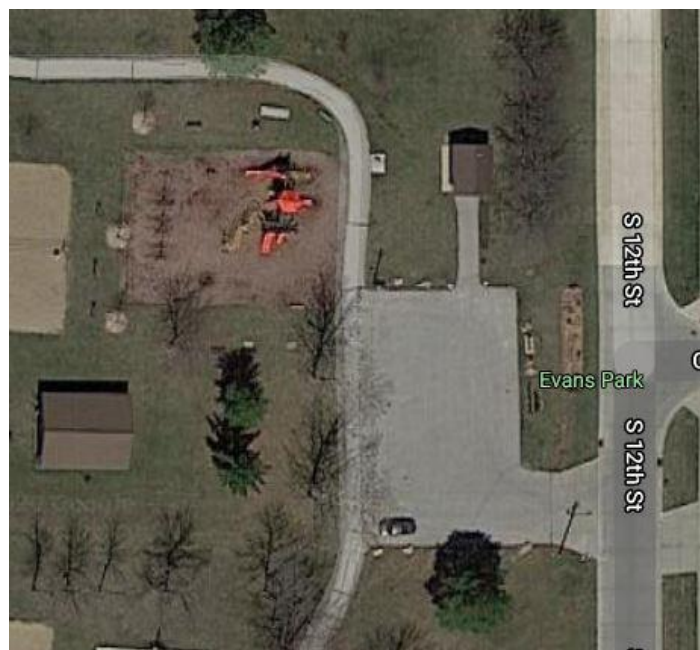
Improvements: The improvement to this parking lot that needs to take priority is providing a handicap accessible way to access the trail from the parking lot. From the map image below you can see the lack of accessibility to the trail besides cutting through grass.



6. Evans Park

Inventory: This lot serves Evans Park and contains 10 parking stalls. This paved lot does not have a designated handicap stall, but the trail at the park is handicap accessible from the parking lot. Each stall is marked by a cement block instead of painted lines.

Improvements: The most important improvement to make would be designating at least one stall as handicapped.



7. Kinnick-Feller Riverside Park/ Little League Ballfields

Inventory: This is a small parking lot that does not have any markers for stalls, however, there are two signs that designate two handicapped stalls. This lot is made of red gravel, and to access the trail, there is a red gravel path from the parking lot to the trail.

Improvements: One improvement that could be made would be paving the parking lot and the access area to the trail. This would improve the overall conditions and handicapped accessibility of the parking lot.



8. Adel Elementary

1608 Grove Street

Inventory: This parking lot has two sections one with 50 stalls and the other with 39 stalls. The large section does not have any handicapped stalls available, but it is the lot furthest away from the main entrance. The smaller lot has 4 handicapped stalls marked by signs. This entire lot is paved and stalls are marked by painted lines. There is also a gravel lot located behind the school where the school buses and school vehicles are parked. Another thing to note is that there are three truncated domes leading to the school near Locust Street. There are also truncated domes on the ramps leading up to the main entrance near the

handicapped stalls.

Improvements: Overall, this is a newer and updated parking lot that serves the school and students well. There are no high priority improvements that need to be made at this time.

9. ADM Middle School and ADM High School

801 Nile Kinnick Drive S

Inventory: This is by far the largest of the parking lots evaluated. There are several different parking areas within the extent of this parking lot. The lot located in the northwest corner of the map below has a total of 224 stalls but no handicapped stalls. The lot located just below it on the map, near the entrance for the high school, has 117 stalls and six of them are handicapped. Near the middle school entrance between the two large parking lots west of the



school there is a small parking area with nine stalls and two handicapped spots. East of that small lot is another smaller parking area with 10 stalls, one of which is handicapped. South of the school there is a parking lot for school vehicles and faculty and staff. Near the sports complexes, there is a lot that is split in half, one side is paved, the other is gravel. The paved lot has 67 stalls, the gravel lot does not have designated stall markers, but there are eight handicapped stalls located right outside of the football stadium entrance. These stalls are paved and marked by signs.

Improvements: Overall, there seems to be a sufficient amount of handicapped stalls within the vicinity of the schools. One improvement that could be made, is to pave the gravel lot on the east side of the school. This improvement, however, is not high priority.

IV. Public Input Survey Results

One of the requirements for an ADA transition plan is proof of public input. The City of Adel decided to fulfill this requirement through a short survey sent out to the community. This survey created online, was sent out virtually to community members to figure out what their main concerns and priorities are in regards to sidewalks and curb ramps.

This survey consisted of seven questions aimed at helping understand what the public's view on accessibility in the city is like. A total of 50 people responded to the survey. Below breaks down the responses for each question.

Question 1: I am or related to an individual that has functional needs or disabilities affecting...

24 people responded to this question, the 26 that are not or not related to an individual that has function needs affecting walking, hearing, vision, or moving. The most people are related to someone with functional needs or disabilities affecting their walking and moving. This shows the importance of providing accessible curb ramps and paths in the community. Table 3 shows the data collected from the survey.

Table 3. Question 1

	# of Responses
Walking	21
Hearing	1
Vision	5
Moving	10

Question 2: Do you use a regular or electric wheelchair?

Eight percent of those that responded to the survey said they always use a regular or electric wheelchair, and two percent said they sometimes use a wheelchair. 90 percent do not use a wheelchair. It is important that the City of Adel serves the population in Adel that utilize wheelchairs on a regular basis. Ensuring the accessibility and safety of people with disabilities, will also benefit the entire community as a whole. Table 4 below shows the number of responses for each answer.

Table 4. Question 2

	# of Responses
Yes, always	4
Sometimes	1
No	45

Question 3: What is your mode of transportation throughout Adel?

The majority of people that responded use a car as their main mode of transportation. The next largest mode of transportation is walking, and one other responded with a wheelchair. For those walking and in wheelchairs, it is important that their pathways are accessible and free from obstacles. Table 5 shows the data collected for this question.

Table 5. Question 3

	# of Responses
Car	37
Bike	3
Walk	8
Other	2

Question 4: What areas do you think the city needs to improve?

Out of the 50 that responded eight said that no areas need improvement. 72 percent of respondents selected that the city needs to improve the accessibility of pedestrian pathways, sidewalks, or curb ramps, 30 percent selected that improvements should be made in regards to street and crosswalk signals, and 20 percent want improvements to accessible signage and wayfinding assistance. The suggestions box allowed for more specific answers, which will help the city understand where they need to make the most improvements. Table 6 shows the number of responses for each option.

Table 6. Question 4

	# of Responses
Accessible pedestrian pathways, sidewalks, or curb ramps	36
Accessible signage and wayfinding assistance	10
Street and crosswalk signals	15
None	8

Suggestions: This question included a suggestions box, where ten people responded with comment on what they thought the city needed improvements on. Some of the responses are stated below.

“Making the light at the school a STOP (red) instead of a Yield (yellow).”

“Paving Meadow Road with an ADA sidewalk.”

“So many of the sidewalks in the “Older” part of town is in poor shape. Cement is broken, very uneven or missing altogether.”

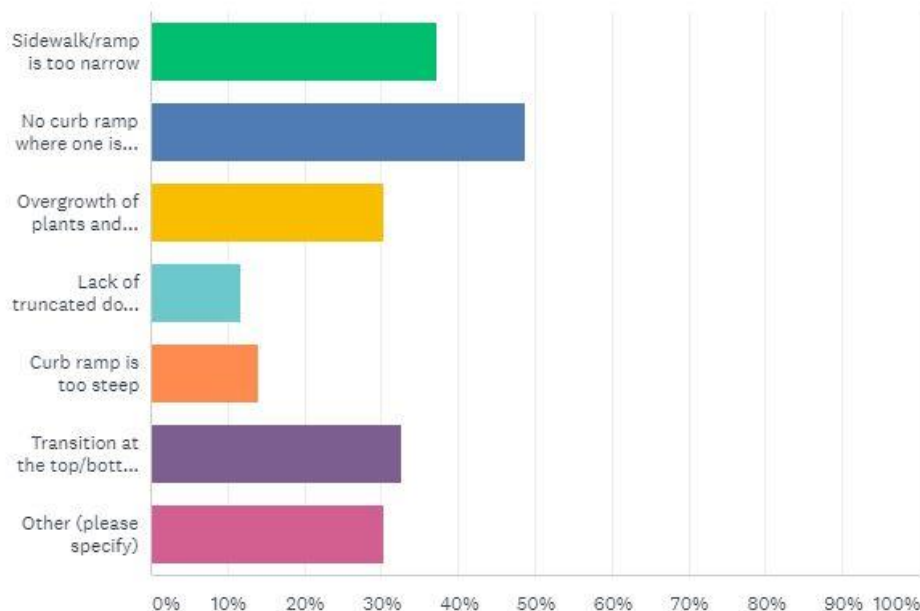
Question 5: What makes it most difficult for you to navigate a sidewalk and curb ramps?

Seven people skipped this question, inferring that they do not have any difficulty navigating a sidewalk or curb ramps in Adel. The most frequent difficulty, however, was “no curb ramp where one is needed”. Below (Table 7 and Figure 2) are the table and chart showing the distribution of the responses.

Table 7. Question 5

	# of Responses
Sidewalk/ramp is too narrow	16
Lack of truncated domes at curb ramps	5
No curb ramp where one is necessary	21
Curb ramp is too steep	6
Overgrowth of plants and trees	13
Transition at the top/bottom of curb ramp is not smooth	14
Other	13

Figure 2. Navigation Difficulty



In the other section, several answers were focused on the lack of sidewalks, the care of the sidewalks, and the broken and unevenness of the sidewalks. These responses, overall, show that there are many improvements that should be taken into consideration.

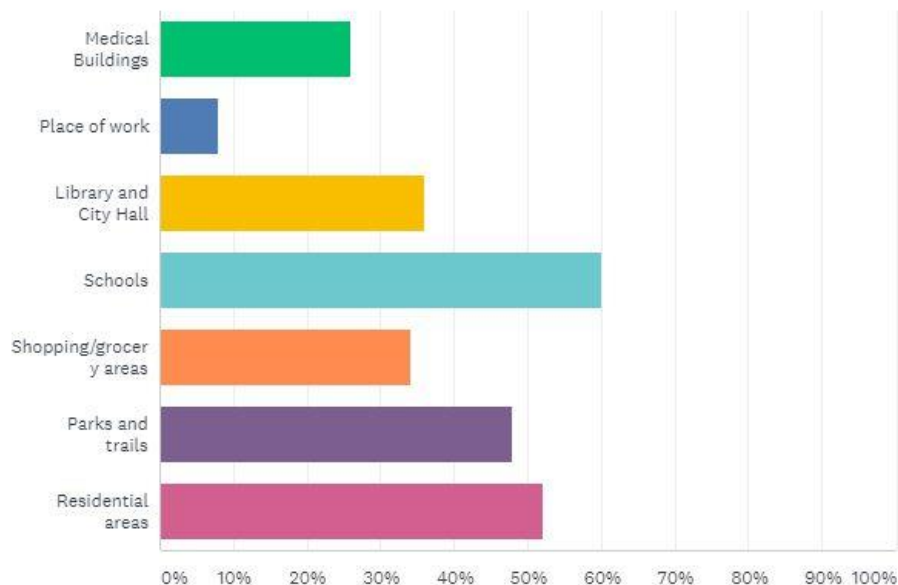
Question 6: Which of these areas below should take priority when fixed for increased accessibility?

According to the respondents, the highest priority area for fixed and increased accessibility are the Adel Public Schools. In general, most priority areas include schools due to the number of people that attend and for the safety of the students. Table 8 shows the data collected from the survey and below is the distribution chart (Figure 3) for the responses of priority areas.

Table 8. Question 6

	# of Responses
Medical Buildings	13
Shopping/grocery areas	17
Place of work	4
Parks and trails	24
Library and City Hall	18
Residential areas	26
Schools	30

Figure 3. Priority Areas



Question 7: Additional Comments

The last question on the survey was for additional comments. 17 people provided additional comments regarding ADA accessibility in Adel. Some of these comments touched on the following:

- Uneven sidewalks,
- The need for wider sidewalks, some are too narrow,

Paving Meadow Road,
How poor sidewalk conditions can affect everyone in the community,
Adding a path behind east side of high school, and
That every sidewalk should have a ramp from the street.

These comments will be used to help prioritize what issues are most important according to public input and then help formulate an action plan to fix the issues.

V. Conclusion

Documenting Progress and Updating the Plan

The Adel ADA Transition plan sets the basis for evaluating its sidewalks, curb ramps, and civic and school parking lots. This document should be periodically reviewed for compliance and validity. Adel has many areas of new development where new sidewalks and curb ramps will be placed, and these areas should be documented in this plan as they occur. Making sure the plan is up to date will help when determining which projects have been completed and which have not. A progress report is an essential way to track projects and scheduling a timeline. This report can also include an estimated budget on specific projects.

The City of Adel is dedicated to providing its citizens with accessible pathways that all of its community can use. Looking forward, Adel will take data collected for this plan to help devise project list of areas that need to be updated in order to meet ADA measures.

Appendix

1. Curb and Ramp Data

Raccoon River Valley Trail			
Area	Description	Compliant?	Material
Crossing at Brickyard Dr Closed	Could not evaluate due to construction	--	--
Bridge on west side of S 18th St	-	Yes	Asphalt/Concrete
S 18th St Crossing	-	Yes	Asphalt/Concrete
Bridge near 18th St	-	Yes	Asphalt/Concrete
S 14th St Crossing	-	No	Asphalt/Concrete
S11 St Crossing	-	Yes	Asphalt/Concrete
S 10th St Crossing	-	Yes	Asphalt/Concrete
Bridge between S 10th and S 9th	Crack and slight dip; leads to city hall	No	Asphalt/Concrete
Area between S 10th and S 9th	-	Yes	Asphalt/Concrete
S 9th St Crossing	-	Yes	Asphalt/Concrete
HWY 169 Crossing	One crack in the road	Yes	Asphalt/Concrete
Bike rack and kiosk area off of 169	Lip on the wood ramp; large cracks in pavement (see pics)	No	Wood/Asphalt/Concrete
S 7th St Crossing	Crack before crossing	Yes	Asphalt/Concrete
S 6th St Crossing	Very large cracks in the middle of road	Yes	Asphalt/Concrete
Trail over river closed	Could not evaluate due to construction	--	--
Court Street			
Area	Description	Compliant?	Material
Court and N 5th	Truncated domes (2)	Yes	Concrete
Court and N 6th	Truncated domes (4), Ramps w/o TD (4)	Yes	Concrete
Court and N 7th	Truncated domes (3), Ramps w/o TD (3), Curb drops (2)	No	Concrete
Court and Nile Kinnick	Truncated domes (8)	Yes	Brick/Concrete

Court and N 9th	Truncated domes (6)	Yes	Brick/Concrete
Court and N 10th	Ramps w/o TD (7)	Yes	Concrete
Court and N 11th	Ramps w/o TD (7)	Yes	Concrete
Court and N 12th	Ramps w/o TD (5), Curb drops (3)	No	Concrete
Court and N 13th	Truncated domes (2), Ramps w/o TD (4), Curb drops (1)	No	Concrete
Court and N 14th	Truncated domes (1), Ramps w/o TD (5) *one broken and need repaired, Curb drops (1)	No	Concrete
Court and N 15th	Ramps w/o TD (4) *one needs repaired, Curb drops (2)	No	Concrete
Prairie Street			
Area	Description	Compliant?	Material
Prairie and S 5th	Ramps w/o TD (2), Curb drops (2)	No	Concrete
Prairie and S 6th	Truncated domes (3), Ramps w/o TD (2), Curb drops (1)	No	Concrete
Prairie and S 7th	Truncated domes (3), Ramps w/o TD (3) *could be improved, Curb drops (1)	No	Concrete
Prairie and Nile Kinncik	Ramps w/o TD (3), Curb drops (4)	No	Concrete
Prairie and S 9th	Truncated domes (8)	Yes	Brick/Concrete
Prairie and S10th	Ramps w/o TD (5)	Yes	Concrete
Prairie and S 11th	Truncated domes (8)	Yes	Concrete
Prairie and S 12th	Ramps w/o TD (3), Curb drops (5)	No	Concrete
Prairie and S 13th	Ramps w/o TD (4), Curb drops (1) *needs repaired	No	Concrete
Prairie and S 14th	Truncated domes (8)	Yes	Concrete
Prairie and S 15th	Ramps w/o TD (2) *needs repaired	Yes	Concrete
Prairie and S 18th	Ramps w/o TD (2)	Yes	Concrete
Main Street			
Area	Description	Compliant?	Material
Main and N/S 5th	Ramps w/o TD (4) *could be improved	Yes	Concrete
Main and N/S 6th	Ramps w/o TD (1) *need repaired, Curb drops (7)	No	Concrete
Main and N/S 7th	Ramps w/o TD (8)	Yes	Concrete
Main and Nile Kinnick	Truncated domes (8)	Yes	Brick/Concrete
Main and N/S 9th	Truncated domes (6)	Yes	Brick/Concrete
Main and N/S 10th	Truncated domes (7)	Yes	Concrete
Main and N/S 11th	Truncated domes (8)	Yes	Concrete
Main and N/S 12th	Truncated domes (8)	Yes	Concrete

Main and N/S 13th	Truncated domes (8)	Yes	Concrete
Main and N/S 14th	Truncated domes (8)	Yes	Concrete
Main and N/S 15th	Truncated domes (8)	Yes	Concrete
Main and S 18th	Ramps w/o TD (2)	Yes	Concrete
Grove Street/(N5th and N6th)			
Area	Description	Compl iant?	Material
Grove and N 6th	Ramps w/o TD (1)	Yes	Concrete
Grove and N 7th	Ramps w/o TD (3), Curb drops (4)	No	Concrete
Grove and Nile Kinnick	Ramps w/o TD (4), Curb drops (4)	No	Concrete
Grove and N 9th	Truncated domes (1), Ramps w/o TD (3), Curb drops (4)	No	Concrete
Grove and N 10th	Truncated domes (8)	Yes	Concrete
Grove and N 11th Pl	Curb drops (2)	No	Concrete
Grove and N 11th St	Truncated domes (2), Ramps w/o TD (1)	Yes	Concrete
Grove and N 12th	Truncated domes (3), Ramps w/o TD (4), Curb drops (1)	No	Concrete
Grove and N 13th	Ramps w/o TD (1), Curb drops (4)	No	Concrete
Grove and N 14th	Ramps w/o TD (4) *need repaired, Curb drops (3)	No	Concrete
Grove and N 15th	Truncated domes (1), Ramps w/o TD (7)	Yes	Concrete
Grove and N 16th	Truncated domes (4), Ramps w/o TD (2)	Yes	Concrete
Grove and N 17th	Ramps w/o TD (4)	Yes	Concrete
N 5th and N6th corner	Ramps w/o TD(2)	Yes	Concrete
Locust Street			
Area	Description	Compl iant?	Material
Locust and N 12th	Truncated domes (3)	Yes	Concrete
Locust and N 13th	Ramps w/o TD (6) *could be improved	Yes	Concrete
Locust and N 14th	Ramps w/o TD (7), Curb drops (1)	No	Concrete
Locust and N 15th	Truncated domes (8)	Yes	Concrete
Locust and N 16th	Truncated domes (2)	Yes	Concrete
Rapids Street			
Area	Description	Compl iant?	Material
Rapids and N 5th	Truncated domes (2) - located off corner on Rapids	Yes	Concrete
Rapids and N 6th	Truncated domes (8)	Yes	Concrete
Rapids and N 7th	Truncated domes (4), Ramps w/o TD (4)	Yes	Concrete

Rapids and Nile Kinnick	Ramps w/o TD (4), Curb drops (4)	No	Concrete
Rapids and N 9th	Ramps w/o TD (6), Curb drops (2)	No	Concrete
Rapids and N 10th	Truncated domes (8)	Yes	Concrete
Rapids and N 11th	Ramps w/o TD (6), Curb drops (2)	No	Concrete
Rapids and N 12th	Ramps w/o TD (8) *could be improved	Yes	Concrete
Rapids and N 13th	Ramps w/o TD (6) *could be improved	Yes	Concrete
Rapids and N 14th	Truncated domes (3), Ramps w/o TD (2), Curb drops (3)	No	Concrete
Rapids and N 15th	Truncated domes (3), Ramps w/o TD (5) *need repaired	Yes	Concrete
Rapids and N 16th	Truncated domes (3), Ramps w/o TD (2)	Yes	Concrete
Rapids and N 17th	Truncated domes (4), Ramps w/o TD (2) *make ramps less steep	Yes	Concrete
Rapids and N 19th	Truncated domes (1), Curb drops (1)	No	Concrete
Riverside Drive			
Area	Description	Compl iant?	Material
Riverside and N 9th	Truncated domes (2)	Yes	Concrete
Riverside and N 10th	Truncated domes (2)	Yes	Concrete
Kinnick-Feller Riverside Park Trail			
Area	Description	Compl iant?	Material
Area near HWY 169	Large crack, but otherwise good	Yes	Asphalt/Concrete
Greene Street			
Area	Description	Compl iant?	Material
Greene and S 5th	Ramps w/o TD (3)	Yes	Concrete
Greene and S 6th	Ramps w/o TD (4)	Yes	Concrete
Greene and S 7th	Ramps w/o TD (4)	Yes	Concrete
Greene and Nile Kinnick	Truncated domes (3), Ramps w/o TD (1)	Yes	Concrete
Greene and S 9th	Truncated domes (1), Ramps w/o TD (3)	Yes	Concrete
Greene and S 10th	Ramps w/o TD (5)	Yes	Concrete
Greene and S 11th	Truncated domes (3), Ramps w/o TD (2) *ramps are very steep (repair?)	Yes	Concrete
Greene and S 12th	Truncated domes (2)	Yes	Concrete
Greene and S 14th	Truncated domes (3), Ramps w/o TD (6)	Yes	Concrete
Greene and S 16th	Ramps w/o TD (2)	Yes	Concrete

Greene and S 18th	No Crossings	--	--
Greene and S 19th	Truncated domes (2)	Yes	Concrete
Greene and Van Fossen	Ramps w/o TD (2) *cracks on East sidewalk	Yes	Concrete
Sunset Circle			
Area	Description	Compliant?	Material
N 15th and Sunset Circle	Curb drops (2)	No	Concrete

Cottage Street			
Area	Description	Compliant?	Material
Cottage and S 5th	Ramps w/o TD (3)	Yes	Concrete
Cottage and S 6th	Truncated domes (2)	Yes	Concrete
Cottage and S 7th	Truncated domes (4)	Yes	Concrete
Cottage and Nile Kinnick	Truncated domes (4)	Yes	Concrete
Cottage and S 9th	Ramps w/o TD (5), Curb drops (1)	No	Concrete
Cottage and S 10th	Ramps w/o TD (3)	Yes	Concrete
Horse & Buggy Drive			
Area	Description	Compliant?	Material
Horse & Buggy and S 19th	Ramps w/o TD (2)	Yes	Concrete
Horse and Buggy and S 16th	Ramps w/o TD (4)	Yes	Concrete
Horse and Buggy and S 14th	Truncated domes (2)	Yes	Concrete
Bryan Street			
Area	Description	Compliant?	Material
Bryan and Nile Kinnick	Truncated domes (1), Ramps w/o TD (1)	Yes	Concrete
Bryan and S 8th	Truncated domes (3)	Yes	Concrete
Bryan and S 9th	Truncated domes (4), Ramps w/o TD (2) *steep	Yes	Concrete
Bryan and S 10th	Ramps w/o TD (2)	Yes	Concrete
Greenwood Hills Drive			
Area	Description	Compliant?	Material

Greenwood Hills and Nile Kinnick	No crossing	--	--
Greenwood Hills and S 9th	Truncated domes (2)	Yes	Concrete
Greenwood Hills and S 10th	Ramps w/o TD (4)	Yes	Concrete
Greenwood Hills and S 11th	Ramps w/o TD (4)	Yes	Concrete
Ridgeline Drive			
Area	Description	Compliant?	Material
Ridgeline and Old Portland	Sidewalk ends (no more development)	--	--
Ridgeline and Timberview/S 5th	Truncated domes (8)	Yes	Concrete
Ridgeline and S 6th	Truncated domes (4)	Yes	Concrete
Ridgeline and S 7th	Truncated domes (4)	Yes	Concrete
Timberview Drive			
Area	Description	Compliant?	Material
Timberview and S 7th	Truncated domes (4)	Yes	Concrete
Timberview and Nile Kinnick	No crossings	--	--
Timberview and Evans View	Truncated domes (4)	Yes	Concrete
Timberview and Lynne	Truncated domes (4)	Yes	Concrete
Meadow Road			
Area	Description	Compliant?	Material
Meadow and Old Portland	Truncated domes (2)	Yes	Concrete
Meadow and Strauss	Truncated domes (4)	Yes	Concrete
Meadow and Southbridge	Truncated domes (8)	Yes	Concrete
Meadow and Roebling	Truncated domes (8)	Yes	Concrete
Meadow and Nile Kinnick	No crossing (newer development)	--	--
Meadow and Jaycee	Truncated domes (2), turns into gravel	Yes	Concrete
Meadow and Shelby	Truncated domes (1), other sidewalk ends at development	Yes	Concrete
Meadow and S 11th	Truncated domes (1), other sidewalk ends at development	Yes	Concrete

Meadow and Sadie	Sidewalk ends at development	--	--
Meadow and S 15th	Near aquatic center, no sidewalk	--	--
302nd Place			
Area	Description	Compliant?	Material
302nd and Old Portland	No crossing	--	--
302nd and Strauss	Truncated domes (4)	Yes	Concrete
302nd and Southbridge	Truncated domes (6)	Yes	Concrete
302nd and Roebling	Truncated domes (4)	Yes	Concrete
Bailey's Grove Drive/Shelby Drive			
Area	Description	Compliant?	Material
Bailey's Grove and Nile Kinnick	No crossing	--	--
Bailey's Grove near Little Tiger Learning Center	Truncated domes (1)	Yes	Concrete
Bailey's Grove Park	Sidewalk surrounds park	Yes	Concrete
Bailey's Grove and Shelby (East)	Truncated domes (5)	Yes	Concrete
Bailey's Grove and Shelby (West)	Truncated domes (4)	Yes	Concrete
Bailey's Grove and Jaycee	Truncated domes (3)	Yes	Concrete
Shelby and Hunter	Truncated domes (3)	Yes	Concrete
Evans View Drive			
Area	Description	Compliant?	Material
Evans View and Powers	Truncated domes (3)	Yes	Concrete
Evans View and S 10th	Truncated domes (4)	Yes	Concrete
Evans View and S 11th	Truncated domes (2)	Yes	Concrete
Evans View and S 12th	Sidewalk ends	--	--
Evans View and S 13th	Transitions from Evans View to S 13th	--	--
Cassidy Curve			
Area	Description	Compliant?	Material
Cassidy and S 11th	Ramps w/o TD (2)	Yes	Concrete

Cassidy and S 12th	Ramps w/o TD (2)	Yes	Concrete
Luther Drive/S 13th Street			
Area	Description	Compliant?	Material
Luther and S 11th	Truncated domes (4)	Yes	Concrete
Luther and S 13th	Truncated domes (4)	Yes	Concrete
S 13th Near mailbox area	Truncated domes (1)	Yes	Concrete
Lynne Drive			
Area	Description	Compliant?	Material
Lynne and S 10th	Truncated domes (3)	Yes	Concrete
Lynne and S 11th	Truncated domes (6)	Yes	Concrete
Lynne and S 13th	Truncated domes (4)	Yes	Concrete
Lynne and S 14th	Truncated domes (1), Curb drops (3)	No	Concrete
S 14th Street			
Area	Description	Compliant?	Material
S 14th and S 11th	Truncated domes (8)	Yes	Concrete
S 14th and Bailey	Truncated domes (3)	Yes	Concrete
S 14th and Beverly	Truncated domes (1), Ramps w/o TD (1)	Yes	Concrete
S 14th and Ann	Ramps w/o TD (1), Curb drops (1)	No	Concrete
S 14th and Sandra	Curb drops (2)	No	Concrete
S 14th and Janet	Ramps w/o TD (1), Curb drops (3)	No	Concrete
S 14th and Pennoch	Truncated domes (2)	Yes	Concrete
S 14th and Cedar	Truncated domes (2)	Yes	Concrete
S 14th and Maple	Truncated domes (2)	Yes	Concrete
S 14th and Aspen	Truncated domes (2)	Yes	Concrete
S 14th and Hyvue	Truncated domes (4)	Yes	Concrete
S 14th and Pleasant	Ramps w/o TD (2)	Yes	Concrete
S 14th and Orchard	Truncated domes (2)	Yes	Concrete
S 14th and Chance	Curb drops (2)	No	Concrete
S 11th Street			
Area	Description	Compliant?	Material
S 11th and Sundance	Ramps w/o TD (2)	Yes	Concrete
S 11th and Aaron	Truncated domes (3)	Yes	Concrete

S 11th near tree cove (after Lynne)	Truncated domes (2)	Yes	Concrete
Sadie Lane			
Area	Description	Compliant?	Material
Sadie Lane and Madison	Truncated domes (3)	Yes	Concrete
S 15th Street			
Area	Description	Compliant?	Material
S 15th and Linden	Truncated domes (2)	Yes	Concrete
S 15th and Penoch	Truncated domes (3), Ramps w/o TD (2)	Yes	Concrete
S 15th and Ann	Truncated domes (1), Ramps w/o TD (3)	Yes	Concrete
S 16th Street/Pleasant Street			
Area	Description	Compliant?	Material
S 16th and Pleasant	Curb drops (1)	No	Concrete
Pleasant and Hyvue	Curb drops (2)	No	Concrete
S 16th and Hyvue	Ramps w/o TD (3), Curb drops (1)	No	Concrete
S 16th and Aspen	Ramps w/o TD (4) *need repaired	Yes	Concrete
S 16th and Maple	Ramps w/o TD (2)	Yes	Concrete
S 16th and Cedar	Truncated domes (4)	Yes	Concrete
S 16th and Linden	Truncated domes (2)	Yes	Concrete
Evans Park Trail			
Area	Description	Compliant?	Material
Bridge near playground	Cracks	Yes	Asphalt/Concrete
Fork on north side	Crack	Yes	Asphalt/Concrete
Ford on south side	About 5 reasonable cracks	Yes	Asphalt/Concrete
S 11th crossing	Ramps w/o TD (2)	Yes	Asphalt/Concrete
S 10th crossing	Truncated domes (2)	Yes	Asphalt/Concrete
Sumpter Pharmacy	Truncated domes (1), Ramps w/o TD (1)	Yes	Asphalt/Concrete
Nile Kinnick crossing	Truncated domes (1), other side gravel (cross warning button works on west side, still need to check east!)	Yes?	Asphalt/Concrete/Gravel

Back side of playground	Crack	Yes	Asphalt/Concrete
Gravel path by hole 9	lip up back to asphalt/concrete	Yes?	Asphalt/Concrete/Gravel
Path near hole 5	Large crack	Yes	Asphalt/Concrete
S 14th crossing	Truncated domes (2)	Yes	Asphalt/Concrete

2. Public Input Survey Data

Adel ADA Transition Plan Public Input Survey

Q1. I am or are related to an individual that has functional needs or disabilities affecting: (Select all that apply)

Answer Choices	Responses	
Walking	87.50%	21
Hearing	4.17%	1
Vision	20.83%	5
Moving	41.67%	10
	Answered	24
	Skipped	26

Q2. Do you use a regular or electric wheelchair?

Answer Choices	Responses	
Yes, always	8.00%	4
Sometimes	2.00%	1
No	90.00%	45
	Answered	50
	Skipped	0

Q3. What is your main mode of transportation throughout Adel?

Answer Choices	Responses	
Car	74.00%	37
Bike	6.00%	3
Walk	16.00%	8
Other (please specify)	4.00%	2
	Answered	50
	Skipped	0

Other Responses:

- What difference does it make?
- wheelchair

Q4. What areas do you think the city needs to improve? (Select all that apply)

Answer Choices	Responses	
Accessible pedestrian pathways, sidewalks, or curb ramps	72.00%	36
Accessible signage and wayfinding assistance	20.00%	10
Street and crosswalk signals	30.00%	15
None	16.00%	8
Suggestions:		10
	Answered	50
	Skipped	0

Suggestions Responses:

- Repair uneven sidewalks
- Sidewalk and trails connecting new neighborhoods to town.
- So many of the sidewalks in the “Older” part of town is in poor shape. Cement is broken, very uneven or missing altogether.
- There needs to be curb ramps. Also need a sidewalk to get to the pool from Meadow Rd.
- Making the light at the school a STOP (red) instead of a Yield (yellow).
- We need more sidewalks
- Many cross walkers are tall curbs. Sidewalks sometimes just end and you have to cross over to get to another sidewalk.
- Fix old brick roads. Rapids especially.
- Paving Meadow Road with an ADA sidewalk.
- Sidewalk where non exist and sidewalk repairs.

Q5. Which of the listed below make it most difficult for you to navigate a sidewalk and curb ramps? (Select your top 3 choices)

Answer Choices	Responses	
Sidewalk/ramp is too narrow	37.21%	16
No curb ramp where one is needed	48.84%	21
Overgrowth of plants and trees	30.23%	13
Lack of truncated domes at curb ramps	11.63%	5
Curb ramp is too steep	13.95%	6
Transition at the top/bottom of curb ramp is not smooth	32.56%	14
Other (please specify)	30.23%	13
Answered		43
Skipped		7

Other Responses:

- The bumps on the ADA ramps. The unevenness of them has caused me to nearly trip numerous times. You have to be careful as they themselves are very unsafe. I have a weak ankle so standing on them can be difficult let alone walking across them.
- Uneven sidewalks
- NA
- No sidewalk at all.
- People not maintaining their portion of the sidewalk so it is in disrepair with transitions, mud, puddles, etc.
- No sidewalk from the east side of high school to Cottage Street
- Sidewalks no put back in from the waterline work. Still a chunk missing on South 9th street
- Lack of sidewalks everywhere

- Sidewalks not taken care of
- Fences too close to sidewalk are an inconvenience
- Broken, uneven, heaving sidewalks
- There isn't one on Meador Road, it cuts that neighborhood off from the rest of town
- Trippers

Q6. Which of these areas below should take priority when fixed for increased accessibility? (Select your top 3 choices)

Answer Choices	Responses	
Medical Buildings	26.00%	13
Place of work	8.00%	4
Library and City Hall	36.00%	18
Schools	60.00%	30
Shopping/grocery areas	34.00%	17
Parks and trails	48.00%	24
Residential areas	52.00%	26
Answered		50
Skipped		0

Q7. Please provide any additional comments regarding mobility and accessibility.

Answered 17
Skipped 33

Additional Comments:

- Need wider sidewalk and ada accessibility
- Uneven sidewalks
- ADA is the law, follow it.
- Ensure wheelchair accessible van handicapped parking spots available and ensure people aren't parking in handicapped spots illegally
- Public areas and Business should be ADA compliant. A residential area that does not have walks does not need to have them added as they would be grandfathered in unless it is on a designated a high density area walkway. In those situations I would assume there could be some assistance from the city to offset the cost to add a sidewalk where one was not needed before.
- None
- We need to pave meadow and put in a sidewalk so kids can safely get to the pool on foot or bikes
- It's hard for me to step up and down off curbs
- Many sidewalks throughout town are not ADA accessible and need major repairs to help residents and people access sidewalks safely
- Make developers do the trails right from the beginning in newer neighborhoods so that things don't need torn up later and city is not always left with the bill

- Na
- There is no sidewalk one other side of the road from the east side of the high school and trailer park to Cottage Street. If it's not important enough for students to walk on a safe place other than the street, there has been lots of new growth in this area and more traffic, bikes and walkers-all sharing the street.
- Our city still does not have sidewalks everywhere and every sidewalk should have a ramp from the street
- Make sidewalks wider, or have sidewalks upkeep enforced
- CHANCE COURT at 14th has no accessible sidewalk at all. We have to walk in the street until we reach a sidewalk that is accessible.
- Don't just focus on disabled, abled individuals also have issues with broken and missing sidewalks
- Meadow road needs paved and sidewalk added. There is no way to get to the pool or new Elementary without walking on a gravel road. It's an absolute mess and extremely dangerous to see kids on bikes and walking with cars going 40 mph past.