

City of Wichita, Kansas
Americans with Disabilities Act Transition Plan
MTA Downtown Transit Center

214 S. Topeka

July 2005



DMCG
Disability Management Consulting Group L.L.C.
2801 Jonquil Place
Columbia, MO 65202

In conjunction with

The Great Plains ADA & IT Center and the City of Wichita Disability Advisory Board

City of Wichita – ADA/504 Transition Plan – MTA Downtown Transit Center - July 2005

Legend: **Blue** font identifies hyperlinked documents – **Red** font indicates recommended changes to structures or policies

Locations		Structural Inconsistencies		Recommended Corrections/Modifications to Ensure Program Access			Criteria – L=low, M=medium, H=high			Supplemental Technical Information			Finalized Actions		
Location	Identified Issue	ADAAG Specifications	Recommended Correction	Priority (overall)	Public Access	Frequency - PWD	Photo #	Conceptual Costs	Support Information	Finalized Correction	Date to be Corrected	Date Completed (Include initial)			
1. Exterior	Van accessible parking does not exist in the public parking lot at the NE corner	4.6 4.1.2(5)(b)	Two accessible parking spaces exist in this parking lot, but neither is wide enough to be defined as van accessible. Ensure that at least one van accessible parking location exists in this parking lot, which includes an 8-foot wide minimum adjacent access aisle. Provide two universal parking spaces.	H	H	M	0	\$500	Accessible Parking Detail Access Board – Parking Technical Bulletin						
2. Exterior	The existing accessible parking spaces, located at the NE corner public parking lot, are not located on the shortest path of travel	4.6.2	According to ADAAG, accessible parking spaces serving a particular building shall be located on the shortest accessible route of travel from adjacent parking to an accessible entrance. Create accessible parking, in the existing parking lot, so that the accessible parking spaces are located on the shortest accessible path of travel to the facility public entrances.	M	H	M	0	\$500	Access Board – Parking Technical Bulletin						
3. Exterior	Upright signage, which designate the existing accessible parking spaces in the NE corner lot, are not maintained	4.6.4	The existing upright signs are too faded to discern their intent. Once accessible parking spaces are created at a new location, provide new upright signage, including signage, which states “van accessible.”	H	H	M	0	\$200	Accessible Parking Detail Access Board – Parking Technical Bulletin						
4. Exterior	Upright signage does not exist in the accessible parking space, located in the employee parking lot	4.6.4	Provide an upright sign showing the symbol of accessibility in this parking lot, if accessible parking has been requested by an employee.	L	L	M	0	\$100	Accessible Parking Detail Access Board – Parking Technical Bulletin						
5. Exterior	A steep cross slope exists on the pedestrian path of travel to bus parking (see photo 3)	4.3.7	Accessible routes cannot have cross slopes greater than 2% (1:50). The existing cross slope is almost 5% (1:20). Ensure all pedestrian routes are fully accessible leading to this facility and amenities serving this facility leading from vehicle and pedestrian entry points.	H	H	M	3 4	\$1000	ADAAG New ADAAG						

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6. Interior	The toilet paper dispenser, in the accessible stalls of the men’s and women’s restrooms, is not in the appropriate location.	4.23	The existing toilet paper dispensers are located very high and not below the side grab bar as depicted by Fig. 29 . Move the existing toilet paper dispensers to the appropriate location as defined by ADAAG Fig. 29 and/or New ADAAG. Provide a smaller dispenser below the grab bar.	M	L	M	6	\$200	Restroom Figures – Building Blocks			

MTA Downtown Transit Center - Conceptual Cost Projections

Total	\$2,500
Year Three (High)	\$2,200
Year Five (Medium)	\$200
Year Ten (Low)	\$100