

City of Chamblee, Georgia

Americans with Disabilities Act (ADA) Transition Plan

February 2019



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ADA Transition Plan Developed By:

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Introduction

City Background

The City of Chamblee was incorporated by the Georgia legislature on August 17, 1908. Chamblee's history is intertwined with three entities - dairies, railroads and the military. For years, Chamblee was known for its rolling hills and numerous dairies. The only thing that crisscrossed the pastures during the late 19th and early 20th century was the railroad. Chamblee was located at the junction of what is now the Norfolk Southern Railroad and the Roswell Railroad.

In 1917, Chamblee's dairy land was transformed into Camp Gordon. The new military installation was two square miles, with 1,200 buildings and home to 40,000 military personnel. The influx of "doughboys" caused a building boom in the small town. Almost overnight, forty new stores, three theaters, two hotels and a bowling alley were built to cater to this new population. After World War I, Camp Gordon was closed, but then reopened in 1941 as a Navy Flight Training Center. Lawson Veterans Hospital was built on the site. After World War II, the City experienced a growth in its industrial areas, largely based on the opening of the General Motors plant in neighboring Doraville. Large corporations such as Frito-Lay, Kodak and General Electric built plants along the newly constructed Peachtree Industrial Boulevard. These corporations provided a strong tax base and a source of employment for more than thirty years.

In the 1980s, Chamblee began to see its fabric change dramatically. Many large manufacturing sites downsized or closed. The City was faced with a dwindling tax base and the loss of population as young workers followed jobs to the fast-growing northern suburbs. The 1990 Census dramatically outlined the change in demographics for Chamblee. Seeing this shift in population as a positive step, the City Council developed new zoning that would address the special needs for such a diverse community. The International Village overlay was the first zoning in metro Atlanta that allowed for mixed-use development and championed livable, pedestrian-friendly neighborhoods. The City was rewarded for its efforts by multi-million dollar redevelopment efforts along Buford Highway and throughout the designated International Village area. At the same time, the City moved to protect its historic town center by designating a Central Business District. Home to the nationally-recognized "Antique Row", this area works to preserve the history of the City while providing for modern redevelopment opportunities.

As Chamblee moves into the 21st century, its history is being written in a multitude of languages. From its foundation as a southern rail town, its people have built a progressive urban city that is eagerly awaiting its next transformation.

The City of Chamblee has a total area of 7.85 square miles and is entirely located inside DeKalb County. The estimated population of Chamblee as of 2017 is 29,428. The City is comprised of three districts with each district being represented by an elected council member. In addition, the City Council includes two members who are elected at-large. The City's Mayor is R. Eric Clarkson, who has been in office since 2005. Additionally, the City of Chamblee has City Manager, Jon Walker, who is appointed by the City

Council, and is responsible to the Mayor and City Council for the administration of all City affairs placed in the manager's charge.

Transition Plan Need and Purpose

The [Americans with Disabilities Act \(ADA\)](#) is a civil rights law prohibiting discrimination against individuals on the basis of disability. It was enacted on July 26, 1990, and was amended in 2008 with the ADA Amendments Act. The ADA consists of five titles outlining protections in the following areas:

- I. Employment
- II. State and local government services
- III. Public accommodations
- IV. Telecommunications
- V. Miscellaneous Provisions

Title II of ADA pertains to the programs, activities and services provided by public entities. The City of Chamblee must comply with this section of the Act, as it specifically applies to public service agencies. Title II of ADA states that “no qualified individual with a disability shall, by reason of such disability, be excluded from participation in or be denied the benefits of the services, programs, or activities of a public entity, or be subjected to discrimination by any such entity.” ([42 USC Sec. 12132](#); [28 CFR Sec. 35.130](#))

As required by Title II of ADA ([28 CFR Part 35 Sec. 35.105 and Sec. 35.150](#)), the City of Chamblee has conducted a self-evaluation of its services, programs, activities, and facilities on public property and within public rights-of-way; and has developed this Transition Plan detailing the methods to be used to ensure compliance with ADA accessibility requirements.

ADA and its Relationship to Other Laws

Title II of ADA is companion legislation to two previous federal statutes and regulations: the [Architectural Barriers Act \(ABA\) of 1968](#) and [Section 504 of the Rehabilitation Act of 1973](#).

The Architectural Barriers Act of 1968 is a Federal law that requires facilities designed, built, altered or leased with Federal funds to be accessible. The Architectural Barriers Act marks one of the first efforts to ensure access to the built environment.

Section 504 of the Rehabilitation Act of 1973 is a Federal law that protects qualified individuals from discrimination based on their disability. The nondiscrimination requirements of the law apply to employers and organizations that receive financial assistance from any Federal department or agency. Title II of ADA extended this coverage to all state and local government entities, regardless of whether they receive federal funding or not.

Agency Requirements

Under Title II, the City of Chamblee must meet these general requirements:

- Must operate their programs so that, when viewed in their entirety, the programs are accessible to and useable by individuals with disabilities [[28 CFR Sec. 35.150](#)].
- May not refuse to allow a person with a disability to participate in a service, program or activity simply because the person has a disability [[28 CFR Sec. 35.130 \(a\)](#)].
- Must make reasonable modifications in policies, practices and procedures that deny equal access to individuals with disabilities unless a fundamental alteration in the program would result [[28 CFR Sec. 35.130\(b\)\(7\)](#)].
- May not provide services or benefits to individuals with disabilities through programs that are separate or different unless the separate or different measures are necessary to ensure that benefits and services are equally effective [[28 CFR Sec. 35.130\(b\)\(iv\) & \(d\)](#)].
- Must take appropriate steps to ensure that communications with applicants, participants and members of the public with disabilities are as effective as communications with others [[29 CFR Sec. 35.160\(a\)](#)].
- Must designate at least one responsible employee to coordinate ADA compliance [[28 CFR Sec. 35.107\(a\)](#)]. This person is typically referred to as the ADA Coordinator. The public entity must provide the ADA Coordinator's name, office address, and telephone number to all interested individuals [[28 CFR Sec. 35.107\(a\)](#)].
- Must provide notice of ADA requirements. All public entities, regardless of size, must provide information about the rights and protections of Title II to applicants, participants, beneficiaries, employees, and other interested persons [[28 CFR Sec. 35.106](#)]. The notice must include the identification of the employee serving as the ADA Coordinator and must provide this information on an ongoing basis [[28 CFR Sec. 104.8\(a\)](#)].
- Must establish a grievance procedure. Public entities must adopt and publish grievance procedures providing for prompt and equitable resolution of complaints [[28 CFR Sec. 35.107\(b\)](#)]. This requirement provides for a timely resolution of all problems or conflicts related to ADA compliance before they escalate to litigation and/or the federal complaint process.

Designation of Responsibility

The City of Chamblee has designated the following person to serve as ADA Transition Plan Implementation Coordinator, to monitor the City's progress and manage review and updates of this document:

Name: Al Wiggins Job Title: Deputy City Manager
Contact information is provided in Appendix C.

Training is an important tool for ensuring compliance with ADA requirements. The ADA Coordinator will identify resources and opportunities for agency employees at various levels to receive ADA-related training appropriate to their job functions.

Self-Evaluation

Overview

The City of Chamblee is required, under Title II of the Americans with Disabilities Act (ADA) and 28CFR35.105, to perform a self-evaluation of its current transportation infrastructure policies, practices, and programs. This self-evaluation will identify what policies and practices impact accessibility and examine how the City implements these policies. The goal of the self-evaluation is to verify that, in implementing the City policies and practices, the department is providing accessibility and not adversely affecting the full participation of individuals with disabilities.

This self-evaluation also examines the condition of the City's pedestrian access routes and identifies the potential need for pedestrian infrastructure improvements. This will include the sidewalks, curb ramps, access to public transit facilities (MARTA), and bicycle/pedestrian trails located within the city limits of Chamblee. Any barriers to accessibility identified in the self-evaluation and the remedy to the identified barrier are set out in this transition plan.

The transition plan is intended to be an evolving plan. As such, the City of Chamblee will annually review this plan and ensure that it is up to date with current standards. The plan will also incorporate improvements completed on the ADA features.

Process & Findings

In 2019, Keck & Wood Inc., on behalf of the City of Chamblee, completed a self-evaluation of its facilities and parks with regard to accessibility. Detailed inventories and findings from the reviews are provided in Appendix E, under the headings Building Facilities (E-1) and Pedestrian Facilities (E-2).

An important component of the self-evaluation process is the identification of obstacles or barriers to accessibility, and the corresponding modifications that will be needed to remedy these items. The following sections provide a summary of improvements that have already been made, and obstacles that the City plans to address as part of this Transition Plan.

Building Facilities and Related Parking Lots/Facilities

The City of Chamblee is responsible for the following public facilities and parks:

Facility/Park Number	Facility/Park Name	Address
Facility #1	Civic Center	3540 Broad Street Chamblee, GA 30341
Facility #2	Police Department	3518 Broad Street Chamblee, GA 30341
Facility #3	City Hall	5468 Peachtree Road Chamblee, GA 30341
Facility #4	Development Department	3506 Broad Street Chamblee, GA 30341
Facility #5	Public Works Department	3210 Cumberland Drive Chamblee, GA 30341
Park #1	Huntley Hills Park	Longview Drive Chamblee, GA 30341
Park #2	Shallowford Park	3096 Shallowford Place Chamblee, GA 30341
Park #3	Clairmont Park	Clairmont Road Chamblee, GA 30341
Park #4	Keswick Park	3496 Keswick Drive Chamblee, GA 30341
Park #5	City Hall Park	5468 Peachtree Road Chamblee, GA 30341
Park #6	Village Park	3375 Chamblee- Dunwoody Road Chamblee, GA 30341
Park #7	Dresden Park	2301 Dresden Drive Chamblee, GA 30341
Park #8	Canfield Park	3090 Canfield Drive Chamblee, GA 30341

The City has conducted a detailed accessibility evaluation of each of its building facilities, and related parking lots/areas, based on the [ADA Checklist for Existing Facilities](#) publication. The findings from this evaluation are provided in Appendix E-1. The accessibility barriers/issues identified as currently existing have been ranked in order of priority for improvement.

Improvement Schedule

The City of Chamblee has set the following schedule goals for improving the accessibility of its buildings and public facilities within the City jurisdiction:

- After 10 years, 100% of accessibility features that were constructed after January 26, 1991, will be ADA compliant.

- After 20 years, 80% of accessibility features within the priority areas identified by the City staff will be ADA compliant.
- After 30 years, 80% of accessibility features within the jurisdiction of the City will be ADA compliant.

Pedestrian Facilities / Public Rights-of-Way

As part of the self-evaluation process, Keck & Wood Inc., on behalf of the City of Chamblee, has conducted an inventory and evaluation of pedestrian facilities within its public rights-of-way, which consist of approximately 41 miles of sidewalk, crosswalks, curb ramps, and traffic control signals.

A detailed evaluation of these facilities with regard to accessibility compliance is provided in Appendix E-2, and will be updated annually.

Improvement Schedule

The City of Chamblee has set the following schedule goals for improving the accessibility of its pedestrian facilities within the City jurisdiction:

- After 10 years, 100% of accessibility features that were constructed after January 26, 1991, will be ADA compliant.
- After 20 years, 80% of accessibility features within the priority areas identified by the City staff will be ADA compliant.
- After 30 years, 80% of accessibility features within the jurisdiction of the City will be ADA compliant.

The schedule noted above is a baseline for ADA improvements that the City of Chamblee plans to achieve. The City will make all efforts to achieve ADA compliance within a shorter period of time that will be contingent on procuring funding for improvements.

Methodology

The City of Chamblee will utilize two methods for upgrading pedestrian facilities to current ADA standards. The first and most comprehensive method is through scheduled street and utility improvement projects. All pedestrian facilities impacted by these projects will be upgraded to current ADA accessibility standards.

The second method is through specific sidewalk and ADA accessibility improvement projects that are identified individually. These projects will be incorporated into the Capital Improvement Program (CIP) on a case-by-case basis as determined by the City of Chamblee staff.

The City of Chamblee has utilized several funding methods to install ADA improvements, which included the City's General Fund, Community Development Block Grants (GDBG), and Livable Centers Initiative (LCI) program. The City will continue to

pursue a variety of funding methods in order to achieve ADA compliance within the City's limits.

Policy

The City of Chamblee's goal is to continue to provide accessible pedestrian design features as part of its capital improvement projects. The City has adopted ADA design standards and procedures as listed in Appendix A. These standards and procedures will be kept up-to-date with nationwide and local best management practices.

The City will consider and respond to all accessibility improvement requests. All accessibility improvements that are deemed reasonable will be scheduled consistent with transportation priorities. The City will coordinate with external agencies to ensure that all new or altered pedestrian facilities within the City jurisdiction are ADA compliant to the maximum extent feasible.

Maintenance of pedestrian facilities within the public rights-of-way will continue to follow the policies set forth by the City. Examples of typical maintenance items relating to accessibility include: sidewalk repairs, renewal of crosswalk markings, and ADA ramp maintenance. Detailed information is provided in Appendix E-2.

Requests for accessibility improvements can be submitted to the ADA Transition Plan Implementation Coordinator. Contact information is provided in Appendix C.

Priority Areas

The City of Chamblee has identified specific locations as priority areas for planned accessibility improvement projects. These areas have been selected due to their proximity to specific land uses. This includes areas within the vicinity of public facilities, such as schools, government offices, parks and recreational facilities, public transit facilities, and medical facilities.

1. Pedestrian facilities within proximity of schools within the City's limits
2. Pedestrian facilities within proximity of city facilities (ex: City Hall)
3. Pedestrian facilities within proximity of city parks
4. Pedestrian facilities within residential areas
5. Pedestrian facilities within commercial/industrial areas

Additional priority will be given to any location where an improvement project or alteration was constructed after January 26, 1991, and accessibility features were omitted.

External Agency Coordination

Many other agencies are responsible for pedestrian facilities within the jurisdiction of the City of Chamblee. The City will coordinate with those agencies (Georgia Department of Transportation and MARTA) to assist with identifying and facilitating elimination of accessibility barriers along their routes.

Public Outreach

The City of Chamblee recognizes that public participation is an important component in the development of this transition plan. Input from the community has been gathered and used to help define priority areas for improvements within the jurisdiction of the City of Chamblee. A draft of the ADA Transition Plan has been posted to the City's website for public review and comments.

Public Notice of ADA Requirements and Grievance Procedure

Under the Americans with Disabilities Act, each agency is required to publish its responsibilities with regard to ADA compliance. A draft of this public notice is provided in Appendix B.

If users of the City of Chamblee facilities and services believe the City has not provided a reasonable accommodation, they have the right to file a grievance. In accordance with [28 CFR Sec. 35.107\(b\)](#), the City has developed a grievance procedure for the purpose of the prompt and equitable resolution of citizens' complaints or concerns. This grievance procedure is outlined in Appendix B.

Progress Monitoring and Transition Plan Management

This Transition Plan is considered to be a living document that will continue to be updated as conditions within the City evolve. The initial schedule is to formally review the complete document (main body and appendices) at least once per year, to identify any need for updates. Updates to the appendices or attachments may be made more frequently as needed. Any substantive updates to the main body of this document will include a public comment period to continue the City public outreach efforts.

The City recognizes that ADA compliance is an ongoing responsibility which will require monitoring to identify future accessibility issues that may be encountered. For example, facilities that currently meet ADA requirements could fall out of compliance in the future due to factors such as damage, disrepair, or changes within public rights-of-way that could create new accessibility obstacles. Therefore, the ADA Transition Plan Implementation Coordinator will establish an on-going monitoring/inspection process to ensure that facilities continue to comply with ADA requirements. Agency employees will also be encouraged to report any accessibility concerns or deficiencies that are identified.

Appendices

- A. Agency ADA Design Standards and Improvement/Compliance Procedures**
- B. Public Notice of ADA Requirements and Grievance Procedure**
- C. ADA Transition Plan Coordinator Contact Information**
- D. Glossary of Terms**
- E. Self-Evaluation**
 - E-1. Building Facilities & Related Parking Lots/Facilities**
 - E-2. Pedestrian Facilities / Public Rights-of-Way**

Appendix A – Agency ADA Design Standards and Procedures

Design Procedures

Intersection Corners

Curb ramps or blended transitions will attempt to be constructed or upgraded to achieve compliance within all capital improvement projects. There may be limitations which make it technically infeasible for an intersection corner to achieve full accessibility within the scope of any project. Those limitations will be noted and those intersection corners will remain on the transition plan. As future projects or opportunities arise, those intersection corners shall continue to be incorporated into future work. Regardless on if full compliance can be achieved or not, each intersection corner shall be made as compliant as possible in accordance with the judgment of City staff.

Sidewalks / Trails

Sidewalks and trails will attempt to be constructed or upgraded to achieve compliance within all capital improvement projects. There may be limitations which make it technically infeasible for segments of sidewalks or trails to achieve full accessibility within the scope of any project. Those limitations will be noted and those segments will remain on the transition plan. As future projects or opportunities arise, those segments shall continue to be incorporated into future work. Regardless on if full compliance can be achieved or not, every sidewalk or trail shall be made as compliant as possible in accordance with the judgment of City staff.

Traffic Control Signals

Traffic control signals will attempt to be constructed or upgraded to achieve compliance within all capital improvement projects. There may be limitations which make it technically infeasible for individual traffic control signal locations to achieve full accessibility within the scope of any project. Those limitations will be noted and those locations will remain on the transition plan. As future projects or opportunities arise, those locations shall continue to be incorporated into future work. Regardless on if full compliance can be achieved or not, each traffic signal control location shall be made as compliant as possible in accordance with the judgment of City staff.

Other policies, practices and programs

Policies, practices and programs not identified in this document will follow the applicable ADA standards.

Design Standards

The City of Chamblee complies with the design standards established by the Georgia Department of Transportation (GDOT).

Appendix B – Public Notice of ADA Requirements and Grievance Procedure

As required by the Americans with Disabilities Act, the City of Chamblee has posted the following notice outlining its responsibilities with regard to ADA compliance.

Public Notice

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990, the City of Chamblee will not discriminate against qualified individuals on the basis of disability in the City's services, programs or activities.

Employment: The City of Chamblee does not discriminate on the basis of disability in its hiring or employment practices and complies with all regulations promulgated by the U.S. Equal Employment Opportunity Commission under Title I of the Americans with Disabilities Act (ADA).

Effective Communication: The City will generally, upon request, provide appropriate aids and services leading to effective communication for qualified persons with disabilities so they can participate equally in the City's programs, services and activities, including qualified sign language interpreters, documents in Braille, and other ways of making information and communications accessible to people who have speech, hearing or vision impairments.

Modifications to Policies and Procedures: The City will make all reasonable modifications to policies and procedures to ensure that people with disabilities have an equal opportunity to enjoy all City programs, services and activities. For example, individuals with service animals are welcomed in City offices, even where pets are generally prohibited.

Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a City program, service or activity, should contact the office of the ADA Coordinator as soon as possible but no later than 48 hours before the scheduled event.

The ADA does not require the City to take any action that would fundamentally alter the nature of its programs or services, or impose an undue financial or administrative burden. The City will not place a surcharge on a particular individual with a disability or any group of individuals with disabilities to cover the cost of providing auxiliary aids/services or reasonable modifications of policy, such as retrieving items from locations that are open to the public but are not accessible to persons who use wheelchairs.

Grievance Procedure

This grievance procedure is established to meet the requirements of the Americans with Disabilities Act of 1990 (ADA). It may be used by anyone who wishes to file a complaint alleging discrimination on the basis of disability in the provision of service, activities, programs, or benefits by the City of Chamblee Mayor and Council. The City of Chamblee Personnel Policies and Procedures govern employment related complaints of disability discrimination. The application form is included. Grievances should be filed with the ADA Coordinator at:

City of Chamblee
5468 Peachtree Road
Chamblee, Georgia 30341

The Grievance Procedure consists of the following:

1. A complaint should be filed in writing (but can be submitted in alternate format due to the needs on an individual's disability), containing the name and address of the person filing it, and briefly describing the alleged violation of the regulations or discriminatory act.
2. A complaint should be filed within 30 calendar days after the complainant becomes aware of the alleged violation. Complaints for alleged violations prior to the adoption of this plan shall be determined on a case by case basis by the ADA Coordinator.
3. An investigation, as may be appropriate, will follow the filing of a complaint and will be conducted by the City's ADA Coordinator. Technical and legal expertise will be consulted as needed. A thorough investigation will be conducted, affording all interested parties and their representatives a chance to submit evidence relevant to the complaint.
4. The City's ADA Coordinator, or his designee, will provide a written report to the City Manager of the complaint. This will include a recommendation on the appropriate way to respond to the complaint.
5. The Mayor and Council will determine which action, if any, the City of Chamblee will take.
6. The City's ADA Coordinator will maintain the files and records relating to all ADA Coordinator will maintain the files and records relating to all ADA grievances/complaints filed.
7. The right of a person to a prompt and equitable resolution of the complaint filed thereunder will not be impaired by the person's pursuit of other remedies such as the filing of an ADA complaint with the responsible federal department or state department or agency. This grievance process is not a

prerequisite to the pursuit of other remedies.

8. These rules will be construed to protect the substantive rights of interested persons to meet appropriate due process standards, and to assure the City of Chamblee complies with the ADA and implementing regulations.
This information can be made available in an alternate format and the grievance can be submitted in an alternate format.

**City of Chamblee
ADA Grievance Form**

NAME:

ADDRESS:

PHONE NUMBER:

EMAIL ADDRESS:

LOCATION OF
PROBLEM:

DESCRIPTION OF
PROBLEM:

**Please attach additional pages if needed.*

The complaint should be submitted by the grievant and/or his/her designee as soon as possible but no later than 30 days after the alleged violation to:

City of Chamblee
ATTN: Al Wiggins/ADA Coordinator
5468 Peachtree Road
Chamblee, Georgia 30341
AWiggins@chambleega.gov
770-986-5010

Appendix C – ADA Coordinator Contact Information

Chamblee ADA Transition Plan Implementation Coordinator

Name: Al Wiggins Job Title: Deputy City Manager

Office Address: 5468 Peachtree Road, Chamblee, Georgia 30341

Phone: 770-986-5010

Fax: 770-986-5014

E-mail: AWiggins@chambleega.gov

Appendix D – Glossary of Terms

Glossary of Terms

ABA: See Architectural Barriers Act.

ADA: See Americans with Disabilities Act.

ADA Transition Plan: Transportation system plan that identifies accessibility needs, the process to fully integrate accessibility improvements, and aims to ensure that all transportation facilities, services, programs, and activities are accessible to all individuals.

ADAAG: See Americans with Disabilities Act Accessibility Guidelines.

Accessible: A facility that provides access to people with disabilities using the design requirements of the ADA.

Accessible Pedestrian Signal (APS): A device that communicates information about the WALK phase in audible and vibrotactile formats.

Alteration: A change to a facility in the public right-of-way that affects or could affect access, circulation, or use. An alteration must not decrease or have the effect of decreasing the accessibility of a facility or an accessible connection to an adjacent building or site.

Americans with Disabilities Act (ADA): Civil rights legislation passed in 1990 and effective July 1992. The ADA sets design guidelines for accessibility to public facilities, including sidewalks and trails, by individuals with disabilities.

Americans with Disabilities Act Accessibility Guidelines (ADAAG): Contains scoping and technical requirements for accessibility to buildings and public facilities by individuals with disabilities under the Americans with Disabilities Act (ADA) of 1990.

APS: See Accessible Pedestrian Signal.

Architectural Barriers Act (ABA): Federal law that requires facilities designed, built, altered or leased with Federal funds to be accessible. The Architectural Barriers Act marks one of the first efforts to ensure access to the built environment.

Capital Improvement Program (CIP): The CIP for a public agency typically includes an annual capital budget and a five-year plan for funding the new construction and reconstruction projects on the agency's transportation system.

Detectable Warning: A surface feature of truncated domes, built in or applied to the walking surface to indicate an upcoming change from pedestrian to vehicular way.

DOJ: See United States Department of Justice.

Federal Highway Administration (FHWA): A branch of the U.S. Department of Transportation that administers the federal-aid Highway Program, providing financial assistance to states to construct and improve highways, urban and rural roads, and bridges.

FHWA: See Federal Highway Administration.

GDOT: Georgia Department of Transportation.

MARTA: Metropolitan Atlanta Rapid Transit Authority.

Pedestrian Access Route (PAR): A continuous and unobstructed walkway within a pedestrian circulation path that provides accessibility.

Pedestrian Circulation Route (PCR): A prepared exterior or interior way of passage provided for pedestrian travel.

PROWAG: An acronym for the *Guidelines for Accessible Public Rights-of-Way* issued in 2005 by the U.S. Access Board. This guidance addresses roadway design practices, slope and terrain related to pedestrian access to walkways and streets, including crosswalks, curb ramps, street furnishings, pedestrian signals, parking and other components of public rights-of-way.

Right-of-Way: A general term denoting land, property, or interest therein, usually in a strip, acquired for the network of streets, sidewalks and trails creating public pedestrian access within a public entity's jurisdictional limits.

Section 504: The section of the Rehabilitation Act that prohibits discrimination by any program or activity conducted by the federal government.

Uniform Federal Accessibility Standards (UFAS): Accessibility standards that all federal agencies are required to meet; includes scoping and technical specifications.

United States Access Board: An independent federal agency that develops and maintains design criteria for buildings and other improvements, transit vehicles, telecommunications equipment, and electronic and information technology. It also enforces accessibility standards that cover federally-funded facilities.

United States Department of Justice: Federal executive department responsible for enforcement of the law and administration of justice (also referred to as the Justice Department or DOJ).

Appendix E – Self-Evaluation

Self-Evaluation

A public entity that employs 50 or more persons is required, for at least three years following the completion of the self-evaluation, to maintain on file and make available for public inspection:

- A description of areas examined and any problems identified;
- Cost to remove the ADA barrier; and,
- A description of any modifications made and the date the modification was made.

Descriptions of areas examined, problems identified and any modifications made are listed in the following sections E-1 and E-2.

E-1. Building Facilities & Related Parking Lots/Facilities

The City has conducted a detailed accessibility evaluation of each of its buildings, based on the [ADA Checklist for Existing Facilities](#) publication. The results are listed below:

ADA Self-Evaluation- City Buildings and Facilities

CITY OWNED FACILITY	ADDRESS	BARRIERS	COMMENTS	DATE OF BARRIER REMOVAL	ESTIMATED COST
Facility #1- Civic Center	3540 Broad Street Chamblee, GA 30341	<ul style="list-style-type: none"> • ADA parking space • Detectable warning strip • Public restroom signs • Restroom stalls • Restroom stall grab bar • ADA compliant toilet 	<ul style="list-style-type: none"> • The Civic Center lacked a parking space that is ADA van accessible. The ADA parking spaces that do exist are without a 5 foot access aisle. • The access ramps from the parking lot to the main walkway are without a detectable warning strip. • The restroom signs on both, the men and women restrooms, need to be placed to the side of the door approx. 60 inches from the floor. They should include raised characters and braille text that includes the same information. • The restroom stalls in both, the men and women restrooms, do not provide adequate space for a wheelchair to maneuver. There needs to be either a 5' diameter turn space or a T-shaped clear space. • There is not a grab bar behind the toilet. • The toilet seat in the men's restroom is 20 inches high and 19.5 inches high in the women's restroom. The toilet seat should be between 17 and 19 inches high. 	TBD	\$23,315
Facility #2- Police Department	3518 Broad Street Chamblee, GA 30341	<ul style="list-style-type: none"> • ADA parking space • Detectable warning strip • Restroom stall 	<ul style="list-style-type: none"> • The Police Department has an ADA parking space with adequate spacing to be considered Van accessible, however, there is no plaque indicating that is the case. • The curb cut ramp from the parking lot to the main entrance is lacking a detectable warning strip. • The men's restroom toilet seat is 20.5 inches high. The toilet seat should be between 17 and 19 inches high. 	TBD	\$1,350
Facility #3- City Hall	5468 Peachtree Road Chamblee, GA 30341	<ul style="list-style-type: none"> • Detectable warning strip 	<ul style="list-style-type: none"> • No detectable warning strip on the access ramp leading from the parking lot to the front entrance. 	TBD	\$300
Facility #4- Development Department	3506 Broad Street Chamblee, GA 30341	<ul style="list-style-type: none"> • ADA parking space • Standard handicap parking sign • Detectable warning strip • Hallway 	<ul style="list-style-type: none"> • The parking lot does not have a van accessible ADA parking space. • There is no sign for the ADA parking space. • The access ramp from the parking lot to the front entrance does not have a detectable warning strip. • The width of the hallway is only 34 inches in one place. 	TBD	\$10,425
Facility #5- Public Works Department	3210 Cumberland Drive Chamblee, GA 30341	<ul style="list-style-type: none"> • ADA parking space • Access ramp • Ramp handrail • Restroom doors • Public restroom sign • Restroom stalls • Lavatory 	<ul style="list-style-type: none"> • The amount of parking spaces available to the public is between 26 and 50, therefore, there needs to be at least 2 ADA parking spaces. One of which, needs to be van accessible. There is currently only one ADA parking space. This space is not van accessible and has a slope greater than 2% in all directions. • The access ramp has a slope of 11%. The maximum allowable slope is 8.33% (12:1). The ramp handrails have a height of 33 inches. Ramp handrails need to be at a height between 34 and 38 inches. • The restroom doors seem to require more than 5lb of force to open. The restroom signs should be on the wall, not the door. • The restroom stalls do not have a grab bar behind the toilet. • The men's restroom stall does not have an adequate area to allow for a wheelchair to turn around. • The women's restroom is only 26 inches wide between the wall and the counter. There is also a limited amount of space that does not allow for a wheelchair past the counter. • The women's restroom lavatory has a height of only 27 inches. 	TBD	\$28,390

E-1. Building Facilities & Related Parking Lots/Facilities

The City has conducted a detailed accessibility evaluation of each of its buildings, based on the [ADA Checklist for Existing Facilities](#) publication. The results are listed below:

ADA Self-Evaluation - City Buildings and Facilities

CITY OWNED FACILITY	ADDRESS	BARRIERS	COMMENTS	DATE OF BARRIER REMOVAL	ESTIMATED COST
Park #1- Huntley Hills Park	Longview Drive Chamblee, GA 30341	<ul style="list-style-type: none"> • Detectable warning strip • Curb cut ramps • Bridge 	<ul style="list-style-type: none"> • The curb cut ramps from the street to the park entrance do not slope down to the roadway or have a detectable warning strip. • Both sides of the bridge do not tie in to the sidewalk and have a short step up. 	TBD	\$2,680
Park #2- Shallowford Park	3096 Shallowford Place Chamblee, GA 30341	<ul style="list-style-type: none"> • ADA parking space • Detectable warning strip • ADA access to play equipment 	<ul style="list-style-type: none"> • There is no van accessible parking space. All ADA parking spaces are greater than 2% in all directions. • The curb cut ramp does not have a detectable warning strip. • There is no ADA access to any of the play equipment. 	TBD	\$16,315
Park #3- Clairmont Park	Clairmont Road Chamblee, GA 30341	<ul style="list-style-type: none"> • Sidewalk cross slope 	<ul style="list-style-type: none"> • The cross slope of the sidewalk near the park entrances is greater than 2%. 	TBD	\$200
Park #4- Keswick Park	3496 Keswick Drive Chamblee, GA 30341	<ul style="list-style-type: none"> • Sidewalk • ADA parking spaces • Detectable warning strip 	<ul style="list-style-type: none"> • The sidewalk cross slope is greater than 2% at various locations throughout the park. • The front parking lot ADA parking space has a plaque stating it is van accessible, however, the access aisle is only 5 feet wide, which is less than the 8 foot minimum. • The parking lot in the back has between 50 and 75 parking spaces, which requires a minimum of 3 ADA parking spaces. There are currently only 2. • The ADA parking spaces in the back have an access aisle with an adequate width, however, one of the spaces needs a plaque stating that it is van accessible. • The curb cut ramps at the access aisles of both parking lots are lacking a detectable warning strip. 	TBD	\$4,635
Park #5- City Hall Park	5468 Peachtree Road Chamblee, GA 30341	No Barriers	No Comments	N/A	N/A
Park #6- Village Park	3375 Chamblee- Dunwoody Road Chamblee, GA 30341	<ul style="list-style-type: none"> • ADA parking space • Access ramp • Detectable warning strip 	<ul style="list-style-type: none"> • The ADA parking space does not have a van accessible plaque. The access aisle striping is faded. • The ramp to the park is 9.6% which exceeds the maximum slope of 8.33%. • There is no detectable warning strip on the ramp. 	TBD	\$415
Park #7- Dresden Park	2301 Dresden Drive Chamblee, GA 30341	<ul style="list-style-type: none"> • Sidewalk • Water fountains • Public restroom sign • Restroom stalls • Detectable warning strip • Utility 	<ul style="list-style-type: none"> • The sidewalk near the park entrance has a low spot that seems to collect water. • The button on the water fountain near the restrooms is on top. It needs to be on the front or side. • The restroom signs are on the door. They should be to the side of the door. • There is not an adequate amount of space in the bathroom stall for a wheelchair to maneuver. • The access ramps going from the parking lot to the sidewalk do not have a detectable warning strip. • There is a utility near the concession stands that is not at grade with the sidewalk and presents a tripping hazard. 	TBD	\$22,290
Park #8- Canfield Park	3090 Canfield Drive Chamblee, GA 30341	<ul style="list-style-type: none"> • Route of Travel 	<ul style="list-style-type: none"> • The route of travel is across gravel which is not considered a stable and firm surface. 	TBD	\$2,275
				*Total	\$112,590

**The estimated barrier removal costs for facilities are conceptual in nature. Recommend contacting contractor for a precise estimate.*

E-2. Pedestrian Facilities / Public Rights-of-Way

The City has conducted a detailed accessibility evaluation of pedestrian facilities within the agency's public rights-of-way. The results are listed below:

ADA Self-Evaluation- Pedestrian Facilities

LOCATION OF DEFICIENT PEDESTRIAN FACILITY (BY STREET)	RAMPS OUT OF COMPLIANCE	DETECTABLE WARNING STRIPS OUT OF COMPLIANCE	LENGTH OF SIDEWALK OUT OF COMPLIANCE	LENGTH OF SIDEWALK LESS THAN 5' WIDE	DRIVEWAYS OUT OF COMPLIANCE	VALLEY GUTTERS OUT OF COMPLIANCE	OTHER ITEMS OUT OF COMPLIANCE	COMMENTS	DATE OF BARRIER REMOVAL	EST. COST
6th Street	-	2	-	-	-	-	-	-	TBD	\$600
Admiral Drive	5	-	295	925	-	11	-	<ul style="list-style-type: none"> Sidewalk cross slope is greater than 2% at most locations. Catch basin at the corner of Admiral Dr. and Longview Dr. near Huntley Hills Park is uneven and presents a tripping hazard. 	TBD	\$66,905
Airport Road	2	7	35	1265	3	-	-	<ul style="list-style-type: none"> Sidewalk cross slope is greater than 2% at various locations. 	TBD	\$27,885
American Industrial Way	-	2	-	140	-	3	-	-	TBD	\$16,020
Beverly Hills Drive	6	-	100	740	-	1	-	-	TBD	\$14,620
Broad Street	11	8	35	280	1	-	<ul style="list-style-type: none"> Power pole in sidewalk at 3589 makes sidewalk less than 4' wide. 	-	TBD	\$21,230
Buford Highway	17	13	730	335	7	-	<ul style="list-style-type: none"> Water valve creates obstacle at 4897. Power pole in sidewalk across from EZ Appliances makes the sidewalk less than 4' wide. Power poles in sidewalk at 4203 makes sidewalk less than 4' wide. 	-	TBD	\$78,125
Caldwell Road	-	-	40	255	-	4	-	-	TBD	\$21,325
Chamblee Dunwoody Road	25	29	275	5790	4	16	<ul style="list-style-type: none"> Overgrowth near intersection with Ashentree Drive creates obstacle. 	-	TBD	\$161,420
Chamblee Dunwoody Way	9	-	140	610	3	1	-	-	TBD	\$37,290
Chamblee Tucker Road	13	41	725	15	5	81	<ul style="list-style-type: none"> Mailboxes along sidewalk create passageways of less than 4'. Overgrowth across the road from 2316. Utility box near Marta entrance presents a tripping hazard. Utility box on the north end of the Chamblee Tucker Road/New Peachtree Road Intersection creates a tripping hazard. 	-	TBD	\$474,495
Clairmont Road	24	15	510	-	3	76	<ul style="list-style-type: none"> Overgrowth near 4144. 	<ul style="list-style-type: none"> Catch basin and manhole at 3758 present tripping hazards. The drop in the concrete around the fire hydrant across from the intersection of Ninth Street and Clairmont Road presents a tripping hazard. 	TBD	\$435,640
Clairmont Terrace NE	-	2	65	-	-	-	-	<ul style="list-style-type: none"> Sidewalk has tripping hazards throughout due to uneven concrete. 	TBD	\$1,510

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ADA Self-Evaluation- Pedestrian Facilities

LOCATION OF DEFICIENT PEDESTRIAN FACILITY (BY STREET)	RAMPS OUT OF COMPLIANCE	DETECTABLE WARNING STRIPS OUT OF COMPLIANCE	LENGTH OF SIDEWALK OUT OF COMPLIANCE	LENGTH OF SIDEWALK LESS THAN 5' WIDE	DRIVEWAYS OUT OF COMPLIANCE	VALLEY GUTTERS OUT OF COMPLIANCE	OTHER ITEMS OUT OF COMPLIANCE	COMMENTS	DATE OF BARRIER REMOVAL	EST. COST
Cumberland Drive	3	-	720	1330	-	-	-	-	TBD	\$17,070
Dering Circle	2	4	10	-	2	-	-	<ul style="list-style-type: none"> Sidewalk cross slope is greater than 2% at various locations. 	TBD	\$16,340
Dering Place	1	1	25	-	-	-	-	<ul style="list-style-type: none"> Sidewalk cross slope is greater than 2% at various locations. Uneven concrete near fire hydrant presents a tripping hazard. Catch basin at 2544 is not level with the sidewalk and creates a tripping hazard. 	TBD	\$1,650
Donaldson Drive	2	-	125	1560	-	9	<ul style="list-style-type: none"> Overgrowth at various locations. 	-	TBD	\$53,430
Dresden Court	2	-	-	200	1	-	-	-	TBD	\$9,100
Dresden Drive	17	29	405	5695	7	45	<ul style="list-style-type: none"> Water valve/meter creates obstacle at 2106, 2256, 2699, and 2716. Water valve creates obstacle near driveway of 2106 and approx. 200' east of 2002. Electrical box creates obstacle near 2674. Power pole in sidewalk across from 2756 makes the sidewalk less than 4' wide. Catch Basin top at 2686 needs to be replaced. Catch Basin top near driveway along Dresden Drive of 2824 Frontier Trail needs to be replaced. Overgrowth at various locations. 	-	TBD	\$323,955
Ellwyn Drive	2	-	20	840	-	6	-	<ul style="list-style-type: none"> Sidewalk cross slope is greater than 2% at various locations. 	TBD	\$34,800
Ensign Drive	1	-	-	-	-	-	-	-	TBD	\$1,000
Forrestal Drive	-	-	20	300	-	-	-	<ul style="list-style-type: none"> Sidewalk cross slope is greater than 2% at various locations. 	TBD	\$1,180
Green Industrial Way	-	2	-	-	-	-	-	-	TBD	\$600
Gregory Run NE	-	-	10	-	-	-	-	<ul style="list-style-type: none"> Sidewalk cross slope is greater than 2% at most locations. The catch basin near 1924 has broken sidewalk behind it which creates a tripping hazard. 	TBD	\$140

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ADA Self-Evaluation- Pedestrian Facilities

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Hamlin Road	-	-	-	315	-	-	-	-	TBD	\$945
Harts Mill Road	6	7	290	2925	-	19	• Power pole in sidewalk near intersection with Teal Road and at 1967 makes sidewalk less than 4' wide.	-	TBD	\$122,435
Hilltop Drive	-	-	-	95	-	-	-	-	TBD	\$285
Hood Avenue	2	-	175	-	-	1	-	-	TBD	\$9,450
Huntington Chase	-	-	20	640	-	-	-	-	TBD	\$2,200
Ingersoll Rand Drive	-	-	10	-	-	-	-	-	TBD	\$140
Irvindale Way	2	2	20	-	-	-	• Overgrowth creates an obstacle.	-	TBD	\$3,380
Ivy Lane	3	-	-	330	-	-	-	-	TBD	\$3,990
Johnson Ferry Road	2	8	-	-	2	-	-	-	TBD	\$17,400
Johnson Road	10	4	100	165	4	1	• Gap in concrete behind ramp creates tripping hazard. • Overgrowth near retaining wall creates obstacle along sidewalk.	• Sidewalk cross slope is greater than 2% at various locations.	TBD	\$44,095
Keswick Drive	-	2	95	1405	-	6	• Power pole in sidewalk at 3397, 3406, 3416, and 3426 makes the sidewalk less than 4' wide.	-	TBD	\$36,145
Laventure Drive	-	4	-	-	-	-	-	-	TBD	\$1200
Longview Drive	13	-	170	1540	1	6	• Overgrowth at 4189 creates an obstacle.	-	TBD	\$57,000
Malone Drive	-	10	-	-	-	-	-	-	TBD	\$3,000
Murray Drive	35	-	-	-	-	-	-	-	TBD	\$35,000
McJenkin Drive	2	-	-	-	-	-	-	• Sidewalk cross slope is greater than 2% at various locations.	TBD	\$2,000
Mendenhall Street	1	-	-	70	-	-	-	-	TBD	\$1,210
Miller Drive	3	14	35	55	-	-	• Power pole in sidewalk (Pole BB2344) makes sidewalk less than 4' wide.	-	TBD	\$7,855
N Peachtree Road	9	17	200	365	1	7	-	-	TBD	\$59,495
N Shallowford Road	16	7	75	1900	-	9	-	-	TBD	\$69,850
New Peachtree Road	29	36	65	1355	3	4	• Ramp near parking entrance at the intersection of New Peachtree Road and Watkins Avenue. • Ramp at the driveway of the First Baptist Church of Chamblee. • Ramps across from 5517 do not run linear with each other. • Timber pole in sidewalk near intersection with Clemson Drive makes sidewalk less than 4' wide.	• The ramps at the intersection and the church driveway noted in "other items out of compliance" have ponding water.	TBD	\$90,275

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LOCATION OF DEFICIENT PEDESTRIAN FACILITY (BY STREET)	RAMPS OUT OF COMPLIANCE	DETECTABLE WARNING STRIPS OUT OF COMPLIANCE	LENGTH OF SIDEWALK OUT OF COMPLIANCE	LENGTH OF SIDEWALK LESS THAN 5' WIDE	DRIVEWAYS OUT OF COMPLIANCE	VALLEY GUTTERS OUT OF COMPLIANCE	OTHER ITEMS OUT OF COMPLIANCE	COMMENTS	DATE OF BARRIER REMOVAL	EST. COST
Oak Shadow Court NE	12	-	10	355	-	-	-	• There are no ramps at any of the handicap parking spaces.	TBD	\$13,205
Peachtree Boulevard	15	42	225	1130	1	2	• Ramp at the Southern Entrance to Hennessy Ford.	• The ramp noted in "other items out of compliance" has ponding water.	TBD	\$53,640
Peachtree Road	14	25	215	505	1	3	• Raised asphalt patches on crosswalk near "Trackside" create tripping hazards.	• Sidewalk cross slope is greater than 2% at various locations.	TBD	\$47,525
Pierce Drive	-	3	-	-	-	-	-	-	TBD	\$900
Plaster Road	20	6	135	215	5	8	• The ramps at the intersection of Warwick Circle and Plaster Road. • The ramps at the intersection of Woodacres Road and Plaster Road. • A ramp at 2283.	• The ramps noted in "other items out of compliance" have ponding water and some are covered in asphalt.	TBD	\$105,835
Plaza Way	1	-	-	-	-	-	-	-	TBD	\$1,000
Sandlewood Lane	-	-	20	-	-	-	-	-	TBD	\$280
School Street	2	-	410	195	-	11	-	• Sidewalk cross slope is greater than 2% at most locations.	TBD	\$63,325
Seaman Way	2	-	50	280	-	3	-	• Sidewalk cross slope is greater than 2% at most locations.	TBD	\$18,540
Seaman Circle	17	1	95	1575	4	2	• Overgrowth at various locations.	• Sidewalk cross slope is greater than 2% at various locations.	TBD	\$59,355
Sexton Woods Drive	5	9	-	410	1	10	-	-	TBD	\$65,430
Shallowford Place	-	1	10	525	-	-	• Power pole in sidewalk makes sidewalk less than 4' wide.	• Sidewalk cross slope is greater than 2% at various locations.	TBD	\$2,015
Shallowford Road	54	27	550	7500	13	88	• Drainage inlets at the intersection of Shallowford Road and Shallowford Place run parallel with the pedestrian travel lane and create an obstacle.	• Sections of the sidewalk are cracked and present tripping hazards.	TBD	\$619,200
Spring Street	-	-	25	810	-	7	• Mailboxes along sidewalk create passageways of less than 4'.	• Sidewalk cross slope is greater than 2% at most locations.	TBD	\$37,780
Surrey Circle	3	-	-	-	-	-	-	-	TBD	\$3,000
Teal Road	1	1	50	860	-	8	• Overgrowth at various locations.	-	TBD	\$44,580
Vanet Road	1	-	10	-	-	-	• Overgrowth at various locations.	-	TBD	\$1,140
Woodside Way	-	-	65	90	1	-	-	-	TBD	\$7,680
									*Total	\$3,528,110

*The estimated barrier removal cost for pedestrian facilities is conceptual in nature. The cost may be lower than estimated depending on contractor estimates and actual utility relocation costs, where applicable.