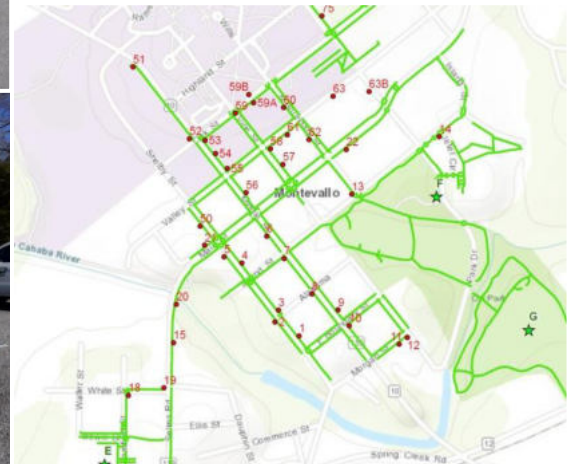


**Draft Version**  
**For Public Comment**

# ADA Transition Plan

For The City of Montevallo, Alabama



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## 1.0 Introduction

### 1.1 City of Montevallo

The City of Montevallo prides itself as a distinctive small town that embraces community, respect, and innovation. The city had 6300 residents as of the 2010 census, along with the 3000 students attending the University of Montevallo. Montevallo is designated as a Main Street Community which is a program to revitalize the social and economic institutions in the downtown area.

The city has a lively, picturesque downtown, indicative of small town America. A recent sidewalk project on the downtown Main Street has widened the sidewalks and increased pedestrian accessibility. This has resulted in a very walkable city with active businesses and an enjoyable city center district.



Fig. 1 – Downtown Montevallo on Main Street at Shelby Street

Montevallo offers a variety of public services and programs for its citizens. Some of which include a library, six parks, a bike share program, a police department, water & sewer services, and a volunteer fire department. The city has a total area of 12.59 square miles. The city employs 85 people and the largest employer is the University of Montevallo with approximately 400 employees. The Montevallo Main Street Players is a community theater group that has been performing for over 30 years at various locations around the city.

### 1.2 Americans with Disabilities Act (ADA)

The Americans with Disabilities Act (ADA), signed into federal law on July 26<sup>th</sup>, 1990, was created with the purpose of prohibiting discrimination and ensuring equal opportunity to those with disabilities in employment, state and local government services, public accommodations, commercial facilities, and transportation. Title II of the ADA

specifically applies to any state or local government and its departments, agencies, or other branches or divisions, and protects the disabled from discrimination due to disability in services or activities provided by state and local government entities. Title II specifically states that “No qualified individual with a disability shall, on the basis of 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 public entity” (28 CFR 35.130(a)).

All public entities that have non-ADA-compliant facilities employing 50 or more people are required by ADA law to develop a transition plan. According to 28 CFR 35.150(d)(3), the transition plan shall—

- (i) Identify physical obstacles in the public entity’s facilities that limit the accessibility of its programs, activities, or facilities to individuals with disabilities;
- (ii) Describe in detail the methods that will be used to make the facilities accessible;
- (iii) Specify the schedule for taking the steps necessary to achieve compliance with this section and, if the time period of the transition plan is longer than one year, identify steps that will be taken during each year of the transition period; and
- (iv) Indicate the official responsible for implementation of the plan.

Current ADA standards are detailed in 2 separate documents. The 2010 ADA Standards for Accessible Design (ADAAG) gives definitions, standards, and minimum criteria which must be satisfied in order for facilities and infrastructure to be accessible. These standards are most applicable for buildings, but do not include thorough guidelines which are applicable to sidewalks and other pedestrian facilities. The proposed Public Right of Way Accessibility Guidelines (PROWAG), released in 2011, specifically address sidewalks and other facilities within public right-of-way and will be most relevant to the items inventoried as a part of this transition plan.

This document focuses on ADA compliance for pedestrian facilities on city right of way. Although buildings are not the primary focus of this document, it is worth mentioning that the city has undertaken several remodeling projects to bring city buildings up to current ADA standards. Within the last 10 years remodeling or new construction projects have been done on city hall, the library, the senior center, the Boys & Girls Club, and the bathroom facilities at Orr, Shoal Creek, and Stephens Parks. Therefore, the city staff affirms that the buildings owned by the city are in compliance with ADA.

The city has also been proactive in the past 10 years to improve walkability and accessibility for sidewalks. Recent projects by the city on outdoor pedestrian facilities to improve ADA compliance include:

- Curb ramp upgrades east of the university in 2018 as part of a paving project with Shelby County
- A downtown streetscape & sidewalk improvement project with ALDOT as a partner in 2017
- Grinding of sidewalk vertical gaps to eliminate trip hazards in 2016

## 2.0 ADA Coordinator & Public Involvement Process

### 2.1 ADA Coordinator

The Montevallo City official who will serve as the City’s ADA Coordinator will be the City Clerk, Mr. Herman Lehman. Inquiries, comments, or concerns can be directed to him at:

Herman Lehman  
Montevallo City Clerk

541 Main Street, Montevallo, AL 35115  
[hlehman@cityofmontevallo.com](mailto:hlehman@cityofmontevallo.com)

The ADA Coordinator will be responsible for implementing and updating the city's transition plan as needed. Revisions to the plan are anticipated as additional inventory of barriers is conducted, as well as to address any future comments received from the public. The current plan will be kept on file by Mr. Lehman and will also be available on the city website. The ADA coordinator will also provide a briefing to the city council every 2 years on plan progress and any proposed revisions.

Implementation of the plan will primarily be overseen by the Public Works & Sanitation Department. The city's Director of Public Works & Sanitation is Kirk Hamby and he can be contacted at [khamby@cityofmontevallo.com](mailto:khamby@cityofmontevallo.com) or at 205-665-2555.

## 2.2 Public Involvement Process

In compliance with the Code of Federal Regulations, public comments were solicited as part of the development of this plan in order to provide an opportunity for interested persons to participate in the city's approach to removing ADA barriers. The draft version of the plan was presented during the February 24, 2020 city council meeting. The draft plan was sent to interested stakeholders for their review and comment. Those included:

- Lakeshore Foundation
- Montevallo Senior Center
- University of Montevallo Disability Services
- Shelby County Development Services
- AARP Livability & Walkability Services

The draft plan was posted on the city's website, and print versions were posted at city hall, the library, and the senior center with comment forms. Lastly a public meeting was held on March 3, 2020 at the city library to allow for dialog between members of the community and Sain in order to address any questions or concerns about existing infrastructure. A log of public comments received is included as Appendix D.

Grievances and comments related to accessibility should follow the process outlined in the city's Disability Discrimination Grievance Procedure, which is given in Appendix A of this plan.

## 3.0 Summary of Physical Obstacles

### 3.1 Approach to Inventory Collection and Analysis

Based on the city's recent efforts to improve walkability, Sain recommended that a drive-by inventory be taken to identify ADA barriers. Detailed measurements were not taken at each individual location. However, Sain staff, who have conducted many ADA trainings and field reviews and have thus developed a trained eye for non-compliance, drove all city streets looking for pedestrian facilities that were not in compliance. This review was performed in December 2019.

The following pedestrian facilities were found within the city:

- Sidewalks
- Curb ramps
- Crosswalks
- On street parking
- Pedestrian signal push buttons

Another common feature that was checked for is the pedestrian refuge island, but none were found within Montevallo.

There are two exclusions that should be noted. First, the university property within the city limits was not reviewed since those pedestrian facilities are owned by the university and the city would not be liable nor have control over those elements. Secondly, the Amersee Lakes Subdivision was initially reviewed and found to have non-compliant sidewalks on Moores Spring Road. However, after discussions with city staff, those sidewalks were determined not to be city property. The home owners association will be responsible for maintaining those sidewalks.

As non-compliance issues were discovered, each one was assigned two ratings: one according to the severity of the risk or liability posed by the barrier, and one according to the level of difficulty to ameliorate the issue. A high risk would be obvious to the untrained person, such as steps on a sidewalk down a curb which would render the facility unusable to someone who required a proper ADA curb ramp. A low risk issue would be one that even a trained expert in ADA would not recognize unless they stopped to physically measure that particular element. Some examples of this would include a 44" sidewalk when the requirement is a minimum 48", or a cross slope of 3.4% when the maximum allowed is 2%.

On the difficulty rating, an issue that would be scored hard would require some engineering design, right-of-way acquisition, retaining walls, or such a large scale project that a competent mid-sized contractor would be needed to fix it. Conversely, an issue with an easy rating may be corrected by adding ADA signage or modifying an outdated curb ramp to meet current standards.

### 3.2 Summary of Obstacles

The purpose of the inventory was to assess and record the condition of the city's pedestrian elements in order to determine their compliance with all applicable ADA guidelines. The table below summarizes the standards of ADA compliance for common pedestrian elements.

<u>Element</u>	<u>Maximums</u>	<u>Minimums</u>
Sidewalk	2% cross slope 5% running slope ½" vertical gap 4" lateral protrusion	48" or 60" width <sup>1</sup>
Curb ramp	2% cross slope 8.3% running slope 13.3% grade break at gutter	48" width 4'x4' turning space Detectable warning surface
Crosswalks	2% cross slope 5% running slope	6' width <sup>2</sup>
ADA on street parking	Located at lowest grades Must be signed	8' aisle 1 ADA space per 25
Pedestrian signal push buttons	48" mounting height 10" horizontal reach 6' from curb line	
Median refuge islands		6' length <sup>3</sup>

- Notes
- 1 – For sidewalk widths of 48", a 60" wide passing zone is required every 200'
  - 2 – The 6' wide crosswalk is not an ADA requirement, but per the MUTCD
  - 3 – The 6' refuge length includes two 24" detectable warning surfaces

Figures 2 and 3 show the location of pedestrian elements around the city along with the observations documented in this plan. Full size versions of these maps are included in appendix B.

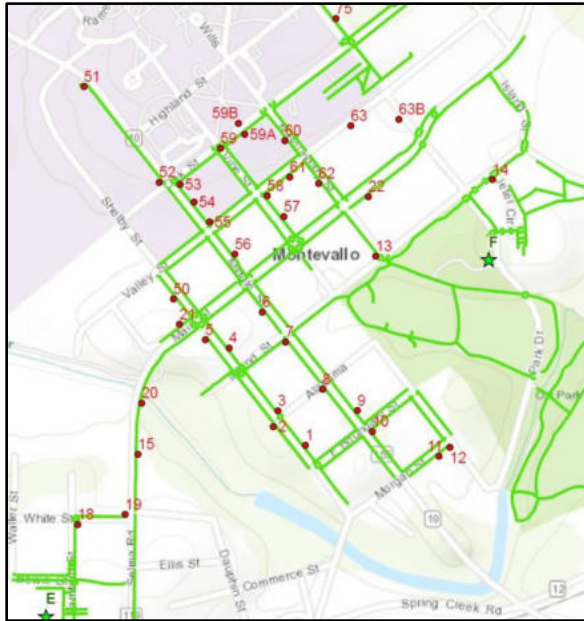


Fig. 2 – Pedestrian infrastructure in city center

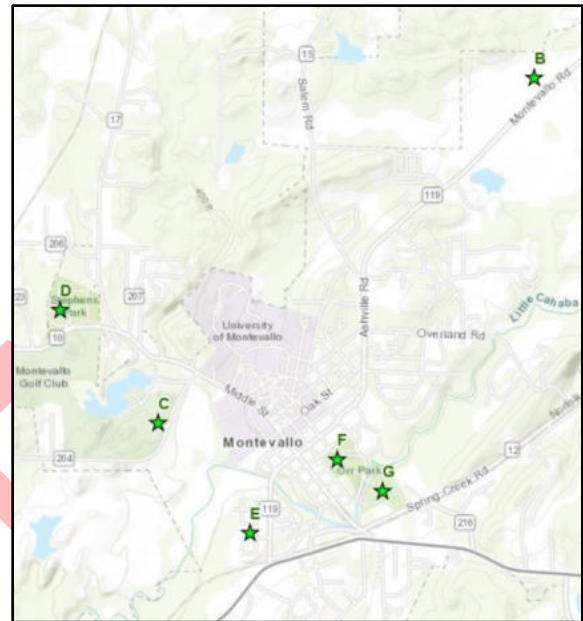


Fig. 3 – Parks & sidewalks in outlying areas

Observations were recorded during the assessment, documenting both good infrastructure and those that need to be upgraded for compliance. There were 30 non-compliance issues discovered. Of those 30 issues, the three most prevalent types of issues were sidewalks with less than the minimum width, the presence of steps from the sidewalk to the crosswalk instead of a proper curb ramp, and non-compliant or non-existent curb ramps.

First, there were eight instances of sidewalks that did not meet the minimum 48" width. Of these, there were many that had widths of 44". It is noted that Moores Spring Road in the Ameresee Lakes subdivision was the worst offender with sidewalks being built at a 36" width. However the city will not be liable for those since they are owned by the home owners association.



Fig. 4 – 45" width on Bloch St



Fig. 5 – 44" width on Morgan St

The second most recurring issue was locations that had 2-4 steps from the sidewalk down to the street level crosswalk. There were seven such locations found that will need some planning to implement a proper ramp improvement. Additionally, there were five more noted on university property along Oak Street, but these are excluded as they are not the city’s responsibility.



Fig. 6 – Steps on Shelby St at Alabama St



Fig. 7 – Steps on Oak St at Middle St

The third most noticeable issue occurred in locations that either lack a curb ramp, or had an older style of curb ramp that does not meet the current ADA guidelines. Curb ramps installed in the 1990s were not required to include truncated domes or to maintain the maximum 2% cross slope for a minimum 4’ width.



Fig. 8 – 1 older ramp and 1 needed on Bloch St



Fig. 9 – Older non-compliant curb ramp on Middle St

The full list of observations is given in chart form in Appendix B. The chart also includes the severity, difficulty, and estimated construction costs associated with each issue. This cost estimate is a broad level assessment for construction costs only. It does not include costs for unknowns such as right-of-way acquisition, engineering design, or potential impacts to utilities. This estimate is primarily for planning purposes to compare costs among the various issues. Photos of the observations are included follow in Appendix B as well.



## 4.0 Strategy for Upgrades

### 4.1 Prioritization

Using the severity as a measurement of the risk or need, the high category barriers will be the first priority. There are six locations that were assigned a high severity for a total estimated cost \$85,000. Five of those constitute \$45,000 in construction costs and were due to the presence of steps from a sidewalk down to the street level. These locations need to be modified to incorporate a curb ramp. Some planning will be required to determine how to configure the ramp; some short retaining walls might be necessary.

The fifth location that was a high severity was a complex situation for half the block length along Shelby Street from Main to Valley. The roadway and sidewalk are at a relatively steep running grade, and there are several short driveways that cut across the sidewalk. This challenging layout will require significant planning to find a solution. The short driveways limit the room for transitions, and the steep running grade makes it difficult to transition between the grades.

While working on the high severity issues, if a low or medium issue is nearby or adjacent, those may be upgraded at the same time for work efficiency. Once the high severity issues have been corrected, attention will then shift to the medium severity issues. The total estimated cost on those 10 items is \$48,000. Many of these are older non-compliant ramps or locations that lack a ramp entirely. The city would like to perform these ramp upgrades when paving work on the adjacent street is to be performed.

Last to be addressed would be the remainder of the 15 low severity issues. Some issues, such as those that need updated signing and striping, could likely be handled by the city's public works staff. Other issues in this category are the high cost projects to remove and replace sidewalks that are just under the 48" minimum width requirement. These would be considered a relatively high cost to benefit ratio and therefore are planned to be the last items to upgrade.

### 4.2 Funding

The city will plan to dedicate \$50,000 per year from its operating budget for pedestrian accessibility improvements. The city will seek to utilize any federal or state matching funds or grants as those become known. For instance, currently ALDOT has a call for TAP projects (Transportation Alternatives Program) that allows for projects up to \$800,000 to use 80% federal dollars with a 20% local match on sidewalk improvements. This is a competitive selection and there are more regulations required to use the federal funds.

The larger cost items over \$50,000 are expected to be performed by a contractor. For those issues that have a smaller cost such as adding a sign or repainting striping, the public works department will be able to accomplish those tasks.

### 4.3 Timeline

The city will implement this plan beginning in the 2021 fiscal year. This ADA Transition Plan should be updated and progress reported to the city council every 2 years. The goal is to have all existing non-compliance barriers corrected by the year 2028. This is under the optimistic assumption that grants or matching funds are obtained.

# Appendix A

## ADA Grievance Form & Procedure

## City of Montevallo

### ADA Policy Statement and Grievance Procedure

Policy Statement

The City of Montevallo, Alabama, has adopted this policy to document their responsibilities and efforts to comply with Title II of the Americans with Disabilities Act of 1990 (ADA) and Section 504 of the Rehabilitation Act of 1973. The City is committed to providing and promoting equal opportunities in all of its programs, services, and activities. The ADA prohibits discrimination based on an individual’s disabilities, in hiring and employment or in access to programs, services and activities.

The City will:

- Make available resources to communicate with those members of the public that are hearing or visually impaired
- Make reasonable accommodations in policies and practices to avoid discrimination based on disability, unless a fundamental alteration in a local government would result
- Operate its programs, services, and activities so that they are readily accessible to and usable by individuals with disabilities.

Montevallo has appointed the Herman Lehman, City Clerk & Treasurer, as the responsible ADA coordinator. His role is to remain aware of ADA issues and advise the city council on any issues where the City is lacking compliance. He will also maintain the transition plan document and update it approximately every 5 years to include any needed changes and recent public comments. Any complaints or grievances from the procedure below will be initially reviewed by the ADA coordinator and then delegated to the appropriate person for consideration.

Complaint / Comment Procedure

This grievance procedure is established to meet the requirements of the ADA. Complaints are to be filed by the affected individual or a representative of that individual. Complaints must be in writing and include pertinent information needed for the city staff to review. Alternative means for filing a complaint such as a personal interview will be made available for persons with disabilities upon request. Complaint forms can be picked up at city hall, and should be submitted to the city clerk. The complainant should receive a response from the ADA coordinator within 30 days. If the response does not satisfactorily resolve the issue, the complainant or his/her representative may appeal the decision of the ADA coordinator to the mayor’s office within 15 calendar days after receiving the response. Complaints, comments, and responses shall be logged in as part of the self-evaluation / transition plan document and remain on the log for a period of 4 years.

#### ADA Public Comment Form for Montevallo, Alabama

Date		Provide Sketch if helpful
Name		
Address		
Phone		
Email		
City building, program, service, or street location		
Building, program, service or location detail		
Describe the current issue:		
How should this issue be corrected?		
Submit to: Herman Lehman ADA Coordinator Montevallo, AL <a href="mailto:hlehman@cityofmontevallo.com">hlehman@cityofmontevallo.com</a>	Date Received:	
	Reviewed by:	
	Results:	

# Appendix B

## Map & Observations of Existing Pedestrian Elements

## ADA Transition Plan Observations of Existing Pedestrian Elements

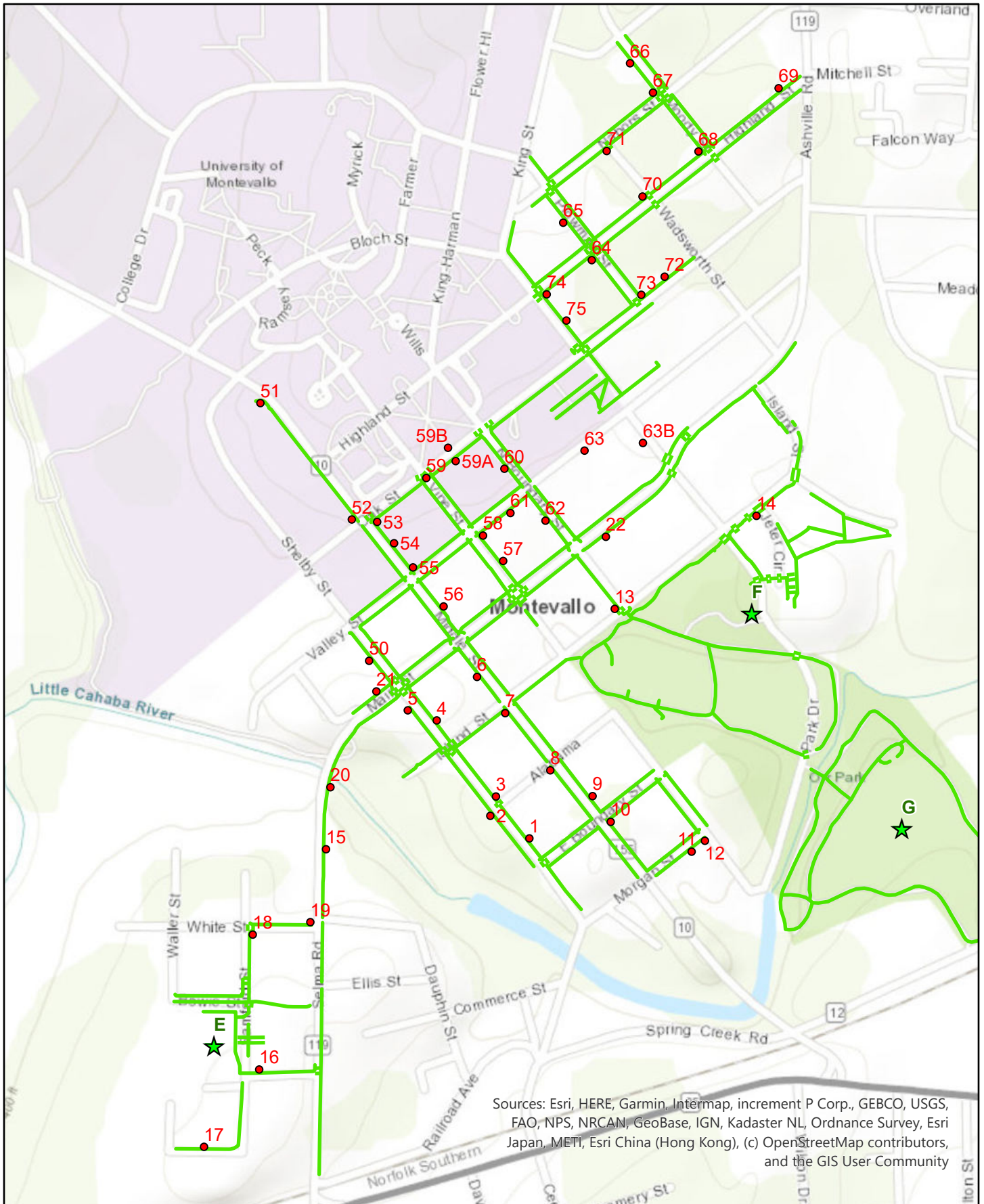


ID	Street	Block or Cross Street	Note	Upgrade Needed	Severity	Difficulty	Costs based on Severity		
							High	Med	Low
A	Moore Spring Road	Amersee Lakes Subdivision	Exclude HOA property, 2500 LF of 3' sidewalks, xslope > 2% at some driveways				\$ -	\$ -	\$ -
B	Shoal Creek Park		Good pedestrian route, good parking, 2 wheelchair accessible picnic tables,				\$ -	\$ -	\$ -
C	Golf Course		Has faded ADA parking w/o signs, no other ADA facilities	Restripe & add sign	Low	Easy	\$ -	\$ -	\$ 1,000
D	Stephens Park		8' wide running track, 5 van ADA parking spots, 2 wheelchair accessible picnic tables				\$ -	\$ -	\$ -
E	Dailey Park		ADA playground equipment is 6" off ground, 2 wheelchair accessible picnic tables	Raise groundlevel	Low	Easy	\$ -	\$ -	\$ 1,000
F	Library		Has 2 ADA parking spaces, parking is not signed	Add signs	Low	Easy	\$ -	\$ -	\$ 1,000
G	Orr Park		3 ADA parking spaces but none that are van accessible, parking is not signed	Restripe & add sign	Low	Easy	\$ -	\$ -	\$ 1,000
							\$ -	\$ -	\$ -
1	Shelby	E Boundary to Alabama	N side, older sidewalk with some disjointed panels, width less than 48", 365 LF	Remove & replace	Low	Med	\$ -	\$ -	\$ 23,000
2	Shelby	E Boundary to Alabama	S side, older sidewalk with some disjointed panels, width less than 48", 365 LF	Remove & replace	Low	Med	\$ -	\$ -	\$ 23,000
3	Shelby	NE corner @ Alabama	3 Steps	Remove & replace	High	Hard	\$ 9,000	\$ -	\$ -
4	Shelby	Island to Main	3' Sidewalk, 200 LF	Remove & replace	Med	Med	\$ -	\$ 13,000	\$ -
5	Shelby	Island to Main	Sidewalk terminates midblock, add 120 LF	Extend sidewalk	Med	Med	\$ -	\$ 8,000	\$ -
6	Middle	Island to Main	Width = 44", 320 LF	Remove & replace	Low	Med	\$ -	\$ -	\$ 20,000
7	Middle	Island to Main	Has updated ADA ramps				\$ -	\$ -	\$ -
8	Middle	Alabama	Has 4 outdated ADA ramps	Remove & replace	Low	Easy	\$ -	\$ -	\$ 4,000
9	Middle	E Boundary to Alabama	Width = 44", 300 LF, 2 sides	Remove & replace	Low	Med	\$ -	\$ -	\$ 38,000
10	Middle	SE Corner at E Boundary	4 Steps on SE corner	Remove & replace	High	Hard	\$ 12,000	\$ -	\$ -
11	Morgan	Middle to Vine	Width = 46", 300 LF, 2 sides, has had grinding to remove discontinuity	Remove & replace	Low	Med	\$ -	\$ -	\$ 38,000
12	Morgan	Vine	Has updated ADA ramps				\$ -	\$ -	\$ -
13	Island	N Boundary	Has updated ADA ramps				\$ -	\$ -	\$ -
14	Island	Park	Good sidewalk with updated ADA ramps				\$ -	\$ -	\$ -
15	Hwy 119	Waller	Sidewalk does have ADA ramps, but discontinuities at inlets	Grind discontinuities	Med	Med	\$ -	\$ 1,000	\$ -
16	Quarles	at Dailey Park	Good sidewalk with updated ADA ramps				\$ -	\$ -	\$ -
17	Graham	Samford	Good sidewalk with updated ADA ramps				\$ -	\$ -	\$ -
18	White	Samford	Has ramps, but no turning space and cross slopes exceed 2%	Remove & replace	Med	Med	\$ -	\$ 2,000	\$ -
19	White	at Hwy 119	Ramp needs to be updated to current standards	Add curb ramp	Med	Med	\$ -	\$ 2,000	\$ -
20	Hwy 119	Waller	Needs ADA ramp	Add curb ramp	Med	Med	\$ -	\$ 2,000	\$ -
21	Main	West to Shelby	Good ADA street parking, both sides, each block				\$ -	\$ -	\$ -
22	Main	N Boundary to Bloch	Good ADA street parking, both sides, each block				\$ -	\$ -	\$ -
							\$ -	\$ -	\$ -
50	Shelby	Main to Valley	Sidewalk non-compliant where cross driveways, 120 LF, very difficult grades	Remove & replace	High	Hard	\$ 40,000	\$ -	\$ -
51	Middle	Shelby	Good sidewalk with ADA ramps				\$ -	\$ -	\$ -
52	Middle	Oak	Good sidewalk with ADA ramps				\$ -	\$ -	\$ -
53	Middle	Oak @ SE Corner	Steps instead of ramp	Remove & replace	High	Med	\$ 10,000	\$ -	\$ -
54	Middle	Oak to Valley	Width = 44", 300 LF, 2 sides	Remove & replace	Low	Med	\$ -	\$ -	\$ 38,000
55	Middle	Valley	Updated ADA ramps				\$ -	\$ -	\$ -
56	Middle	Valley to Main	Updated ADA sidewalk w/ designated pedestrian route Monitor vendor's placement of furniture in ped route				\$ -	\$ -	\$ -
57	Vine	Main to Valley	Sidewalk xslope dips at driveway	Remove & replace	Med	Hard	\$ -	\$ 9,000	\$ -
58	Vine	Valley	2 Steps instead of ramps at 3 locations, 1 other ramp needs updating	Remove & replace	High	Hard	\$ 10,000	\$ -	\$ -
59	Vine	Oak	4 Older ADA ramps need upgrading	Remove & replace	Low	Low	\$ -	\$ -	\$ 4,000
59A	Oak	Vine to N Boundary	South side of Oak needs 1 curb ramp	Add curb ramp	Med	Easy	\$ -	\$ 1,000	\$ -
59B	Oak	Vine to N Boundary	Exclude university property, but noted 5 locations of steps that need ramps				\$ -	\$ -	\$ -
60	N Boundary	Oak to Valley	Good wide sidewalks, good ramps at Valley				\$ -	\$ -	\$ -
61	Valley	Vine to N Boundary	Need 3 curb ramps in this block, 1 of which currently has 2 steps	Remove & replace	High	Med	\$ 4,000	\$ -	\$ -

ID	Street	Block or Cross Street	Note	Upgrade Needed	Severity	Difficulty	Costs based on Severity		
							High	Med	Low
62	N Boundary	Valley to Main	Wide compliant sidewalks recently upgraded				\$ -	\$ -	\$ -
63	Valley	N Boundary to Bloch	Noted no sidewalks here to access school				\$ -	\$ -	\$ -
63B	Bloch	Main to Valley	Noted no sidewalks here to access school				\$ -	\$ -	\$ -
64	Plowman	Oak to Highland	Older sidewalks but does have ramps				\$ -	\$ -	\$ -
65	Plowman	Highland to Nabors	Older 48" sidewalks but does have ramps, has had trip hazards removed				\$ -	\$ -	\$ -
66	Moody	Kirkwood to Nabors	Older sidewalk but has some disjointed panels at trees, 20 LF	Remove & replace	Med	Med	\$ -	\$ 3,000	\$ -
67	Moody	Nabors	Updated ramps				\$ -	\$ -	\$ -
68	Moody	Highland	Updated ramps				\$ -	\$ -	\$ -
69	Highland	Moody to Main	Sidewalk cross slope dips at 1 driveway	Remove & replace	Low	Med	\$ -	\$ -	\$ 4,000
70	Wadsworth	Highland	Good ramps				\$ -	\$ -	\$ -
71	Nabors	Plowman to Moody	Older sidewalk, no ADA ramps at Wadsworth, some xslopes 2-5%, 50 LF	Remove & replace	Med	Hard	\$ -	\$ 7,000	\$ -
72	Oak	Wadsworth to Plowman	Older sidewalk but compliant				\$ -	\$ -	\$ -
73	Oak	Plowman	Has new ADA ramps				\$ -	\$ -	\$ -
74	Bloch	Highland	Old style ramps need updated, 3 each	Remove & replace	Low	Med	\$ -	\$ -	\$ 4,000
75	Bloch	Highland to Oak	Width = 45" sidewalk, 310 LF	Remove & replace	Low	Med	\$ -	\$ -	\$ 20,000
							\$ -	\$ -	\$ -
							\$ -	\$ -	\$ -

Removal & replacement cost is estimated at \$15/sy for removal + \$100/sy for replacement + an amount based on difficulty

\$ 85,000 \$ 48,000 \$ 220,000

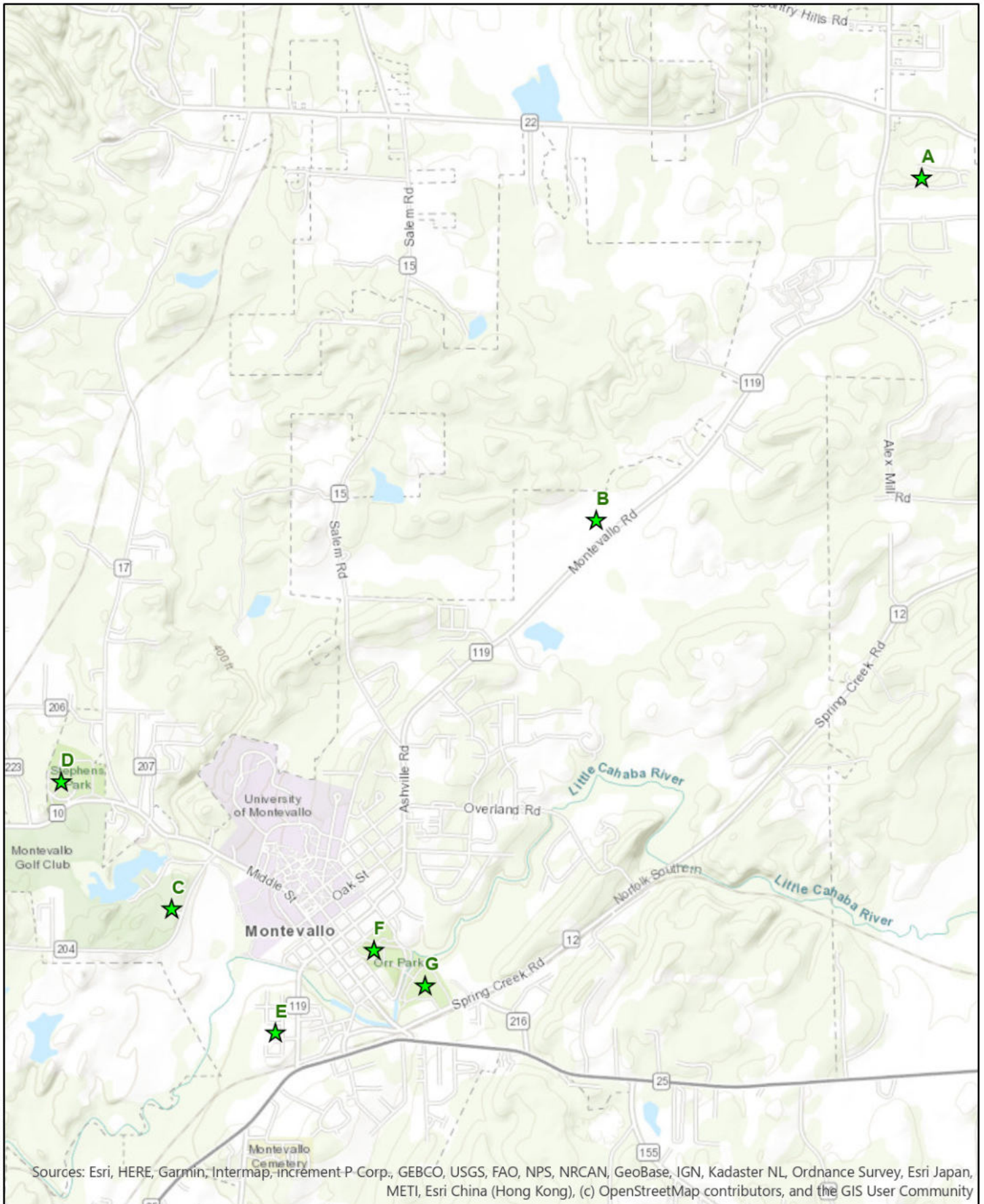


Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

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**Detail Map**  
 ADA Transition Plan  
 Montevallo, Alabama



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

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Vicinity Map  
 ADA Transition Plan  
 Montevallo, Alabama



# Appendix C

## Photos of Existing Pedestrian Elements



A – Moores Spring Road in Amersee Lakes Subdivision  
2500 LF of 3' wide sidewalks, cross slopes exceed 2% at some driveways



A – Moores Spring Road in Amersee Lakes Subdivision  
2500 LF of 3' wide sidewalks, cross slopes exceed 2% at some driveways



B – ADA parking spaces at Shoal Creek Park  
Good level areas, well Stiped & signed, good access aisle



B – Pedestrian route from parking to pavilion at Shoal Creek Park  
Good width and cross slope





B – Shoal Creek Park Pavillion



B – Shoal Creek Park Pavillion  
Picnic tables are made to be ADA accessible on the ends



B – Shoal Creek Park  
Nature trail to water's edge



B – Shoal Creek Park  
Nature trail is not ADA accessible





C – Golf Course  
Has faded ADA parking without signs, no other ADA facilities



D – Stephens Park  
8' wide running track with no apparent ADA issues



D – Stephens Park  
5 good ADA parking spaces with connected pedestrian route to ball fields



D – Stephens Park  
Good ADA compliance, 2 picnic tables with extended ends for wheelchair access





E – Dailey Park  
Good access via paved trail, Pavilion has 2 wheelchair accessible picnic tables



E – Dailey Park  
Playground equipment is designed to be ADA accessible, but the ADA access is 6" off ground





F – Library  
Has 2 ADA parking spaces, parking is not signed



G – Orr Park  
3 ADA parking spaces but none that are van accessible with side aisle, parking is not signed



G – Orr Park  
Good cross walk



G – Orr Park running trail with good accessibility



1 – Shelby St between E Boundary and Alabama  
Older sidewalk with some disjointed panels, width less than 48”



2 – Shelby St between E Boundary and Alabama, south side  
Older sidewalk with some disjointed panels, width less than 48”



3 – Shelby St at NE corner of Alabama  
Has updated curb ramp



3 – Shelby St at NW corner of Alabama  
3 steps



6 – Middle St from Main to Island  
Existing sidewalk width is 44”



7 – Middle St at Island  
Updated curb ramps and sidewalk tie ins



8 – Middle St at Alabama  
Has 4 outdated curb ramps that lack detectable warnings and have cross slopes >2%



8 – Middle St at Alabama  
Has 4 outdated curb ramps that lack detectable warnings and have cross slopes >2%



10 – Middle St at SE corner of E Boundary  
4 Steps on SE corner



11 – Morgan St from Middle to Vine  
Sidewalk width =46", has had grinding at panel edges to remove discontinuity



12 – Morgan St at Vine  
Updated curb ramps and sidewalk tie ins



12 – Morgan St at Vine  
Updated curb ramps and sidewalk tie ins







12 – Morgan St at Vine  
Updated curb ramps and sidewalk tie ins



13 – Island St at N Boundary  
Good sidewalk and cross walks with updated curb ramps



13 – Island St at N Boundary  
Good sidewalk and cross walks with updated curb ramps



14 – Island St at Park  
Good sidewalk and cross walk with updated curb ramps



18 – White St at Samford  
Recent curb ramps but without a level turning space so cross slope exceeds 2%



19 – White St at Hwy 119  
Ramp needs to be updated to current standards



21 – Main St from West to Shelby  
Good ADA street parking, good sidewalks & ramps



21 – Main St from West to Shelby  
Good recent construction of sidewalk, ramps, cross walks, and pedestrian signals



21 – Main St at Shelby  
Good recent construction of sidewalk, ramps, cross walks, and pedestrian signals



22 – Main St from N Boundary to Block  
Good recent construction of all pedestrian elements and ADA parking



50 – Shelby St from Main to Valley  
Non-compliant sidewalk across several driveways, difficult grades to correct



52 – Middle St at Oak  
Updated ADA ramps and sidewalk tie ins, steps across Middle are owned by University



53 – Middle Steet at Oak  
Steps instead of ramp on University property



56 – Middle St from Valley to Main  
Updated sidewalks but need to enforce merchant's products to maintain 4' clear width



56 – Middle St from Valley to Main  
Updated sidewalks



56 – Middle St from Valley to Main  
Updated sidewalks





61 - Valley St from Vine to N Boundary  
Need 3 curb ramps installed on this block, 1 of which at alley currently has 2 steps



61 - Valley St from Vine to N Boundary  
Need 3 curb ramps installed on this block, 1 of which at alley currently has 2 steps



64 – Plowman St from Oak to Highland  
Older sidewalks that are 48", utilize driveway as a passing zone, have had updated curb ramps



64 – Plowman St at Highland  
Older sidewalks but does have recently upgraded curb ramps



67 – Moody St at Nabors  
Has updated curb ramps and some replaced sidewalk panels



68 – Moody St at Highlands  
Updated curb ramps and sidewalk tie ins



69 – Highland St from Moody to Main  
Sidewalk cross slope exceeds 2% at one driveway



73 - Oak St at Plowman  
Updated curb ramps and sidewalk tie ins, also has had grinding to remove discontinuity





74 – Bloch St at Highland  
Two older style curb ramps need updating, lacking curb ramp in one direction



74 – Bloch St at Highland  
Older style curb ramps need updating



75 – Bloch St from Highland to Oak St  
Existing sidewalk width is 45”

# Appendix D

## Log of Public Comments Received

# City of Montevallo

## Public Comments on Draft ADA Transition Plan

### Desired Ramps

Mayor Hollie Cost recognized that there are additional wants to the city's pedestrian facilities. These do not constitute non-compliance with ADA, but would improve accessibility. Ramps are wanted from the Main Street sidewalk to the CVS drug store and also to the Regions bank.



Additionally, there is a disabled citizen that drives their vehicle and exits their vehicle with a wheel chair on the left side of the vehicle. Most of the ADA parking has the van access aisles on the right side of the vehicle, which does not help this particular individual. So as improvements are made, the city will make efforts to stripe for ADA parking that would have the 8' access aisle on the left side of the vehicle.

