



# Safety Town

Safety Town is a reproduction of a town including buildings, streets, curbs and traffic signs. The main issues at this park are benches with companion seating, cross slopes and running slopes too steep, no accessible route to elements, no truncated domes and abrupt transitions too high. **Please Note:** When a **UD** is indicated, this is a Universal Design (**UD**) recommendation to enhance accessibility. The **UD** recommendation is not required to meet the minimum accessibility standards but it would be encouraged.




The report uses two different accessibility codes. The Americans with Disabilities Act Accessibility Guidelines (ADAAG) can be down loaded from the Access Board website. The website is [www.access-board.gov](http://www.access-board.gov). In addition, the Illinois Accessibility Code (IAC) was also used in this report. This code can be down loaded from the website, [www.cbd.state.il.us/IAC](http://www.cbd.state.il.us/IAC).

The park district is part of a local government which requires compliance with Title II of the Americans with Disabilities Act (ADA). Changes to the park district would allow for equal opportunity to participate in programs and activities, effective communication, and program accessibility. Access of programs and activities can be achieved by removal of physical barriers, modification of policies, practices and procedures that discriminate against a person with a disability and relocation to an accessibility facility. In existing facilities, the ADA does allow the relocation of a program from an inaccessible facility to an accessible facility until all access barriers have been removed. See 28 C.F.R. §35.150(a)(1);(b)(1) for additional information.





PLEASE NOTE: Any references for Outdoor Developed Areas is presently not approved by the Department of Justice. However, it would be recommended to follow these standards as "Best Practices" at this point in time. In addition, in existing facilities, the ADA does allow the relocation of a program from an inaccessible facility to an accessible facility until all access barriers have been removed. See 28 C.F.R. §35.150(a)(1);(b)(1) for additional information. ADAAG 206.2 requires that at least one accessible route be provided within the boundary of the site. The reports provide comments on all routes that when upgrades are made in the future modifications can be made to correct the access barrier or in some cases modify to the greatest extent possible.

Photo	Barrier	ADAAG/IAC	Solution	Priority	By Whom	Projected Cost	Projected Date	Action Taken
	The cross slope of the walkway near The Depot going toward the Safety Town entrance is too steep at 2.6% to 3.3% for 27'.	ADAAG 403.3	Attempt a "mud jacking" technique or remove and regrade section to provide a cross slope no greater than 2%.			\$500	2022	
	The branch near the walkway for The Depot protrudes at 64" AFF.	ADAAG 307	Trim the branch to provide an 80" minimum clear head space and back to the edge of the walkway.			\$50	2012	Branches trimmed 2/2012




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Photo	Barrier	ADAAG/IAC	Solution	Priority	By Whom	Projected Cost	Projected Date	Action Taken
	The cross slope of the walkway along the red building is too steep at 2.6% to 4.1% for 115'.	ADAAG 403.3	Attempt a "mud jacking" technique or remove and regrade section to provide a cross slope no greater than 2%.			\$1,100	2022	
	The parking space at the entrance to Safety Town does not provide a parking sign or fine sign.	IAC 400.310(c)(7)	Provide a sign with the International Symbol of Accessibility and a fine sign of a between \$250 and \$350 depending on local codes. Mount the sign at the head of the parking space.				2017	asphalt pavement removed
	Two benches are provided but neither provide companion seating.	<u>Proposed</u> Outdoor Areas Standards ADAAG 1011	<b>Bench Recommendation:</b> Provide at least 20% but no less than two benches to provide a clear ground space of at least 30" by 48" positioned near the bench with one side adjoining the walkway. The clear ground space should not overlap the accessible route or another clear ground space. <b>UD</b> - Provide benches with armrests and no gaps between the seat and backrest.			\$2,200	2018	

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Photo	Barrier	ADAAG/IAC	Solution	Priority	By Whom	Projected Cost	Projected Date	Action Taken
	The toy train has no accessible route to it for 12'.	ADAAG 403.3	Provide a new accessible route with a running slope no steeper than 5% and a cross slope no steeper than 2% and a minimum clear width of 36".			\$1,100	2022	
	The toy police car has no accessible route to it for 13'.	ADAAG 403.3	Provide a new accessible route with a running slope no steeper than 5% and a cross slope no steeper than 2% and a minimum clear width of 36".			\$1,110	2022	
	The walkway near the first bench has an abrupt transition of 3/4".	ADAAG 303	Grind down or replace section of sidewalk to provide a smooth transition.			\$500	2018	
	The walkway between the benches has a cross slope too steep at 2.6% to 3.5% for 9'.	ADAAG 403.3	Attempt a "mud jacking" technique or remove and regrade section to provide a cross slope no greater than 2%.			\$1,500	2022	

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Photo	Barrier	ADAAG/IAC	Solution	Priority	By Whom	Projected Cost	Projected Date	Action Taken
	The walkway up to the drinking fountain has a cross slope too steep at 2.6% to 4.4% for 10'.	ADAAG 403.3	Attempt a "mud jacking" technique or remove and regrade section to provide a cross slope no greater than 2%.			\$350	2022	
	The curb ramp at the drinking fountain has a running slope too steep at 10.3%.	ADAAG 406	Provide a curb ramp with a running slope no steeper than 8.3% and a cross slope no steeper than 2% and a smooth transition to the sidewalk and street gutter.			\$1,500	2018	
	The curb ramps throughout Safety Town do not provide truncated domes.	ADAAG 705	Provide truncated domes that go the width of the sidewalk and 24" deep where it meets the road. Provide a color that contrast with the walkway surface. Truncated dome tiles are typically a more durable solution.			NA	It's not a real road	

**Estimated Total Cost for Accessibility Upgrades of Safety Town \$ 9,910.00**