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Dimond Park Pathways Accessibility Evaluation

Prepared for: The City of Oakland, ADA Programs Division



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DIMOND PARK PATHWAYS ACCESSIBILITY EVALUATION

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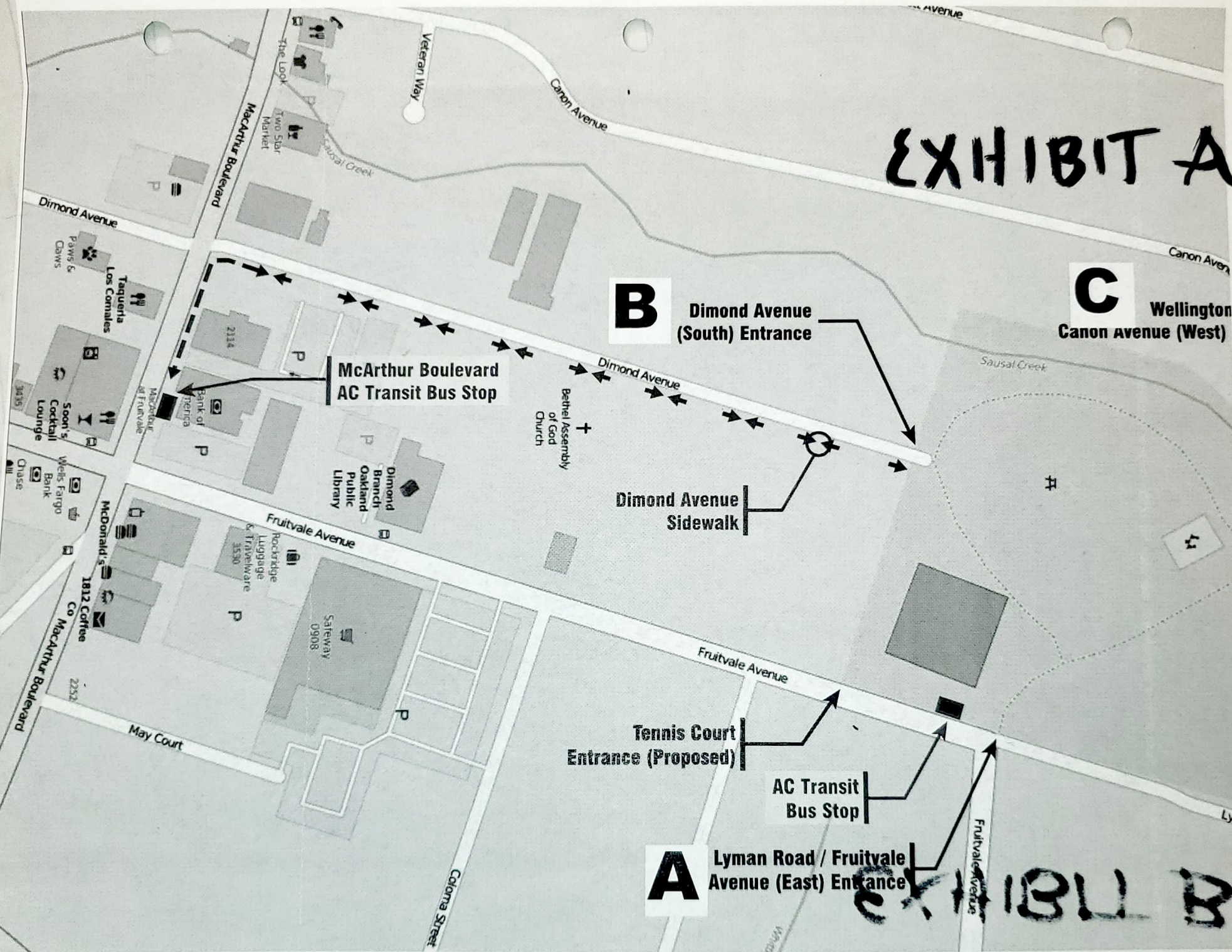
Introduction

On May 19, 2016, the City ADA Coordinator and Diablo Engineering Group performed a field walk of Dimond Park to assess existing conditions specifically for the purpose of evaluating accessibility of routes to and within the park. This existing community park is situated within a residential neighborhood, bounded by Lyman Road/Fruitvale Avenue, El Centro Avenue/Hanly Avenue, Wellington Street/Canon Avenue and Dimond Avenue. The park is rectangular shaped and is accessible from all four sides. The Lyman Road/Fruitvale Avenue (East) side of the park accommodates adjacent on-street parallel parking and pedestrian access. The Dimond Avenue (South) side of the park accommodates pedestrian access where Dimond Avenue terminates at the park entrance. The Wellington Street/Canon Avenue (West) side of the park accommodates 90-degree parking on Canon Avenue (2 Disabled and 8 General stalls), maintenance vehicle access into the park and pedestrian access where Wellington Street terminates. The El Centro Avenue/Hanly Avenue (North) side of the park accommodates both pedestrian and vehicle access. The on-site access road accommodates an existing loading and unloading area, 2 Disabled parking stalls, pedestrian access and a driveway to the on-site parking lot.

Sausal Creek travels through Dimond Park from North to South, generally along the westerly edge of the park. The City of Oakland has an ongoing Sausal Creek restoration construction project that includes improvements to park amenities, inclusive of restroom modifications, new sidewalks and sidewalk repairs.



EXHIBIT A



B Dimond Avenue (South) Entrance

C Wellington Canon Avenue (West)

McArthur Boulevard AC Transit Bus Stop

Dimond Avenue Sidewalk

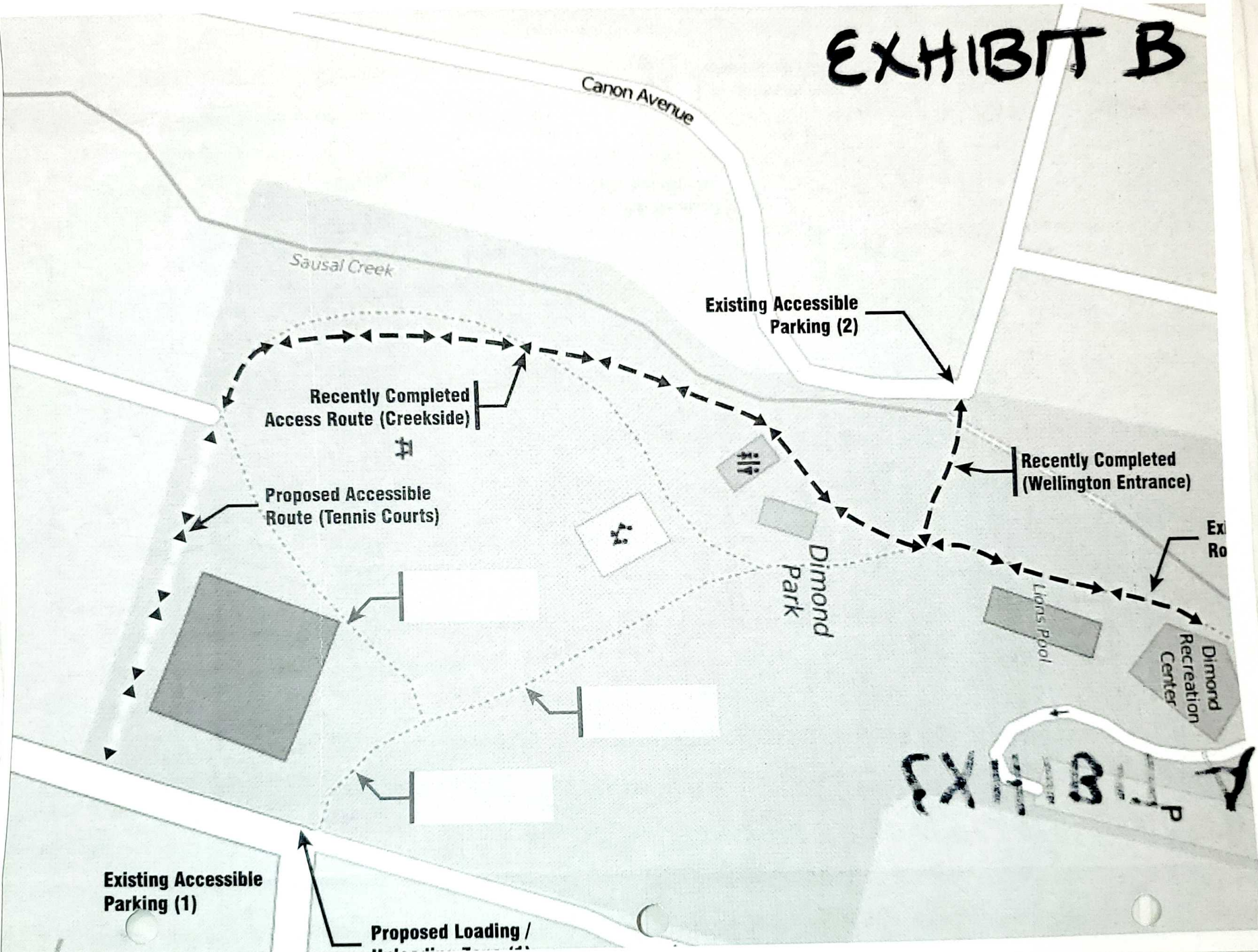
Tennis Court Entrance (Proposed)

AC Transit Bus Stop

A Lyman Road / Fruitvale Avenue (East) Entrance

EXHIBIT B

EXHIBIT B



LIONS POOL

**DIMOND
RECREATION CENTER**

**On Site Existing
Accessible Parking (2)**

**Loading /
Unloading Zone**

**Existing
Stairs**

Existing General Parking

P

EXHIBIT C

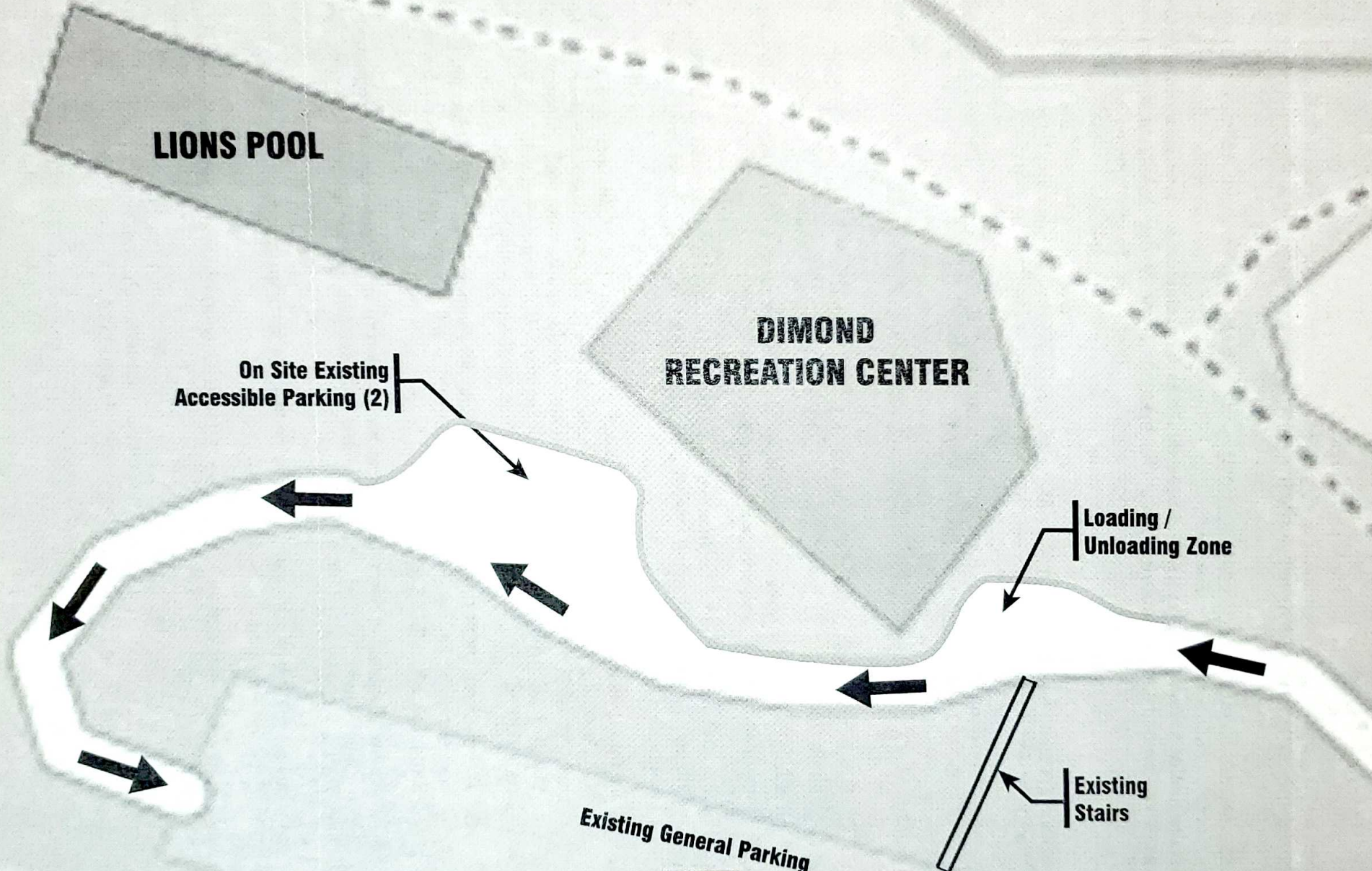


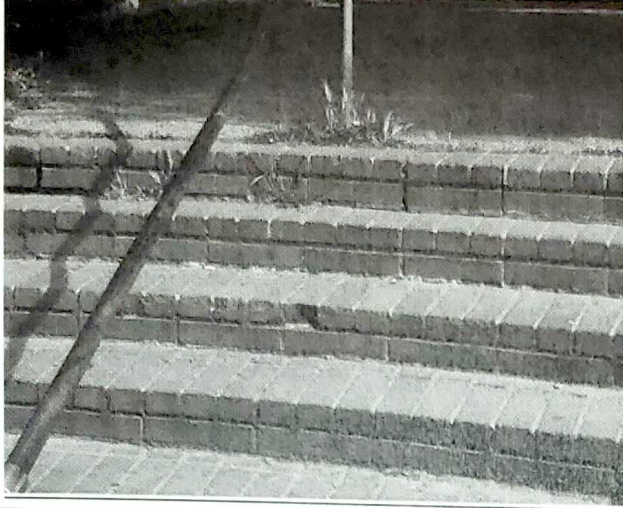
EXHIBIT C

Accessibility to/from Dimond Park to/from adjacent streets – See Exhibit A

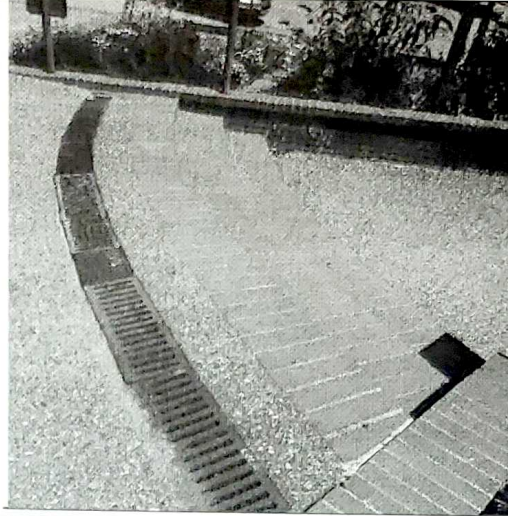
A. Lyman Road/Fruitvale Avenue (East) – The East access point to/from the park accommodates existing sidewalks and stairs. There are also a few dirt trails adjacent to the stairs that accommodate bicyclists. These dirt trails have developed over years of use and were not part of the original designs. The existing terrain in the vicinity of this primary Easterly access point changes elevation quickly. There are design options to construct gradually sloped ramps to accommodate persons with disabilities. However, these improvements would require the removal of existing mature landscaping and the installation of costly retaining walls. [Exhibit A] After evaluating various alternative, the following are the recommended accessibility improvements in the vicinity of the Easterly entrance:

- A. Several of the existing red brick stair treads that require repairs. These stair treads need to be reconstructed. See photo #1.
- B. The stairs need to have handrails installed at the center of each stair case. See photos #2 and #3.
- C. The edge of each stair tread needs to be delineated with a contrasting color. See photo #2.
- D. The trench drain grates in the vicinity of the stairs need to be replaced with ADA compliant grates. See photos #2 and #5.
- E. Improvements should be made to accommodate bicyclists that wish to bypass the stairs. A new compacted gravel pathway should be constructed northerly of the stairs. See photo #4.
- F. A new passenger loading and unloading zone (painted white curb and signage) should be installed just south of the Fruitvale Avenue/Lyman Road intersection. The existing AC Transit bus stop and trash can should also be relocated southerly. Note that the AC Transit bus stop is out of service. Communication with AC Transit is needed to determine if this out of service is short-term. See photo #6.
- G. The curb ramps at the intersection of Fruitvale Avenue and Lyman Road should be field surveyed and modified to be in compliance with current curb ramp requirements. See photos #7, #8, #9 and #10.
- H. A new Disabled Parking stall should be installed (painted blue curb and signage) on Fruitvale Avenue, adjacent to the most southeasterly corner of Dimond Park. See photos #11 and #12.
- I. A new mid-block curb ramp will also need to be installed adjacent to the above noted Disabled Parking stall. See photos #11 and #12.
- J. A new concrete sidewalk should be installed along the southerly limit of Dimond Park, between Fruitvale Avenue and Dimond Avenue. This new sidewalk should reconstruct curb ramp access from the sidewalk into the tennis court area. This new sidewalk should be installed with proper root trimming, root barriers, drainage inlets and tree branch trimming. See Exhibit B and photos #13, #14, #15, #16, #17 and #18.

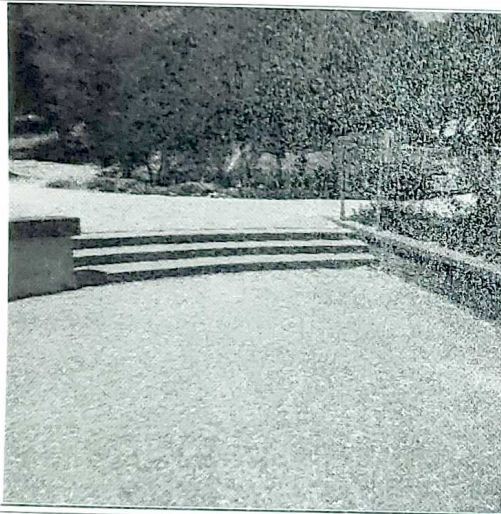
1. Stair treads need to be reconstructed.



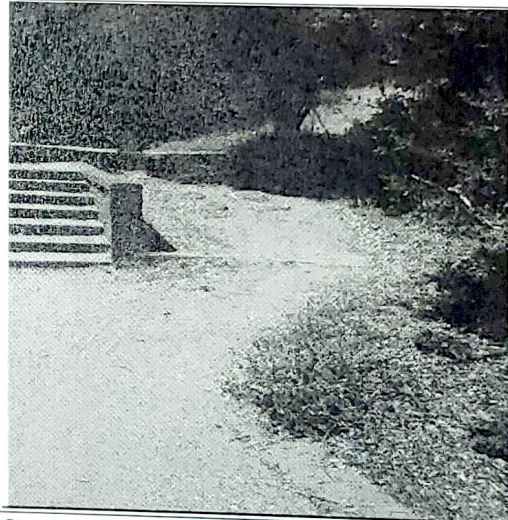
2. Edge of stair treads need contrasting color.



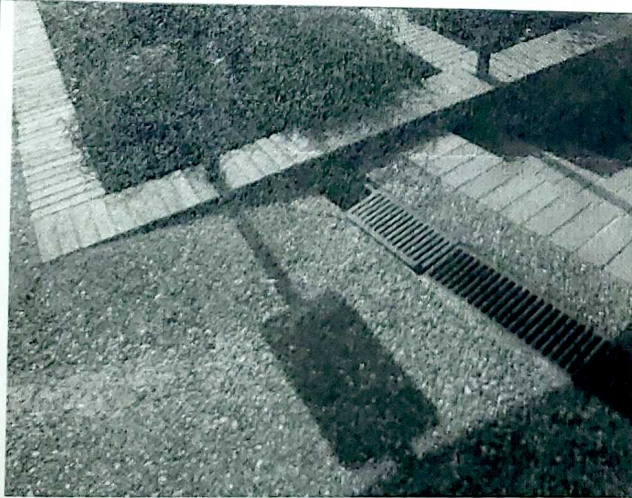
3. Stairs need to have handrails installed.



4. Accommodate bicyclists that wish to bypass the stairs.



5. Retrofit drainage with ADA compliant grates.



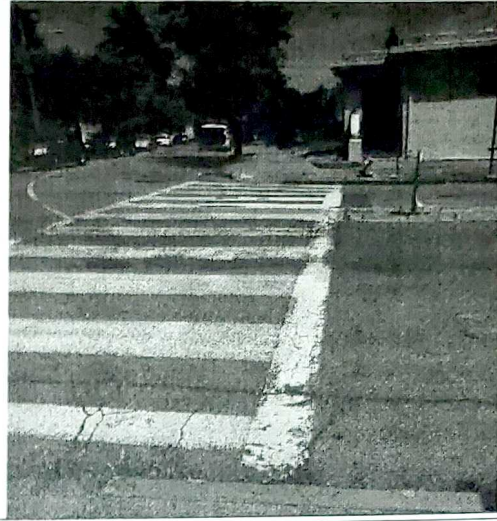
6. Install new passenger loading and unloading zone.



7. Curb ramp at Dimond Park East Entrance.



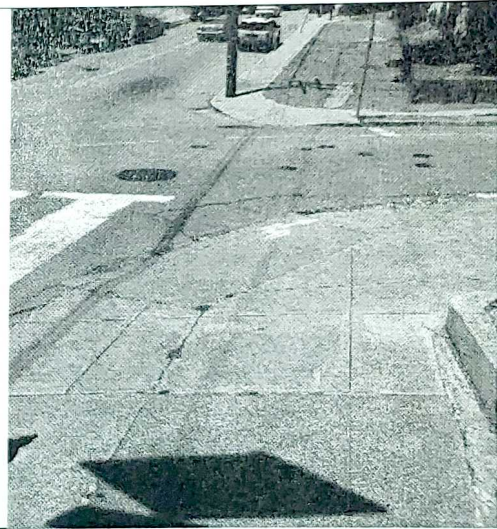
8. Crossing at Fruitvale.



9. Curb ramp at NE corner of Fruitvale/Lyman.



10. Curb ramps at Fruitvale/Lyman.



11. One disabled parking stall should be installed on Fruitvale Avenue in SW corner.



12. One disabled parking stall should be installed on Fruitvale in SW corner.



13. New sidewalk along SW corner of Dimond Park.



14. New sidewalk along SW corner of Dimond Park.



15. New sidewalk along SW corner of Dimond Park.



16. New sidewalk along SW corner of Dimond Park.



17. New sidewalk along SW corner of Dimond Park.



18. New sidewalk along SW corner of Dimond Park.



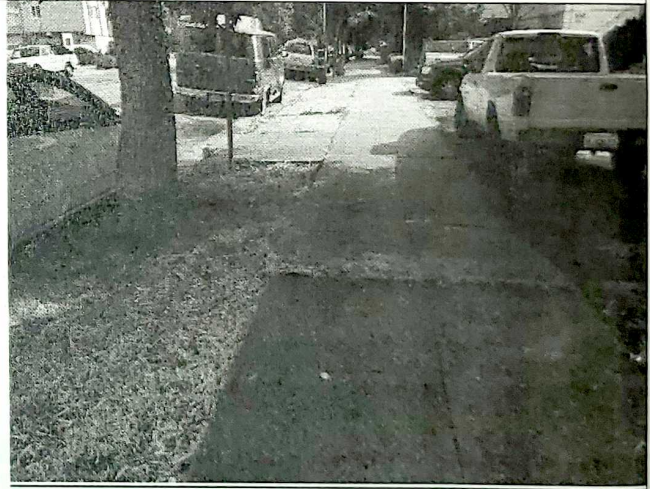
B. Dimond Avenue (South) – The South access point to/from the park is at the terminus of Dimond Avenue. Pedestrian access is convenient as Dimond Avenue has sidewalks on both sides of the street, the gradient of the street is relatively flat and the sidewalk pathways entering into Dimond Park are of equal flat gradient. There are no stairs or off concrete dirt pathways. Although it appears vehicle maintenance/construction access is accommodated at this location, the Sausal Creek construction contract will restore boulders and/or bollards across this entrance to prohibit vehicle access. [Exhibit A] The following are the recommended accessibility improvements for the Southerly entrance:

1. AC Transit operates several bus routes along and in the vicinity of MacArthur Boulevard. Access routes from nearby bus stops to Dimond Park need to be evaluated. Curb ramps at the intersection of Dimond Avenue and Mac Arthur Boulevard should be field surveyed and modified to be in compliance with current curb ramp requirements. The sidewalks along Dimond Avenue from MacArthur Boulevard to the southerly park entrance require spot repairs to eliminate excessive sidewalk joint differentials and sidewalk damage. Root trimming, root barriers and tree trimming should also be incorporated into the sidewalk repairs. See Exhibit A, Exhibit B and photos #19 and #20.

19. Terminus of Dimond Road at South Entrance of Dimond Park.



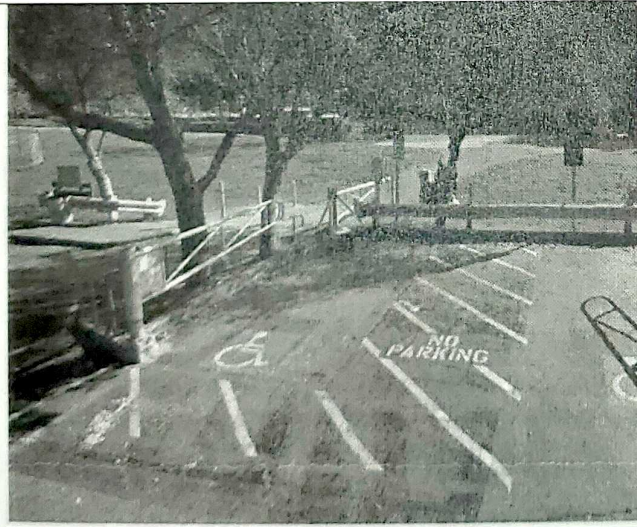
20. Sidewalk repairs are needed along Dimond Road.



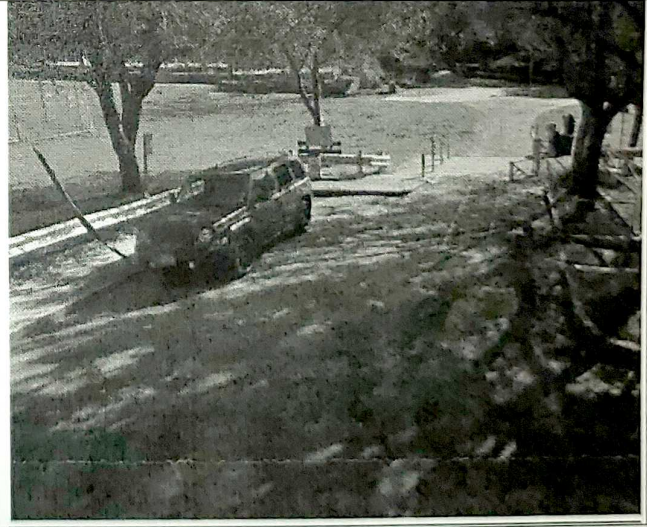
C. Wellington Street/Canon Avenue (West) – The West access point to/from the park is at the terminus of Wellington Street. Pedestrian access is accommodated at this westerly park entrance and there are two existing Disabled Parking stalls immediately adjacent. Disabled access along Canon Avenue is not accommodated, as this roadway does not have sidewalks and the street gradient is very steep. Wellington Street has sidewalks, but is on a steep gradient. There are no stairs or off concrete dirt pathways. Vehicle maintenance/construction access is currently accommodated at this location, and the Sausal Creek construction contract will reconstruct the “extension” of Wellington Street with hardscape surface into Dimond Park. This “extension” will accommodate pedestrian and maintenance vehicle access. Vehicle access at this location is controlled by a gate. [Exhibit A] The following are the recommended accessibility improvements for the Westerly entrance:

1. The City ADA Coordinator and Dimond Recreation Center Director reported that community stakeholders have requested that two of the existing general 90-degree parking stalls be converted to Disabled Parking stalls. See photo #23.
2. It appears additional roadway and/or ramp improvements are needed to accommodate persons with disabilities. Field surveys should be performed to evaluate the accessible route to/from the Disables Parking stalls to/from Dimond Park. See photos #21 and #22.
3. Disabled Parking stall pavement markings, striping and signage should be evaluated to ensure compliance with existing requirements. At a minimum, pavement markings should be reapplied. See photos #21, #22 and #23.

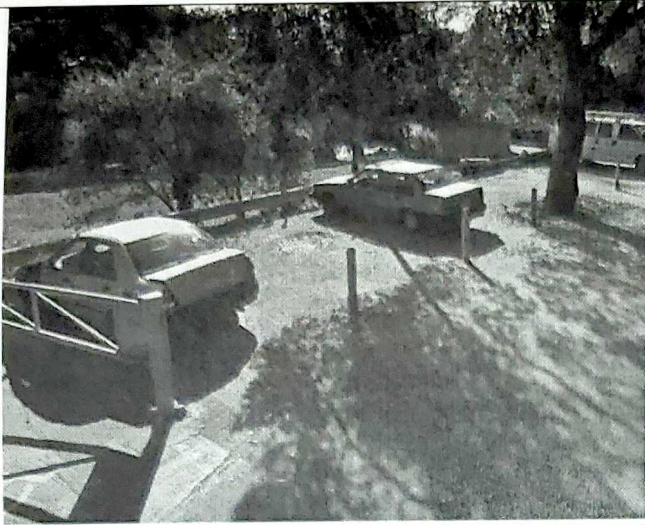
21. Existing disabled parking stalls at west entrance of Dimond Park.



22. Maintenance access gate at west entrance to Dimond Park.



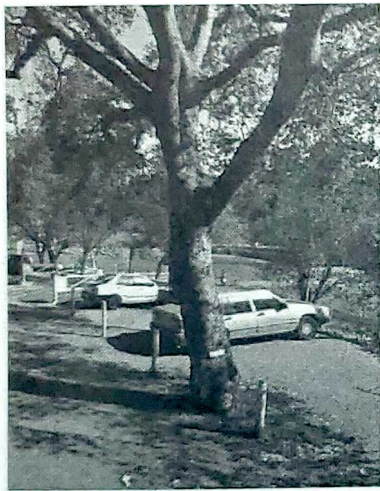
23. Existing 90-degree general parking at West entrance of Dimond Park.



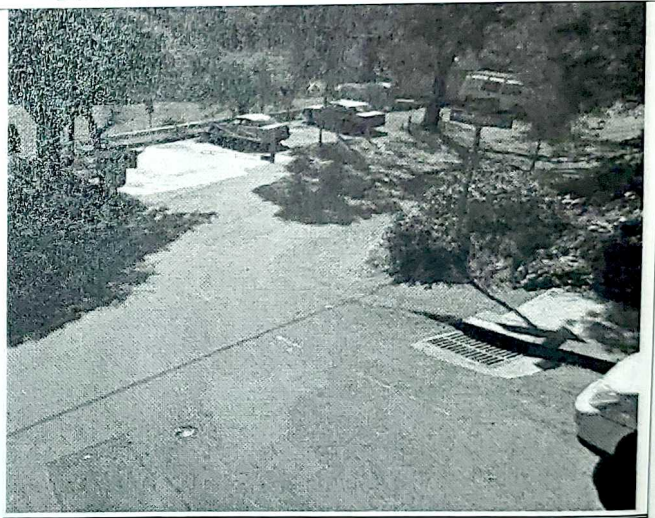
24. Existing 90-degree parking at West entrance of Dimond Park.



25. Existing parking at west entrance of Dimond Park.



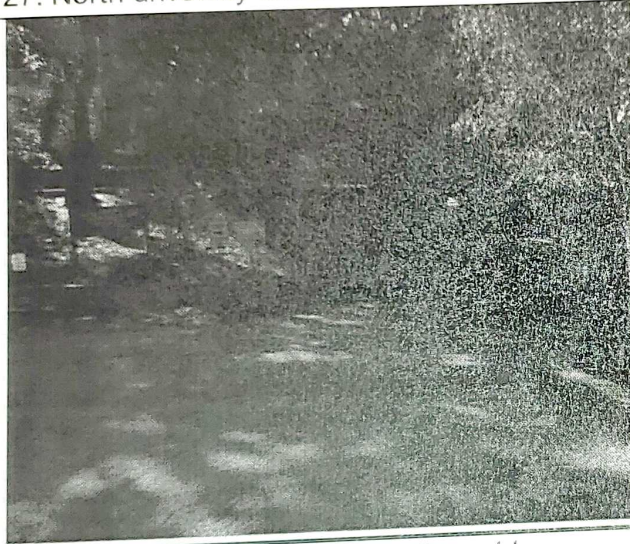
26. Existing parking at West entrance of Dimond Park.



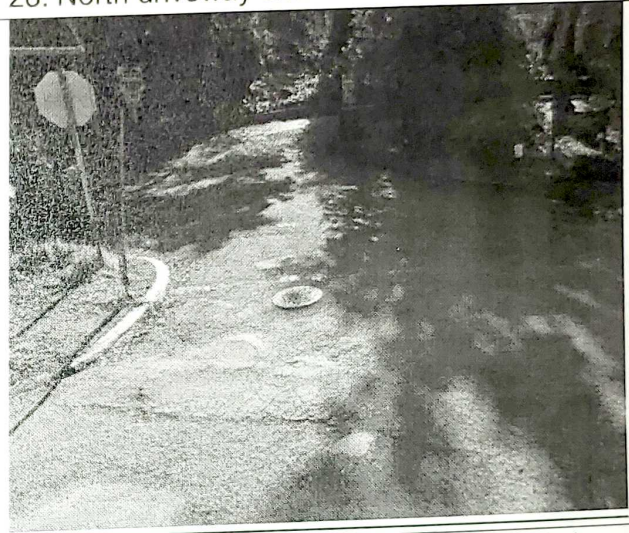
D. El Centro Avenue/Hanly Avenue (North) – The North access point to/from the park is at the turn between El Centro Avenue and Hanly Avenue. See Exhibit C. Pedestrian and vehicle access are accommodated at this park entrance. The entrance has a steep gradient that does not easily accommodate desired disabled access. However, this entrance accommodates a special vehicle parking area to accommodate passenger loading and unloading zone; and two parallel Disabled Parking stalls that are adjacent to the recreation center building. There is an off pavement dirt pathway that accommodates pedestrians accessing both the lower and upper levels of the recreation center. [Exhibit A] The following are the recommended accessibility improvements for the Northerly entrance:

1. Paint a pedestrian pathway along the existing access road. See photos #28 and #30.
2. Paint and evaluate the addition of signage to properly delineate the pedestrian loading and unloading zone immediately adjacent to the recreation center upper level entrance. See photos #31, #32 and #33.
3. Perform pavement repairs and/or roadway reconstruction to reestablish two standard parallel Disabled Parking stalls. See photo #29.

27. North driveway entrance of Dimond Park.



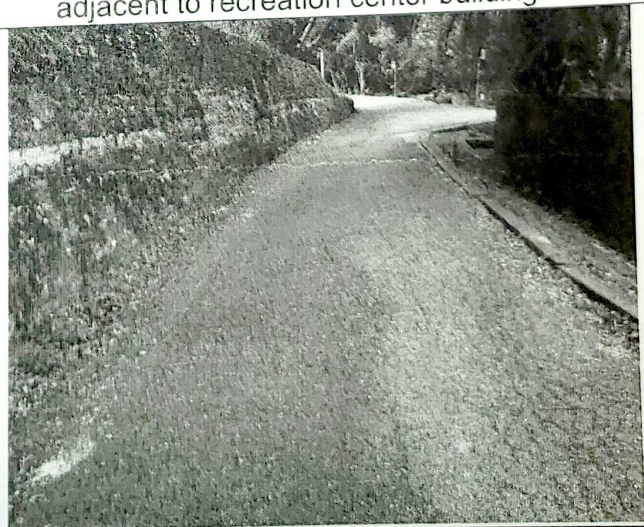
28. North driveway entrance of Dimond Park.



29. Existing disabled parking adjacent to recreation center building.



30. Existing disabled parking (distance right) adjacent to recreation center building.

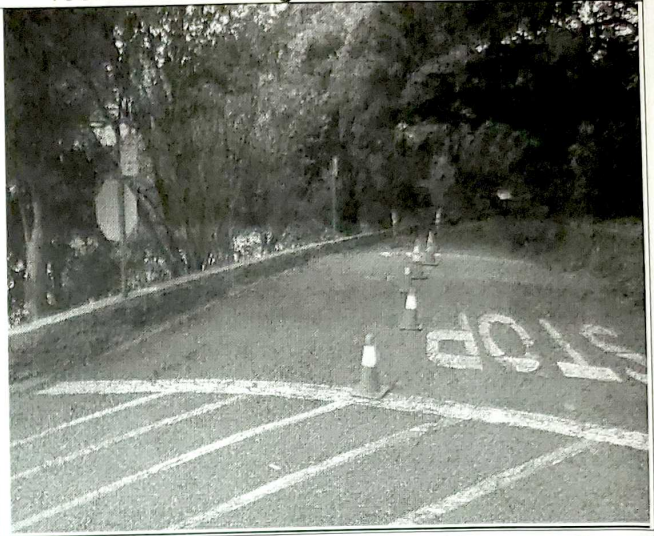


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31. Loading and unloading zone in front of recreation building.



32. Loading and unloading zone in front of recreation building.



33. Loading and unloading in front of recreation building.



34. Vehicle access road adjacent to recreation center.

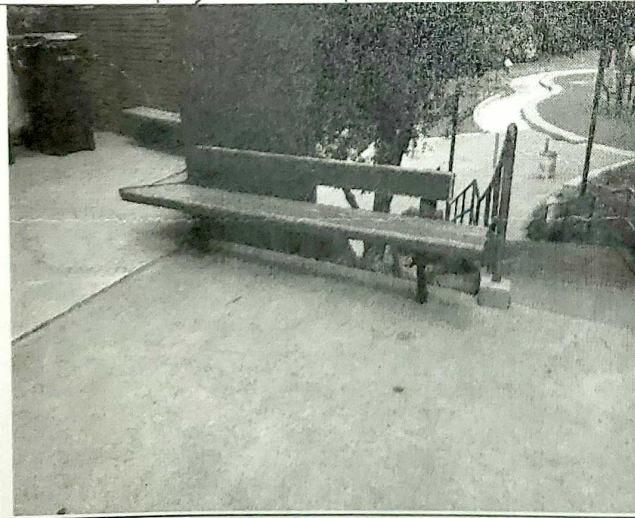


Accessibility within Dimond Park

The following are the recommended general accessibility improvements within the Dimond Park area [Exhibit B-C]:

1. Install an elevator within or adjacent to the Recreation Center. This will accommodate persons with disabilities to access both levels of the Recreation Center. See photo #35 for possible location of elevator.
2. Paint an accessibility pathway on the existing pavement between the two parallel Disabled Parking stalls and the entrance to the upper level of the Recreation Center. See photos #36 and #37.
3. The staircase connecting the upper parking lot to the recreation center building should be evaluated for additional improvements. In particular, the edge of each stair tread needs to be delineated with a contrasting color. Additional hand rails should be installed at the top and bottom of the staircase. See photo #38.
4. The existing lights within the park should be evaluated for proper illumination dusk to dawn, and these lights should be converted to LED bulbs. See photo #39.
5. The staircase adjacent to the recreation center needs contrasting treads and should be evaluated for a center handrail. See photos #43 and #44.
6. The staircase from the upper recreation center near the two existing disabled parking stalls down to the center of the park should be evaluated. Stair repairs, contrasting treads and pavement repairs are needed. See photos #45 and #46.
7. There are several locations throughout the interior sidewalk pathway network where concrete or asphalt repairs are warranted. Some repairs require or warrant concrete or asphalt removal / reconstruction, asphalt chip seal or grind and overlay. See photos ##40, #41 and #42. Path repairs should be classified as follows:
 - Rustic dirt pathway, no improvements necessary
 - Major concrete/asphalt repairs are necessary
 - Minor concrete/asphalt repairs are necessary
 - Like new hardscape, no improvements are necessary

35. Staircase adjacent to recreation center to access play area and pool.



36. Vehicle access road connecting disabled parking to front entrance of rec center.



37. Vehicle access road connecting disabled parking to front entrance of rec center.



38. Staircase connecting upper parking lot to front of recreation center.



39. Light standard within Dimond Park.



40. Existing pathway pavement is in need of repair.



41. Existing pathway pavement is in need of repair.



42. Existing pathway pavement is in need of repair.



43. Existing staircase adjacent to rec center requires painted contrasting stair treads.



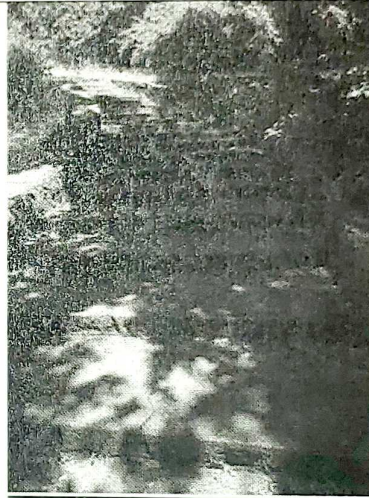
44. Existing staircase adjacent to rec center requires painted contrasting stair treads.



45. Staircase connecting the upper recreation center to the central area of park.



46. Staircase connecting upper parking lot to front of recreation center.



47. Existing drainage systems are in need of maintenance and repairs.



48. Existing drainage systems and walls are in need of maintenance and repairs.

