

Magnolia Avenue / Rutledge Pike / Asheville Highway Interchange Study Technical Memorandum #3 ADA Assessment

Knoxville, TN

Executive Summary

The Magnolia Avenue / Rutledge Pike / Asheville Highway Interchange Study Area is generally not accessible to those with disabilities due to the following reasons:

- Curb ramps with truncated domes are missing at over half of the roadway / driveway intersections in the study area.
- The Prosser Road Intersection does not have pedestrian signal heads nor push buttons.
- Vegetation is overgrown in areas, creating a less-than four-foot passable width along the sidewalk.
- Sidewalks are in disrepair in areas and do not meet slope / condition criteria.

For
City of Knoxville
Housing and Neighborhood Development Department
400 Main Street, Room 655
Knoxville, TN 37901

By
Gresham Smith
2095 Lakeside Centre Way #120
Knoxville, TN 37922

Gresham Smith Project No. 44321.00

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Table of Contents

1.0 ADA Assessment 1

Figures

Figure 1: Photograph Legend (for Figures 2 through 15)..... 2
Figure 2: Asheville Highway (SR 168) at Park Street 3
Figure 3: Asheville Highway (SR 168) at Seahorn Avenue..... 3
Figure 4: Asheville Highway (SR 168) at Seahorn Avenue..... 4
Figure 5: Asheville Highway (SR 168) at Seahorn Avenue..... 4
Figure 6: Asheville Highway (SR 168)..... 5
Figure 7: Asheville Highway (SR 168) at Martin Luther King Jr. Avenue 5
Figure 8: Asheville Highway (SR 168) at Martin Luther King Jr. Avenue 6
Figure 9: Magnolia Avenue (SR 1) at Shelby Street 6
Figure 10: Magnolia Avenue (SR 1) at Prosser Road..... 7
Figure 11: Rutledge Pike (SR 1) 7
Figure 12: Rutledge Pike (SR 1) 8
Figure 13: Rutledge Pike (SR 1) at McCalla Avenue 8
Figure 14: Magnolia Avenue (SR 1) 9
Figure 15: Magnolia Avenue (SR 1) 9

1.0 ADA ASSESSMENT

Sidewalks, curb ramps, and signalized intersections were field reviewed on Monday February 3, 2020 within the Magnolia Avenue / Rutledge Pike / Asheville Highway Interchange Study Area to investigate compliance with the Americans with Disabilities Act (ADA). The review was based upon visual inspection. Measurements were not taken. The review included Magnolia Avenue, Rutledge Pike, and Asheville Highway. These three routes are all State Routes (SR), under jurisdiction of the Tennessee Department of Transportation (TDOT). Magnolia Avenue is designated as SR 1, Rutledge Pike as SR 1, and Asheville Highway as SR 168. Magnolia Avenue (SR 1) was reviewed from Prosser Road to Rutledge Pike (SR 1) at the I-40 Interchange Ramps and Asheville Highway (SR 168) at Park Street.

A location map noting relevant field observations is provided in Figure 1. The locations labeled in red do not meet ADA guidance. The numbers correspond with site photographs in Figure 2 through Figure 15 on following pages. While sidewalks are provided throughout the study area, the study area is generally not accessible to those with disabilities due to the following reasons:

- Curb ramps with truncated domes are missing at over half of the roadway / driveway intersections in the study area.
- The Prosser Road Intersection does not have pedestrian signal heads or push buttons.
- Vegetation is overgrown in areas, creating a less-than four-foot passable width.
- Sidewalks are in disrepair in areas and do not meet slope / condition criteria.

Interim improvements in the study area should include upgrading pedestrian facilities to standards that meet ADA requirements. These improvements should be coordinated with the City's ongoing ADA Transition Planning and signal upgrade efforts. It should be noted that several intersections were recently upgraded with curb ramps and truncated domes, which demonstrates the City's efforts to meet ADA requirements. Lastly, the truncated domes are not uniform in color within the study area. TDOT's standard is to provide yellow truncated domes. For a consistent appearance yellow truncated domes should be specified with any streetscape improvements along these State Routes.

**Magnolia Avenue / Rutledge Pike / Asheville Highway Interchange Study
Knoxville, Knox County**

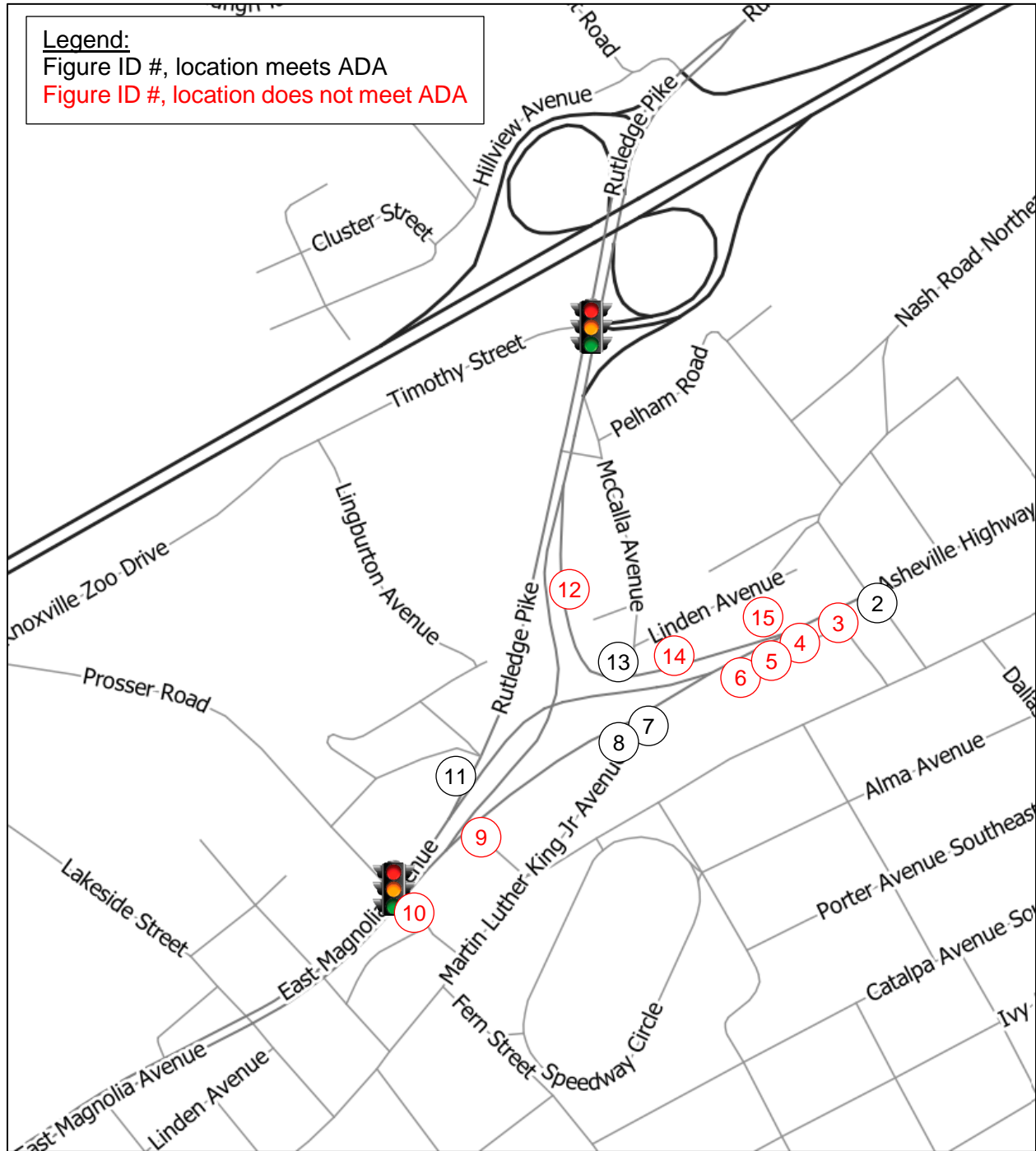


FIGURE 1: PHOTOGRAPH LEGEND (FOR FIGURES 2 THROUGH 15)



FIGURE 2: ASHEVILLE HIGHWAY (SR 168) AT PARK STREET
Demonstrates curb ramps



FIGURE 3: ASHEVILLE HIGHWAY (SR 168) AT SEAHORN AVENUE
Demonstrates no curb ramps



FIGURE 4: ASHEVILLE HIGHWAY (SR 168) AT SEAHORN AVENUE
Demonstrates deficient sidewalk condition



FIGURE 5: ASHEVILLE HIGHWAY (SR 168) AT SEAHORN AVENUE
Demonstrates no curb ramps



FIGURE 6: ASHEVILLE HIGHWAY (SR 168)
Demonstrates deficient sidewalk condition and obstruction



FIGURE 7: ASHEVILLE HIGHWAY (SR 168) AT MARTIN LUTHER KING JR. AVENUE
Demonstrates curb ramps



FIGURE 8: ASHEVILLE HIGHWAY (SR 168) AT MARTIN LUTHER KING JR. AVENUE
Demonstrates curb ramps



FIGURE 9: MAGNOLIA AVENUE (SR 1) AT SHELBY STREET
Demonstrates no curb ramps



FIGURE 10: MAGNOLIA AVENUE (SR 1) AT PROSSER ROAD
Demonstrates no pedestrian signal heads or push buttons, crosswalk markings faded



FIGURE 11: RUTLEDGE PIKE (SR 1)
Demonstrates curb ramps and sidewalk repairs



FIGURE 12: RUTLEDGE PIKE (SR 1)
Typical sidewalk



FIGURE 13: RUTLEDGE PIKE (SR 1) AT MCCALLA AVENUE
Demonstrates new curb ramps



FIGURE 14: MAGNOLIA AVENUE (SR 1)
Demonstrates missing curb ramps

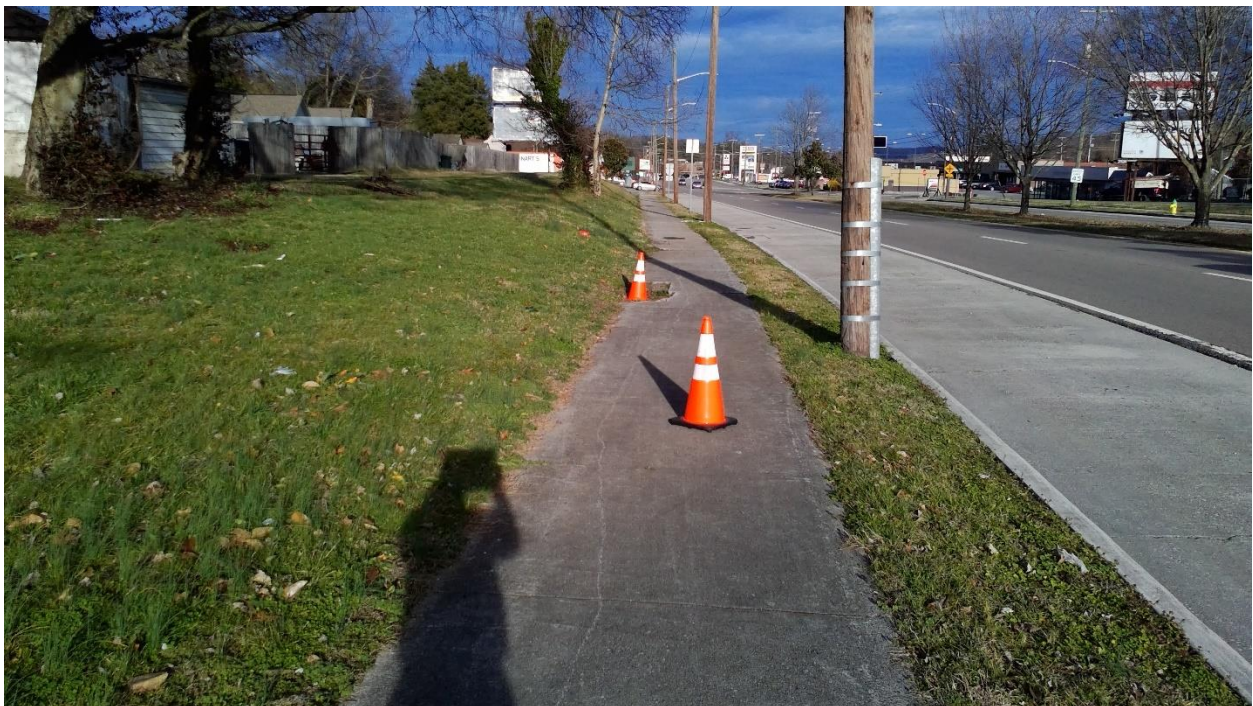


FIGURE 15: MAGNOLIA AVENUE (SR 1)
Demonstrates deficient sidewalk condition