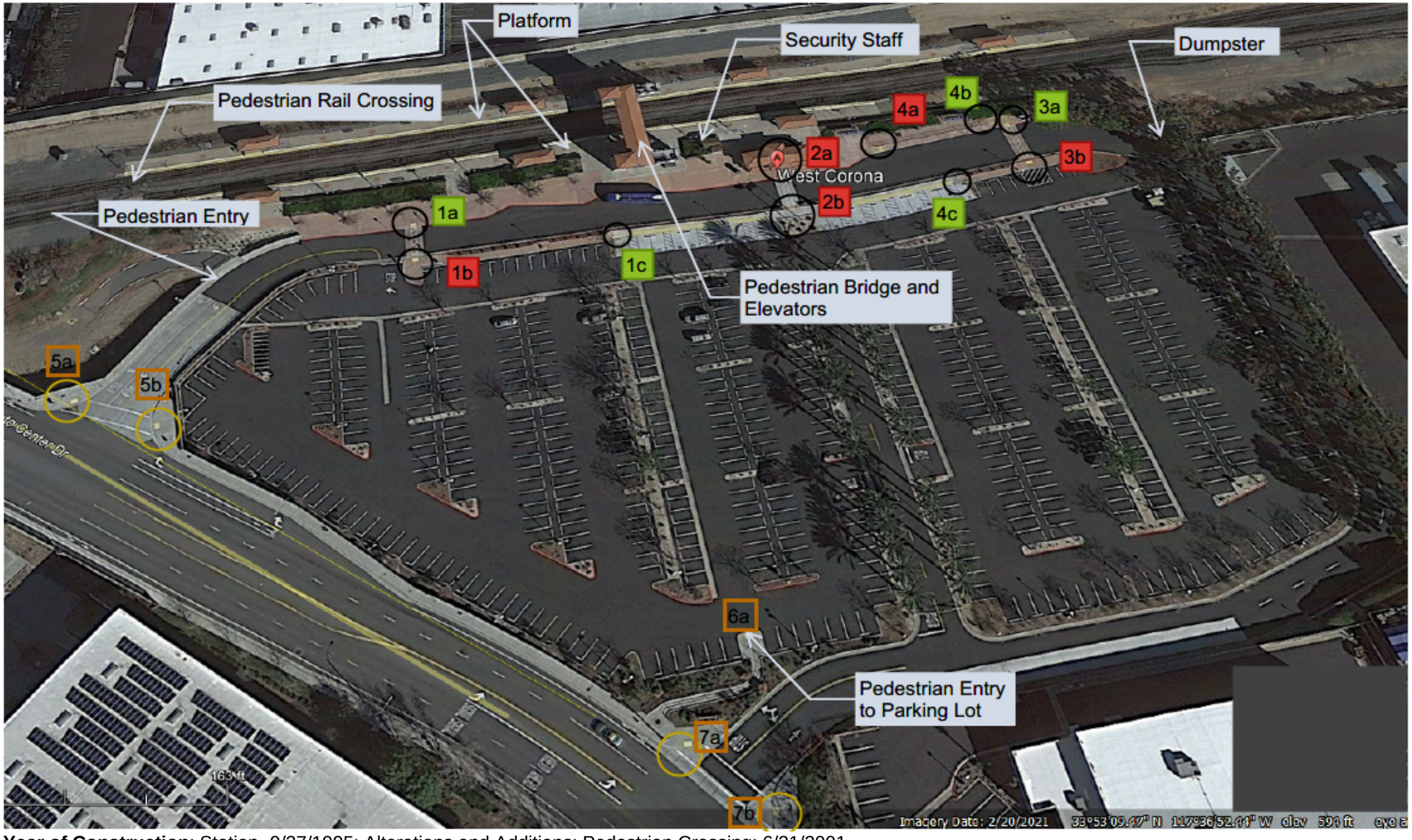
Evaluation of Physical Barriers – West Corona Station

Address: 155 Auto Center Dr, Corona, CA 92880

Evaluation Date: 07-27-2021

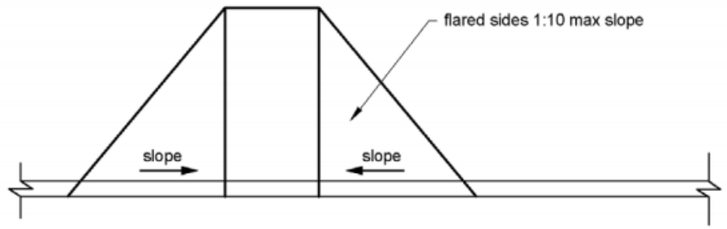
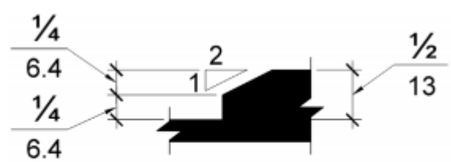


These elements were assessed to identify any physical barriers:

1. Curb ramps (1a-1b, 1c, 2a-2b, 3a-3b, 4a-4b, 4c,5a,5b, 6a, 7a, 7b)
2. Pedestrian road crossings
   a. Pedestrian push button signals (where applicable)
3. Accessible routes
   a. Walking surfaces
   b. Elevators
   c. Pedestrian Bridge
   d. Stairs
   e. Ramps
4. Platforms
   a. Walking surfaces
   b. Mini High platforms and ramps
5. Pedestrian rail crossings
6. Access to public amenities
   a. Ticket Vending/validation machines (TVM),
   b. Benches,
   c. Trash cans,
   d. Drinking fountain
   e. Communication Systems- passenger information phones, blue emergency phones, yellow call boxes, service phones, emergency phones.
   f. Vending machines
7. Accessible parking spaces
8. Bus stops
9. Signage
10. Public Address Systems
11. Staff facilities
    a. Security Staff Facility
    b. Dumpster

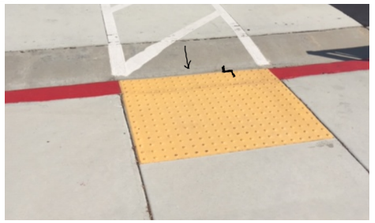
Year of Construction: Station- 9/27/1995; Alterations and Additions: Pedestrian Crossing: 6/21/2001
Applicable ADA Standards:1991 Standards or UFAS, or DOT's ADA standards (2006), and/or DOJ 2010 ADA Standards.
Note: Criteria used to assess the elements were based on DOJ 2010 standards, DOT's ADA standards (2006), DIB 82-06, and PROWAG. Elements where the safe harbor clause per 28 CFR 35.151 (b) (4) (ii) (C) applies are assessed against 1991 standards

28 CFR 35.151 (b) (4) (ii) (C) Safe harbor. If a public entity has constructed or altered required elements of a path of travel in accordance with the specifications in either the 1991 Standards or the Uniform Federal Accessibility Standards before March 15, 2012, the public entity is not required to retrofit such elements to reflect incremental changes in the 2010 Standards solely because of an alteration to a primary function area served by that path of travel.

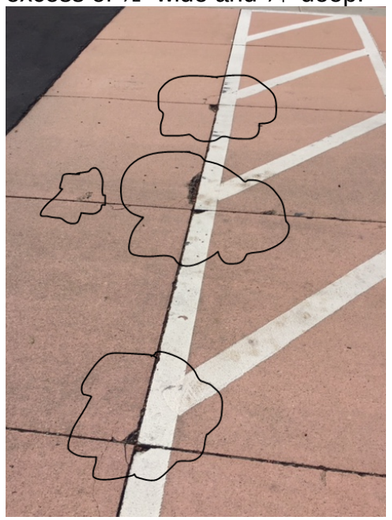
Issues/Barriers Identified	Recommendations	Comments
1. Curb Ramps		Curb ramps are labeled on the aerial view on page 1
1a, OK 1b- Flared side exceeds 1:10 slope (11.6%) 2a- Sloped ramp takes up the entire sidewalk in front of the main entrance. Landing is under the station canopy 2b- Gutter slope exceeds 1:20 (9.1%). Flared side exceeds 1:10 slope (12.2%). uneven level changes and trip hazard. 3a - OK 3b- Gutter slope exceeds 1:20, uneven level changes and trip hazards. 4a- Trip hazard at DWS 4b –Ok 4c – Ok 5a, 5b- (Not under RCTC's authority), 6A -OK 7a, 7b- (Not under RCTC's authority)	1b, 2b Repair flared sides of curb ramps to comply with 406.3 2a Provide signage for the accessible route along the sidewalk leading to level walking route under the canopy. 2b, 3b Remove and replace curb ramp and gutter with compliant curb ramps. 4a Examine all Detectable Warning Surfaces (DWS) and repair/replace DWS to eliminate trip hazards. Provide beveled transitions as required	 **Figure 406.2** **Counter Slope of Surfaces Adjacent to Curb Ramps** **406.3 Sides of Curb Ramps.** Where provided, *curb ramp* flares shall not be steeper than 1:10.  **Figure 406.3** **Sides of Curb Ramps** This evaluation does not include curb ramps outside the RCTC boundary. RCTC is not responsible for maintaining the accessible routes outside of RCTC boundary. When repairs begin, use proper and precise instruments (4-foot smart level and 2-foot smart level) to fit within the curb ramp width and the adjacent gutter to measure ramp slopes, cross slopes, and counter slopes at all curb ramps (all stations). The long slope of ramp shall not exceed 1:12 (8.33%). Slope of flared sides shall not exceed 1:10 (10%), the gutter slope shall not exceed 1:20 (5%). Cross slope of the ramp and landing shall not exceed 1:50 (2%) Use smart level instruments, calibrated in accordance with manufacturer's instructions before taking measurements.  **Figure 303.3** **Beveled Change in Level**

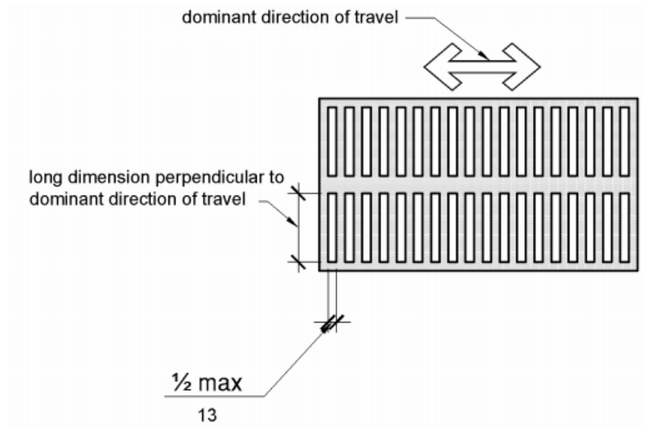
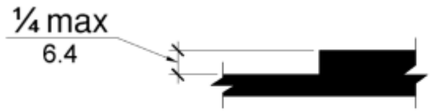
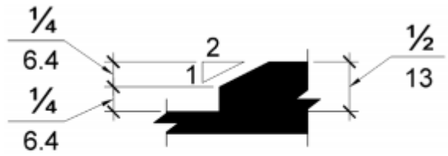
1b 

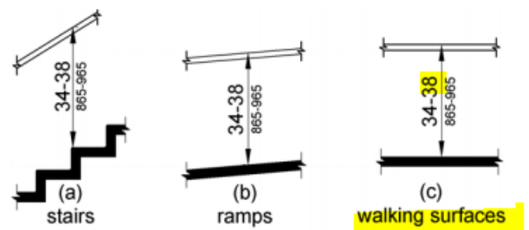
2a 

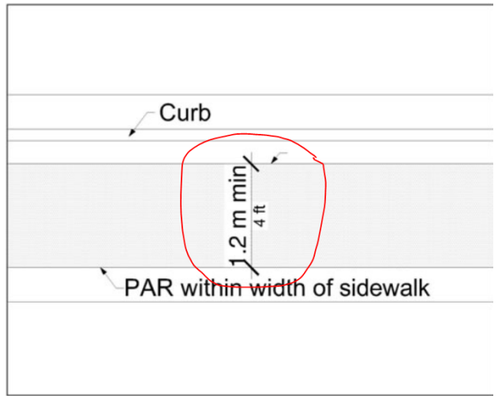
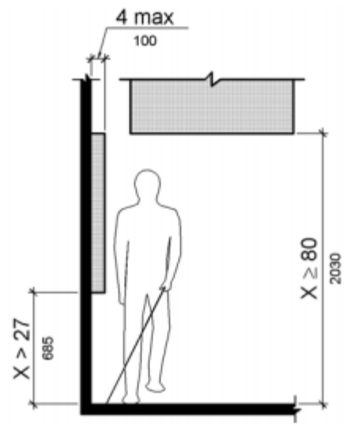
2b 

3b 

Issues/Barriers Identified	Recommendations	Comments
2. Pedestrian Road crossings		
Pedestrian crossing at 3a, 3b has multiple cracks and gaps in excess of ½" wide and ¼" deep. 	Examine all pedestrian crossings and repair all cracks. Every joint in concrete deeper than ¼" and wider than ½" shall be filled. Every level change along the accessible route greater than ¼" and less than ½" height needs to be beveled (1:2) slope or repaired. Every level change greater than ½" needs to have a ramped surface (1:12) slope.	See item 3a
a) Pedestrian Push Button- Not Applicable	No action by RCTC	

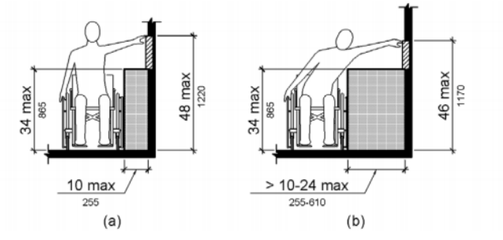
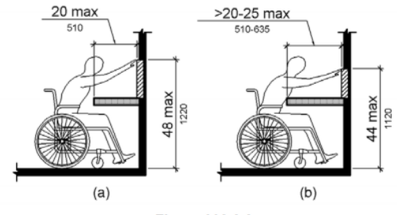
Issues/Barriers Identified	Recommendations	Comments
3. Accessible Routes		
a) Walking surface		
i. From curb ramp 5a, a sidewalk entering the facility is provided. The slope of the sidewalk is measured as 9.6% which matches the grade of the road but exceeds the maximum allowed slope for accessible ramps. ii. A vehicular ramp into the gated areas is perpendicular to the sidewalk described above . This causes a steep drop and excessive cross slope for the already steeply sloping sidewalk. iii. General: There are uneven joints and cracks observed in the concrete on the platforms and along accessible route. Sealant/filler in some deep joints is missing. This causes trip hazards and creates openings deeper than ¼" and wider than ½ inch that do not comply with 302.3 and 303.3. (Figure on previous page) iv. Manhole covers create trip hazards and have gaps/openings wider than ½ inch. v. Signage designating the accessible route is missing at main entry.  i) and ii)  ii)  iii)  iv)	i) The grade of the sidewalk along the road complies with the requirements of City of Corona, DIB-82-06 and PROWAG if the ramp is considered a public street. If the ramp is considered to be an entry to private property, then these requirements are not applicable, and this ramp is considered out of compliance. RCTC being a public agency, it can be assumed that the commuter rail stations owned by RCTC would be public property. It is recommended prior to initiating any repairs on the ramp, that this issue be reviewed by an ADA legal expert to determine final resolution. ii) Same as above. An alternate accessible route is required. iii) and iv) Repair all level changes. Close gaps and openings wider than ½" and deeper than ¼", and remove trip hazards in the accessible route. v) Provide signage designating the accessible route.	 **Figure 302.3** **Elongated Openings in Floor or Ground Surfaces**  **Figure 303.2** **Vertical Change in Level**  **Figure 303.3** **Beveled Change in Level** **402.2 Components**. Accessible routes shall consist of one or more of the following components: walking surfaces with a running slope not steeper than 1:20, doorways, ramps, curb ramps excluding the flared sides, elevators, and platform lifts. All components of an accessible route shall comply with the applicable requirements of Chapter 4. **405.2 Slope**. Ramp runs shall have a running slope not steeper than 1:12. **405.8 Handrails**. Ramp runs with a rise greater than 6 inches (150 mm) shall have handrails complying with 505.

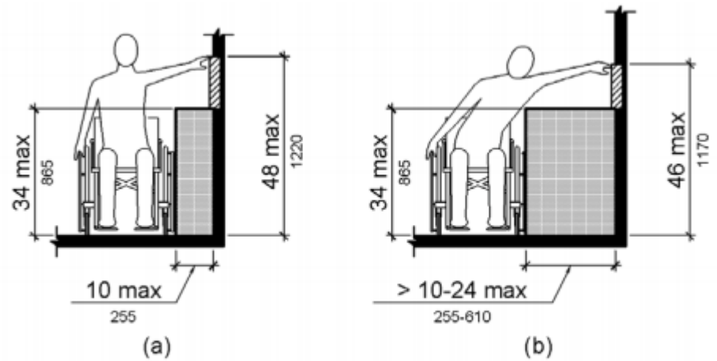
Issues/Barriers Identified	Recommendations	Comments
b) Elevator		
Audible signals which sound as the car passes or is about to stop at a floor are rather low and missed especially when a train passes the station [407.4.8]	Check the annual elevator certification for compliance with all code and ADA requirements. Measure sound to verify that the audible signal and verbal annunciator is 10 dB minimum above ambient, but does not exceed 80 dB, measured at the hall call button per current 2010 ADA standards.	For elevators in facilities constructed or altered before November 29, 2006, 1991 ADAAG applies and the volume of the audible signals is permitted to be no less than 20 decibels with a frequency no higher than 1500 Hz.
c) Pedestrian Bridge		
i. Handrails on the pedestrian bridge are mounted at 41 inches (higher than the required 38 inches) 	Relocate handrails to comply with the height requirement per 505.4.	**505 Handrails** **505.1 General.** Handrails provided along walking surfaces complying with 403, required at *ramps* complying with 405, and required at stairs complying with 504 shall comply with 505. **Advisory 505.1 General.** Handrails are required on ramp runs with a rise greater than 6 inches (150 mm) (see 405.8) and on certain stairways (see 504). Handrails are not required on walking surfaces with running slopes less than 1:20. However, handrails are required to comply with 505 when they are provided on walking surfaces with running slopes less than 1:20 (see 403.6). Sections 505.2, 505.3, and 505.10 do not apply to handrails provided on walking surfaces with running slopes less than 1:20 as these sections only reference requirements for ramps and stairs.  **Figure 505.4** **Handrail Height**
d) Stairs		
No issues found	No action by RCTC	
e) Ramps		

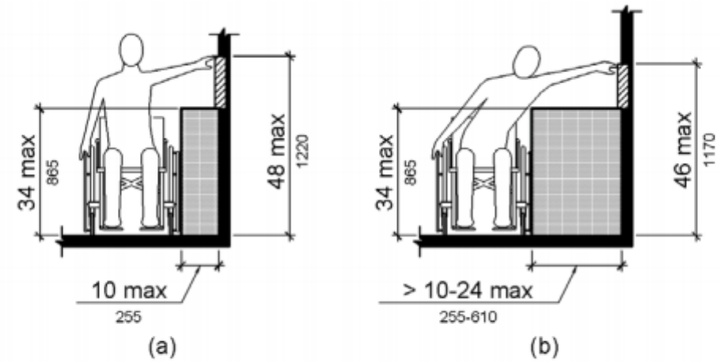
Issues/Barriers Identified	Recommendations	Comments
No ramps. No issues found	No action by RCTC	
4. Platforms		
a) Walking Surfaces		
i. On both sides, the route from the elevator lobby slopes 2.5 % or 3% towards the platform. So, the cross slope of the platform exceeds 2% in this portion creating a barrier for people having disabilities traveling along this route.  	An accessible route (at least 36 inches wide, but preferably 48 inches wide) with compliant cross slopes should be provided and marked. If a path cannot be demarcated, cross slopes need to be repaired.	Figure R302.3 Continuous Width  The continuous clear width requirements in PROWAG R302.3 apply to sidewalks and other pedestrian circulation paths. 403.3 Slope. The running slope of walking surfaces shall not be steeper than 1:20. The cross slope of walking surfaces shall not be steeper than 1:48 (2%) 302.1 General. Floor and ground surfaces shall be stable, firm, and slip resistant and shall comply with 302
ii. Downspouts protrudes in the accessible circulation path	Provide 48 inches wide accessible path with a compliant cross slope, clear of the downspout.	 **Figure 307.2 Limits of Protruding Objects** 307.5 Required Clear Width. Protruding objects shall not reduce the clear width required for accessible routes.

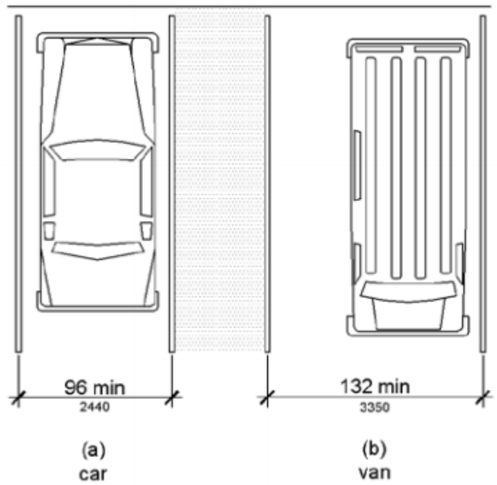
Issues/Barriers Identified	Recommendations	Comments
iii. Downspouts will discharge water onto the accessible route.	Ensure that the rainwater will drain away and will not pond. Eliminate any low spots or uneven pavement. To ensure compliance with 405.10, Wet Conditions, Landings subject to wet conditions shall be designed to prevent the accumulation of water, ensure that the area is in compliance with 403.3 Slope.	405.10 Wet Conditions. Landings subject to wet conditions shall be designed to prevent the accumulation of water.
iv. A trip hazard is created due to a diamond plate cover behind the west mini high platform on track 2 	Remove and replace with a recessed cover	
v. Cross slope on Track 1 platform near the west mini high platform exceeds 2% 	Cross slope needs to be repaired to comply with 403.3 to be no more than 2%. Examine cross slopes throughout the accessible route and repair where needed.	

Issues/Barriers Identified	Recommendations	Comments
b) Mini High Platforms		
No issues found.		
5. Pedestrian Rail Crossings		
	No action by RCTC	Rail crossing at this station is not on an accessible route and is not meant for public use during normal conditions
6. Amenities		
a) TVM's		
TVM's are not in RCTC's scope. However, they are considered as being compliant to ADA requirements per information found on website https://metrolinktrains.com/ticketsOverview/where-to-buy/ticket-machines/ 	Adequate clear space is provided at TVM's. No action.	

Issues/Barriers Identified	Recommendations	Comments
b) Drinking Fountains		
Drinking Fountain: Water flow to be tested 	Adjust water flow.	602.6 Water Flow. The spout shall provide a flow of water 4 inches (100 mm) high minimum and shall be located 5 inches (125 mm) maximum from the front of the unit. The angle of the water stream shall be measured horizontally relative to the front face of the unit. Where spouts are located less than 3 inches (75 mm) of the front of the unit, the angle of the water stream shall be 30 degrees maximum. Where spouts are located between 3 inches (75 mm) and 5 inches (125 mm) maximum from the front of the unit, the angle of the water stream shall be 15 degrees maximum.
c) Telephones/ Communication Systems	See Attachment 9, Action Plan for recommendations	Clear space and reach ranges are found to be compliant. All instruments are to be tested regularly for compliance by the responsible authorities.
i. Passenger Information Phone: 		704.2.1 Clear Floor or Ground Space. A clear floor or ground space complying with 305 shall be provided. The clear floor or ground space shall not be obstructed by bases, enclosures, or seats. 704.2.2 Operable Parts. Operable parts shall comply with 309. Telephones shall have push-button controls where such service is available.  **Figure 308.3.2 Obstructed High Side Reach**  **Figure 308.2.2 Obstructed High Forward Reach**
ii. Blue Emergency Phone. Not applicable at this station.		
iii. Yellow call boxes: In the parking area these phones are not on an accessible route.	Provide accessible emergency phones on the accessible route also.	

Issues/Barriers Identified	Recommendations	Comments
d) Trash cans		
Trash cans are not accessible due to being 36 inches tall where the opening is located more than 10 inches from the edge. 	Provide 34 inches high accessible trash cans allowing reach ranges per 308.3.2	 **Figure 308.3.2** **Obstructed High Side Reach**
e) Vending Machines		
Not under RCTC's authority. No issues found with heights of operable components.	No action by RCTC	The Americans with Disabilities Act (ADA) requires all operable components of the vending machine to be between 15" and 48" up from the floor.
f) Benches		
No issues found with benches. Benches have back support and clear space is provided under shelters.	No action by RCTC	

Issues/Barriers Identified	Recommendations	Comments
g) Rack for Flyers The rack for flyers and brochures is mounted too high at 58 inches. 	Relocate the holder no more than 48 inches high.	 **Figure 308.3.2** **Obstructed High Side Reach**
7. **Parking**		
Parking Inventory *Item* / *Quantity* Parking Spaces: 540 ADA Spaces: 14 Rideshare Spaces: 2 Electric Vehicle Spaces: 1 R.V./Bus Spaces: 7 Total Available Spaces: 564 Motorcycle Spaces: 15 Passenger Drop Off: 9 Parking Lots: 1 *Parking Capacity* Parking Utilization *Future Plans* None	No action by RCTC. Number of ADA spaces is compliant	**208.2 Minimum Number.** Parking *spaces* complying with 502 shall be provided in accordance with Table 208.2 except as required by 208.2.1, 208.2.2, and 208.2.3. Where more than one parking *facility* is provided on a *site*, the number of *accessible spaces* provided on the *site* shall be calculated according to the number of *spaces* required for each parking *facility*. **Table 208.2 Parking Spaces** **Total Number of Parking Spaces Provided in Parking Facility** / **Minimum Number of Required Accessible Parking Spaces** 1 to 25: 1 26 to 50: 2 51 to 75: 3 76 to 100: 4 101 to 150: 5 151 to 200: 6 201 to 300: 7 301 to 400: 8 401 to 500: 9 501 to 1000: 2 percent of total 1001 and over: 20, plus 1 for each 100, or fraction thereof, over 1000

Issues/Barriers Identified	Recommendations	Comments
i. Size of van accessible parking aisles does not comply with the 96” (8 ft) minimum requirement per 502.2 and DIB 82-06. The parking stall is 9 feet wide. The parking aisle is non compliant with 2010 standards for van accessible spaces.  	Restripe as required to provide the required sizes and required number of accessible parking.	parking space or access aisle. **502.2 Vehicle Spaces.** Car parking *spaces* shall be 96 inches (2440 mm) wide minimum and van parking *spaces* shall be 132 inches (3350 mm) wide minimum, shall be marked to define the width, and shall have an adjacent access aisle complying with 502.3. **EXCEPTION:** Van parking *spaces* shall be permitted to be 96 inches (2440 mm) wide minimum where the access aisle is 96 inches (2440 mm) wide minimum.  **Figure 502.2** **Vehicle Parking Spaces** 1991 Standards 4.6.3 Parking Spaces. Accessible parking spaces shall be at least 96 in (2440 mm) wide. Parking access aisles shall be part of an accessible route to the building or facility entrance and shall comply with 4.3. Two accessible parking spaces may share a common access aisle.
ii. Bottom of accessible parking sign is lower than the required 60 inches. This complied with 1991 standards but needs to be modified when parking striping is modified.	Provide post mounted signs to comply with 2010 ADA Standards.	502.6 Identification. Parking space identification signs shall include the International Symbol of Accessibility complying with 703.7.2.1. Signs identifying van parking spaces shall contain the designation “van accessible.” Signs shall be **60 inches (1525 mm) minimum** above the finish floor or ground surface measured to the bottom of the sign 1991 Standards 4.6.4 Signage. Accessible parking spaces shall be designated as reserved by a sign showing the symbol of accessibility (see 4.30.7). Spaces complying with 4.1.2(5)(b) shall have an additional sign "Van Accessible" mounted below the symbol of accessibility. Such signs shall be located so they cannot be obscured by a vehicle parked in the space.

Issues/Barriers Identified	Recommendations	Comments
iii. White colored “NO PARKING” letters on the light concrete surface of access aisles do not offer a visual contrast 	It is a recommendation to rectify the visual contrast at text descriptors in parking aisles.	503.3.3 Marking. Access aisles shall be marked so as to discourage parking in them. 703.5.1 Finish and Contrast. Characters and their background shall have a non-glare finish. Characters shall contrast with their background with either light characters on a dark background or dark characters on a light background. Advisory 703.5.1 Finish and Contrast. Signs are more legible for persons with low vision when characters contrast as much as possible with their background. Additional factors affecting the ease with which the text can be distinguished from its background include shadows cast by lighting sources, surface glare, and the uniformity of the text and its background colors and textures
8. **Bus Stop**		
The bus stops do not connect to Auto Center Dr. with an accessible route.The vehicular route and its sidewalk connecting to Auto Center Drive has an excessive slope (+/-9.6%) The level pedestrian entry into the parking lot does not continue as a marked accessible route to the bus stops	Provide and maintain accessible routes to permit safe ambulation to all bus stops.	**810.2.3 Connection.** *Bus stop boarding and alighting areas shall be connected to streets, sidewalks, or pedestrian paths by an accessible route complying with 402.* ***PROWAG*** R302.5.1 Within Street or Highway Right-of-Way. Except as provided in R302.5.3, where pedestrian access routes are contained within a street or highway right-of-way, the grade of pedestrian access routes shall not exceed the general grade established for the adjacent street or highway. R302.5.2 Not Within Street or Highway Right-of-Way. Where pedestrian access routes are not contained within a street or highway right-of-way, the grade of pedestrian access routes shall be 5 percent maximum. R302.5.3 Within Pedestrian Street Crossings. Where pedestrian access routes are contained within a pedestrian street crossing, the grade of pedestrian access routes shall be 5 percent maximum. R302.5.4 Physical Constraints. Where compliance with R302.5.1 or R302.5.2 is not practicable due to existing terrain or infrastructure, right-of-way availability, a notable natural feature, or similar existing physical constraints, compliance is required to the extent practicable.
9. Signage		
a) Post mounted signs in the accessible route were evaluated to confirm minimum/ maximum projections and minimum clearances from the finished floor. Standard station signage is required to comply with SCRRA /Metrolink standard details (ES 3000) found at this link. https://metrolinktrains.com/globalassets/about/engineering/3000-stations.pdf	No action by RCTC. Signage is by SCRRA/Metrolink	**810.6 Rail Station Signs.** Rail station signs shall comply with 810.6. EXCEPTION. Signs shall not be required to comply with 810.6.1 and 810.6.2 where **audible signs are remotely transmitted to hand-held receivers, or are user- or proximity-actuated.** SCRRA/Mertolink is responsible for the signage.
10. Public Address		
There are LCD/LED Message screens at the stations that will show information that is conveyed on the public address system, both of which are controlled by SCRRA. These are not under RCTC’s authority.	No action by RCTC	810.7 Public Address Systems. Where public address systems convey audible information to the public, the same or equivalent information shall be provided in a visual format.

Issues/Barriers Identified	Recommendations	Comments
Written Emergency Evacuation procedures were not available	Update any existing emergency evacuation procedures to include evacuation of individuals with disabilities during an emergency.	Special procedures are required for assisting individuals with disabilities from a facility during an emergency.
11. **Staff Facilities**		
a) Security Staff Facilities		
The guard booth is provided as a shelter against weather and for use during breaks by security staff, who are expected to walk around the station site and physically address emergency situations. 	Inform all contractors of their ADA obligations	Station Security services are contracted out and an ADA evaluation of the facilities used by the station security was not conducted as it is not Public Accessible and the Security Contractor requirements require the guards to be able to walk around the station site and physically address emergency situations.
b) Trash / Dumpster Enclosure		
The trash dumpster is not on an ADA compliant route and gate does not appear to be accessible. 	Provide accessible dumpster enclosure on an accessible route or provide reasonable accommodation for employees having disabilities.	**203.9 Employee Work Areas.** Spaces and elements within employee work areas shall only be required to comply with 206.2.8, 207.1, and 215.3 and shall be designed and constructed so that individuals with disabilities can approach, enter, and exit the employee work area. 1991 Standards. 4.1.1 (3) (3)* Areas Used Only by Employees as Work Areas. Areas that are used only as work areas shall be designed and constructed so that individuals with disabilities can approach, enter, and exit the areas. These guidelines do not require that any areas used only as work areas be constructed to permit maneuvering within the work area or be constructed or equipped (i.e., with racks or shelves) to be accessible