



CIVIL RIGHTS COMMISSION AGENDA:

June 11, 2026

Municipal Building 15 South College Ave. Oxford, Ohio 45056 Second Floor Conference Room
4:00 PM

Call to Order

Approval of Agenda

Approval of Minutes

1. Minutes of the December 11, 2025, meeting

Old Business

New Business

1. Updates from last meeting and commission member feedback.
2. Review of draft 2026 ADA Transition Plan
3. Discussion item as requested by Commission member Holmes.

Adjournment

Public Comments



MINUTES
OXFORD CIVIL RIGHTS COMMISSION
Municipal Building 15 South College Ave. Oxford, Ohio 45056 Second Floor Conference Room
THURSDAY, DECEMBER 11, 2025 AT 4:00 PM

Approval of Agenda

Members Present: Suzanne Zazycki, Wyatt Holmes, Roxanne Ornelas, and Rebecca Howard.

Staff Members Present: Mr. Douglas R. Elliott, Jr., City Manager/Director; Ms. Jessica Greene, Assistant City Manager; and Ms. Heather Barbour, Clerk of Council.

A regular meeting of the Civil Rights Commission was called to order by Director Elliott on Thursday, December 11, 2025, at 4:02 pm.

Motion – To Approve the Agenda.
(Voice Vote) 1st Ms. Ornelas 2nd Ms. Zazycki
AYE # 4
NAY # 0
ABS # 0

Approval of Minutes

1. Minutes from the September 11, 2025, meeting.

Motion – To Approve the September 11, 2025, meeting minutes.
(Voice Vote) 1st Mr. Holmes 2nd Ms. Ornelas
AYE # 4
NAY # 0
ABS # 0

Old Business

None.

New Business

1. Presentation — Student Group Conducting the Accessibility Study for the City.

Ms. Greene gave a brief review of what the CRC asked the student group to provide and introduced Mr. Sujay Sabnis. Mr. Sabnis then introduced the students who worked on the project (complete audit reports and slides are included in the minutes). The primary item of new business was a presentation by Miami University students enrolled in a Disability Studies course, coordinated through faculty collaboration with the City. The students conducted an ADA accessibility assessment of multiple City of Oxford facilities and services using a comprehensive checklist from the New England ADA Center. Approximately seven to eight locations were reviewed as part of the course's final project, with the intent that remaining facilities may be assessed in a future phase. The presentation began with an overview of the project methodology and the importance of accessibility to civic participation, economic inclusion, and risk management. Students emphasized that accessibility improvements benefit the broader community, not only individuals with disabilities, and reduce the City's exposure to potential legal challenges. Findings were presented facility by facility. Concerns were discussed regarding the City of Oxford Website. Ms. Greene mentioned that the City is undergoing a website refresh very soon that will improve site accessibility. Commission members thanked the students and faculty for the thorough and practical assessment. Discussion focused on prioritizing website accessibility, improving signage language (including replacing the term "handicapped" with "accessible"), and implementing lower-cost improvements in the near term. Larger capital projects were acknowledged as longer-term efforts requiring further study and inclusion in the City's capital improvement planning process. Potential future collaboration with Miami University, including additional assessments, was also discussed. The Commission agreed that the findings would be incorporated into updates to the City's Accessibility Transition Plan and used to inform future planning and budgeting decisions.

Adjournment

Motion – To Adjourn at 4:56 pm.
(Voice Vote) 1st Ms. Howard 2nd Mr. Holmes
AYE # 4
NAY # 0
ABS # 0

The next meeting will be held on Thursday, March 12, 2026, at 4:00 pm at the Municipal Building.

Building an Accessible Oxford

Meeting ADA Obligations & Creating Accessible Communities for All

DST 272 Exploring Disability Studies

Agenda

Objective

We present the final project that involved students doing an accessibility audit of various public facilities in Oxford.

Agenda

- Brief introductions
- Methodology
- Results



Introduction

- DST 272 Exploring Disability Studies at Miami University
 - What the class is about
- Final Project
 - Accessibility Audit of Oxford
- Context
 - Americans with Disabilities Act (1990)

The Legal Mandate: ADA Title II

State & Local Government

Title II of the Americans with Disabilities Act protects individuals with disabilities from discrimination on the basis of disability in services, programs, and activities provided by state and local government entities.

Core Requirement: Program Access

A public entity must operate each service, program, or activity so that, when viewed in its entirety, it is readily accessible to and usable by individuals with disabilities.

Why Accessibility Matters



Civic Participation

Ensures all residents can vote, attend town halls, and participate in civic life without barriers.



Economic Growth

Accessible cities attract diverse talent, tourism, and allow all citizens to contribute to the local economy.



Risk Management

Proactive compliance reduces the risk of costly litigation and Department of Justice settlements.

Methodology

To conduct the Access Audit, we looked at the various public facilities in Oxford and different student groups signed up to visit one place.

1. Municipal Building
2. Police Department (lobby)
3. Courthouse
4. Tri-Community Center
5. Fire Department (lobby)
6. Uptown
 - a. Uptown Parking
 - b. Parking Garage (near Pickle & Pig)
7. Woodside Cemetery

Methodology

Each space was assessed for the following, using ADA checklist created by the [New England ADA Center](#).

1. Is the entrance/parking accessible?
2. Is the toilet/restroom accessible?
3. Are interior spaces easy to navigate?
4. Can the services offered here be accessed by people with broad range of abilities?

Common Issues with Entrances

(not specific to Oxford)

Key Focus Areas:

- Doors not wide enough to allow wheelchair users
- Doors may be too heavy, and hard to open to some disabled people as well as elderly people.
- Not all accessible spaces are designed for vans (which are taller and require wider access aisles to deploy side - mounted ramps).



Common Issues with Toilets

(not specific to Oxford)

Key Focus Areas:

- Toilet stalls/doors not wide enough for wheelchairs to maneuver easily.
- Faucets/soap dispenser too high
- The accessible stall is the largest one, so custodial staff or management often use it to store mop buckets, extra boxes of toilet paper, or trash cans



Common Issues with Interior Spaces

(not specific to Oxford)

Key Focus Areas:

- Staircases to go to second floor
- Reception desks too high
- Waiting areas have fixed seating/no clearance for wheelchair users
- Navigation signs lacking Braille



Common Issues with Interior Spaces

(not specific to Oxford)

Key Focus Areas:

- Staircases to go to second floor
- Reception desks too high
- Waiting areas have fixed seating/no clearance for wheelchair users
- Navigation signs lacking Braille



Project Findings

Municipal Building

Positives

- Electric entrance doors
- Accessible parking spots
- Braille and wide spaces throughout

Areas of Improvement

Most feasible:

- Add a coat/backpack hook inside the accessible stall
- Keep the lower help desk window open at all times
- Improve accessible bathroom stall signage placement

Other recommendations:

- Install electric door openers for bathroom entrances
- Redesign/widen wheelchair ramp
- Realign entry doors or remodel vestibule



Municipal Building

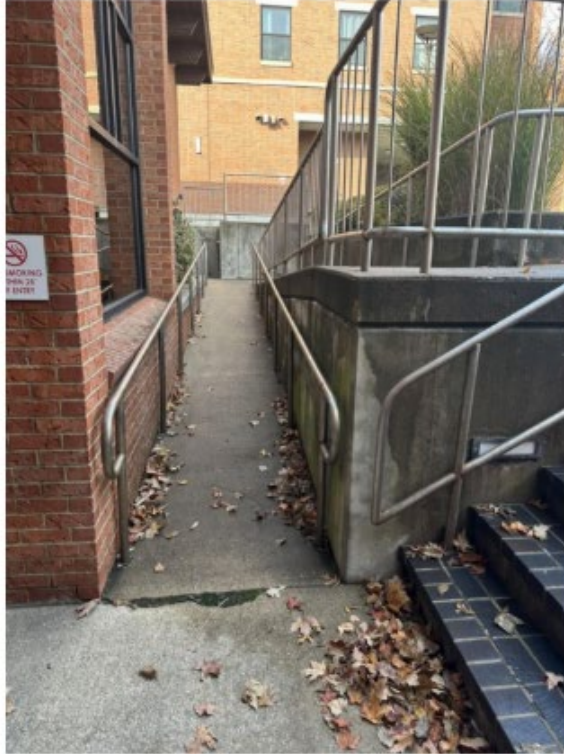


Image 1.3 *Image shows the ramp, at the entrance with the attached parking lot, with a narrow ramp.



Image 1.4 *Image shows the ramp, at the entrance with the attached parking lot, with a ramp that has several narrow turns.



Image 2.3 *Sign says: WINDOW
CLOSED PLEASE USE THE NEXT TWO
WINDOWS THANK YOU!

TriCommunity Center

Positives

- Accessible Parking Spaces Are Provided
- A Ramp/Sloped Path Is Present
- Bathroom Hooks and Amenities Are Present

Areas of Improvement

Most feasible/necessary:

- Add braille signage & clarify signage for accessible entry
- Install fire alarms
- Replace current door with a wider ADA compliant one

Other recommendations:

- Install insulation/cover over exposed sink pipes
- Fix uneven ramp landing
- Install an elevator to reach the upper floor (only ramp is outside)



Courthouse

Positives

1. All furniture in courtroom is on wheels
2. Accessible bathroom inside of the courtroom

Areas of Improvement

1. Ramp entrance at the front of the building
2. Official signage inside the building
3. Van accessible parking
4. Powered doors throughout the building



Fire Department

Positives

1. Smooth hardwood floors in most of the building
2. Ramps

Areas of Improvement

1. Adding accessible parking spaces
2. Declutter walkways to make them more accessible
3. Adding accessible bathrooms
4. Leveling out the ground to remove tripping hazards
5. Add an elevator



Police Department

Positives

1. Power-operated front door
2. Front entrance ramp
3. Bathroom is mostly accessible

Areas of Improvement

1. Create a van-accessible parking space in the lot to the left of the building
1. Install a ramp next to the existing accessible parking space
1. Install a power-operated bathroom door
 - a. Foot button for increased accessibility
2. Remove lobby bench and replace with chairs to allow flexibility for a wheelchair space



Uptown Parking Lot

Positives

1. Accessible Parking Space

Areas of Improvement

1. Add at least one van - accessible parking space**
2. Add accessible parking spaces closer to entrances of nearby buildings**
3. Crosswalks between accessible spaces
4. Create curb cuts for mobility - aid users
5. Redo pavement



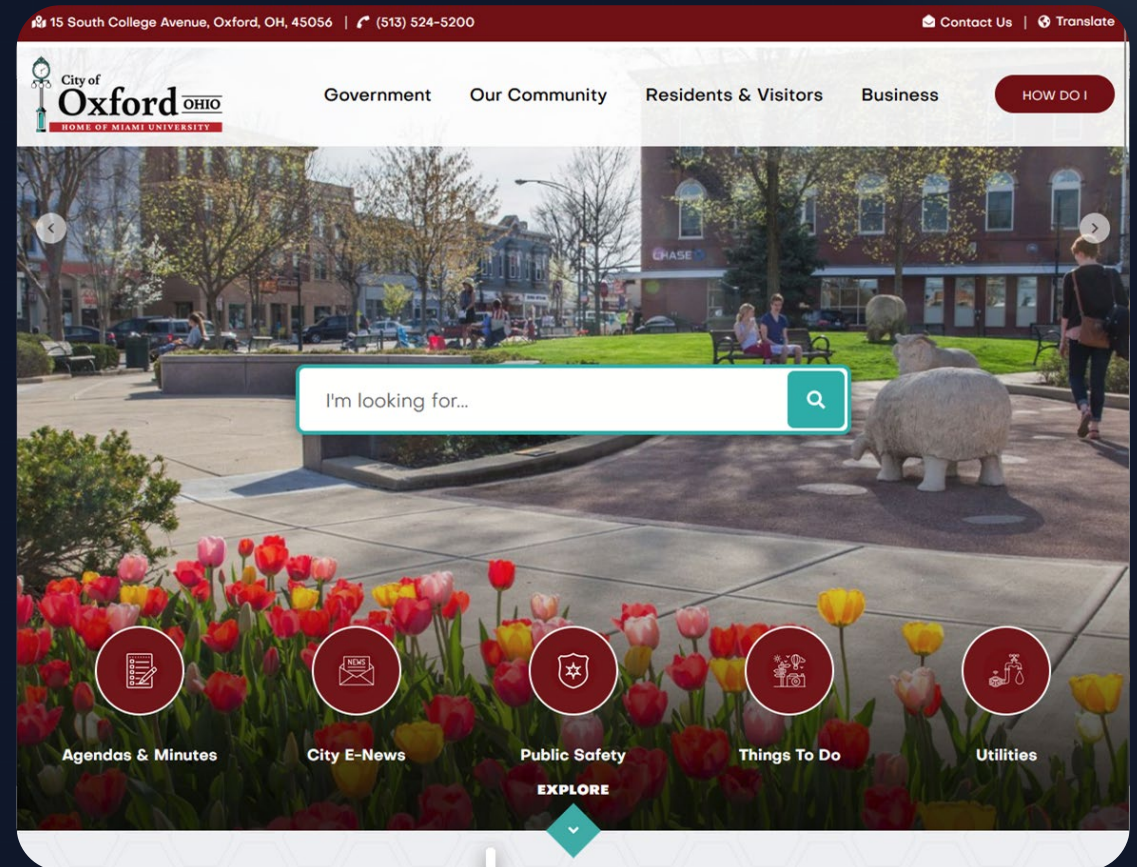
Website

Positives

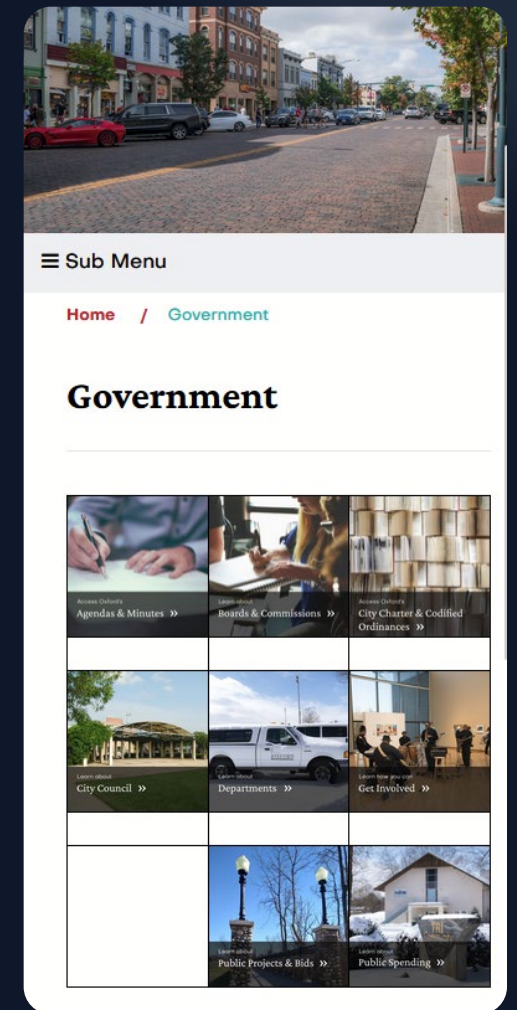
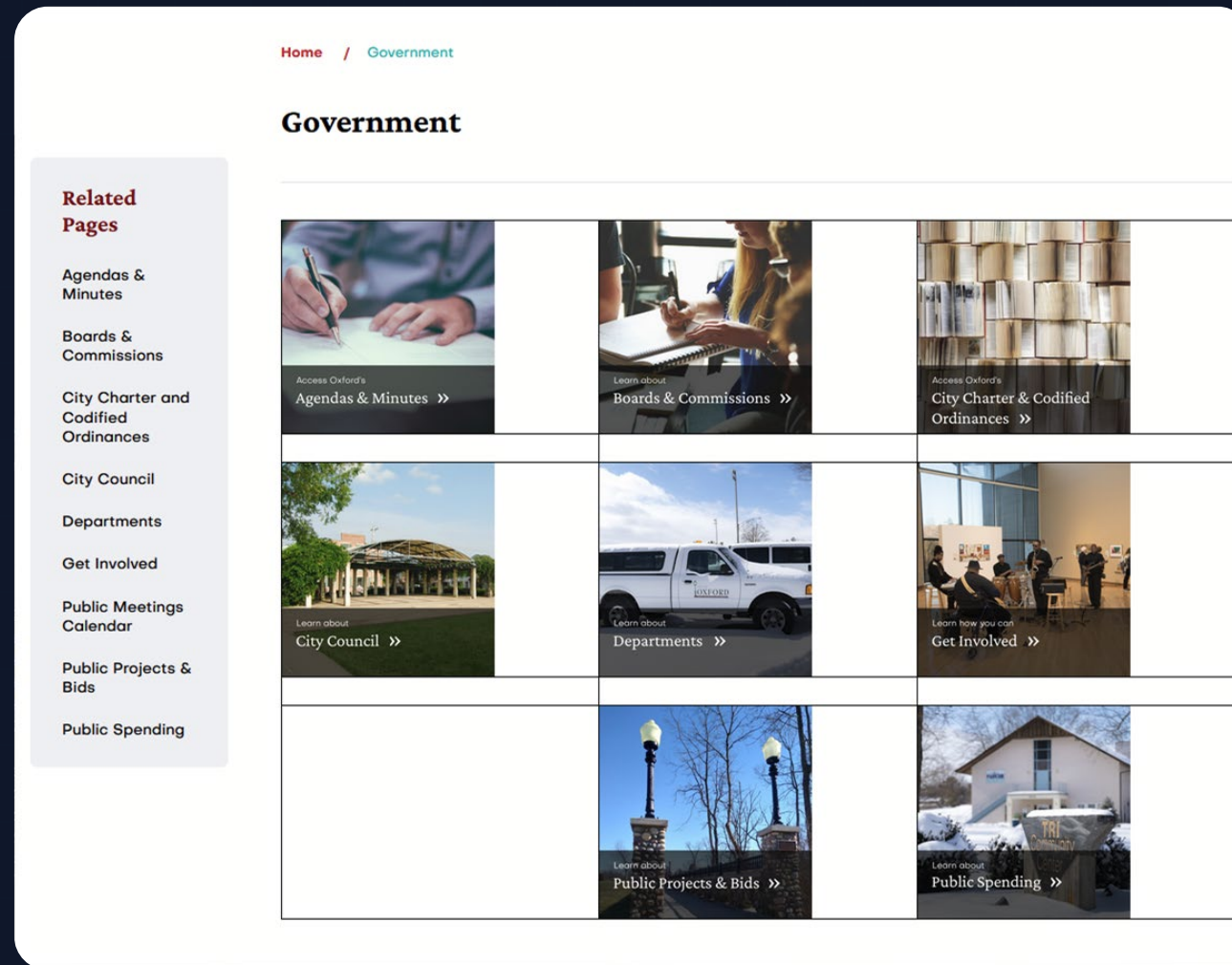
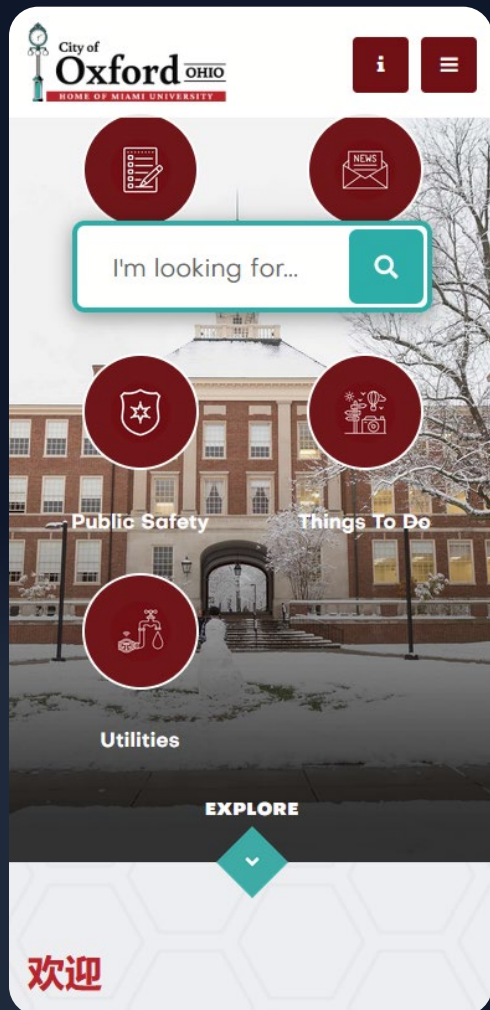
1. Text contrast
2. Accessibility menu

Areas of Improvement

1. Page layout (mobile, zoom)
2. Keyboard navigation / focus
3. Images (size, labels, alt text)
4. Header menu navigability
5. Screen readers
6. Browser compatibility / web standards compliance
7. WCAG compliance



Website (cont.)



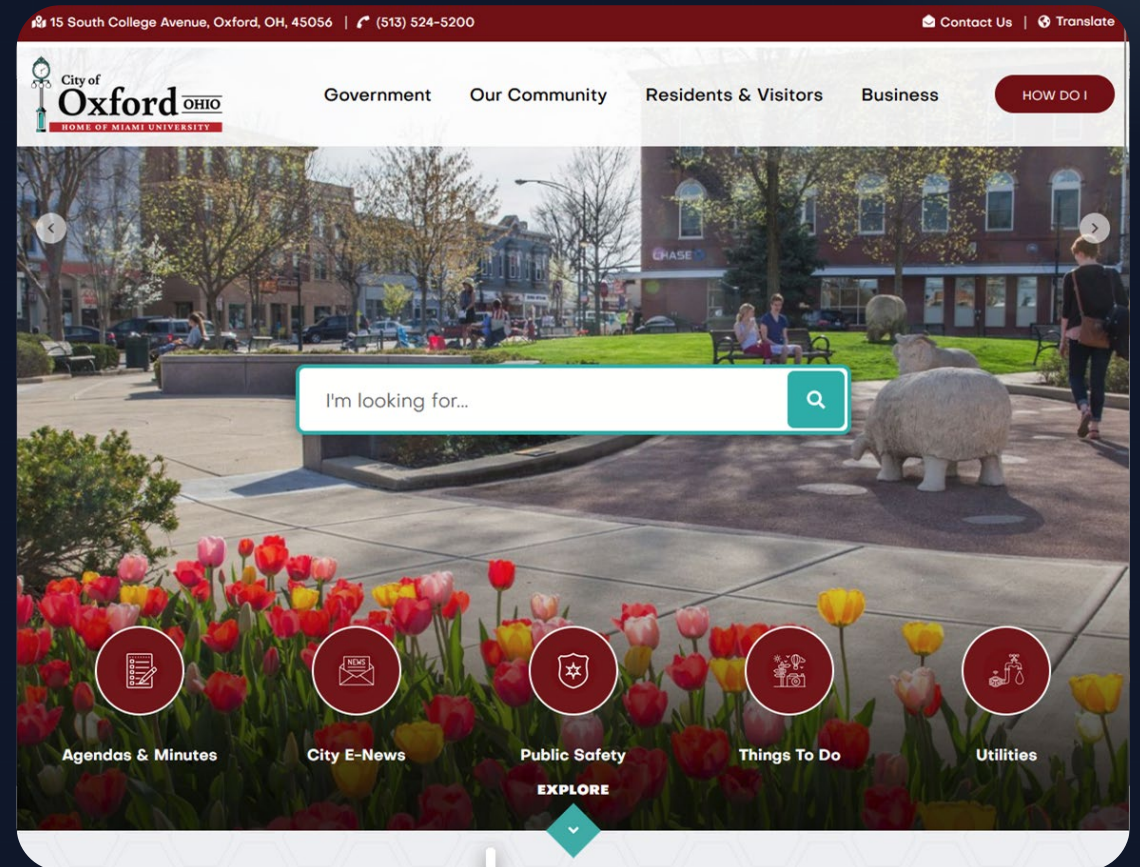
Website (cont.)

The screenshot shows a website interface with an accessibility menu overlaid on the left side. The menu is titled "Accessibility Menu (CTRL+U)" and contains several options: "How UserWay Works", "Oversized Widget", "Contrast +", "Highlight Links", "Bigger Text", "Text Spacing", "Pause Animations", "Hide Images enabled" (which is checked), "Dyslexia Friendly", "Cursor", "Tooltips", "Line Height", "Text Allgn", and "Saturation". The website header includes the address "15 South College Avenue, Oxford, OH, 45056 | (513) 524-5200", navigation links for "Contact Us" and "Translate", and a search bar. The main navigation menu includes "Government", "Our Community", "Residents & Visitors", "Business", and a "HOW DO I" button. The breadcrumb trail shows "Home / Government". The main content area is titled "Government". A "SHARE" button is visible on the right side of the page. The UserWay logo is at the bottom left of the accessibility menu.

Website (cont.)

Load Times & Resource Usage

1. Some pages take well over 30 seconds to load at average consumer internet speeds
 - a. Recommended load time is 1second
 - b. 93% of total load time is due to large images
 - c. Severe usability impact
2. Uses $\frac{1}{8}$ of the total RAM in the average computer
3. Fully utilizes all available CPU for several seconds
 - a. Causes system-wide instability and crashes
4. Renders all information contained on the site fully inaccessible to everyone, not just disabled people

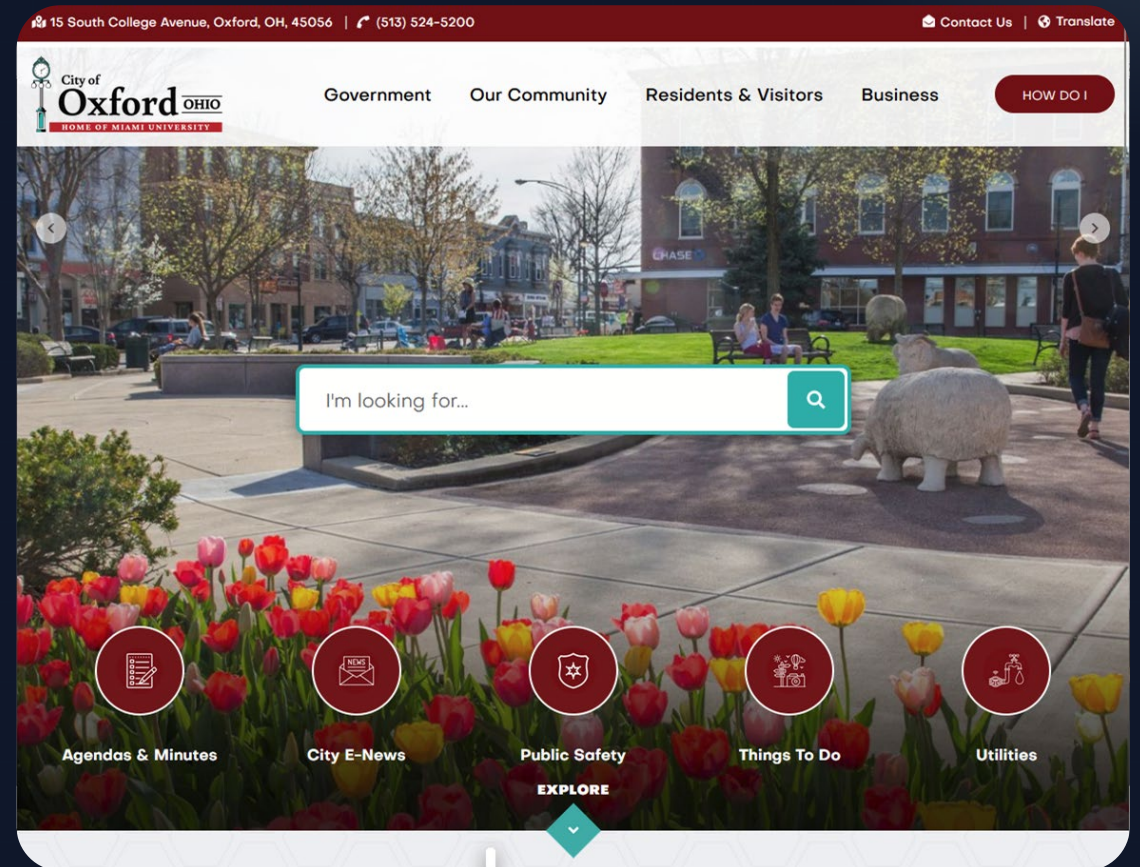


Website (cont.)

Liability & Lawsuits

1. Website accessibility lawsuits have increased 37% nationwide this year
2. Settlement payouts have reached into the millions
3. Widgets don't work - around 25% of all lawsuits targeted websites with accessibility widgets
4. WCAG 2 compliance is the standard measure of website accessibility in the United States
5. Cityofoxford.org misses this mark by a wide margin

Source: <https://darroverett.com/ada - website - accessibility - litigation - insights - legal - analysis/>



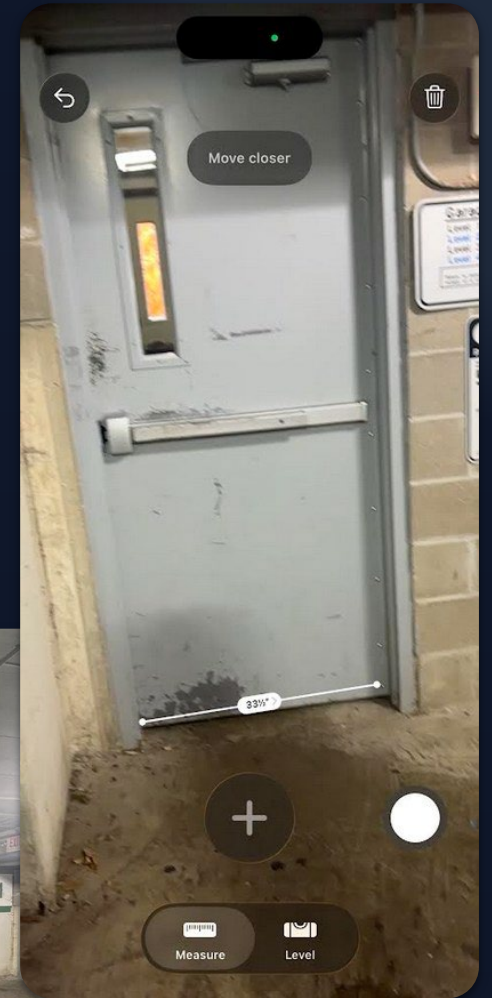
Uptown Parking Garage

Positives

There are several parking spots marked for accessible parking (a.k.a “handicapped” spots although this is now considered a derogatory term.)

Areas of Improvement

1. No ‘truly’ accessible entrances - the only open - air exit ramp is rather steep
2. No aisle next to accessible parking spots (aisle should be at least 5 ft wide).
3. Add some van accessible spaces (not the same as general accessible spaces since these are wider - at least 8 ft wide)
4. clearly mark accessible spots with high - contrast paint such as yellow to discourage misuse
5. Add some ‘Van Accessible’ signs



Woodside Cemetery

Positives

accessible entrance area and pavement inside the cemetery

can help wheelchair users

Areas of Improvement

1. No parking lot - all street parking
2. The ground is paved - but many uneven areas
3. The cemetery is kind of hilly - if a tombstone is farther down the hill it will be very difficult for a wheelchair user to access it
4. Not much signage - no way to tell where you were or to find a tombstone. Add Braille.



Conclusion

Some general recommendations

- Change the word “handicapped” to “accessible” (e.g., instead of saying handicapped parking, say accessible parking)
- We could not get through all the spaces this semester.



Questions?

Thank you for your commitment to
inclusivity.

Image Sources



https://media.istockphoto.com/id/1405671483/photo/disabled-man-going-down-curb-in-manual-wheelchair.jpg?s=612x612&w=0&k=20&c=g38W0KJdEIOlRjyINsVrt2oa2uYtdf0uihfIQW_KKxo=

Source: www.istockphoto.com



<https://accessibility.blog.gov.uk/wp-content/uploads/sites/52/2025/01/gov-website-developer-1-620x413.jpg>

Source: accessibility.blog.gov.uk



https://playworld.com/wp-content/uploads/2023/11/PW_Inclusive-Web-Page-Images_01.jpg

Source: playworld.com



https://i.ytimg.com/vi/vFlsIUNgDxk/hq720.jpg?sqp=-oaymwEhCK4FEIIDSFryq4qpAxMIARUAAAAAGAEIAADIQj0AgKJD&rs=AO_n4CLCA-8eKf5gEKJbRQORNlBiqfHZq5g

Source: www.youtube.com

DST 272 Honors City Audit

Location: Courthouse, 18 W High St

Date: 11-14-2025

Reviewers: Jaden Ohmit, Janiece Lumpkin, Kiera Lewis

We are three Miami students in the Introduction to Disability Studies course, DST 272 Honors. We visited the courthouse to assess its accessibility for people with disabilities, a population that is often overlooked when facilities are being constructed. We referred to both our personal experiences visiting the site and the ADA Checklist for Existing Facilities when discussing criteria and recommendations. We used the following checklists:

- [Priority 1: Approach and Entrance](#)
- [Priority 2: Access to Goods and Services](#)
- [Priority 3: Toilet Rooms](#)
- [Priority 4: Additional Access](#)

These checklists have sections that refer to specific criteria that are referenced throughout the audit. For example, 2.2 is in the Priority 2 checklist and refers to whether or not all public spaces follow one accessible route. Our goal in using these checklists is to highlight areas in which the courthouse lacks accessibility, as a lack of accessibility is a lack of equality.

Outside of Building + Entrance

Unmet criteria:

- Van accessible spaces and signs (1.11)
- Narrow ramp to entrance (1.25)
- Narrow landing size (1.29)
- Non-accessible main entrance (1.37)
- Handicap parking does not lead to the closest accessible route to the entrance (1.12)

The entrance was not fairly accessible. There were well-intended attempts to make it accessible, but ultimately, they fell short. The building did have accessible parking, marked specifically with handicap signs (1.2 & 1.10 – Parking) and curb cuts (1.19 – Curbside Ramps), but this was the extent to which those attempts succeeded. In the realm of parking, the building lacks both a sign and space for van-accessible parking (1.11 – Parking). The closest path to the entrance of the building is a narrow sidewalk that is inaccessible to disabled people due to the uneven pavement and stairs (1.9 - Parking). Even the “accessible” route can become inaccessible if a car happens to be blocking the road. The accessible route is really just a road leading to the back of the building and the ones adjacent, meaning a car can block the access, making it too narrow for disabled people to utilize. (1.14 - Exterior Accessible Route)

The building lacked doors with handicapped buttons at either entrance (1.44). Additionally, the ramp located in the back of the building had narrow entrances and landing sizes (1.25 & 1.29 – Ramp), as well as a lack of appealing features. This prevents people with disabilities from enjoying the architecture and plants that are located at the front of the building. Lastly, the location of the accessible entrance is an issue, not only due to isolation but also for safety (1.37 – Entrance). We were informed that the accessible entrance in the back is not only that, but also the entrance for prisoners, posing a potential safety hazard to those who need access through that door. It is important to note that while there is a button that alerts staff when someone needs access to the handicap entrance, disabled people are not allowed to enter until the staff lets them in from the office. On the other hand, able-bodied people are able to enter the building as they please with no waiting or assistance.



Uneven sidewalk on the side of the building closest to the curb cut. This makes it difficult or impossible for disabled people to access the accessible entrance from this side.



Accessible entrance on the other side of the building that is blocked by a van, making it narrow. This makes it difficult for wheelchair users, those with mobility aids, or service dogs to navigate to the accessible entrance.



Accessible door in the back of the building. The door can only be opened by the staff from the inside.



Uneven ramp that is covered in rocks and pebbles, making a difficult transition from the road. Additionally, the ramp is only wide enough for one person at a time, meaning people would have to walk in a line rather than next to each other.

Video: Shows route disabled people must take to get to accessible entrance

[Accessible Entrance Route](#)

Inside the Courtroom

Unmet criteria:

- Possible ASL interpreters, but not always guaranteed
- Handicapped entrance leads directly into the courtroom rather than the lobby, meaning handicapped people would have to go through the courtroom to get to the service desk (2.1)
- Many signs throughout the building, but they are written on paper without braille or raised lettering (2.38)

Overall, the courtroom itself was reasonably accessible and met most of the applicable ADA requirements. The majority of the furniture in the courtroom is on wheels, making the room highly accessible. Wheelchair spaces can be allocated anywhere in the courtroom, allowing the wheelchair user to choose their preferred seating location (2.53 - Seating: Assembly Areas). Because the furniture is mobile, it also allows for sufficient room to accommodate wheelchairs, mobility aids, or service dogs to move freely around the courtroom (2.2 - Interior Accessible Route).

There were just a few issues found that would make a disabled person's experience a little more difficult. For example, there are many signs throughout the building printed on paper with no raised lettering or braille, meaning blind or visually impaired people would not be able to read these signs, some of which (like a tornado shelter) are important for safety (2.38 - Signs). The signage, however, is written in a large, readable font with good contrast, which is helpful for the visually impaired who still have some eyesight. Another significant issue is that the disabled entrance leads directly into the courtroom, rather than the lobby, thereby separating people with disabilities from everyone else (2.1 - Access to Goods and Services).

Bathroom

Unmet criteria:

- Insufficient space to turn around inside the bathroom (3.17)
- Door is not self-closing (3.43)
- The soap dispenser is difficult to access (wedged between the toilet and sink, which both protrude)
- No braille or raised characters on sign (3.5)

The bathroom meets most of the criteria listed on the ADA's toilet room checklist. The bathroom is clearly labeled as a disabled bathroom with contrasting colors and the International Symbol of Accessibility (3.2 - Toilet Rooms). The sink is low and has a wide bowl; the mirror is angled downward; the paper towel dispenser is low and automatic; and the toilet flusher is also low. However, several features are missing that would make the bathroom more accessible. This

includes an automatic faucet and door buttons, which would help those with dexterity issues, as well as braille by the bathroom's entrance for the blind or visually impaired.

Recommendations for the Entire Building (In order of Importance)

1. Create a ramp at the front of the building to ensure that people with disabilities have the same experience when entering the courthouse. This means they would be able to enter the lobby with everyone else, leading directly to the service desk rather than the courtroom. This will help to eliminate isolation when it comes to entering the courthouse, as well as provide more safety, as disabled people won't be using the same entrance as prisoners. In our opinion, this is the most pressing issue.
2. Obtain official signage that features braille or raised lettering, as well as readable large font with high color contrast. This will enable everyone to read these signs, some of which are of great importance. This ensures that everyone has the same ability to function in the courthouse and understands the meaning of the signs.
3. Install two automatic door buttons (one inside and outside the bathroom) that both open and close the door when pressed. This would eliminate the need to use the door handle for individuals with limited hand dexterity.
4. Input an official sign and space for van accessibility. This way, vans are prioritized, and there are spaces large enough for transportability from on and off the vehicle.
5. Alter and increase both the ramp and landing size. This way, it will allow for more adjustability and mobility around the building for wheelchair users. This will also allow for a more comfortable, spacious space rather than being confined to narrow ramps.

Oxford Fire Station: Accessibility Audit

Jeffrey Boyle, Jack Boland, CJ Men., Lilly Braun, Joey Hazelbaker



Some of the things we found that did not meet the criteria are:

- Accessible parking spaces
- Handrails
- Main entrance door and all doors not accessible
- No power doors
- Tight spaces when walking
- No elevators at all
- Not an accessible bathroom

Introduction

Our group reviewed and visited the Miami Oxford Fire Station. Our group was Lilly Braun, Cooper Meneghetti, Jeff Boyle, Joey Hazelbaker, and Jack Boland. After visiting and analyzing the accessibility of the Oxford Fire Station, we compiled a list of important issues, explaining each issue in depth. The station's overall layout appeared outdated, with narrow hallways, steep staircases, and a design that does not meet modern accessibility standards. The structural limitation and outdated layout create challenges for the fire department and its crucial function in Oxford. It not only creates issues for people with disabilities trying to navigate the station but it also raises challenges for the actual firefighters/workers and increases the chances of injury during operations.

Each numbered issue includes recommendations based on the information and data we gathered from our visit. By identifying these issues and proposing practical solutions, we aim to support the creation of a more inclusive, functional, and safe environment for firefighters, employees, and community members who interact with the station.

1. No Elevators - Only stairs to get up to the bunk rooms

The first and most important issue was that there was no way to get up to the bunk rooms or second floor. No way to get up raises a significant accessibility issue and cuts the function of the building in half. The upstairs rooms would be completely unavailable for those in wheelchairs or people with physical disabilities and cannot climb stairs. Not only would it affect those with physical disabilities, but it would be challenging for people with joint pain to continuously climb the stairs to reach important rooms for the fire station to function.

Tall, steep stairs would also be a problem in time of an emergency. A firefighter could be in the bunk room and need to be in the truck in a very short amount of time. Constantly rushing up and down these stairs is not only dangerous for the firefighters but it could also harm those

just working in the station. Having to carry supplies, equipment and operate in sight a narrow and steep staircase raises concerns and increases the chances of physical injury.

Adding an elevator or a lift chair would ultimately increase the accessibility and usage of the upstairs. This change would not only benefit people visiting with physical disabilities, but it would also reduce strain and chance of injury.

2. No accessible parking spaces

A fire station should have a handicapped parking space to ensure that community members with disabilities can safely and easily access the building and its services. Fire stations often serve as public resources for emergency assistance, community education, and civic events, and accessible parking helps guarantee that all individuals, regardless of mobility level, can fully participate in such functions. Firefighters, staff, or volunteers themselves may have temporary or long-term limitations in mobility, and providing designated accessible parking supports an inclusive and accommodating workplace. In general, handicapped parking at a fire station is indicative of a commitment to accessibility, public safety, and equal access for all.

I would recommend to the city of Oxford that they add at least one accessible parking space to their parking lot. The parking space should be at least eight feet wide with an access aisle at least five feet wide. There should also be a van accessible parking space which can be in addition to the other accessible parking space or it could be the only accessible parking space. With the accessible parking space, there needs to be an identified sign that includes the International Symbol of Accessibility. There is also not an accessible route to get to the front door which should be implemented.

3. Lack of Power Doors

The fire station had external doors that were very heavy and difficult to open. In addition the doorway itself was very narrow, limiting the size of objects that can use a 80x36 inch doorway. The handle on the door was a metal lever style handle. The combination of these factors greatly restrict the accessibility of primary public entry points in the fire station. Using the 7 principals of universal design many pros and cons can be provided for the doorway. The door does not provide equitable use for all the individuals who enter the space. As explored further the door can limit the accessibility of a variety of groups of individuals. The door does provide a flexibility in use, it does not discriminate against right or lefthandedness and allows for it to be opened at the user's pace. This is a simple and intuitive port of entry. A passcode is required for entry which does not provide braille or auditory feedback for its users, this can limit the perceptibility of code inputs. The door provides a high tolerance for error from its users. Since the door is very heavy, it requires high physical effort limiting the number of individuals who can use it. It is smaller in size which limits what can be brought through the door.

In order to provide a more accessible environment there are several improvements that could be made. Firstly a power door system could be added to the preexisting door allowing minimal reconstruction of the building. On the other hand, double action doors could be added in

order to open it to all. In addition brail and auditory feedback could be added to the passcode entry in order to provide feedback for all. Overall the fixes are very easy to implement and adapt to.

4. Tight spaces when walking

A fire station should be designed with wide doors so that people with disabilities can safely enter, exit, and traverse the building in comfort. Wider doorways allow various types of mobility aids, such as wheelchairs, walkers, and service animals, to pass through with a reduced likelihood of obstruction, which ultimately advances equal opportunities for accessing the station's public services, events, and educational programs. In case of emergencies, wide doorways facilitate less-congested pathways for responders to assist persons with disabilities efficiently and safely. By installing wide, accessible doors, a fire station shows its concern for inclusivity and that all members of the community will be in a position to interact with, and benefit from, the essential services provided.

I would recommend moving some items out of the way and decluttering. As you can see in the pictures provided, there are many chairs that cause the walkway to be much smaller. If they were moved out of the way then it could create more room for disabled and non disabled people to walk around.

5. No accessible bathrooms

Accessible bathrooms are important for people with physical disabilities in the fire station. Firefighters recovering from injury or sickness, staff members and receptionists who may have physical disabilities, and visitors may need access to a restroom that works for them. A fire department is a governmental building, and all government buildings are legally required to be accessible per the ADA. Restrooms are especially necessary for people that will be in the building for extended hours during the day, and for children who may be visiting that might require extra accommodations for a physically limiting disability.

The fire department should have at least one accessible restroom stall for both men and women in order to be maximally accommodating for anyone that might choose to visit or may have an extended appointment. This restroom could also provide for firefighters or staff members that may have shifting situations in terms of their physical ability. The current main issue with accessing the bathrooms is an issue of width, which we recognize could be very hard to address, because it would require major renovations, so the city of Oxford should consider any way that the restroom could be made more accessible, since people will already have to navigate the narrow aisle.

6. Unlevel ground with raised tripping hazard

As we toured the station, we all immediately noticed a raised level in the ground that could be a serious tripping hazard. It was a transition from the red floor to the wooden floor. In

times of emergency, this could be a hazard for the firefighters rushing throughout the station. They are carrying heavy equipment and uniform so it wouldn't be easy to navigate this bump. This could also be a problem for someone in a wheelchair, non fire fighter workers and others walking around the station. It would require extreme strength to push someone in a wheel chair over that hump. Over time, this type of hazard not only increases the risk of preventable injuries but also contributes to an environment that is not fully inclusive or accessible for everyone who enters the station

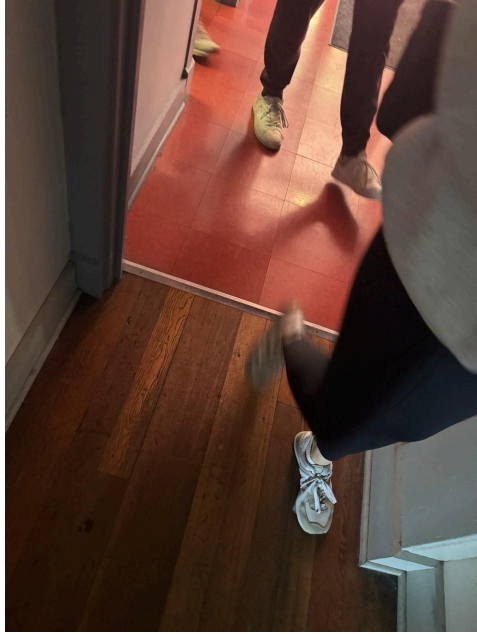
We recommend hiring a professional to come and even the floor to ensure that there is a smooth transition from the red tile to the wood. This wouldn't cost much and would improve the accessibility and lower the risk of injury for not only firefighters but those visiting or working. It is important to not only address the larger issues, but also attend to small details to create an inclusive workplace and station.

Conclusion

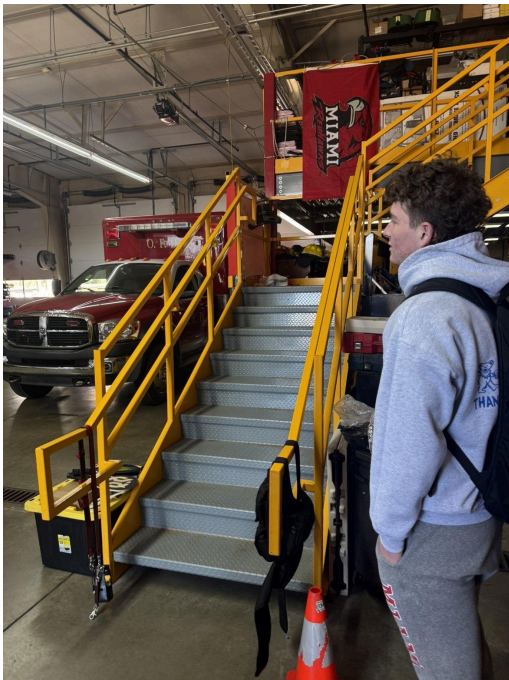
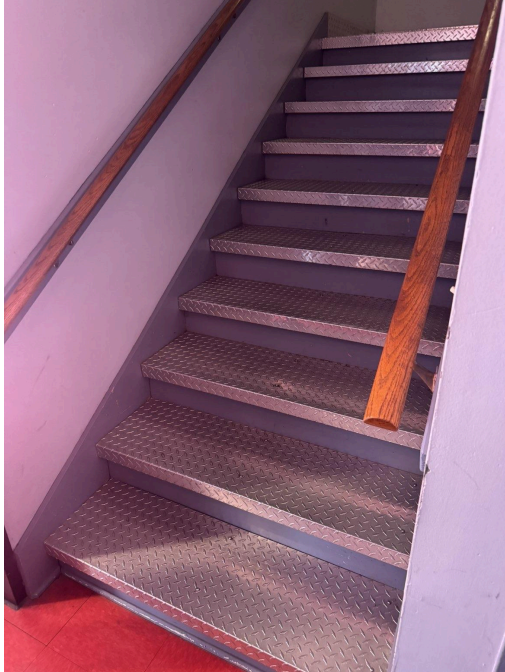
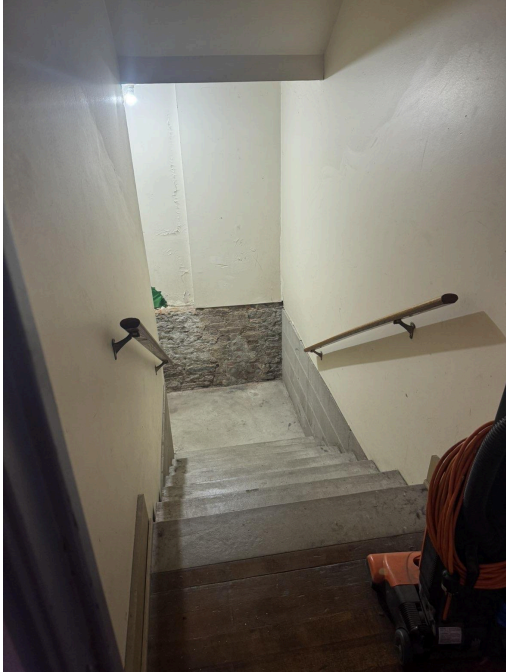
Being a firefighter requires a certain level of physical capability, unfortunately some people with certain body types and physical impairments are incapable of completing duties that firefighters are required to complete. This line of reasoning would suggest that fire stations do not need to be accessible in the same way that other public buildings would need to be. However, this way of thinking is flawed because other people access that building other than active duty firefighters. For example, when our group toured the building, the receptionist greeted us. If she were to acquire a physical impairment, the way that the building is currently set up would make her job nearly impossible. The building would either need to be reworked, she would have an incredibly difficult getting around or she would need to be replaced.

To summarize, all buildings should be capable of accommodating people of all physical abilities. While the firehouse might not see a lot of diversity of body type, it is still important to be accessible for all.

Data:







Members: Natalie Dugan, Sarah Lubell, Jocelyn McAliney, & Cam Wright

Date of Audit: November 7, 2025

1. Entrance

- To enter the building on the side of S. College Avenue, the two sets of doors to enter the building are not in direct line of each other. This can make it difficult for community members who are handicapped to move around in the vestibule to enter.
 - At the same entrance, the accessibility button to open the door is far on the other side of the door frame. **See image 1.1.**
- The entrance on S. College Avenue has brick pavers, when wet this can be hazardous to walk on for community members. The day this audit was taken it was raining and the pavers seemed slippery. **See image 1.2.**
- At the entrance on the side of the building with the attached parking lot, the wheelchair accessible ramp is very narrow and there are a lot of turns to get to the entrance door to the municipal building. This only allows for one directional usage of the ramp at one time. Due to the many turns in the ramp it makes it difficult for community members in wheelchairs to efficiently get to the building with low effort. **See images 1.3 and 1.4.**
- On the entrance side of the building with the attached parking lot, the steps to reach the door are made of brick. This can be slick in inclement weather making it difficult and potentially unsafe to use for community members. **See images 1.5.**

2. Access to Services

- Add an additional directory that is closer to the entrance on S. College Avenue. Currently there is one on a plastic stand however it is small and hard to read for people with visual impairments. All directories should also include braille for visual accessibility for all community members. **See image 2.1 and 2.2.**
- The Help Desk on the first floor doesn't have a hanging style counter top where community members in wheelchairs or with walkers can comfortably go up to the counter as their legs will hit the wall. Also, at the time of the audit, the Help Desk that is lower compared to the additional windows adjacent to was closed. This makes it more difficult for disabled community members in wheelchairs or with growth stunts to easily communicate to the workers behind the glass. A recommendation would be to always have the window that is lower to the ground open rather than the other two windows that are raised in height. **See image 2.3 and 2.4.**

3. Bathroom Facilities

- Recommendation: putting more visible handicapped accessibility signs by the bathrooms as the current signs are hidden. A recommendation would be to put a sign on the outer wall before entering the cove to the bathrooms.
- The doors to the bathrooms are easy to open and the handles are at a decent height for a community member in a wheelchair. However, without

an accessibility button to automatically open the door, handicapped community members are still going to be using much more effort to open the door. **See image 3.1.**

- In the bathroom, mens bathroom specifically, there is no hook for a jacket or backpack in the handicapped stall. Typically found on the door that opens and closes. **See image 3.2.**
- The soap in the bathroom, men's specifically, isn't mounted to the wall. With it being a free standing and movable item, it can be pushed too far back for some community members to reach. A recommendation would be to put a soap dispenser mounted on the wall at a reasonable height and close distance to the sinks. **See image 3.3.**

4. Additional Access

- A recommendation is to have a phone in the building, for the purpose of community shared usage, for individuals to call in the case that a resident doesn't have another way to get in contact with someone. This is for the purpose of low-income or individuals without a phone to get a hold of healthcare agencies and companies.

5. Cost Priority

- a. Keeping the help desk open, that is lower to the ground and more accessible, at all times.

- b. Adding accessible soap dispensers by the sinks and a coat hook inside the handicap stall, in the bathrooms.
- c. Add braille to the directories.
- d. Replace the brick paved walkway on the side of S. College Avenue. This might be costly but both entrances currently have slippery walk ways that can make it hazardous for people to walk on. The other entrance to the building, with the attached parking, might be more expensive to replace because the ramp is hardly accessible and the steps have brick pavers. Therefore, it would be easier to just redo the one side where the wheel chair access is already up to accessibility standards and the steps are only concrete, not brick.



Image 1.1 *Image shows the automatic door opener on the opposite side of the entrance to which the door is located.

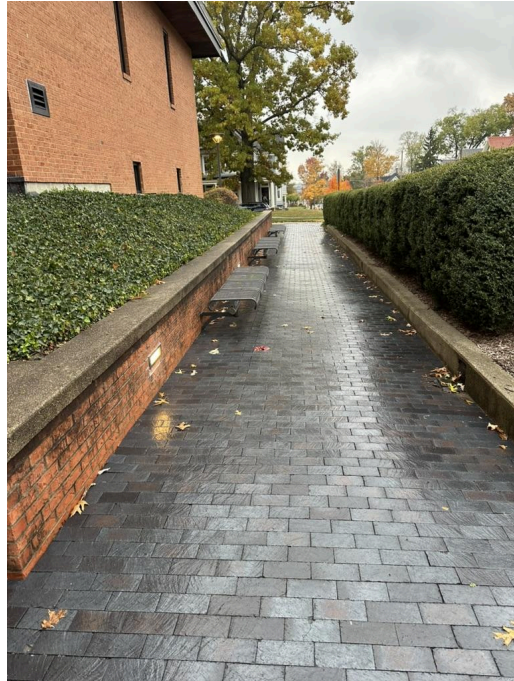


Image 1.2 *Image shows wet and slick brick pavers at the entrance on S. College Avenue.

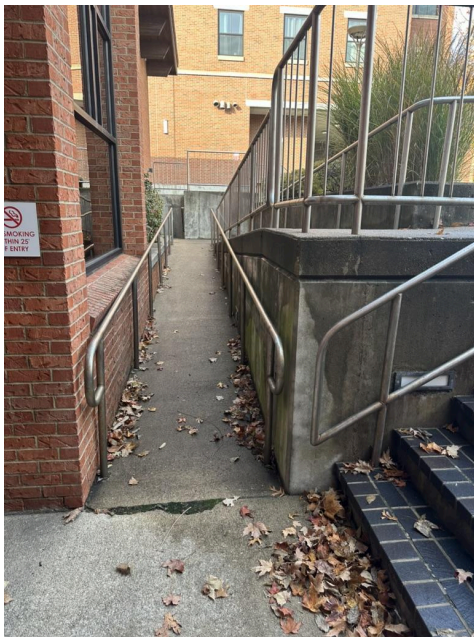


Image 1.3 *Image shows the ramp, at the entrance with the attached parking lot, with a narrow ramp.



Image 1.4 *Image shows the ramp, at the entrance with the attached parking lot, with a ramp that has several narrow turns.

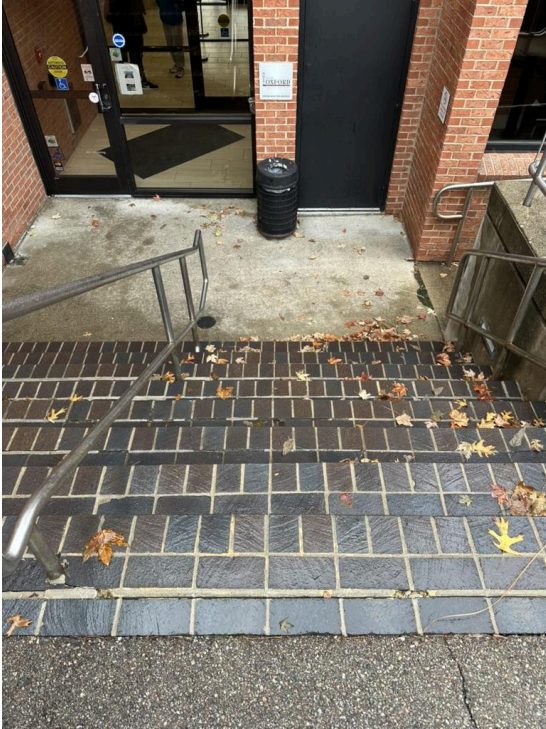


Image 1.5 *Image shows slick, brick steps at the entrance with the attached parking lot.

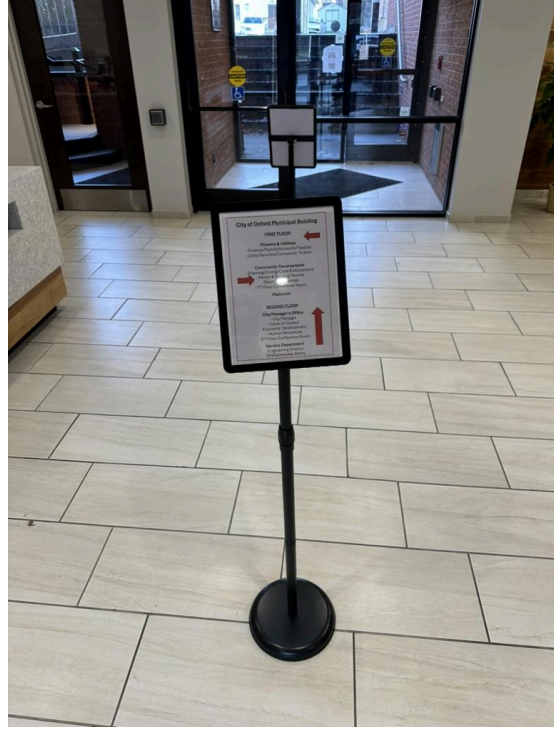


Image 2.1 *Image shows a small directory more difficult to read.



Image 2.2 *Image shows directory without braille.



Image 2.3 *Sign says: WINDOW CLOSED PLEASE USE THE NEXT TWO WINDOWS THANK YOU!



Image 2.4 *Image shows that there is no overhang on the countertop ledge.

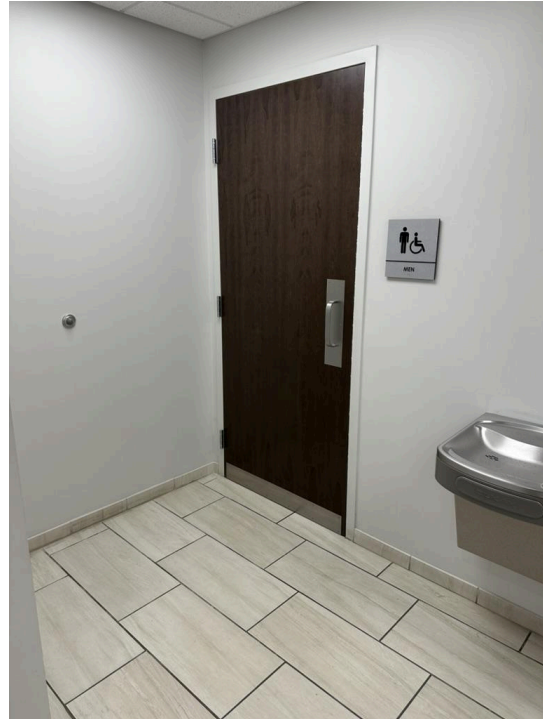


Image 3.1 *Image shows no accessibility automatic door opener for bathroom doors.



Image 3.2 *Image shows no coat and backpack hanger on the stall door.



Image 3.3 *Image shows inaccessible soap dispenser.



City of Oxford Website Accessibility Audit

An overview of the accessibility issues present on the cityofoxford.org website and improvement recommendations for liability mitigation

NOVEMBER 2025

ISSUED BY

MIAMI UNIVERSITY - DST 272H SECTION A (FALL 2025)

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Introduction & Background

This document analyzes the City of Oxford's website and outlines accessibility issues along with recommendations to improve the overall accessibility of the site.

As the main website for the City of Oxford, this website should provide inclusive and accessible information to the citizens of Oxford. A key consideration in this is to make the website accessible to disabled individuals.

We urge the city to invest the appropriate resources to mitigate the listed issues in a timely manner for the following reasons:

- 1) The city is obligated by the ADA to provide an accessible website. Fixing the listed issues would **avoid potential discrimination lawsuits**.
- 2) The implementation of these recommendations would **significantly improve the site's user experience**, increasing accessibility and usability for all individuals, not just those with disabilities.
- 3) Providing a more usable website will **improve search engine rankings**, ensuring that information can be easily found by users unfamiliar with the site's layout.



Issues

The following issues are critical for proper accessibility and will be referenced throughout our recommendations. They are ordered from most critical to least critical:

1. **The website cannot be navigated at all using a keyboard with no mouse.** This is a significant barrier to people with decreased dexterity or who are visually impaired.
2. **The website contains many images with embedded text,** preventing screen reader support and decreasing compatibility with the built-in accessibility suite.
3. **Images across the site lack descriptive alt text,** providing a significant accessibility barrier to the blind and visually impaired.
4. **The floating accessibility button and panel do not load in Firefox,** which prevents disabled people who need these features from using their browser of choice.
5. **Images are both extremely large and loaded in series,** causing massive slowdowns even on fast internet connections. This makes the site extremely difficult to use and navigate, regardless of disability status.
6. **The website does not properly scale to fit on mobile screens.** Since close to 80% of all web traffic comes from mobile devices, this provides a substantial accessibility barrier to effectively using the site.
7. **The visual focus indicator is nearly invisible,** making keyboard navigation very difficult for people with poor eyesight.
8. **Some buttons and links on the site are too close together,** increasing the chance of misclicks on mobile or for individuals with decreased dexterity.
9. **The main menu is extremely crowded with nested submenus.** This makes navigation extremely unintuitive, especially when navigating the site using a screenreader or a keyboard.



Recommendations

Below are the recommended steps to mitigate each of the issues listed above:

1. **Implement comprehensive keyboard navigation support**

- At minimum, ensure users can navigate to the following without a mouse:
 - Search bar
 - Main menu links
 - Accessibility menu
 - All buttons and links in the main page content
- Ensure this works across all screen layouts, including:
 - Desktops
 - Laptops
 - Tablets
 - Mobile devices

2. **Move text outside of images**

- Remove all images that contain text
- Replace any necessary text found in images with a corresponding text element directly in the document

3. **Ensure all images have detailed alt text**

- Add alt text to every image that does not already have it
- Add detail to alt text such that a person could reasonably picture it in their head given just the description
- Replace images with their corresponding alt text when the “hide images” feature is enabled through the accessibility menu

4. **Ensure full cross-browser compatibility**
 - Compatibility with all modern web browsers is crucial to an accessible site
 - Ensure compatibility by writing fully standards-compliant code that avoids proprietary layout styling
5. **Decrease the size of images site-wide and lazy-load them**
 - Decrease the pixel size of images to no more than 1080p for banner images and 480p for cards
 - Convert images to either JPEG or WEBP format rather than PNG
 - Load all non-essential images in parallel (lazy-loading) to speed up the load times of crucial information
6. **Ensure the website is usable on mobile devices**
 - Ensure that content re-flows are intuitive and that the mobile site can be navigated as close to the same as the desktop site as reasonably possible
 - Avoid using grid spacing for cards and links in favor of flex-boxes
7. **Add a visible focus indicator**
 - Add styling to the focus-visible selector so that keyboard navigation can be clearly seen
 - Ensure proper contrast between focus highlights and the background color
8. **Increase the space between buttons and links**
 - Ensure buttons and links have some amount of clickable padding
 - Space buttons and links far enough apart that misclicks are unlikely
9. **Simplify the main menu**
 - Simplify the main menu link structure so that the most relevant information is presented clearly and intuitively
 - Avoid nesting submenus wherever possible

10. Ensure WCAG 2 compliance

- Ensure that semantic markup is used wherever possible
- Apply ARIA labels only where needed to communicate the page layout
- If needed, cross-reference with an accessibility checker tool
- These are the minimum criteria for a modern site to be considered ADA compliant, so be thorough when implementing them



Conclusions

As the City of Oxford's primary source of communicating information to their citizens, implementing these recommendations is crucial to improving the overall accessibility of the website.

Our recommendations improve the website's accessibility in the following areas:

1. Navigation

- Drop-down menus
- Keyboard navigation

2. Images

- Image sizes
- Text separation
- Proper alt text

3. Scaling

- Button spacing
- Website flexibility



References

- [1] (n.d.). *Home of Miami University*. City of Oxford, Ohio; revize. Retrieved November 12, 2025, from <https://www.cityofoxford.org/>

- [2] Abou-Zahra, S., Eggert, E., Vanderheiden, G., Reid, L., Caldwell, B., Henry, S., & Lemon, G. (2025, September 22). *How to Meet WCAG (Quick Reference)*. W3C. <https://www.w3.org/WAI/WCAG22/quickref/>

Action Project - City Audit

Sean McNeela and Xander Lewis

This report is based on the accessibility review of the Oxford Parking Garage located at 6 W. Walnut Street in Oxford, Ohio. To assess the site, we used the four ADA Accessibility Checklists, which include Entrance, Access to Services, Toilet Facilities, and Additional Access, to see how well the location works for disabled people. The goal of the project is to help the Oxford City Council understand where the facility is falling short and what changes should be made to make the space more accessible and easier for everyone in the community to use. Our goal is not just to point out the problems but also to offer realistic solutions.

To start our assessment, we used the 'Entrance' criteria to assess the parking lot. The first thing we found that did not meet ADA standards was that, although the accessible spaces were over 8 feet wide, there was no adequate access aisle on either side of the space. The ADA requires an access aisle to be at least 5 feet wide, and the ones in the parking garage do not meet this requirement. To remedy this problem, Xander and I suggest that the City Council reconfigure the accessibility spaces so that the middle of the two spaces can share an aisle at least 5 feet wide. This will comply with ADA standards, as two spaces can share an access aisle. The second problem we found with the entrance that did not meet the standards was that the van-accessible spaces (which were the same as the normal accessibility spaces) did not have adequate aisle widths. To fix this problem, we suggest removing some spaces to create a designated van-accessible space that meets the required standards: 8 feet wide with an 8-foot aisle, or 11 feet wide with a 5-foot aisle. The third problem we found in the parking garage was that the access aisles were not painted to discourage parking in them. This is a very easy fix: all the city council

has to do is paint the aisle in a high-contrast color, most likely yellow, to comply with the ADA. Another problem we found at the parking garage was that there were no 'Van Accessible' signs in front of the accessible parking spaces. To comply with the ADA, the Oxford City Council must install signs at the new van-accessible spot recommended above.



We then used the 'Entrance' criterion to assess the entry to the area with the elevator and door to the outside. The first problem we discovered was that the door to the vestibule containing the elevator and exit to the outside was not 36 inches wide and had no power door. This would make it almost impossible for someone who uses a wheelchair to navigate from the parking garage to the elevator and to the outside. Xander and I's solution to this would be to replace the door so it has power and can be opened by a button, and make it at least 36 inches wide instead of the 33 and a half inches it is now. Another problem we found with the entrance/exit of the parking garage was that the handrails on the ramp do not extend 12 inches horizontally beyond the top and bottom of the ramp. To fix this compliance issue, the city should install a new handrail that extends past the end of the ramp and adds on to the current handrail to ensure it is up to code.



One of the biggest issues we found, and the one that should take priority over all other issues, is that not only is the main entrance not accessible, but no entrances are accessible. While there is room for a wheelchair to use the open-air exit, the ramp leading up to the accessible spaces is too steep to safely navigate in a wheelchair. This is a huge issue that needs to be addressed immediately. To start, the city council should replace the door with a power door that opens with a button press. Moreover, they should consider installing accessible ground-level spots so disabled people can reach exits farther from the main entrance without risking injury while navigating the steep ramps inside the garage. Another slight issue we found was the fact that when the door is open it blocks nearly the entire ramp and only has about a foot in between from the rail which can cause traffic issues and cause some people to not be able to fit through the space.



Since the parking garage lacks amenities such as toilets and other common features found in other public spaces, or because the use of the other checklists was limited. However, we did have some findings. To start, many signs in the parking garage lacked braille. For example, the floor-level sign indicating which floor you were on lacked braille. To fix this, we suggest replacing all signs that lack braille with new ones that are accessible to all people. Moreover, we found that the elevator's exterior lights are not high-contrast, which will cause problems for people with color blindness and/or poor vision. To fix this, the city council should replace the elevator lights so that the floor number is clearly visible to everyone.



Now some people may wonder how these changes or ideas could help or how they could make an impact. We say that is not so much of making an impact but rather changing things so everyone can go about their life equally and happily. All these changes above like the changes to the basic lighting in elevators and the expanding of the entrances by just a few inches to allow for wheelchair movement into the walkway and parking area seem like small things but for those of disability they can provide peace of mind and no difficulty in day to day life. For instance imagine the parking garage as it is known that with that entrance a person in a wheelchair will need to pull open the door by themselves and hold it open while trying to roll through the doorway with the other hand . Just imagining the amount of difficulty with just one part of the audit that we mentioned shows just how much of an impact these changes can be.

Overall, the parking garage Xander and I audited using the four ADA Accessibility Checklists had many items that adhered to the standards but lacked heavily in others. We suggest that Oxford City Council's first step is to create an accessible entrance and install power doors at least 3 feet wide. The city should then fix the accessibility spaces by installing a shared 5-foot-wide aisle in the middle for access, along with creating a designated van-accessible space that is 16 feet wide (including both the parking space and the access aisle). Next, they should consider putting accessible spots on the ground floor. While this is technically not required under the ADA, it would make the parking garage much more useful and accessible to individuals with disabilities. Following this, the city should install braille on all signs in the parking garage to help people navigate the facility. They should also extend the handrail on the outside ramp by at least 12 inches to comply with the ADA requirements. Finally, they should replace the exterior

elevator light so it contrasts with the background, making it easier for people to tell which floor the elevator is on and which way it is going.

Audit Information

INSTRUCTIONS

Goal of the assignment:

- The goal of this activity is to tell the Oxford City Council what changes they need to make to make their facilities ADA-accessible.
- This data will be actually going to the city council so it's not just a class assignment.

Directions

- Bring a **print out** of the four checklists to the site.
 - You can find them here:
 - [Checklist 1: Entrance](#)
 - [Checklist 2: Access to services](#)
 - [Checklist 3: Toilet](#)
 - [Checklist 4: Additional access](#)
- Bring a **clipboard** and a pencil/pen to the site
- Review the site using the four checklists
 - Make notes on the printout.
 - The fourth column in the checklist is where you give suggestions on how to fix something if its not meeting the criteria.
- Tips:
 - If you find an item where the facility doesn't meet the criteria, take a photo if possible if that would be helpful to explain where repairs are needed.
 - Note that some items may be not applicable to your site. That is okay. You can put N/A next to those items.

What to Submit on Canvas

- Each group will write *at least* 2-3 page report which contains the following
 1. What site you reviewed
 2. Data
 3. Names of people in the group
 4. List of things where it did not meet the criteria (you can use bullet points)
 5. Provide your recommendations to the city (bullet points)
 - Some ideas on how the city can make changes.
 - Identify changes that should be prioritized. For example, if there are 10 things the city needs to change, tell them which of those 10 things are the most important or crucial for disabled people, and need to be prioritized. This information is important given budgetary constraints of the city.
 6. Optional: It would be great if you could include at least one picture of the facility, especially if there is some part that needs repairs. Pictures don't count toward the page requirements.
- One person from your group will submit this on Canvas by **Nov 17** (soft deadline; happy to give extension if you need)
 - Submit this file to the Canvas assignment called "Action Project"
 - You can ignore the directions for the Action Project listed in the syllabus.

Please don't hesitate to contact me at my cell (813-484-0124) or my email sabnissv@miamioh.edu if you have any questions.

Approach and Entrance(Priority 1)

- Is there at least one route from site arrival points (parking, passenger loading zones, public sidewalks, and public transportation stops) that does not require the use of stairs?
- Yes- to the left of entry entryway
 - If parking is provided for the public, are there an adequate number of accessible spaces provided?
- Yes-10 total spots, one accessible
 - **Of the accessible spaces, is at least one a van accessible space?**
- **No-the parking space is directly on the curb, not wide enough, and would require the person to go out into the street to exit their vehicle**
 - **Are accessible spaces at least 8 feet wide with an access aisle at least 5 feet wide?**
- **No access aisle- on the street**
- **Same width as all other parking**
- Is there at least 98 inches of vertical clearance provided for the van accessible space?
 - Yes- outside parking
 - **Do the access aisles adjoin an accessible route?**
 - **There is no access aisle**
 - **There is a ramp available for wheelchair users, but it is the same as the ramp for the intersection, and it's over 10 feet away from the parking spot**
 - Are they accessible spaces identified with a sign that includes the international symbol of accessibility?
 - Yes- there is adequate signage
 - **Of the total parking spaces, are the accessible spaces located on the closest accessible route to the accessible entrances?**
 - **Sort of – the ramp is relatively near the parking, however, the ramp onto the sidewalk is on the opposite side of the building from the ramp to enter the building**
 - Is the route stable, firm, and slip-resistant?
 - Yes, and the pathway is clear
 - The route is wide enough to accommodate all wheelchairs
 - Is the running slope of the curb ramp no steeper than 1:12, i. e. for every inch of the height change, there are at least 12 inches of curb ramp run?
 - Yes
 - Is the ramp at least 36 inches wide
 - Yes
 - Is the main entrance accessible?

- Yes-there is a power door; however, the button is on a different wall than the door is-about four feet away
 - If the threshold through the doorway is vertical, is it no more than 1/4 inch high?
- All interior doorways have no thresholds; therefore, they are completely accessible
- Are the operable parts of the door hardware no less than 34 inches and no greater than 48 inches above the floor or ground surface?
- Yes-all door handles and handicap power door buttons are within the height requirement

Access to Goods & Services(Priority 2)

- Does the accessible entrance provide direct access to the main floor, lobby, and elevator?
 - Yes, all are accessible
 - Are all public spaces on at least one accessible route?
 - Yes- layout is one long hallway with amenities on either side
 - Is the route at least 36 inches wide?
 - Yes – all hallways are very wide
 - Is there sufficient passing space in the hallway?
 - Yes
 - Is there a full-size or LULA elevator? Are the call buttons no higher than 54 inches above the floor?
 - Yes – full-size elevator and interior and exterior buttons are at an accessible height
 - Do text characters contrast with their backgrounds?
 - Yes- background is grey and the text is black
 - Are the text characters raised?
 - Yes
 - Is there Braille?
 - Yes
 - Is the sign mounted so that characters are at least 40 inches above the floor?
 - Yes
 - Is the interior door opening with at least 32 inches clear, between the face of the door and the stop when the door is open 90°?
 - Yes – there's sufficient room
 - Is the door equipped with hardware that is operable with one hand and does not require tight grasping, pinching, or twisting of the wrist?
 - Yes – the door has an automatic option with a power button

- Are the operable parts of the hardware no less than 34 inches and no greater than 48 inches above the floor?
- Yes – door handles are within the height requirements
- Are forced surfaces stable, firm, and slip-resistant?
- Yes, – linoleum floors
- **Are there an adequate number of wheelchair spaces provided?**
- **No – ADA requires that for every 4 to 25 seats, one wheelchair space be provided**
- **There were four seats and no wheelchairs accessible spaces**
 - Is the counter surface of at least one aisle no higher than 38 inches above the floor?
- Yes – all counters were at an accessible height

Toilet Rooms-Priority 3

- If toilet rooms are available to the public, is at least one toilet room accessible?
- Yes – private restroom, unisex
- Is there an accessible route to the accessible toilet room?
- Yes – the toilet room is an offshoot of the main hallway
- Do the text characters contrast with their backgrounds?
- Yes
- Are the tax characters raised?
- Yes
- Is there Braille?
- Yes
- Is the sign mounted on the wall on the latch side of the door?
- Yes
- Is the baseline of the lowest character at least 48 inches above the floor, and the baseline of the highest character no more than 60 inches above the floor?
- Yes – sign is posted within required guidelines
- Is the door opening with at least 32 inches clear, between the face of the door in the stop, when the door is open 90°?
- Yes – there's more than the required amount of space within the doorway
- Is the door equipped with hardware that's operable with one hand and does not require tight grasping, pinching, or twisting of the wrist?
- No – the door handle requires a tight grasp to turn and open
- Are the operable parts of the door hardware mounted no less than 34 inches and no greater than 48 inches above the floor?
- Yes
- **Can the door be opened easily (5 pounds maximum force)?**

- **No- the door is very heavy and does not have a power button**
 - If the door has a closer, does it take at least five seconds to close from an open position of 90° to a position of 12° from the latch?
 - Yes – the door takes longer than five seconds to close
 - Is there a clear floor space available for a person wheelchair to turn around, i.e.. A circle at least 60 inches in diameter or a T-shaped space within a 60-inch square?
 - Yes – the room is a large square and has sufficient space to turn around
 - **If the mirror is over a laboratory or countertop, is the bottom edge of the reflecting surface no higher than 40 inches above the floor?**
 - **No – the mirror is 2 inches above where it should be**
 - **If there's a coat hook, is it no less than 15 inches or no greater than 48 inches above the floor?**
 - **No – the coat hook is over 60 inches above the floor**
 - Is the front of the laboratory or counter surface, whichever is higher, no more than 34 inches above the floor?
 - Yes – the sink is exactly 34 inches above the floor
-
- Is there at least 27 inches of clearance from the floor to the bottom of the laboratory that extends at least 8 inches under the laboratory for knee clearance?
 - Yes – there's sufficient room
 - Are pipes below the laboratory insulated or otherwise configured to protect against contact?
 - Yes
 - Can the faucet be operated without tight grasping, pinching, or twisting of the wrist?
 - Yes – motion sensor faucet
 - Is the force required to activate the faucet no greater than 5 pounds?
 - Yes – motion sensor faucet
 - Note: faucet, soap dispenser, and hand dryer are all motion-activated
 - Is there a grab bar at least 42 inches long on the side wall of the toilet?
 - Yes– longer than 42 inches
 - Is there a grab bar at least 36 inches long on the rear wall?
 - Yes
 - If the flush control is hand-operated, is the operable part located no higher than 48 inches above the floor?
 - Yes- Motion sensor flush control

Additional Access(Priority 4)

- Does at least one drinking fountain have a clear floor space at least 30 inches wide and at least 48 inches long centered in front of it for a forward approach?

- Yes – the water fountain is located in the main hall, and it's not placed in the corner; therefore, there is sufficient accessibility
- If there is a forward approach, do no less than 17 inches and no greater than 25 inches of the clear floor space extend under the drinking fountain?
- Yes – there is sufficient depth below the water fountain
 - If the drinking fountain is no deeper than 20 inches, are the operable parts no higher than 48 inches above the floor?
- Yes – it is exactly 48 inches above the floor
 - Can the control be operated with one hand and without tight grasping, pinching, or twisting of the wrist?
- Yes – button powered
 - Is the force required to activate the control no more than 5 pounds?
- Yes – the water responds to the button with very light effort
 - Is the spout outlet no higher than 36 inches above the floor?
- Yes – the outlet is exactly 36 inches above the floor
 - **Does at least one telephone have clear floor space at least 30 inches wide and at least 48 inches long for a parallel or forward approach?**
- **No – the telephone is located directly behind a table in the corner of the room**
 - Is the highest operable part of the telephone no higher than 48 inches above the floor?
- No – it is above 48 inches
 - Does at least one telephone have a volume control?
- No – it does not have any volume control
 - Does at least one telephone have a TTY? Note: TTYs are devices that employ interactive text-based communication through the transmission of coded signals across the telephone network. They are mainly used by people who are deaf and/or cannot speak.
- No – there are no TTY devices
 - If there are fire alarm systems, do they have both flashing lights and audible signals?
- Yes

Requirements not met

Requirements Not Met

- Can the bathroom door be opened easily (5 pounds maximum force)?
 - No- the door is very heavy and does not have a power button
- Do the access aisles adjoin an accessible route?
 - There is no access aisle
 - There is a ramp available for wheelchair users, but it is the same as the ramp for the intersection, and it's over 10 feet away from the parking spot
- If there's a coat hook, is it no less than 15 inches of no greater than 48 inches above the floor?
 - No – the coat hook is over 60 inches above the floor
- Of the accessible spaces, is at least one a van accessible space?
 - No-the parking space is directly on the curb, not wide enough, and would require the person to go out into the street to exit their vehicle
- Are accessible spaces at least 8 feet wide with an access aisle at least 5 feet wide?
 - No access aisle- on the street
 - Same width as all other parking
- Of the total parking spaces, are the accessible spaces located on the closest accessible route to the accessible entrances?
 - Sort of – the ramp is relatively near the parking; however, the ramp onto the sidewalk is on the opposite side of the building from the ramp to enter the building
- Are there an adequate number of wheelchair spaces provided?
 - No – ADA requires that for every 4 to 25 seats, one wheelchair space be provided
 - There were four seats and no wheelchairs accessible spaces
- Is the door equipped with hardware that's operable with one hand and does not require tight grasping, pinching, or twisting of the wrist?
 - No – the door handle requires a tight grasp to turn and open
- If the mirror is over a lavatory or countertop, is the bottom edge of the reflecting surface no higher than 40 inches above the floor?
 - No – the mirror is 2 inches above where it should be
- Does at least one telephone have clear floor space at least 30 inches wide and at least 48 inches long for a parallel or forward approach?
 - No – the telephone is located directly behind a table in the corner of the room
- Is the highest operable part of the telephone no higher than 48 inches above the floor?
 - No – it is above 48 inches
- Does at least one telephone have a volume control?
 - No – it does not have any volume control
- Does at least one telephone have a TTY? Note: TTYs are devices that employ interactive text-based communication through the transmission of coded signals across the telephone network. They are mainly used by people who are deaf and/or cannot speak.
 - No – there are no TTY devices

Priorities

Priority Recommendations

1. Of the accessible spaces, is at least one a van accessible space?
 - a. No-the parking space is directly on the curb, not wide enough, and would require the person to go out into the street to exit their vehicle
 - i. Recommendation: Create a van-accessible parking space in the parking area to the left of the building.
2. Do the access aisles adjoin an accessible route?
 - a. There is no access aisle
 - b. There is a ramp available for wheelchair users, but it is the same as the ramp for the intersection, and it's over 10 feet away from the parking spot
 - i. Recommendation: Create an accessible route next to the existing accessible parking space with a ramp.
3. Can the bathroom door be opened easily (5 pounds maximum force)?
 - a. No- the door is very heavy and does not have a power button
 - i. Recommendation: Install a power-operated door with a button. Could also install a foot button for increased accessibility.
4. Are there an adequate number of wheelchair spaces provided?
 - a. No – ADA requires that for every 4 to 25 seats, one wheelchair space be provided
 - b. There were four seats and no wheelchairs accessible spaces
 - i. Recommendation: Remove the existing bench and replace it with chairs. This allows flexibility and the opportunity for a wheelchair space.

Final Report

Oxford Police Department Disability Audit

Our group members are Addie Mathy, Sophie Werling, Grace Baumgartner, and Maddie Duvall. The site that our group reviewed is the public lobby of the police department on 101 E High Street. The date this audit was completed is November 14, 2025. The context of this audit is that it was completed as an assignment for the class “Introduction to Disability Studies” at Miami University. While we inquired about auditing the backrooms, including holding cells, we were denied access.

When completing the audit, we compiled a list of the aspects that didn't meet the requirements. In general, the approach and entrance category has the most amount of requirements that are not being met. First, there are several problems with the accessibility of the parking spaces. The accessible spaces are not wide enough, and they have no access aisle. Additionally, the accessible parking space is directly on the curb, and there is no accessible route adjoined to it. There is a ramp, but it's over 10 feet from the parking space, and the ramp to get onto the sidewalk is on the opposite side of the building from the ramp to enter the building. The impact of this is that the building itself is not accessible. This issue is of high severity because this is a public space and, therefore, should be easily accessible by all members of the community. This leads to inequality because it forces anyone who needs to utilize the ramp to go significantly out of their way in order to access the building.

The second category with requirements not being met is the toilet rooms. The first point is that the door is too heavy, which makes it inaccessible. This issue is of reasonably high severity because it could take away the autonomy of a person trying to access the bathroom. A person needing to request help in order to open the bathroom door is needlessly humiliating when there are options available for lighter-weight doors

or doors that open with electronic assistance. Some other smaller details that aren't accessible are that the mirror is too high up, and the coat hook is too high up. These are both problems of lesser severity but would be easy to fix. The requirements that are being met are that the pipes are protected, the faucet is operational, the faucet/sink/hand dryer are all motion-activated, there's a grab bar for the toilet, and there's enough space for someone in a wheelchair to maneuver.

The categories for access to goods and services, as well as additional access, are each lacking one requirement. There are a few problems with the requirements for accessibility of the phone. It does not have TTY, there's no clear and accessible space around the phone, and it is not at a low enough height. This issue is moderately severe. Not having the proper accessibility to the phone could potentially be dangerous in an emergency and perpetuates inequality for disabled people. Additionally, there is not an adequate number of wheelchair accessible spaces to sit. This is also of moderate severity because it further adds to inequality and discriminates against people with mobility aids.

These are our recommendations for improvements in order of priority:

1. Of the accessible spaces, is at least one a van accessible space?
 - a. No – the parking space is directly on the curb, not wide enough, and would require the person to go out into the street to exit their vehicle
 - i. Recommendation: Create a van-accessible parking space in the parking area to the left of the building.
2. Do the access aisles adjoin an accessible route?
 - a. There is no access aisle
 - b. There is a ramp available for wheelchair users, but it is the same as the ramp for the intersection, and it's over 10 feet away from the parking spot
 - i. Recommendation: Create an accessible route next to the existing accessible parking space with a ramp.
3. Can the bathroom door be opened easily (5 pounds maximum force)?

- a. No – the door is very heavy and does not have a power button
 - i. Recommendation: Install a power-operated door with a button.
Could also install a foot button for increased accessibility.
- 4. Are there an adequate number of wheelchair spaces provided?
 - a. No – ADA requires that for every 4 to 25 seats, one wheelchair space be provided
 - b. There were four seats and no wheelchairs accessible spaces
 - i. Recommendation: Remove the existing bench and replace it with chairs. This allows flexibility and the opportunity for a wheelchair space.

Priority 1: Approach and Entrance

- **Size of Accessible Parking Space Signs [1.10]**
 - The bottom of accessible parking signs (those displaying the International Symbol of Accessibility) must be at least 60 inches above the ground
 - Possible Solutions: Dig up current signs that are low to the ground, replace current posts with taller ones that will rise further out of the ground, allowing the bottom of signs to be 60 inches, or 5 feet, above the ground.
- **Van Accessibility [1.11]**
 - Current van accessible spaces don't display a sign that says "Van Accessible".
 - Possible Solutions: Add "Van Accessible" signs below current accessible parking signs
- **Running Slope No Steeper Than 1:20 [1.17]**
 - Slope leading up to door is steep
 - Possible Solutions: Evening the slope out through intensive landscaping and repouring of new sidewalk.
 - Possible Solutions: Since the door the slope leads to is not an entrance, post a sign at the bottom of the sloped path stating that the door at the top is not an entrance.
- **60 Square-Inch Level Landings at Bottom of Ramp/Slope [1.28]**
 - Landing area at bottom of ramp/slope (same one mentioned above) is less than 60 square-inches
 - Possible Solutions: The landing area of this slope is adjacent to the parking lot, so they make use of a curb ramp, which makes the level landing area smaller. Consider removing the curb ramp.
- **Handrails on Ramps with a Rise Greater than 6 Inches [1:30-36]**
 - Ramps with a rise of greater than 6 inches must have handrails, whereas, the same slope mentioned above, rises about 10 feet with no handrail, and a very steep slope to the right of the path.
 - Possible Solutions: Install a handrail into the slope, with a handrail that is ADA compliant, especially one on the right side of the path, next to the steep slope.

Priority 2: Access to Goods and Services

- **Elevators [2.9]**
 - There are not elevators to every level of the building
 - Possible Solutions: Adding elevators so that people that are disabled can access the second floor of the building.

- **Level Landing at Bottom of Ramp [2.13]**
 - There is an uneven landing at the bottom of the ramp and it is also not 60 inches long
 - Possible Solutions: Grind out the concrete or add more to even the surface so it does not create an uneven surface. Since the landing at the bottom is not 60 inches, you can regrade the slope and pour more concrete so that it is even and long enough for the standard requirements.
- **Handrails on Ramps with a Rise Greater than 6 Inches [2.15]**
 - Ramps do not have handrails on both sides
 - Possible Solutions: Install a handrail into the slope, with a handrail that is ADA compliant.
- **Handrail Length Above the Surface of the Ramp [2.16]**
 - The handrail is greater than 38 inches off the surface of the ramp
 - Possible Solutions: Trim down the railing so that it is between 34 and 38 inches above the surface of the ramp.
- **Surface of the Ramp Extending 12 Inches to Prevent Falling [2.21]**
 - The surface of the ramp does not extend 12 inches or have a curb at the top and bottom of the ramp to prevent falling.
 - Possible Solutions: A possible solution to this is to extend the width of the ramp so that it meets ADA standards and add a curb to prevent slipping.
- **Side Door with at Least a 42 Inch Opening [2.37]**
 - The door is less than 42 inches wide which does not allow enough room for a wheelchair to get through.
 - Possible Solutions: Get a wider door that is wheelchair accessible in case of emergencies.
- **Signs Text Characters Raised [2.38]**
 - The signs text characters are not raised and there is no Braille.
 - Possible Solutions: Get a sign that has raised characters and Braille so that blind people can read the room numbers.

Priority 3: Toilet Rooms

- **In the Toilet Room [3.20]**
 - The coat hook on the men's bathroom stall rests about 60" above the floor, which is greater than the maximum of 48" above the floor.
 - Adjust the hook to be lower.
- **Lavatories [3.26]**
 - The pipes below the lavatory are not insulated and are not covered to protect against contact
 - Install insulation or a cover panel around the pipes
- **Toilet Compartments (Stalls) [3.43]**

- The door in the bathroom stall is not self-closing, preventing privacy without user-intervention in case difficulties with the door arise
 - Add a closer
 - Angle the door hinges so that the door naturally falls toward the closed state

Priority 4: Additional Access

- **Drinking Fountains [4.7]**
 - The spout is not at least 15 inches from the rear of the drinking fountain
 - Possible Solutions: Replace drinking fountain to allow for more space (relocation not viable)
- **Fire Alarms [4.20]**
 - There exists no fire alarm in the building - only smoke detectors.
 - Possible Solutions: Install any fire alarm with a visual indicator as well as an audible alarm.

Sam Riney and Allison Schmidt

Action Project

November 23, 2025

Uptown Park

We visited the Uptown Parking lot at 21 N Main St. It is in the very center of Uptown Oxford, Ohio. It is used every day by residents of Oxford and students attending the nearby Miami University. This parking lot is also where the farmer's market is located on Saturday mornings, with vendors from all around selling items.

Unfortunately, this parking lot is in dire need of a refresh to meet ADA standards.

Visiting the parking lot, we immediately noticed the lack of accessible parking spots. There are no labelled parking spots for those who are handicapped, which is unusual due to the number of restaurants the parking lot serves. Additionally, the parking spaces are too narrow, potentially causing parking issues for wheelchair users. The parking lot also has broken and uneven pavement, leading to accessibility issues.

Other issues include:

- Faded or hard-to-read signs
- Not enough accessible parking spaces for the total number of parking spaces
- Potholes and loose gravel
- Too steep curb ramps
- Parking meters are hard to access for wheelchair-bound individuals

According to the 2021 ADA Transition Plan, the city of Oxford set two priorities: to add at least one accessible van space and to add accessible parking spaces closest to the entrances of the nearby buildings. It has been four years since Oxford made these promises, and it hasn't happened yet. This is four years that mobility aid users haven't

been able to park in the most central parking lot uptown. In addition to what the 2021 transition plan suggests, these are our most important suggestions to the City of Oxford:

- Crosswalks between each of the accessible parking spaces
- Create curb cuts so mobility aid users can get into the parking lot more easily
- Redo the pavement to make it smoother

We believe that the priority is to add an accessible van space, and the second priority is to add accessible parking spaces to the nearest entrances/exits. After that, Oxford needs to add curb cuts and crosswalks and redo the pavement. All of these suggestions can be done at one time, so the parking lot isn't closed down for too long. Disabled people have been going on for too long using this inaccessible and dangerous parking lot. Oxford claimed they were going to fix it four years ago and failed. It is time to fix the parking lot.

DST 272H A - Action Project

1. We received the Woodside Cemetery located at 235 E Chestnut St. Oxford, OH 45056.
2. In completing the checklists to obtain data about each accessibility criteria, we learned of several accessible features within the Woodside Cemetery location while also recognizing the need for improvement in some key areas. Beginning with the first checklist related to the entrance, our key takeaways were that the entrance was accessible because of the flat sidewalks in front of the cemetery, but there were no designated parking lots. Considering that parking was a large section within the checklist, we were not able to collect as much data compared to if there had been a parking lot to analyze. The second checklist consisted of interior accessibility features. The cemetery did have an inside pavement, which did significantly increase accessibility, but it was not as stable as it needed to be. This pavement was the main portion of this checklist that applied to the cemetery. Much of the checklist was related to indoor features such as elevators and ramps, which are not necessary at the cemetery. For checklist three, we obtained minimal data considering that the cemetery lacked a public restroom. Similarly, we also noticed some discrepancies between some of the additional services on checklist four and the features present at the park. In particular, we marked that the water fountain, telephone, and fire alarm features were not applicable to the cemetery, primarily because it is an outdoor setting. Overall, we noted the strongest data for checklist one and two and reflected on improvements to be made based on checklist three and four.
3. Names of our group: Emma Steiner, Gabby Raney, Ella Vannaken
4. List of services that did not meet criteria:
 - a. There was no accessible parking lot.

- b. Missing braille on signs.
 - c. Uneven pavement.
 - d. No restrooms.
 - e. Missing ramps for existing structures (flag pole platform).
 - f. Missing passing space that is no less than 60x60 inches on the sidewalk.
5. Our recommendations are as follows:
- a. Our first recommendation is to repair the pavement inside the cemetery. Currently, there are some potholes and uneven spaces throughout the path. These can be a safety hazard that make it difficult to navigate the facility and inaccessible for wheelchair users. To meet the checklist criteria, the pavement must be stable, firm, and slip-resistant. While the existing path is slip-resistant and firm, it is not stable in lots of areas. This can be resolved by repaving this path and would be highly beneficial to all cemetery visitors. See picture #1.
 - b. Another issue that should be prioritized is adding braille signs around the facility. These could be placed on the entrance sign and along the path. The sign should include labeling of the entrance and directions on how to navigate the cemetery. Additionally, it would be beneficial to incorporate braille on the Maurice Rocco Jazz Musician sign to allow disabled people to enjoy the sign as well. If the budget allows, text-to-speech options could be made available on the signs either with a button or a connection to an accessible app. See pictures #2 and #3.
 - c. An additional recommendation would be to include an accessible restroom. There is currently no bathroom in the cemetery or in the vicinity of Woodside. The entrance to the bathroom must be level and wide, ensuring that each person is able

to pass by without fear of collision. An addition of a bathroom would include a wheelchair accessible stall with a clearly marked sign. The sign would be easily visible with a high contrast background and the use of Braille. While entering the stall, the door would be lightweight and have an adequate amount of maneuvering clearance. Within the stall, it would include a bar that is easy to grasp and plenty of space to turn a wheelchair around. There would also be a mirror above the lavatory, allowing all people to have visibility to freshen up. The faucet would be reachable and automatic so all people are able to access the water.

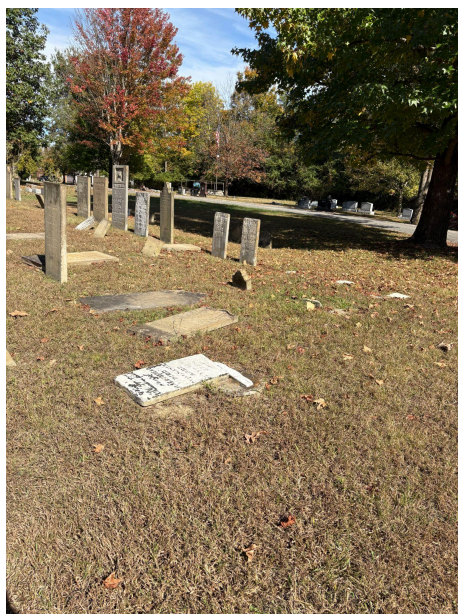
- d. A final recommendation is to build an accessible parking lot to prevent visitors from needing to park far from the cemetery. In creating a parking lot, it is important that there is an adequate number of accessible spaces and at least one van accessible space. Since there would likely be less than 25 spots in the lot given the minimal occupation of the cemetery at one period of time, only one accessible space would be necessary. However, more accessible spaces would be ideal considering that cemetery visitors are typically of the older population. Per the ADA Checklist, the accessible space must be at least 8 feet wide with a marked aisle that is at least 5 feet wide. Similarly, the van accessible space can be at least 11 feet wide with a marked aisle at least 5 feet wide. Finally, both accessible spaces should have clearly labeled signs and connect to the accessible sidewalks that lead to the entrance of the cemetery. Overall, parking that aligns with the ADA guidelines would increase the accessibility and public enjoyment of the cemetery.

<p>#1</p>	
<p>#2</p>	

#3

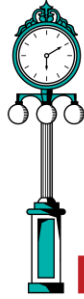


#4



#5





City of Oxford OHIO

HOME OF MIAMI UNIVERSITY

Americans with Disabilities Act (ADA) Transition Plan

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1. Executive Summary

The City of Oxford is committed to ensuring that all residents, visitors, and employees have equal access to municipal programs, services, facilities, and communications.

In accordance with Title II of the Americans with Disabilities Act (ADA) and Section 504 of the Rehabilitation Act of 1973, the City has prepared this ADA Transition Plan to identify barriers to accessibility and outline a strategy for achieving compliance.

This document establishes policies and procedures for evaluating accessibility, identifying barriers, prioritizing improvements, and implementing corrective actions across City operations.

The plan is intended to be a living document and will be reviewed and updated periodically.

2. Purpose of the ADA Transition Plan

The purpose of this ADA Transition Plan is to ensure compliance with Title II of the Americans with Disabilities Act.

It establishes a process to identify barriers, evaluate accessibility in City facilities and programs, and create a structured improvement plan.

3. History of the ADA and Related Legislation

The Rehabilitation Act of 1973 prohibited discrimination against individuals with disabilities in federally funded programs. The Americans with Disabilities Act (ADA) was enacted in 1990 to extend protections to public and private entities. The ADA Amendments Act of 2008 broadened the definition of disability and expanded protections.

4. Legal Framework and Regulatory Requirements

Title II of the ADA requires local governments to provide equal access to programs, services, and activities. Municipalities with more than 50 employees must designate an ADA Coordinator, adopt a grievance procedure, conduct self-evaluations, and maintain a transition plan.

5. Responsibilities of the City of Oxford Under the ADA

The City must ensure that individuals with disabilities are not excluded from participation in or denied the benefits of City programs. The City must ensure accessible facilities, reasonable policy modifications, and effective communication.

6. ADA Coordinator Designation

The City of Oxford designates an ADA Coordinator responsible for overseeing ADA compliance and coordinating accessibility improvements.

ADA Coordinator:

Douglas R. Elliott, Jr. City Manager

7. ADA Notice to the Public

The City of Oxford does not discriminate on the basis of disability in the admission to, access to, or operation of its programs, services, or activities.

8. ADA Grievance Procedure

Individuals who believe they have been discriminated against on the basis of disability may file a complaint with the ADA Coordinator.

The complaint will be investigated by the Civil Rights Commission, and a response will be provided within a reasonable timeframe.

Grievances may be made:

- Online through the [Civil Rights Commission](http://www.cityofoxford.org/crc)
 - www.cityofoxford.org/crc
- In-person at the Oxford Municipal Building, City Manager's Office
 - 15 S. College Ave, 2nd floor. Oxford, Ohio 45056

9. Public Participation, Stakeholder Engagement, and Self Evaluation

The City encourages public participation in identifying accessibility needs and barriers. The Civil Rights Commission holds public meetings and may engage the public and stakeholders to seek input on the ADA assessment.

The City commits to periodic self-evaluation of its programs, policies, and facilities to determine compliance with ADA requirements. This evaluation is recommended once

every 3 years and is led by the Civil Rights Commission. The commission then prioritizes and recommends improvements to the City Council.

The following areas are included in the assessment:

- Public Facilities Accessibility
 - The City will evaluate accessibility within municipal facilities, including publicly owned buildings, facilities, and parks
- Public Rights-of-Way (Sidewalks and Curb Ramps)
 - The City of Oxford has completed the installation of curb ramps throughout the sidewalk network.
 - The City continues to monitor sidewalk accessibility and incorporate improvements through the road resurfacing program and the Bike and Pedestrian Master Plan.
- Public Programs and Services Accessibility
 - City programs and services will be accessible when viewed in their entirety.
 - Reasonable accommodations will be provided upon request.
- Public Communications Accessibility
 - The City will ensure accessible communication through website accessibility and accessible public meeting materials.

10. Accessibility Improvement Action Plan

Following each assessment, the City will develop an accessibility improvement action plan prioritizing safety, usage, accessibility impact, and available resources.

11. Implementation Schedule and Prioritization

Accessibility improvements will be scheduled based on safety, accessibility impact, and coordination with capital improvement projects.

12. Monitoring, Reporting, and Plan Updates

The ADA Coordinator will monitor implementation of this plan and coordinate updates every three years.

13. Appendices

2025 ADA Assessment and Transition Plan

DRAFT

Appendix

2025

ADA Assessment

DRAFT

Building an Accessible Oxford

Meeting ADA Obligations & Creating Accessible Communities for All

DST 272 Exploring Disability Studies

ADA Assessment conducted by Miami University Class DST 272
Exploring Disability Studies
Fall 2025
Professor: Sujay Sabnis

Agenda

Objective

We present the final project that involved students doing an accessibility audit of various public facilities in Oxford.

Agenda

- Brief introductions
- Methodology
- Results



Introduction

- DST 272 Exploring Disability Studies at Miami University
 - **What the class is about**
- Final Project
 - **Accessibility Audit of Oxford**
- Context
 - **Americans with Disabilities Act (1990)**

The Legal Mandate: ADA Title II

State & Local Government

Title II of the Americans with Disabilities Act protects individuals with disabilities from discrimination on the basis of disability in services, programs, and activities provided by state and local government entities.

Core Requirement: Program Access

A public entity must operate each service, program, or activity so that, when viewed in its entirety, it is readily accessible to and usable by individuals with disabilities.

Why Accessibility Matters



Civic Participation

Ensures all residents can vote, attend town halls, and participate in civic life without barriers.



Economic Growth

Accessible cities attract diverse talent, tourism, and allow all citizens to contribute to the local economy.



Risk Management

Proactive compliance reduces the risk of costly litigation and Department of Justice settlements.

Methodology

To conduct the Access Audit, we looked at the various public facilities in Oxford and different student groups signed up to visit one place.

1. Municipal Building
2. Police Department (lobby)
3. Courthouse
4. Tri-Community Center
5. Fire Department (lobby)
6. Uptown
 - a. Uptown Parking
 - b. Parking Garage (near Pickle & Pig)
7. Woodside Cemetery

DRAFT

Methodology

Each space was assessed for the following, using ADA checklist created by the New England ADA Center.

1. Is the entrance/parking accessible?
2. Is the toilet/restroom accessible?
3. Are interior spaces easy to navigate?
4. Can the services offered here be accessed by people with broad range of abilities?

Assessment Findings

ADA Assessment conducted by Miami University Class DST 272 Exploring Disability Studies
Fall 2025
Professor: Sujay Sabnis

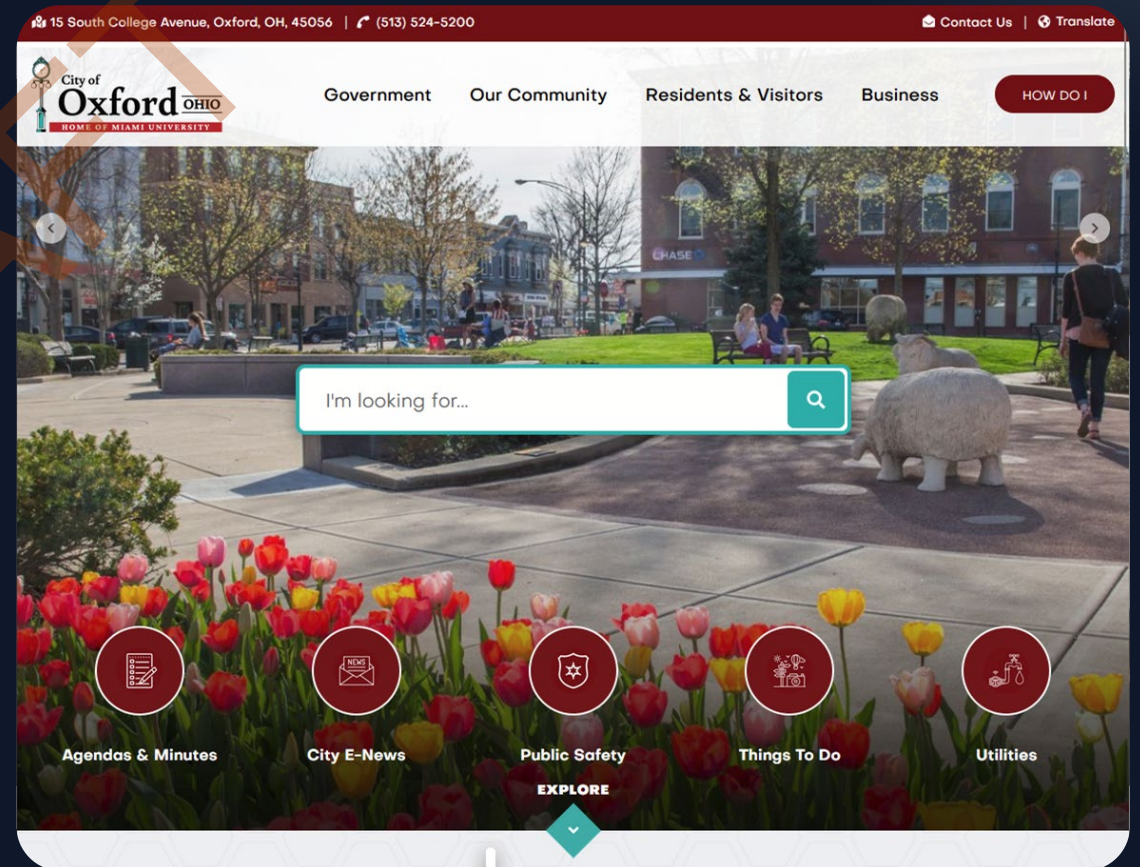
Website

Positives

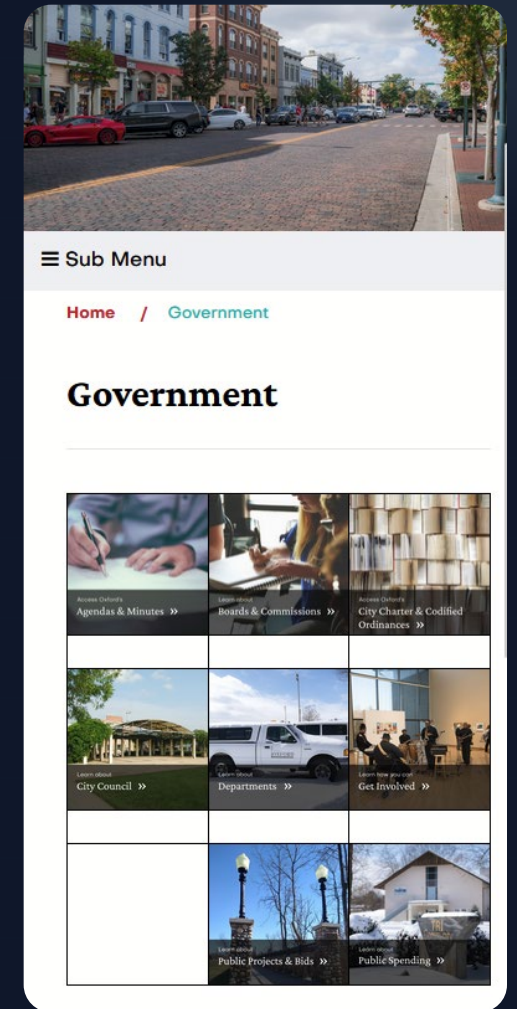
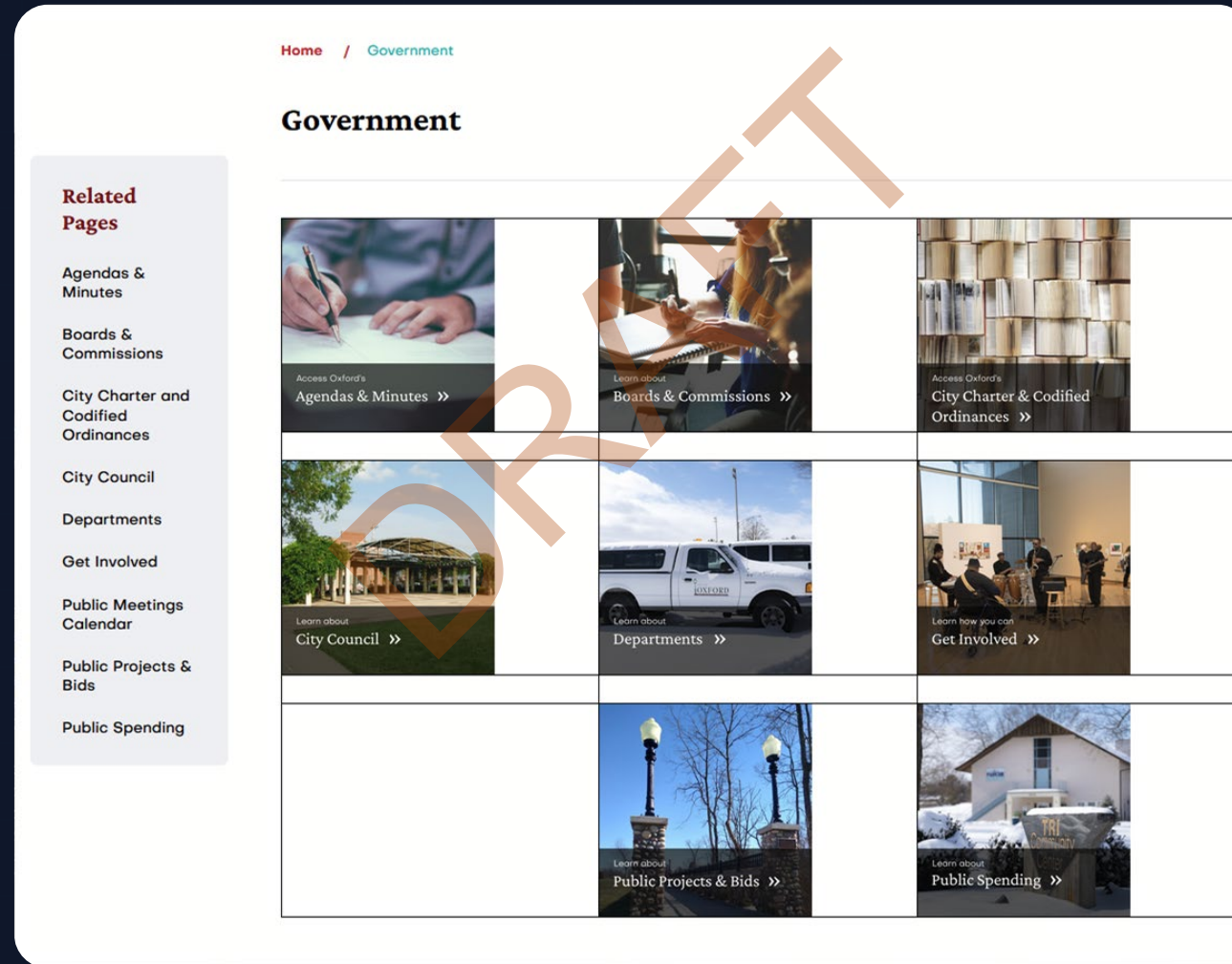
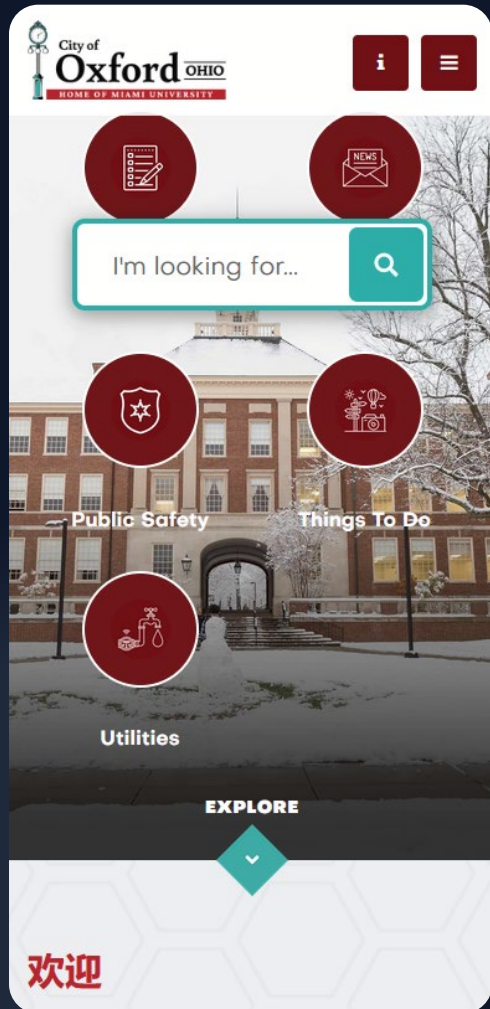
1. Text contrast
2. Accessibility menu

Areas of Improvement

1. Page layout (mobile, zoom)
2. Keyboard navigation / focus
3. Images (size, labels, alt text)
4. Header menu navigability
5. Screen readers
6. Browser compatibility / web standards compliance
7. WCAG compliance



Website (cont.)



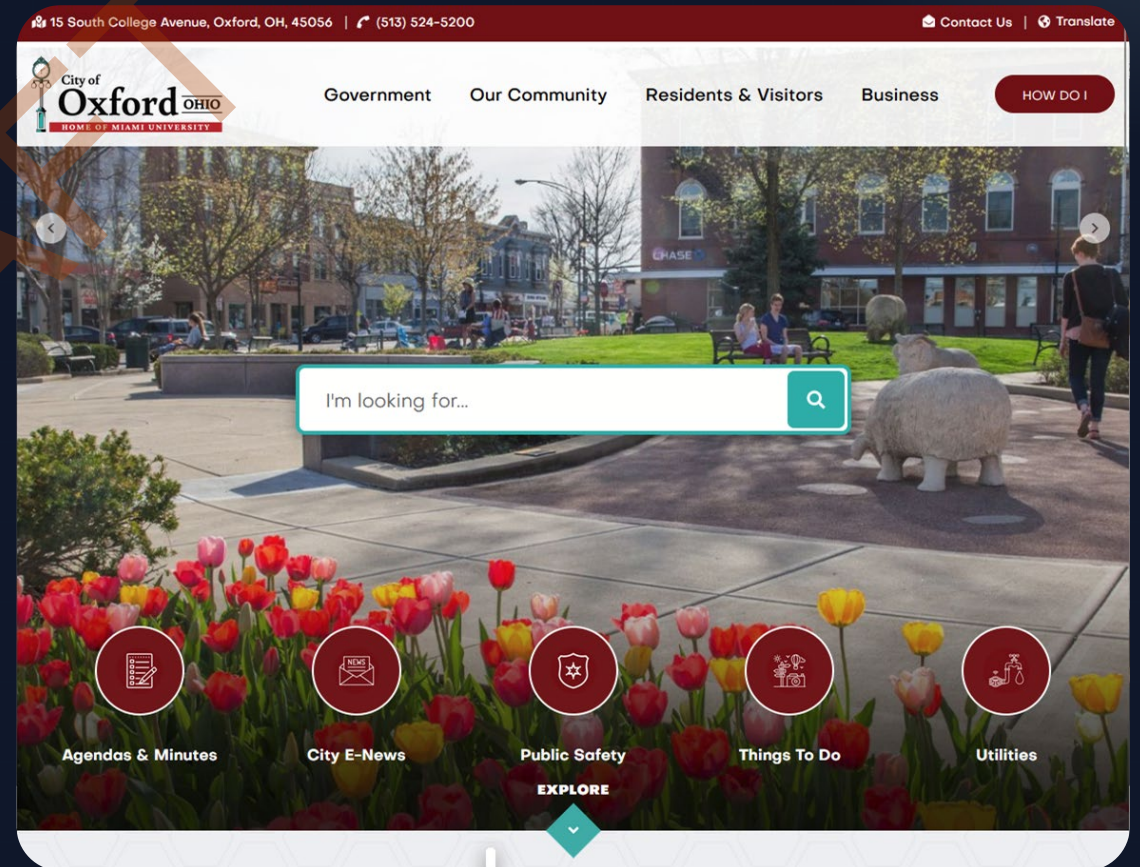
Website (cont.)

The screenshot shows a website interface with a dark red header. The header contains the address "15 South College Avenue, Oxford, OH, 45056 | (513) 524-5200", navigation links "Contact Us | Translate", and a search bar. Below the header is a white navigation bar with links for "Government", "Our Community", "Residents & Visitors", "Business", and a "HOW DO I" button. The main content area features a breadcrumb trail "Home / Government" and a large heading "Government". A large, diagonal "DRAFT" watermark is overlaid on the page. On the left side, an "Accessibility Menu (CTRL+U)" is open, displaying various settings: "Oversized Widget" (checked), "Contrast +", "Highlight Links", "Bigger Text", "Text Spacing", "Pause Animations", "Hide Images enabled" (checked), "Dyslexia Friendly", "Cursor", "Tooltips", "Line Height", "Text Allgn", and "Saturation". The UserWay logo is visible at the bottom left of the menu.

Website (cont.)

Load Times & Resource Usage

1. Some pages take well over 30 seconds to load at average consumer internet speeds
 - a. Recommended load time is 1 second
 - b. 93% of total load time is due to large images
 - c. Severe usability impact
2. Uses $\frac{1}{8}$ of the total RAM in the average computer
3. Fully utilizes all available CPU for several seconds
 - a. Causes system-wide instability and crashes
4. Renders all information contained on the site fully inaccessible to everyone, not just disabled people

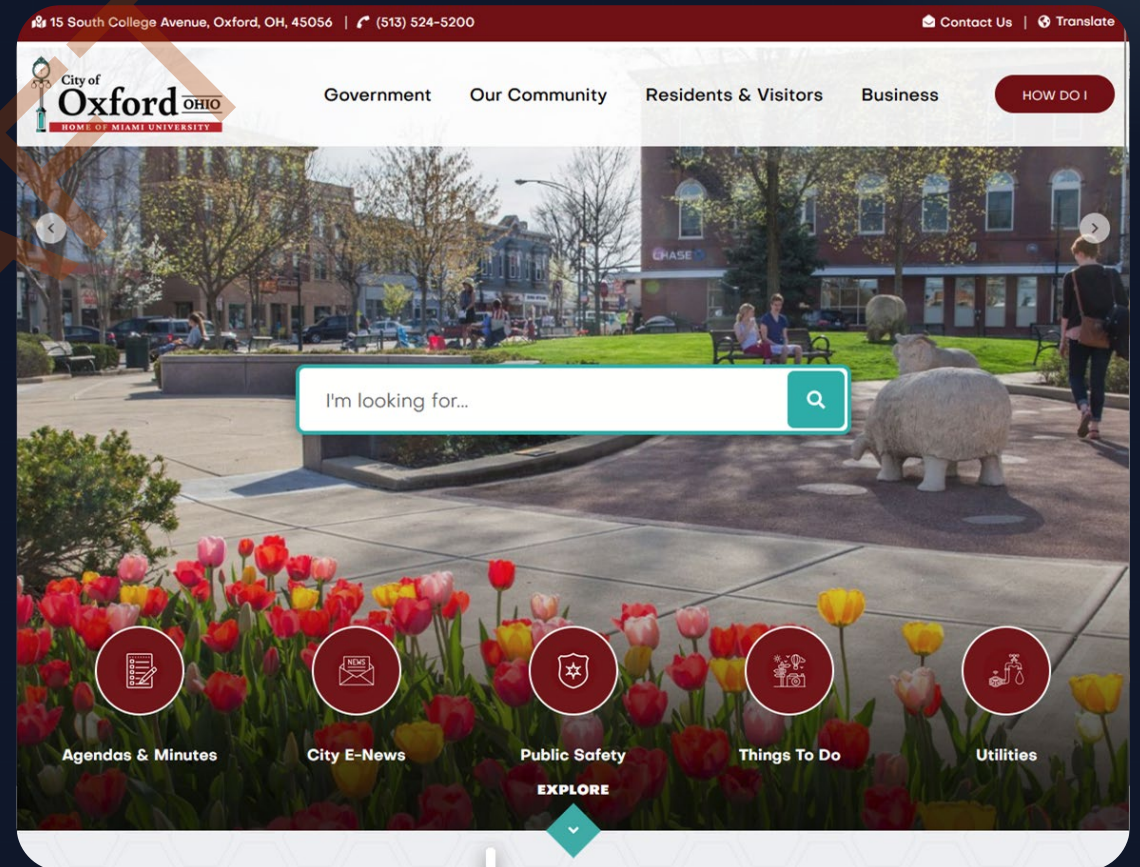


Website (cont.)

Liability & Lawsuits

1. Website accessibility lawsuits have increased 37% nationwide this year
2. Settlement payouts have reached into the millions
3. Widgets don't work – around 25% of all lawsuits targeted websites with accessibility widgets
4. WCAG 2 compliance is the standard measure of website accessibility in the United States
5. Cityofoxford.org misses this mark by a wide margin

Source: <https://darroweverett.com/ada-website-accessibility-litigation-insights-legal-analysis/>



Municipal Building

Positives

- Electric entrance doors
- Accessible parking spots
- Braille and wide spaces throughout

Areas of Improvement

Most feasible:

- Add a coat/backpack hook inside the accessible stall
- Keep the lower help desk window open at all times
- Improve accessible bathroom stall signage placement

Other recommendations:

- Install electric door openers for bathroom entrances
- Redesign/widen wheelchair ramp
- Realign entry doors or remodel vestibule



Courthouse

Positives

1. All furniture in courtroom is on wheels
2. Accessible bathroom inside of the courtroom

Areas of Improvement

1. Ramp entrance at the front of the building
2. Official signage inside the building
3. Van accessible parking
4. Powered doors throughout the building



TriCommunity Center

Positives

- Accessible Parking Spaces Are Provided
- A Ramp/Sloped Path Is Present
- Bathroom Hooks and Amenities Are Present

Areas of Improvement

Most feasible/necessary:

- Add braille signage & clarify signage for accessible entry
- Install fire alarms
- Replace current door with a wider ADA compliant one

Other recommendations:

- Install insulation/cover over exposed sink pipes
- Fix uneven ramp landing
- Install an elevator to reach the upper floor (only ramp is outside)



Fire Department

Positives

1. Smooth hardwood floors in most of the building
2. Ramps

Areas of Improvement

1. Adding accessible parking spaces
2. Declutter walkways to make them more accessible
3. Adding accessible bathrooms
4. Leveling out the ground to remove tripping hazards
5. Add an elevator



Municipal Building

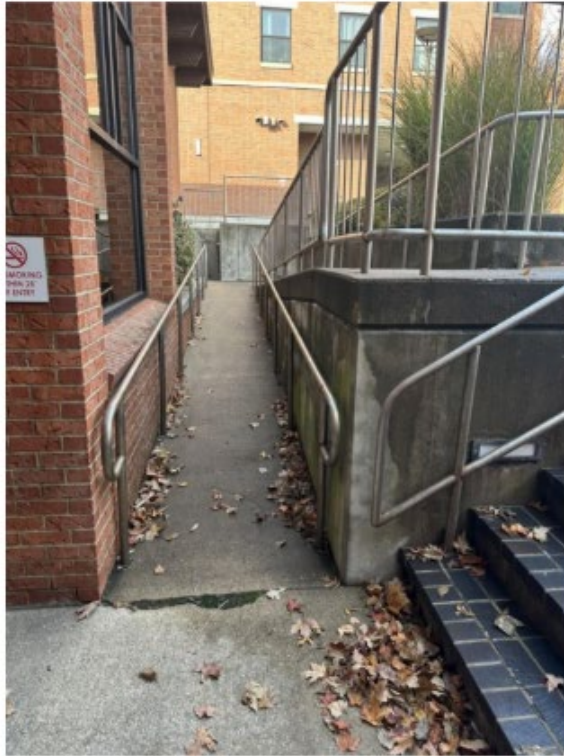


Image 1.3 *Image shows the ramp, at the entrance with the attached parking lot, with a narrow ramp.

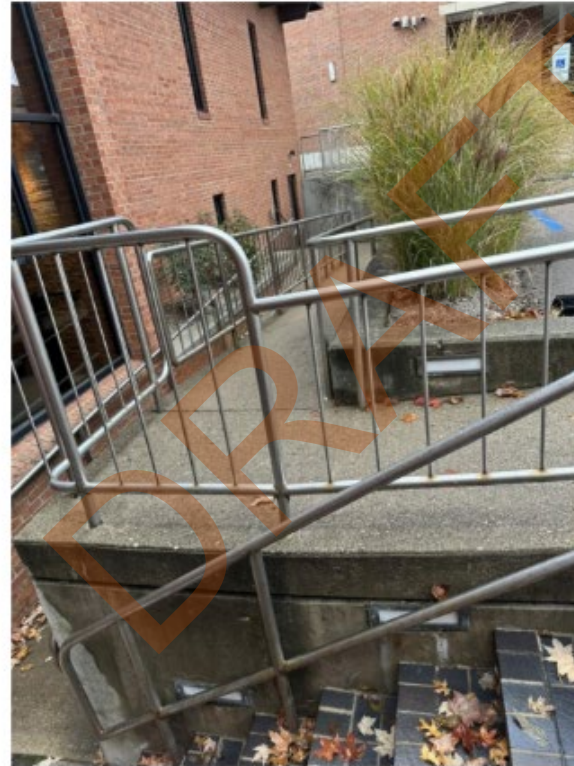


Image 1.4 *Image shows the ramp, at the entrance with the attached parking lot, with a ramp that has several narrow turns.



Image 2.3 *Sign says: WINDOW
CLOSED PLEASE USE THE NEXT TWO
WINDOWS THANK YOU!

Police Department

Positives

1. Power-operated front door
2. Front entrance ramp
3. Bathroom is mostly accessible

Areas of Improvement

1. Create a van-accessible parking space in the lot to the left of the building
1. Install a ramp next to the existing accessible parking space
1. Install a power-operated bathroom door
 - a. Foot button for increased accessibility
2. Remove lobby bench and replace with chairs to allow flexibility for a wheelchair space



Uptown Parking Lot

Positives

1. Accessible Parking Space

Areas of Improvement

1. Add at least one van-accessible parking space**
2. Add accessible parking spaces closer to entrances of nearby buildings**
3. Crosswalks between accessible spaces
4. Create curb cuts for mobility-aid users
5. Redo pavement



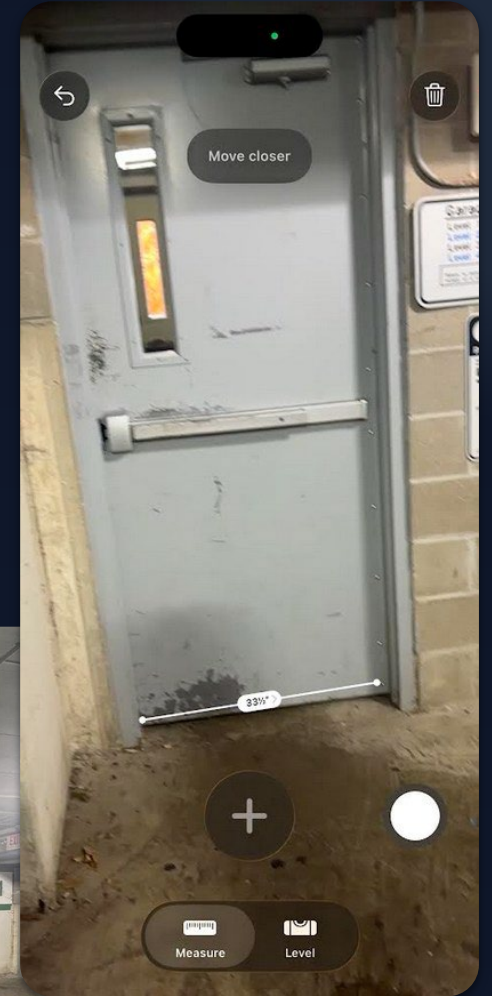
Uptown Parking Garage

Positives

There are several parking spots marked for accessible parking (a.k.a “handicapped” spots although this is now considered a derogatory term.)

Areas of Improvement

1. No ‘truly’ accessible entrances – the only open-air exit ramp is rather steep
2. No aisle next to accessible parking spots (aisle should be at least 5 ft wide).
3. Add some van accessible spaces (not the same as general accessible spaces since these are wider – at least 8 ft wide)
4. clearly mark accessible spots with high-contrast paint such as yellow to discourage misuse
5. Add some ‘Van Accessible’ signs



Woodside Cemetery

Positives

accessible entrance area and pavement inside the cemetery

can help wheelchair users

Areas of Improvement

1. No parking lot – all street parking
2. The ground is paved – but many uneven areas
3. The cemetery is kind of hilly – if a tombstone is farther down the hill it will be very difficult for a wheelchair user to access it
4. Not much signage – no way to tell where you were or to find a tombstone. Add Braille.



Conclusion

Some general recommendations

- Change the word “handicapped” to “accessible” (e.g., instead of saying handicapped parking, say accessible parking)
- We could not get through all the spaces this semester.



Questions?

Thank you for your commitment to
inclusivity.

Image Sources



https://media.istockphoto.com/id/1405671483/photo/disabled-man-going-down-curb-in-manual-wheelchair.jpg?s=612x612&w=0&k=20&c=g38WOKJdEIORljyINsVrt2oa2uYtdfOuihf1QW_KKxo=

Source: www.istockphoto.com



<https://accessibility.blog.gov.uk/wp-content/uploads/sites/52/2025/01/gov-website-developer-1-620x413.jpg>

Source: accessibility.blog.gov.uk



https://playworld.com/wp-content/uploads/2023/11/PW_Inclusive-Web-Page-Images_01.jpg

Source: playworld.com



<https://i.ytimg.com/vi/vFls1UNgDxk/hq720.jpg?sqp=-oaymwEhCK4FEIIDSFryq4qpAxMIARUAAAAAGAEIAADIQjOAgKJD&rs=AOOn4CLCA-8eKf5gEKJbRQORNIBiqfHZq5g>

Source: www.youtube.com

Recommended Transition Plan from 2025 Assessment

High Priority- Complete in 2026	
Location	Suggested Improvements
City of Oxford Website	Become WCAG 2 compliant
TRI Community Center	Begin Master Plan with intent for major renovation or new construction within 5 years
Courthouse	Evaluate future use and examine major renovation or new construction within 5 years.
Sidewalks	Those deemed necessary for repair/replacement with resurfacing review* (Review completed by Street Dept personnel)
Medium Priority- Aim for 2027 Completion	
Uptown Parking Garage	Fix accessible entrance
	Add van accessible spots and signage
	Create 5 ft. wide aisles next to accessible parking spots
Woodside Cemetery	Add cemetery-specific ADA parking
	Repave pathways
Uptown Parking Lot	Add a van accessible parking space and signage
	Add curb cuts where appropriate for mobility aid users
	Ensure walkways are level

DRAFT