Implementation of ADA Data Collection to an Active Transition Plan

by

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Purdue Road School
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Agenda

• The Americans with Disabilities Act (ADA)
  – The Law and Enforcement
  – USDOJ and The Access Board
  – Applicability of ADA to local governments
  – Relevant Guidelines and Standards

• Introduction to City of Mishawaka Project
  – ROW Self-Evaluation as 2nd Phase (Non-ROW Facilities Transition Plan adopted April 2012)
    • Curb Ramps
    • Pedestrian Access Route (PAR)
    • On-Street Parking
    • Pedestrian Signals (including APS*)
    • Transit Stops/Shelters*
    • Other (street furniture, etc.)
  – Data Collection Process
  – Facility Summaries, Deficiencies, and Needs
  – Transition Plan
  – Provide Public Participation and Comment Period
Enacted in 1990 – Companion to Civil Rights Act of 1964 (Title VII) regulations

Mandates that disabled individuals shall not be excluded from participation in, denied the benefit of, or be subject to discrimination under any program or activity.

Provides disabled employees with additional protections beyond Title VII of the Civil Rights Act of 1964
The Americans with Disabilities Act (ADA)

- Five (5) Parts of ADA
  - Title I - Employment
  - **Title II - Public Services**
  - Title III - Public Accommodations
  - Title IV - Telecommunications – covers private telephone companies
  - Title V - Miscellaneous – construction standards and practices, technical assistance provisions, etc.

- Federal Agencies with Enforcement Responsibility*
  - Department of Justice
  - EEOC (Title I)
  - **Department of Transportation**
  - FCC (Title IV)
  - Department of Education
  - Department of Health and Human Services
  - Department of Labor
  - Department of Housing and Urban Development
  - Department of Interior
  - Department of Agriculture

Focus of this project
Applicability of ADA to Local Governments

- **Title I** – Employment
- **Title II - Public Services**
  
  Public entity. A public entity covered by Title II is defined as --
  
  - **Any State or local government**;
  
  - Any department, agency, special purpose district, or other instrumentality of a State or local government;
  
  or
  
  - Certain commuter authorities as well as AMTRAK.

Local Government
- City
- Township
- Town
- Village
- Public Schools
- DDA
- Water/Sewer Board
- Park Districts
- Library Board
- Many others

Anything smaller than a state agency!!
Applicability of ADA to Local Governments

- **Title II - Public Services**
  - No qualified individual with a disability shall, on the basis of disability, be excluded from participation in or be denied the benefits of the services, programs, or activities of a public entity, or be subjected to discrimination by any public entity.
  - Requires a **self-evaluation** of facilities, current services, policies, and practices, and the effects thereof, that do not or may not meet the requirements of this part and, to the extent modification of any such services, policies, and practices is required, the public entity shall proceed to make the necessary modifications.

- **Facility** means all or any portion of buildings, structures, sites, complexes, equipment, rolling stock or other conveyances, **roads, walks, passageways, parking lots**, or other real or personal property, including the site where the building, property, structure, or equipment is located.
The Public Rights-of-Way Accessibility Guidelines (PROWAG)

• New Look and New Title: Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way

• Updated July 26, 2011 - public comment period ended February 2, 2012 (over 600 comments received)

• In the process of resolving comments prior to issuing new guidelines

• Still needs to be formally adopted to become the new Federal standard (expected to occur) but is also considered best practice
The Public Rights-of-Way Accessibility Guidelines (PROWAG)

The proposed guidelines ensure that the following facilities for pedestrian circulation and use located in the public right of-way are readily accessible to and usable by pedestrians with disabilities:

- Sidewalks, pedestrian overpasses and underpasses, and other pedestrian circulation paths (pedestrian access routes - PAR)
- Curb ramps or blended transitions, and detectable warning surfaces;
- Pedestrian signals
- Transit stops and transit shelters
- Pedestrian at-grade rail crossings
- On-street parking that is marked or metered
- Pedestrian signs
- Street furniture
- Ramps, stairways, escalators, handrails, doors, doorways, and gates.
The guidelines include allowances for typical roadway geometry (which also makes the inventory much more difficult!!!!):

- The grade of pedestrian access routes within sidewalks is permitted to equal the general grade established for the adjacent street or highway (see R302.5).
- A maximum cross slope of 5 percent is permitted for pedestrian access routes within pedestrian street crossings without yield or stop control where vehicles can proceed through the intersection without slowing or stopping (see R302.6.1).
- The cross slope of pedestrian access routes within midblock pedestrian street crossings is permitted to equal the street or highway grade (see R302.6.2).
- The cross slope of curb ramps, blended transitions, and turning spaces at pedestrian street crossings without yield or stop control where vehicles can proceed through the intersection without slowing or stopping, and at midblock pedestrian street crossings are permitted to equal the street or highway grade (see R304.5.3).

A maximum grade of 5% and maximum cross slope of 2% are required otherwise for pedestrian access routes within sidewalks and pedestrian street crossings (see R302.5 and R302.6).
Self-Evaluation – Facilities Reviewed

• Review of ROW Facilities (does NOT include INDOT or County ROW)
  ➢ Curb Ramps and Blended Transitions
Self-Evaluation – Facilities Reviewed

• Review of ROW Facilities (does NOT include INDOT or County ROW)
  ➢ Curb Ramps and Blended Transitions
  ➢ Pedestrian Access Route (PAR)
Curb Ramps – by definition, a ramp is a sloped pedestrian route at a street crossing location that is between 5.0% and 8.33% slope (< 5% are blended transition)
Self-Evaluation – Curb Ramps

- Curb Ramps – are essential to providing access to and from sidewalks when crossing a street. Classification is determined by comparing the ramp run direction to the curb (perpendicular, parallel, diagonal, etc.). New draft guidelines require 2 ramps per corner (diagonal ramps are NOT allowed) when constructed or altered later unless there is an “existing physical constraint” (underlying terrain, right-of-way availability, underground structures, adjacent developed facilities, drainage, or the presence of a notable natural or historic feature).
Self-Evaluation – Curb Ramps

• Attributes Measured
  • Running Slope: 5.0-8.33% (less than 5% is a “blended transition”)
  • Cross Slope: cannot exceed 2%

Curb Ramp = 8.33%
Max. Running Slope, 2%
Max. Cross Slope
Self-Evaluation – Curb Ramps

• Attributes Measured
  • Running Slope: 5.0-8.33% (less than 5% is a “blended transition”)
  • Cross Slope: cannot exceed 2%
  • Side Flare Slope: where required cannot exceed 10%
  • Ramp Width: 48” minimum
  • Top and Bottom Landing Slopes & Dimensions: 48” x 48” required, 60” preferred

• The level (2% max. slope in any direction) area at the top and/or bottom of each ramp that facilitates a change in direction.
  • Minimum: 48” x 48”
  • Recommended: 60” x 60”
Self-Evaluation – Curb Ramps

Attributes Measured

- Running Slope: 5.0-8.33% (less than 5% is a “blended transition”)
- Cross Slope: cannot exceed 2%
- Side Flare Slope: where required cannot exceed 10%
- Ramp Width: 48” minimum
- Top and Bottom Landing Slopes & Dimensions: 48” x 48” required, 60” preferred
- Separations/gaps: cannot exceed ½”
Self-Evaluation – Curb Ramps

- **Attributes Measured**
  - Running Slope: 5.0-8.33% (less than 5% is a “blended transition”)
  - Cross Slope: cannot exceed 2%
  - Side Flare Slope: where required cannot exceed 10%
  - Ramp Width: 48” minimum
  - Top and Bottom Landing Slopes & Dimensions: 48” x 48” required, 60” preferred
  - Separations/gaps: cannot exceed ½”
  - Displacements: ¼” or ½” if beveled
Self-Evaluation – Curb Ramps

- Attributes Measured
  - Running Slope: 5.0-8.33% (less than 5% is a “blended transition”)
  - Cross Slope: cannot exceed 2%
  - Side Flare Slope: where required cannot exceed 10%
  - Ramp Width: 48” minimum
  - Top and Bottom Landing Slopes & Dimensions: 48” x 48” required, 60” preferred
  - Separations/gaps: cannot exceed 1/2”
  - Displacements: ¼” or ½” if beveled
  - Detectable Warning Plate: 24” deep, full width of ramp, contrasting color
    - Provide warning to the visually impaired that they are about to enter a hazardous area.
    - Required at all street crossings, railroad and boarding platforms.
    - Driveways?? RARELY!!
    - Raised domes with in-line or radial arrangement
    - 24” min. and full width of curb ramp
    - Contrasting in color
Self-Evaluation – Curb Ramps

- **Attributes Measured**
  - Running Slope: 5.0-8.33% (less than 5% is a “blended transition”)
  - Cross Slope: cannot exceed 2%
  - Side Flare Slope: where required cannot exceed 10%
  - Ramp Width: 48” minimum
  - Top and Bottom Landing Slopes & Dimensions: 48” x 48” required, 60” preferred
  - Separations/gaps: cannot exceed ½”
  - Displacements: ¼” or ½” if beveled
  - Detectable Warning Plate: 24” deep, full width of ramp, contrasting color
  - Protrusions/Obstructions: cannot obstruct PAR or protrude over 4” into PAR between 27”-80”
Self-Evaluation – Curb Ramps

- Attributes Measured
  - Running Slope: 5.0-8.33% (less than 5% is a “blended transition”)
  - Cross Slope: cannot exceed 2%
  - Side Flare Slope: where required cannot exceed 10%
  - Ramp Width: 48” minimum
  - Top and Bottom Landing Slopes & Dimensions: 48” x 48” required, 60” preferred
  - Separations/gaps: cannot exceed ½”
  - Displacements: ¼” or ½” if beveled
  - Detectable Warning Plate: 24” deep, full width of ramp, contrasting color
  - Protrusions/Obstructions: cannot obstruct PAR or protrude over 4” into PAR between 27”-80”
  - Drainage Issues: should not pond water
Self-Evaluation – Curb Ramps

- Data collection was completed using Apple iPads and software to record the location of each data collection point, the numerical data, and to correlate the data with a photo of the facility inventoried.

- The GeoJot application by GeoSpatial Experts was used for data collection. The GeoJot application provided a platform for the creation of ADA specific attribute lists to track inventory data. The GPS Photo Link with GIS Series was used in conjunction with GeoJot to allow future incorporation with the City’s Geographic Information Systems (GIS) Database through Google Maps.
Self-Evaluation – Curb Ramps

- Attributes Measured
  - General Description
  - Comment
  - Compliance
  - Curb Ramp Width
  - Running Slope
  - Cross Slope
  - Side Flare Slope
  - Ramp Dimensions
  - Top Landing Slopes & Dimensions
  - Bottom Landing Slopes & Dimensions
  - Separations
  - Displacements
  - Detectable Warning Plate
  - Protrusions
  - Obstructions
  - Drainage Issues
  - Ramp Type
Self-Evaluation – Curb Ramps

- Photographs taken of every ramp as well
  - GeoJot GPS Photo Link records the Lat/Long of each photograph as well as the direction the camera is facing.
  - The data is directly imported into Google Earth.
  - Output can provide photo with location on Google Earth aerial and map with data on each location. Photo 1339 is shown.

<table>
<thead>
<tr>
<th>Description</th>
<th>Curb Ramp Width</th>
<th>Side flare slope</th>
<th>Top landing slope</th>
<th>Top landing dimensions</th>
<th>Bottom landing slope</th>
<th>Bottom landing dimensions</th>
<th>Detectable warning width</th>
<th>Detectable warning length</th>
<th>Detectable warning color contrast</th>
<th>Displacement</th>
<th>Protrusions</th>
<th>Obstructions</th>
<th>Drainage</th>
<th>Latitude</th>
<th>Longitude</th>
<th>Date Stamp</th>
<th>File Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>NORTHEAST CORNER OF E LINCOLN WAY AND MAIN ST EAST ACCESS RAMP</td>
<td>Greater or equal to 4'</td>
<td>Flare slope &gt; 10% concrete trip hazards</td>
<td>No landing</td>
<td>No Landing</td>
<td>No landing necessary</td>
<td>No landing necessary</td>
<td>Detectable warning is proper width</td>
<td>Detectable warning is 24&quot;</td>
<td>Detectable warning is color contrasting</td>
<td>Access cover</td>
<td>Access cover</td>
<td>Access cover</td>
<td>Access</td>
<td>N 41° 39' 40&quot;</td>
<td>W 86° 10' 40&quot;</td>
<td>6/4/2012</td>
<td>Curb Ramps 1339.JPG</td>
</tr>
</tbody>
</table>
Self-Evaluation – Curb Ramps

- Photographs taken of every ramp as well
- Can also access all the info direction in Google Earth
Self-Evaluation – Curb Ramps

- Photographs taken of every ramp as well
- Photo 1339
Self-Evaluation – Curb Ramps

Photographs taken of every ramp as well

Photo 1339
Self-Evaluation – Curb Ramps

- Field data directly imported into Excel
Self-Evaluation – Curb Ramps

- Field data directly imported into Excel
• Curb Ramps
  – Total of 2,809 data collection locations (corners of intersections) were evaluated
  – 1,105 did not have a ramp present but provided a crossing point (due to presence of PAR)
  – Several locations will require conversion from 1 ramp to 2 (will be a total of 3,801 ramps)
  – Major compliance issues (where present or required)
    • Ramp width <48” (5%)
    • Running slope >1:12 (20%)
    • Flares exceeded 1:10 (39%)
    • Landings < 48” square or >1:50 slopes (45%)
    • DWP not 24” deep, not full width, or missing (59%)
    • Drainage – potential or observed (14%)
    • Vertical obstructions (31), ground plane obstructions (94)
    • Surface level changes > ¼” or ½” if beveled (22%)
  – Overall 7% of ramps were compliant in all aspects
Self-Evaluation – Curb Ramps

- Curb ramps categorized into one of 7 categories based on compliance issues

<table>
<thead>
<tr>
<th>Cost Category Code</th>
<th>Cost Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CURB1</td>
<td>0 No Work Needed</td>
<td>$0.00</td>
</tr>
<tr>
<td>CURB1</td>
<td>1 Minor modifications to one sidewalk ramp including flares, curb and gutter, and DWP.</td>
<td>$1,000.00</td>
</tr>
<tr>
<td>CURB2</td>
<td>2 Reconstruction of one sidewalk ramp including reconstruction of flares, curb and gutter, and DWP.</td>
<td>$1,500.00</td>
</tr>
<tr>
<td>CURB3</td>
<td>3 Reconstruction of one sidewalk ramp and landing including flares, curb and gutter and DWP. Total of up to 2 panels constructed/reconstructed. Includes conversions between parallel and perpendicular configurations.</td>
<td>$2,700.00</td>
</tr>
<tr>
<td>CURB4</td>
<td>4 Reconstruction of one sidewalk ramp and landing including two adjacent sidewalk panels to correct grading, flares, curb and gutter and DWP. Total of up to 4 panels constructed/reconstructed. Includes conversions between parallel and perpendicular configurations.</td>
<td>$4,000.00</td>
</tr>
<tr>
<td>CURB5</td>
<td>5 Reconstruction of one sidewalk ramp and landing including four adjacent sidewalk panels to correct grading, flares, curb and gutter and DWP. Total of up to 6 panels constructed/reconstructed. Includes conversions between parallel and perpendicular configurations.</td>
<td>$5,400.00</td>
</tr>
<tr>
<td>CURB6</td>
<td>6 Reconstruction of one sidewalk ramp and landing including six adjacent sidewalk panels to correct grading, flares, curb and gutter and DWP. Total of up to 8 panels constructed/reconstructed. Includes conversions between parallel and perpendicular configurations.</td>
<td>$6,800.00</td>
</tr>
<tr>
<td>CURB7</td>
<td>7 Ramp Reconstruct, R/W (Flagging of potential R/W needs. Limited application, R/W acquisition costs not included): only for extreme cases and there are many where ROW is not adequate to construct compliant ramps. These may need to be looked at on a case-by-case basis to determine extent and feasibility of doing the work and amount of ROW or easement that might be needed to construct a landing. Note that CURB7 may include a total construction to include conversion from one ramp to two perpendicular ramps due to the ROW limitations. This will likely be the only option that makes sense in the example shown.</td>
<td>$10,000.00</td>
</tr>
</tbody>
</table>
Self-Evaluation – Curb Ramps

- Based on compliance issues, category and cost provided

*Table 5.1. Curb ramp statistics and costs.*

<table>
<thead>
<tr>
<th>Number of Ramps per Cost Group</th>
<th>Amount per Cost Group</th>
<th>Ramp Type Breakdown</th>
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</thead>
<tbody>
<tr>
<td>Group</td>
<td># Ramps</td>
<td>%</td>
</tr>
<tr>
<td>0</td>
<td>212</td>
<td>6%</td>
</tr>
<tr>
<td>1</td>
<td>220</td>
<td>6%</td>
</tr>
<tr>
<td>2</td>
<td>190</td>
<td>5%</td>
</tr>
<tr>
<td>3</td>
<td>554</td>
<td>15%</td>
</tr>
<tr>
<td>4</td>
<td>1702</td>
<td>45%</td>
</tr>
<tr>
<td>5</td>
<td>702</td>
<td>18%</td>
</tr>
<tr>
<td>6</td>
<td>60</td>
<td>2%</td>
</tr>
<tr>
<td>7</td>
<td>161</td>
<td>4%</td>
</tr>
<tr>
<td>Total</td>
<td>3801</td>
<td>4%</td>
</tr>
</tbody>
</table>

Average Cost Per Ramp: $3,930.44

Note: Total number of ramps (3,801) includes additional quantity from the number surveyed (2,809) to account for conversion of single ramp being converted to 2 separate ramps to gain compliance.
Self-Evaluation - PAR

- Pedestrian Access Route (PAR) – all pedestrian facilities within the ROW (sidewalks). Must be comprised of a material that is stable, firm, and slip resistant! Gravel, bare soil, turf, some wood, etc. do not meet the criteria.

- The running slope of the PAR may match, BUT NOT EXCEED, that of the adjacent roadway. (PROWAG)
- Facilities on Sites: Maximum 5% (1:20) running slope on a walkway, parallel to the pedestrian traffic. (DOJ 2010)

- THIS ADDS ONE EXTRA DEGREE OF DIFFICULTY TO THE DATA COLLECTION EFFORT AS THE 5% RUNNING SLOPE IS NOT A FINITE MAXIMUM!
Attributes Measured

- Running Slope: must be less than 5% or the slope of the existing adjacent roadway, whichever is greater
- Cross Slope: cannot exceed 2%
Self-Evaluation - PAR

- **Attributes Measured**
  - Running Slope: must be less than 5% or the slope of the existing adjacent roadway, whichever is greater
  - Cross Slope: cannot exceed 2%
  - Width: 48” minimum, 60” preferred. If longer than 200 feet and < 60” width, must provide 60” x 60” passing spaces

4 feet minimum exclusive of the curb
Self-Evaluation - PAR

- Attributes Measured
  - SHOULD NOT HAVE BARRIERS TO A STRAIGHT, UNINTERUPTED PAR WHICH MAKES IT DIFFICULT FOR PERSONS WITH VISUAL DISABILITIES ESPECIALLY, AS WELL AS THOSE IN WHEELCHAIRS!

48”
• Attributes Measured
  • Running Slope: must be less than 5% or the slope of the existing adjacent roadway, whichever is greater
  • Cross Slope: cannot exceed 2%
  • Width: 48” minimum, 60” preferred. If longer than 200 feet and < 60” width, must provide 60”x60” passing spaces
  • Separations/gaps: cannot exceed ½”
Self-Evaluation - PAR

- **Attributes Measured**
  - Running Slope: must be less than 5% or the slope of the existing adjacent roadway, whichever is greater
  - Cross Slope: cannot exceed 2%
  - Width: 48” minimum, 60” preferred. If longer than 200 feet and < 60” width, must provide 60”x60” passing spaces
  - Separations/gaps: cannot exceed ½”
  - Displacements: ¼” or ½” if beveled. Can be significant safety hazard to all users!
• **Attributes Measured**
  - **Running Slope**: must be less than 5% or the slope of the existing adjacent roadway, whichever is greater.
  - **Cross Slope**: cannot exceed 2%.
  - **Width**: 48” minimum, 60” preferred. If longer than 200 feet and < 60” width, must provide 60” x 60” passing spaces.
  - **Separations/gaps**: cannot exceed ½”.
  - **Displacements**: ¼” or ½” if beveled. Can be significant safety hazard to all users!
  - **Protrusions**: cannot obstruct PAR or protrude over 4” into PAR between 27”-80”.

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1. **Width: 48” minimum, 60” preferred.**
2. **Separations/gaps: ½” max.**
3. **Displacements: ¼” or ½” if beveled.**
4. **Protrusions: 4” max.**

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1. **Running Slope:** 5%
2. **Cross Slope:** 2%
3. **Width:** 48”, 60” preferred.
4. **Separations/gaps:** ½”
5. **Displacements:** ¼” or ½” if beveled.
6. **Protrusions:** 4” max.
• **Attributes Measured**
  - Running Slope: must be less than 5% or the slope of the existing adjacent roadway, whichever is greater
  - Cross Slope: cannot exceed 2%
  - Width: 48” minimum, 60” preferred. If longer than 200 feet and < 60” width, must provide 60”x60” passing spaces
  - Separations/gaps: cannot exceed ½”
  - Displacements: ¼” or ½” if beveled. Can be significant safety hazard to all users!
  - Protrusions: cannot obstruct PAR or protrude over 4” into PAR between 27”-80”
  - Obstructions: cannot provide an obstacle that reduces the PAR width to less than 48”. Most common obstructions include vegetation, utility poles, signs, overhanging cars, etc.
Self-Evaluation – PAR

- Attributes Measured
  - General Description
  - Comment
  - Running Slope
  - Cross Slope
  - Displacement
  - Cracked Panels
  - Protrusions
  - Obstructions
  - Sidewalk Width
Self-Evaluation – PAR

- Photographs taken of every sidewalk segment as well
- GeoJot GPS Photo Link records the Lat/Long of each photograph as well as the direction the camera is facing.
- The data is directly imported into Google Earth.
- Output can provide photo with location on Google Earth aerial and map with data on each location. Photo 047 is shown.

<table>
<thead>
<tr>
<th>Description</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>E. THIRTEENTH ST NORTH SIDE S WEST ST TO WELLS ST</td>
<td>Low: 0.25% defective</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Priority</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low: 0.25% defective</td>
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<table>
<thead>
<tr>
<th>Running Slope</th>
<th>Running slope less than 5%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cross Slope</td>
<td>Cross slope is less than 2% on entire block</td>
</tr>
<tr>
<td>Displacement</td>
<td>Displacements of 1/4” to 1/2”</td>
</tr>
<tr>
<td>Cracked Panels</td>
<td>Panel cracks &lt; 10%</td>
</tr>
<tr>
<td>Protrusions</td>
<td>No protrusions observed</td>
</tr>
<tr>
<td>Obstructions</td>
<td>No obstruction observed</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Latitude</th>
<th>Longitude</th>
</tr>
</thead>
<tbody>
<tr>
<td>N 41° 39’ 03”</td>
<td>W 86° 11’ 10”</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Date Stamp</th>
</tr>
</thead>
<tbody>
<tr>
<td>5/18/2012</td>
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</table>
Self-Evaluation – PAR

• Photographs taken of every segment as well
  • Can also access all the info direction in Google Earth
Self-Evaluation – PAR

- Photographs taken of every segment as well
- Photo 047
Self-Evaluation – PAR

• Photographs taken of every segment as well
• Photo 047
Self-Evaluation – PAR

- Field data directly imported into Excel
  – Segment 047
Self-Evaluation – PAR

• Sidewalks categorized into one of 3 categories (Low, Medium, High) based on compliance issues and percent of segment needing replacement

• Estimated percent replacement assumed to be 4.5 feet in width x segment length x Category
  – Low – 12.5% replacement
  – Medium – 37.5% replacement
  – High – 75% replacement
• Sidewalks
  – Over 241 miles of sidewalks evaluated, data collected as a “location” (2,925 locations - could be a block or portion of a block with a logical terminus)
  – Major compliance issues (where present or required)
    • PAR width <48” (9%)
    • Running slope >1:20 or roadway slope (5%)
    • Cross slope >1:48 (59%)
    • Surface condition/cracking (85% to varying degrees)
    • Vertical displacements (34% of locations)
    • Obstructions/protrusions
      – 1 fence
      – 366 vegetation
      – 110 vertical (signs, poles, hydrants, mailboxes, etc.)
      – 106 ground plane utilities (manholes, valve boxes, open grate castings, etc.)
  – Overall 0% of locations were fully compliant (but significant portions of many locations were compliant)
Self-Evaluation – PAR

• Based on compliance issues, category and cost provided

Cost Summary:

<table>
<thead>
<tr>
<th>Priority</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low Priority</td>
<td>$2,871,349</td>
</tr>
<tr>
<td>Medium Priority</td>
<td>$2,763,386</td>
</tr>
<tr>
<td>High Priority</td>
<td>$1,519,560</td>
</tr>
<tr>
<td>2012-2013 Construction</td>
<td>$185,288</td>
</tr>
<tr>
<td>Total Cost</td>
<td>$7,339,582</td>
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</tbody>
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NOTE: Costs do not include ROW that may be necessary
The Transition Plan

- Develop Transition Plan
  - Identify required modifications
  - Develop timelines for modifications and commitment of funding for curb ramps annually
  - $250,000-300,000 budgeted annually (this is in addition to improvements as part of Public Works projects)

- Provide Public Participation and Comment Period for Transition Plan
  - Allow for review and comment of draft Transition Plan (comments are requested to be submitted by February 20, 2013)
  - Sponsor public meeting during review period to receive comments (held on February 12, 2013)

- Review of public comments received and modifications are made to Transition Plan
Remaining Project Tasks

• Address Public Comments and other changes in Addendum to plan

• Adoption of Transition Plan by City Council (2nd Reading of Ordinance March 4, 2013)

• Regular reviews and updates done as required
  – To document corrective actions and removal of barriers in an Annual ADA Implementation Summary
  – Document changes to ADA and other guidance that may require a review of facilities/programs
  – Maintain documentation of all activities, grievances, etc. as required by law
Costs

- iPad = $629.00. Also will need service for the time that the data is being collected in the field. That runs about $30/month.

- Geo Jot App = $79.99**

- GPS-Photo link Express Series = $249.00

- GPS-Photo link: GIS Series (if the City has GIS system that they want to integrate the data) = $349.00

**The version that we used for the app is no longer available. It is GeoJot+ which includes the app and the software. It is an yearly subscription for $329/year.

http://www.geospatialexperts.com/
Discussion & Questions