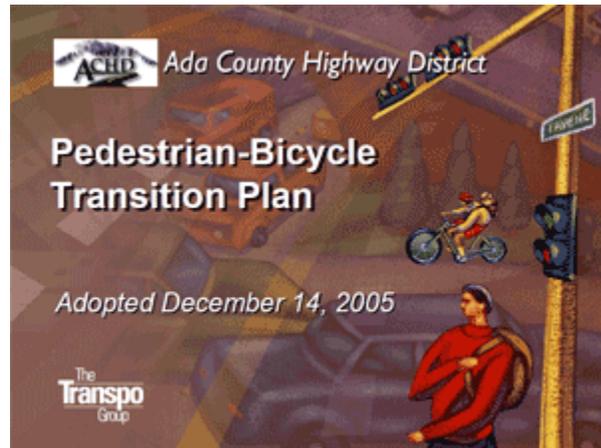


# Ada County Highway District ADA Report - Fiscal Years 2005-2008

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## Background

On December 14, 2005 the Ada County Highway District (ACHD) Commission adopted the Pedestrian Bicycle Transition Plan (PBTP). The PBTP is intended to provide a comprehensive program to enhance the Ada County urban area pedestrian and bicycle system. This effort was initiated by ACHD, with a primary emphasis on addressing federal pedestrian planning guidelines and the regulatory requirements of the Americans with Disabilities Act (ADA), enacted on July 26, 1990.



ACHD has jurisdiction and responsibility for all public roads and streets within Ada County, Idaho, except state highways and interstate freeways. Under Idaho law, pedestrian (typically sidewalks) and bicycle system components of most public streets also fall within ACHD's jurisdiction.

The ADA provides comprehensive civil rights protections to persons with disabilities in the areas of employment, state and local government services, and access to public accommodations, transportation, telecommunications and other public facilities, including sidewalks.

There are five statutory titles to the ADA; Title II is of most concern to ACHD. The PBTP is intended to accommodate the most recent ADA policies and rules. Title II of the ADA prohibits state and local governments from discriminating against persons with disabilities by requiring them to make all programs, services, and activities accessible to persons with disabilities. Title II requires a public entity to evaluate its services, programs, policies, practices, and facilities to determine whether they are in compliance with the nondiscrimination requirements of the ADA.

The ADA requires that a transition plan be prepared, to describe any structural or physical changes required to make programs accessible. The transition plan outlines the methods by which physical or structural changes will be made to effect the nondiscrimination policies described in Title II.

Commensurate with the ADA requirements for inventory and self-evaluation, ACHD targeted a significant portion of the overall planning effort to complete a walking inventory of the entire, street-side pedestrian system within the Ada County urban areas.

In 2004-2005 more than 2,800 miles of existing and missing sidewalks and 19,300 street corners (with 15,500 curb ramps) were inventoried and assessed as part of ACHD's self-evaluation. Documenting the location, type and condition of sidewalks and curb ramps is an important step in the pedestrian planning

effort. A full inventory of missing sidewalks helps identify the critical “gaps” to fill. ACHD successfully completed a thorough inventory of the pedestrian system as the basis of the PBTP planning effort.

In the three years (2005-2008) following the initial inventory ACHD did not have established procedures to keep the sidewalk and curb ramp data current. This data management issue was identified in 2009 and corrected through the establishment of standard operating procedures for sidewalk and curb ramp GIS inventory. This inventory is now updated as new facilities are installed and substandard facilities are repaired. Although the 2009 procedural changes rectified the data management issues a gap in sidewalk and curb ramp data still remained for 2005-2008.

## Purpose

The purpose of this summary report is to describe the improvements to the pedestrian system that occurred between fiscal years 2005 and 2008 and effectively fill the data gap described above.

## Types of Improvements

ACHD is constantly expanding the length of sidewalks and number of curb ramps in Ada County and its six cities. The new sidewalks and curb ramps are primarily constructed through one of the following programs or activities:

- Large scale ACHD “Capital Projects” such as roadway expansion, and overlays;
- Smaller scale ACHD “Community Programs Projects” such as sidewalk construction, safe routes to school projects, and curb ramps;
- Residential and commercial subdivisions;
- Miscellaneous commercial and residential building permits (not captured in the FY 2009 inventory due to data constraints),



ACHD expends significant amounts of federal and local funds to construct new improvements to the pedestrian system each fiscal year. In addition to sidewalks and curb ramps that are constructed with ACHD Capital Projects (i.e. roadway widening and overlays), the ACHD Commission dedicates part of ACHD’s annual capital budget to pedestrian specific projects (not associated with a specific roadway project).

In addition, private development through subdivisions and new development also contributes to the expansion of ACHD’s pedestrian network. ACHD works closely with developers to ensure that the pedestrian facilities constructed with private funds are ADA compliant. ACHD inspector’s visually inspect and sign off on all improvements in the public right-of-prior to official acceptance of the improvements.

## Methodology

The primary data source used to fill the 2005-2008 sidewalks and curb ramp data gap was high resolution aerial photographs. County wide aerial photographs were taken during the summer of 2010 and made available for ACHD staff in early 2011. Staff performed a detailed review of the 2010 aerial

photographs and identified any sidewalks or curb ramps that were not captured in the original inventory or post 2009 updates. These improvements were catalogued and added to the overall inventory of sidewalks and curb ramps in Ada County. The following general assumptions were made in relation the data:

- Concrete surfaces are in good condition
- Curb ramps may not meet current ADA standards
- Driveways may not meet current ADA standards

These assumptions are important because some of the facilities built during this time period may not meet current ADA standards. These facilities will need to be evaluated in more detail and upgraded according to ACHD policy through construction and maintenance activities just like the sidewalks and curb ramps catalogued during the original inventory.

### Results of Fiscal Years 2005-2008 Inventory

Based on the methodology described above, ACHD and private development combined to add almost 100 miles of new sidewalks and 2300 new curb ramps between fiscal years 2005-2008. This represents an investment of approximately<sup>1</sup> 20 million dollars in pedestrian infrastructure. Figures one and two below summarize these improvements by city/county jurisdiction, and Appendix A contains a map of the facilities (more detailed data is available in ACHD comprehensive GIS pedestrian inventory).

Figure 1. 2005-2008 Sidewalks

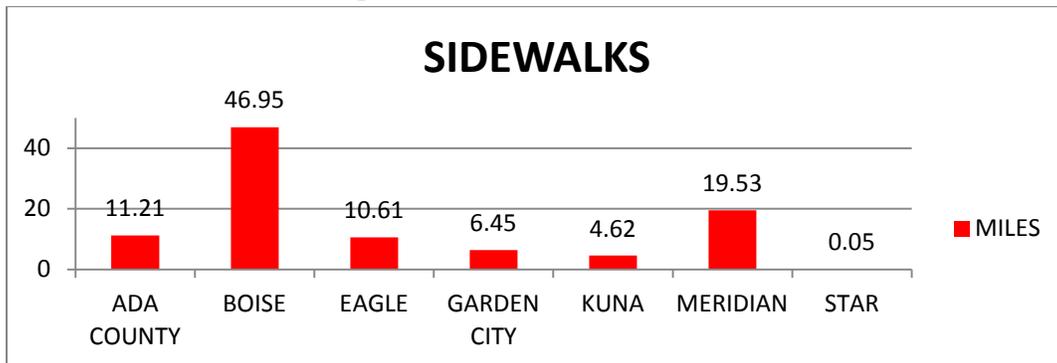
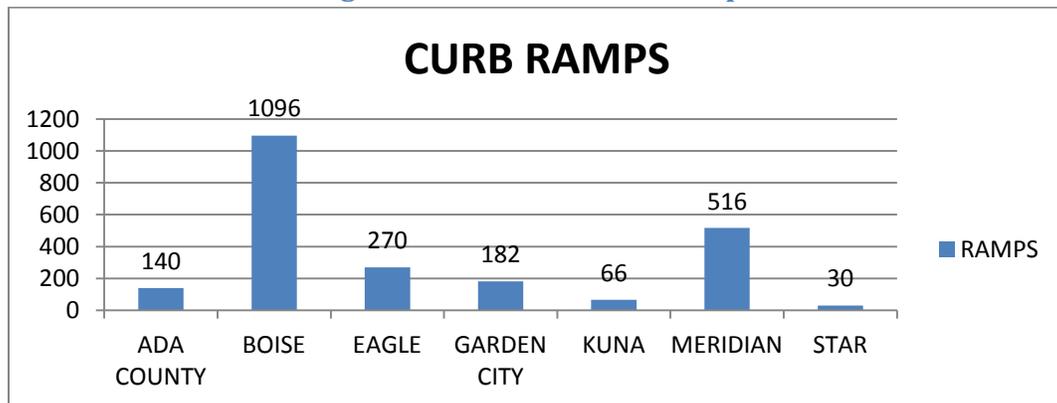
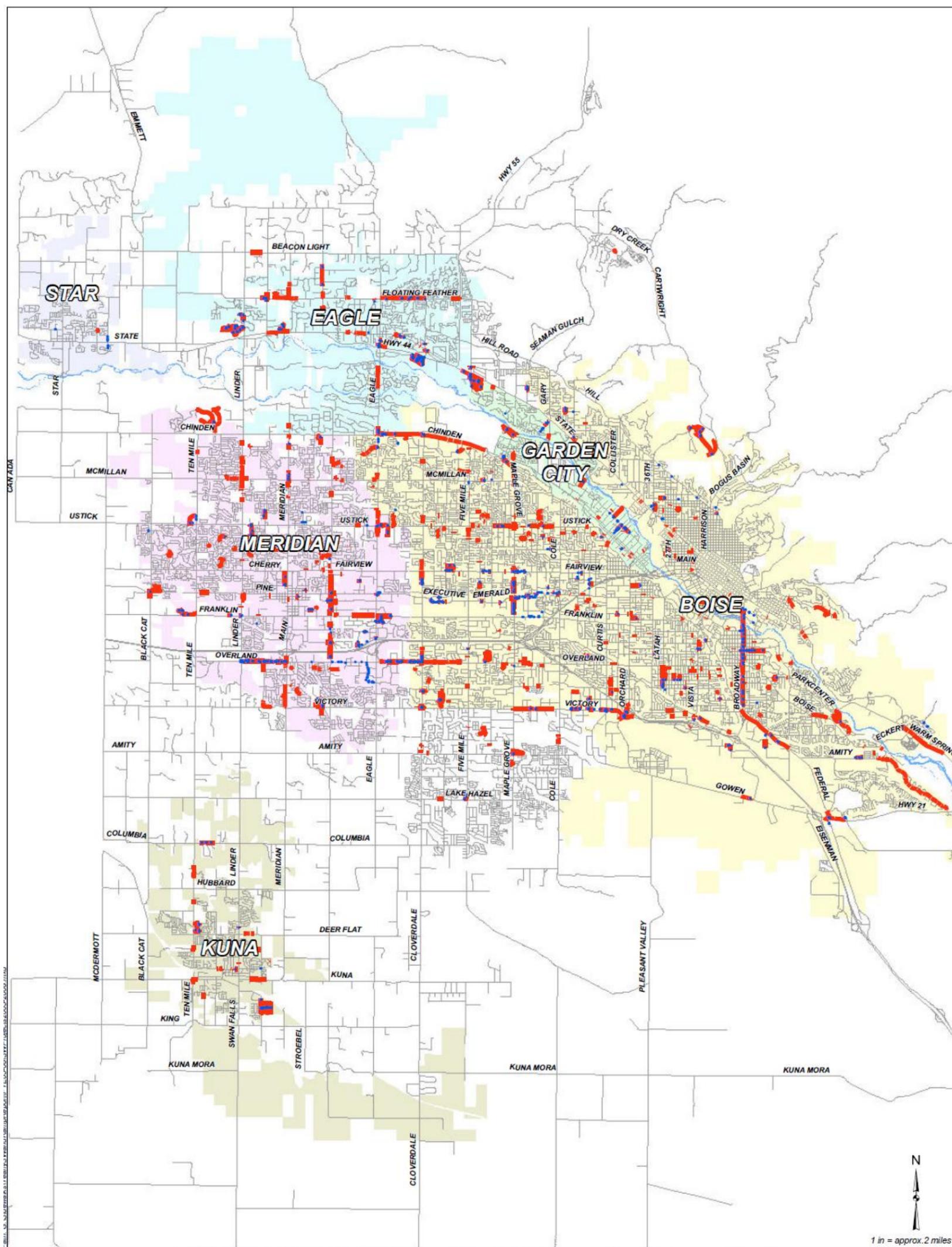


Figure 2. 2005-2008 Curb Ramps



<sup>1</sup> Estimate based on average cost of \$30 per lineal foot of sidewalk and \$2000 per curb ramp.

## Appendix A (Location of Improvements)



**ACHD 2005-2008 Sidewalk & Pedestrian Ramp Projects**

**LEGEND**

- Ramp Projects
- Sidewalk Projects