



2023

# ACHD ADA Annual Report



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## Background

The Americans with Disabilities Act (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 and curb ramps.

There are five statutory titles to the ADA. This document focuses on reporting ACHD efforts regarding Title II. Title II prohibits state and local governments from discriminating against persons with disabilities by requiring all programs, services, and activities to be accessible to persons with disabilities. It requires a public entity to evaluate its services, programs, policies, practices, and facilities to determine whether they comply with the nondiscrimination requirements of the ADA. The ADA requires preparation of a transition plan 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 comply with the nondiscrimination policies described in Title II.

With a primary emphasis on addressing federal pedestrian planning guidelines and the regulatory requirements of the ADA, the ACHD Commission adopted the Pedestrian Bicycle Transition Plan (PBTP) on December 14, 2005. The PBTP was comprehensively updated, renamed as the ADA Transition Plan, and adopted by the ACHD Commission on December 12, 2018. The ACHD ADA Transition Plan is intended to accommodate the most recent ADA policies and rules to aid in providing a comprehensive program that enhances the Ada County pedestrian experience.

On August 11<sup>th</sup>, 2023, the United States Access Board published the Final Rule for the Public Right-of-Way Accessibility Guidelines (PROWAG). With this new guidance, and as a continued measure to meet the adopted ADA Transition Plan recommendations, ACHD decided to adopt PROWAG as its enforceable standard for accessibility in the public right-of-way with its Access Management policy on October 25<sup>th</sup>, 2023.

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 network components of most public streets also fall within ACHD's jurisdiction.

According to 2022 American Community Survey (ACS) data, 13% of the U.S. population is disabled. This closely aligns with ADA County's statistic of over 11%. This can be visualized by the county's disabled population distribution by U.S. Census tract.

### Disability Population per Census Tract

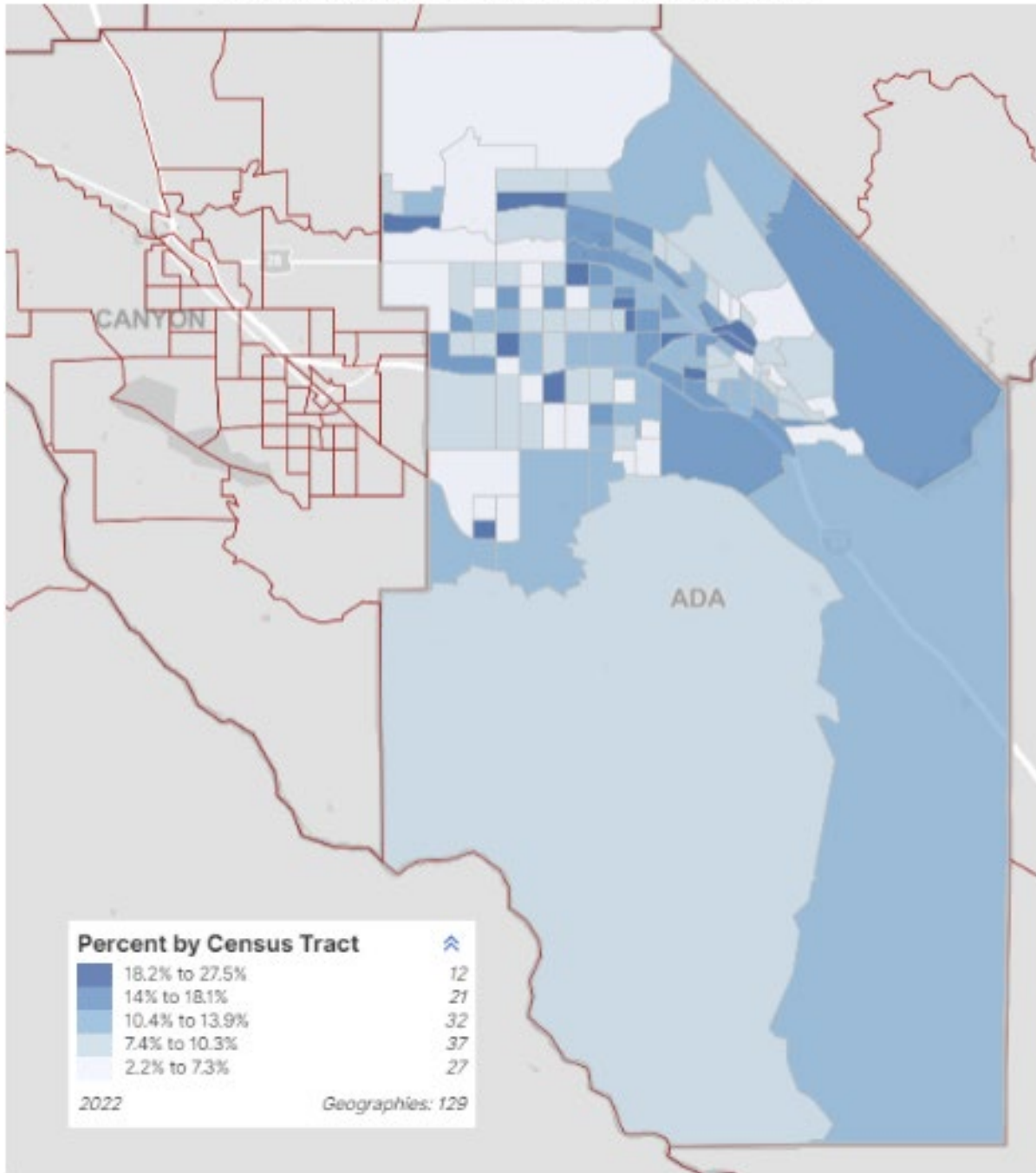


Figure 1: 2022 American Community Survey Disability Population by Census Tract

## Purpose and Methodology

ACHD works diligently to plan, develop, and construct improvements to the pedestrian network that bring the sidewalks, curb ramps, and pedestrian signals in Ada County into compliance with the ADA. The primary purpose of this Annual Report is to describe the improvements to the pedestrian transportation network that occurred in 2023, reflective of recommendations in the 2018 ADA Transition Plan.

As a Title II entity, ACHD also prioritizes other ADA requirements outside of transportation elements and right-of-way activities. This report will emphasize efforts to maintain accessible programs and policies as well as remove barriers to accessibility suggested in the ADA Transition Plan.

## Methods

### Geospatial Information Systems (GIS)

ACHD maintains a comprehensive pedestrian facility GIS database. The database is a record of information about the physical condition of features and criteria necessary for updating the features, which informs project prioritization and scheduling. As projects are completed and repairs are made to the pedestrian right-of-way in Ada County, ACHD catalogs the improvements and updates the database to reflect these changes as GIS becomes aware of the projects.

### Quarterly Pedestrian Construction Updates

Quarterly updates are collected from multiple departments and reported on throughout the year. This information contains specific project data regarding pedestrian facilities. This is used to inform the ADA Annual Report by highlighting capital improvements, maintenance activities, and safety solutions in the pedestrian right-of-way. This information is also utilized to populate the GIS database for pedestrian infrastructure.

### Analysis

The general method of statistical queries for this report takes place within the ACHD GIS data set. In most cases for ACHD projects, known facilities are manually input by year constructed. These facilities are recalled via GIS queries to provide a summary of construction and graphically represent where these occurred. For private development, ACHD does not have the same level of granular information. Due to this, ACHD relies on estimations based on when these external projects are mapped, as well as using road centerline construction data to best represent what was constructed in the previous year.

## Transition Plan Compliance

### Formal Grievance Policy

ACHD has a [formal grievance procedure](#) regarding ADA Title II complaints from citizens. This includes submission of a complaint, often through writing, and subsequent meetings between the complainant and the ACHD ADA Coordinator to reach a solution. Projects undertaken in response to complaints are classified as high priorities. During 2023, ACHD received 1 (one) formal grievance regarding the public right-of-way, programs, services, and buildings.

### Critical ADA Roles

ACHD continues to maintain the ADA Coordinator role as a direct effective measure from the Transition Plan recommendations and is currently filled by David Rader. The ADA Coordinator guides and implements all aspects of the highway district's Title II ADA programs. Additionally, the position of Accessibility and Mobility Specialist was created to assist the ADA Coordinator in ensuring ADA policies and programs are followed and enacted appropriately. ACHD continues to maintain two Accessibility Inspectors, whose roles and responsibilities are most directly related to ADA related issues in the public right-of-way carried out throughout the county.

### Departmental ADA Compliance

The ACHD Communications Department is responsible for a significant amount of compliance measures tied to the Transition Plan. This is largely due to their public engagement and outreach function. Within those duties, the Communications team continues to add language on how to request accommodations for printed materials as well as online media requests. ACHD Consultants are asked to make their public engagement materials accessible through the tools available in their software suite. Digital media is typically supplemental to other forms of accessible information so that it accommodates most audiences. The Communications team continues to ensure that every public engagement meeting is held in an accessible location. ACHD always assumes the cost of any accommodation request. In 2023, the Communications team received 0 (zero) requests for accommodation.

### ADA Advisory Committee

The ACHD ADA Advisory Committee (ADAAC) meets on a bimonthly schedule to discuss ADA related issues in the ACHD public right-of-way. The ADAAC provides valuable feedback to projects and ADA related issues within the county. Additionally, the ADAAC serves as a method of discussing ADA topics of concern brought by members of the public and/or the committee. During 2023, the ADAAC was briefed or provided feedback on topics such as: Accessibility Inspection, multi-use pathways, ADA reports, the Integrated Five-Year Workplan, new website, bike delineators, PROWAG, ADA deficiency reporting, and snow removal.

## Programs for New and Upgraded Facilities

Due to network growth the length of sidewalks and number of curb ramps in Ada County and its six cities grows every year. Existing facilities are also upgraded to meet current standards. Sidewalks and curb ramps are either newly constructed or upgraded through one of the following programs or activities:

- Large scale ACHD “Capital Projects” such as roadway expansion and maintenance;
- Smaller scale ACHD “Community Programs” projects;
- ACHD’s citizen driven “Safe Sidewalk Program”;
- Targeted “Safety Engineering Team” projects;
- Private development through residential and commercial subdivisions; and
- Miscellaneous commercial and residential building permits.

ACHD works closely with developers to ensure that the pedestrian facilities constructed with private funds are ADA compliant. ACHD inspectors visually inspect and sign off on all improvements in the right-of-way prior to acceptance of the improvements.



## 2023 Network Improvements

### Sidewalks

In 2023, ACHD repaired over two miles of substandard sidewalks, and constructed more than 8 miles of new or upgraded sidewalks. Table 1 below illustrates the total mileage of sidewalk repairs and construction for 2023. Through Capital Projects and the Safe Sidewalk Program, a comprehensive assessment of all pedestrian facilities, including sidewalks and curb ramps, is conducted to identify deficiencies in the project area.

**Table 1: Sidewalks Repaired or Built in 2023**

Category	Sidewalk Miles
ACHD Repaired	2.3
ACHD New/Upgraded	8.6
Completed by Private Development	55.3
<b>Total</b>	<b>66.2</b>

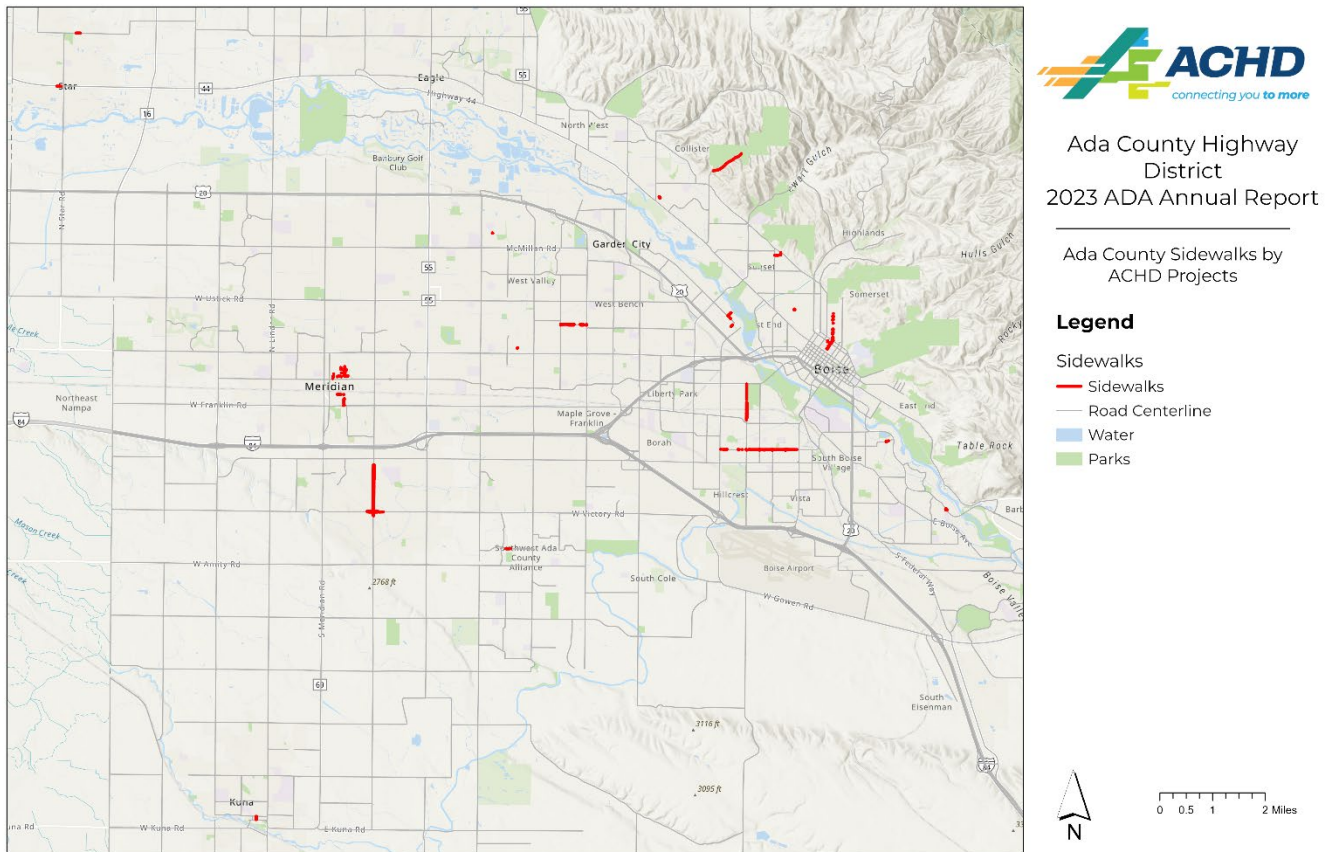


Figure 2: Ada County Sidewalks by ACHD Projects



ACHD also relies on private development to improve the compliance status of the pedestrian right-of-way in Ada County. In 2023, private developers installed over 55 miles of new sidewalks in Ada County.

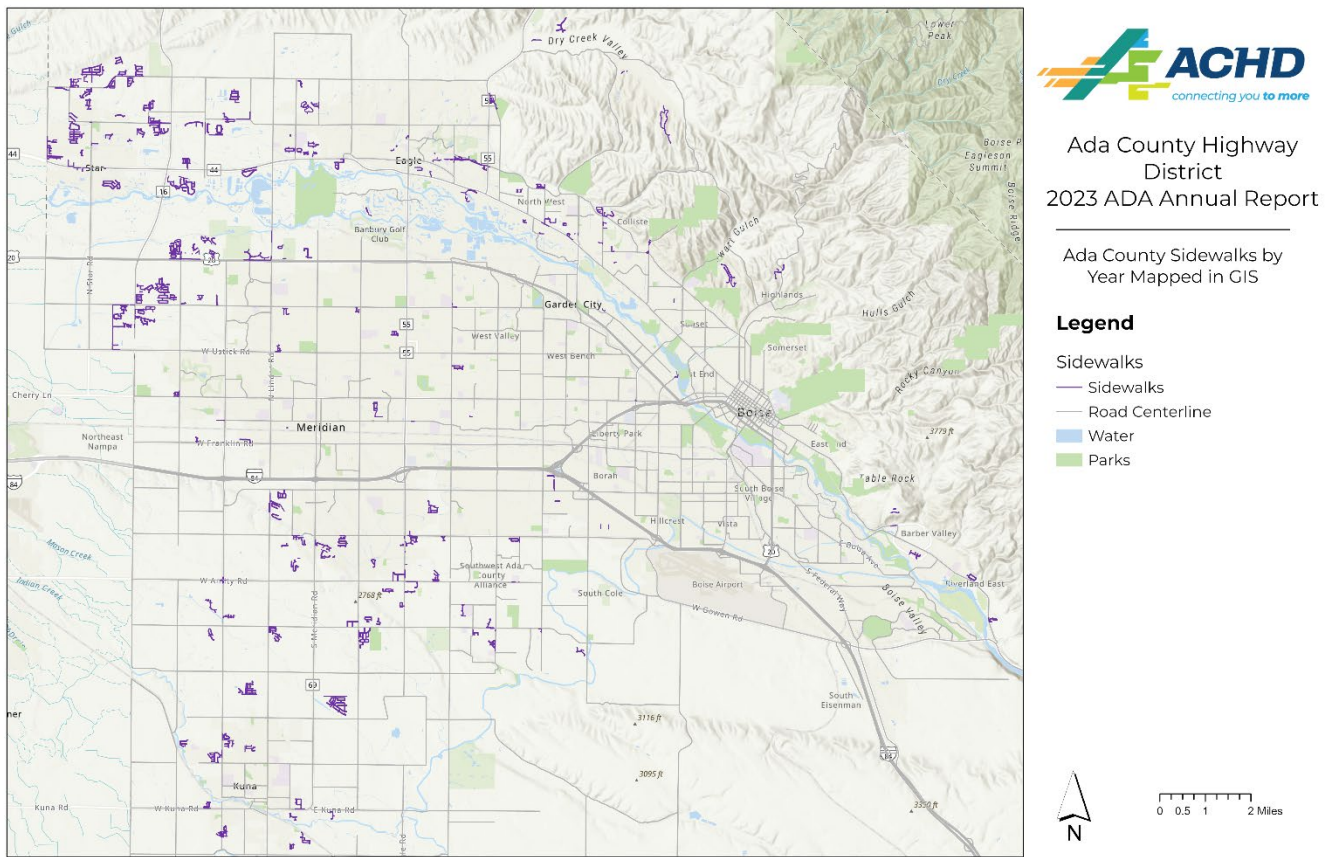


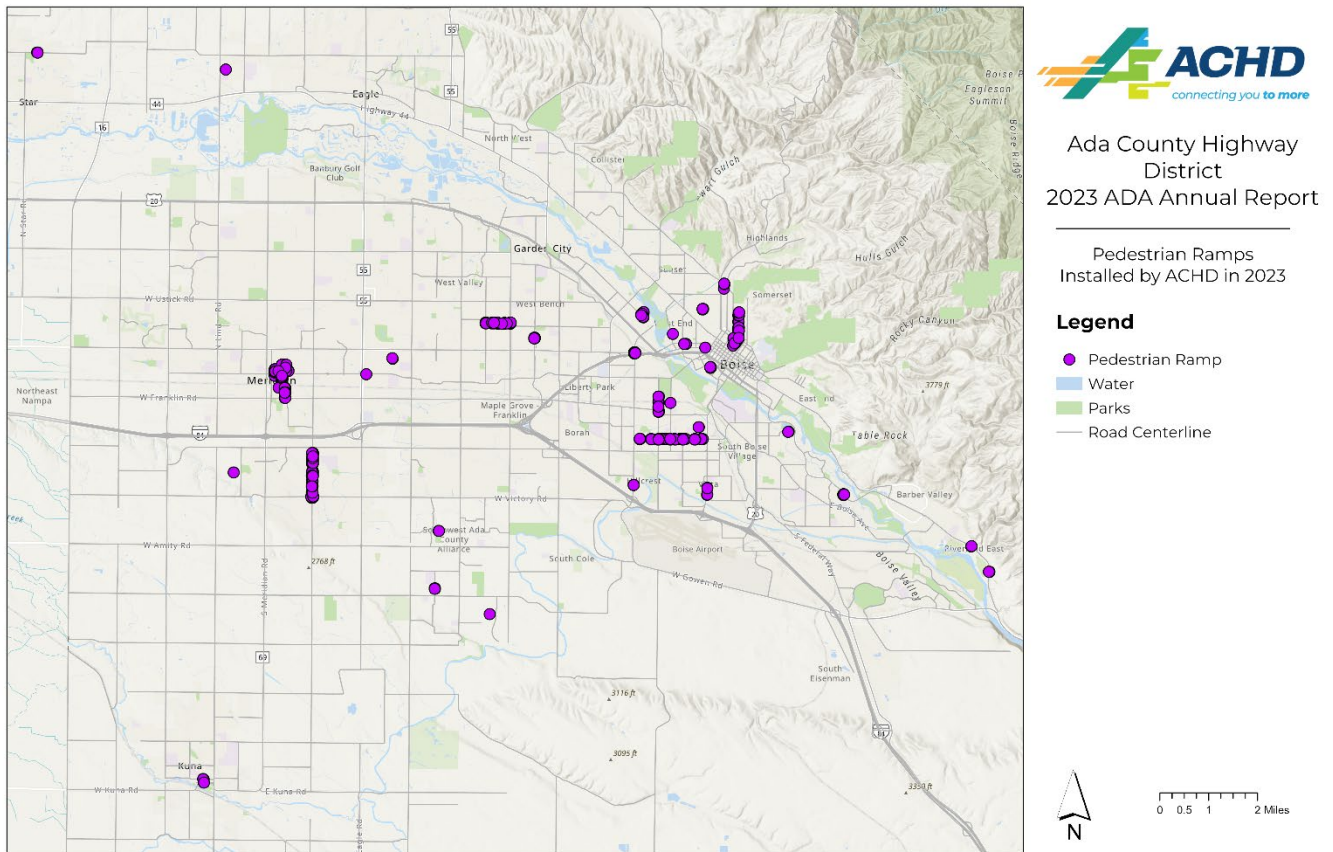
Figure 3: Ada County Sidewalks by Private Development

### Curb Ramps

Through its projects, maintenance activities and sidewalk repair program, ACHD replaced or upgraded 416 pedestrian ramps to bring them into compliance with current ADA standards. Additionally, the ACHD GIS team has mapped 492 new pedestrian ramps in 2023.

**Table 2: ACHD New and Upgraded Curb Ramps**

Rank	Curb Ramp Count
High Priority	16
Medium Priority	8
Low Priority	27
No Deficiencies Identified or New	365
Private Development	492
<b>Total</b>	<b>908</b>



**Figure 4: Pedestrian Ramps Installed by ACHD**

### Accessible Pedestrian Signals

In 2020, ACHD completed its first ADA pedestrian signals inventory. The new inventory follows the same categorizations adopted through the 2019 ADA Transition Plan. The four classifications for prioritization are high priority, medium priority, low priority, and no deficiencies identified as determined by ACHD’s ADA Advisory Committee.

In 2020, 2,344 pedestrian signals were inventoried and categorized as follows: 859 high priority, 401 medium priority, 487 low priority, and 585 No Deficiencies Identified. New Accessible Pedestrian Signals (APS) were installed at 100 locations in 2023, and 1 existing location was repaired.

**Table 3: Pedestrian Signal Updates and New Construction for 2023**

2022 Completed Projects	Repaired	New	Total
Accessible Pedestrian Projects	1	100	101

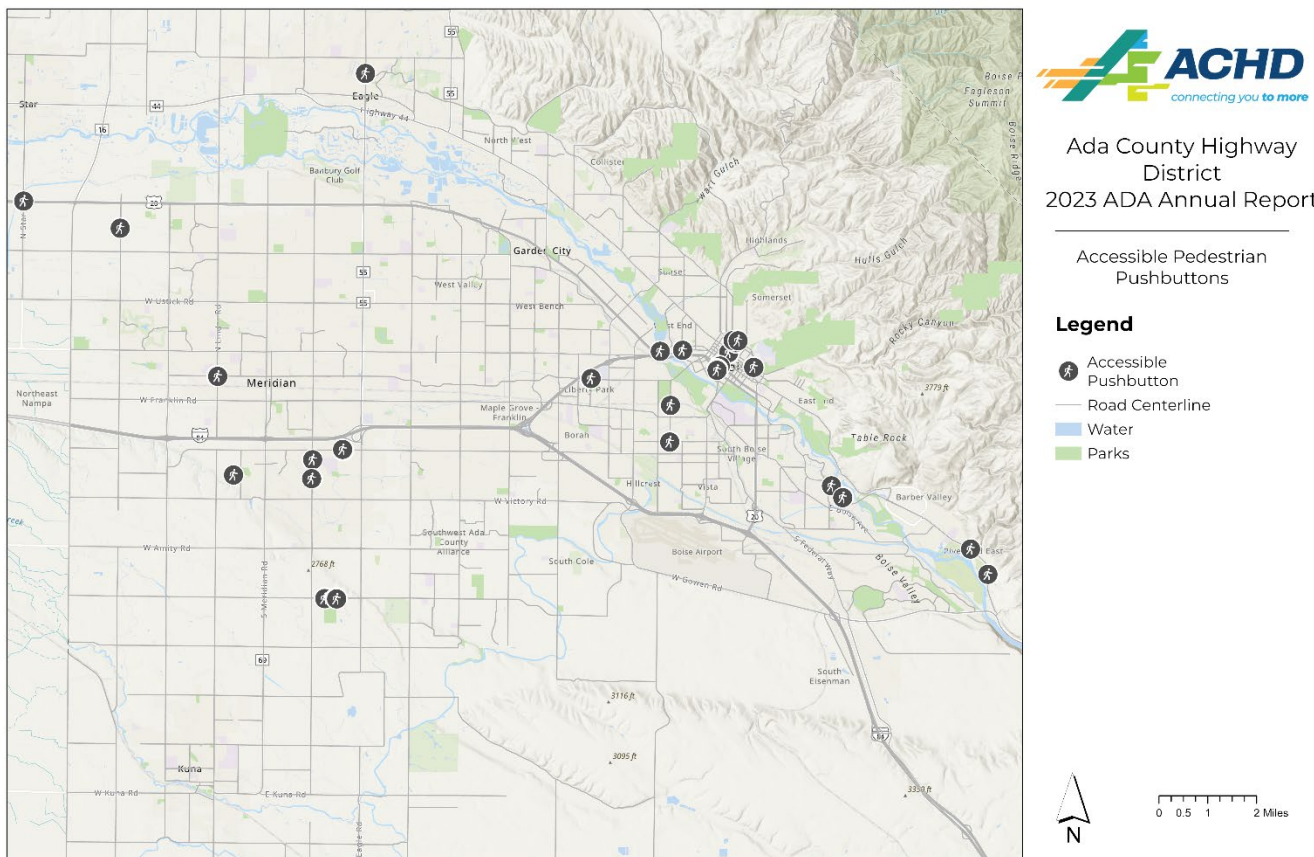


Figure 5: APS Installed in Ada County

## Sidewalk and Curb Ramps Updated Summary Tables

Tables 4 and 5 summarize the assigned barrier removal ranks for ACHD’s sidewalk and curb ramp facilities including the assessment of the curb ramps and projects completed in 2023.

**Table 4: Remaining Sidewalk Barrier Summary by Rank**

Rank	Total Miles	Percent Total
High	42.9	1.4%
Medium	205.9	6.7%
Low	711.20	23.0%
<b>Total</b>	<b>3,079.8</b>	<b>100%</b>

**Table 5: Remaining Curb Ramp Barrier Summary by Rank**

Rank	Total Ramps	Percent Total
High	1,267	3.4%
Medium	691	1.9%
Low	7,590	20.8%
<b>Total</b>	<b>36,390</b>	<b>100%</b>



## Project Highlights

### Safe Sidewalks

Maintaining a pedestrian network that is safe and accessible to all users is a high priority of the Ada County Highway District. Each year, repairs are made to sidewalk locations throughout Ada County to increase safety and bring existing sidewalks and pedestrian ramps into compliance with the ADA.



Figure 6: 7612 W Ustick Safe Sidewalk Repair



Figure 7: Maple Grove Safe Sidewalk Repair



### Temporary Traffic Control and Accessible Detouring

ACHD is dedicated to ensuring safe, accessible pedestrian detours throughout construction projects. The Orchard and Franklin intersection exemplifies this commitment, with carefully planned phasing that guarantees a continuous pedestrian route during construction. The temporary detours are equipped with temporary pedestrian ramps and detectable channelizing devices to maintain accessibility at all times. These detours are not just an afterthought—they are incorporated into the project’s plans, specifications, and estimates. Contractors are required to establish and maintain these routes, with compensation provided for their efforts.



Figure 8: Franklin and Orchard Pedestrian Detour

## Conclusion

ACHD upgraded and installed 416 curb ramps and 10.9 miles of sidewalk during 2023. New Accessible Pedestrian Signals (APS) were installed at 100 locations, with 1 location requiring repair. The ACHD funded pedestrian improvements have a total estimated value of \$5.7 million. With private development, 492 curb ramps were added to the GIS database and an estimated 55.3 miles of sidewalk were upgraded and installed. Ada County now has 65.5% percent compliant, or no deficiency identified curb ramps and 71.1% percent compliant, or no deficiency identified sidewalks.

**Table 6: Summary of Progress of Sidewalk and Curb Ramp Facilities**

Project Status	2022 Sidewalks*	2022 Curb Ramps*	2023 Sidewalks	2023 Curb Ramps
Percent of Total Inventory that has no deficiencies identified	68.8%	64.2%	71.1%	65.5%



## Appendix A: Sidewalks Matrix, Description

**Table A1: Sidewalk Priority Matrix - ADA 35.150(d) Geospatial Proximity Priorities**

Priorities (Category)	Priority Description	A: Location of Citizen ADA Complaint and/or Request	B: Location Serving Government Offices and Public Facilities	C: Location Serving Transportation	D: Location Serving Commercial Districts, Employers	E: Location Serving Other Areas
1	Refer to Category 1 Description	A1: High Priority	B1: High Priority	C1: High Priority	D1: High Priority	E1: Low Priority
2	Refer to Category 2 Description	A2: High Priority	B2: Medium Priority	C2: Medium Priority	D2: Medium Priority	E2: Low Priority
3	Refer to Category 3 Description	A3: High Priority	B3: Low Priority	C3: Low Priority	D3: Low Priority	E3: Low Priority
4	No Deficiencies Identified	A4	B4	C4	D4	E4

Note on Table A1: The priorities listed under columns B, C, D, and E are specified under title II 28 CFR § 35.150 (d)

### Sidewalk Barrier Descriptions

**Category 1:**

- Sidewalk built prior to 2010 and the width is less than 48 inches.
- The sidewalk is built prior to 2010 and heaving and cracking is noted as significant.
- The sidewalk condition is considered poor.

**Category 2:**

- The sidewalk is built prior to 2010 and heaving and cracking is noted as moderate.
- The sidewalk is constructed of asphalt.
- The sidewalk condition is considered average.
- The sidewalk is built prior to 2010 and the number of vertical protrusions along a block is five or more.
- The sidewalk is built prior to 2010 and the number of driveway entries that exceeds two percent cross slope is four or more driveways.

**Category 3:**

- The sidewalk is built prior to 2010 and heaving and cracking is noted as minor.
- The sidewalk is built prior to 2010 and the number of vertical protrusions along a block is one to four.
- The sidewalk is built prior to 2010 and the number of driveway entries that exceeds two percent cross slope is one to three driveways.

**Category 4:**

- Sidewalk built 2010 or later and/or no deficiencies identified.

## Appendix B: Curb Ramp Matrix, Description

Table B1: Curb Ramp Priority Matrix - ADA 35.150(d) Geospatial Proximity Priorities

Priorities (Category)	Priority Description	A: Location of Citizen ADA Complaint and/or Request	B: Location Serving Government Offices and Public Facilities	C: Location Serving Transportation	D: Location Serving Commercial Districts, Employers	E: Location Serving Other Areas
1	Refer to Category 1 Description	A1: High Priority	B1: High Priority	C1: High Priority	D1: High Priority	E1: Low Priority
2	Refer to Category 2 Description	A2: High Priority	B2: High Priority	C2: High Priority	D2: Medium Priority	E2: Low Priority
3	Refer to Category 3 Description	A3: High Priority	B3: Medium Priority	C3: Medium Priority	D3: Medium Priority	E3: Low Priority
5	Refer to Category 4 Description	A4: High Priority	B4: Low Priority	C4: Low Priority	D4: Low Priority	E4: Low Priority
5	No Deficiencies Identified	A5	B5	C5	D5	E5

Note on Table A1: The priorities listed under columns B, C, D, and E are specified under title II 28 CFR § 35.150 (d)

### Curb Ramp Barrier Descriptions

#### Category 1:

- The curb ramp is constructed with asphalt.
- The curb ramp condition is very poor.

#### Category 2:

- The curb ramp condition is below average.
- Top landing is less than three-by-three feet or there is no top landing.
- Width of ramp is less than 36 inches.
- Curb ramp is built prior to 2010 and is not located within marked crossings (when present).
- Curb ramp is built prior to 2010 and the bottom landing width is less than 36 inches.
- Running slope of ramp exceeds 8.33 percent.

#### Category 3:

- The curb ramp condition is average.
- Top landing is 36 to 47 inches.
- Width of ramp is 36 to 47 inches.
- Curb ramp is built prior to 2010 and the bottom landing width is 36 to 47 inches.
- Curb ramp is built prior to 2010 and the bottom landing slope is greater than two percent.

#### Category 4:

- Cross slope of ramp exceeds two percent
- Curb ramp is built prior to 2010 and flared sides (if applicable) exceed 10 percent.
- Curb ramp is built prior to 2010 where the bottom of the ramp is not flush.

#### Category 5:

- Curb ramp built 2010 or later and/or no deficiencies identified

