

City of Madison, SD
ADA Title II Self-Evaluation and Transition Plan
February 9, 2009

Overview

The Americans with Disabilities Act (ADA) is a civil rights law that mandates equal opportunity for individuals with disabilities. The ADA prohibits discrimination in access to jobs, public accommodations, government services, public transportation, and telecommunications. The City of Madison has undertaken an evaluation of its right-of-way needs to determine the extent to which individuals with disabilities may be restricted in their access to those City facilities as prompted via a letter from Marc Hoelscher, Quality Engineer, FHWA South Dakota Division dated June 6, 2007. This information is limited to review of the right-of-way (ROW) only as requested.

These recommendations, upon approval of the City, are intended to serve as the transition plan as required by Title II 28 CFR part 35.150 (d)(2) for the facilities and sites listed in the attached Infrastructure Improvement Plan 2009-2013 and as shown in the attached excerpt of the 1996 Madison Comprehensive Plan. All of the recommendations in this report for structural or programmatic solutions are subject to review, revision and approval of the City Commission. It is important to note that this report only addresses recommended changes to provide program accessibility. Any additional future renovations, alterations, additions or modifications made to any site or facility owned by the City or the programs, services and activities conducted by the City may trigger additional requirements under the ADA and/or other accessibility laws and must be addressed on a case-by-case basis.

City Finance Officer Jeff Heinemeyer is the officially designated City ADA Coordinator. ADA compliance activities other than those outlined in this report shall be addressed through the ADA Coordinator appropriately.

Requirements

The City of Madison is obligated to serve all requirements of Title I in its employment practices; Title II in its policies, programs, and services; Titles IV and V as they apply to the City; and all requirements specified in the ADA Accessibility Guidelines (ADAAG) that apply to facilities and other physical holdings (e.g., streets, sidewalks and pedestrian ROW).

Title II has the broadest impact on the City. Requirements of Title II are:

- Completion of a self-evaluation;
- Development of an ADA grievance procedure;
- Designation of a person who is responsible for overseeing Title II compliance; and
- Development of a transition identifying any structural modifications necessary for compliance.

Title II Sidewalk Ramp Self Evaluation

The following information is the self assessment portion of this report.

Definitions/Categorizations

Key ADA Standards (KADAS) – curb opening 4’ wide minimum; ramp slope less than 8.33%; ADA truncated domes panels in-place; compliant landing [size (4’ x 4’ minimum) and cross slope (2% maximum)]

Fully Accessible Ramp (FAR) – adjacent sidewalk in-place; ramp in-place and meets KADAS

Partially Accessible Ramp (PAR) – adjacent sidewalk in-place; ramp in-place and does not meet at least one KADAS

Not Accessible Ramp (NAR) – adjacent sidewalk in-place; no ramp in place

Significantly Non-Compliant Ramp (SNCR) - ramps where all KADAS are not met or where any deviation or combination of deviations is sufficiently significant to warrant resolving.

Upon inventory it is apparent that there are 1061 locations where adjacent sidewalk is in-place at an intersection and an ADA ramp(s) should be in-place. Of the 1061 locations, there are 74, 620, and 367 sites that have a FAR, a PAR, and a NAR, respectively. The assessment included an inventory of locations where adjacent sidewalk is in-place and not necessarily an inventory of every intersection within the City.

Of the 1061 locations, 131 are adjacent to State of South Dakota Department of Transportation (SD DOT) ROW. These locations will certainly be addressed when City projects are initiated as described below; however, the main responsibility of addressing these ramps should properly rest with SD DOT.

Title II Sidewalk Ramp Transition Plan

Introduction

Curb ramps are a high priority and will continue to be a high priority in the City’s future infrastructure improvement projects. The City currently has three different “programs” which will be adjusted to provide the ancillary function of installing ADA compliant ramps – the Sidewalk Implementation Program; Infrastructure Improvement Plan (IIP); Specific Special Requests. This Transition Plan hereby replaces any previous versions of any such document that is referred to as a Transition Plan. Work accomplished within the ROW as part of these “programs” will continue to address ADA requirements as outlined below.

Sidewalk Implementation Program

The City is continuing the Sidewalk Implementation Program started in 2004 that has initiated Sidewalk Installation Assessment Projects that have involved budgeting over \$122,500 toward installing ADA compliant ramps.

When Sidewalk Installation Assessment Projects are initiated, ADA compliant ramps will be installed a) where no ramps exist and b) to replace SNCR that are technically feasible to resolve (i.e. within the scope of the project). While it is acknowledged that the plan presented in the 1996 Comprehensive Plan is not on the original schedule included therein, it is anticipated that this process will continue to proceed, as it has done since 2004, to include ramps along 10 to 15 blocks of street per year, until sidewalks (and ramps) are installed throughout the entire City. As part of this process, it is estimated that the City will continue to install or replace approximately 36 ramps per year.

Infrastructure Improvement Plan

The City also annually implements a 5 year Infrastructure Improvement Plan which includes Reconstruction Projects, Resurfacing Projects, and Utility Projects.

When Reconstruction Projects are accomplished, ADA compliant ramps will be installed where no ramps exist and where there are PAR's. When Resurfacing Projects or Utility Projects are accomplished, ADA compliant ramps will be installed a) where no ramps exist and b) where there are SNCR that are technically feasible to resolve (i.e. within the scope of the project). During the annual update to the IIP new projects will be added and the same ADA components will be incorporated into each new project.

Special Projects and Requests

In addition to the above referenced processes for replacing and adding ramps, the City has non-project specific funds available for ramp replacements upon specific special requests.

Other additional special projects within the ROW that arise which are not part of the IIP will also include components to install ADA compliant ramps as well.

The City Public Works Department has an annual curb replacement budget of \$10,000 and an additional \$23,000 in reserve that is able to be used for specific special requests to provide access to and along ROW .

Summary

When considering the non-specific number of ramps to be added as part of the IIP projects and from specific special requests, the average number of ramps to be installed or replaced over a 5 year period will undoubtedly be greater than the aforementioned number of 36 ramps per year.

The City Engineer will be responsible for overseeing the Title II compliance outlined in this document. The City of Madison continues to increase efforts to replace and upgrade existing infrastructure. The City will continue to survey its facilities and strive to meet the needs of the public.

City Engineer Chad Comes, PE

Enc 2009-2013 IIP; 1996 Comprehensive Plan excerpt