

ADA TRANSITION PLAN

For



PUBLIC WORKS DEPARTMENT
121 SW Port St. Lucie Boulevard
Port St. Lucie, FL 34983
Phone: 772-871-5177
Website: www.cityofpsl.com

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Attachments

Exhibit A – Sidewalk Maintenance Criteria

Exhibit B – 10-year Sidewalk Master Plan

1) **Introduction**

The City of Port St. Lucie (City) was developed in the 1960's by General Development Corporation (GDC) with almost no sidewalks. It is the eighth largest city in Florida by landmass and one of the fastest growing over the past ten (10) years. The City encompasses 120.4 square miles with approximately 911 centerline miles of roadways. The City is continuously improving pedestrian access by retrofitting, replacing, and repairing sidewalks and curb ramps. The purpose of this American with Disabilities Act (ADA) Transition Plan in collaboration with the Sidewalk Master Plan is to develop policies and practices for implementing pedestrian improvements within public rights-of-way in the City. The City has recently adopted a 10-year Sidewalk Master Plan which is updated annually. The plan was developed by identifying needed sidewalk locations predominately within a 2-mile radius of schools. Needs were then identified on high-volume roadways, such as arterials and collectors, and finally from requests from the public and City Council. Currently the City has over 407 miles of concrete sidewalks and asphalt paths of varying ages. This amount continues to increase yearly as new roadway and sidewalk projects are planned, designed, and constructed. Additionally, all new commercial development within a 60-foot right-of-way is required to construct sidewalks or donate to the City's sidewalk fund if construction is not feasible. With the completion of various residential development projects, the quantity of sidewalks will increase as well.

2) **Goal**

The goal of the ADA Transition Plan, through the sidewalk maintenance plan is to identify, prevent, and repair sidewalk hazards and obstructions in a timely and efficient manner. As with any asset exposed to the elements, these sidewalks and paths have been damaged by weathering, tree roots, vehicular traffic, and through regular use. The sidewalk maintenance program, administered by the Public Works Department was put in place, to regularly repair and reconstruct damaged sidewalks to ensure ADA accessibility, pedestrian safety and welfare on City rights-of-way. The maintenance program encompasses regular field inspections for hazards and damaged sidewalk, and the management of short-term repairs and planning to provide timely delivery of long-term replacement solutions.

The City has adopted the Florida Department of Transportation (FDOT) standards on right-of-way accessibility, including details on curb cuts and pedestrian ramps to eliminate barriers as per ADA Title II. These standards are being adhered to on all designs of roadways, bridges, sidewalks, multi-use paths, and any other pedestrian facility or pedestrian related facility being constructed, repaired, or replaced within public rights-of-way.

As previously mentioned, the City continues to make a strong effort in constructing sidewalks where none currently exist. To expand the reach of sidewalks within the City and to offset the cost of repairs to meet current required standards, the City is continuously seeking grant opportunities.

3) **Inventory**

The City is the responsible party for all sidewalks and paths located within the City owned and maintained rights-of-way as well as any easements that have been dedicated to the City. In 2009, the City developed an inventory of all the sidewalks and curb ramps. The inventory provided a

comprehensive database of the City's sidewalk infrastructure and identifies locations with deficiencies and their severity.

Following completion of the inventory, it became apparent that some existing curb ramps did not meet FDOT and ADA requirements (i.e. grades, transitions, alignments). It was also recognized that some of the existing sidewalks and driveway turnouts, through previous construction, deterioration, or acceptance under previous standards, may not fully comply with all current applicable standards.

Several methods have been utilized to identify, for tracking, potential hazards in public rights-of-way. They are as follows:

- Citywide inventory
- City Staff notes hazard while performing other duties
- Requests or complaints by residents directly to Public Works (i.e. phone call, voicemail, email, or "Access PSL" smart phone application)
- Requests or complaints by residents through City Council or the City Manager's Office

Types of projects necessary to implement the ADA Transition Plan are:

- Ongoing citywide sidewalk repair and replacement project (budgeted in CIP annually).
- Roadway widening projects.
- Intersection improvements projects.
- New sidewalk construction projects.
- Commercial development requiring new sidewalk or sidewalk/driveway modification.
- All new residential subdivisions.

4) **Policy**

a) **Sidewalk Maintenance Criteria** (see attached Exhibit A):

Sidewalk hazards are defined by the following criteria:

- Type A - Vertical separation greater than 1/2".
- Type B - Horizontal separation greater than 1/2".
- Type C - Grade changes in sidewalk, raised, or sunken.
- Type D - Surface damage such as cracks, missing portions, or spalled areas.
- Type E - Vegetation/Foreign substance hazard/slick surfaces.
- Type F - ADA Compliance.

b) **Inspections**

City staff are continuously trained on FDOT requirements, including measurement of sidewalks and ramp slopes to ensure compliance with all applicable codes, standards, and regulations. City inspectors are provided with "smart levels" to facilitate accuracy in measuring sidewalk cross slopes and longitudinal slopes. The City's Maintenance Program has two inspection components:

- Proactive Inspections for ADA, sidewalk trip/slip hazards, obstructions, vegetative overgrowth and other defects.
- Reactive Inspections of sidewalk hazards generated by public complaints.

Proactive Inspection

Public Works staff conducts field reconnaissance of all sidewalks on city owned and maintained rights-of-way on a rotating basis. The field reconnaissance will include updating the inventory database with the type of hazard, priority, location, dimensions, and photographs.

- a)
 - 1) High volume pedestrian areas are proactively inspected at least once every two years.
 - 2) Low volume pedestrian areas are proactively inspected at least once every four years.
- b) Upon identification of a sidewalk hazard, Public Works staff will input all pertinent information into the sidewalk database, alert sidewalk users of the hazard, and either generate a Request for Service (RFS) for Public Works personnel to repair, or when funding is available, create a work order for contractors to complete repairs.

Reactive Inspection

In response to concerns from the public, other City Departments and/or State Agencies, the Public Works Inspectors will conduct an on-site investigation and determine the extent of the damage or obstacle and if repairs are warranted. If so, Staff follows step “b)” under “Proactive Inspections”.

c) Levels of Priority

Sidewalk repairs are limited by funding and manpower, necessitating the need for a prioritization system. The following priority levels are used for scheduling repairs:

- **Priority I** – Immediate action is necessary in areas identified as being impassable or locations where a pedestrian has tripped/slipped. Staff will remedy these hazards with short-term repairs within 10 working days of being informed of the sidewalk hazard unless resources are unavailable in response to the unforeseen condition/event.
- **Priority II** – Sidewalk defects that are considered sidewalk trip/slip hazards and are located within a high-volume pedestrian area.
- **Priority III** – Sidewalk defects that are considered as sidewalk trip/slip hazards and are located within a low-volume pedestrian area.
- **Priority IV** – Sidewalks that have encroaching vegetation, including bushes or trees.
- **Priority V** – Public complaints on sidewalk defects that are not considered as sidewalk trip/slip hazards and do not involve actual sidewalk trip/slip incidents.

- **Priority VI** – All other non-tripping/slipping hazards.

c) **City Standards**

The City follows all FDOT standards for concrete sidewalk specifications, curb ramps, detectable warnings, and all applicable requirements of the American with Disabilities Act, Public Law 101-336.28 Code of Federal Regulations (CFR) Part 36-Nondiscrimination on the Basis of Disability by Public Accommodations and in Commercial Facilities and the Requirement of the ADA Accessibility for Buildings and Facilities – July 1, 1994.

The City of Port St. Lucie utilizes Brick Red Colored Detectable Warning devices on newly constructed and/or existing concrete or asphalt walking surfaces constructed where indicated on the plans or directed by the Engineer. When possible, the detectable warning surface is cast in place with the sidewalk or curb ramp.

Curb ramp running slopes shall be no steeper than 1:12 and the cross slope shall be no greater than 2%. Transition from ramps to walks, gutter, or streets shall be flush and free of abrupt changes. Maximum slopes of adjoining gutters, road surface immediately adjacent to the curb ramp, or accessible route shall not exceed 1:20. When altering existing pedestrian facilities where existing site development precludes the accommodation of a ramp slope of 1:12, a running slope between 1:12 and 1:10 is permitted for a rise of 6” maximum and a running slope of between 1:10 and 1:8 is permitted for a rise of 3” maximum as allowed by the Americans with Disabilities Act Accessibility Guidelines (ADAAG). Where compliance with the requirements for the cross slope cannot be fully met, the minimum feasible cross slope shall be provided.

Under some conditions, the City may be limited in its ability or completely unable to provide curb ramps because of the existing physical or site restraints. Some examples are, underground utility vault or a structural support member of a bridge causing an obstruction or not sufficient public right-of-way. Under these types of circumstances, the City may invoke the defense that a curb ramp is technically infeasible or cost prohibitive to construct.

As described in Title 28 of CFR, SUBPART D-Program Accessibility, Section 35.150(a), Program Access does not necessarily require a public entity to make each of its existing facilities accessible to and usable by individuals with disabilities, as long as the program as a whole is accessible. Under this concept, the city may choose not to install curb ramps at some locations as long as a minimum reasonable path of travel is available even without those additional curb ramps being provided.

5) Sources of Funding

City staff will coordinate sidewalk repair work or reconstruction projects based on priority levels, number of hazards identified in a localized area, in-house capabilities, and funding sources.

It is estimated that sidewalk deficiencies will continue to be inspected and repaired throughout the City of Port St. Lucie annually. Currently \$200,000 is allocated annually for ADA and sidewalk repairs and \$1,000,000 is allocated annually for the construction of new sidewalks. The City also actively seeks grant funding for design, construction and Construction, Engineering and Inspection

(CEI) services. Some examples include, but are not limited to, Community Development Block grants (CDBG), Transportation Alternative Program (TAP) grants, Transportation Regional Incentive Program (TRIP) grants, and Safe Routes to Schools grants.

6) Grievance Procedure

Work Orders for sidewalk complaints and requests are generated through the Public Works Department for accuracy and to make sure specific needs are understood and recorded then dispersed to appropriate staff to investigate. The issues are entered into the data base with all findings and proposed course of action recorded. A response is then prepared with the findings and proposed course of action and sent back to the resident. All complaints are investigated within 1-3 days.

7) Summary

The purpose of this document is to ensure that good ideas, helpful information, and successful practices concerning the development and updating of the Transition Plan are recognized by City staff, consultants and residents. The ideal conclusion to this process is the elimination of barriers and the acceptance of the requirements of the ADA as an everyday reality in all future work.

The City of Port St. Lucie developed a sidewalk plan in 2006 at the direction of City Council. Since then the City has leveraged over \$14,000,000 for a total of 34 miles of new sidewalk construction. To further the implementation of sidewalks, a 10-Year Sidewalk Master Plan was developed in 2017. The City is committed to spend \$11,870,138 over the next 10 years on 14 miles of sidewalk design and construction. This is new construction and in addition to approximately \$1,500,000 that will be spent on repair rehabilitation.

The City of Port St. Lucie believes that the program, standards, policies and procedures presented above collectively form a comprehensive program that incorporates accessibility in a timely manner into public rights-of-way. City staff will continue to participate in ADA trainings and seminars. The City will continue to procure all necessary design and construction contracts required for sidewalk improvements to include all ADA provisions for the installation curb cuts, modification of noncompliant curb cuts, repairs of broken sidewalk, removal of obstructions, and construction of new sidewalks.