

City of Jeffersontown

ADA Transition Plan 2014



JEFFERSONTOWN
GASLIGHT RECREATIONAL AND WORKPLACE
BICYCLE AND PEDESTRIAN TRAIL

BY



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I. INTRODUCTION

BACKGROUND

The Americans with Disabilities Act (ADA) of 1990 is a civil rights statute (hereinafter referred to as the act), that prohibits discrimination against people who have disabilities. There are five separate Titles (sections) of the Act relating to different aspects of potential discrimination. Title II of the Act specifically addresses the subject of making public services and public transportation accessible to those with disabilities. With the advent of the Act, designing and constructing facilities for public use that are not accessible by people with disabilities constitutes discrimination.

The Act applies to all facilities, including both facilities built before and after 1990. As a necessary step to a program access plan to provide accessibility under the ADA, state and local government, public entities or agencies are required to perform self-evaluations of their current facilities, relative to the accessibility requirements of the ADA. The agencies are then required to develop a Program Access Pan, which can be called a Transition Plan, which can be called a Transition Plan, to address any deficiencies. The Plan is intended to achieve the following:

- (1) Identify physical obstacles that limit the accessibility of facilities to individuals with disabilities.
- (2) Describe the methods to be used to make the facilities accessible,
- (3) Provide a schedule for making the access modifications and
- (4) Identify the public officials responsible for implementation of the Transition Plan.

The Plan is required to be updated periodically until accessibility barriers are removed.

APPLICABILITY TO CITY OF JEFFERSONTOWN

The requirements of the ADA apply to all public entities or agencies, and as such, the city has provided a program to evaluate and prioritize improvements to facilities across the city including sidewalks and handicap ramps. The City of Jeffersontown is currently divided up into eight (8) coalition areas, separated by major roadways, and sometime physical barriers such as expressways, parks, railroad right-of-ways, etc..

INTENT

The intent of this report is to y on City of Jeffersontown managed pedestrian facilities in public rights-of-way along the City of Jeffersontown’s 90.65 miles of roadways. This report is not intended to evaluate and prioritize roads maintained by the Kentucky Transportation Cabinet (KYTC), or the maintained by Louisville Metro (Jefferson Country). Both KYTC and Louisville Metro maintain existing transition plans to identify and prioritize their own improvements annually. Within the City of Jeffersontown these roadways maintained by either KYTC or Louisville Metro include:

- ◆ Taylorsville Road
- ◆ Watterson Trail
- ◆ Hurstbourne Parkway
- ◆ Blankenbaker Parkway
- ◆ Ruckriegel Parkway
- ◆ Stony Brook Drive (Partial)

This report provides a summary evaluation for sidewalks, pedestrian paths, curb ramps, street crossings, driveway crossings, crosswalks, median crossings, public transit stops, and pedestrian activated signal systems (where applicable). An initial field review was performed to identify all applicable handicap ramp locations, and potential dangerous sidewalk locations in 2009. Phase One for the City of Jeffersontown ADA improvements was completed in 2009-2010, and an updated field review in 2014 has been completed to assist with completion of this ADA transition plan.

II. ADA TRANSITION PLAN WITHIN THE PUBLIC RIGHT-OF-WAY

The Transition Plan (hereinafter referred to as the Plan) consists of the following elements:

- A. **Self-Evaluation:** A list of physical barriers within the public right-of-way that limits accessibility of individuals with disabilities.

- B. **Correction Program:** A detailed description of the methods to remove these barriers and make the facilities accessible.
- C. **Implementation Schedule:** A schedule for tanking the necessary steps.
- D. **Program Responsibility:** Identifies the ADA Coordinator from Louisville Metro, City of Jeffersontown
- E. **Curb Ramp Correction Program:** A schedule for providing curb ramps; and
- F. **Public Notice:** A record of the opportunity given to the disability community and other interested parties to participate in the development of the plan.

Periodic updates to the Transition Plan are required in order to ensure on-going compliance.

A. SELF-EVALUATION

The first task for the ADA Transition Plan included conducting the inventory of existing physical barriers within the public right-of-way and listing all the barriers that limit accessibility (initial work performed in 2009, current work updated in 2014). The City of Jeffersontown performed field reviews of sidewalks and handicap ramps along all Jeffersontown public right-of-way within all eight (8) coalition areas of the city. Deficiencies found in the inventories are listed in Tables 1 and 2.

Table 1. Sidewalk Deficiencies	
POSSIBLE BARRIERS	ISSUE
Narrow, Below Guideline	Sidewalk Clear width
Steepness, Irregularity, Variability, Warping	Sidewalk Cross Slope
Steepened, Angle Points	Sidewalk Grade
Signs, Mail Boxes, Fire Hydrants, Benches, Telephones, Traffic Signal Poles, Traffic Signal Controller Boxes, Drainage Structures, Tree Grates, Pole Mounted Objects, Standing Water, Snow or Ice	Obstructions
Deterioration of Surfaces, Deterioration of Markings, Appropriateness of Material (ex. Cobblestones)	Materials and Finishes
Grating Type, Grate Opening Orientation	Gratings
Missing Sections, Gaps, Drops, Steps	Discontinuities

Table 2. Curb Ramp Deficiencies	
ISSUE	POSSIBLE BARRIERS
Curb Ramp	Missing. Doesn't Fall Within Marked Crosswalk, Doesn't Conform to Guidelines
Curb Ramp Clear Width	Narrow. Below Guidelines
Curb Ramp Cross Slope	Steepness, Irregularity, Variability, Warping
Curb Ramp Grade	Steepness
Landings	Less Than 4 Feet by 4 Feet, Too Steep
Detectable Warning System	Missing, Inappropriate Materials. Inadequate Size, Wrong Location
Traffic Signal Systems	Lack of Provision for the Visually Impaired such as APS, Inadequate Time Allowed, Inoperable Buttons, Inaccessible Buttons
Curb Ramp Flares	Missing Where Required, Too Steep

From the inventories, a major number of curb ramps were found in non-compliance with ADA Accessibility Guidelines. The following table identifies the number of ramps that were compliant or noncompliant from the original inventory.

Table 3: Summary of Original Inventories for ADA Compliance

- ◆ Sidewalks Found in non-compliance: 175
- ◆ Curb Ramps inventoried: 1,556
- ◆ Curb Ramps in compliance: 81
- ◆ Curb Ramps non-compliant: 1,475

Non-compliance related to sidewalks is due to cross slopes, and vertical displacements. For curb ramps, the predominate issue resulting in non-compliance is the lack of detectable warnings, excessive cross slopes at landings, no landings, and vertical elevation differences where the ramp meets the street.

From the initial inventories, Phase One of the ADA improvements program from 2009 through 2010 (administered by KYTC) aimed at making improvements to previously paved streets that occurred within the 2002 to 2008 time frame. Additionally, this priority included attempting to complete entire blocks or neighborhood areas while work was being performed.

Table 4 below identifies the updated summary of Curb Ramps completed to-date (note that KYTC additionally added 41 ramps during the construction increasing the overall total of ramps, and some ramps identified were actually KYTC non-compliant ramps and have been subtracted from the current overall total in the table). Table 4 additionally provides further breakdown for prioritization of the remaining improvements by the following categories:

1. **Category 1** – Ramp is compliant except for installation of Tactile Warning Strip
2. **Category 2** – Minor repairs to ramp are required including one or two sidewalk panels, minor curb repairs, and installation of Tactile Warning Strip
3. **Category 3** – Additional sidewalk panels require replacement including significant amount of curb repair, potential drainage improvements, as well as Tactile Warning Strips.
4. **Category 4** – Major grade changes and/or drainage improvements are required to alter the surrounding area to allow for a compliant ramp to be constructed (each of these locations must be evaluated on an individual project basis)

Table 5 provides an additional summary of compliant and non-compliant curb ramps by streets paved during the period of 2002-2008.

Table 6 provides an additional summary of compliant and non-compliant curb ramps by streets paved during the period of 2009-current year.

Insert Table 4 Here

Insert Table 5 Here

Insert Table 6 here

B. CORRECTION PROGRAM

The initial prioritization will include installation of Tactile Warning Strips which have not been installed on otherwise compliant curb ramps. This initial Phase includes 200 remaining curb ramps that would be compliant from this installation of tactile strips.

The secondary prioritization includes repairs to those curb ramps classified as Category 2, requiring a minor amount of repair including Tactile Warning Strips to become compliant. This secondary prioritization includes 450 curb ramps and may be incorporated into annual road repaving projects.

Both Category 3 (82 ramps) and 4 (7 ramps) locations will be prioritized in the future with road repaving, other major city improvement projects, and funding that may be obtained to meet the funding requirement for improvements.

C. IMPLEMENTATION SCHEDULE

Following is the schedule for remediating the priority list of ADA improvements identified from Table 4:

PRIORITY	CORRECTION ITEM	SCHEDULE*	ESTIMATED BUDGET
1	Category 1 – missing Tactile Warnings	2015-2017	\$138,000
2	Category 2 – minor Ramp Repairs	2018-2025	\$742,500
3	Category 3 – major Ramp Repairs	2025-2030	\$298,808
4	Category 4 – Capital Project	2025-2035	\$350,000 est.

*Schedule is dependent upon funding availability, scheduled road paving activities, and other capital projects that could include ADA improvements.

FUNDING SOURCES

The most immediate source of funds for remediation efforts is the incorporation of improvements into existing programmed remediation projects, incorporation into programmed signalization projects, and incorporation into programmed maintenance work. An accessibility improvement program could be developed as a stand-alone project through the Transportation Improvement Program. Potential sources of funding for accessibility improvements also include the following:

- ◆ Congestion Mitigation/Air Quality Program
- ◆ Highway safety Improvement Program
- ◆ National Highway System Improvements Program
- ◆ Railway – Highway Crossing Program
- ◆ Recreational Trail Program
- ◆ Safe Routes to School Program
- ◆ State and Community Traffic Safety Program
- ◆ Surface Transportation Program
- ◆ Transportation Enhancement Activities Program

Additional federal funding sources for different elements of pedestrian projects and programs can be found at http://www.dot.gov/civilrightd/ada_qa.htm#q30.

D. PROGRAM RESPONSIBILITY

For issues within the public right-of-way, following are the ADA coordinators for the City of Jeffersontown, Kentucky Transportation Cabinet (KYTC) and Louisville Metro Government (Metro) where applicable:

ADA City of Jeffersontown

Mr. Matt Meunier

10416 Watterson Trail

Jeffersontown, KY 40299

ADA Coordinator Kentucky Transportation Cabinet

Department of Highways, District 5
8310 Westport Road
Louisville, KY 40242

ADA Coordinator Louisville Metro Government

Dirk Gowin
Public Works and Assets
444 South Fifth Street, Suite 400
Louisville, Kentucky 40202

E. ANNUAL EVALUATION AND UPDATES

The city will update ADA improvement information on existing mapping and summary sheets as work is completed. This information will be provided by the Public Works department during street repaving, or from other capital improvement projects that receive funding for construction, and which include ADA improvements from this prioritization. Maps will be made available annually to show these updates.

F. PUBLIC NOTICE CONCERNING THE ADA REQUIREMENTS

Agencies are required to give notice to the public on information regarding public accessibility and compliance with ADA. Upon adoption, links to the various components of the ADA Transition Plan for Public right-of-Way Facilities such as policies, compliance planning for construction and retrofits, opportunities for public participation, links to the ADA advisory committee, grievance procedures, and the schedule for implementation of the program will be provided on the City of Jeffersontown's website at <http://www.jeffersontownky.com> .

GRIEVANCE PROCEDURE

This Grievance Procedure is established to meet the requirements of the Americans with Disabilities Act of 1990 ("ADA"). It may be used by anyone who wishes to file a complaint alleging discrimination on the basis of disability in the provision of

services, activities, programs, or benefits provided by the City of Jeffersontown within the Public Right-of-Way. The City of Jeffersontown's Personnel Policy governs employment-related complaints of disability discrimination.

The complaint should be in writing and contain information about the alleged discrimination such as name, address, phone number of complainant and location, date and description of the problem. Alternative means of filing complaints, such as personal interviews or a tape recording of the complaint will be made available for persons with disabilities upon request.

The complaint should be submitted by the grievant and/or his/her designee as soon as possible but not later than 60 calendar days after the alleged violation to:

ADA City of Jeffersontown
Mr. Matt Meunier
10416 Watterson Trail
Jeffersontown, KY 40299
(502) 267-8333

Within 15 calendar days after receipt of the complaint, the City of Jeffersontown ADA Coordinator or (his/her) designee will respond in writing, and where appropriate, in a format accessible to the complainant, such as large print, Braille, or audio tape. The response will explain the City's position and offer options for substantive resolution of the complaint.

All written complaints received by the City of Jeffersontown's ADA Coordination or (his/her) designee, appeals to the Director or (his/her) designee, and responses from these two offices will be retained by the City for at least three years.

STANDARDS, SPECIFICATIONS AND DESIGN DETAILS

The Architectural and Transportation Barrier Compliance Board (alternatively called the Access Board) has developed accessibility guidelines for pedestrian facilities in the public rights-of-way.

See <http://www.access-board.gov/prowac/guidePROWGuide.htm> for more information.

The Federal Highway Administration has recognized these as its currently recommended best practices. The City has adopted these accessibility guidelines into their own system of standards, specifications and design details with modifications to meet local conditions. For standard drawings related to accessible curb ramps, see:

<http://www.transportation.ky.gov>.

-END of REPORT-