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 affect 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 addition to establishing the baseline data set, ACHD established standard operating procedures to ensure that the GIS database for sidewalk and curb ramps remains current as new facilities are installed and substandard facilities are repaired.

**Purpose**

Since the adoption of the PBTP, ACHD has worked diligently to plan, develop and construct improvements to the pedestrian system that bring the sidewalks and curb ramps in Ada County into compliance with ADA. The purpose of this Annual Report is to describe the improvements to the pedestrian system that occurred in fiscal year 2013. Each fiscal year, ACHD catalogs the new improvements, which are added to ACHD’s comprehensive pedestrian facility database system.

**New Facilities**

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.

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 has dedicated five percent of ACHD’s annual capital budget to pedestrian specific projects (not associated with a specific roadway project). In 2009 Ada County voters approved an increase in vehicle registration fees to fund pedestrian projects near schools. These efforts by ACHD significantly exceed what is required by the Federal Highway Administration (FHWA)’s Safe Routes to School Program, a program which makes federal funding available through grants. ACHD applies for federal grants, but has historically been a leader in locally funded safe routes to school improvements.

In addition, private development through subdivisions and new development also contribute 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 inspectors visually inspect and sign off on all improvements in the public right-of-prior to official acceptance of the improvements.
Facility Maintenance
ACHD also has a Sidewalk Repair Program that focuses on repairing or reconstructing substandard sidewalks and curb ramps. The sidewalk repair program is ACHD’s programmatic approach to repairing and replacing substandard pedestrian facilities. This program also repairs or replaces sidewalk and curb ramps based on citizen concerns/requests.

Fiscal Year 2013 System Improvements
In fiscal year 2013, ACHD and private development installed over 26.7 miles of new sidewalks in Ada County. In addition to the new sidewalks, ACHD repaired over 4.8 miles of substandard sidewalks. Figure 1 below illustrates the total mileage of new and repaired sidewalk for fiscal year 2013 broken down by jurisdiction. The total estimated investment in new and repaired sidewalks projects for fiscal year 2013 is close to $4.1 million. (Further project details and cost estimates are described in Appendix A and a map of project locations is shown in Appendix C).

During the same time period, ACHD and private development installed 461 new pedestrian ramps across Ada County, shown in figure 2. ACHD through its maintenance activities and sidewalk repair program replaced or upgraded an additional 316 pedestrian ramps to bring them into compliance with current ADA standards. The total estimated investment in new and repaired/replaced curb ramps for fiscal year 2013 is $1.6 million (Further project details and cost estimates are described in Appendix A and map of project locations is shown in Appendix B).
Figure 2: Ramp Projects, 2013
### Appendix A: Sidewalk Projects

#### Fiscal Year 2013 Sidewalk Repair Projects

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¹ All cost estimates for sidewalk based on ACHD average cost of $30 per lineal foot for new sidewalk constructed during FY 2013. This cost includes excavation and base material.
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