RESOLUTION NO. 2017-08

WHEREAS, the Americans with Disabilities Act (ADA) of 1990 is a Federal Civil Rights Legislation which mandates non-discrimination to persons with disabilities; and

WHEREAS, the adoption and implementation of an ADA Transition Plan is required for the City to be eligible for reimbursement from and application to State and Federal transportation grants; and

WHEREAS, the City believes that implementing an ADA Transition Plan will improve the quality of life and enjoyment of our community by our citizens and visitors; and

WHEREAS, the City has developed a Transition Plan by conducting an evaluation of the accessibility by persons with disabilities on its roads and highways, identified issues of accessibility that need to be addressed, and creating program, policy, and ordinance changes to make ADA improvements on the City's roads and highways; and

WHEREAS, public review and input regarding this plan has been received by the Tucumcari City Commission.

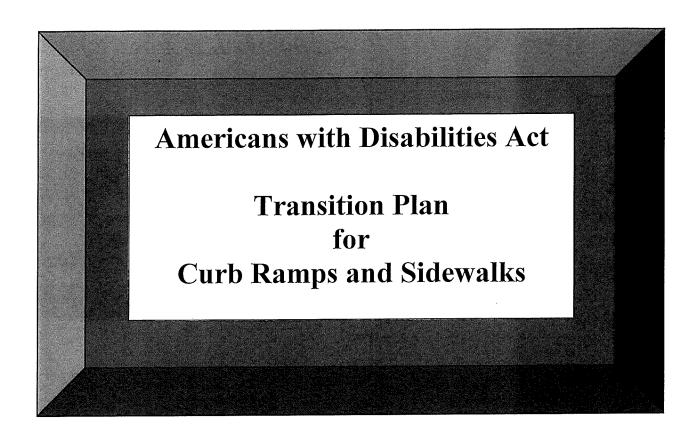
NOW THEREFORE, BE IT RESOLVED that the City Commission adopts the 2017 ADA Transition Plan for the City of Tucumcari and directs City staff to begin utilizing the strategies identified within the document.

PASSED, ADOPTED, AND APPROVED on this 23rd day of February 2017

Ruth Ann Litchfield, Mayor

ATTEST:

Angelica M. Gray, City Clerk



City of Tucumcari, NM

Community Development Department
Vicki Strand, Community Development Director
Disability Access Coordinator (DAC)

ADA Transition Plan for Curb Ramps and Sidewalks February 23, 2017

Tucumcari City Commission

Mayor – District 3 Ruth Ann Litchfield 1601 S. Sixth Street 575-461-1451

Mayor Pro-Tem - District 4

Robert Lumpkin 1402 S. First St. 575-403-8909 **Commissioner** – District 2

Amy J. Gutierrez 602 E. Aber 575-403-6908

Commissioner – District 1

Ralph Moya 724 E. Magnolia 503-306-6064 <u>Commissioner – District 5</u>

Vacant

City Staff

<u>City Manager</u>
Jared Langenegger
E-mail - <u>manager@cityoftucumcari.com</u>

Office 575-461-3451 Cell 575-403-6748 <u>Water Superintendent</u> Charles Sandoval

E-mail – <u>csandova@cityoftucumcari.com</u> Office 575-461-3923 Cell 575-403-7076

Community Development Director
Vicki Strand

E-mail – <u>vstrand@cityoftucumcari.com</u> Office 575-461-2143 Cell 575-403-5836 Sanitation & Street Superintendent
Alex Arias

E-mail – <u>aarias@cityoftucumcari.com</u> Office 575-461-3449 Cell 575-403-7302

City of Tucumcari
PO Box 1188
Tucumcari, NM 88401
City Hall FAX 575-461-2049
Community Development FAX 575-461-4981

Table of Contents

INTRO	ODUCTION Goals and Objectives Transition Plan History and Overview	3
I.	LEGAL REQUIREMENTS AND GUIDELINES Legal Requirements - Federal Legal Requirements - State Legal Requirements - City of Tucumcari, NM	2 5
II.	IDENTIFIED OBSTACLES TO THE PUBLIC RIGHT OF WAY Curb Ramps	6 6
	Sidewalks	10 10
III.	METHODS TO REMOVE OBSTACLES – POLICIES & PRIORITIES Curb Ramps Barrier Removal – ADA Transition Plan Priorities Public Complaint Process New Construction Defenses	13 15 15
	Sidewalk Accessibility Barrier Removal – Sidewalk Inspection and Repair Program (SIRP) Public Complaint Process New Construction Defenses	17 20 20
IV.	SCHEDULE FOR IMPLEMENTATION Curb Ramps; 10 year Capital Plan Schedule	22
V.	RESPONSIBLE INDIVIDUAL	
Арр	PUBLIC INPUT pendix A – Database Printout pendix B – Ideal Design Characteristics pendix C – New Mexico State 608-ADA Standard Drawings	23

ADA Transition Plan for Curb Ramps and Sidewalks of the City of Tucumcari, NM

Introduction

Goals and Objectives

The goal of the Americans with Disabilities Act (ADA) Transition Plan for Curb Ramps and Sidewalks of the City of Tucumcari, NM is to develop infrastructure that will assist the City to create accessible paths of travel in the public right of way for people with disabilities. Over recent years, the City of Tucumcari has developed a Pavement Evaluation Report and Asset Management Plan in order to more effectively and economically mange the City's infrastructure resources. As a part of these plans Tucumcari City government has made a significant and long-term commitment to improving the accessibility of the public right of way. The Community Development Department has been the primary leader in these efforts, through inclusion of ADA improvements with ongoing street improvement projects for the City. This Transition Plan describes the City's goals to enhance accessibility in the public right of way.

The ADA Transition Plan for Curb Ramps and Sidewalks has received funding through state capital outlay funds and commitments from city officials to implement the plan as funds are available. As explained below, the ADA Transition Plan for Curb Ramps and Sidewalks incorporates both a funding element and a prioritization matrix that seek to remove barriers in the public right of way. Any funds obtained for the ADA Transition Plan for Curb Ramps and Sidewalks is not the only means by which the City's public rights of way would be made more accessible. In addition to development of the ADA Transition Plan, Tucumcari has three means by which curb ramps and sidewalks are constructed or upgraded.

- Capital Projects for New Construction: Work that involves creating new public right-of-way will provide accessible features in the project area that meets current design standards.
- Capital Projects for Alterations: Work that under the ADA would be considered an alteration of existing public right-of-way will provide new and upgrade existing accessible features in the project area to meet current design standards.
- Maintenance and Repair Projects and Programs: Work that specifically addresses spot areas that are limited to normal maintenance and repairs in the public right-of-way will maintain accessibility of the public right-of-way.

The programs, standards, policies, and procedures that the Community Development Department presents herein collectively form an identified plan that incorporates accessibility in a orderly manner into public rights-of-way throughout the City.

Transition Plan History and Overview

The Curb Ramp and Sidewalk Program of the Community Development Department is the result of coordinated efforts from primarily: Community Development Department, Streets Department, City Management and Elected Officials.

The City began installing curb ramps in the early 1980's. Since then, other governmental, public and private entities have also installed curb ramps. For example, recent utility and paving construction projects were required to install curb ramps when altering a street corner, and major construction projects have been required to install curb ramps in the areas of construction.

This ADA Curb Ramp and Sidewalk Transition Plan reflects current goals and programs already in place to enhance accessibility in the public right of way.

I. Legal Requirements and Guidelines

Federal

The federal statute known as the Americans with Disabilities Act (ADA), enacted on July 26, 1990, provides comprehensive civil rights protections to persons with disabilities in the areas of employment, state and local government services, access to public accommodations, transportation, and telecommunications. Title II of the ADA specifically refers to state and local government programs, services and activities.

Title II of the ADA (28 CFR Section 35.150 (d)) requires that state and local entities develop a Transition Plan specific to curb ramps:

... If a public entity has responsibility or authority over streets, roads, or walkways, its transition plan shall include a schedule for providing curb ramps or other sloped areas where pedestrian walks cross curbs, giving priority to walkways serving entities covered by the Act, including State and local government offices and facilities, transportation, places of public accommodation, and employers, followed by walkways serving other areas.

(3) The plan shall, at a minimum --

(i) Identify physical obstacles in the public entity's facilities that limit the accessibility of its programs or activities to individuals with disabilities; (ii) Describe in detail the methods that will be used to make the facilities accessible; (iii) Specify the schedule for taking the steps necessary to achieve compliance with this section and, if the time period of the transition plan is longer than one year, identify steps that will be taken during each year of the transition period; and (iv) Indicate the official responsible for implementation of the plan.

Guidelines-State

The State of New Mexico has adopted the 2010 ADA Standards for Accessible Design (2010 ADA) dated November 15, 2010. These guidelines are available online at the U.S. Department of Justice website center column http://www.ada.gov and become effective for new construction and alterations on March 15, 2012. NMBC-2009 became effective for new construction and alteration July 1, 2011.

Guidelines-City of Tucumcari, NM

The City of Tucumcari, NM has adopted the most current state building code as utilized by the CID, which includes access requirements, under IBC Regulations Title 14, Chapter 7. In this Transition Plan, we will refer to these requirements as "Title 14."

In addition, the City Code incorporates several policies that directly affect accessibility in the public right-of-way. Among them are policies that regulate the use of sidewalk displays, and sidewalk tables and chairs. Construction projects in or otherwise affecting the public right-of-way are required to provide accessible barricades and scaffolding and maintain an accessible path of travel along and around such sites. This Transition Plan cites these policies in the relevant sections below.

II. Identified Obstacles to the Public Right of Way

The City has used a two-prong approach to pro-actively identify and assess obstacles in the public right of way. For curb ramps, the Community Development Department has created a detailed curb ramp database. Survey teams have visited more than 540 intersections and documented whether a curb ramp is needed, whether one is in place, and the condition of the curb ramps that are already built. The information in this database provides the primary basis for the City's estimates of need and spending, as well as the types of obstacles in existing curb ramps.

For sidewalks, the City has conducted a survey in order to assess the type, severity and cost of sidewalk barriers in various neighborhoods. Within the City of Tucumcari, the property owner is responsible for installation and maintenance of the sidewalks serving their property and due to this, the City Code Enforcement Department must notify the property owner when sidewalk issues arise. The City then works with the property owner to resolve these issues to a satisfactory conclusion. Where sidewalk access issues are critical, the City will in some instances remedy the cause for concern, then work with the property owner to resolve associated costs that are incurred. For areas receiving street infrastructure improvements through local street improvement projects, new sidewalks are sometimes installed as a project improvement if funds are available and the budget allows.

For both curb ramps and sidewalks, the City also receives complaints from residents and visitors. These complaints are given the highest priority in the City's plan to remove obstacles in the public right of way.

This section of the ADA Transition Plan for Curb Ramps and Sidewalks will discuss each of these programs separately.

Curb Ramps

The Community Development Department has undertaken an exhaustive review of its intersections and curb ramps. It has developed a GIS map and database of curb ramp conditions citywide, evaluating not only whether a curb ramp exists at the site, but also whether a curb ramp is needed and the condition of the curb ramp. This data can be updated periodically and is instrumental in mapping and identifying priority locations for upcoming curb ramp projects. In this way, the City systematically identifies obstacles in the public rights of way, as part of a dynamically updated facility maintenance and management system rather than a snapshot of conditions frozen in time. The condition of various physical attributes is used to develop a relative ranking of priority locations. Additionally, the geographic distribution of curb ramp priority needs can be evaluated, such as priority locations including government facilities and transportation facilities.

Identified Barriers – Curb Ramp Evaluation Factors

In evaluating the accessibility of existing curb ramps we consider the following factors:

CURB RAMPS – EVALUATION FACTORS

EVALUATION FACTORS		Number Rating
Curb Ramp Slope	 Slopes 1:12 (8.33%) or less. Slopes greater than 1:12, but not greater than 1:10 (10%). 	1
Curb Ramp Cross- Slopes	Max 2% (Americans with Disabilities Act Accessibility Guidelines (ADAAG) and Title 24)	1
Curb Ramp Width	At least 4 feet in width (excluding flared sides) (Title 24)	1

Upper Landing	At least 4 feet deep x ramp width; max slope of 2% each way (Title 24 and ADAAG)	1
Location within Crosswalk	Ramp wholly within the crosswalk markings (Title 24) (excluding flared sides).	1
Lip at bottom of ramp/gutter pan	Ramp flushed with road surface; no bump or lip. Title 24 previously required a ½ inch high beveled lip at bottom of curb ramps.	1

1 Detectable Warnings:

The ADAAG defines a detectable warning as "a standardized surface feature built in or applied to walking surfaces or other elements to warn visually impaired people of hazards on a circulation path." The most common design for detectable warnings is a strip of yellow truncated domes. Detectable warnings act to alert visually impaired pedestrians to potential hazards -- such as traffic – just as stop signs and curbs would to sighted individuals. City policy calls for installation of detectable warnings on all new curb ramps and within any project area involving alterations to the public right-ofway.

EVALUATION FACTORS		Number Rating
Curb Ramp contrast with Sidewalk	Curb ramp finish contrasts with the adjacent sidewalk.	1
Curb Ramp Surface Condition	Acceptable surface condition.	1
Flared Side Slope	Sides sloped over 1:10 (10%).	1
Curb Ramp Orientation	Curb ramp aligned parallel with the crosswalk served.	1

The method of establishing the Curb Ramps overall condition grading of either "Good", "Fair" or "Poor" is based on the number rating totals from above Evaluation Factors table and in turn applied as follows:

Method of Establishing Curb Ramp Grading:

Evaluation Factors Number Rating	(Overall Condition for Database) Grading
8-10	Good
5-7	Fair
2-4	Poor

This overall condition Curb Ramp grading reflected in the City's Database for each street intersection throughout the City.

Scope of Work - Curb Ramp Findings

The City has a total of approximately 530 intersections (as of June 9, 2011). Of these, many are not four way intersections, and some do not allow pedestrian crossings at all potential locations. This is primarily due to pedestrian safety considerations at high speed or high volume roadways, no sidewalks at intersections and low volume of pedestrian use for that neighborhood.

The Community Development Department's policy is to build one curb ramp at each street corner (curb return) at all intersections. However, due to the aforementioned traffic considerations and to topographical or other physical and legal constraints, two curb ramps are not always feasible at each street corner (curb return). As a result, the citywide average is 0.56 potential curb ramp locations per curb return.

Based on the existing data from surveyed intersections, the City has constructed curb ramps in close to 1/10th of the potential pedestrian crossing locations that have existing sidewalks at the corners of each intersection. However, many of the oldest curb ramps have sufficient numbers of deficiencies (according to the criteria above) that they are a priority for reconstruction. (For example, all curb ramps with a slope greater than 10% are considered priorities for reconstruction, regardless of whether all other features are code compliant).

As a conservative estimate, the City currently has more than 145 curb ramps that are considered safe and useable. (This is based on surveyed locations that have met most of the Evaluation Factors in the survey.) However, there are over 166 curb ramps that are candidates for new construction or reconstruction. There are the more than 530 potential curb ramps that could be built to match up with exiting sidewalks throughout the city.

The following table summarizes the current information from the curb ramp Database:

Category	No. of curb ramps
Estimated potential sites for curb ramps in the City to match up with existing sidewalks	511
Estimated number of useable curb ramps to serve pedestrian crossings	484
Estimated locations with no pedestrian crossing, or curb ramp infeasible	200
Curb ramps constructed in city – known from surveys	584
Existing curb ramps that are safe and useable according to survey criteria	224
Existing curb ramps that are a priority for reconstruction or modification	360
Surveyed pedestrian crossings lacking curb ramps	1,486
Total known curb ramp sites for construction or reconstruction	3,176

Database Note: The curb ramp database is quite large and could not feasibly be included in the text of this ADA Curb Ramp and Sidewalk Transition Plan.

Sidewalks

In the year 2011 the Community Development Department undertook a program to survey and collect data regarding the condition and status of sidewalks.

The goal of this program was to perform a citywide sidewalk conditions survey to assess and record representative locations in need of repairs or other maintenance in order for the sidewalks to be accessible to persons with disabilities. The Community Development Department then placed the collected data into a database. The Community Development Department has used this data to develop an overall estimate of the scope of the issue as well as develop broad cost forecasts. The Community Development Department has established a Sidewalk Assessment and Repair Program, an ongoing facility maintenance & management process whereby the city's sidewalks are systematically evaluated, work areas are prioritized, and needed work is forecast.

Identified Barriers - Sidewalk Evaluation Factors

The Sidewalk Survey Team surveyed City blocks for damage that might restrict the pedestrian access for disabled citizens. In conducting its survey of City sidewalks, the Community Development Department used specific criteria to evaluate the frequency (and cost) of barriers to access. The City noted all sidewalk deficiencies that would interfere with the public right of way. Surveyors used the following criteria to document barriers:

- Cracking of sidewalk surface (including sidewalk flags, curb, and utility covers) deeper and/or wider than 0.5"
- Less than 4' of accessible pedestrian pathway
- Requires tree, weed or dirt removal
- Greater than 0.5" vertical or horizontal displacement/upheaval of sidewalk surface (including sidewalk flags, curb, and utility covers).
- Missing tree grates
- Missing utility covers
- Greater than 2.5% horizontal or vertical slope across the path of travel
- Less than 8' of vertical clearance

The sidewalk survey team surveyed the street intersections and the existing sidewalks that match up to existing curb ramps or could have potential to match curb ramps at the corners of city blocks in Tucumcari. The data collected from this survey was then entered into the Database to aid in projecting a cost estimate for sidewalk improvements throughout the entire city.

Scope of Work – Sidewalk Findings

The survey team found many instances of potential barriers to people with disabilities in the public right of way. By far the most common barrier that the surveyors encountered was the general category of sidewalk damage. In terms of reported incidents of barriers, the generic "sidewalk damage" accounted for 52% of incidents. Sidewalk upheaval or uneven sidewalk was a less frequent, though still significant finding, comprising 15% of the items cited. Tree damage or weed growth and dirt piles posed a significant issue as well. On several blocks throughout the City, sidewalks to not reach the curb returns. In these cases, the survey assigned these sidewalks with a rating of 4 (four). The survey findings are summarized on the following page:

Sidewalk Deficiencies Table

Sidewalk Survey Deficiency Findings	# incidents	% incidents	Rating
sidewalk damage / depression	120	52%	1 .
missing sidewalk at curb return	1324	19%	4
sidewalk upheaval/uneven sidewalk	956	15%	1
curb damage	566	8%	1
missing or damaged utility cover	26	4%	1
excessive x-slope	56	1%	1
weed, tree damage or dirt removal required	63	1%	1
excessive y-slope	22	0%	1

The method of establishing the Sidewalk overall condition grading of either "Good", "Fair" or "Poor" is based on the number rating totals from above Sidewalk Deficiencies Table above and in turn applied as follows:

Method of Sidewalk Overall Condition Grading Table

Deficiency Number Rating	(Overall Condition for Database Grading		
0-1	Good		
1-2	Fair		
2-3 or greater	Poor		

Sidewalks received an overall condition grading based on the above table which is reflected in the City's Database for each street intersection throughout the City.

Method of Cost Estimation:

Sidewalk damage, uneven sidewalks, excessive x-slope, excessive y-slope, and sidewalk upheaval were quantified by the number of flags damaged or affected. Curb damage was quantified by the number of curb segments affected. Deficiencies such as damaged or missing utility covers were

classified by utility cover size and utility agency. Lastly, vertical and horizontal clearance issues were physically measured.

The citywide cost estimate was developed based on several factors. Each deficiency was assigned the following dollar amount:

Item	Cost	
Replace 1 flag of sidewalk	\$100/flg	
Replace 1 segment of curb	\$12/linear ft.	
Replace 1 sewage vent cover	\$40/ea	
Replace/Install 1 tree grate	\$2,500/ea	W
Damaged utility cover (small)	\$100/ea	
Damaged utility cover (medium)	\$200/ea	
Damaged utility cover (large)	\$300/ea	
Empty tree pit (assume 1 flag)	\$100/ea	

Based on the above line item estimations a cost estimate of \$4,255,992.00 was assessed by the survey. The team was then able to develop a total cost estimate for the City of Tucumcari.

Database Note: The sidewalk database is quite large and could not feasibly be included in the text of this ADA Curb Ramp and Sidewalk Transition Plan.

The 25-year Sidewalk Assessment and Repair Plan, beginning in FY 2016-17, could fund and build sidewalk improvements and repairs so that sidewalks will not be a barrier in any portion of the City. As a new program, if implemented, the plan may be subject to re-assessment. Cost to the City for the work over the 25 year program is estimated to be on the order of \$4 million, or approximately \$0.16 million per year.

III. Methods to Remove Obstacles- Policies & Priorities

The City of Tucumcari employs a range of approaches in removing obstacles on sidewalks and at street corners, including:

- Proactively identifying and eliminating the barrier,
- Responding to public complaints,
- Ensuring the correct design and build-out in new construction.

This section of the ADA Transition Plan will review City policies for barrier removal focusing on the approaches used by the Community Development Department.

Curb Ramps

The City constructs the majority of its curb ramps through two projects, 1) repair and improvement to existing facilities, and 2) the Street Improvement Program. Additional sources of curb ramp construction are primarily in connection with Traffic Signal upgrades and private construction that touches a street corner.

Barrier Removal - ADA Transition Plan Priorities

The ADA Transition Plan priorities closely follow the guidelines in the regulations. The Matrix on the following page shows the priorities. The highest priorities are those in the boxes shaded green. Curb ramps that have a poor condition score, and corners with no curb ramps are the highest priority. Within those two rows on the matrix, the locations that are the highest priority are those that have been identified by people with disabilities as being necessary for their path of travel (Public Requests or Complaints), and curb ramps serving key amenities (civic centers, transportation, and public accommodations) are the next priorities.

Once locations with curb ramps that have poor scores or no curb ramps at all have been addressed, the City will address locations that are the subject of Public Requests or complaints that have only one ramp, but two directional ramps could feasibly fit. After that, ramps where construction poses extreme difficulty, either because of physical constraints, or legal complications. (Locations with privately owned property containing sidewalks).

Lowest priority — The last and lowest priority for replacement are those ramps built to code at the time they were built, and that remain safe and usable, even if not up to current design standards. Normally, the Community Development Department will upgrade those curb ramps only when that area undergoes an alteration or remodeling as a result of New Construction and Street Resurfacing Projects. The City includes these curb ramps in its Transition Plan, notwithstanding that there is no legal obligation to do so.

The ADA Transition Plan Priorities for Curb Ramps are summarized in the matrix on the next page.

Curb Ramp Priority Matrix for Barrier-Removal Projects

		ADA 35.151(d)(2) Geospatial Proximity Priorities				
		Α	В	С	D	E
C Ramp Installation Priorities	Priority Descriptio n	Locations of Citizen Complaints / Requests (ADA Title II Program Access)	Locations Serving Govern- ment Offices & Public Facilities	Locations Serving Transportation	Locations Serving Places of Public Accommodation, Employers	Locations Serving Other Areas
HIGH	Non- conforming Curb Ramp or Landing / Poor condition score	A1	B1	C1	D1	E1
MEDIUM	No Curb Ramp Yet Constructed	A2	B2	C2	D2	E2
LOW	Single or Non- Directional Curb Ramp, Two Can Fit	A3	B3	C3	D3	E3
Other	Extremely Difficult Physical or Legal Constraints	A4	B4	C4	D4	E4

The method of establishing the Curb Ramp Priority grading of either "High", "Medium" or "Low" is based on the number rating totals from above Matrix and in turn applied as follows on the next page:

Method of Curb Ramp Overall Priority Grading Table

Priority Number Rating	(Overall Priority for Database)
	Grading
A1-B2	HIGH
B3-C4	MEDIUM
D1-E4	LOW

Curb Ramps received an overall priority grading based on the above matrix which is reflected into the City's Database for each street intersection throughout the City.

Curb Ramp-Public Complaint Process

The public complaint process is an integral part of the Transition Plan for curb ramps. Public complaints or requests drive the majority of the construction and renovation in the City's annual Repair and Improvement plan. Any member of the public can call City Hall or the Community Development Department and register a complaint or request regarding curb ramps. Within the Community Development Department, the ADA Coordinator is the central point to take and evaluate requests.

Curb Ramps - Complaint Process: The Community Development Department Office of the ADA / Disability Access Coordinator (DAC) acts as the central clearinghouse for curb ramp complaints and requests. Citizens with disabilities requiring curb ramps are encouraged to contact the office directly. Complaints and requests received by other departments or the various City Departments are routed to the DAC. This central complaint procedure ensures that the specific needs of each individual are accurately understood and recorded. The issue and specific locations are then entered into a log and the matter referred to the appropriate City agency for inspection and possible action. The referred agency then replies with its findings to the DAC, which then issues and keeps record of a formal response to the complainant / requestor.

New Construction

Not all curb ramps are constructed in the City via the Repair and Improvement Plan. New Construction and Street Improvement Projects also provide significant numbers of new curb ramps. The Community Development Department has several policies to ensure that new construction follows clear standards to maximize the accessibility of the City's public right ofway.

Curb Ramp Standards: The Community Development Department has developed a series of curb ramp standards and alternates, organized in a decreasing order of preference and accessibility. It is the intent of these standards to achieve the highest level of compliance with the standards for new construction that are technically feasible in any given location. In the vast majority of locations, this will include curb ramps with a 1:12 slope. However, a specific provision in ADAAG allows curb ramps to slope up to 10% if existing space limitations prohibit the use of 1:12 slopes. Accordingly this principal is reflected in the Community Development Department Curb Ramp Priority Matrix as well.

Curb Ramp Program to provide fully accessible routes within an area: It is the Community Development Department practice to aggregate various curb ramp locations in an area in order to create as much economy of scale as possible when constructing new or upgrading existing curb ramps. Additionally, when a curb ramp is constructed at one end of a crosswalk, the Community Development Department also constructs a curb ramp at the other end. Accordingly, the crosswalk is viewed as the basic element for planning and the entire intersection may be evaluated for upgrade work to take advantage of mobilized design and construction resources.

By focusing the work in this way, the interconnectivity of elements along a given path of travel is assured. Additionally, the funds and personnel allocated to the work are used in the most efficient manner possible by this type of project streamlining. Bids to do the work will likely be lower than otherwise possible due to the ability of the builders to better control the work in more focused areas with respect to project planning and traffic control.

Curb Ramps Transition Plan – Policies and design standards that maximize accessibility and universal design components into future improvements in the public right-of-way. Please see item in Sidewalks Section; Curb Ramps Transition Plan below for an overview of this program.

Maintenance of Accessible Features: Curb Ramps; Temporary Barriers — Policy of barricades and alternate circulation routes for construction or maintenance work: In order to maintain an accessible path of travel while curb ramps are being constructed, the Street Department follows state standards applicable to all such construction within the City. The following policies ensure the maintenance of accessible features and alternative accessible routes during construction:

Defenses

Technically infeasible — Under some conditions, the City will be limited in its ability, or completely unable, to provide curb ramps because of the existing physical or site restraints. For example, clear space at the top of the ramp is obstructed by a building, or the slope of a hill is so extreme as to prevent a reasonable slope for a ramp in both directions. Under these circumstances, the City may invoke the defense that a curb ramp is technically infeasible or structurally impractical.

Program Access – Given a program as broad and comprehensive as a curb ramp program, the City will follow the concept of Program Access under Title II of the ADA. As described in Title 28 of the

Code of Federal Regulations, Section 35.150(a) (also referred to as the ADA Rules), 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 (or to install them as a lower priority later), as long as a reasonable path of travel is available even without those curb ramps.

Sidewalk Accessibility

The City's Community Development Department has implemented a three-pronged approach to improve the accessibility of its sidewalks:

- Proactive barrier identification and removal,
- · Response to public complaints, and
- New construction standards

Barrier Removal - Sidewalk Inspection and Repair

The Code Enforcement Department addresses sidewalk barriers primarily through responses to public complaints and through a modest inspection unit. After the 2011 sidewalk barrier survey, the City is pursuing a policy of Inspection and Repair Program to expand its capacity to address barriers in the public right of way more proactively. The sidewalk survey information Database would be updated as new projects are completed and new construction standards are met.

The Sidewalk Inspection and Repair Program inspects all sidewalks on a 25 year cycle. The inspection schedule is prioritized by pedestrian usage. The program informs all responsible parties (both public and private property owners) of sidewalk damage and the Department then coordinates repairs in a short time frame to increase efficiency and improve pedestriansafety.

Priorities for Inspection and Repair: When developing an operational model forthe Program, the Community Development staff researched sidewalk use levels in order to prioritize how sidewalks would be prioritized for repair. Because comprehensive pedestrian use data was not available, staff used several indirect community elements in order to estimate levels of pedestrian usage. The community elements include:

- Commercial Zoned Districts as defined by the City of Tucumcari
- Highway Routes
- Sidewalks within 500 feet of a School, Public Facility, Hospital, or Senior Center

• Population Density as defined in the 2010 Census

The inspection and repair program prioritizes areas in accordance with the locations in Title II of the ADA: "priority to walkways serving entities covered by the Act, including State and local government offices and facilities, transportation, public accommodations and employers, followed by walkways serving other areas." Those sidewalks identified with the greatest number of community elements are inspected and repaired first.

This Table provides a numerical breakdown of the number of sidewalks in each of the described

categories:

Priority	Commercial districts	Hwy	Near a School, Hospital, Senior Ctr Public Fac.	Pop. High	Pop. Mid	Pop. Low	Count
HIGH	х	х	x	Х	x		100
MEDIUM	х	х	x			Х	100
LOW	x	х	x				100
Other						Х	100
Total							400

Those areas that are not in commercial districts, near a Highway, or near a public facility are primarily residential. The blocks in the "Other" category are primarily industrial.

The sidewalk inspection program addresses curb ramps that are damaged. If there is a curb ramp that is not damaged but does not meet all current codes, the program will not upgrade the curb ramp. The Program is designed to work on City blocks that have met the aforementioned criteria for high pedestrian usage. Therefore, adjacent blocks that do not rise to the same level of pedestrian usage are not inspected and repaired until all higher criteria blocks have been completed. Therefore, completing paths of travel for adjoining blocks will not be addressed without identifying other available resources.

In order to address this issue, staff must schedule work in advance and seek alternative funds to complete accessible routes on adjoining blocks. Staff will work to identify existing programs to maximize the improvement of accessible routes within the areas addressed by the sidewalk inspection program.

Sidewalks – Existing Conditions Priorities Matrix

	1000000	Geospatial Proximity Priorities								
		Α	В	С	D	E				
	Priority Description	Locations of Citizen Complaints / Requests (ADA Title II Program Access)	Locations Serving Govern- ment Offices & Public Facilities	Locations Serving Transpor- tation	Locations Serving Places of Public Accommodation, Employers	Locations Serving Other Areas				
1	Potholes or Large Cracks in Pavement	A1	B1	C1	D1	E1				
2	Greater than 2.5% cross-slope across the path of travel	A2	B2	C2	D2	E2				

The method of establishing the Sidewalk Priority grading of either "High", "Medium" or "Low" is based on the number rating totals from above Matrix and in turn applied as follows:

Method of Sidewalk Overall Priority Grading Table

Priority Number Rating	(Overall Priority for Database) Grading			
A1-B2	HIGH			
B3-C4	MEDIUM			
D1-E4	LOW			

Sidewalks received an overall priority grading based on the above matrix which is reflected into the City's Database for each street intersection throughout the City.

Sidewalks-Public Complaint Process

The Assistant City Manager, Disability Access Coordinator (DAC) will assist the Code Enforcement Department with sidewalk complaints and requests. Citizens with disabilities requiring accessible sidewalks are encouraged to contact the office directly.

Complaints and requests received by other City Departments are to be routed to the DAC office. This is in order that the specific needs of each individual may be accurately understood and recorded. The issue and specific locations are then entered into a log and the matter referred to the appropriate City agency for inspection and possible action. The referred agency is then to reply with its findings to the DAC, which will then issue and keep record of a formal response to the complainant / requestor.

Once a complaint is received, the Community Development Department Office sends an inspector to the site. If an inspection finds that a sidewalk needs repair, the Inspector issues a Notice to Repair (NTR) to the property owner, allowing the owner time to repair the defect independently. If the owner does not provide the repair, the City will repair the sidewalk and bill the owner.

For sidewalk repairs that are not the responsibility of private property owners (e.g. a public entity, or a business), the Community Development Department Office follows a similar process, but the notice is issued directly to the entity or business.

New Construction

The Community Development Department Office Staff reviews proposed work in the Public Right-Of-Way (PROW) and regulates intended work through the review and approval process.

Construction in the PROW is regulated through curb and gutter permits and/or street cut permits. These permits are reviewed for compliance with the City's Standard Specifications and State and Federal laws. Construction of the PROW must be conducted in accordance with the Standard Specifications and adhere to all applicable regulations. Encroachments onto the PROW from private property are reviewed for appropriateness and accessibility of the PROW.

Street Improvement

The Community Development Department Office observes construction work in the Right of Way that is not performed by a private Utility Contractor. (Those inspections are conducted by the City Staff or Engineering Consultants.) An important function of Street Improvement is to insure that developments on private property comply with pertinent specifications where the project interfaces with the Public R.O.W.

The Street Department consists of one (1) Senior Inspector. Site inspections may be demanding. Other services provided by street improvements are the pre-construction site meeting and Street Department review and concurrence of approval.

Pavement Inventory Plan

The City of Tucumcari maintains a Pavement Inventory Plan as an element of the City's Asset Management Plan. This document identifies and qualifies the City of Tucumcari Roadway Assets, as well as identifying priorities and costs for future needed improvements. This document is utilized in the determination of future roadway improvement projects, along with associated roadway adjoining surface improvements.

Tucumcari Downtown Railroad District Master Plan

The City has recently completed a Master Plan for development of the Historic Railroad Depot area. As a part of this plan, the existing infrastructure in the area including both motorized and pedestrian travel ways were looked at in detail. Subsequently, future development projects in this area are planned or underway which includes substantial street and sidewalk improvement items.

It is envisioned that the Street Improvement Plan will result in improved mobility for all Tucumcarians. Among the elements and physical qualities that are stated goals and objectives are:

- Develop an inclusive process and public outreach for planning, design and construction of infrastructure projects.
- Design streets to ensure safe crossings for seniors, children, and persons with disabilities.
- Streets will be designed to facilitate safe, accessible, and convenient connections among major nodes, hubs, destinations, transit centers, and major land use and activity centers.
- Commercial streets will be designed for ease of use and access to destinations for all populations, particularly those with visual or mobility impairments.
- Create an area wide pedestrian network that will help to connect activity centers, and identify and remedy gaps in pedestrian accessibility to destinations.

Maintenance of Accessible Features:

The ADA requires the maintenance of accessible features as well as program accessibility in general. The New Mexico Building Code requires temporary measures and construction to be accessible.

Defenses

In addition to the standard defenses outlined under Curb Ramps above, technical infeasibility and program access, the Community Development Department Office recognizes the following specific exception for sidewalks.

Sidewalks; Standards to accept existing conditions:

The New Mexico Building Code, unlike the ADAAG, contains a specific exception for sidewalk cross-slope due to existing conditions that pose an unreasonable hardship.

This may be due to right-of-way restrictions, natural barriers, or other existing conditions. This exception allows for cross-slopes of up to $\frac{1}{2}$ inch per foot (4.17%) for distances typically not to exceed 20 feet. The state code also allows the sidewalk width to be reduced to as little as 36 inches (the same as the ADAAG minimum) if existing conditions create an unreasonable hardship. The Community Development Department Office allows the sidewalk and level landing cross-slope up to 4.17% accordingly where existing conditions make it necessary to do so.

There are many locations where existing conditions do not allow full compliance with the minimum standards or the provided exceptions. In such cases the City may issue a minor or major encroachment permit for nonstandard work in the sidewalks in order to achieve accessibility. For example, projecting entry ramps at building entrances into the sidewalk is sometimes necessary. In such cases the Community Development Department Office works to allow such practices in accordance with related Tucumcari Guidelines.

IV. Schedule for Implementation *Curb Ramps;* Comprehensive Plan Schedule

This Transition Plan has qualified curb ramp construction in each year as Roadway Paving and Resurfacing Projects are projected to allow.

In addition, the Pavement Evaluation Plan has identified street resurfacing, which may also include new curb ramps along the routes that are resurfaced. Additional curb ramps may be provided as well through Parking and Traffic's Signal Projects, and a future construction projects that are both publicly or privately funded.

The chart below illustrates the estimated numbers of curb ramps to be constructed via each source of funding over a ten year period.

Curb Ramp Funding Source / Implemented By	FY 2016- 2017	FY 2017- 2018	FY 2018- 2019	FY 2019- 2020	FY 2020- 2021	FY 2021- 2022	FY 2022- 2023	FY 2023- 2024	FY 2024- 2025	FY 2025- 2026	Totals
Street Department	4	4	4	4	4	4	4	4	4	4	
Roadway Paving / Resurfacing Projects	25	25	25	25	25	25	25	25	25	25	
Traffic Signal Projects / CDD & Other	2	2	2	2	2	2	2	2	2	2	
Private Parties / Private contractors Totals	4	4	4	4	4	4	4	4	4	4	
Totals											

V. Responsible Individual

The official responsible for implementation of the City's ADA Transition Plan for Curb Ramps and Sidewalks is:

Vicki Strand, City of Tucumcari
Community Development Director
(575) 461-2143 Work
(575) 403-5769 Cell
vstrand@cityoftucumcari.com
Community Development
512 South 8th Street
Tucumcari, NM 88401

Ms. Vicki Strand is the Acting ADA / Disability Access Coordinator (DAC)

VI. Public Input

The City has in this Transition Plan and will continue with this plan to make available to applicants, residents, and other interested parties information regarding this Transition Plan.

The City will provide opportunities for individuals to comment on this Transition Plan by submitting comments and making specific recommendations. Public hearings of the City

Manager's Office or the Community Development Department are one of the primary forums for public input on the plan.

A copy of the Draft Transition Plan will be made available for public review during the formal citizen review period.

After formal adoption of this plan the City will maintain on file for at least 3 years the names of persons consulted with respect to this draft plan, opinion surveys and other comments submitted, and a description of plan modifications subsequently made.