



Pflugerville, Texas
**ADA Self-Evaluation
& Transition Plan**

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In Association with:
 **ACCESSOLOGY**

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Abbreviations

ADA – Americans with Disabilities Act

CFR – Code of Federal Regulations

CIP – Capital Improvement Program

DOJ – United States Department of Justice

FHWA – Federal Highway Administration

MUTCD – Manual on Uniform Traffic Control Devices

PROWAG – Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way

PSA – Programs, Services, and Activities

1.0 Introduction

1.1 Legislative Mandate

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. Title II of the ADA also requires that all programs, services, and activities (PSAs) of public entities provide equal access for individuals with disabilities.

The City of Pflugerville has begun a comprehensive evaluation of its PSAs to determine the extent that individuals with disabilities may be restricted in their access.

1.2 ADA Self-Evaluation and Transition Plan Development Requirements and Process

The City of Pflugerville is obligated to observe all requirements of Title I in its employment practices; Title II in its policies, programs, and services; any parts of Titles IV and V that apply to the City and its programs, services, or facilities; and all requirements specified in the 2010 ADA Standards and 2011 Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG) that apply to facilities and other physical holdings.

Title II has the broadest impact on the City. Included in Title II are administrative requirements for all government entities employing more than 50 people. These administrative requirements are:

- Completion of a Self-Evaluation;
- Development of an ADA complaint procedure;
- Designation of at least one (1) person who is responsible for overseeing Title II compliance; and
- Development of a Transition Plan to schedule the removal of the barriers uncovered by the Self-Evaluation process. The Transition Plan will become a working document until all barriers have been addressed.

This document describes the process developed to complete the evaluation of the City of Pflugerville's PSAs and facilities, provides possible solutions to remove programmatic barriers, and presents a Transition Plan for the modification of facilities and public rights-of way to improve accessibility, which will guide the planning and implementation of necessary program and facility modifications over the next 10 years. The ADA Self-Evaluation and Transition Plan is significant in that it establishes the City's ongoing commitment to the development and maintenance of PSAs and facilities that accommodate all its citizenry.

1.3 Discrimination and Accessibility

Program accessibility means that, when viewed in its entirety, each program is readily accessible to and usable by individuals with disabilities. Program accessibility is necessary not only for individuals with mobility needs, but also to individuals with sensory and cognitive disabilities.

Accessibility applies to all aspects of a program or service, including but not limited to physical access, advertisement, orientation, eligibility, participation, testing or evaluation, provision of auxiliary aids, transportation, policies, and communication.

The following are examples of elements that should be evaluated for barriers to accessibility:

1.3.1 Physical Barriers

- Parking
- Path of travel to, throughout, and between buildings and amenities
- Doors
- Service counters
- Restrooms
- Drinking fountains
- Public telephones
- Path of travel along sidewalk corridors within the public rights-of-way
- Access to pedestrian equipment at signalized intersections

1.3.2 Programmatic Barriers

- Building signage
- Customer communication and interaction
- Non-compliant sidewalks or curb ramps
- Emergency notifications, alarms, and visible signals
- Participation opportunities for City sponsored events

1.3.3 Ongoing Accessibility Improvements

City PSAs and facilities evaluated during the Self-Evaluation will continue to be evaluated on an ongoing basis, and the ADA Transition Plan will be revised to account for changes that have been or will be completed since the initial Self-Evaluation. This Plan will be posted on the City's website for review and consideration by the public.

1.3.4 City of Pflugerville Approach

The purpose of the Transition Plan is to provide the framework for achieving equal access to the City of Pflugerville's PSAs within a reasonable timeframe. The City's elected officials and staff believe that accommodating persons with disabilities is essential to good customer service, ensures the quality of life Pflugerville residents seek to enjoy, and guides future improvements. This Plan has been prepared after careful study of select City programs, services, activities, and evaluations of a select number of City facilities.

The City of Pflugerville should make reasonable modifications in PSAs when the modifications are necessary to avoid discrimination based on disability, unless the City can demonstrate that making the modifications will fundamentally alter the nature of the program, service, or activity. The City of Pflugerville will not place surcharges on individuals with disabilities to cover the cost involved in making PSAs accessible.

2.0 Public Outreach

The City hosted a virtual public meeting regarding the City's ADA Transition Plan on November 19, 2020, 5:00 – 6:00 PM to provide a summary of the transition planning process and solicit feedback on any concerns related to accessibility. The meeting was advertised on the City website (ADA resource page and calendar), “Key to the City” weekly e-newsletter, and social media (Facebook, Nextdoor, Twitter, and Instagram). The public was provided an opportunity to pre-register to speak during the meeting to provide feedback and/or ask questions. A copy of the presentation is provided in **Appendix A-1**.

The public meeting was recorded, and a captioned version of the video was posted on the City's website. The City provided several additional formats in which public input could be submitted after the meeting including email, online survey, and online map. A summary of feedback received is provided in **Appendix A-2** and **Appendix A-3**.

The City has also developed a list of local disability organizations to include in future public outreach opportunities regarding accessibility. Identified organizations include:

- ADAPT of Texas - Austin Office / State Office
- All Blind Children of Texas
- American Federation for the Blind
- The Arc Capital Area
- A Resource Center for Independent Living (ARCIL)
- Autism Society of Texas
- Bluebonnet Trails Community Services
- Coalition of Texans with Disabilities
- Disability Rights Texas
- Down Syndrome Association of Central Texas
- Easter Seals of Central Texas
- Integral Care
- Knowbility
- Little People of America - District 8 (Louisiana and Texas)
- Marbridge
- Mary Lee Foundation
- Paralyzed Veterans of America - Texas Chapter
- ROCK
- United Partners Pflugerville

The City will continue to seek feedback from the public on the Transition Plan.

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3.0 Self-Evaluation and Summary of Findings

The City of Pflugerville's ADA Transition Plan reflects the results of a comprehensive inventory of the PSAs provided to employees and the public. A review will be completed to identify programmatic barriers to individuals with disabilities interested in accessing the PSAs offered by the City.

3.1 Programs, Procedures, and Policies Review

Under the ADA, the City of Pflugerville is required to complete a Self-Evaluation of the City's facilities, programs, policies, and practices. The Self-Evaluation identifies and provides possible solutions to those policies and practices that are inconsistent with Title II requirements. To be compliant, the Self-Evaluation should consider all the City's PSAs, as well as the policies and practices the City uses to implement its various programs and services.

To comply with requirements of the plan, the City must take corrective measures to achieve program accessibility through several methods, including, but not limited to:

- (1) Relocation of programs to accessible facilities;
- (2) Modifications to existing programs so they are offered in an accessible manner;
- (3) Structural methods such as altering an existing facility;
- (4) Policy modifications to ensure nondiscrimination; and
- (5) Auxiliary aids provided to produce effective communication.

When choosing a method of providing program access, the City should attempt to give priority to the method that promotes inclusion among all users, including individuals with disabilities.

PSAs offered by the City to the public must be accessible. Accessibility applies to all aspects of a program, services, or activity, including advertisement, orientation, eligibility, participation, testing or evaluation, physical access, provision of auxiliary aids, transportation, policies, and communication.

However, the City does not have to take any action that will result in a fundamental alteration in the nature of a program or activity, create a hazardous condition for other people, or result in an undue financial and/or administrative burden. This determination can only be made by the ADA/504 Coordinator and/or an authorized designee of the City, such as the City Manager or her designee, and must be accompanied by a written statement detailing the reasons for reaching the determination.

The determination of undue burden must be based on an evaluation of all resources available for use. If a barrier removal action is judged unduly burdensome, the City must consider all other options for providing access that will ensure that individuals with disabilities receive the benefits and services of the program or activity. This process must be fully documented.

3.1.1 ADA/504 Coordinator (Title I / Title II)

Under the ADA Title II, when a public entity has 50 or more employees based on an entity-wide employee total count, the entity is required to designate at least one (1) qualified responsible employee to coordinate compliance with ADA requirements. The name, office address, and telephone number of this individual must be available and advertised to employees and the public. This allows for someone to assist with questions and concerns regarding disability discrimination to be easily identified.

The City of Pflugerville has appointed Ali Abdelfattah as ADA/504 Coordinator for Title I and Title II. Below is his contact information.

Ali Abdelfattah, P.E., ADA/504 Coordinator
Assistant City Engineering - Development
Planning and Development Services
201-B East Pecan Street
P.O. Box 589
Pflugerville, Texas 78691
Office: 512-990-6344
Texas Relay: 7-1-1
AliA@pflugervilletx.gov

The ADA/504 Coordinator contact information must be provided to interested parties. The following distribution methods are recommended:

- Prominently display in common areas that are accessible to all employees and areas open to the public;
- Provide in materials that are distributed by the City for meetings and events where requests for auxiliary aids or services for effective communication might be needed;
- Provide in materials that are distributed by the City where ADA questions or concerns may arise; and
- Post on the City website.

3.1.2 Roles and Responsibilities of the ADA/504 Coordinator

Below is a list of qualifications for ADA Coordinators that are recommended by U.S. Department of Justice:

- Familiarity with the entity's structures, activities, and employees;
- Knowledge of the ADA and other laws addressing the rights of people with disabilities, such as Section 504 of the Rehabilitation Act;
- Experience with people with a broad range of disabilities;
- Knowledge of various alternative formats and alternative technologies that enable individuals with disabilities to communicate, participate, and perform tasks;
- Ability to work cooperatively with local entities and people with disabilities;
- Familiarity with any local disability advocacy groups or other disability groups;
- Skills and training in negotiation and mediation; and
- Organizational and analytical skills.

The City should document the roles and responsibilities of the ADA/504 Coordinator. These roles and responsibilities should be consistent with the Department of Justice's guidance for "An Effective ADA Coordinator" (<https://www.ada.gov/pcatoolkit/chap2toolkit.htm>).

3.1.3 Title II ADA Grievance Policy, Procedure, and Form with Appeals Process for the ADA

Local governments with 50 or more employees are required to adopt and publish procedures for resolving grievances in a prompt and fair manner that may arise under Title II of the ADA.

The City of Pflugerville ADA Grievance Procedures and grievance form are posted on the City's website: <https://www.pflugervilletx.gov/city-government/development-services-center/development-engineering/ada-transition-plan/ada-grievance-procedures>.

3.1.4 Public Notice Under the ADA

The ADA public notice requirement applies to all state and local governments covered by Title II, including entities with fewer than 50 employees. The target audience for the public notice includes applicants, beneficiaries, and other people interested in the entity's PSAs. This notice is required to include information regarding Title II of the ADA and how it applies to the PSAs of the public entity. Publishing and publicizing the ADA notice is not a one-time requirement. State and local government entities should provide the information on an ongoing basis, whenever necessary.

The City of Pflugerville ADA Notice is posted on the City's website: <https://www.pflugervilletx.gov/city-government/development-services-center/development-engineering/ada-transition-plan/ada-grievance-procedures>.

3.1.5 ADA Task Committee

The ADA Task Committee is comprised of representatives from each City department. These individuals work closely with the ADA/504 Coordinator to resolve issues regarding the needs of their department and the programs under their management. The ADA/504 Coordinator works closely with the ADA Task Committee to coordinate the implementation of plans, programs, policies, and procedures.

The City of Pflugerville has established an ADA Task Committee and is comprised of a representative from each City department. These representatives are tasked with serving as the ADA contact for their department and will consult with the ADA/504 Coordinator regarding all ADA issues impacting their department. Each representative is responsible for keeping a detailed log for all ADA inquiries within their department. This log shall be shared with the ADA/504 Coordinator and shall be retained for at least three (3) years.

The ADA Task Committee information should be publicized in common areas that are accessible to employees and areas open to the public. This includes posting this information on the City website.

3.1.6 Program, Services, and Activities Inventory

The City of Pflugerville has compiled a list of all City programs, services, and activities (PSAs) required to be reviewed for compliance with Title II of the ADA. The City will evaluate current status regarding ADA requirements including eligibility requirements, participation requirements, facilities used, staff training, tours, transportation, communication, notifications, public meetings, the use of contracted services, purchasing, maintenance of accessible features, and emergency procedures.

The Self-Evaluation of these PSAs will be completed over an estimated one (1) year period and updates to the City's Transition Plan will be made to including findings and possible solutions for identified barriers.

Complete lists of the following are provided in the referenced appendices:

- Articles (**Appendix B-1**);
- Boards, Commissions, Committees, and Councils (**Appendix B-2**);
- Communication Services (**Appendix B-3**);
- Departments (**Appendix B-4**);
- Documents (**Appendix B-5**);
- Employment Practices (**Appendix B-6**);
- Events (**Appendix B-7**);
- Forms (**Appendix B-8**);
- Ordinances (**Appendix B-9**); and
- Videos (**Appendix B-10**).

3.1.7 Program, Services, and Activities Review

Select documents identified in the PSA inventory were evaluated for ADA compliance, including:

- Lease agreements for the following facilities:
 - Planning & Development Services, 201-B E. Pecan Street
 - People + Culture, 203 W. Main Street, Ste C
- One (1) sample City Council Work Session Agenda
- One (1) sample City Council Work Session Minutes
- One (1) sample City Council Meeting Agenda
- One (1) sample City Council Meeting Minutes
- One (1) sample Planning and Zoning Commission Meeting Agenda
- One (1) sample Parks and Recreation Commission Meeting Agenda
- One (1) sample Pflugerville Community Development Corporation (PCDC) Meeting Agenda
- One (1) sample public notice

Program, Services, and Activities Review: Self-Evaluation Findings

- The lease agreement for Planning & Development Services, 201-B E. Pecan Street includes use of the words “guide dog” and “handicapped.”
- The lease agreement for 203 W. Main Street, Ste C did not include specific language that clarifies the obligations of each party regarding physical aspects of the property and the use of the facility.
- The sample agendas, minutes, and public notice include a non-discrimination statement, but it is not consistent with the suggested language established by the Department of Justice.

Program, Services, and Activities Review: Possible Solutions

- The use of the words “guide dog” and “handicapped” should be removed from the lease agreements and replaced with terms such as “service animal” and “person(s) with disabilities” in accordance with the U.S. Department of Justice recommendations.

Program, Services, and Activities Review: Possible Solutions (cont.)

- The lease agreements should include ADA specific language that clarifies obligations of each party regarding physical aspects of the property regarding ADA barrier removal.
- The non-discrimination statement in meeting agendas, meeting minutes, and public notices should be revised to reflect the suggested language provided by the Department of Justice. The statement is suggested to read, "In accordance with the requirements of title II of the Americans with Disabilities Act of 1990 ("ADA"), the City of Pflugerville will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs, or activities."

3.1.8 Design Standard Review

The following City design standards and specification were reviewed for consistency with 2011 Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG):

- Series 400 Details (37 sheets)
- 707S-1: Pedestrian Handrail (1 of 4)
- 707S-1: Pedestrian Handrail (2 of 4)
- 707S-2: Pedestrian ADA Handrail Option 1 (1 of 4)
- 707S-2: Pedestrian ADA Handrail Option 1 (3 of 4)
- 707S-3: Pedestrian ADA Handrail on Curb Option 2 (1 of 2)
- 707S-4: Pedestrian ADA Handrail on Sidewalk Option 3 (1 of 2)
- 1301S-1: Granite Gravel Hike and Bike Trails (1 of 2)
- 1301S-1: Granite Gravel Hike and Bike Trails (2 of 2)
- Item No. 432S – Portland Cement Concrete Sidewalks

Design Standard Review: Self-Evaluation Findings

A complete list of findings is provided in **Appendix C**.

Design Standard Review: Possible Solutions

A complete list of possible solutions is provided in **Appendix C**.

3.2 Facilities Review

3.2.1 Buildings

Nine (9) buildings within the City of Pflugerville were evaluated. All buildings included in the evaluation are listed in **Table 1** and shown on the map in **Appendix D-1**.

Table 1. Summary of Buildings Reviewed

Buildings	
1. Library	1008 W. Pfluger Street
2. Recreation Center	400 Immanuel Road
3. Utility Billing	100 E. Main Street, Ste 100
4. Council Chambers	100 E. Main Street, Ste 500
5. Scott Mentzer Pool	901 Old Austin-Hutto Road
6. Green Red Barn	901 Old Austin-Hutto Road
7. Windemere Clubhouse	16800 Gower Street
8. Pfluger Grove	515 City Park Road
9. Lake Pflugerville Pavilion	18216 Weiss Lane

Buildings: Self-Evaluation Findings

Areas that were evaluated for each building included parking lots, path of travel from the parking lot to the building, access into the building, signage, drinking fountains, telephones, bathrooms, and counter heights. A complete list of issues is provided in the building facility reports (see **Appendix E-1**). Common issues identified included:

- Non-compliant accessible parking;
- Non-compliant accessible routes between accessible parking and entrances;
- Non-compliant public areas of the buildings; and
- Non-compliant restrooms and drinking fountains.

Buildings: Possible Solutions

A complete list of possible solutions is provided in the building facility reports (see **Appendix E-1**).

3.2.2 Parks

Five (5) parks within the City of Pflugerville were evaluated. All parks included in the evaluation are listed in **Table 2** and shown on the map in **Appendix D-2**.

Table 2. Summary of Parks Reviewed

Parks	
1. Bohls Park	200 Immanuel Road
2. Creekside Park	418 Settlers Valley Drive
3. Falcon Point Central Park	18720 Falcon Pointe Boulevard
4. Gilleland Creek Park, including Gilleland Creek Pavilion	700 Railroad Avenue
5. Heritage Park	901 Old Austin Hutto Road

Parks: Self-Evaluation Findings

Areas that were evaluated for each park included parking lots, path of travel from the parking lot to the park amenities, access into facilities, signage, drinking fountains and restrooms. A complete list of issues is provided in the park facility reports (see **Appendix E-2**). Common issues identified included:

- Non-compliant accessible parking;
- Non-compliant accessible routes to park amenities;
- Non-compliant park amenities (picnic tables, playgrounds, etc.); and
- Non-compliant restrooms and drinking fountains.

Parks: Possible Solutions

A complete list of possible solutions is provided in the park facility reports (see **Appendix E-2**).

3.2.3 Paved Trails

Two (2) miles of paved trail within the City of Pflugerville was evaluated. All paved trails included in the evaluation are shown on the map in **Appendix D-3**.

Paved Trails: Self-Evaluation Findings

A complete list of issues is provided in the paved trail facility reports (see **Appendix E-3**). Common issues identified included:

- Non-compliant running slopes and cross slopes;
- Excessive changes in level;
- No accessible routes connecting to amenities along the trails (benches, picnic tables, waste receptacles); and
- Overhead obstructions.

Paved Trails: Possible Solutions

A complete list of possible solutions is provided in the paved trail facility reports (see **Appendix E-3**).

3.2.4 Unpaved Trails

Two (2) miles of unpaved trail within the City of Pflugerville was evaluated. All unpaved trails included in the evaluation are shown on the map in **Appendix D-4**.

Unpaved Trails: Self-Evaluation Findings

A complete list of issues is provided in the unpaved trail facility reports (see **Appendix E-4**). Common issues identified included:

- Unstable/loose trail surface;
- No accessible routes connecting to amenities along the trails (benches, picnic tables, waste receptacles); and
- Overhead obstructions.

Unpaved Trails: Possible Solutions

A complete list of possible solutions is provided in the unpaved trail facility reports (see **Appendix E-4**).

3.3.5 Signalized Intersections

17 signalized intersections within the City of Pflugerville were evaluated. Signalized intersection evaluations cataloged the conditions and measurements along the pedestrian path of travel, which includes street crossings, curb ramps, sidewalk adjacent to the curb ramps, and pedestrian signal equipment and adjacent clear spaces.

All signalized intersections included in the evaluation are listed on a map included in **Appendix D-5**.

Signalized Intersections: Self-Evaluation Findings

Common curb ramp issues included missing or incorrectly placed detectable warning surfaces, excessive flare cross slopes, curb ramp transition to roadway that are not flush, and excessive curb ramp running slopes and cross slopes. **Table 3** provides a summary of the curb ramp issues at signalized intersections.

About thirteen (13) percent of pedestrian crossings at signalized intersections did not have pedestrian signal heads or pedestrian push buttons. Pedestrian push buttons and signal heads were recommended to be installed at all signalized intersection pedestrian crossings where they did not exist. Common issues associated with the existing pedestrian push buttons included non-existent or inaccessible push button clear spaces, excessive push button clear cross slopes, and push buttons installed at locations inconsistent with the current *Texas Manual on Uniform Traffic Control Devices (Texas MUTCD)* guidance. **Table 4** provides a summary of the push button issues.

Signalized Intersections: Possible Solutions

A complete list of possible solutions can be found in the signalized intersection reports provided in **Appendix E-5**.

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Table 3. Summary of Curb Ramp Issues at Signalized Intersections

Curb Ramp Element	Number Evaluated	Number Compliant	Percent Compliant
Curb ramp does not have traversable sides	57	57	100%
Curbed sides are 90°	57	57	100%
Curb ramp turning space (landing) exists	69	69	100%
Curb ramp lands in crosswalk	69	68	98.6%
Detectable warning surface color contrasts with adjacent curb ramp surface	69	64	92.8%
Curb ramp present where curb ramp is needed	76	69	90.8%
Curb ramp width ≥ 48"	69	62	89.9%
Curb ramp running slope ≤ 8.3%	69	61	88.4%
48" crosswalk extension exists	21	18	85.7%
Curb ramp turning space (landing) running slope ≤ 2%	69	59	85.5%
Curb ramp turning space (landing) cross slope ≤ 2%	69	57	82.6%
No obstruction in curb ramp, turning space (landing), or flares	69	55	79.7%
No ponding in curb ramp, turning space (landing), or flares	69	54	78.3%
Curb ramp counter slope ≤ 5%	69	53	76.8%
Curb ramp cross slope ≤ 2%	69	52	75.4%
Flush transition to roadway exists	69	46	66.7%
Flare cross slope ≤ 10%	12	6	50.0%
Presence of detectable warning surface with correct placement	69	34	49.3%

Table 4. Summary of Push Button Issues

Push Button Element	Number Evaluated	Number Compliant	Percent Compliant
Push button diameter 2"	92	92	100%
Push button height ≤ 48"	92	91	98.9%
Push button orientation parallel to crossing	92	83	90.2%
Push button present where needed	106	92	86.8%
Pedestrian head present where needed	106	92	86.8%
Clear space cross slope ≤ 2%	68	59	86.8%
Push button offset from crosswalk ≤ 5'	92	78	84.8%
Clear space present and able to be accessed	92	68	73.9%
Push button offset from curb ≤ 10'	92	67	72.8%

3.3.6 Sidewalk Corridors

The sidewalk corridor evaluations documented conditions and measurements along the pedestrian path of travel, which includes the sidewalk, curb ramps, pedestrian crossings at driveways, and pedestrian crossings at unsignalized intersections. Approximately three (3) miles of sidewalk were evaluated. The sidewalk corridors were selected due to their high level of pedestrian activity as well as their proximity to pedestrian traffic generators. A map of the evaluated sidewalk corridors is provided in **Appendix D-6**.

Sidewalk Corridors: Self-Evaluation Findings

Common issues along the sidewalk corridors were excessive sidewalk cross slopes, vertical surface discontinuities that caused excessive level changes, excessive cross slopes at pedestrian driveway and street crossings, permanent obstructions in the sidewalk such as power poles or utilities, and temporary obstructions in the sidewalk or path of travel such as weeds and low hanging branches. Where excessive vegetation was present, field crews attempted to assess the condition of the underlying sidewalk. Where possible, the condition of the underlying sidewalk was recorded; however, the City of Pflugerville may find additional issues with the sidewalk once the temporary obstruction is removed.

Common curb ramp issues at unsignalized intersections along the sidewalk corridors included excessive flare cross slopes, curb ramp turning spaces with excessive running and cross slopes, curb ramp transition to roadway are not flush, missing or incorrectly placed detectable warning surfaces, and excessive curb ramp cross slopes. A summary of the unsignalized intersection curb ramp issues is provided in **Table 5**. Non-compliant curb ramps, sidewalk, and pedestrian paths of travel along driveways and street crossings at unsignalized interactions were recommended to be removed and replaced.

The ADA of 1990, Section 35.150, Existing Facilities, requires that the Transition Plan include a schedule for providing curb ramps or other sloped area at existing pedestrian walkways, which applies to all facilities constructed prior to 1992. For any sidewalk installations constructed from 1992 to March 15, 2012, the curb ramps should have been installed as part of the sidewalk construction project per the 1991 Standards for Accessible Design, Section 4.7

Curb Ramp, which states, “curb ramps complying with 4.7 shall be provided wherever an accessible route crosses a curb.” For sidewalk installations constructed on or after March 15, 2012, similar guidance is provided in the 2010 Standards for Accessible Design, Section 35.151 of 28 Code of Federal Regulations (CFR) Part 35, New Construction and Alterations, which states, “newly constructed or altered street level pedestrian walkways must contain curb ramps or other sloped area at any intersection having curb or other sloped area at intersections to streets, roads, or highways.”

Sidewalk Corridors: Possible Solutions

To meet the federal requirements for curb ramp installations, the following recommendations were made:

- Where sidewalk leads up to the curb at an intersection, both parallel and perpendicular to the project corridor, two (2) directional curb ramps were recommended to be installed where geometry permitted. PROWAG requires two (2) directional curb ramps be installed during modifications unless there are existing physical constraints.
- Where sidewalk parallel to the project corridor leads up to the curb at a driveway, directional curbs ramps were recommended to be installed to serve the driveway crossing.
- Where diagonal curb ramps were installed with the intent to serve a side-street crossing only, receiving curb ramps are still required to be installed on the opposite side of the major street. However, an engineering study should be performed prior to the installation of the receiving curb ramps to determine if the major street crossing is safe to accommodate. If the engineering study determines the major street crossing is unsafe to accommodate, the existing diagonal curb ramps should be removed and replaced with directional curb ramps in addition to the other requirements noted in **3.4 Federal Highway Administration (FHWA) Guidance on Closing Pedestrian Crossings**.

The following possible solutions were made to improve pedestrian safety and are incorporated into the unsignalized intersection and driveway reports. These improvements are based on engineering judgement but are not required by federal accessibility standards.

- For all existing, unmarked pedestrian street crossings at unsignalized intersections, the installation of crosswalk markings is recommended. Pedestrian street crossings are defined by the curb ramp installation recommendations above. The 2009 MUTCD states that on approaches controlled by STOP or YIELD signs, crosswalk markings should be installed where engineering judgement dictates markings are needed to provide guidance for pedestrians who are crossing roadways by defining and delineating paths on approaches where traffic stops. Additionally, in conjunction with signs and other measures, crosswalk markings help to alert road users of a designated pedestrian crossing point across roadways at locations that are not controlled by traffic control signals or STOP or YIELD signs.
- For pedestrian crossings across commercial driveways, detectable warning surfaces are recommended to be installed on curb ramps or sidewalk approaches on either side of the driveway. PROWAG states that detectable warning surfaces should not be provided at crossings of residential driveways since the pedestrian right-of-way continues across residential driveway aprons. However, where commercial driveways are provided with yield or stop control, detectable warning surfaces should be provided at the junction between the pedestrian route and the vehicular route.

A complete list of possible solutions can be found in the sidewalk and unsignalized intersection facility reports provided in **Appendix E-6** and **E-7**.

Table 5. Summary of Curb Ramp Issues at Unsignalized Intersections

Curb Ramp Element	Number Evaluated	Number Compliant	Percent Compliant
Curb ramp lands in crosswalk	67	67	100%
48" crosswalk extension exists	11	11	100%
Curb ramp does not have traversable sides	35	35	100%
Curbed sides are 90°	35	35	100%
Curb ramp width ≥ 48"	67	66	98.5%
No ponding in curb ramp, turning space (landing), or flares	67	62	92.5%
Curb ramp turning space (landing) exists	67	61	91.0%
Curb ramp present where curb ramp is needed	86	67	77.9%
Curb ramp running slope ≤ 8.3%	67	50	74.6%
Curb ramp counter slope ≤ 5%	67	45	67.2%
No obstruction in curb ramp, turning space (landing), or flares	67	43	64.2%
Detectable warning surface color contrasts with adjacent curb ramp surface	67	42	62.7%
Curb ramp cross slope ≤ 2%	67	42	62.7%
Curb ramp turning space (landing) running slope ≤ 2%	61	38	62.3%
Presence of detectable warning surface with correct placement	67	37	55.2%
Flush transition to roadway exists	67	34	50.7%
Curb ramp turning space (landing) cross slope ≤ 2%	61	17	27.9%
Flare cross slope ≤ 10%	32	8	25.0%

3.3 Maintenance Versus Alterations

The United States Department of Justice (DOJ) has issued a briefing memorandum on clarification of maintenance versus projects. Information contained in the briefing memorandum is below. We recommend this clarification with regard to when curb ramp installation is required as part of a project be distributed to the appropriate City of Pflugerville staff.

The Americans with Disabilities Act of 1990 (ADA) is a civil rights statute prohibiting discrimination against persons with disabilities in all aspects of life, including transportation, based on regulations promulgated by the United States Department of Justice (DOJ). DOJ's regulations require accessible planning, design, and construction to integrate people with disabilities into mainstream society. Further, these laws require that public entities responsible for operating and maintaining the public rights-of-way do not discriminate in their

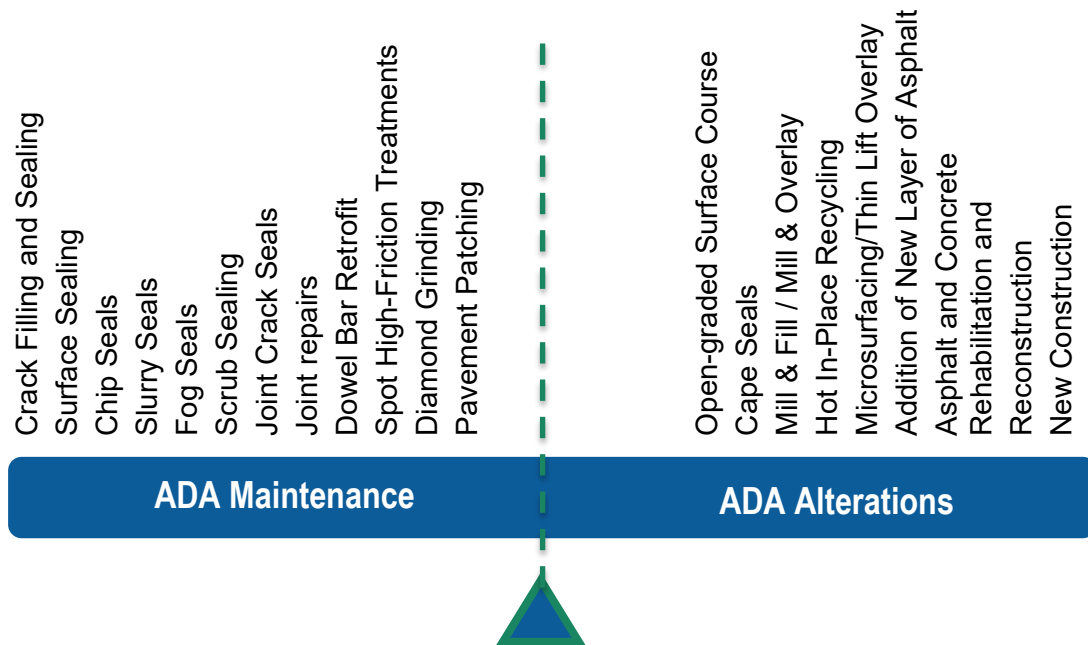
programs and activities against persons with disabilities. FHWA's ADA program implements the DOJ regulations through delegated authority to ensure that pedestrians with disabilities have the opportunity to use the transportation system's pedestrian facilities in an accessible and safe manner.

FHWA and DOJ met in March 2012 and March 2013 to clarify guidance on the ADA's requirements for constructing curb ramps on resurfacing projects. Projects deemed to be alterations must include curb ramps within the scope of the project.

This clarification provides a single Federal policy that identifies specific asphalt and concrete-pavement repair treatments that are considered to be alterations – requiring installation of curb ramps within the scope of the project – and those that are considered to be maintenance, which do not require curb ramps at the time of the improvement. Figure 1 provides a summary of the types of projects that fall within maintenance versus alterations.

This approach clearly identifies the types of structural treatments that both DOJ and FHWA agree require curb ramps (when there is a pedestrian walkway with a prepared surface for pedestrian use and a curb, elevation, or other barrier between the street and the walkway) and furthers the goal of the ADA to provide increased accessibility to the public right-of-way for persons with disabilities. This single Federal policy will provide for increased consistency and improved enforcement.

Figure 1. Maintenance versus Alteration Projects



Source: DOJ Briefing Memorandum on Maintenance versus Alteration Projects

3.4 FHWA Guidance on Closing Pedestrian Crossings

An alteration that decreases or has the effect of decreasing the accessibility of a facility below the requirements for new construction at the time of the alternation is prohibited. For example, the removal of an existing curb ramp or sidewalk (without equivalent replacement) is prohibited. However, the FHWA has indicated a crossing may be closed if an engineering study (performed by the City and not included in the scope of this Transition Plan) determines the crossing is not safe for any user. The crossing should be closed by doing the following:

- A physical barrier is required to close a crossing at an intersection. FHWA has determined that a strip of grass between the sidewalk and the curb IS acceptable as a physical barrier.
- A sign should be used to communicate the closure.

The agency wishing to close certain intersection crossings should have a reasonable and consistent policy on when to do so written in their Transition Plan or as a standalone document. If safety concerns are established by an engineering study, a pedestrian crossing should not be accommodated for any user. The City of Pflugerville should also develop and implement a policy on how to close those crossings that are accommodated based on the existing conditions at the crossing location (e.g., existing sidewalk leading up to the curb in the direction of the crossing or existing curb ramp or crosswalk serving the crossing), but should not be due to safety concerns.

3.5 Prioritization

The following sections outline the prioritization factors and results of the prioritization for buildings, parks, signalized intersections, sidewalks, and unsignalized intersections. Each facility type has a different set of parameters to establish the prioritization for improvements. These prioritization factors were taken into consideration when developing the implementation plan for the proposed improvements.

3.5.1 Prioritization Factors for Facilities

Buildings and parks were prioritized on a 12-point scale, which is defined in **Table 8**. This prioritization methodology was developed by the Consultant Team to aid the City in determining how the buildings should be prioritized for improvements based on the severity of non-compliance with ADA.

Signalized intersections were prioritized on a 13-point scale. The 13-point scale, which is used to prioritize both signalized and unsignalized intersections, is defined in **Table 9**. This prioritization methodology was developed by the Consultant Team to aid the City in determining which signalized intersections should be prioritized for improvements over other signalized intersections based on the severity of non-compliance with ADA.

Sidewalk corridors were prioritized on a 3-point scale and were given a priority of either “High”, “Medium”, “Low” based on the severity of non-compliance, which is defined in **Table 10**. Compliant segments of the sidewalk corridor were given a priority label of “Compliant”.

Table 8. Prioritization Factors for Buildings/Parks

Priority	Criteria
1 (high)	Complaint known or imminent danger present
2 (high)	<ul style="list-style-type: none"> • Element is more than twice the allowable requirement. No known complaint. • AND (for exterior conditions) location is near a hospital, school, transit stop, government building, or other pedestrian attractor.
3 (high)	<ul style="list-style-type: none"> • Element is more than twice the allowable requirement. No known complaint. • AND (for exterior conditions) location is not near a hospital, school, transit stop, government building, or other pedestrian attractor.
4 (high)	Issues with parking or exterior conditions (DOJ level 1) – moderately out of compliance
5 (medium)	Issues with access to goods and services (DOJ level 2) – severely out of compliance
6 (medium)	Issues with: <ul style="list-style-type: none"> • Access to goods and services (DOJ level 2) – moderately out of compliance; • Parking or exterior conditions (DOJ level 1) – minimally out of compliance; OR • Restrooms (DOJ level 3) – severely out of compliance
7 (medium)	Issues with: <ul style="list-style-type: none"> • Access to goods and services (DOJ level 2) – minimally out of compliance; • Restrooms (DOJ level 3) – moderately out of compliance; OR • Drinking fountains or public phones (DOJ level 4 & 5) – severely out of compliance
8 (medium)	Issues with drinking fountains or public phones (DOJ level 4 & 5) - moderately out of compliance
9 (low)	Issues with restrooms (DOJ level 3) – minimally out of compliance
10 (low)	Issues with drinking fountains or public phones (DOJ level 4 & 5) - minimally out of compliance
11 (low)	<ul style="list-style-type: none"> • Client is a Title II agency; AND • Elements out of compliance, but may be able to be handled programmatically or do not need to be handled unless or until the agency hires a person with a disability
12 (low)	Element is fully compliant with an older standard (safe-harbored), but will need to be brought into compliance with current standards if altered

Table 9. Prioritization Factors for Signalized and Unsignalized Intersections

Priority	Criteria
1 (high)	Complaint filed on curb ramp or intersection or known accident/injury at site
2 (high)	Existing curb ramp with any of the following conditions: <ul style="list-style-type: none"> • Running slope > 12% • Cross slope > 7% • Obstruction to or in the curb ramp or landing • Level change > ¼ inch at the bottom of the curb ramp • No detectable warnings AND within a couple of blocks of a hospital, retirement facility, medical facility, parking garage, major employer, disability service provider, event facility, bus/transit stop, school, government facility, public facility, park, library, or church, based on field observations.
3 (high)	<ul style="list-style-type: none"> • No curb ramp where sidewalk or pedestrian path exists AND within a couple of blocks of a hospital, retirement facility, medical facility, parking garage, major employer, disability service provider, event facility, bus/transit stop, school, government facility, public facility, park, library, or church, based on field observations.
4 (high)	No curb ramps, but striped crosswalk exists
5 (medium)	Existing curb ramp with any of the following conditions: <ul style="list-style-type: none"> • Running slope > 12% • Cross slope > 7% • Obstruction to or in the curb ramp or landing • Level change > ¼ inch at the bottom of the curb ramp • No detectable warnings AND NOT within a couple of blocks of a hospital, retirement facility, medical facility, parking garage, major employer, disability service provider, event facility, bus/transit stop, school, government facility, public facility, park, library, or church, based on field observations.
6 (medium)	<ul style="list-style-type: none"> • No curb ramp where sidewalk or pedestrian path exists AND NOT within a couple of blocks of a hospital, retirement facility, medical facility, parking garage, major employer, disability service provider, event facility, bus/transit stop, school, government facility, public facility, park, library, or church, based on field observations.
7 (medium)	Existing diagonal curb ramp (serving both crossing directions on the corner) is non-compliant and should be replaced with two curb ramps, one serving each crossing direction on the corner.
8 (medium)	Existing curb ramp with any of the following conditions: <ul style="list-style-type: none"> • Cross slope > 5% • Width < 36 inches • Median/island crossings that are inaccessible
9 (low)	Existing curb ramp with either running slope between 8.3% and 11.9% or insufficient turning space
10 (low)	Existing diagonal curb ramp without a 48-inch extension into the crosswalk
11 (low)	Existing pedestrian push button is not accessible from the sidewalk and/or curb ramp
12 (low)	Existing curb ramp with returned curbs where pedestrian travel across the curb is not protected
13 (low)	All other intersections not prioritized above

Table 10. Prioritization Factors for Sidewalk Corridors

Criteria	Priority		
	1 (high)	2 (medium)	3 (low)
Cross slope of sidewalk is greater than 2%	Value > 3.5%	3.5% ≥ Value > 2.0%	
Width of sidewalk is less than 48 inches	Value ≤ 36.0"	36.0" < Value < 42.0"	42.0" < Value < 48.0"
Obstruction present along sidewalk	Obstruction - Permanent	Obstruction - Temporary	
Heaving, sinking, or cracking present on sidewalk	Heaving Sinking Cracking		
Ponding on sidewalk		Ponding	
Missing sidewalk			Missing Sidewalk
Signalized cross street cross slope is greater than 5%	Value > 9.0%	9.0% ≥ Value ≥ 7.0%	7.0% > Value > 5.0%
Unsignalized cross street cross slope is greater than 2%	Value > 6.0%	6.0% ≥ Value ≥ 4.0%	4.0% > Value > 2.0%
Cross street running slope is greater than 5%	Value > 7.0%	7.0% ≥ Value ≥ 6.0%	6.0% > Value > 5.0%
Driveway sidewalk width is less than 48 inches	Value ≤ 36.0"	36.0" < Value < 42.0"	42.0" < Value < 48.0"
Driveway (or sidewalk if applicable) cross slope is greater than 2%	Value > 6.0%	6.0% ≥ Value ≥ 4.0%	4.0% > Value > 2.0%
Driveway (or sidewalk if applicable) condition is poor or poor dangerous	Elevation change greater than 1/2 inch or gaps greater than 1 inch	Elevation change between 1/4 inch and 1/2 inch or gaps between 1/2 inch and 1 inch	

Table 11, Table 12, and Table 13 provide summaries of the prioritization classifications for signalized intersections, sidewalks, unsignalized intersections, and transit stops, respectively.

Table 11. Prioritization Summary Signalized Intersections

Priority	Number of Intersections
Compliant	---
1 (high)	---
2 (high)	7
3 (high)	---
4 (high)	---
5 (medium)	6
6 (medium)	1
7 (medium)	1
8 (medium)	---
9 (low)	1
10 (low)	---
11 (low)	---
12 (low)	---
13 (low)	1
Total	17

Table 13. Prioritization Summary for Sidewalk Corridors

Facility Type	Length (miles) by Priority				
	1 (high)	2 (medium)	3 (low)	Compliant	Total
Sidewalks	0.79	1.07	0.00	1.05	2.91
Pedestrian Driveways Crossings	0.02	0.07	0.05	0.10	0.25
Pedestrian Street Crossings	0.01	0.01	0.01	0.01	0.04
Total	0.82	1.15	0.06	1.16	3.2

Table 14. Prioritization Summary for Unsignalized Intersections

Priority	Number of Intersections
Compliant	---
1 (high)	---
2 (high)	15
3 (high)	---
4 (high)	---
5 (medium)	5
6 (medium)	---
7 (medium)	---
8 (medium)	---
9 (low)	2
10 (low)	---
11 (low)	---
12 (low)	---
13 (low)	6
Total	28

3.6 Conclusion

This document serves as the ADA Transition Plan for the City of Pflugerville. In developing the Transition Plan, PSAs were reviewed for compliance with ADA guidelines and a Self-Evaluation was conducted on the following facilities:

- 9 buildings;
- 5 parks;
- 2 miles of paved trails;
- 2 miles of unpaved trails;
- 17 signalized intersections; and
- 3.2 miles of sidewalk and all unsignalized intersections and driveways along the sidewalk corridors.

The possible solutions were prioritized, and an implementation plan was developed to provide guidance for the City's improvement projects in the coming years. Public outreach was also conducted to aid in the development of the plan.

The City is taking the actions referenced below and will continue to look for and remedy, barriers to access to ensure that Pflugerville citizens who are disabled are given access to the City's PSAs.

To confirm follow-up on corrective actions required under the Transition Plan, the City will institute an ADA Action Log, documenting its efforts at compliance with the ADA. At a minimum, the Action Log will identify items that are not ADA compliant and will include anticipated completion dates. After the adoption of the Transition Plan by the governing body of the City, the ADA Action Log will be updated on an annual basis. The ADA Action Log should be available upon request. See example of ADA Action Log provided in **Appendix F**.

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4.0 Staff Training

The following training sessions were provided by the Consultant Team:

- November 4, 2020 – An Overview of the 2010 ADA Regulations (2 hours)
- November 4, 2020 – Disability Awareness and ADA Overview for Customer Contact Staff (2 hours)
- November 5, 2020 – Maintenance Training (2 hours)
- November 5, 2020 – Public Rights-of-Way (2 hours)

Descriptions of each training course are provided below:

An Overview of the 2010 ADA Regulations (2 hours)

The 2010 ADA Standards for Accessibility went into effect on March 15th, 2012. This class addressed implementing these standards, understanding when the new rules apply, how the standards differ from existing codes, and how the standards are more stringent than the state or building codes. Information was provided on how the standards can be incorporated into the City's master planning to create a framework to meet ADA compliance consistently.

Disability Awareness and ADA Overview for Customer Contact Staff (2 hours)

This class provided an overview of the access criteria and requirements mandated for state and local government staff interacting with the public. Best practices for sensitive and respectful interactions were explained. Communication topics included correct language and etiquette, appropriate use of terminology, and dealing with service animals in public places. The training concluded with a brief overview of maintaining accessibility for people with disabilities.

Maintenance Training (2 hours)

Maintenance staff is on the front lines of access compliance and the key in maintaining accessible features, which is a requirement of the law. Problems can occur when furniture is moved, repairs are undertaken or landscaping improperly pruned, for example. Knowing that City staff has limited resources, this class does not focus on augmenting staff or increasing budgets, rather making the staff aware of requirements and liabilities. Staff learned to identify problem areas before they become hazards and know how to mitigate them.

Public Rights-of-Way (2 hours)

This class reviewed the Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG) as well as the "spirit" of the law. Discussion included maintenance versus alteration projects, how to achieve compliance with difficult site constraints, how to make right decisions in the field, and how to know when additional help is needed.

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5.0 Facility Costs

5.1 Facilities Cost Projection Overview

To identify funding sources and develop a reasonable implementation schedule, cost projection summaries for only the facilities evaluated were developed for each facility type. To develop these summaries, recent bid tabulations from the Texas Department of Transportation (TxDOT) construction projects, along with Consultant Team experience with similar types of projects, were the basis for the unit prices used to calculate the improvement costs. A contingency percentage (20%) was added to the subtotal to account for increases in unit prices in the future in addition to an engineering design percentage (15%). All costs are in 2020 dollars. **Table 13** provides a summary of the estimated costs to bring each facility into compliance.

Table 13. Summary of Facility Costs

Facility Type	Priority			Total*
	High	Medium	Low	
Buildings	\$36,800	\$358,900	\$47,500	\$443,200
Parks	\$149,900	\$1,183,600	\$3,000	\$1,336,500
Paved Trails	\$939,600	\$67,000	---	\$1,006,600
Unpaved Trails	\$340,900	\$29,700	---	\$370,600
Signalized Intersections	\$299,900	\$402,900	\$25,200	\$728,000
Public Rights-of-Way Sidewalk	\$235,526	\$338,814	\$34,360	\$608,700
Public Rights-of-Way Unsignalized Intersections	\$324,300	\$128,600	\$15,600	\$468,500
City Totals	\$2,326,926	\$2,509,514	\$125,660	\$4,962,100

*Table values are rounded for simplification

It is important to note that the facility cost estimates in **Table 13** only include the costs to remediate accessibility compliance issues as determined by a visual inspection of the facilities. Additional budget considerations should be given to the following:

- Aesthetic upgrades, such as remodeling of outdated facilities;
- Current market conditions that may affect pricing of construction materials and labor, such as COVID-19;
- Construction challenges not visible during inspection, such as underground or in-wall utilities; and
- Other factors that may affect costs.

It is recommended that a design professional assist the City in determining the best overall design solutions with respect to various factors, including but not limited to, existing conditions, available construction budget, and consideration for all elements that are out of compliance in a particular area of a facility.

5.2 Implementation Schedule

Table 14 details the barrier removal costs and proposed implementation schedule by facility type for all City-owned facilities evaluated. This 10-year plan will serve as the implementation schedule for the Transition Plan. The City of Pflugerville reserves the right to change the barrier removal priorities on an ongoing basis to allow flexibility in

accommodating community requests, petitions for reasonable modifications from persons with disabilities, and changes in City programs.

It is the intent of the City to have its ADA/504 Coordinator work together with department heads and budget staff to determine the funding sources for barrier removal projects. Once funding is identified, the ADA/504 Coordinator will coordinate the placement of the projects in the Capital Improvement Program (CIP) to be addressed on a fiscal year basis.

Table 14. Implementation Schedule

Facility Type	Estimated Cost	Implementation Schedule (years)	Approximate Annual Budget
Buildings	\$443,200	10	\$44,320
Parks	\$1,336,500	10	\$133,650
Paved Trails	\$1,006,600	10	\$100,660
Unpaved Trails	\$370,600	10	\$37,060
Signalized Intersections	\$728,000	10	\$72,800
Public Rights-of-Way Sidewalk	\$608,700	10	\$60,870
Public Rights-of-Way Unsignalized Intersections	\$468,500	10	\$46,850
City Total	\$4,962,100		
Total Annual Budget			\$469,210

*Table values are rounded for simplification

5.3 Funding Opportunities

Several alternative funding sources are available to the City to complete the improvements in this Transition Plan. The funding opportunities include applying for resources at the federal and state level, consideration of local options, and leveraging private resources. The following sections detail some different funding source options.

5.3.1 Federal and State Funding

Table 15 depicts the various types of federal and state funding available for the City to apply for funding for various improvements. The following agencies and funding options are represented in the chart.

- BUILD – Better Utilizing Investments to Leverage Development Transportation Discretionary Grants
- INFRA – Infrastructure for Rebuilding America Discretionary Grant Program
- TIFIA – Transportation Infrastructure Finance and Innovation Act (loans)
- FTA – Federal Transit Administration Capital Funds
- ATI – Associated Transit Improvement (1% set-aside of FTA)
- CMAQ – Congestion Mitigation and Air Quality Improvement Program
- HSIP – Highway Safety Improvement Program
- NHPP – National Highway Performance Program
- STBG – Surface Transportation Block Grant Program
- TA – Transportation Alternatives Set-Aside (formerly Transportation Alternatives Program)
- RTP – Recreational Trails Program
- SRTS – Safe Routes to School Program / Activities
- PLAN – Statewide Planning and Research (SPR) or Metropolitan Planning funds
- NHTSA 405 – National Priority Safety Programs (Nonmotorized safety)
- FLTTP – Federal Lands and Tribal Transportation Programs (Federal Lands Access Program, Federal Lands Transportation Program, Tribal Transportation Program, Nationally Significant Federal Lands and Tribal Projects)

Most of these programs are competitive type grants; therefore, the City of Pflugerville is not guaranteed to receive these funds. It will be important for the City to track these programs to apply for the funds. Federal-aid funding

programs have specific requirements that projects must meet, and eligibility must be determined on a case-by-case basis.

Table 15. Funding Opportunities

ACTIVITY	BUILD	INFRA	TIFIA	FTA	ATI	CMAQ	HSIP	NHPP	STBG	TA	RTP	SRTS	PLAN	NHTS	FLTP
Access enhancements to public transportation	X	X	X	X	X	X		X	X	X					X
ADA/504 Self-Evaluation / Transition Plan									X	X	X		X		X
Bus shelters and benches	X	X	X	X	X	X		X	X	X					X
Coordinator positions (state or local)						X			X	X		X			
Crosswalks (new or retrofit)	X	X	X	X	X	X	X	X	X	X	X	X			X
Curb cut and ramps	X	X	X	X	X	X	X	X	X	X	X	X			X
Paved shoulders for pedestrian use	X	X	X			X	X	X	X	X		X			X
Pedestrian plans				X					X	X		X	X		X
Recreational trails	X	X	X						X	X	X				X
Shared use paths / transportation trails	X	X	X	X	X	X	X	X	X	X	X	X			X
Sidewalk (new or retrofit)	X	X	X	X	X	X	X	X	X	X	X	X			X
Signs / signals / signal improvements	X	X	X	X	X	X	X	X	X	X		X			X
Signed pedestrian routes	X	X	X	X	X	X		X	X	X		X			X
Spot improvement programs	X	X	X	X			X	X	X	X	X	X			X
Stormwater impacts related to pedestrian projects	X	X	X	X	X		X	X	X	X	X	X			X
Trail bridges	X	X	X			X	X	X	X	X	X	X			X
Trail / highway intersections	X	X	X			X	X	X	X	X	X	X			X
Trailside and trailhead facilities	X	X	X						X	X	X				X
Training						X	X		X	X	X	X	X	X	
Tunnels / undercrossings for pedestrians	X	X	X	X	X	X	X	X	X	X	X	X			X

Adapted from FHWA Pedestrian and Bicycle Funding Opportunities, Revised August 9, 2018:
https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.cfm

5.3.2 Local Funding

There are several local funding options for the City to consider, including:

- Community Development Block Grants (CDBG)
- Community Improvement District (CID) – A geographically defined district in which commercial property owners vote to impose a self-tax. Funds are then collected by the taxing authority and given to a board of directors elected by the property owners.
- General fund (sales tax and bond issue)
- Scheduled/funded CIP projects that are funded through bonds
- Sidewalk or Access Improvement Fee
- Special tax districts – A district with the power to provide some governmental or quasi-governmental service and to raise revenue by taxation, special assessment, or charges for services.
- Tax Allocation District (TAD) – A defined area where real estate property tax monies gathered above a certain threshold for a certain period of time (typically 25 years) is to be used for a specified improvement. The funds raised from a TAD are placed in a tax-free bond (finance) where the money can continue to grow. These improvements are typically for revitalization and especially to complete redevelopment efforts.
- Tax Increment Financing District (TIF) – A TIF allows cities to create special districts and to make public improvements within those districts that will generate private-sector development. During the development period, the tax base is frozen at the predevelopment level. Property taxes continue to be paid, but taxes derived from increases in assessed values (the tax increment) resulting from new development either go into a special fund created to retire bonds issued to originate the development, or leverage future growth in the district.
- Transportation Reinvestment Zone
- Transportation User Fee / Street Maintenance Fee

5.3.3 Private Funding

Private funding may include local and national foundations, endowments, private development, and private individuals. While obtaining private funding to provide improvements along entire corridors might be difficult, it is important for the City to require private developers to improve pedestrian facilities to current ADA requirements, whether it by new development or redevelopment of an existing property.

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6.0 Next Steps

This document serves as the Americans with Disabilities Act (ADA) Transition Plan for the City of Pflugerville. The City will begin internal coordination to address the programmatic and physical barriers identified in the Transition Plan. Projects identified in the ADA Transition Plan will be programmed within a 10-year budget based prioritization provided (see **Section 3.5 Prioritization**) and other factors determined by the City, such as how barrier removal can be incorporated into existing City projects identified for capital improvements.

The City also intends to adopt 2011 PROWAG to enable City enforcement of these guidelines throughout the design and construction process of pedestrian facilities in the public rights-of-way.

The next steps for the City of Pflugerville are:

1. Develop an Action Plan for completing a Self-Evaluation for the City programs, services, activities, and facilities not included in the 2020 evaluations.
2. Complete a Self-Evaluation for all City programs, services, activities, and facilities not included in the 2020 evaluations. Facility evaluations should also include the following:
 - a. Facility reports with the compliance status of each element evaluated based on the 2010 ADA Standards for Accessible Design and 2011 PROWAG;
 - b. Possible solutions to remove any barriers and bring the element into compliance;
 - c. Estimated costs of possible solutions; and
 - d. Prioritization of the individual facility, independent of other locations of the same facility type.
3. Develop an Implementation Plan, including schedule for completing the recommended facility improvements and funding sources to be used.
4. Update the City's ADA Transition Plan and Implementation Plan after each additional phase of evaluations.
5. Continue to update the City's ADA Transition Plan as projects are implemented and citizen requests/complaints are received.

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Appendix

Appendix A: Public Outreach

A-1: Public Outreach Meeting Presentation

A-2: Online Survey Results

A-3: Online Survey/Map Comments

Appendix B: Programs, Services, and Activities Inventory

B-1: Articles

B-2: Boards, Commissions, Committees, and Councils

B-3: Communication Services

B-4: Departments

B-5: Documents

B-6: Employment Practices

B-7: Events

B-8: Forms

B-9: Ordinances

B-10: Videos

Appendix C: Design Standard Review

Appendix D: Facility Maps

D-1: Buildings

D-2: Parks

D-3: Paved Trails

D-4: Unpaved Trails

D-5: Signalized Intersections

D-6: Public Rights-of-Way Sidewalk Corridors

Appendix E: Facility Reports

E-1: Buildings

E-2: Parks

E-3: Paved Trails

E-4: Unpaved Trails

E-5: Signalized Intersections

E-6: Public Rights-of-Way Sidewalk Corridors

E-7: Public Rights-of-Way Unsignalized Intersections

Appendix F: ADA Action Log