



City of Angleton, Texas

Americans with Disabilities Act (ADA) Self-Evaluation & Transition Plan

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In association with:

 **ACCESSOLOGY**

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Abbreviations

ADA – Americans with Disabilities Act

ASTM – American Society for Testing Materials

CFR – Code of Federal Regulations

CIP – Capital Improvement Program

CART – Computer-aided Real-time Transcription

DME – Durable Medical Equipment

DOJ – United States Department of Justice

EEOC – Equal Employment Opportunity Commission

EWf – Engineered Wood Fiber

FHWA – Federal Highway Administration

HYB – Hybrid Systems

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

PIP - Poured in Place Rubber

SHR – Shredded Rubber

TAC – Texas Administrative Code

TIL – Rubber Tiles

TDLR – Texas Department of Licensing and Regulation

TMUTCD – Texas Manual on Uniform Traffic Control Devices

TTY – Teletypewriters

TxDOT – Texas Department of Transportation

VIS – Video Interpreting Services

VRI – Video Remote Interpreting

1.0 Introduction

1.1 Purpose

The purpose of this Americans with Disabilities Act (ADA) Self-Evaluation and Transition Plan is to summarize the activities completed to-date related to ADA compliance and to create a roadmap for the City of Angleton to update their ADA Transition Plan over time. Prioritization methodology for evaluating and implementing improvements has been developed based on the applicable 2010 ADA Standards for Accessible Design (ADA Standards) and 2011 Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG), and the details are provided in this document.

This document includes an overview of the ADA and provides recommendations for the City of Angleton based on guidance from the Federal Highway Administration (FHWA) and U.S. Department of Justice (DOJ) to improve accessibility for the public.

1.2 Legislative Mandate

The 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 Angleton has undertaken an initial evaluation of select PSAs to determine the extent that individuals with disabilities may be restricted in their access.

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

The City of Angleton 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 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:

- Complete a Self-Evaluation of current services, policies, and practices;
- Provide notice to the public about the ADA;
- Adopt and publish an ADA grievance procedure;
- Designate at least one (1) person who is responsible for overseeing Title II compliance; and
- Develop a Transition Plan for structural changes needed to operate each service, program, and activity so that it is readily accessible and useable by individuals with disabilities. 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 Angleton'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 5 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.

1.4 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:

1.4.1 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

1.4.2 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

1.4.3 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.

1.4.4 City of Angleton Approach

The purpose of the Transition Plan is to provide the framework for achieving equal access to the City of Angleton'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 Angleton residents seek to enjoy, and guides future improvements. This Plan has been prepared after careful study of select City's programs, services, activities, and evaluations of a select number of City facilities.

The City of Angleton 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 Angleton will not place surcharges on individuals with disabilities to cover the cost involved in making PSAs accessible.

1.4.5 Exceptions and Exemptions

A municipality is not required to take any action that would create any undue financial or administrative burden for the public entity, create a hazardous condition for other people, or threaten or destroy the historic significance of a historic property.

In determining whether an alteration would impose an undue financial or administrative burden on a covered entity, factors to be considered include: (i) the nature and cost of the alteration needed; (ii) the overall financial resources of the facility or facilities involved in the provision of the reasonable accommodation; the number of persons employed at such facility; the effect on expenses and resources, or the impact otherwise of such accommodation upon the operation of the facility; (iii) the overall financial resources of the covered entity; the overall size of the business of a covered entity with respect to the number of its employees; the number, type, and location of its facilities; and (iv) the type of operation or operations of the covered entity, including the composition, structure, and functions of the workforce of such entity; the geographic separateness, administrative, or fiscal relationship of the facility or facilities in question to the covered entity.

In determining whether an alteration would threaten or destroy the historic significance of a historic property, the City should first confirm if the property is on the National Register of Historic Places. Based on a search of the National Register of Historic Places NPGallery Database (<https://npgallery.nps.gov/nrhp>) and the associated geodatabase (<https://irma.nps.gov/DataStore/Reference/Profile/2210280>), the Old Brazoria County Courthouse is a historic property (owned by the County and not the responsibility of the City), but there may be other documentation available not provided on these websites.

A municipality is not necessarily required to make each of its existing facilities accessible to and usable by individuals with disabilities. In the event the City determines a proposed action would generate undue financial or administrative burden, create a hazardous condition for other people, or threaten or destroy the historic significance of a historic property, a municipality has a responsibility to communicate and document the decision and the methodology used to reach it. If an action would result in such an alteration or such burdens, a municipality shall take any other actions that would not result in such an alteration or such burdens but would nevertheless ensure that individuals with disabilities receive the benefits or services provided by the City.

1.5 New Construction and Alterations

If the start date for construction is on or after March 15, 2012, all newly constructed or altered state and local government facilities must comply with the 2010 ADA Standards. Before that date, the 1991 ADA Standards (without the elevator exemption), the Uniform Federal Accessibility Guidelines, or the 2010 ADA Standards may be used for such projects when the start of construction commences on or after September 15, 2010.

The most recent standard is the 2010 ADA Standards, which sets the minimum requirements – both scoping and technical – for newly designed and constructed or altered state and local government facilities, public accommodations, and commercial facilities to be readily accessible to and usable by individuals with disabilities. It is effectuated from 28 Code of Federal Regulations (CFR) 35.151 and the 2004 Americans with Disabilities Act Accessibility Guidelines (ADAAG). However, the FHWA and DOJ recommend using PROWAG for designing facilities within the public rights-of-way as a best practice until it is adopted at the federal level. Additionally, R

2010 ADA Standards for Accessible Design

The Department of Justice's revised regulations for Titles II and III of the 1990 ADA were published in the Federal Register on September 15, 2010. These regulations adopted revised, enforceable accessibility standards called the "2010 ADA Standards for Accessible Design". On March 15, 2012, compliance with the 2010 ADA Standards was required for new construction and alterations under Titles II and III. March 15, 2012 is also the compliance date for using the 2010 ADA Standards for program accessibility and barrier removal.

PROWAG

The U.S. Access Board is developing new guidelines for public rights-of-way that will address various issues, including access for blind pedestrians at street crossings, wheelchair access to on-street parking, and various constraints posed by space limitations, roadway design practices, slope, and terrain. The new guidelines will cover pedestrian access to sidewalks and streets, including crosswalks, curb ramps, street furnishings, pedestrian signals, parking, and other components of public rights-of-way. The Board's aim in developing these guidelines is to ensure that access for persons with disabilities is provided wherever a pedestrian way is newly built or altered, and that the same degree of convenience, connection, and safety afforded the public generally is available to pedestrians with disabilities. Once these guidelines are adopted by the Department of Justice, they will become enforceable standards under Title II of the ADA. However, in a memorandum dated January 23, 2006 from the Federal Highway Administration, the draft PROWAG is the recommended best practice and can be considered the state of the practice that could be followed for areas not fully addressed by the 2010 ADA Standards.

In the state of Texas, the Texas Administrative Code (TAC) Chapter 68 (Elimination of Architectural Barriers), Rule §68.102 (Public Right-of-Ways Projects) references compliance with the latest version of PROWAG for elimination of barriers for public rights-of-way projects. The Texas Department of Licensing and Regulation (TDLR) adopted Rule §68.102, effective May 15, 2017. The applicable section of the rule states:

- (a) For public right-of-way projects, in addition to accepting compliance with applicable TAS requirements, the department will also accept compliance with the Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way, published by the Architectural and Transportation Compliance Board (Access Board) on July 26, 2011, 36 CFR Part 1190 or its final adopted guidelines.*

MUTCD

Traffic control devices shall be defined as all signs, signals, markings, and other devices used to regulate, warn, or guide traffic, placed on, over, or adjacent to a street, highway, pedestrian facility, bikeway, or private road open to public travel by authority of a public agency or official having jurisdiction, or, in the case of a private road, by authority of the private owner or private official having jurisdiction. The Manual on Uniform Traffic Control Devices is incorporated by reference in 23 CFR, Part 655, Subpart F and shall be recognized as the national standard for all traffic control devices installed on any street, highway, bikeway, or private road open to public travel in accordance with 23 U.S.C. 109(d) and 402(a). The policies and procedures of the FHWA to obtain basic uniformity of traffic control devices shall be as described in 23 CFR 655, Subpart F.

It should be noted that the Texas Manual on Uniform Traffic Control Devices (TMUTCD) is incorporated by reference in the TAC and shall be recognized as the Texas standard for all traffic control devices installed on any public street, highway, bikeway, or private road open to public travel.

1.6 Existing City Programs that Implement ADA Upgrades

The City of Angleton currently implements ADA compliant designs through the following efforts:

- The Public Works Department Street Maintenance Program encompasses curb and gutter, pavement, and sidewalk maintenance, all which improve the pedestrian paths of travel in the public rights-of-way and helps maintain pedestrian access routes within the City of Angleton in an accessible condition.
- The City's Sidewalk Replacement Plan is funded through the annual budgeting process and funds have been dedicated for sidewalk replacements since 2020 to address inaccessible sidewalks adjacent to and within proximity of schools, parks, and community centers in the City, including sidewalk adjacent to major and collector roadways and local neighborhood streets.
- The City's Pavement Maintenance service includes pothole repairs that eliminate disruptions in the roadway surface. Additional services include preparation and repairs of paved surfaces where required throughout the City, including when these elements intersect the pedestrian path of travel.
- In the upcoming and most recent City bonds, streets and pedestrian accessibility have been a priority. The City has recently awarded a contract for \$1.7 million in funding for street improvements at these locations: Ridgecrest and Robinhood streets.
- The City follows state guidelines for all projects valued at \$50,000 or more of pedestrian improvements. These projects are registered with the state and use a Registered Accessibility Specialist (RAS) to review plans and to perform a post construction inspection to verify the project meets all applicable accessibility requirements.
- The City seeks out alternate funding mechanisms such as Safe Routes to Schools, the Community Development Block Grant (CDBG) Program, and the Transportation Alternatives Program (TAP) to fund improvements.
- The Parks & Recreation Department has adopted a Parks & Recreation Standards manual to ensure new projects conform to City design standards which require compliance with Accessibility Standards for Play Areas through the ADA Accessibility Guidelines (ADAAG).
- The City has allocated ARPA funding between 2021-2022 for sidewalk projects. This is in the sum of \$200,000.
- The City has an interlocal agreement with Brazoria County to assist in overlaying asphalt roadways that approaching their lifespan. Two miles of roadway are repaired each year.
- Since 2018, the City has partnered with the County for road overlays including milling of the roads which aid in ADA compliance especially at crossings.
- TxDOT is doing a rehabilitation program in Angleton on HWY 35 and 288B/274 Loop which addresses ADA accessibility through reducing overlay mounding. TxDOT will be installing accessible sidewalks to the push buttons at the 288B/Cannan/Tigner intersection.

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2.0 Public Outreach

The City established an external ADA Advisory Committee consisting of representatives from local disability organizations as well as City of Angleton residents. Local organizations that were contacted for participation included:

- Actions, Inc. of Brazoria County
- Allison Audiology
- All the Little Things Count
- Angleton Hike and Bike Committee
- Avondale House
- Baytown Community Group - Down Syndrome Association of Houston
- Brazoria County Association for Children's Habilitation (BACH)
- Brazoria County Center for Independent Living
- Center For Pursuit
- Community Resource Coordination Group (CRCG) Region 6 (Brazoria)
- Down Syndrome Association of Houston
- Houston Area Parkinson Society
- Little People of America - District 8 Houston Chapter
- National Federation of the Blind of Texas - Houston Chapter
- Sight into Sound (formerly Taping for the Blind)
- Houston-Galveston Area Council
- Texas Gulf Coast Aging and Disability Resource Center
- The Arc of the Gulf Coast
- The Harris Center for Mental Health and IDD
- The Lighthouse of Houston
- WorldWide Interpreters

The City hosted an ADA Advisory Committee meeting with representatives from some of these organizations on July 18, 2022, at 5:30 PM, to provide a summary of the transition planning process and to receive feedback on any concerns related to accessibility. The ADA Advisory Committee meeting notes are provided in **Appendix A**. The City will continue to solicit feedback from the public on the Transition Plan, including the outreach efforts described below.

2.1 Web Survey

The City also developed a web survey open to the public. The survey was designed to help the City locate areas of greatest concern to the public and help provide better access to the community. The survey was made available via the following link, and feedback was documented between the start date (July 18, 2022) and end date (July 31, 2022). A summary of web survey feedback is provided in **Appendix A**.

https://www.surveymonkey.com/r/ADA_Angleton

2.2 Web Map

The City also developed an online map to allow the public to identify specific locations where they experience issues related to accessibility, safety, connectivity, or suggestions for accessibility improvements that are needed in Angleton. The map was made available via the following link, and feedback was documented between the start date (July 18, 2022) and end date (July 31, 2022):

<http://wikimapping.com/wikimap/Angleton-ADA-Transition-Plan.html>

The web survey and map were posted on the City's web page, sent out through social media, and emailed to the ADA Advisory Committee for redistribution. These resources serve as a tool to solicit feedback from the public on the Transition Plan. A summary of web map feedback is provided in **Appendix A**.

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3.0 Self-Evaluation and Summary of Findings

The City of Angleton's ADA Transition Plan reflects the results of a comprehensive review of the PSAs provided to employees and the public. The review identifies 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 Angleton 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 should generally be made by the ADA/504 Coordinator and/or an authorized designee of the City, such as the City Manager or their 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 Angleton has appointed Colleen Martin as ADA Coordinator for Title I and Title II. Below is the ADA Coordinator's contact information.

Colleen Martin, ADA Coordinator
Director of Human Resources and Risk Management
121 S. Velasco Street
Angleton, TX 77515
Office: 979-849-4364 ext. 2132
Texas Relay: 7-1-1
cmartin@angleton.tx.us

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

- Post on the City website;
- 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; and
- Provide in materials that are distributed by the City where ADA questions or concerns may arise.

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 responsibilities of the ADA/504 Coordinator include coordinating the City's efforts to comply with Title II and investigating any complaints related to potential violations of Title II. The role of the ADA Coordinator typically includes being the primary contact when members of the public request an auxiliary aid or service for effective communication, such as a sign language interpreter or documents in Braille. An effective ADA Coordinator will be able to efficiently assist people with disabilities with their questions. These roles and responsibilities are consistent with the Department of Justice's guidance for "An Effective ADA Coordinator" (<https://www.ada.gov/pcatoolkit/chap2toolkit.htm>).

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

Title I

Title I of the ADA prohibits private employers, state and local governments, employment agencies, and labor unions from discriminating against qualified individuals with disabilities in job application procedures, hiring, firing, advancement, compensation, job training, and other terms, conditions, and privileges of employment. The ADA covers employers with 15 or more employees based on an entity-wide employee total count, including state and local governments.

The purpose of the ADA grievance procedure is to provide a mechanism for the resolution of discrimination issues at the City level, rather than require the complainant to resort to resolution at the federal level.

The City of Angleton has incorporated the Title I ADA grievance policy, procedures, and form with appeals process into the Employee Policy Manual. Refer to Section 3.1.5 Employment Practice Review for Self-Evaluation findings and possible solutions related to this information.

Title II

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. Per the Department of Justice's guidance for establishing and publishing grievance procedures (<https://www.ada.gov/pcatoolkit/chap2toolkit.htm>), the grievance procedure should include:

- A description of how and where a complaint under Title II may be filed;
- If a written complaint is required, a statement notifying potential complainants that alternative means of filing will be available to people with disabilities who require such an alternative;
- A description of the time frames and processes to be followed by the complainant and the government entity;
- Information on how to appeal an adverse decision; and
- A statement of how long compliant files will be retained.

ADA Grievance Policy, Procedure, and Form with Appeals Process for the ADA (Title II): Self-Evaluation Findings

- The City's ADA Grievance Procedure is available on the City website; however, both the current version and an outdated version are provided:
 - **Current:** ADA Grievance Process HR-28, Rev. 07/19,
<http://www.angleton.tx.us/DocumentCenter/View/3508/City-of-Angleton-ADA-Grievance-Process-HR-28?bidId=>
 - **Outdated:** Grievance Procedures under the Americans with Disabilities Act (not dated),
<http://www.angleton.tx.us/DocumentCenter/View/272/ADA-Grievance-Procedure-PDF?bidId=>
- The City's ADA Compliant Form is available on the City website but it's an outdated version:
 - **Current:** ADA Compliant Form HR-28, Rev. 04/21 (copy provided by City)
 - **Outdated:** ADA Compliant Form HR-28, Rev. 07/19,
<http://www.angleton.tx.us/DocumentCenter/View/3507/ADAComplaint-Form-HR-28?bidId=>

ADA Grievance Policy, Procedure, and Form with Appeals Process for the ADA (Title II): Self-Evaluation Findings (cont.)

- The ADA Compliant Form states “...please contact the City’s ADA Coordinator Colleen Martin Monday – Friday, 8 a.m. – 5 p.m. via email at cmartin@angleton.tx.us or by calling 979-849-4364 x2132.” for effective communication requests; however, the way this statement reads is that emails should only be sent during those hours, in addition to when phone calls should be made.
- Question 8 on the ADA Compliant Form indicates there is an internal grievance procedure for each City of Angleton department; however, there should only be one Citywide ADA grievance procedure that all departments use.
- The ADA Grievance Form does ask the complainant what actions they want taken, but this information may better assist the City in resolving the complaint.

ADA Grievance Policy, Procedure, and Form with Appeals Process for the ADA (Title II): Possible Solutions

- Remove the outdated version of the ADA Grievance Process from the City website.
- Remove the outdated version of the ADA Grievance Form from the City website and add the current version.
- Update the effective communication request text on the ADA Grievance Form to state: “...please contact the City’s ADA Coordinator Colleen Martin via email at cmartin@angleton.tx.us or by calling 979-849-4364 x2132 during business hours (Monday – Friday, 8 a.m. – 5 p.m.).”
- Update Question 8 on the ADA Grievance Form to ask: Have attempts been made to resolve the complaint through a City department? If yes, please describe the efforts that have been made.
- Add a question to the ADA Grievance Form: “Remedy Sought. What action do you want taken?”

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. Per the Department of Justice’s guidance (<https://www.ada.gov/pcatoolkit/chap2toolkit.htm>), the notice should be a one-page document that includes brief statements about:

- Employment,
- Effective Communication,
- Making reasonable modifications to policies and programs,
- Not placing surcharges on modifications or auxiliary aids and services, and
- Filing complaints.

Public Notice Under the ADA: Self-Evaluation Findings

- The City's Public Notice Under the ADA is available on the City website; however, both the current version and an outdated version are provided:
 - **Current:** Notice Under the Americans with Disabilities Act (ADA), Rev. 07/19:
<http://www.angleton.tx.us/DocumentCenter/View/3577/Notice-Under-the-Americans-with-Disabilities-Act-072019?bidId=>
 - **Outdated:** Notice Under the Americans with Disabilities Act (not dated),
<http://www.angleton.tx.us/DocumentCenter/View/273/ADA-Notice-PDF?bidId=>
- Statements about employment, effective communication, making reasonable modifications to policies and programs, and filing complaints; however, there is no statement about not placing surcharges on modifications or auxiliary aids and service.
- The ADA Coordinator's phone number is noted twice but has a different extension in both occurrences. Reference to Texas Relay (7-1-1) is also mentioned but is in a different paragraph than the ADA Coordinator's contact information.
- The ADA Coordinator's email address is not provided.
- The effective communication statement indicates, "The City will generally, upon request, provide appropriate auxiliary aids and services, including qualified sign language interpreters and assistive listening devices, and documents in Braille whenever necessary to ensure effective communication with members of the public who have hearing, sight, or speech impairments..." but the way this is written may be interpreted as limiting the effective communication options to only those listed.

Public Notice Under the ADA: Possible Solutions

- Remove the outdated version of the Notice Under the ADA from the City website.
- Add the following statement: "The City will not place a surcharge on a particular individual with a disability or any group of individuals with disabilities to cover the cost of providing auxiliary aids/services or reasonable modifications of policy, such as retrieving items from locations that are open to the public but are not accessible to persons who use wheelchairs."
- Update the ADA Coordinator's phone number extension for consistency and consider adding the Texas Relay (7-1-1) information in the same paragraphs as the office phone number.
- Consider adding the ADA Coordinator's email address.
- Consider revising the effective communication statement to: "The City will generally, upon request, provide appropriate auxiliary aids and services, including qualified sign language interpreters and assistive listening devices, documents in Braille, **and other ways of making information and communications accessible** whenever necessary to ensure effective communication with members of the public who have hearing, sight, or speech impairments".

3.1.5 Employment Practices Review

All public entities must ensure that no qualified individual with disabilities be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any program, service, or activity administered by that entity, including employment. Public entities must provide an equal opportunity for employment.

The following City documents were reviewed for consistency with current accessibility requirements and standards:

- ADA Request for Accommodation Form (dated 5/2019)
- ADA/ADAA Policy Number HR-12 (dated 5/6/2019)
- Employee Policy Manual (dated 1/1/2021)

Although there is no indication Angleton current uses hiring technologies, or software programs that use algorithms or artificial intelligence during the hiring process, it is a new technology that needs to be properly addressed if considered, especially when utilizing some of the websites that assist with hiring.

Often these sites use an algorithm, which is a set of steps for a computer to accomplish a task—for example, searching for certain words in a group of resumes. Artificial intelligence generally means that a computer is completing a task that was traditionally done by a person—for example, recognizing facial expressions during a video interview. While these technologies may be useful tools for some employers, they may also result in unlawful discrimination against certain groups of applicants, including people with disabilities.

The City is committed to communicating effectively with job applicants, which includes providing meaningful access to all parts of the application and hiring process to everyone, including people who need additional assistance to make this happen.

Employment Practices Review: Self-Evaluation Findings - ADA Request for Accommodation Form

- The form utilized for requesting an accommodation does not have a general disclosure statement that best protects the City.

Employment Practices Review: Self-Evaluation Findings - ADA Request for Accommodation Form

- It is recommended to add a statement similar to the one below:

“Americans with Disabilities Act (ADA) and Americans with Disabilities Act Amendments Act (ADAAA). The purpose of this form is to assist the City of Angleton in determining whether, or to what extent, a reasonable accommodation is required for an employee with a disability to perform the essential functions of their job safely and effectively. This form is filed separately from the employee’s personnel file and is treated confidentially.”

Employment Practices Review: Self-Evaluation Findings - ADA/ADAA Policy Number HR-12

- No issues were identified during the review.

Employment Practices Review: Self-Evaluation Findings – Employee Policy Manual

- Section 1.05 “Americans with Disabilities Act Amendment Act (ADAAA) Accommodation Policy” uses language regarding “reasonable accommodations” is less welcoming than it could be.
- Section 1.07 “Harassment-Free Work Environment Policy” does not mention retaliation against a person with a disability or the caregiver of a person with a disability. The subsection entitled “Complaint & Grievance Procedures” does not mention anything about the “ADA Grievance Procedure” or the form that is specifically developed for that purpose (HR-28).
- Section 1.11 “Emergency Conditions Personnel Policy” does not mention anything about people with disabilities during the emergency process.
- Section 2.07 “Medical Examinations” is discriminatory in nature. It allows the hiring manager to require a Medical Exam if they believe the employee is unfit to perform the essential functions of the job, and his/her presence at the workplace may place the employee or others at risk of injury or harm. This often causes a person with a disability to have to take additional screening that a non-disabled applicant or employee is not subject to do.
- Section 7.03 “Appeal of Disciplinary Action & Grievance Procedure” uses the verbiage “Grievance Procedure” without any reference to the required Grievance Procedure for employees with disabilities. This language is confusing.

Employment Practices Review: Possible Solutions – Employee Policy Manual

- Section 1.05 (pages 13 and 14) details the procedures to request a “Reasonable Accommodation,” however, the entire section is worded in a way that could deter someone from wanting to go through the process. Included in **Appendix B** is a document titled “Reasonable Accommodations in the Workplace” which is put out by the ADA National Network. The document calls for the interactive process, which the Employee Policy Manual mentions, but the process needs to be a positive exchange of ideas and suggestions. The way it is described in the Employee Policy Manual is presented with a more negative approach that could intimidate potential employees. Rewording this section is necessary.
- Section 1.07 should also mention RETALIATION FOR INVOKING THE AMERICANS WITH DISABILITIES ACT (ADA). In addition to mandating reasonable accommodation for disabled employees, the law also prohibits employers from retaliating against employees who request accommodation under the ADA. The Equal Employment Opportunity Commission (EEOC) defines retaliation as an adverse action against a covered individual because he or she engaged in a protected activity. In the case of ADA retaliation, a protected activity would be seeking reasonable accommodation under the ADA.
 - Examples of retaliation include:
 - Terminating or denying promotion
 - Threatening or conducting unjustified negative evaluations
 - Providing unjustified negative references
 - Conducting increased surveillance and monitoring of an employee
 - Making unfounded charges against employees that could deter them from exercising their rights under the ADA

Employment Practices Review: Possible Solutions – Employee Policy Manual (cont.)

- Examples of protected activity include:
 - Opposing a practice thought to constitute unlawful discrimination
 - Participating in an employment discrimination proceeding
 - Requesting reasonable accommodation based on religion or disability

The ADA requires a “grievance” process or procedure, which the City of Angleton has. There is nothing that says this process has to be exclusive to ADA complaints or grievances, but it is required to be easily found for that purpose and the people trying to file an ADA grievance (whether employees or public) need to have their issues addressed in a timely manner.

It is recommended that an “ADA Information Page” be added to the City website that is easy to find. All things ADA related should be on this page including a link to the ADA Grievance Procedure, online forms and other information, and instructions for people with disabilities. See also the steps necessary for a compliant Human Resources process provided in **Appendix B**.

- Section 1.11 addresses the emergency protocols but does not mention anything about how the City will handle people with disabilities during an emergency. This is further addressed in the evaluation of the “Emergency Plan” but should be mentioned in this section for planning purposes, and for employees with disabilities.
- Section 2.07 needs to be rewritten. It gives the discretion to managers to decide if an employee needs to do testing for a job that may or may not be imposed upon other employees. This is discriminatory in nature and needs to be reviewed and rewritten to ensure a determination that requires medical examinations or testing is not based on a belief that a person with a disability could not do the job.
- Section 7.03 should also mention the “appeal process” required by the ADA and have a link or instruction that will direct a person to that process. This should also be easy to find on the newly created “ADA Information Page” listed above.

3.1.6 Job Description Review

The ADA does not require an employer to develop or maintain job descriptions. Nevertheless, employers can certainly benefit from having well-written job descriptions that spell out the “essential functions” for each employment position. When job descriptions are written, they must be non-discriminatory.

A written job description can help employers identify whether an applicant will be able to perform the essential tasks required for a position. During the interview process, employers are not allowed to ask if an individual has a disability that would prevent them from performing certain job tasks. Employers may, however, ask applicants whether they can perform the “essential functions” of a position, such as the ability to meet attendance expectations or to operate a particular machine. If an applicant notifies the employer that he or she is unable to perform an essential job function because of a disability, the employer must then consider whether it is possible to reasonably accommodate the disability.

The following City job descriptions were reviewed: Firefighter, Municipal Court Technician, Maintenance Technician III, Maintenance Technician – Rec Center, Parks and Recreation Maintenance Technician, and Telecommunications Officer. The following section provides a summary of the findings and possible solutions. A complete summary of the job description reviews is provided in **Appendix B**.

Job Description Review: Self-Evaluation Findings

- Job descriptions are properly written with essential job functions well described.
- Discriminatory language is used in the “Physical Demands” Section and verbiage should be updated.
- Requirements and qualifications are well documented, but some assumptions are made which cause confusion.

Job Description Review: Possible Solutions

- Continue writing out the “Essential Job Functions” in detail as is currently done.
- Ensure anyone writing job descriptions follow the same format.
- Utilize the chart located in the “Job Description Review Summary” (see **Appendix B**) to make sure proper non-discriminatory language is utilized for each job description.

3.1.7 Emergency Management Documents Review

Emergency planning and management has become increasingly important today. All community emergency plans and emergency management teams must include the necessary information on how to properly assist citizens in the community who may have a disability. Identifying the citizens with disabilities is paramount to rescuing them. The City of Angleton should have an Emergency Management Plan in place that details how to help the citizens with disabilities in the event of a local emergency.

Disabilities manifest themselves in varying degrees and the functional implications of the variations are important for emergency evacuation. A person may have multiple disabilities, while another may have a disability whose symptoms fluctuate. Everyone needs to have a plan to be able to evacuate a building, regardless of his or her physical condition.

While planning for every situation that may occur in every type of an emergency is impossible, being as prepared as possible is important. One way to accomplish this is to consider the input of various people and entities, from executive management, human resources, and employees with disabilities to first responders and other businesses, occupants, and others nearby. Involving such people in the development of the City’s Emergency Management Plan will help everyone understand the evacuation plans and the challenges that businesses, building owners and managers, and people with disabilities face.

The following documents were reviewed:

- State Planning Standards Checklist for the Basic Plan (Version 2.0, dated 05/05)
- Emergency Management Plan for City of Angleton (Version 2.0, dated 10/12)

Emergency Management Plan Review: Self-Evaluation Findings

- State Planning Standards Checklist for the Basic Plan does not mention serving citizens with disabilities specifically.
- Emergency Management Plan for the City of Angleton does not mention serving citizens with disabilities specifically.

Emergency Management Plan Review: Possible Solutions

- Develop an emergency plan team to encourage communication between the City of Angleton and all other participating parties.
- Create an emergency plan that includes buildings and areas specific to the City of Angleton and how the City will respond and control emergencies. The U.S. Department of Justice and the Federal Emergency Management Agency provides guidance here:
 - <https://www.ada.gov/pcatoolkit/chap7emergencymgmtadd1.htm>
 - https://www.fema.gov/media-library-data/1437608810237-65bce1c81c720e99c260ea740e98901d/Language_Guidelines-Inclusive_Emergency_Preparedness.pdf
- Develop and implement internal policies and procedures with assignments for emergency responders to achieve that all emergency plan team members are provided guidance in the event of an emergency.
- Training should be provided to City staff, volunteers, and emergency plan team members to achieve that the emergency plan is thoroughly planned, strategically executed, achieves clear and proper communication to individuals with disabilities, and is effectively implemented in the event of an emergency. Training should include how to identify people wearing medical alert tags or bracelets, and various ways to communicate with people with visual, hearing, or cognitive impairments.
- The City should develop a support network with local disability organizations and include them in the emergency planning process.
- The City should create a voluntary registration process that identifies the location of individuals with disabilities, and the type of disability they have. The registry will help with the planning process for accessible transportation needs.
- The City should plan to have accessible transportation for evacuations or transporting people to a medical clinic. Accessible transportation options can be obtained by working with local or private services, public transportation, school districts or paratransit.
- Evacuation plans should include how to evacuate people with assistive equipment, how to replace assistive equipment if it is lost or destroyed, how to evacuate people who have service animals.
- The City should prepare alternative ways to help individuals who use medical equipment during a power outage.
- The City should identify the location and availability of more than one facility for dialysis for people who will need dialysis as part of a health maintenance plan or routine or other life-sustaining treatment. In addition, the City should develop a resource list that includes the location of all types of durable medical equipment (DME) available in the City, as well as qualified American Sign Language interpreters, wheelchair repair, therapeutic oxygen, hearing aids, and repair, medications, etc. The resource list should be comprehensive and should be included in the Emergency Management Plan.
- The City should host an "Emergency Planning Preparedness" class for individuals with disabilities. The class will teach them how to develop a "kit" they can keep for emergencies and allow them to sign up for the emergency registry.

Emergency Management Plan Review: Possible Solutions (cont.)

- The City should revise current department employee action plans to address all aspects of an emergency evacuation plan for employees and visitors. Evacuation plans should consider the impact of internal and external emergencies regarding the City's operations and should be tailored to the workplace environment. The Great Lakes ADA Center provides guidance on Emergency Preparedness and Using Employee Information here: <http://adagreatlakes.org/BusinessToolkit/?section=1&id=6>.

3.1.8 Meeting Agendas and Meeting Minutes Review

The ADA requires that all Title II entities communicate effectively with people who have communication disabilities by providing auxiliary aids and services. The goal is to achieve that communication with individuals with disabilities is equally effective as communication with people without disabilities.

Auxiliary aids and services are ways to communicate with individuals with disabilities. The type of auxiliary aids and services are assessed on a case-by-case basis. Auxiliary aids and services must be provided free of charge and provided in accessible formats, in a timely manner, and must be provided in a way that achieves individual privacy and independence. Examples of common auxiliary aids and services include, but are not limited to:

- Sign Language Interpreters
- Oral Interpreters
- Cued Speech Interpreters
- Video Remote Interpreting (VRI)
- Video Interpreting Services (VIS)
- Written materials
- Closed Captioning
- Real-time captioning
- Audio recordings
- Teletypewriters (TTYs)
- Telephone Relay Services
- Computer-aided Real-time Transcription (CART)
- Materials and displays in braille
- Large print materials
- Accessible electronic and information technology
- Assistive listening devices and systems

The following City meeting agendas and minutes were reviewed:

- SR Commission Agenda, Monday October 4, 2021
- P & Z Agenda, Thursday, November 4, 2021
- K and B Agenda, Monday, October 25, 2021
- Council Agenda, Monday November 15, 2021
- Board of Adjustments Agenda, Thursday, August 26, 2021
- ABLC Agenda, Monday October 18, 2021
- City Council Regular Meeting, Meeting Minutes, Tuesday, April 27, 2021

Meeting Agendas and Meeting Minutes Review: Self-Evaluation Findings

- The following statement is included on each of the agenda reviewed:

“In compliance with the Americans with Disabilities Act, the City of Angleton will provide reasonable accommodations for persons attending City Council meetings. The facility is wheelchair accessible and accessible parking spaces are available. Please contact the City Secretary at 979-849-4364, extension 2115 or email citysecretary@angleton.tx.us.”
- The statement provided is incomplete. Additional verbiage is required to ensure effective communication is offered and will be provided.
- “City Council meetings” was used in all meeting agendas, not just the City Council agenda.

Meeting Agendas and Meeting Minutes Review: Possible Solutions

- Update the statement on all City meeting agendas to:

“In compliance with the Americans with Disabilities Act, the City of Angleton will provide reasonable modifications and/or auxiliary aids for persons attending any City sponsored meetings. Please contact the City’s ADA Coordinator, Colleen Martin, at 979-849-4364, extension 2132 or email cmartin@angleton.tx.us to arrange auxiliary aides or accommodations necessary.”

3.1.9 Design Standard Review

The City of Angleton Parkland Dedication Ordinance Appendix B – Proposed Minimum Park Standards were reviewed for consistency with the 2010 Standards for Accessible Design and 2011 PROWAG.

Design Standard Review: Self-Evaluation Findings/Possible Solutions

Section A

- It is recommended that the City of Angleton adopt the “Outdoor Developed Areas” design guidelines and add the design guidelines to the Parkland Dedication Ordinance as a reference.
- Add ASTM F1292-99/04 - Standard Specification for Impact Attenuation of Surfacing Materials Within the Use Zone of Playground Equipment.
- Add ASTM F1951-99 - Standard Specification for Determination of Accessibility [Wheelchair Maneuverability] of Surface Systems Under and Around Playground Equipment.
- Add 2012 Texas Accessibility Standards for Accessible Design: <https://www.tdlr.texas.gov/ab/abtas.htm>.

Section B

- Ensure verbiage states that a curb ramp is required whenever an accessible route (i.e., sidewalk) crosses the curb.

Design Standard Review: Self-Evaluation Findings/Possible Solutions (cont.)

Section C

- No comments.

Section D

- Within the play area, the clear width of the ground level accessible routes shall be 60 inches minimum. Two exceptions may be applied:
 - In play areas less than 1000 square feet, the clear width of accessible routes shall be permitted to be 44 inches minimum, if at least one turning space is provided where the restricted accessible route exceeds 30 feet in length
 - The clear width of accessible routes shall be permitted to be 36 inches minimum for a distance of 60 inches maximum provided that multiple reduced width segments are separated by segments that are 60 inches wide minimum and 60 inches long minimum.
- It is recommended that the City of Angleton adopts the “Outdoor Developed Areas” design guidelines and follows these guidelines for the design and construction of trails.
- A “Registered Accessibility Specialist” is only allowed to approve design in accordance with the Texas Accessibility Standards. Compliance with Americans with Disabilities Act will need to be reviewed by an ADA Accessibility Specialist. Some consultants hold both titles, some do not.

Section E

- Add verbiage indicating none of the underground work will interfere with or interrupt any accessible pedestrian routes.

Section F

- Add verbiage indicating no overhead lighting is mounted with any part of lighting fixture below 80 inches if over a prepared pedestrian route.

Section G

- Add verbiage indicating none of the underground work will interfere with or interrupt any accessible pedestrian routes.

Section H

- It is recommended that more detail is provided with respect to grading. Grading for accessible routes should be less than 5% and recommended to be designed at no more than 4.5%. Grading for plaza areas or areas where pedestrians will be coming from more than one direction should be no more than 2% in any direction.

Section I

- Add verbiage indicating no overhead tree limbs extend below 80 inches if over a prepared pedestrian route. Depending on the type of tree, root structure, and branch structure, trees too close to pedestrian routes – whether in the ROW or not – can become a high maintenance item.

Section J

- Add verbiage to include the 2012 Texas Accessibility Standards as well as the locally adopted building code for accessibility.

Design Standard Review: Self-Evaluation Findings/Possible Solutions (cont.)

Section K

- More detail is required for accessibility requirements.
- Where accessible routes serve ground level play components:
 - The vertical clearance shall be 80 inches high minimum.
 - The running slope shall not be steeper than 1:16 or 6.25%.
 - The cross slope shall not be steeper than 1:48 or 2.08%.
 - Openings in floor or ground surfaces shall not allow passage of a sphere more than ½ inch.
 - Changes in level between ¼ inch high minimum and ½ inch high maximum shall be beveled with a slope not steeper than 1:2.
- For a playground surface to be compliant, both safe and accessible, the surface must meet the above-mentioned technical provisions for running slope, cross slope, openings, changes in level, and vertical clearance. Public playgrounds must also meet referenced standards set by the American Society for Testing Materials (ASTM) related to resiliency for falls (ASTM F1292-99/04) and accessibility (ASTM F1951-99) around accessible equipment. Some jurisdictions and municipalities require surface systems to have certificates of compliance with ASTM standards. The standards require the actual site-installed surface systems to comply with ASTM F1292-99/04 and ASTM F1951-99.
- Five categories of surfaces were studied for compliance: poured in place rubber (PIP), rubber tiles (TIL), engineered wood fiber (EWF), shredded rubber (SHR) and hybrid (HYB) systems. Nine critical areas were inspected within 12 months of installation and continued to be evaluated at least once a year for the longitudinal study:
 - Entry to playground where playground surface starts
 - Accessible route connecting accessible play elements
 - Egress point of slide(s)
 - Egress point of swing(s)
 - Entry point(s) to composite structure(s)/transfer stations
 - Climber(s)
 - Ground level play element(s) such as spring rockers, play tables, interactive panels, etc.
 - Sliding poles
 - Other areas (i.e., water play elements, etc.)

To maintain its compliance, engineered wood fiber must be raked almost daily and can become unsafe with hidden debris. While engineered wood fiber can be a compliant surface and may be recommended under certain circumstances, maintenance should be taken into consideration when a long-term surface material choice is made.

- For more information about accessible play surfaces, refer to: <https://www.access-board.gov/ada/guides/chapter-10-play-areas/>.
- Newly installed play structures must have compliant elements as part of the design. It's imperative that the experiences the City offers are offered to everyone. If a City playground has swinging, sliding, rocking, climbing then there needs to be at least one of each piece of equipment providing those experiences for kids with disabilities.
- If basketball courts, outdoor exercise stations, splash pads, etc., are installed, the facilities must also be fully compliant with all applicable accessibility requirements.

Design Standard Review: Self-Evaluation Findings/Possible Solutions (cont.)

Section L

- When picnic pavilions are provided on concrete pads, there are often have level changes to get onto the concrete. Ensure there is an accessible route to the concrete pad that also connects the grills and trash cans, which are often mounted off the concrete pad.
- Ensure at least one (or 5%) of the picnic tables are accessible picnic tables.

Section M

- Where there is one drinking fountain there must be two, one at an accessible height for people in wheelchairs or people of short stature and one at standard height for people who have trouble bending or stooping. A minimum of 50% must be each type.

Section N

- At least one park bench serving each location (playground, sports fields, water, etc.) must be designed for a person in a wheelchair to sit next to an able-bodied companion.

3.2 Facilities Self-Evaluation Action Plan

The FHWA has provided guidance on the ADA Transition Plan process in their “INFORMATION: ADA Transition Plans” memo dated June 27, 2019 (see **Appendix C**). While this memo specifically addresses state departments of transportations, FHWA also recommends this guidance for local municipalities until municipality-specific guidance is developed by FHWA. Provided in the memo is a checklist for elements to be included in an ADA Transition Plan and other ADA requirements that agencies must fulfill.

Items included in the FHWA checklist related to the public rights-of-way are:

- **Inventory of Barriers** (identification of physical obstacles)
 - Identify intersection information, including curb ramps and other associated accessibility elements.
 - Require an Action Plan to develop an inventory of sidewalks (slopes, obstructions, protruding objects, changes in level, etc.), signals (including accessible pedestrian signals), bus stops (bus pads), buildings, parking, rest areas (tourist areas, picnic areas, visitor centers, etc.), mixed use trails, linkages to transit.
 - Discuss jurisdictional issues/responsibilities for sidewalks.
- **Schedule**
 - Show a strong commitment toward upgrading ADA elements identified in the inventory of barriers in the short-term (planned capital improvement projects).
 - Show a strong commitment over time toward prioritizing curb ramps at walkways serving entities covered by the ADA.
 - Schedule should include prioritization information, planning, and investments directed at eliminating other identified barriers over time.
 - Dedicate resources to eliminate identified ADA deficiencies.
- **Implementation Methods**
 - Describe the methods that will be used to make the facilities accessible and include the governing standard (e.g., 2010 ADA Standards, 2011 PROWAG).

The City of Angleton plans to evaluate all City-owned and/or maintained facilities for compliance with the 2010 ADA Standards and 2011 PROWAG. Facilities evaluated to date are included in **Section 3.3 Facilities Review**.

3.3 Facilities Review

3.3.1 Buildings

The Angleton Recreation Center and Natatorium were evaluated and are shown on the map in **Appendix D**.

Buildings: Self-Evaluation Findings

Areas that were evaluated 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 report (see **Appendix E**). Common issues identified included:

- No accessible route to some of the work-out equipment
- Slopes along the accessible route
- Protruding objects
- Non-compliant benches

Buildings: Possible Solutions

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

3.3.2 Parks

Eight (8) parks within the City of Angleton were evaluated. All parks included in the evaluation are listed in **Table 1** and shown on the map in **Appendix D**.

Table 1. Summary of Parks Reviewed

Park Name	Park Address
1. Masterson Park	101 S. Arcola Street
2. BG Peck Soccer Complex	709 Kelly Boulevard
3. Dickey Park	813 W. Mulberry Street
4. Bates Park	700 Bates Park Road
5. Brushy Bayou Park	100 Meadow Creek Road
6. Freedom Park	3105 N. Downing Street
7. Officer Cash Memorial Dog Park	535 S. Anderson Street
8. Veterans Park	115 E. Magnolia Street

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**). Common issues identified included:

- Non-compliant parking
- Running slopes and cross slopes along accessible routes
- No access to amenities
- Non-compliant playground or playground equipment

Parks: Possible Solutions

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

3.3.3 Sidewalk Corridors

Using aerial imagery, the City developed a GIS-based inventory of City-maintained sidewalk corridors and intersection locations along these corridors. A map of the identified pedestrian facilities in the public rights-of-way is provided in **Appendix F**. Based on the inventory, the City of Angleton maintains approximately 65 miles of sidewalk corridors, including pedestrian street and driveway crossings. There are approximately 245 unsignalized intersections and approximately 187 driveways along the City-maintained sidewalk corridors.

Approximately one (1) mile of City-maintained pedestrian paths of travel were evaluated for compliance with PROWAG based on the conditions and measurements along the pedestrian path of travel, which included the sidewalk, curb ramps, pedestrian driveway crossings, and pedestrian street crossings. The included sidewalk corridors was selected due to the high level of pedestrian activity as well as the proximity to pedestrian traffic generators. A map of the evaluated sidewalk corridor is provided in **Appendix D**.

At intersections where existing sidewalk does not cross the curb and curb ramps are not installed, no evaluations were needed. Locations where curb ramps are missing, but are required, were identified and included in the Transition Plan.

Sidewalk Corridors: Self-Evaluation Findings

Common issues along the sidewalk corridor were excessive sidewalk cross slopes, vertical surface discontinuities that caused excessive level changes, excessive driveway and cross street cross slopes, 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 Angleton 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 missing detectable warning surfaces, and curb ramps having excessive turning space (landing) cross slopes, excessive running slopes and cross slopes, and ponding in the curb ramp, turning space (landing), or flares. A summary of the unsignalized intersection curb ramp issues is provided in **Table 2**. 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 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 **Section 3.5 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 on the previous page. 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**.

Table 2. Summary of Curb Ramp Issues at Unsignalized Intersections

Curb Ramp Element	Number Evaluated	Number Compliant	Percent Compliant
Curb ramp lands in crosswalk	34	34	100%
48" crosswalk extension exists	17	17	100%
Curbed sides are 90°	32	32	100%
Cut-thru ramp running slope ≤ 5%	1	1	100%
Cut-thru ramp cross slope ≤ 2%	1	1	100%
Cut-thru ramp width ≥ 60"	1	1	100%
Curb ramp counter slope ≤ 5%	34	33	97.1%
Curb ramp does not have traversable sides	32	31	96.9%
No obstruction in curb ramp, turning space (landing), or flares	34	29	85.3%
Curb ramp turning space (landing) running slope ≤ 2%	18	15	83.3%
Curb ramp present where curb ramp is needed	41	34	82.9%
Flush transition to roadway exists	34	27	79.4%
Curb ramp width ≥ 48"	33	20	60.6%
Curb ramp running slope ≤ 8.3%	33	19	57.6%
Curb ramp turning space (landing) exists	34	18	52.9%
Curb ramp cross slope ≤ 2%	33	16	48.5%
No ponding in curb ramp, turning space (landing), or flares	34	14	41.2%
Curb ramp turning space (landing) cross slope ≤ 2%	18	7	38.9%
Detectable warning surface exists	32	3	9.4%
Flare cross slope ≤ 10%	2	0	0%
Detectable warning surface is compliant	3	0	0%

3.4 Maintenance Versus Alterations

The DOJ has issued a briefing memorandum on clarification of maintenance versus alteration 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 Angleton 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.

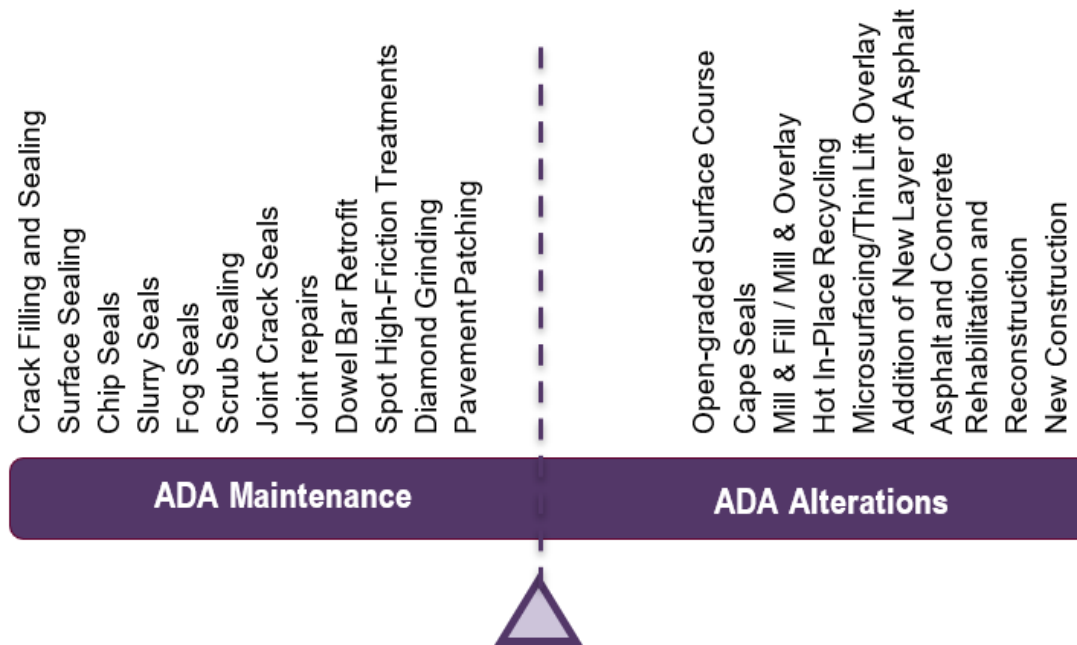
FHWA and DOJ met in March 2012 and March 2013 to clarify guidance on the ADA's requirements for constructing curb ramps on resurfacing projects. Projects deemed to be alterations must include curb ramps within the scope of the project.

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.

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Figure 1. Maintenance versus Alteration Projects



Source: DOJ Briefing Memorandum on Maintenance versus Alteration Projects

3.5 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.

Agencies 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 Angleton will only consider closing an existing pedestrian crossing if it is determined to be unsafe by an engineering study.

3.6 Prioritization

The following sections outline the prioritization factors and results of the prioritization for buildings, parks, 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.

3.6.1 Prioritization Factors for Facilities

Buildings and parks were prioritized on a 12-point scale, which is defined in **Table 3**. 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.

Unsignalized 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 4**. 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 5**. Compliant segments of the sidewalk corridor were given a priority label of “Compliant”.

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Table 3. 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 4. Prioritization Factors for 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 5. 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	
Railroad crossing excessive sidewalk vertical discontinuity	Elevation change greater than 1/4 inch or gaps greater than 1 inch)		
Railroad crossing pre-fabricated plate is plastic or does not exist	Yes – Plastic or No		
Railroad crossing flangeway gap > 3 inches (freight) or flangeway gap > 2.5 inches (non-fright)	Value > 3.0" (freight) or 2.5" (non-freight)		
Railroad crossing is missing detectable warning surface(s)	No – Neither Side or Yes – 1 Side Only		

Table 6 and **Table 7** provide summaries of the prioritization classifications for sidewalks and unsignalized intersections, respectively.

Table 6. Prioritization Summary for Sidewalk Corridors

Line type	Length (miles) by Priority				
	1 (high)	2 (medium)	3 (low)	Compliant	Total
Sidewalks	0.40	0.32	0.00	0.12	0.84
Driveways	0.04	0.04	0.00	0.01	0.09
Cross Streets	0.00	0.01	0.01	0.07	0.09
Total	0.44	0.37	0.01	0.20	1.02

Table 7. Prioritization Summary for Unsignalized Intersections

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

3.7 Conclusion

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

- 1 building;
- 8 parks; and
- 1 mile of sidewalk and all unsignalized intersections and driveways along the sidewalk corridor.

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 Angleton 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 G**.

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4.0 Facility Costs

4.1 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 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 2022 dollars. **Table 8** provides a summary of the estimated costs to bring each facility into compliance.

Table 8. Summary of Facility Costs

Facility Type	Priority			
	High	Medium	Low	Total*
Buildings	\$2,000	\$22,600	\$2,100	\$27,000
Parks	\$66,100	\$414,500	\$3,000	\$484,000
Public Rights-of-Way Sidewalk	\$146,500	\$110,400	\$500	\$258,000
Public Rights-of-Way Unsignalized Intersections	\$31,700	\$240,500	--	\$273,000
City Totals	\$246,300	\$788,000	\$5,600	\$1,042,000

*Table values are rounded for simplification

It is important to note that the facility cost estimates in **Table 8** 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/upgrading 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.

4.2 Implementation Schedule

Table 9 details the barrier removal costs and proposed implementation schedule by facility type for all City-owned facilities evaluated. Actual annual budgets will vary to accommodate project scopes. For example, all barriers at a single intersection are recommended to be removed within the same project scope. Because cost projections vary by intersection, the actual annual budget may vary to accommodate all improvements at an intersection. This 5-year plan will serve as the implementation schedule for the Transition Plan. The City of Angleton 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 Coordinator work together with department heads and budget staff to determine the funding sources for barrier removal projects. Once funding is identified, the ADA Coordinator will coordinate the placement of the projects in the CIP to be addressed on a fiscal year basis.

Table 9. Implementation Schedule

Facility Type	Estimated Cost	Implementation Schedule (years)	Approximate Annual Budget*
Buildings	\$27,000	5	\$6,000
Parks	\$484,000	5	\$97,000
Public Rights-of-Way Sidewalk	\$258,000	5	\$52,000
Public Rights-of-Way Unsignalized Intersections	\$273,000	5	\$55,000
City Total	\$1,042,000		
Total Annual Budget			\$210,000

*Table values are rounded for simplification

4.3 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.

4.3.1 Federal and State Funding

Table 10 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.

- RAISE – Rebuilding American Infrastructure with Sustainability and Equity Discretionary Grants
- INFRA – Infrastructure for Rebuilding America Discretionary Grant Program
- TIFIA – Transportation Infrastructure Finance and Innovation Act (loans)
- FTA – Federal Transit Administration Capital Funds
- 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)
- SS4A – Safe Streets and Roads for All Grant Program

Most of these programs are competitive type grants; therefore, the City of Angleton 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 10. Funding Opportunities

ACTIVITY	RAISE	INFRA	TIFIA	FTA	CMAQ	HSIP	NHPP	STBG	TA	RTP	SRTS	PLAN	NHTS	FLTP	SS4A
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	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	X
Pedestrian plans				X				X	X		X	X		X	X
Recreational trails	X	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	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	X
Trail / highway intersections	X	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		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, January 21, 2021:
https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.cfm

4.3.2 Local Funding

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

- Community Development Block Grants (CDBG)
- Public Improvement District (PID) – A geographically defined area established to provide specific types of improvements or maintenance, which are financed by assessments against the property owners within the area. PIDs provide a city with a development tool that allocates costs according to the benefits received. A PID can provide funding for supplemental services and improvements that meet the needs of the community, that could not otherwise be constructed or provided.
- General fund (sales tax and bond issue)
- Scheduled/funded CIP projects that are funded through bonds
- Sidewalk or Access Improvement Fee
- Tax Increment Reinvestment Zone (TIRZ) – A TIRZ is an area designated by a city to address infrastructure needs in order to promote and allow development or redevelopment that assists a city to flourish and grow. The purpose of a TIRZ is to promote development or redevelopment of the area where growth would not occur solely through private investment. The infrastructure is paid for by the collection of a tax increment, either property tax or sales tax or both, from the benefitted area and placed in a Tax Increment Fund (TIF). For property tax, the increment is only taken from the increase in value of the zone, comparing the value in the base year (year of TIRZ creation) to the value each subsequent year. Bonds and other financial tools can be based on this tax increment.
- Transportation Reinvestment Zone (TRZ) – The city can designate a zone in which it will promote a transportation project. Once the zone is created, a base year is established, and the incremental increase in property tax revenue collected inside the zone is used to finance a project in the zone.
- Street Maintenance Fee

4.3.3 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.

4.4 Next Steps

The City will begin internal coordination to address the programmatic barriers identified in the Transition Plan.

The City will develop a budget to include the next 5 fiscal years. Projects identified in the ADA Transition Plan will be programmed within the 5-year budget based on prioritization provided (see **Section 3.6 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.

Appendix

Appendix A: Public Outreach

ADA Advisory Committee Meeting Notes

Web Survey Feedback Summary

Web Map Feedback Summary

Appendix B: Programs, Services, and Activities Review

Reasonable Accommodations in the Workplace

Step-by-Step Approach to an ADA Compliant Human Resources Process

Job Description Review

Appendix C: FHWA ADA Transition Plan Process Memo

Appendix D: Evaluated Facility Maps

Buildings

Parks

Public Rights-of-Way Sidewalk Corridors

Appendix E: Facility Reports

Buildings

Parks

Public Rights-of-Way Sidewalk Corridors

Public Rights-of-Way Unsignalized Intersections

Appendix F: Facility Inventory Map

Public Rights-of-Way Sidewalk Corridors

Appendix G: ADA Action Log