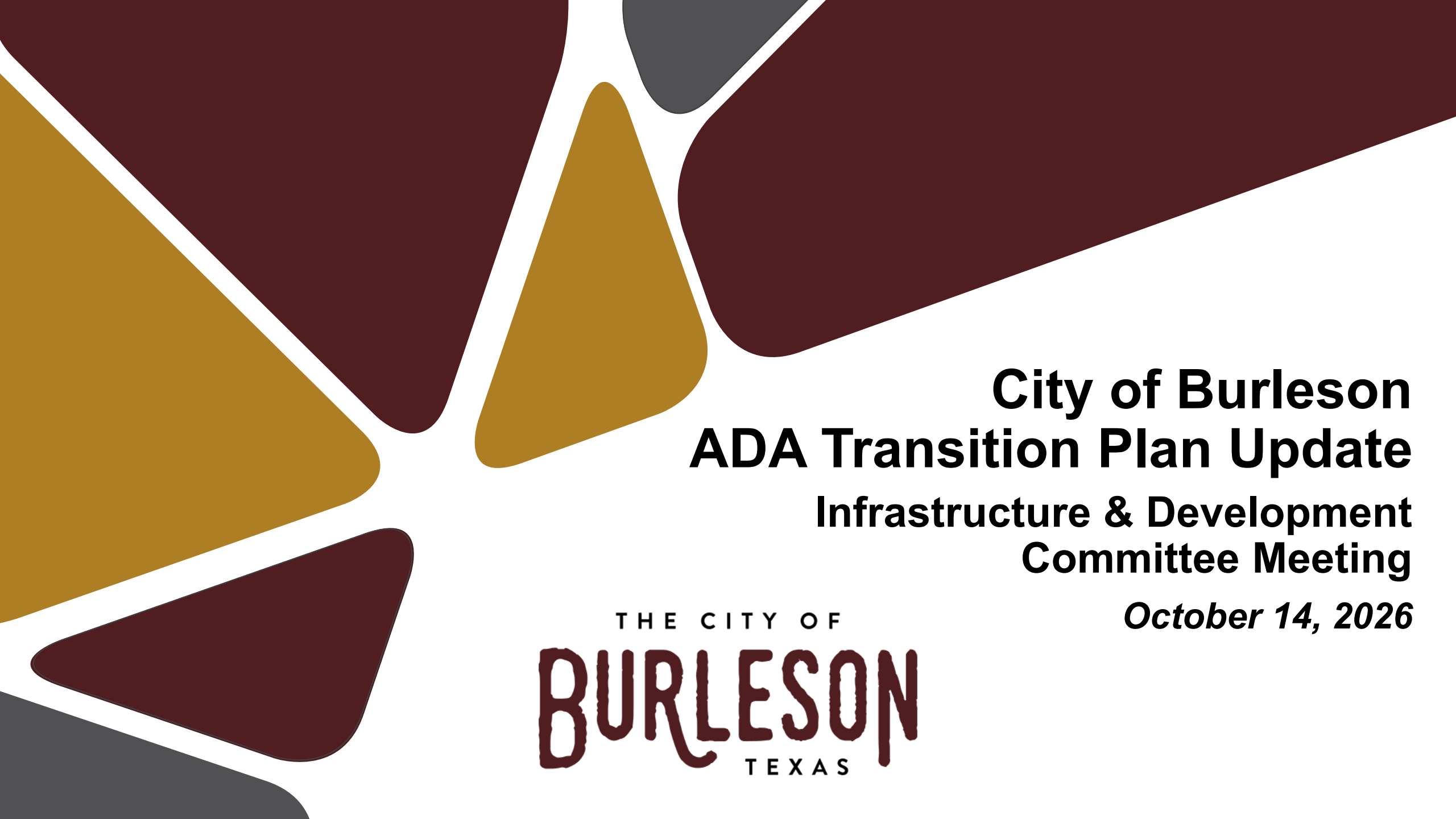




City of Burleson ADA Transition Plan Update

**Infrastructure & Development
Committee Meeting**

October 14, 2026

THE CITY OF
BURLESON
TEXAS

Agenda

- Project Background and Major Task Overview
- Programmatic and Facility Review Observations
- Transition Plan Development
- ADA Advisory Committee and Public Input Summary
- Staff Training
- Transition Plan Delivery, Review, and Plan for Adoption

Goals and Objectives

ADA TP

Improve
accessibility and
connectivity for all
citizens

Encourage
participation from
public and disabled
community

Educate City staff
and the public on
the requirements
of the ADA

Develop a
comprehensive list
of accessibility
barriers

ADA Legal Background

- Architectural Barriers Act (ABA) of 1968
- Rehabilitation Act of 1973
 - Section 504 (49 CFR Part 27)
- Civil Rights Restoration Act of 1987
- Americans with Disabilities Act (ADA) of 1990
 - Title II Regulations (28 CFR Part 35)
- Elimination of Architectural Barriers
 - Texas Statute in Government Code, Chapter 469
 - Texas Department of Licensing and Regulation (TDLR)

ADA Self-Evaluation and Transition Plan

Major Task Overview

- Services, Policies, Practices, Programs, and Activities (Programmatic) Review
- Facilities and Public Rights-of-Way Review
- Transition Plan Update
- Public Outreach
- Staff Training

Programmatic Review

- Websites and documents identified during the inventory were evaluated for compliance with Title II of the ADA.
- In the Transition Plan Services, Policies, and Practices Review Section, items that were identified as either necessary to meet the Title II Requirements or could support compliance have been identified.
- The associated Title II Regulation, as well as some online resources that might be helpful in meeting the requirements, were provided in the Transition Plan Appendix as well as a stand-alone Excel file.
- **City staff have taken action to begin updating and applying Citywide**

Programmatic Review

Transition Plan Section and Number	Item Type
4.1.6	ADA/504 Assurance
4.1.7	Non-Discrimination Language for Non-Federal Contracts
4.1.8	Retaliation and Coercion Policies
4.1.9	Reasonable Modification Request Policy, Procedure, and Form
4.1.10	Effective Communication Policy, Procedure, and Form
4.1.11	Alternate Format Policy, Procedure, and Form
4.1.12	Disclaimer Statement for Third-Party Links
4.1.13	Service Animal Guidance/Policy
4.1.14	Other Power-Driven Mobility Devices (OPMDs) Guidance/Policy
4.1.15	Event Planning Guidance/Policy/Checklist
4.1.16	Emergency Management Documents
4.1.17	Design Standards and Ordinances
4.1.18	Other Programs, Services, and Activities

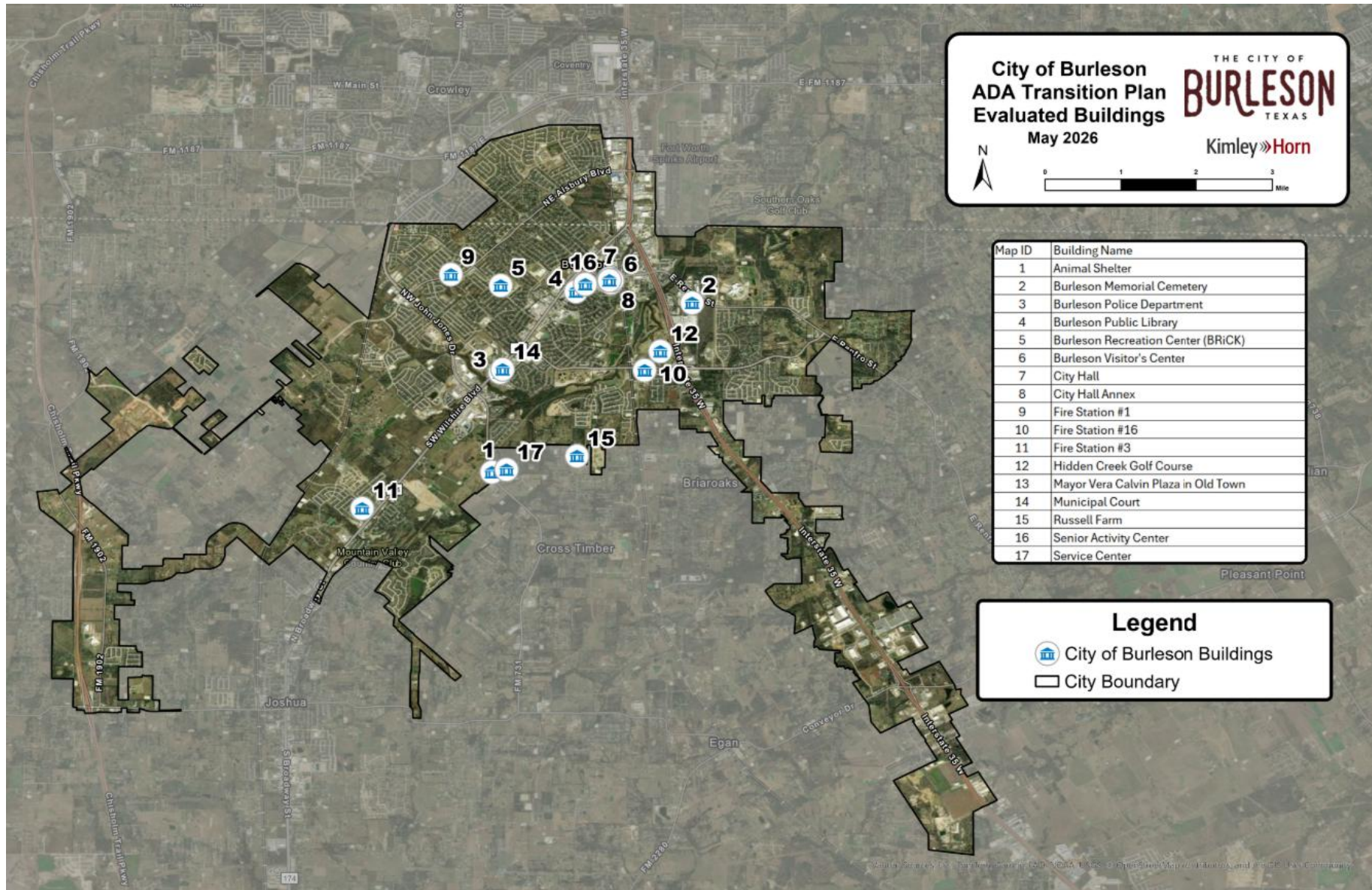
Facilities Review

Buildings, Parks, Public Rights-of-Way and Paved Trails

Facilities Evaluation Completed

- Kimley-Horn collected facilities:
 - 17 Buildings and Parking Lots
 - 21 Parks and Parking Lots
- Daxbot collected facilities:
 - 25 Signalized Intersections (all that are City-owned or maintained, others within City limits are along TxDOT corridors)
 - 235 linear miles of Sidewalk Corridors and Paved Trails
 - PROW Sidewalks = 219 miles (approx.)
 - Park Sidewalks = 9 miles (approx.)
 - Shared Use or Paved Trails = 7 miles (approx.)
 - Unsignalized intersections, driveways, and alleys
 - Includes curb ramps, pedestrian street crossings

Evaluated Buildings



Observations – Buildings

Most common observations:

- Doors close too quickly and exceed the maximum allowable opening force
- Accessible path of travel has cross slopes greater than 2%
- Wall signs incorrectly located or non-compliant
- Elements out of reach range

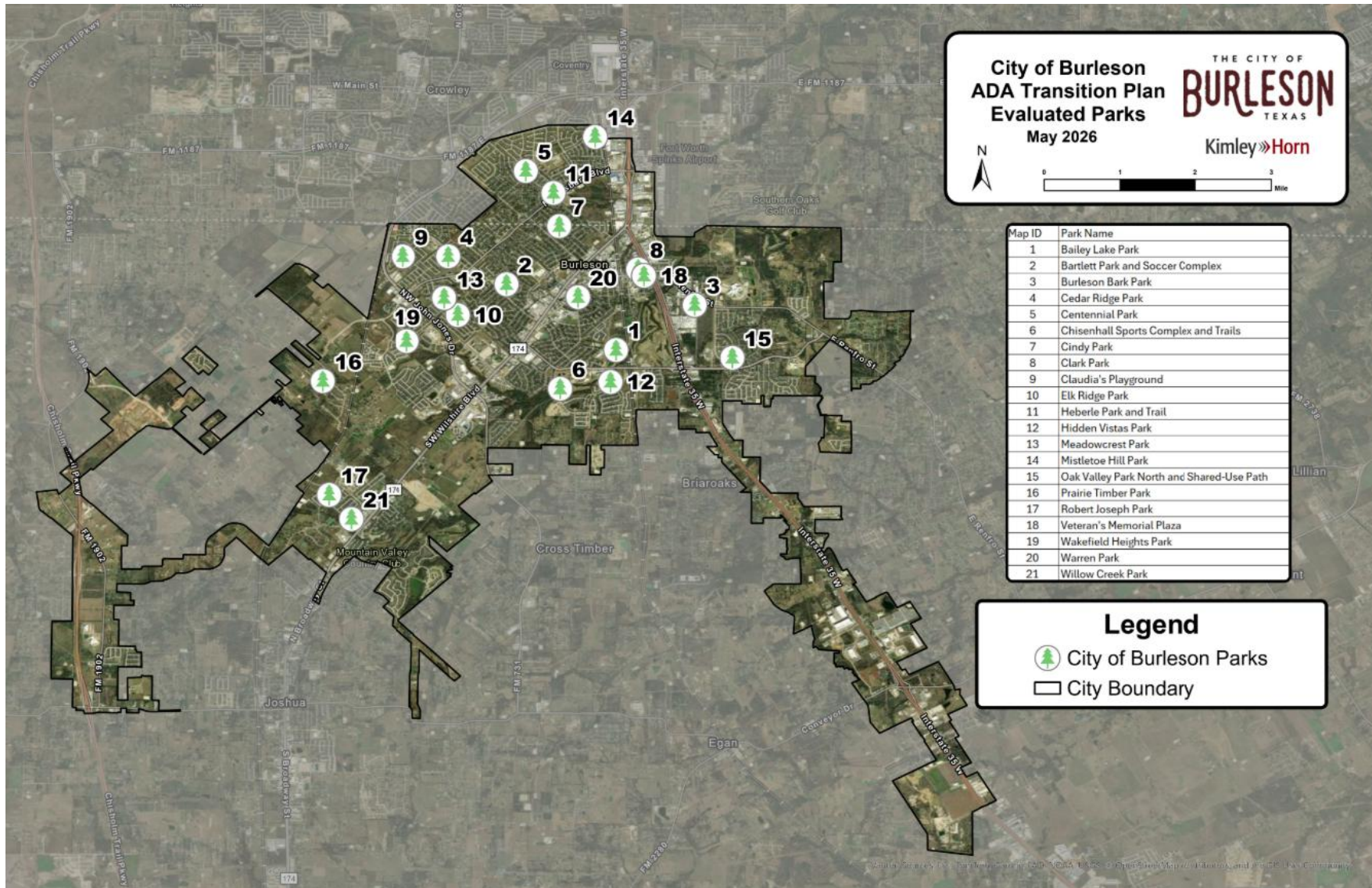
Example Observation – Buildings



ELEMENTS OUT OF REACH
(Operable part 48 in maximum from floor)

CITY HALL ANNEX

Evaluated Parks



Observations – Parks

Most common observations:

- Elements out of reach range
- Accessible route or clear floor space not provided
- Non-compliant restrooms and restroom accessories
- Walkway contains cracking, sinking, heaving
- Non-compliant drinking fountains

Example Observation – Parks

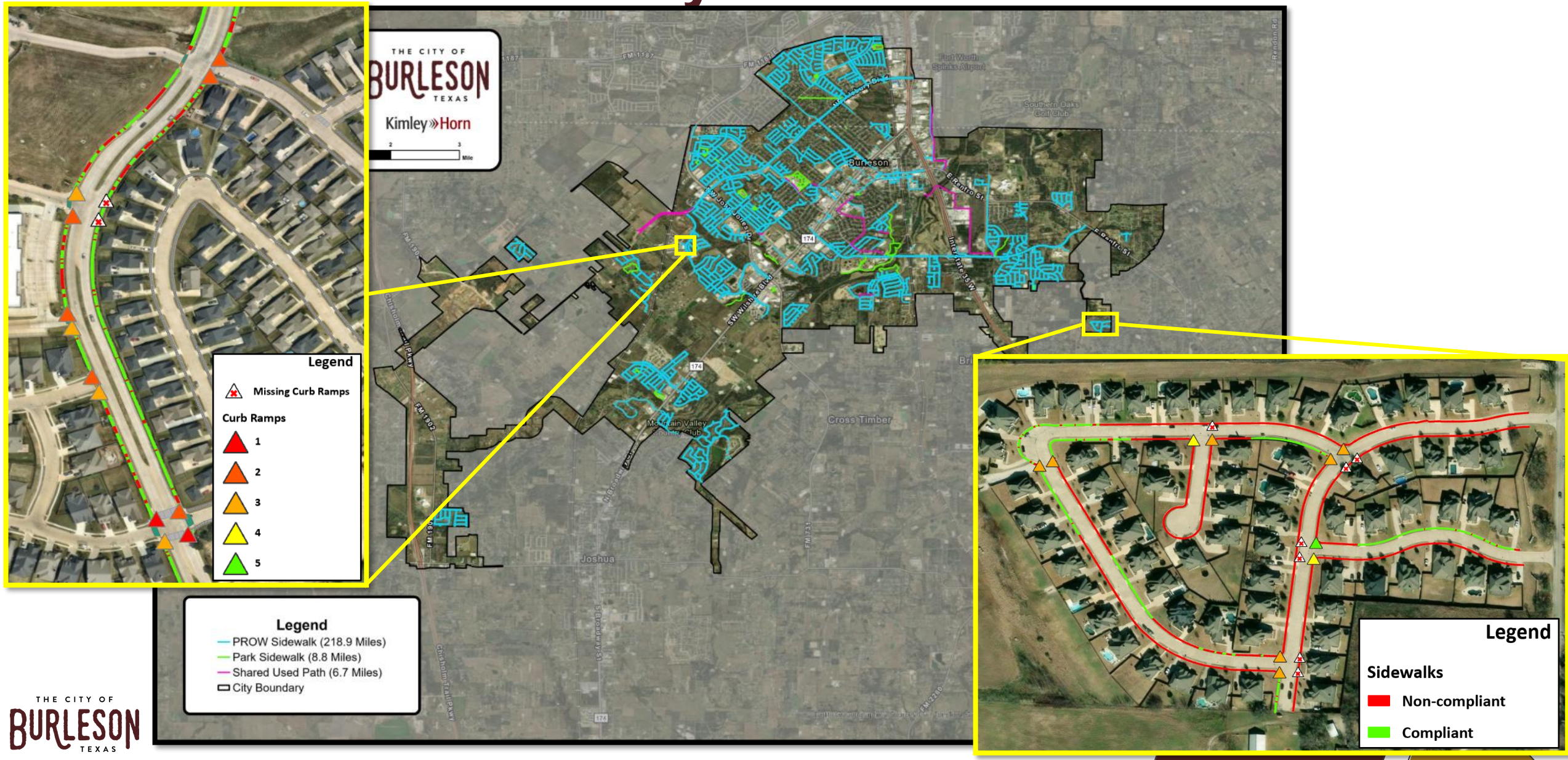


NON-INSULATED PIPES

(Lavatory pipes shall be insulated to protect against contact)

MEADOWCREST PARK

Evaluated Public Rights-of-Way, Paved Trails and Trails within City Parks



Observations – PROW Daxbot Data

Most common observations:

- Excessive cross slopes across sidewalks, curb ramps and driveways ($> 2.1\%$)
- Non-compliant sidewalk width (< 48 in)
- Missing or non-contrasting DWS on curb ramps
- Sidewalk with vertical displacement greater than $\frac{1}{4}$ in (issues contain cracking, heaving or sinking of concrete panels)
- Crosswalk has worn or missing striping

Example Observation – PROW Daxbot Data



**EXCESSIVE CROSS SLOPE AND
TRIPPING HAZARD IN SIDEWALK PANELS**
(Sidewalk with Vertical Displacement greater than $\frac{1}{4}$ in
are non-compliant)

Transition Plan Development



Barrier Prioritization and Scoring



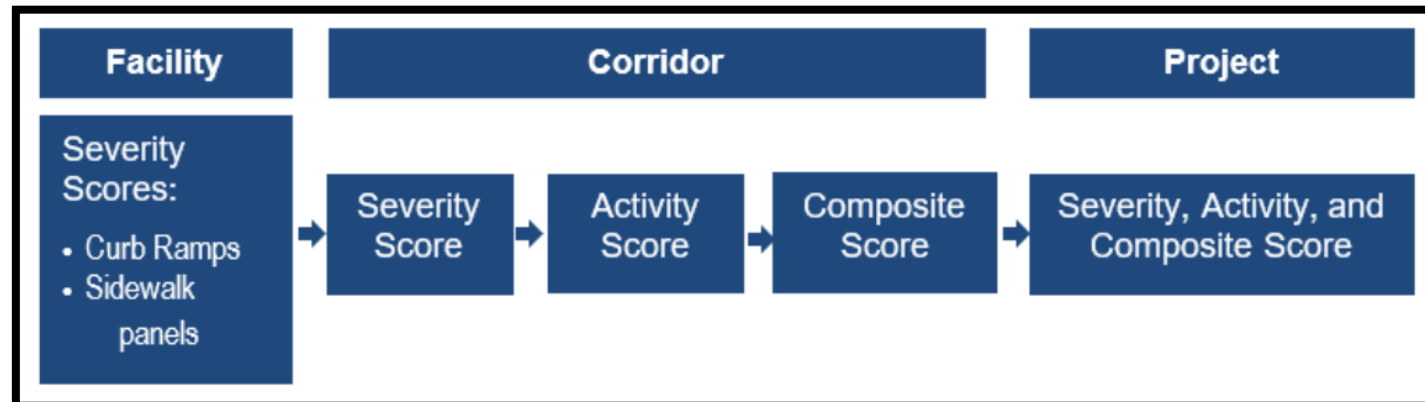
Improvement Costs



Develop Implementation Schedule

Prioritization

- Each facility type has a different set of parameters outlining the impact of barriers to access to establish barrier-based prioritization for improvements, providing a **severity score**.
- Each element was given an **activity score** based on its proximity to common pedestrian generators, with activity scores calculated for each intersection and sidewalk corridor based on a variety of factors.
- An aggregate **composite score** was then developed from the severity and activity score.



Facility Reports – Buildings & Parks

Site Accessibility Evaluation



Animal Shelter
775 SE John Jones Dr
Burleson, TX 76028
Accessibility Evaluation
Inspection Date: 01/13/2026

Prepared By

Kimley»Horn

(817) 335 - 6511
kimley-horn.com

Animal Shelter - 775 SE John Jones Dr Burleson, TX 76028

Interior Elements: 420 - Corridors

Barrier: 11

Braille on wall sign is damaged and/or missing.

Letters and numerals shall be raised 1/32 in, upper case, sans serif or simple serif type and shall be accompanied with Grade 2 Braille. Raised characters shall be at least 5/8 in (16 mm) high, but no higher than 2 in (50 mm). Pictograms shall be accompanied by the equivalent verbal description placed directly below the pictogram. The border dimension of the pictogram shall be 6 in (152 mm) minimum in height.

Citation:

1991 ADAS Section: 4.30.4

Conceptual Budget Estimate:

\$300.00

Possible Solution:

Remove and install compliant sign.

Barrier Priority:

Priority 1 (1):



Some words and abbreviations used in Contracted (Grade 2) Braille

at	by	can	do	every	from	go	have	just
the	was	with	you	are	on	in	of	to
and	or	but	if	so	that	when	where	what
who	which	whose	whom	whenever	whether	while	why	yet
and	or	but	if	so	that	when	where	what
who	which	whose	whom	whenever	whether	while	why	yet

Kimley-Horn
(817) 335 - 6511

kimley-horn.com
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Warren Park - 301 SW Johnson Ave Burleson, TX 76028

Interior Elements: Men's Restroom

Barrier: 34

The top rim of the lavatory is too high.

All lavatories that are designated to be accessible shall be a minimum 17 inches in horizontal depth and mounted with the rim or counter edge no higher than 34 inches above the finished floor.

Citation:

1991 ADAS Section: 4.19.2

Conceptual Budget Estimate:

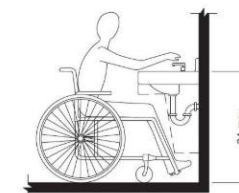
\$2,700.00

Possible Solution:

Lower sink to compliant height.

Barrier Priority:

Priority 3 (3):

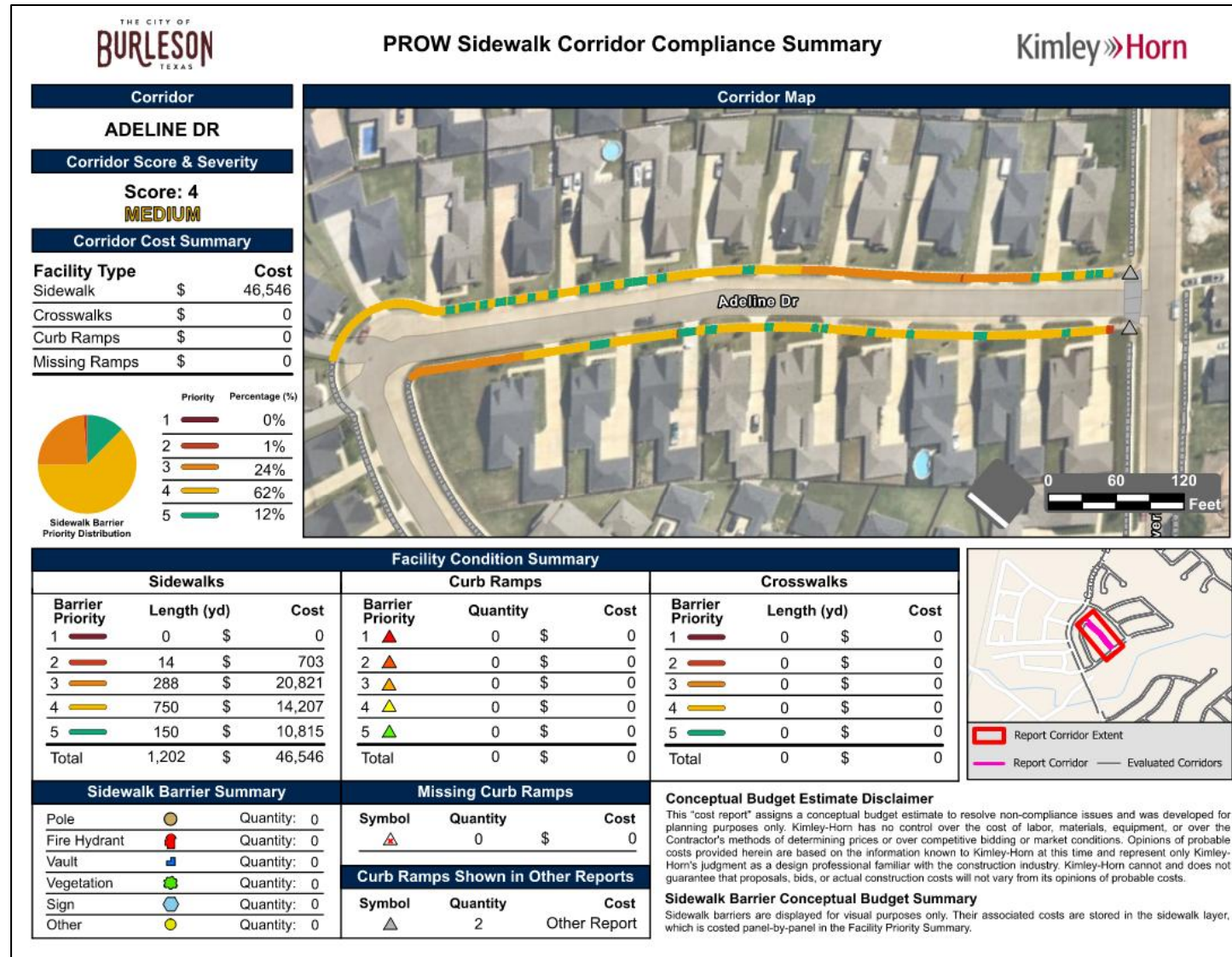


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(817) 335 - 6511

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Facility Reports – PROW corridors



ADA Advisory Committee and Public Input Summary

The online survey and web map were open to the ADA Advisory Committee and public for feedback from June 15-July 17. The webpage garnered 994 views and 159 contributions. With a spike in visits and contributions on July 14, following an additional City of Burleson Facebook post.

Feedback received from this Committee throughout the project was included with the survey and mapping tools

City of Burleson Public Access Survey

I. PUBLIC RIGHTS-OF-WAY

1. Thinking only about City-owned, public rights-of-way in the City of Burleson, have you experienced any physical barriers, inaccessible sections, or poor conditions along a pedestrian path (e.g., sidewalks, pedestrian street crossings, pedestrian driveway crossings, curb ramps, etc.) you currently use or would like to use? Required

☐ Yes

☐ No

☐ No, but someone I know has.

2. When using sidewalks along the public rights-of-way within the City of Burleson, have you encountered locations where you had trouble crossing a street or driveway? Required

☐ Yes

☐ No

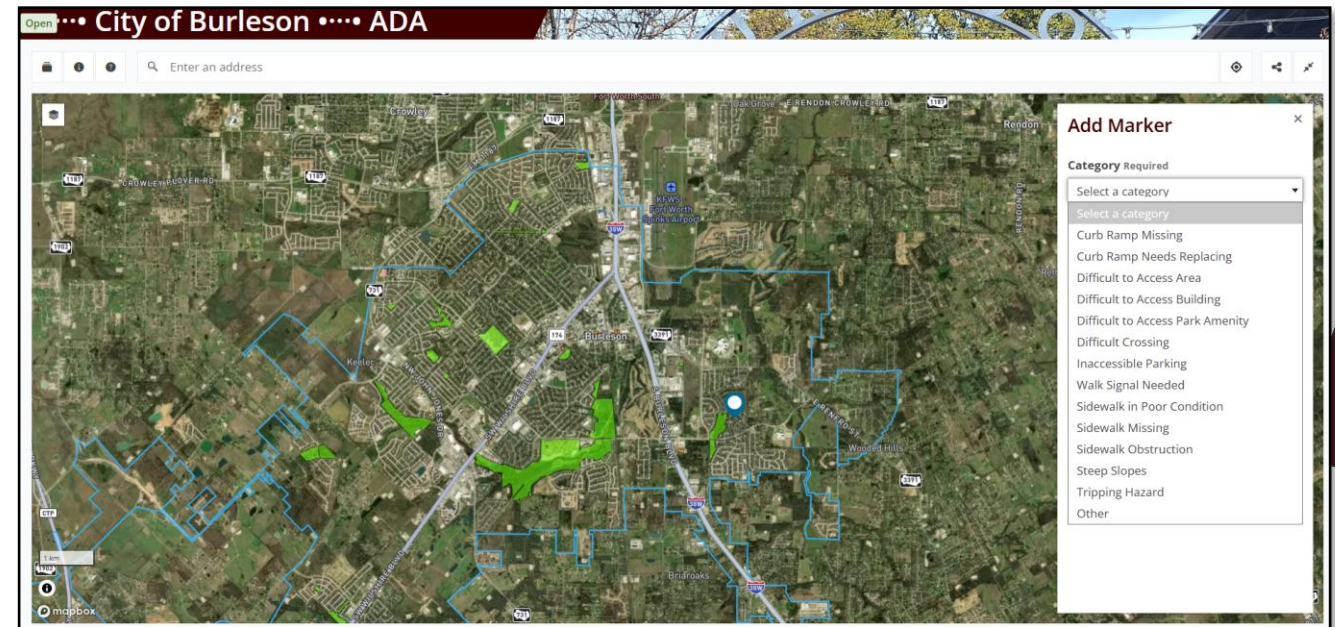
☐ No, but someone I know has.

3. Have you encountered difficulties using a pedestrian crossing due to a lack of pedestrian push buttons or pedestrian signals? Required

☐ Yes

☐ No

☐ No, but someone I know has.

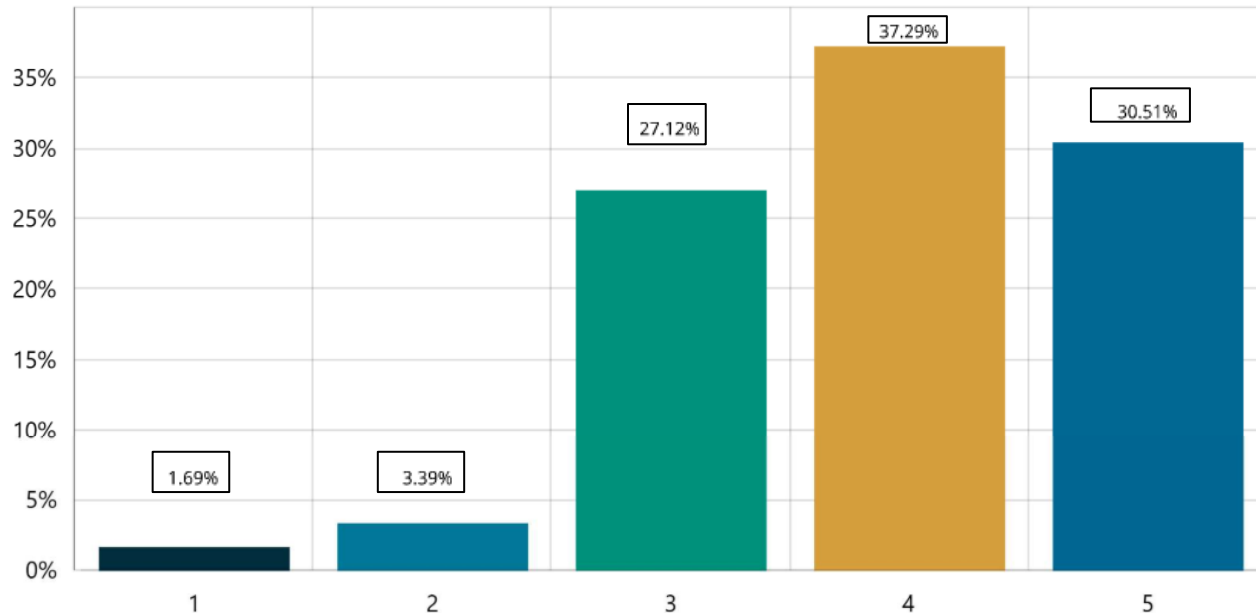


ADA Advisory Committee and Public Input Summary

29. 1. On a scale of 1 to 5, how would you rate the accessibility of the City of Burleson's facilities overall?

Required

Slider | Skipped: 0 | Answered: 59 (100%)

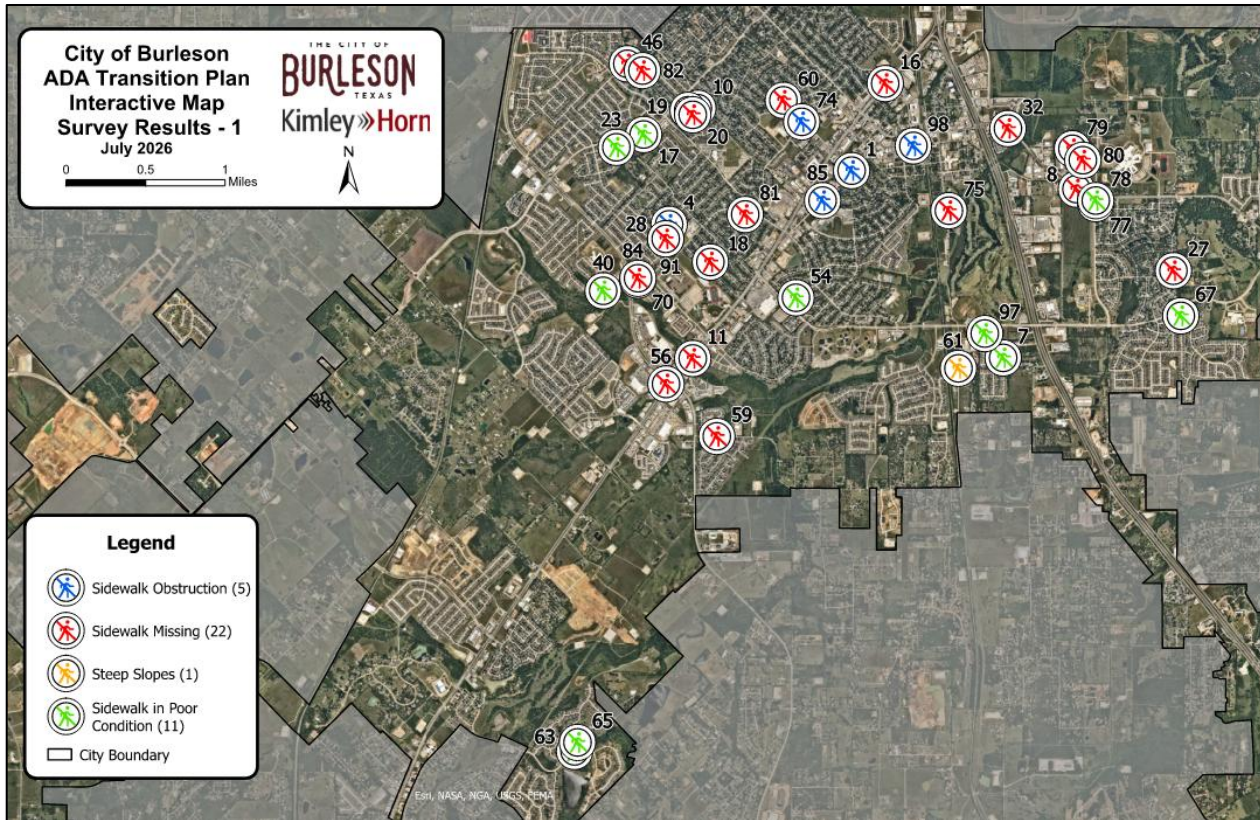


The online survey garnered a total of **59** responses:

- 75% responded positively when asked about barriers in Public-Rights-of-Way
- 85% responded positively when asked about programmatic barriers
- 83% of respondents believe the City is accommodating of persons with disabilities
- Most visited public facilities included the BRiCk and the Library

ADA Advisory Committee and Public Input Summary

The online map garnered a total of **96** responses:



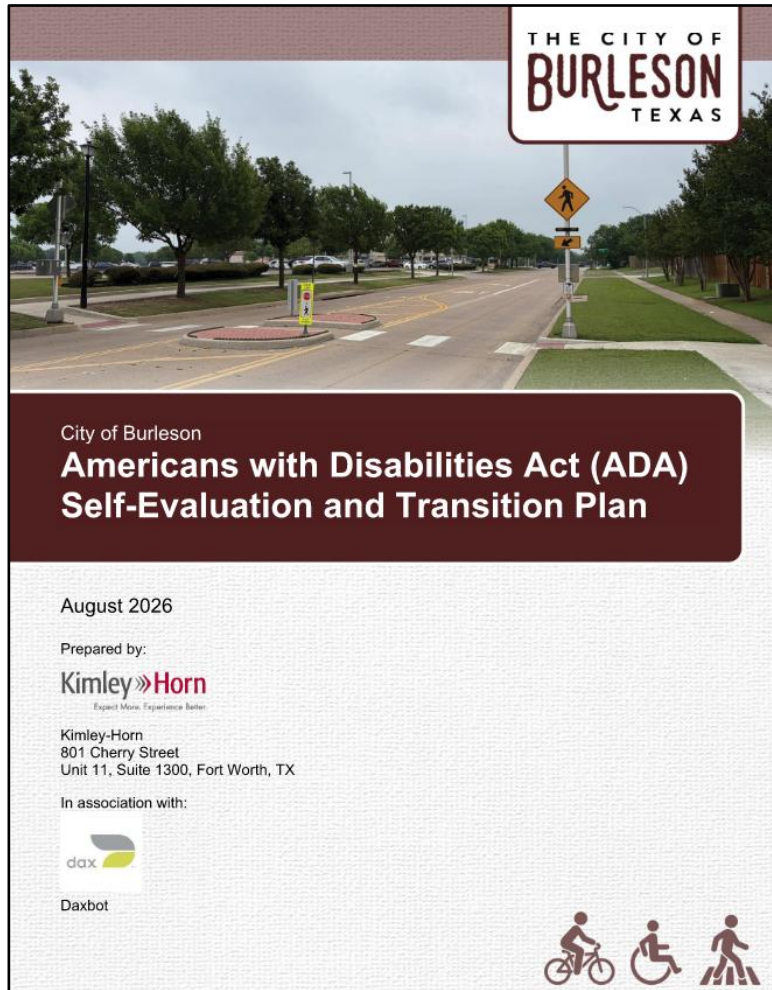
Map 1 of 3 (located in Transition Plan Appendix A)

- 39 respondents communicated issues with sidewalks in poor condition, missing sidewalks, steep slopes, or an obstruction present
- 34 respondents communicated an issue with curb ramps, crossing conditions, tripping hazards, or missing walk signals
- 23 respondents communicated an issue with difficulty accessing public areas, public buildings, or other issues
- ADA Advisory Committee noted praise for DWS providing aid to visually impaired residents. They requested that repair and installation continue to be a City priority.

Staff Training

- 2 hours in office, 2 hours in field each day
- June 18– **2010 Americans with Disabilities Act (ADA) Accessibility Standards Training** (23 City Staff in attendance)
- June 25– **2023 Public Right-of-Way Accessibility Guidelines Final Rule Training** (25 City Staff in attendance)
- Staff Training equips City staff to independently identify, measure, and document accessibility deficiencies using a consistent methodology, so evaluations can be repeated in-house over time. This Transition Plan is a “living” document – the data reflects conditions at a point in time, and City staff can update it when barriers are remediated, or new facilities are constructed.

Transition Plan



- ADA Self-Evaluation and Transition Plan
- Appendix
 - Public Outreach
 - Programmatic Review
 - Facility Maps
 - ADA Action Log
- Database
 - Geodatabase
 - Shapefiles
 - Data Definitions
- Facility Reports (PDF)
- Facility Photos

Conceptual Budget Estimates

- All non-compliant elements have been assigned a conceptual budget estimate for replacement
- Sidewalk and curb ramp conceptual budget estimates assume removal and replacement of existing non-compliant facilities
- Estimates use the unit prices shown, in 2026 dollars, excluding engineering/design, construction, and contingency costs

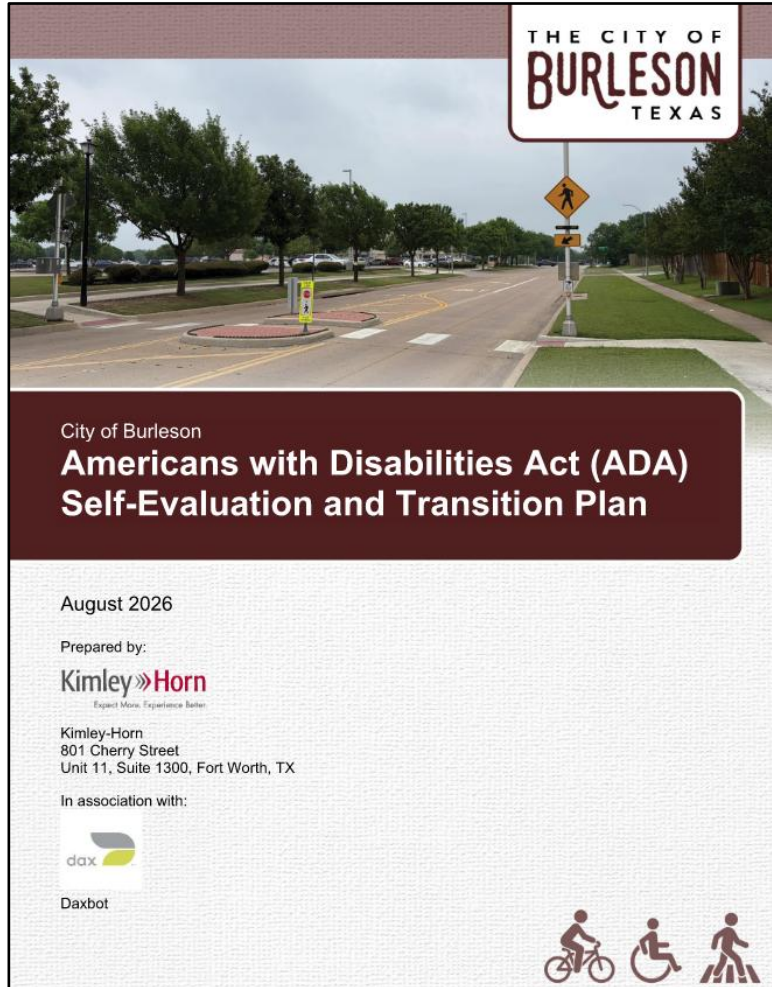
Item Description	Unit	Unit Price
Remove concrete sidewalk	SY	\$35
Install concrete sidewalk	SY	\$95
Install curb ramp	EA	\$6,500
Remove push buttons	EA	\$300
Install APS push buttons	EA	\$4,500
Relocate push buttons	EA	\$1,800
Install pedestrian pole	EA	\$2,500
Install pedestrian head	EA	\$3,200
Install PB sign	EA	\$250
Install detectable warnings	EA	\$450
Remove obstruction	EA	\$1,200
Remove temporary obstruction	EA	\$300
Remove PB sign	EA	\$150
Small curb ramp replacement	EA	\$5,500
Medium curb ramp replacement	EA	\$7,000
Large curb ramp replacement	EA	\$8,500
Install or replace sign assembly	EA	\$500
Remove and prepare crosswalk pavement	SY	\$75
Reconstruct and pave crosswalk surface	SY	\$140
Restripe crosswalk	LF	\$35
Fix curb ramp transition to roadway	EA	\$2,000
Remove crosswalk striping	LF	\$10

Conceptual Budget Estimates

City-Owned Facility Type	Total*
Buildings	\$536,300
Parks	\$497,000
Public Rights-of-Way Sidewalk	\$60,778,500
Public Rights-of-Way Pedestrian Signals	\$142,600
Public Rights-of-Way Signalized and Unsignalized Curb Ramps	\$16,281,500
Public Rights-of-Way Missing Curb Ramps	\$4,298,000
Public Rights-of-Way Crosswalk	\$2,850,000
Public Rights-of-Way Access Barriers	\$92,100
Railroad Crossings	\$659,800
City Totals	\$86,136,000

- The City recommends a 25-year implementation timeframe.
- The conceptual estimated budget of \$86M is not a sum that is due today; it will occur over at least 25 years and is roughly \$3.5M-\$4M when annualized.
- There are projects in the CIP that overlap and likely will address removal of some barriers listed in the TP.
- Note: ADA Advisory Committee input on the ideal timeframe ranged from 6-7 years to 30 years.

Transition Plan



- The Transition Plan was developed to ensure the City of Burleson meets all state and federal legal requirements for ensuring accessibility for public programs and facilities.
- It is intended to be a living document that guides ongoing planning, funding, and implementing actions to address deficiencies noted.
- Draft Transition Plan delivered to City staff in August. Working with City staff to finalize deliverables through October.
- Requesting Council Adoption to approve the plan, allowing City staff to plan progress on accessibility improvements and integrate them into the City's capital and ongoing pedestrian improvement projects.

The background of the slide features several large, abstract, rounded geometric shapes in maroon, gold, and grey, arranged in a circular pattern around the center.

Questions/Discussion

THE CITY OF
BURLESON
TEXAS

Buildings

Location Name	Property Address
City Hall	141 W Renfro Street
City Hall Annex	141 W Renfro Street
Senior Activity Center	216 SW Johnson Avenue
Library	248 SW Johnson Avenue
Burleson Visitors Center	124 W Ellison Street
Animal Shelter	775 SE John Jones Drive
Municipal Court	1131 SW Wilshire Boulevard
Burleson Recreation Center (BRiCk)	550 NW Summercrest Boulevard
Mayor Vera Calvin Plaza in Old Town	141 W Renfro Street

Buildings

Location Name	Property Address
Burleson Memorial Cemetery	580 Memorial Plaza
Hidden Creek Golf Course	555 E Hidden Creek Parkway
Russell Farm	405 W County Road 714
Service Center	725 SE John Jones Road
Fire Station #3	245 Lakewood Drive
Fire Station #16	250 E Hidden Creek Parkway
Fire Station #1	828 SW Alsbury Blvd
Police Department (Exterior Only)	1161 SW Wilshire Blvd

Parks

Location Name	Property Address
Bailey Lake Park	280 W Hidden Creek Parkway
Bartlett Park and Soccer Complex	550 NW Summercrest Boulevard
Warren Park	301 SW Johnson Avenue
Chisenhall Sports Complex and Trails	500 W Hidden Creek Parkway
Centennial Park	308 NE McAlister Road
Burleson Bark Park	616 Memorial Plaza
Meadowcrest Park	1050 Barracuda Drive
Mistletoe Hill Park	960 NE McAlister Road
Oak Valley Park North & Shared-Use Path	804 Parkridge Boulevard
Cedar Ridge Park	716 Cumberland Drive
Cindy Park	205 NE Cindy Lane

Parks

Location Name	Property Address
Clark Park	124 N Clark Street
Claudia's Playground	933 West Bend Boulevard
Elk Ridge Park	1016 Dorsey Street
Heberle Park and Trail	812 Tyler Court
Hidden Vistas Park	950 Hidden Vistas Boulevard
Prairie Timber Park	801 Prairie Timber Road
Robert Joseph Park	2780 Greenridge Drive
Veterans Memorial Park	298 E Renfro Street
Wakefield Heights Park	704 Elizabeth Drive
Willow Creek Park	151 Hawks Ridge Trail

Barrier Prioritization

- Each facility type has a different set of parameters outlining the impact of barriers to access to establish barrier-based prioritization for improvements.

TABLE 4. BARRIER PRIORITIZATION FACTORS FOR PEDESTRIAN SIGNALS	
Barrier Priority	Criteria
1 (highest)	Existing pedestrian signal with any of the following conditions: ▶ Button is missing ▶ Signal head is missing
2	Existing pedestrian signal with any of the following conditions: ▶ Button clear floor width < 30 in ▶ Button clear floor length < 48 in ▶ Button clear floor running Slope) > 5% ▶ Button clear floor cross Slope) > 2.1% ▶ Both button crosswalk edge distance > 60 in and button curb edge distance > 120 in
3	Existing pedestrian signal with any of the following conditions: ▶ Button height > 48 in ▶ Button is not parallel to crosswalk ▶ Button crosswalk edge distance > 60 in ▶ Button curb edge distance > 120 in
4	▶ Pedestrian head does not show countdown ▶ Not PROWAG compliant
5 (lowest)	All other pedestrian signals not prioritized above

Activity Scoring

- Each element was given an activity score based on its proximity to common pedestrian generators
- Activity scores were calculated for each intersection and sidewalk corridor based on a variety of factors, including
 - **ADA Advisory Committee and Public Input**
 - Proximity to common pedestrian generators, such as parks, public or government buildings, and schools.

SCORING MATRIX - LOCATION EVALUATION CRITERIA

a) Government Buildings			
Grade	Proximity	Value	Weight
A	1,000 feet	1	15
B	1,000 - 2,000 feet	0.7	
C	2,000 - 3,500 feet	0.4	
D	3,500 - 5,000 feet	0.1	
F	> 5,000 feet	0	

b) Transit/Bus Stops			
Grade	Proximity	Value	Weight
A	1,000 feet	1	10
B	1,000 - 2,000 feet	0.7	
C	2,000 - 3,500 feet	0.4	
D	3,500 - 5,000 feet	0.1	
F	> 5,000 feet	0	

c) Hospitals & Medical Centers			
Grade	Proximity	Value	Weight
A	1,000 feet	1	5
B	1,000 - 2,000 feet	0.7	
C	2,000 - 3,500 feet	0.4	
D	3,500 - 5,000 feet	0.1	
F	> 5,000 feet	0	

d) Road Classification			
Grade	Classification	Value	Weight
A	Principal Arterial	1	5
B	Minor Arterial	0.7	
C	Collector	0.4	
D	Local	0.1	
F	Private: Cul-De-Sacs/Roads/Dead Ends	0	

e) Schools			
Grade	Proximity	Value	Weight
A	1,000 feet	1	10
B	1,000 - 2,000 feet	0.7	
C	2,000 - 3,500 feet	0.4	
D	3,500 - 5,000 feet	0.1	
F	> 5,000 feet	0	

f) Grocery Stores			
Grade	Proximity	Value	Weight
A	1,000 feet	1	5
B	1,000 - 2,000 feet	0.7	
C	2,000 - 3,500 feet	0.4	
D	3,500 - 5,000 feet	0.1	
F	> 5,000 feet	0	

g) Parks & Trails			
Grade	Proximity	Value	Weight
A	1,000 feet	1	10
B	1,000 - 2,000 feet	0.7	
C	2,000 - 3,500 feet	0.4	
D	3,500 - 5,000 feet	0.1	
F	> 5,000 feet	0	

h) Public Comment			
Grade	Mention	Value	Weight
A	Disabled Person or Group	1	15
B	More than 5 comments from different individuals about same location	0.7	
C	Request from one person	0.4	
D	Aesthetic/Cosmetic	0.1	
F	No comments	0	

i) Libraries/Community Centers/Churches			
Grade	Proximity	Value	Weight
A	1,000 feet	1	10
B	1,000 - 2,000 feet	0.7	
C	2,000 - 3,500 feet	0.4	
D	3,500 - 5,000 feet	0.1	
F	> 5,000 feet	0	

j) Social Vulnerability Index			
Grade	Percentile	Value	Weight
A	>80th Percentile	1	15
B	60th-80th Percentile	0.7	
C	40th-60th Percentile	0.4	
D	20th-40th Percentile	0.1	
F	<20th Percentile	0	

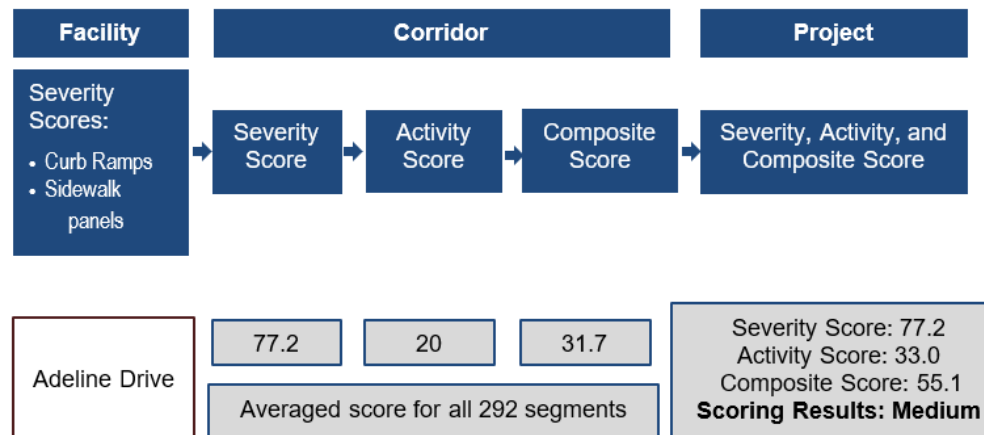
***The criteria listed in the scoring matrix is in no specific order**

Composite Scoring

- These two scores are then aggregated, and the overall score provides City staff corridors for consideration when developing the implementation plan for the proposed improvements.

Example Project Prioritization Scoring

To determine final project prioritization, a facility must first be evaluated for severity score, followed by activity score. For example, Adeline Drive is comprised of 292 individual segments, allowing independent assessment of existing conditions depending on the facility type (such as curb ramps, sidewalk panels, or traffic signal push buttons). Adeline Drive's corridor was first assessed for sidewalk severity score using **Tables 5 and 6**, which produced an average score of 77.2. Next, the corridor was evaluated for activity score based on **Table 9**, resulting in an average score of 33.0. The average of the two scores generated a composite score of 55.1. Adeline Drive was categorized as Medium, as the project composite score was between 40 and 60 (see **Project's GIS database package**).



Facility Reports – Pedestrian signals



Pedestrian Signal Compliance Summary



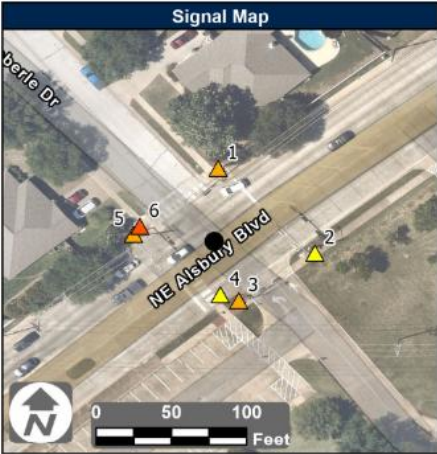
Location

NE Alsbury Blvd & Heberle Dr

Signal Observations

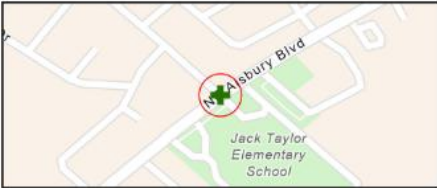
Issue	Map Feature Number								Possible Solution
	1	2	3	4	5	6	7	8	
Missing signal head									
Missing head symbol			X		X				Install countdown pedestrian signal head
Head does not show countdown		X		X					Install countdown pedestrian signal head
Missing push button									
Missing adjacent button	X			X					Install adjacent pedestrian push button
Distance to adjacent button is greater than 10 ft									
Missing speech message	X	X	X	X	X				Remove PBs and replace with APS push buttons
Push button height is greater than 48"	X		X		X	X			Relocate pedestrian push buttons
Push button is missing band	X	X	X	X	X	X			Remove PBs and replace with APS push buttons
Push button is not fingerless									
Push button is missing locator tone	X	X	X	X	X	X			Remove PBs and replace with APS push buttons
Push button is missing percussive tone	X	X	X	X	X	X			Remove PBs and replace with APS push buttons
Push button is not vibrotactile	X	X	X	X	X	X			Remove PBs and replace with APS push buttons
Push button does not vibrate on walk	X	X	X	X	X	X			Remove PBs and replace with APS push buttons
Push button is not parallel to the associated crosswalk									
Push button arrow contrasting missing	X	X	X	X	X	X			Remove PBs and replace with APS push buttons
Push button does not have sufficient clear floor width									
Push button does not have sufficient clear floor length									
Running slope at push button is greater than 2.1%	X		X		X	X			Remove and replace clear floor space
Cross slope at push button is greater than 2.1%									
Floor at push button is not firm or stable				X					Remove and replace clear floor space
Push button is offset more than 5' from curb ramp run	X	X	X	X	X	X			Relocate pedestrian push buttons
Push button is offset more than 5' from edge of crosswalk									
Push button does not service ramp									
Signal Priority	3	4	3	4	3	2			

Signal Map



Conceptual Budget Estimate

Barrier Priority	Quantity	Cost
1 ▲	0	\$ 0
2 ▲	1	\$ 260
3 ▲	3	\$ 5,400
4 ▲	2	\$ 6,400
5 ▲	0	\$ 0
Total	6	\$ 12,060



Conceptual Budget Estimate Disclaimer

This "cost report" assigns a conceptual budget estimate to resolve non-compliance issues and was developed for planning purposes only. Kimley-Horn has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Kimley-Horn at this time and represent only Kimley-Horn's judgment as a design professional familiar with the construction industry. Kimley-Horn cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Other Intersection Information

Conceptual budget information for curb ramp, crosswalk, and sidewalk improvements are included in the sidewalk corridor reports.