



City of Hendersonville ADA Transition Plan

PRESENTATION BY PRECISION INFRASTRUCTURE MANAGEMENT
JUNE 2024

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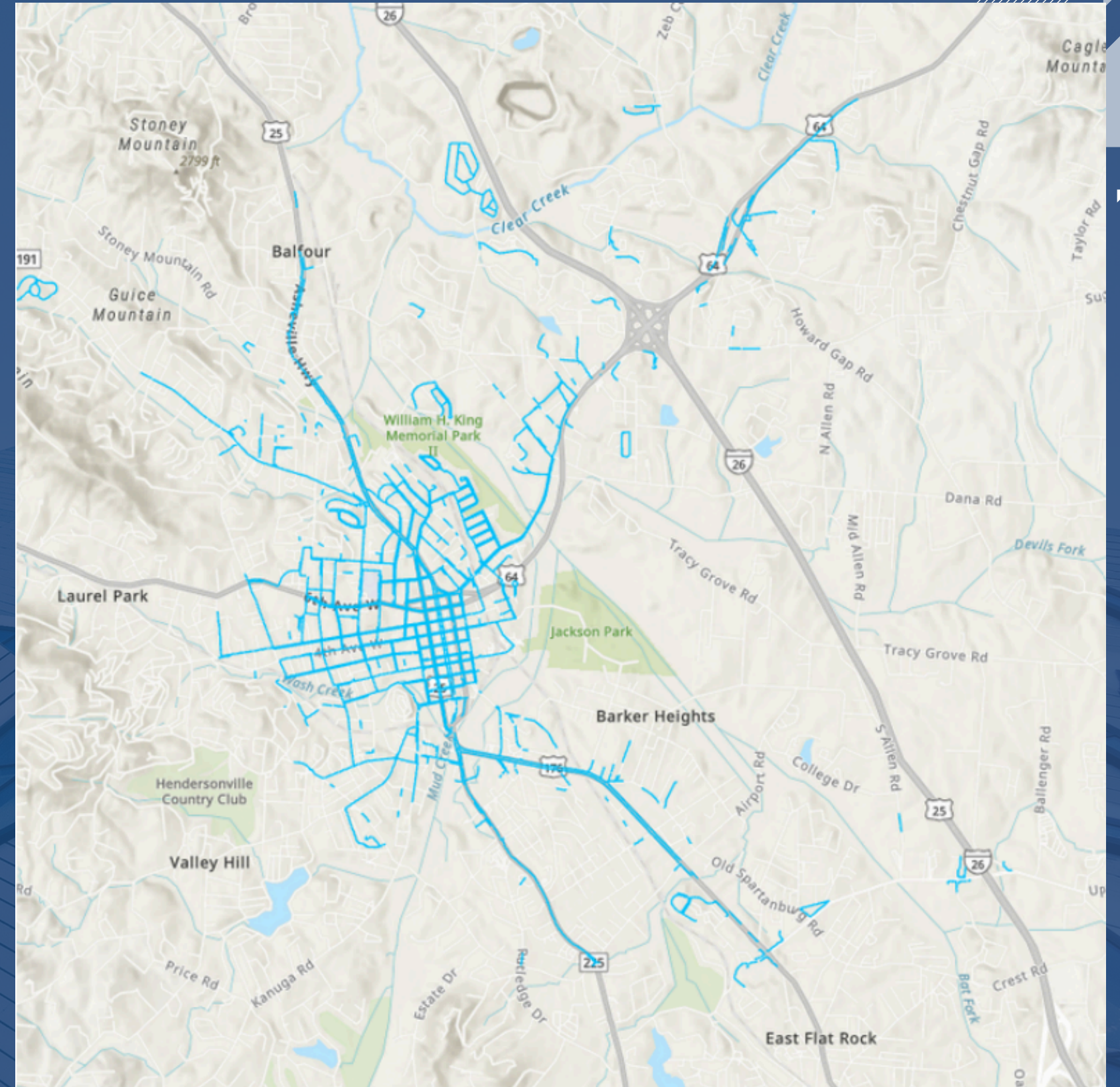
9 COST SAVINGS

WHAT IS AN ADA TRANSITION PLAN

- A Federal requirement that DOJ and NCDOT policy mandates municipalities to develop and implement
- A roadmap that inventories and prioritizes what and when improvements to existing infrastructure should occur to bring infrastructure up to ADA and PROWAG standards
- Full development includes a comprehensive self assessment of right of way, facilities, parks, programs, policies, services, and communications

INTRODUCTION

- 15,137 total population
- 6.12% population increase/year in 2021
- 72.02 Miles of Sidewalk



PLAN GOALS

- City Wide Engagement Process
- Condition Assessment of Sidewalks and Curb Ramps
- Identify ADA Barriers
- Develop Sidewalk Asset Management Plan
- Risk Based and Data Driven
- Set Annual Budget for Accessibility Improvements



COMMUNITY ENGAGEMENT SUMMARY

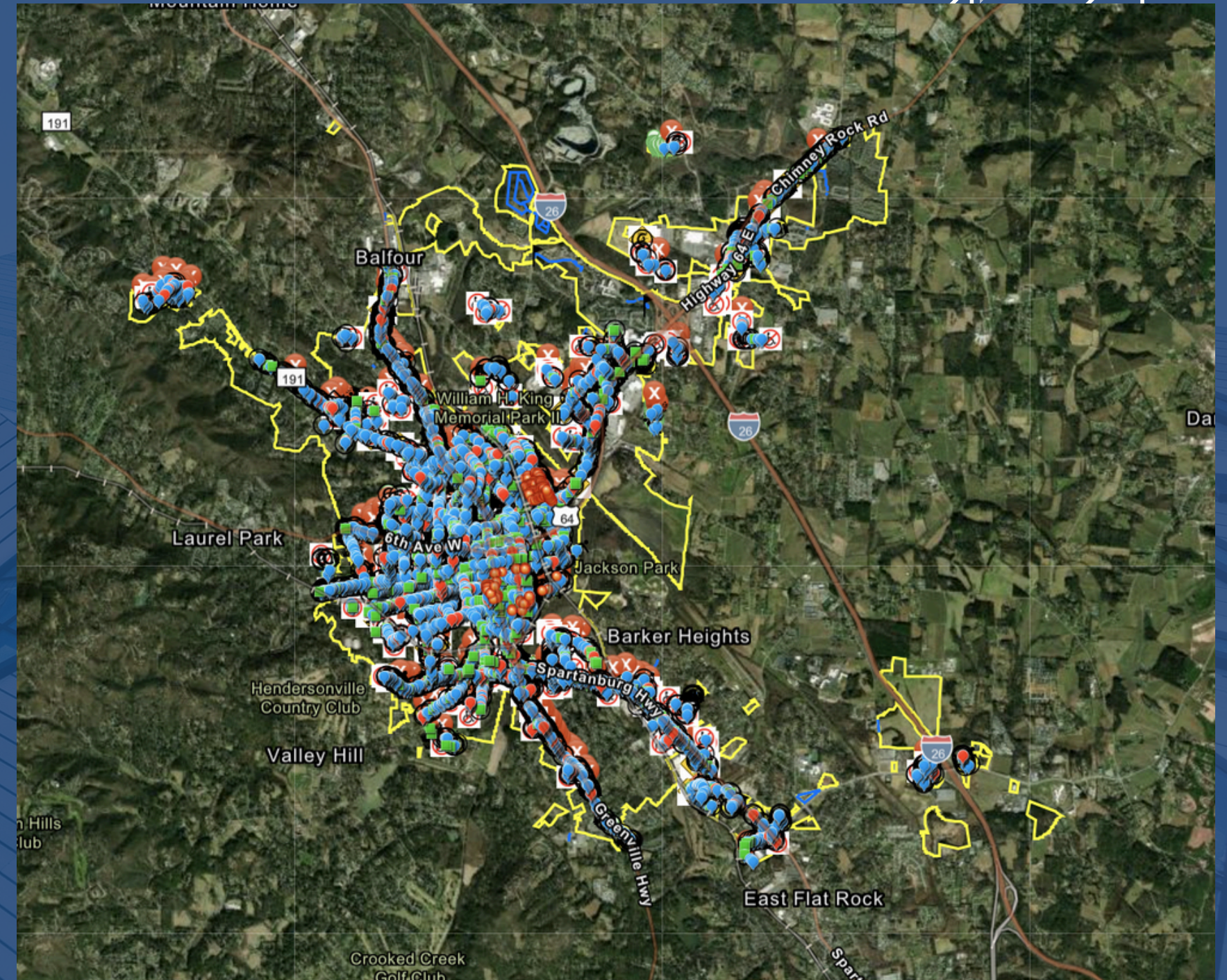
Key takeaways from the engagement survey include:

- 37% use walking/wheeling for transportation
- 38% sidewalk highest priority improvements
- 48% regularly participate in programs & services offered by the City



ROW SIDEWALK CONDITION ASSESSMENT

- 72.02 Miles of Sidewalks
- 12,309 ADA Barriers
- 10 ADA Deficiency Categories
- Curb Ramps PROWAG
- Risk Based Modeling
- ArcGIS Integration



CURB RAMPS

- 1,678 assessed
- 98% of curb ramps were non compliant



Priority 1

Priority 1 includes curb ramps with any of the following barriers that are also within 1/16th mile of either a residential disability ramp, public facility, or park.

- No curb ramp
- Replacement required
- Inaccessible
- No compliant landing
- Width < 4 ft..
- Running slope > 12%
- Cross slope > 2.8%

Priority 2

Priority 2 includes curb ramps with any of the following barriers.

- No curb ramp
- Replacement required
- Inaccessible
- No compliant landing
- Width < 4 ft.
- Running slope > 12%
- Cross slope > 2.8%

Priority 3

Priority 3 includes curb ramps any of the following barriers.

- Running slope between 8.3-12%
- Cross Slope between 2.1-2.8%

Priority 4

Priority 4 includes curb ramps that contain any of the following barriers.

- Non-compliant detectable warning
- No flush transition
- Flare slope > 10%
- Counter slope > 5%
- Trip hazards on curb ramp

WATER PONDING ON ACCESSIBLE ROUTES

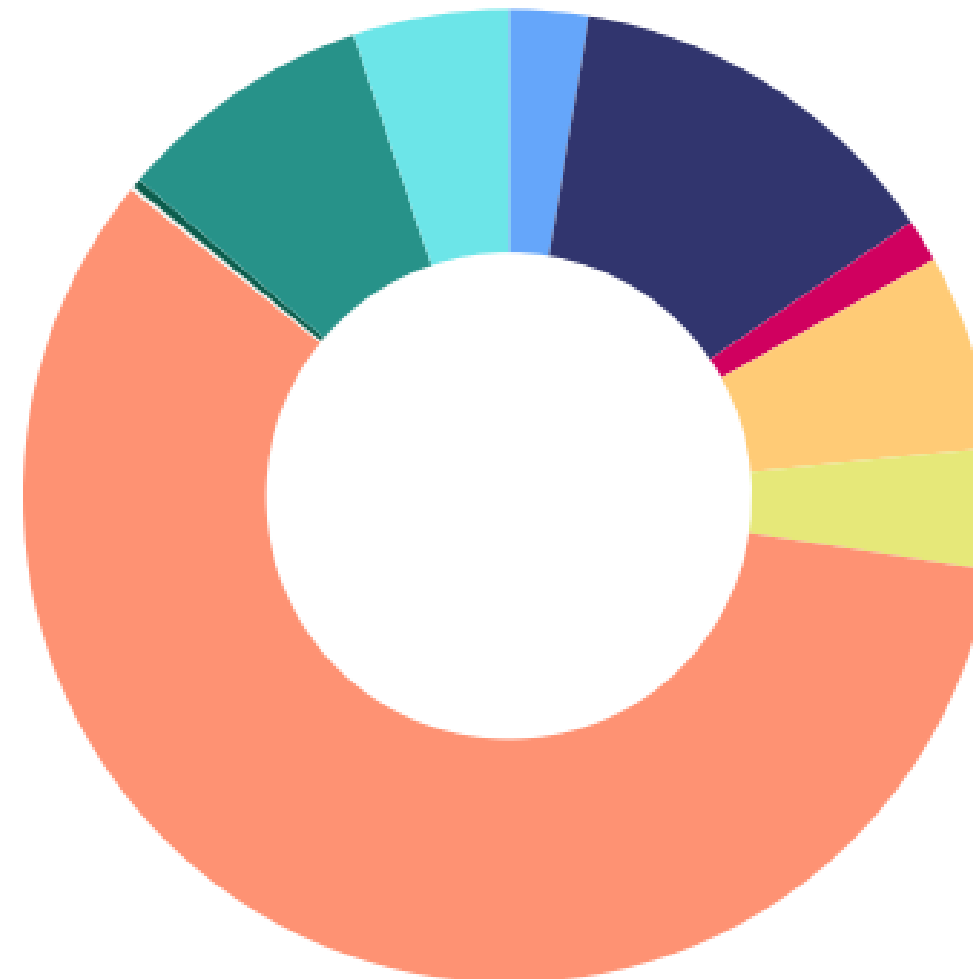
- Lead to ADA Barriers
- 2 to 4 instances per mile of sidewalk



SIDEWALK CONDITIONS

Not PROWAG Compliant

- Sidewalk Conditions: 11.1k
- 58.4% of total ADA barriers are trip hazards



Cross Slope > 50 ft.	344
Crosswalks	1,116
Driveway Cross Slopes	846
Obstructions	524
Vertical Height Displacements	7,582
Demolition & Replacement	675
Sidewalk < 4 ft.	37

NON SIDEWALK CONDITIONS

- Non Sidewalk Conditions: 1,150



Hendersonville Crosswalk



1,116

Hendersonville Sidewalk Gaps LT 100ft or
Footpaths



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Hendersonville Residential Ramps



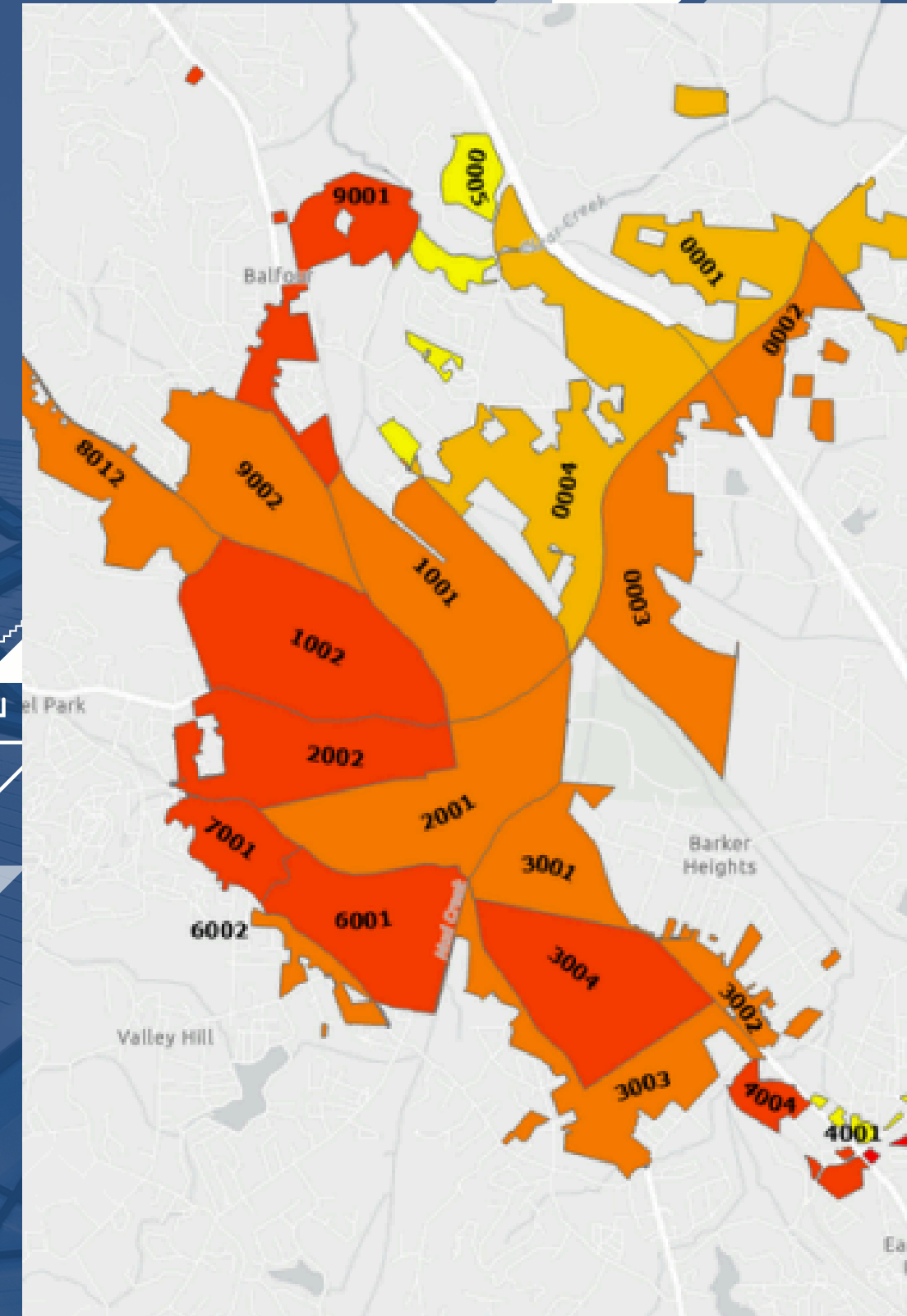
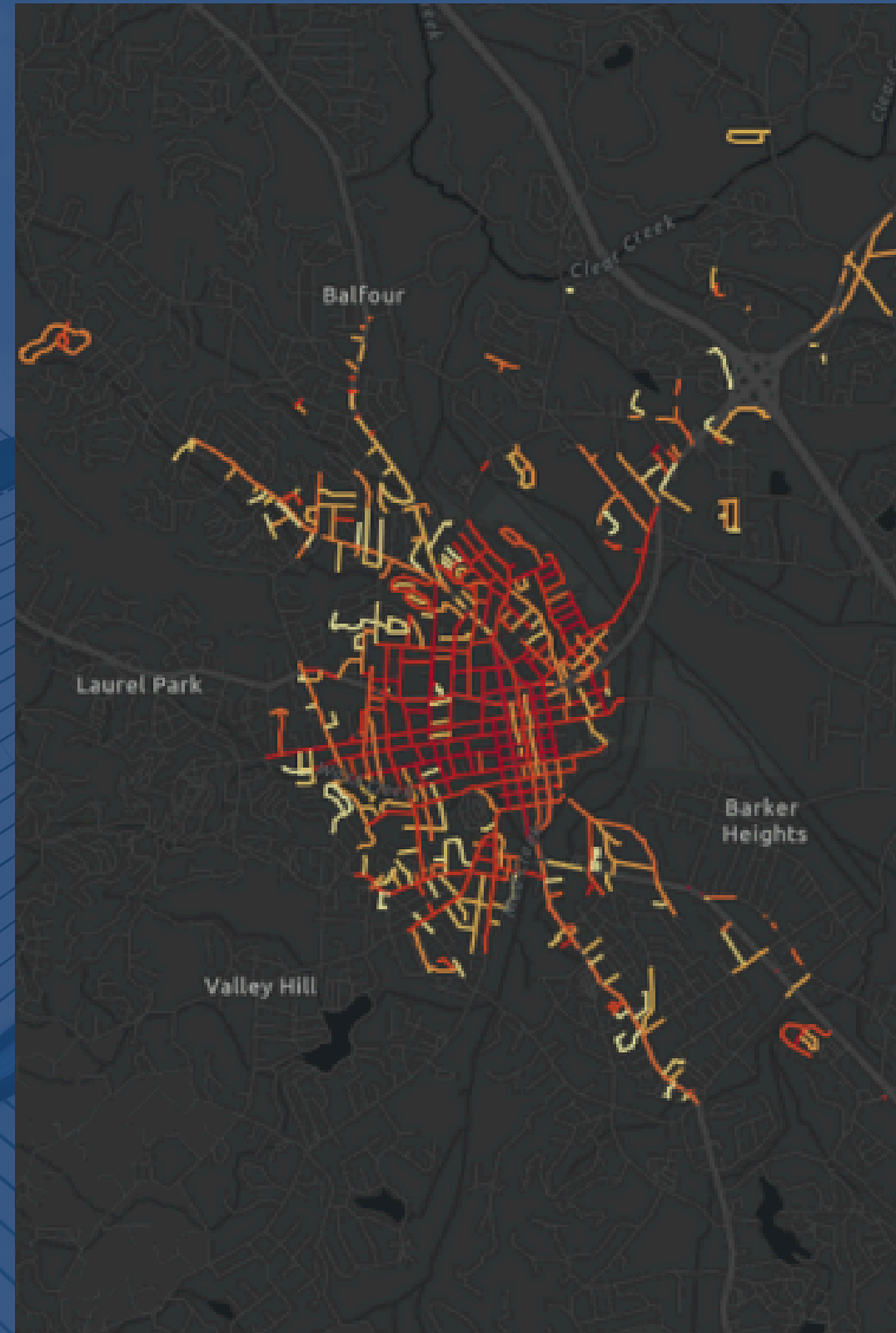
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RISK BASED APPROACH

Risk = deficiencies per mile

New Plan

- Proactive
- Risk Based by Street & Census Block Groups
- Prioritization Plan



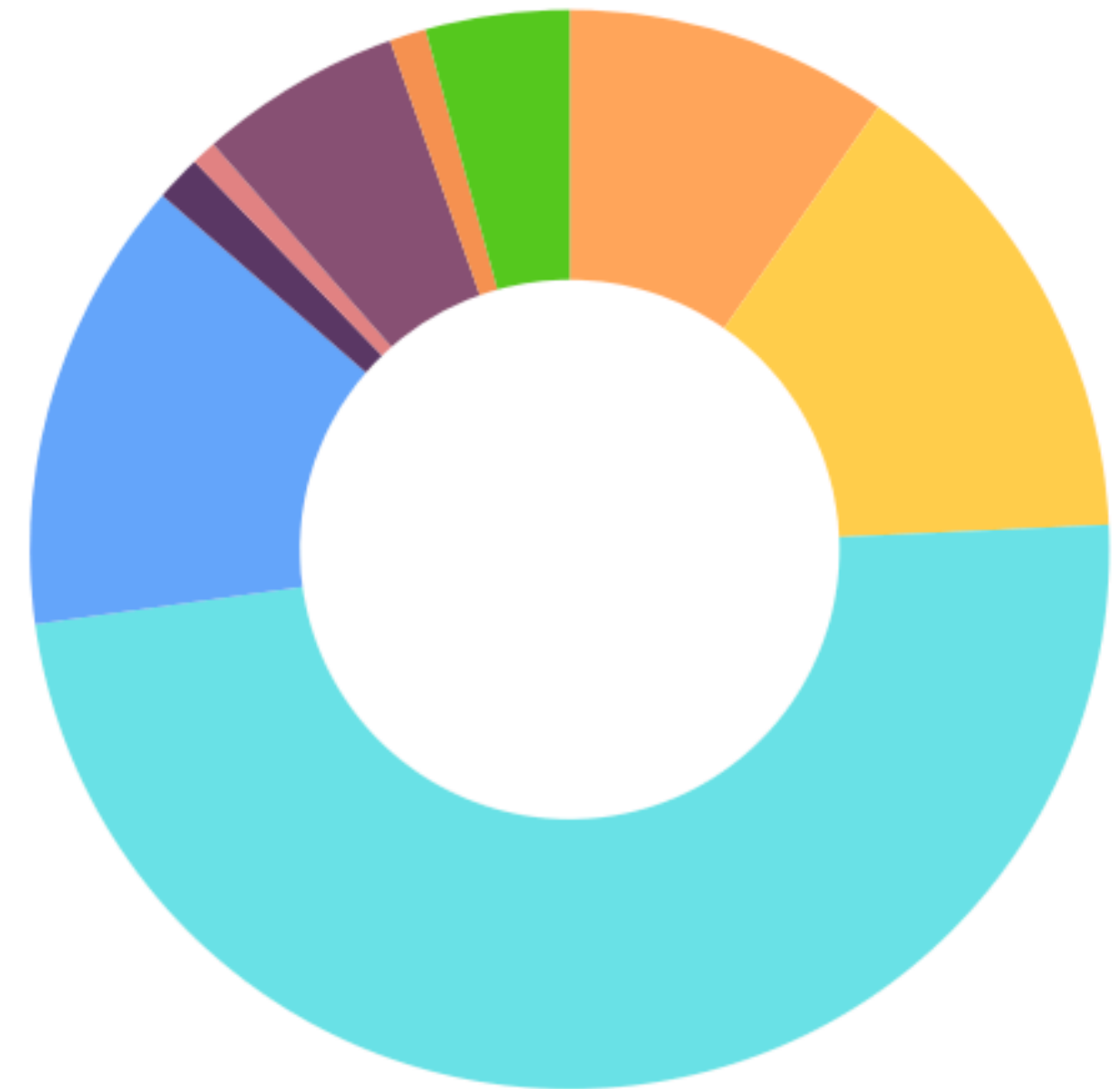
PLAN IMPLEMENTATION

Repair Costs

- Total: \$13.4M
- SW: \$6.7M
- Curb Ramps: \$6.5M
 - P1: \$392k
- 10 year plan: \$900k

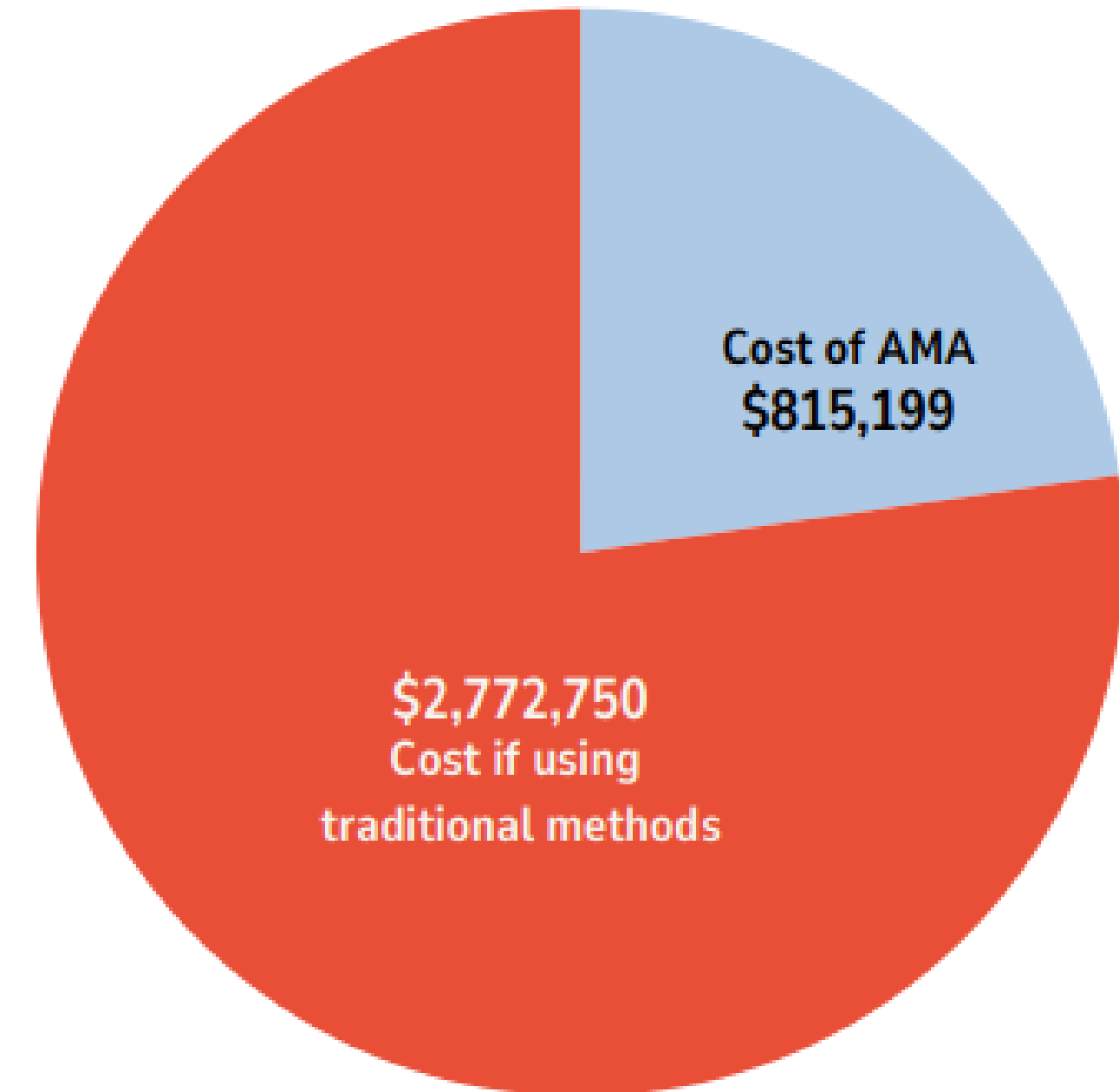
Cost by Barrier Class

Cross Slope	\$1,301,250
Crosswalks	\$1,954,750
Curb Ramps	\$6,510,000
Driveway Cross Slopes	\$1,825,750
Obstructions	\$185,000
Sidewalk Gaps	\$101,250
Vertical Height Displacements	\$815,189
Sidewalk < 4ft	\$147,000
Demo & Replacements	\$577,500



COST SAVINGS

- Not everything needs to be D&R
- Alternative Maintenance Activity savings: **\$1.9M**
- Trip Hazards = 58.4% of ADA barriers, 7% of budget





QUESTIONS & ANSWERS

Thank you