

MIAMI DADE COUNTY DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS SIDEWALK TRANSITION PLAN

2022

Sidewalk Transition Plan

Department of Transportation and Public Works (DTPW) Obligations under Title II of the ADA

I. INTRODUCTION

The ultimate goal of the Miami-Dade County (County) is to provide access on all of its sidewalks located in public right-of-ways as stipulated in the American with Disabilities Act (ADA). In order to accomplish this goal, an inventory of access problems within the public right-of-ways has been recorded. The DTPW developed a visual (drive-thru) inventory of sidewalks locations, curb cuts at corners, physical obstructions, vertical separations, etc. This inventory of sidewalk conditions has provided DTPW with a planning tool to produce the basis of estimates for future funding allocation. Data collected through this visual inventory indicated that approximately 103 million dollars were needed to address the sidewalk access problems throughout the County as of 2010.

Notwithstanding the substantial amount of funding necessary to address the sidewalk accessibility issue, the County has made a significant commitment to improve the accessibility of the public right-of-way. DTPW has been the primary leader in these efforts. Curb ramps and sidewalks improvements have received and continue to receive significant funding since 1999. This funding has been obtained from different funding sources and it has been allocated as indicated in Appendix A. Additionally, DTPW continues to provide Sidewalk and curb ramps improvements with funding allocation for future years as shown below in Section V, FUNDING AVAILABLE FOR ONGOING INITIATIVES.

The programs, standards, policies, and procedures that the DTPW presents herein collectively denote the comprehensive program in place to address accessibility along the public right-of-way of County.

Transition Plan History and Overview

For the last 32 years, Miami-Dade has required curb cuts to be built whenever curbs are constructed or altered. This policy has originated most of the curb cuts in the County.

In the 1990's, the County launched several projects to provide curb cuts funded with approximately \$550,000 of Highway Interest Bond money. At a later date, when there were funds available from the One Percent Gas Tax, a portion of it was used for a comprehensive barrier removal program to provide curb cuts and replace non-complying ones at all County maintained arterial roads.

Under the County Transition Plan adopted on July 23, 1992, the County conducted building, arterial roadways and bus stops surveys identifying physical obstacles in need of removal. Additionally, the DTPW ADA Coordination Office participated in the coordination of ADA requirements of the South Dade Busway Extension to Florida City. ADA related reviews included not only the project area but major destinations served by bus stops along the Busway. Surveys within a 500 foot radius of every bus stop were performed and sidewalks and curb cuts were built on County maintained roads where needed.

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In May 2003, DTPW adopted the Florida Department of Transportation (FDOT) standards on right-of-way accessibility, including details on curb cuts and pedestrian ramps to eliminate architectural barriers as per ADA Title II. These standards are being enforced on all designs being executed by engineering/architectural consultants under the project management of DTPW and apply to all County roadways, bridges, bike paths and any other related designs to be built on public right-of-ways. In addition, DTPW requires through its permitting process that improvement projects within the public right-of-ways managed by the private sector fully comply with ADA accessibility requirements.

DTPW's Construction Inspectors are trained on FDOT requirements, including the measurement of sidewalks and ramps slopes to ensure proper compliance with all applicable codes, standards and regulations. DTPW has provided project managers with Smart Levels to facilitate accuracy in the measuring of sidewalk cross slopes and ramp longitudinal slopes. Additionally, the DTPW ADA Coordination Office contacted numerous Detectable Warning Surface (DWS) manufacturers and arranged demonstrations of their installation, inviting staff from all County departments, agencies as well as independent contractors in order to demonstrate installation and product durability.

Miami-Dade has also been exerting a strong effort in building sidewalks where none exist and are requested by citizens with disabilities, and also retrofitting existing ramps to meet new required standards.

It is the position of DTPW that the majority of its major and minor arterials roads meet the requirements for the installation of curb cuts. DTPW has done a great deal to provide curb cuts, remove barriers in sidewalks, and repair sidewalks that have become inaccessible, however, it recognizes that some of the existing sidewalks and curb cuts, through construction, deterioration or acceptance under previous standards, may not fully comply with all current applicable standards.

II. INVENTORY

Miami-Dade County covers an area of approximately 1,453 square miles of which approximately 572 square miles are urbanized and therefore, most likely to contain sidewalks. Over 308 square miles of the urbanized areas are in unincorporated Miami-Dade County. The County maintains approximately 3,160 miles of paved roads throughout the unincorporated (UMSA) areas and a total of 3,056 miles of sidewalks.

As part of DTPW's sidewalks program, several methods have been utilized to survey and identify obstacles in sidewalks within the public right-of-way, both in residential and commercial areas, as follows:

- Requests and complaints by residents with disabilities reported under DTPW's ADA Hotline are immediately reviewed and assigned to improve access in the public right-of-way. Calls to DTPW's ADA Hotline are received through the 311 County Answer Center, or by the DTPW-

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ADA Coordinator. These complaints are given the highest priority in DTPW’s action plan to remove obstacles and provide access.

- Requests from residents and/or elected officials on behalf of their constituents to repair, improve and maintain pedestrian facilities are addressed through surveys of requested areas in order to determine necessary improvements.
- All resurfacing, roadway, or drainage improvement projects which require the resurfacing of the roadway along County-maintained roadways include the assessment and improvement of pedestrian ramps along the project limits.
- DTPW enforces compliance with ADA title II by requiring all private and public projects that alter or affect the public right-of-way, such as new roadway or roadway capacity improvement projects, to comply with the latest FDOT standards for sidewalks and ADA curb ramps.
- All newly developed subdivisions are required to comply with ADA requirements which include sidewalk curb cuts, ramp connectors and detectable warning surfaces. This is part of the DTPW permit process.

A Visual Inventory of Road Asset System (VIRAS) was utilized to further identify access problems along the County’s public right-of-way. This sidewalk visual inventory was completed in October 2010 and has provided DTPW with a good indication of the sidewalk infrastructure deficiencies location and their extensiveness. Based on the data collection, about 3.6 percent of sidewalks visually surveyed were in need of repairs; about 17.5 percent of street corners needed access connection to the edge of the pavement; and about 68.8 percent of existing ramps and connector were in need of new detectable warning surfaces. The table below shows a summary of the sidewalk conditions in the County as of October 2010.

The following data was collected under Contract No. EPP-RFP 8390 (Visual Inventory of Roadway Assets System - VIRAS) with Enterprise Information Solutions, Inc.		
Miles of visual data collected on sidewalks	3,502.09 Miles	18,491,032 ft
Number of existing sidewalk locations with deficiencies (temporary asphalt repairs, broken concrete, vertical separation, obstruction by utilities). Assuming 20 ft of repair for each location.	33,197 Locations	663,940 ft
Percent of existing sidewalks visually surveyed in need of repairs		3.6%
Number of existing sidewalk ramps/curb cuts	19,317	
Number of existing sidewalk connectors to edge of pavement	19,935	

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Total of existing curb ramps and connectors	39,252	
Number of existing locations with no curb cuts or sidewalk connections to edge of pavement	8,329	
Percent of existing street corners in need of access connection to the edge of the pavement		17.5%
Number of existing ramps and connectors with detectable warning surfaces	12,227	
Number of existing ramps and connectors with no detectable warning surfaces	27,025	
Total number of existing ramps and connectors	39,252	
Percent of existing ramps and connectors that are in need of detectable warning surface		68.8%

The sidewalk deficiencies found in this visual inventory will be inspected and repaired based on their proximity to facilities prioritized as listed below.

III. PRIORITY AND SCHEDULE

DTPW’s program utilizes the following approaches in addressing ADA accessibility deficiencies within the public right-of-way:

- Proactively identifying and eliminating access barriers
- Responding to public complaints
- Ensuring compliant design in new construction

The highest priority is given to those complaints received through the ADA Hotline identified by persons with disabilities as being necessary for their path of travel. Sidewalks and curb ramps serving mass transit, schools, hospitals etc. are the next priority. All other sidewalks identified through complaints and/or requests follow in priority.

The continued implementation of sidewalk corrective measures, with the use of the visual inventory, is being prioritized as follows:

Priority I, sidewalks leading or in close proximity to:

- Bus stops and transportation facilities
- Facilities that serve or target the disabled population (e.g. Special Transportation Service / Paratransit, Disability Services and Independent Living)
- Facilities which provide services that are essential to the disabled population and are not offered elsewhere in close geographical proximity
- Facilities such as: schools; hospitals; health department facilities; head-start locations; nursing homes; adult living facilities; adult care facilities

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Priority II, sidewalks leading or in close proximity to:

- Facilities which have high or moderate public use: County libraries; County parks; District courts; post offices

Priority III, sidewalks leading or in close proximity to:

- Colleges/universities
- Polling places
- Hurricane shelters
- All other areas

It is estimated that the sidewalk deficiencies will continue to be inspected and repaired throughout Miami-Dade County on a 25 to 30-year cycle. The approximate cost to fix all deficiencies, including all necessary improvements to make all pertinent roadway facilities ADA compliant along County-maintained roads, in 2010 is was estimated to be \$102 million. Since then, the County has spent over 33 million in sidewalk related infrastructure improvements. Moving forward, a minimum yearly allocation of between \$2.7 million and \$2.3 million is needed in order to accomplish the 25 to 30-year cycle respectively. At this time, DTPW has secured the necessary funding to cover the Plan needs for the next two years.

IV. DESIGN STANDARDS AND POLICIES

DTPW uses the following design standards for barrier removal.

Public Works Manual Part 1 index number R13.3 “Pedestrian Ramps in Public Right- of-Ways”
Public Works Manual Part 2 Section 145 “Concrete Sidewalk Specifications”
FDOT Standard Plans Index 522-002 “Detectable Warning and Sidewalk Curb Ramps”
FDOT Standard Plans Index 522-001 “Concrete Sidewalk”
FDOT Standard Plans Index 330-001 “Paved and Graded Driveways”
FDOT Florida Green Book
FDOT Utility Accommodation Manual

Applicable requirements of the American with Disability Act, Public Law 101-336. 28 CFR Part 36 – Nondiscrimination on the Basis of Disability by Public Accommodations and in Commercial Facilities and the Requirements of the ADA Accessibility Guidelines for Buildings and Facilities – July 1, 1994.

Detectable warnings

Shall follows the Department specification section 527.

527 DETECTABLE WARNINGS ON WALKING SURFACES (REV. 06-23-16)

A. Description.

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1. Furnish and install Safety Yellow Colored Detectable Warning devices on newly constructed and/or existing concrete or asphalt walking surfaces (curb ramps, sidewalks, shared-use paths, etc.) constructed in accordance with the FDOT Design Standards Index No. 304 and these specifications, where indicated on the Plans or directed by the Engineer.

B. Materials.

1. General:

- a. Provide Detectable Warnings in accordance with the Americans with Disabilities Act Standards for Transportation Facilities, Section 705.
- b. Provide only embedded Detectable Warning devices, set in wet concrete, for all construction except where retrofit applications of surface applied detectable warnings have been approved in writing by the Engineer.
- c. Use Detectable Warnings consisting of materials intended for exterior use subject to routine pedestrian traffic and occasional vehicular traffic.
- d. Use Detectable Warnings with size and pattern shown in the plans comprised of truncated domes aligned in parallel rows in accordance with the FDOT Design Standards, Index No. 304. Do not use detectable warnings with a diagonal pattern.
- e. Concrete stamping, field-formed materials, or methods or products used to form Detectable Warnings in wet concrete are not permitted.

2. Material Properties:

- a. Provide Detectable Warnings that meet the following minimum material property requirements when tested in accordance with the indicated Standard appropriate to the material.
- b.

PROPERTY	STANDARD	TEST VALUE
Slip Resistance	FM 3-C 1028	Dry Coefficient of Friction – 0.8 min. Wet Coefficient of Friction – 0.65 min. (include recessed areas between truncated domes)
Wear Resistance	FM 5-594	Average Volume Loss: no more than 0.06 cm ³
Water Absorption*	ASTM D-570	Not to exceed 5%.
Adhesion/Bond Strength**	FM 5-589	150 psi min. tensile adhesion strength

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Non-Hazardous Classification	Submit Material Safety Data Sheet (MSDS)	Non-Hazardous, per RCRA Subtitle C
* Applies only to plastic materials.		
** Applies only to surface-applied materials.		

3. Color/Contrast: Use Safety Yellow colored Detectable Warnings on concrete or asphalt walking surfaces. Acceptable Detectable Warnings must maintain a Light Reflectance Value (LRV) CAP Y of 25 – 45, as measured with a spectrophotometer, for a minimum duration of three years.
4. Approved Products List:
 - a. Use Detectable Warnings listed on the FDOT Approved Products List (APL) and that have been further evaluated and found acceptable by the Department. At the option of the Contractor, an “or equal” product evaluation request, for an equivalent FDOT APL approved product that meets or exceeds the specification stipulated herein, may be submitted in writing to the Engineer for review and acceptance.

The following products, subject to continued listing on the FDOT APL, have been evaluated by the Department for use on Department projects:

SURFACE APPLIED DETECTABLE WARNING DEVICES		
Manufacturer	Product	APL Number
Engineered Plastics, Inc.	Armor-Tile Surface Applied Inline Dome	527-000-006
TufTile	TufTile Polymer (Surface Applied)	527-000-045
TufTile	TufTile Polymer (Surface Applied) Radius	527-000-045-RW
EMBEDDED DETECTABLE WARNING DEVICES		
Manufacturer	Product	APL Number
ADA Solutions, Inc.	Cast-In-Place Composite Tactile	527-000-003
ADA Solutions, Inc.	Replaceable Wet Set Composite	527-000-018
Engineered Plastics, Inc	Armor-Tile Replaceable Cast in Place	527-000-026

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Engineered Plastics, Inc.	Armor-Tile Cast-In-Place Inline Dome Tile	527-000-027
Cape Fear Systems, LLC	AlertCast (Replaceable) Cast- In-Place	527-000-029
Access Products, Inc.	Access Tile Replaceable Cast in Place	527-000-033
StrongGo Industries	TekWay Dome Tile	527-000-035
TufTile, Inc	TufTile Cast Iron (Wet-set) Replaceable	527-000-044
TufTile	TufTile Polymer (Wet Set) Replaceable	527-000-046
TufTile	TufTile Polymer (Wet Set) Radius	527-000-046-RW

C. Installation Procedures.

1. Surface Preparation and Installation: Prepare the surface in accordance with the manufacturer’s recommendations. Use only products and materials appropriate for the surface on which they will be applied. Install in accordance with the manufacturer’s instructions, using materials and equipment recommended and approved by the manufacturer. For surface-applied tiles or mats, use adhesives applied over the entire surface and mechanical fasteners.

D. Method of Measurement.

1. The quantity to be paid for will be the area, in square feet, of Detectable Warnings furnished and installed pursuant to these specifications, measured in place and accepted by the Engineer.

E. Basis of Payment.

1. Price and payment will be full compensation for all work specified in this Article, including all labor, surface preparation, materials and incidentals necessary to complete the work for installation of Detectable Warnings on walking surfaces.
2. Payment will be made under:

Item No.	Description	Unit
527-2	Detectable Warning On Walking Surface	SF

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DTPW policies:

Americans with Disabilities Act Accessibility Guidelines (ADAAG) requirements regarding permanent obstruction on sidewalks, including parking meters, signs, bus benches, newspapers dispensers, traffic control cabinets, utility poles, etc. shall be adhered to.

Curb ramp running slopes at unrestrained sites shall not be steeper than 1:12 and the cross slope shall be no greater than 2%. Transition from ramps to walks, gutter, or streets shall be flush and free of abrupt changes. Maximum slopes of adjoining gutters, road surface immediately adjacent to the curb ramp, or accessible route shall not exceed 1:20. When altering existing pedestrian facilities where existing site development precludes the accommodation of a ramp slope of 1:12, a running slope between 1:12 and 1:10 is permitted for a rise of 6" maximum and a running slope of between 1:10 and 1:8 is permitted for a rise of 3" maximum as allowed by the ADAAG Guidelines. Where compliance with the requirements for the cross slope cannot be fully met, the minimum feasible cross slope shall be provided.

DTPW will take the following exceptions and defenses in ADAAG when determining which curb cuts to construct:

- Technically Infeasible (Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way July 13, 2011 and Revised Draft Guidelines for Accessible Public Right-of-Way November 23, 2005 ADAAG 4.1.6(1) (j)) – Under some conditions, DTPW will be limited in its ability, or completely unable, to provide curb ramps because of the existing physical or site restraints. For example, clear space at the top of the ramp is obstructed by an existing underground utility vault or a structural support member of a bridge or when there is not a sufficient public right-of-way available area. Under these circumstances, DTPW may invoke the defense that a curb ramp is technically infeasible to construct.
- Program Access – Given a program as broad and comprehensive as a sidewalk and curb ramp repair program, DTPW will follow the concept of Program Access under Title II of the ADA. As described in Title 28 of the Code of Federal Regulations, SUBPART D-Program Accessibility, Section 35.150(a) (also referred to as the ADA Rules), Program Access does not necessarily require a public entity to make each of its existing facilities accessible to and usable by individuals with disabilities, as long as the program as a whole is accessible. Under this concept, DTPW may choose not to install curb ramps at some locations (or to install them as a lower priority later), as long as a minimum reasonable path of travel is available even without those additional curb ramps being provided.
- In addition to the standard defenses above, DTPW recognizes the following specific exception for sidewalk cross-slopes across driveways. Although DTPW understands and is aware of the importance of providing the required slopes across driveways which is why it has adopted the most current FDOT standards, compliance with these minimum requirements is not always feasible due to existing site conditions and the potential impact to private property. It must be noted that compliance with driveway slopes is more difficult when repairs and maintenance type projects are involved; as indicated in the FDOT Driveway Handbook. As such, DTPW requests from permittees and/or

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contractors, that wherever possible, driveway crossings without a level landing (or “walk around”) should be made compliant.

DTPW continues to consider the ADA program to be of the utmost importance and highest priority. This is evidenced by DTPW’s commitment and funding allocated to address accessibility issues in past and future projects. In addition, DTPW has an ADA staff unit solely dedicated to monitor and address ADA concerns to ensure compliance with all pertinent rules and regulations.

V. FUNDING AVAILABLE FOR ONGOING INITIATIVES

The available funding for the construction and repair of sidewalks and compliance of ADA in future years is as follows:

Estimated Budget and Multi-Year Capital Plan

Funding Source	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24
ADA HOTLINE	\$677,000	\$500,000	\$500,000	\$500,000	\$500,000
Safe Route to Schools	\$1,197,689	\$2,094,672	\$1,494,000	\$339,032	TBD
Sidewalk Component of Capital Projects (Estimated)	\$1,000,000	\$1,000,000	\$1,000,000	\$1,457,000	\$903,050
Totals	\$2,874,689	\$3,094,672	\$2,494,000	\$2,296,032	

Under the current economic conditions, the allocation of additional funds will be difficult; nonetheless DTPW will be working with the Office of Strategic Business Management to secure as much funding as possible.

Information is provided below for each funding source mentioned in the tables above.

ADA HOTLINE, Secondary Gas Tax (SGT) funding

This funding is approved on a yearly basis to be used to address the “hotline” originated requests and any other ADA sidewalk access related improvements.

Safe Route to Schools funding

This funding is provided by FDOT and consists of the design, construction and installation of pedestrian indication heads and push buttons at signalized intersections, school speed zone signs, school crosswalk signs, pavement markings, sidewalks, and pedestrian ramps to improve student walking and bicycling safety around schools.

Sidewalk Component of Capital Projects Denoted in the TIP

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The Transportation Improvement Program (TIP), a major document of the metropolitan Planning Organization (MPO) for the Miami Urbanized area, specifies proposed transportation improvements to be implemented in Miami-Dade County over the coming five years. Some of these roadway projects are scheduled over the next five years in the current Transportation Improvement Program (TIP) and the DTPW will oversee these improvements that include ADA compliance to the adjacent sidewalks and ramps as part of the project scope. Examples of these transportation improvements are: road resurfacing improvements which includes an ADA component for the ADA compliance of street corner ramps; neighborhood improvements that include drainage, sidewalks, etc. and its corresponding ADA compliance; major road and bridge reconstruction projects with their ADA access component.

Additionally, in its efforts to improve the multimodal capability of its transportation network, Miami-Dade County continues to address deficiencies within the network of pedestrian facilities. Currently, the County has identified new sidewalk needs and repairs for approximately 400 street segments. Prioritizing the construction of these sidewalks will entail the consideration of a number of factors, including:

- Funding allocation
- Current pedestrian usage
- Adjacent land use (also future land use in some cases)
- Pedestrian accident history
- Adjacent vehicular traffic volumes and speeds
- Separation of existing pedestrian tracks from the existing edge of pavement
- Presence of natural or man-made barriers (e.g., trees, on-street parking) between existing pedestrian tracks and the vehicular travel-way

Based on the costs to construct these sidewalks segments, currently estimated at \$82 million, a Work Program could be developed if allocation of funding becomes available. The program will address these deficiencies. This plan will prioritize the largest allocation of funds to those sites with the largest evaluation scores based on the parameters described above.

VI. PUBLIC NOTIFICATION OF ADA

DTPW has established public notifications of ADA/504 obligations in all advertisement documents of employments, meetings and procurement.

VII. DESIGNATION OF AN ADA COORDINATOR

Originally adopted in 2003 and superseded in 2009, the County adopted Administrative Order #10-10 titled "Duties and responsibilities of county departments for compliance with the Americans with Disabilities Act (ADA)" under the authority of Section 4.02 of the Miami Dade County Home Rule Amendment and Charter. As a result, the DTPW assigned a dedicated position to specifically handle all ADA related issues.

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VIII. DEVELOP COMPLIANCE/GRIEVANCE PROCEDURE

DTPW and its ADA Coordination Office act as the central clearinghouse for sidewalk complaints and requests. Citizens with disabilities requiring accessible sidewalks are encouraged to contact the office directly or via 311 for Access Hotline requests. Complaints and requests received by other departments are to be routed to the DTPW's ADA Coordination office. So that the specific needs of each individual may be accurately understood and recorded. The issue and specific locations are then entered into a log and the matter referred for inspection and possible action. A response is prepared with the findings and actions to the complainant/requestor. All complaints are investigated within 1 – 5 days.

Since 1992, DTPW has implemented the Access Hotline for area residents to call when they needed accessibility to their homes, transportation stops, shopping destinations, job locations, etc. These requests have been given a high priority, and as a result, a large amount of architectural barriers have been removed. DTPW has sometimes acted beyond the requirements of ADA Title II to actually build new sidewalks where missing, in order to provide accessible routes for its residents.

The Hotline Program addresses citizens' needs for accessibility and provides for prompt resolution by removing architectural barriers in compliance with ADA requirements on a case by case basis. As part of this program, the removal of architectural barriers on paths frequented by a person with a disability is identified. The locations identified for retrofit are grouped and authorized for construction with funding allocated under the ADA HOTLINE (See part V).

IX. SUMMARY

DTPW is committed to make its entire sidewalk infrastructure fully accessible. Between the years of 2000 through 2006, DTPW has managed over 25.5 million dollars for the construction and repairs of sidewalks and ramps (see table below) and it continues to dedicate resources every year to provide the highest priority and immediate response to People with Disabilities that contact DTPW requesting access barrier removal in the public right of ways. Responses to requests and complaints are addressed immediately with interviews, field surveys and assignment of the work in the next available construction contract. At this time the estimated funding levels for the next two (2) years is commensurate with the funding levels needed as indicated in section III for the 25 to 30-year cycle. DTPW will be working with the Office of Strategic Business Management to secure as much funding as possible to further enhance the improvements to the sidewalk infrastructure as per the priorities established in section III.

The DTPW believes that the programs, standards, policies, and procedures presented above collectively form a comprehensive program that incorporates accessibility in a timely manner into public right-of-way.

In order to ensure that all sidewalks throughout the County are ADA compliant, DTPW will continue with the following efforts:

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Bus Stops

All of the bus stops on the Transit routes are being surveyed for compliance. Curb cuts will be constructed where applicable and other architectural barrier removal will be performed as needed at all of the bus stops in the unincorporated area. Municipalities will be provided with information on bus stop access in their areas and will be encouraged to remove barriers.

DTPW will continue to provide ADA compliance improvements to the Busway and new bus stops in the County; as well as contributing with code interpretations, permitting criteria for the installation of future new bus shelters.

Contracts, Specifications and Plans Review

DTPW will procure all necessary construction contracts required for the improvements of sidewalks commensurate to the future funding available. All construction contracts will include provisions to install curb cuts, replace or modify noncompliant curb cuts, repair broken sidewalks, remove or relocate architectural barriers, add sidewalk width where feasible and necessary to skirt obstacles that cannot be relocated or removed.

Since the Federal Government mandate that all new construction "must be in compliance with ADA Guidelines", DTPW will continue to provide training to its Permit staff, Plan Review Section staff and DTPW inspectors on sidewalk architectural barriers that are an impediment for ADA accessibility.

DTPW will continue to develop and/or adopt current Federal and State specifications, design standards, and contract language for ADA compliance including when applicable, curb cuts, tactile warning pedestrian surfaces, and audible pedestrian signals.

DTPW will continue to review all contracts and plans for new projects to ensure that all ADA requirements are being met, and those opportunities to provide increased access for people with disabilities are being utilized.

DTPW will continue to evaluate the feasibility of barriers removal on a case by case basis in areas where the compliance of ADA access will require the purchase of private property, relocation of utilities, and relocation of traffic signals and other structures.

Finally, DTPW will continue to inspect all new curb cuts for compliance before acceptance from the contractors.

Access Hotline through 311

DTPW will continue the operation of the Access Hotline providing assistance for ADA Accessibility requests thru the County 311 telephone service.

Temporary repairs

DTPW will continue to provide emergency temporary repair service for damaged sidewalks: a field construction crew is dispatched to secure the site with safety cones and either grind the concrete

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surface or patch up the sidewalk vertical separation with asphalt, thus reducing possible tripping hazards. Permanent concrete replacement is performed at a later date.

Coordination

DTPW will continue its on-going technical support and assistance to the County Attorney's Office, the County's Office of ADA and other departments and agencies, in maximizing its efforts to comply with ADA Title II Guidelines.

Audible Pedestrian Buttons (APBs) in Miami-Dade County

Standard pedestrian equipment will be supplemented with audible pedestrian buttons (APBs) whenever a need by a visually impaired pedestrian is brought to the attention of DTPW to ensure the safe crossing of particular crossing by the visually impaired pedestrian(s).

Summary Table of expenditures from FY 2009 thru 2015 (additional funding information is provided in section V)

	Funding source	FY 2009-2010	FY 2010-2011	FY 2011-2012	FY 2012-2013	FY 2013-2014	FY 2014-2015
SIDEWALKS CONTRACTS	ARRA	\$ 728,855.65	\$ 1,175,903.86	\$ 1,245,366.13	\$ -	\$ -	\$ -
	CB	\$ 66,859.90	\$ 79,419.23	\$ -	\$ 7,838.11	\$ -	\$ -
	CDBG	\$ 51,352.85	\$ -	\$ 219,606.07	\$ 58,596.53	\$ 29,198.29	\$ -
	FDOT	\$ -	\$ 236,462.87	\$ -	\$ -	\$ -	\$ -
	GF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	GOB	\$ 2,863,582.51	\$ 835,834.43	\$ 249,395.26	\$ 946,950.24	\$ 786,208.51	\$ 395,432.33
	PTP	\$ 71,008.69	\$ 387,965.39	\$ 326,641.38	\$ 85,200.91	\$ -	\$ 109,303.68
	QNIP	\$ 424,700.99	\$ 405,524.24	\$ 110,576.94	\$ 286,771.54	\$ 333,338.34	\$ 34,336.70
	QNIP2	\$ 608,237.37	\$ 146,876.55	\$ 7,911.03	\$ 152,369.37	\$ 100,349.08	\$ -
	QNIP3	\$ 66,503.94	\$ 70,194.90	\$ -	\$ -	\$ -	\$ -
	QNIP4	\$ -	\$ 36,007.56	\$ -	\$ -	\$ -	\$ 892.50
	QNIP5	\$ 1,439,765.49	\$ 479,052.64	\$ 189,723.03	\$ 288,956.04	\$ 26,889.74	\$ 30,279.82
	RICK	\$ -	\$ 1,702.50	\$ 7,828.55	\$ -	\$ -	\$ -
	RIF	\$ 75,690.51	\$ 1,190.00	\$ -	\$ -	\$ -	\$ 175,701.64
	SC	\$ -	\$ -	\$ 75,608.67	\$ 42,404.48	\$ -	\$ -
	SEC	\$ 7,621.16	\$ 156,718.07	\$ -	\$ 116,734.61	\$ 159,832.45	\$ 116,210.13
	SWU	\$ 1,631.43	\$ 2,546.37	\$ 19,071.56	\$ -	\$ -	\$ -
	WASD	\$ 5,504.57	\$ 1,411.53	\$ -	\$ -	\$ -	\$ -
	MDTA						
Sub Total		\$ 6,411,315.06	\$ 4,016,810.14	\$ 2,451,728.62	\$ 1,985,821.83	\$ 1,435,816.41	\$ 862,156.80

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	Funding source	FY 2009-2010	FY 2010-2011	FY 2011-2012	FY 2012-2013	FY 2013-2014	FY 2014-2015
	OTHER CONTRACTS	ARRA	\$ 254,743.04	\$ 115,521.48	\$ 21,875.40	\$ -	\$ -
CB		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CDBG		\$ 49,811.80	\$ 835.69	\$ 552.86	\$ 14,653.80	\$ -	\$ -
FDOT		\$ -	\$ -	\$ -	\$ 238.26	\$ -	\$ 13,455.00
GF		\$ 25,039.78	\$ -	\$ -	\$ -	\$ -	\$ 9,671.00
GOB		\$ 10,045.16	\$ 936.00	\$ 52,841.49	\$ 69,302.89	\$ 70,053.50	\$ 155,251.23
PTP		\$ 1,563,986.93	\$ 510,721.20	\$ 117,870.82	\$ 60,486.20	\$ 329,200.47	\$ 663,087.61
QNIP		\$ -	\$ -	\$ 5,635.56	\$ 785.08	\$ -	\$ -
QNIP2		\$ 3,434.40	\$ 359.04	\$ -	\$ -	\$ -	\$ -
QNIP3		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
QNIP4		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
QNIP5		\$ -	\$ -	\$ 6,038.10	\$ 1,355.08	\$ 130.20	\$ -
RICK		\$ -	\$ -	\$ -	\$ -	\$ 7,642.48	\$ -
RIF		\$ 237,618.88	\$ 6,043.45	\$ 179,795.24	\$ 40,824.59	\$ 169,168.89	\$ 251,103.75
SC		\$ -	\$ 66.00	\$ 34,414.82	\$ -	\$ -	\$ -
SEC		\$ 200.45	\$ 243.36	\$ -	\$ 95,458.35	\$ 97,169.98	\$ -
SWU		\$ 84,673.98	\$ 61,215.97	\$ 34,902.08	\$ 67,062.53	\$ 24,364.67	\$ 4,143.95
WASD	\$ 12,612.30	\$ -	\$ -	\$ 25,980.00	\$ -	\$ -	
	Safe Route to Schools	\$ 405,705.91	\$ 298,901.52	\$ 485,743.00	\$ 540,496.71	\$ 113,419.32	\$ 970,406.67
Sub Total		\$ 2,647,872.63	\$ 994,843.71	\$ 939,669.37	\$ 916,643.49	\$ 811,149.51	\$ 2,067,119.21
		FY 2009-2010	FY 2010-2011	FY 2011-2012	FY 2012-2013	FY 2013-2014	FY 2014-2015
Total		\$ 9,059,187.69	\$ 5,011,653.85	\$ 3,391,397.99	\$ 2,902,465.32	\$ 2,246,965.92	\$ 2,929,276.01

Appendix A

Below is a list of actions that have resulted from DTPW's policies and evaluation of the County's need for sidewalks and ADA compliance:

- DTPW analyzed safe routes to elementary schools and prioritized the construction of required sidewalks. A total amount of \$2.8 million was spent during FY 2010 thru FY2015 and 4.7 million during FY 2019 thru 2022. This effort will continue in the next two years.
- DTPW has the Neighborhood Enhancement Action Team (NEAT) crews which also address vertical separations between sidewalk flags through the use of sidewalk grinders; this eliminates the vertical separations between flags.
- The ACCESS NOW Settlement Agreement was entered into by The City of Miami, Miami-Dade County and Thomas F. Barry, Jr., in his official capacity as the Secretary of the Florida Department of Transportation, ("Defendants") with ACCESS NOW, INC, a Florida non-profit

MIAMI DADE COUNTY DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS SIDEWALK TRANSITION PLAN

2022

corporation, and Christ Tavantzis (“Plaintiffs”) at the United States District Court Southern District of Florida, Miami Division Case No. 02-21413-CIV-Moreno/Garber. The Settlement Agreement mandated that over a period of five (5) years from the date of dismissal (May 19, 2003), that the County expend \$827,000 to improve curb cuts and sidewalks, and associated areas relevant to pedestrian activity by persons with disabilities; these improvements were required to be completed within the Commercial Areas of the City of Miami owned and/or maintained by Miami-Dade County, in accordance with the Americans with Disabilities Act of 1990 (ADA) standards. The County was released from any further liability on December 10 2009. The County expenditures were as follows: \$100,000 was spent on reimbursement of the plaintiff’s attorneys’ fees and costs; \$125,000 on surveying and design services by a County consultant; and \$618,234.64 on construction for a total of \$843,234.64.

- On March 16, 2001, the County entered into a settlement agreement with Charles Nesbitt, Richard Summerville, Denise Valkema, and the Center for Independent Living of Southern Florida (“Plaintiffs”) at the United States District Court Southern District of Florida, Miami Division (Case No. 99-0396-CIV-JORDAN/BANDSTRA). This agreement was reached to settle a Class Action Amended Complaint alleging that the County was negligent in making its public buses and bus transportation system accessible for the disabled. In order to implement this agreement, DTPW assumed responsibilities to bring the County in compliance with the terms of the settlement. These responsibilities were identified as removing the obstructions where feasible, that prevented access by the disabled, and "to create/fix curb cuts on the sidewalks of the block in both directions from the bus stop." The measures implemented were limited to only those bus stops along County maintained roads. Approximately \$10 million has been spent to provide sidewalk access to bus stops and to comply with the Nesbitt Case. This amount includes the cost of the consultant surveys, as well as the construction of improvements.