



Nixa Public Works  
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To: Mayor Giddens and City Council

From: Jeff Roussell

Date: 3/17/2025

RE: Nixa Americans with Disabilities Act (ADA) Transition Plan - Update

At the March 11<sup>th</sup> meeting of City Council, Councilman Petersen asked for an updated report on the City's progress for compliance of the adopted ADA transition plan. Below is that report.

A self-evaluation of ADA deficiencies within Nixa facilities and public right of way was completed in 2019 by staff and our consulting engineer Bartlett & West. In this evaluation, it was determined that more than 5,000 specific areas within public right of way were deficient and over 71,000 linear feet of sidewalk were also found non-compliant. City facilities including Nixa Utilities and Public Works buildings, City Hall, Utility Billing Office, etc. also had deficiencies that needed correction to accommodate disabled persons on these public properties.

The identified deficiencies were then designated to be addressed in two phases. Phase one would focus on areas of high pedestrian traffic such as public buildings, schools or other high impact locations. These improvements would generally consist of smaller sidewalk sections, trip hazards, wheelchair ramps and signalized intersections. In Phase one, an estimated timeline of fifteen years was given to complete non-compliance work. A budget estimate of \$2,085,756.00 (in 2019 dollars) was also given to address these issues within this timeline.

Phase two priorities were designated to address linear defects such as cross slopes exceeding 2%, dead end areas, and minor wheelchair ramp defects. The linear aspects of this phase consist of approximately 71% of Nixa's existing sidewalks in 2019. Estimated 2019 cost to address this phase, \$2,733,101.00.

Something that dictates what is addressed each year within our ADA Plan is the 20% rule. This rule states that when improvements such as overlays, micro paving, chip seals, and other such roadway improvements are made, 20% of that amount spent goes toward ADA improvements. On these sections of roads, the minimum requirement is that wheelchair ramps, if deficient, are brought up to current standards. If budget amounts allow, other issues along these sections of road are also considered. For these larger projects, staff normally utilizes a bid awarded contractor.

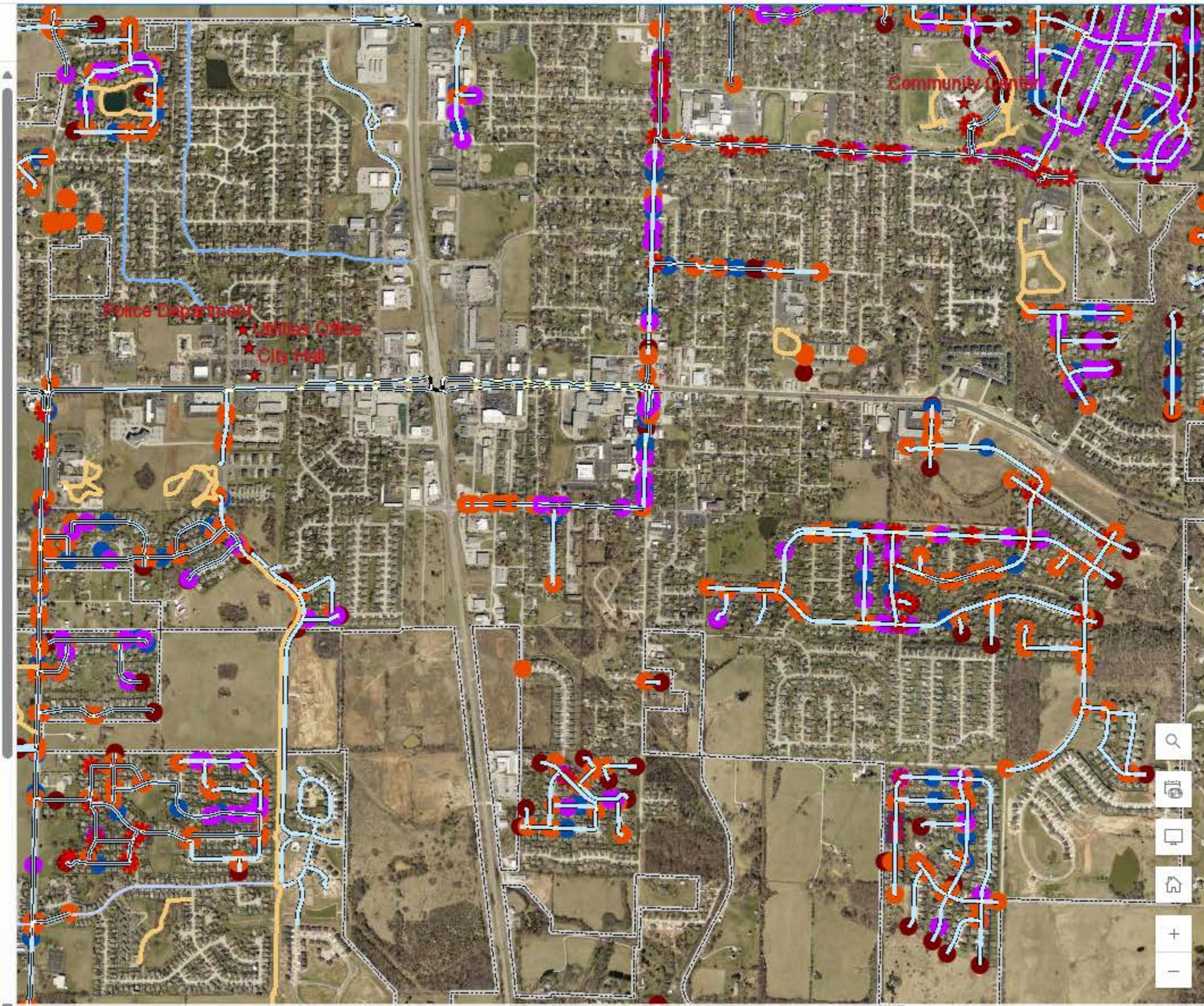
As our community becomes more pedestrian friendly, concerns from citizens regarding trip hazards or other fears are frequently brought to staff's attention. As Public servants, one of our highest priorities is to promptly address these concerns. Street Dept staff prioritize these concerns in our weekly activities and arrange for quick repairs.

Every year unforeseen circumstances dictate that repairs are made in areas outside of what would be considered phase one of our Transition Plan. Utility repairs often damage pedestrian infrastructure requiring staff to reprioritize activities. Weather can also play a role. In the heat of the summer, the expansion of the ground can and has taken areas of sidewalk that may have been compliant and raised them as much as six to eight inches causing severe trip hazards. These unforeseen repairs are required to be completed up to ADA standards as soon as possible. Depending on the Utilities location and /or the severity of the repair or installation, these instances can take from a couple days to several and redirect us from what would be the priority within our Plan.

During the first few years of the transition, various departments also completed the ADA improvements identified for our public buildings. These were handled as CIP items in the various departmental budgets and included things such as adding the push button door openers, restroom handles or toilets and etc.

Our Transition Plan is a living document, so it is difficult to determine the level of completion. Depending on what streets are improved, what utility has been moved or repaired, and what concerns have been reported to staff, priorities are constantly changing. For the past six years, contractors have been used to address the majority of wheelchair ramps. Utilizing contractors, an average of thirty wheelchair ramps are repaired every year. Staff then take these repairs and repairs performed in-house and provide these locations to our GIS technician. They are uploaded to our system as compliant/repaired and the dates of repair are recorded.

Attached screen shot shows defect types and areas of past repair. Staff continue to work with our GIS technician to update this map.



Sidewalk Issues

Properties

Use the selector above to switch between layers in the map.

Information

Symbology

Sidewalks

- Sidewalk Issues
- Sidewalk Defects
- Curb Ramp
- Sidewalk Obstructions
- Other ADA Issues

Appearance

Transparency

0% 25% 50% 75%

Visibility