

Curb ramp failures were identified in curb ramps classified as functional or non-functional and the results are shown in Table 5. It should be noted that some curb ramps have multiple types of failures. The presence of a non-compliant ADA detectable warning surface did not result in a non-functional curb ramp classification.

Table 5. Existing Curb Ramp Failures

Curb Ramp Failures	Quantity	Percentage
Slope	382	16%
Faulting	105	4%
Distortion	47	2%
Sunken	22	1%
Located Outside Crosswalk	18	1%
Non-Compliant ADA Detectable Warning Surface	1,012	43%

Crosswalks

The crosswalk assessment included noting the presence of striping and pedestrian push buttons associated with each crosswalk. Quantities and percentages in Table 6 include all crosswalks within the city limits, including the Downtown Overlay District and on TxDOT facilities. It should be noted that crosswalks may have striping and/or pedestrian push buttons.

Table 6. Existing Crosswalk Conditions

Crosswalk	Description	Qty.	Percent
Striped	Striped crosswalks (does not include decorative pavers)	266	74%
Pedestrian Push Button	Crosswalks with pedestrian push buttons	98	26%
Total Number		361	

Downtown Overlay District Inventory

Similar to the Citywide sidewalk inventory, the Downtown Overlay District assessment included a review of existing sidewalks, curb ramps and crosswalk conditions. Field crews in the Downtown Overlay District further noted infrastructure that was “non-compliant” with ADA requirements including protruding objects, pedestrian push buttons, door thresholds, ramps and driveways. Field crews thoroughly inspected pedestrian infrastructure within the Downtown Overlay District, taking detailed measurements to determine any non-compliant conditions. Table 7 summarizes the results of the assessment.

Table 7. Downtown Overlay District Infrastructure Inventory Summary

Infrastructure	Total Quantity	Non-Compliant
Sidewalk	38,858 lf	5,696 lf
Curb Ramps	268 each	174 each
Protruding Objects	N/A	174 each
Pedestrian Crosswalks	174 each	17 each
Pedestrian Push Buttons	48 each	8 each
Doors	N/A	55 each
Ramps	7 each	7 each
Driveways	N/A	67 each

Sidewalks

Non-compliant sidewalks were categorized by excess sloping (both running and/or cross), vertical deflection, horizontal openings in the pavement and insufficient sidewalk width. Sidewalks with steps as the only means of travel were also deemed non-compliant.

Curb Ramps

Curb ramps evaluation criteria included ramp slopes, detectable warning surfaces and curb ramp positioning at the intersection. Curb ramps were designated as non-compliant when various slopes were exceeded including, running, cross, landing, flare and counter slopes.



Example of a non-compliant ramp in the Downtown Overlay District.

Protruding Objects

Fixed objects that protruded more than 4" from a wall or more than 12" if mounted on a pole and were located between 27" and 80" from the ground were considered "protruding objects". These included signage, trees, vegetation, traffic signs, drinking fountains and exterior stairwells.



Trees protruding into the clear walking path in the Downtown Overlay District.

Crosswalks

Crosswalks were assessed based on the running and cross slope of the roadway pavement.

Pedestrian Push Buttons

Push buttons at signalized intersections were deemed non-compliant when the slope of the pedestrian landing area exceeds 2% and/or the push button was not within acceptable reach range.



Pedestrian push button out of acceptable reach range.

Doors

Doors providing access to and from the sidewalk along the public right of way were evaluated for ADA compliancy based on vertical deflection and clear space.



Door thresholds with excessive vertical height differentials between the sidewalk and the building create accessibility issues.

Ramps

“Ramps” are defined as sidewalk sections that exceed 5% in running slope. A compliance assessment of ramps included measurement of both running and cross slopes. Additionally, handrail design and edge protection were evaluated to ensure ADA compliance.



Ramp in the Downtown Overlay District.

Driveways

Driveways that were part of the accessible route were evaluated for ADA-compliance based on the running slope, cross slope, width and presence of curb ramps.



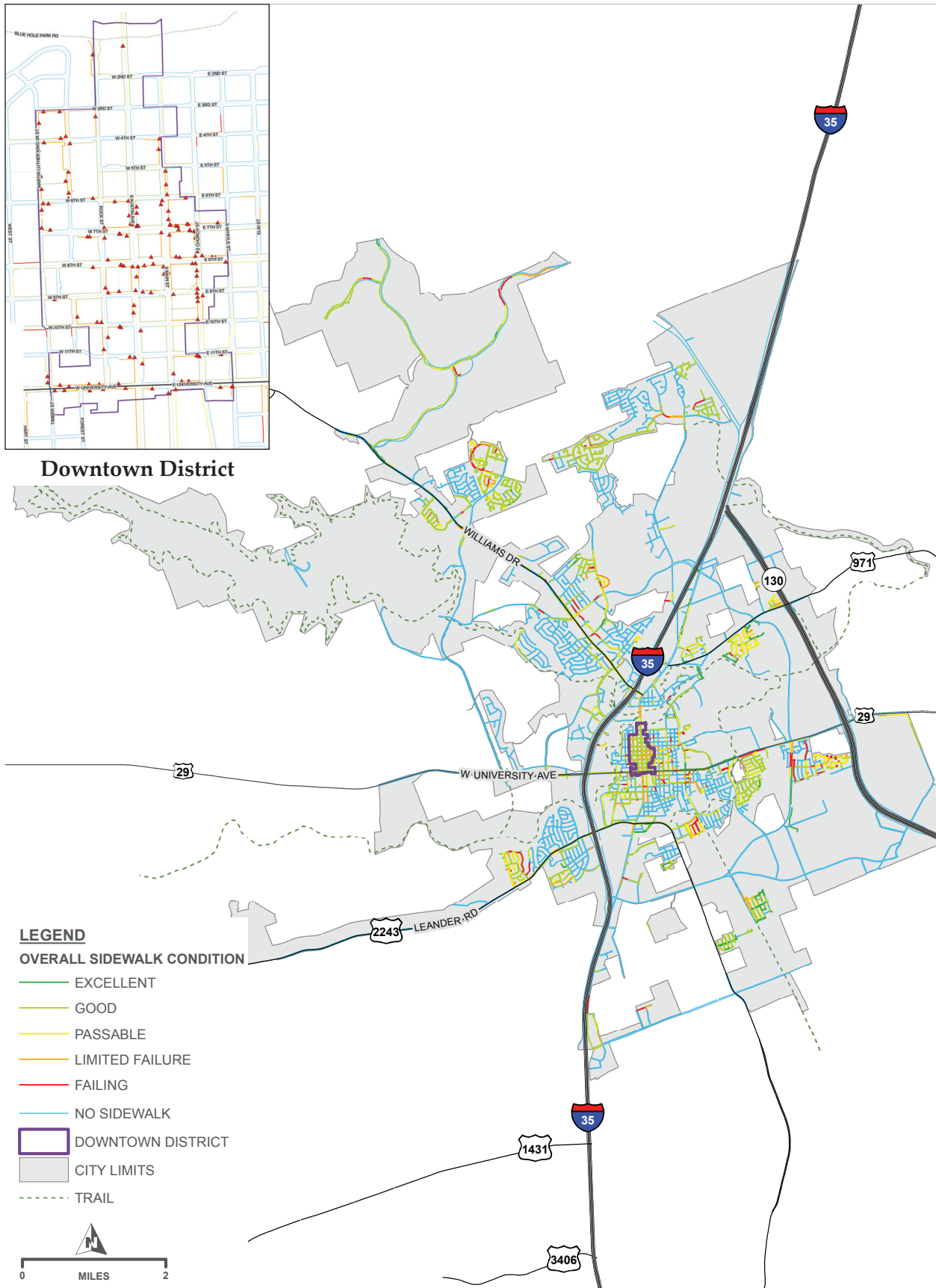
Driveway with excessive cross-slope in the Downtown Overlay District.

Summary of Existing Conditions

Significant results of the sidewalk assessment include:

- 13% of all sidewalks segments in the City showed noticeable failures and were classified as limited-failure or failing. These sidewalks could not be traversed by wheelchairs and would be difficult for pedestrians to maneuver.
- 14% of sidewalks with failures were noted as having distortion failures.
- The required repair area of limited-failure and failing sidewalk segments is 5% of all sidewalk lengths in Georgetown.
- 24% of all curb ramps in the City are non-functional and exhibit excessive slope or failures.
- The most common curb ramp failure was absence of an ADA-compliant detectable warning surface. These warning surfaces have been required since 2010. This was exhibited in 43% of all curb ramps in the City.
- In the Downtown Overlay District, 15% of sidewalks and 65% of curb ramps did not meet ADA compliance. The most common issues were protruding objects (trees and vegetation) and non-compliant driveways.

This inventory of existing sidewalk infrastructure was used to develop an implementation plan for sidewalk maintenance and construction of new sidewalks within the Georgetown city limits.



Existing Citywide Sidewalk Inventory