

## Slide 1: ADA Self-Assessment and Transition Plan: Initial Public Meeting

Good evening.

Tonight, I would like to present the draft findings of the ADA Self-Assessment report and to introduce the development of the ADA Transition Plan.

## Slide 2: The agenda for the presentation

Briefly, the agenda for this evening's meeting will include:

- Introductions

- Rules for a successful Virtual Meeting

- Americans with Disabilities Law (ADA)

- DOT ADA Self-Assessment

- DOT ADA transition plan

## Slide 3: Introductions

## Slide 4: Rules for a Successful Virtual meeting

Please mute your microphone

Please turn off your video

Please use the chat function for questions

The meeting materials were uploaded to the website yesterday and are available for your review.

## Slide 5: 1990 ADA Legislation

The Americans with Disabilities Act of 1990 was signed into law on July 26, 1990. The ADA is a wide-ranging civil rights law that prohibits, under certain circumstances, discrimination based on disability. It affords similar protections against discrimination to Americans with disabilities as the Civil Rights Act of 1964, which made discrimination based on race, religion, sex, national origin, and other characteristics illegal.

The main section of ADA relating the pedestrian infrastructure is Title II – Nondiscrimination on the Basis of Disability in State and Local Government Services.

## Slide 6: Section 504 of the rehabilitation Act of 1973

Section 504 of the Rehabilitation Act of 1973, which ensures that no qualified individuals with disabilities are discriminated against under any program or activity receiving federal financial assistance or government agencies that receive federal financial assistance.

## Slide 7: 2008 ADA Amendment

The ADA was amended when President George W. Bush signed into law the ADA Amendments Act of 2008 (ADAAA). The ADA Amendments Act gives broader protections for disabled workers and includes a list of impairments to major life activities.

## Slide 8: ADA Self-Assessment

The ADA Self-Assessment is required by the Americans with Disabilities Act of 1990 and Section 504 of the Rehabilitation Act of 1973. In 2018, DOT initiated a City-wide self-assessment of the pedestrian infrastructure.

## Slide 9: Purpose and Scope

The purpose is to identify barriers in programs & activities that prevents persons with disabilities from access. The self-assessment also includes evaluation of policies and practices to provide equivalent access to the maximum extent possible.

The self-assessment contains a City-wide inventory for all curb ramps and intended to be used to track the City's progress of meeting full compliance in the public right-of-way.

## Slide 10: Self-Assessment Features evaluated

The inventory included data collection and assessment of sidewalks, crosswalks, driveway aprons, and pedestrian signals between ADA compliant curb ramps.

## Slide 11: Self-Assessment Methodology

DOT developed a 3-phase approach to inventory pedestrian infrastructure in Baltimore City.

**Phase 1** – DOT performed a desktop exercise to visually locate and identify curb ramps using currently available aerial and street level imagery. The Google Earth Street View® imagery collected between 2012 and 2018 and State of Maryland provided 6-inch aerial imagery collected in 2018 was used for the effort.

**Phase 2** – field measurements. Field crews took measurements on 3,497 out of the 5,425 curb ramps. During the field investigation technicians determined in the field that 3,497 curb ramps were viable candidates for compliance. The data collected during field measurement operations was used to determine ADA Ramp compliance.

**Phase 3** – Evaluation for ADA compliance. Each ramp was evaluated for compliance with the Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way, June 26, 2011 (PROWAG), and BC DOT Standards. The median treatments were also examined to see if they met the City's standards.

## Slide 12: Curb Ramps:

The definition of a curb ramp is an accessible curb ramp provides an accessible route that people with disabilities can use to safely transition from a roadway to a curbed sidewalk.

In Phase 1 DOT inventoried 37,806 curb ramps throughout Baltimore City using a desktop analysis platform Google Earth Street View imagery.

During Phase 2 DOT field measured 3, 497 curb ramps

During Phase 3: the analysis Found 489 compliant curb ramps or 1.3%. Of the 37,806 curb ramps in the city, 37,317 are estimated to be non-compliant or 98.7%

### Slide 13: Sidewalks:

The definition of a sidewalk is a paved path for pedestrians at the side of a road.

During Phase 1: 4,500 miles of sidewalk was inventoried. In Phase 2 only sidewalks between ADA compliance curb ramps were measured in the field. The Phase 3 analysis found that 2,982 miles of sidewalk need to be reconstructed to meet ADA compliance.

### Slide 14 Crosswalks:

A crosswalk is defined as a marked part of a road where pedestrians have right of way to cross.

During Phase 1 DOT inventoried 7,886 Crosswalks citywide. In Phase 2: Only Crosswalks between ADA compliance curb ramps were measured in the field. The Phase 3 analysis found 6,573 crosswalks are compliant or 83%. Leaving 1,314 non-compliant crosswalks or 17% that need to be upgraded to ADA compliance.

### Slide 15: Pedestrian Signals:

A pedestrian signal provides a special type of traffic signal indications exclusively intended for controlling pedestrian traffic.

During Phase 1, DOT inventories 334 Pedestrian Signals. In Phase 2 only Pedestrian Signals between ADA compliance curb ramps were measured in the field. The Phase 3 analysis Found that 223 pedestrian signals are compliant or 66%. There are approximately 111 non-compliant pedestrian signals or 33% in Baltimore.

### Slide 16: Driveway Aprons:

A driveway apron is defined as the portion of a regularly established driveway lying between a property line and any curb to provide vehicular access from the street across the curb and sidewalk.

In Phase 1 DOT inventoried 36,661 Driveway Aprons city-wide. During Phase 2, only Driveway Aprons between ADA compliance curb ramps were measured in the field. The analysis during Phase 3 found that 5,866 driveway aprons are compliant or 16%. This indicates that 30,795 driveway aprons are non-compliant or 84%.

### Slide 17: Cost Estimate:

To bring all non-compliant pedestrian inventory into full ADA compliance will cost \$657,000,000.00 (\$657 Million). This breaks down to

\$98.8 Million for upgrading curb ramps

\$447 Million to reconstruct Sidewalks

\$110 Million to modify Driveway aprons

\$1.1 Million for crosswalks and pedestrian signals

### Slide 18: Public Comment Self-Assessment

- Your input on the ADA self-assessment is needed

- More information and entire report can be found on the website.

**<https://transportation.baltimorecity.gov/ada-assessment>**

## Slide 19: Questions DOT Self-Assessment

Let's pause here to see if we have any questions on the DOT Self-Assessment.

## Slide 20: ADA Transition Plan

The self-assessment provided a snapshot of the state of pedestrian infrastructure within Baltimore City as of the 2018 data collection. The next step in the process for making Baltimore City ADA compliant is to create a road map for constructing the required pedestrian infrastructure. This road map is the ADA Transition Plan.

Let's begin our discussion with 2 questions. What is an ADA Transition Plan? Why is an ADA Transition Plan needed?

An ADA Transition plan is a documented strategy for how Baltimore City will schedule and implement ADA improvements to existing streets and sidewalks. The ADA transition plan is required under Title II of the ADA. The Transition plan applies to Baltimore City DOT programs, services, and activities delivered for pedestrian infrastructure.

## Slide 21: What is included in ADA transition plan

### Physical Barriers

A list of the physical barriers in dot's facilities that limit the accessibility to individuals with disabilities. This list is the infrastructure identified in the Self-Assessment discussed above.

### Prioritization

Prioritization of improvements to pedestrian infrastructure. Given the need to fund over \$657 Million to bring the City into ADA compliance and construction work that would be required, the improvements need to be funded and scheduled over years and possibly decades. The prioritization of infrastructure provides guidance for strategic investment within Baltimore City for ADA infrastructure.

The question is what we prioritize and what process needs to be implemented to prioritize infrastructure city-wide.

This is perhaps the most important part of the Transition Plan. Having a prioritization process will allow the City to continue its progress for ADA compliant infrastructure in the short-term and over the next 15 to 20 years.

We will come back to prioritization later in this presentation because through prioritization the rest of the plan requirements are easily assembled.

### Methods to remove barriers

The plan will include a detailed outline of the methods to remove these barriers and make the facilities accessible. Traditional construction methods and materials are foundational to removing barriers. However, the plan will include future advances in technology, methods, and materials as the infrastructure is brought into compliance.

## Schedule

The schedule for taking the necessary steps to achieve compliance with the ADA is part of the transition plan. DOT is reviewing its current program and services provided to the residents of Baltimore to find innovative ways to shorten the time between project identification and construction. DOT is also looking to see where ADA upgrades can be included in all its programs and services. A reasonable timeframe is needed to bring existing pedestrian infrastructure into compliance. This schedule must include DOT staff capacity, funding availability, procurement processes, and construction activity disruptions.

## ADA Official(s) in DOT

The Transition Plan requires DOT to identify and publish the name of the official responsible for the transition plan's implementation. The title is known as the ADA Coordinator. I am the DOT ADA Coordinator. My contact information is on the last slide of this presentation and can be found on the DOT website.

## Slide 22: Prioritization discussion

Prioritization of improvements is the key element of the ADA Transition Plan. Through a prioritization process we can identify the most important improvements needed for accessibility. This process assists in the identification of locations throughout the city where improvements need to be implemented first. And the process looks to allocate resources in an efficient manner.

## Slide 23: How should we prioritize

Each municipality may create a prioritization process that is unique to the municipality and the barriers identified in the self-assessment. There are two primary prioritizations used in Transition Plans throughout the United States.

One way to prioritize is to consider access to services and destinations. Like government services, health care, education, employment centers, and recreation for example.

Another prioritization considers mobility and access to transportation options. Prioritize public transit (bus, light rail, subway, charm city circulator, water transit) or gateway corridors and bicycle corridors.

Prioritization for pedestrian infrastructure must consider pedestrian safety – sidewalks, curb ramps, trails, and major intersections where vehicles and pedestrian conflicts are identified.

Ultimately the ADA transition Plan will ensure all DOT infrastructure is brought into ADA compliance.

## Slide 24: Questions on the DOT ADA Transition Plan

Let's pause here and see if there are any questions on the ADA transition Plan so far.

## Slide 25: Draft ADA transition Plan

Yesterday as part of the public meeting materials, we posted a draft outline of the DRAFT DOT ADA TRANSITION PLAN. The Table of Contents for the Plan currently includes the

- Introduction
- Brief Discussion of the Self- Assessment
- Methods for ADA Compliance

- Prioritization
- Funding
- Schedule
- Integration with the Planning Process
- References

## Slide 26: Work to date of the plan outline

DOT has done quite a bit of work on the plan even though the draft plan outline may reflect all the work done to date. Where possible DOT has completed the draft language in certain sections of the plan.

The critical Sections of the plan require public engagement and dialog with you, the residents of Baltimore. These sections are identified as IN DEVELOPMENT in the draft document. Before developing these sections, DOT needs to develop the Prioritization methodology and criteria. Sections including Methods of compliance, scheduling, funding, integration into the planning process will come from the prioritization process of ADA infrastructure.

## Slide 27: How do we get started

Now we are ready to talk about how each one of you attending tonight can assist in developing the prioritization process for the ADA Transition Plan. Prioritizing pedestrian infrastructure for ADA compliance is fundamental for creating the roadmap to bring Baltimore City into full compliance.

We need to hear from each of you. Your experience, insight, ideas, and concerns will start to provide information on what needs to connect for ADA access. This informs the prioritization process.

- Your Input is essential to ensure that the ADA transition Plan works for the benefit of Baltimore residents, workers, and visitors.
- Tell us about that most important destinations – the places you need to go to live your life.
- Tell us about the barriers that prevent or make it difficult for you from getting to these destinations.
- What other factors should the City consider in prioritizing ADA improvements.
- Do you have ideas how to make Baltimore more accessible to people with disabilities and for everyone?

## Slide 28: contacts

The meeting materials presented tonight are on the DOT website for your review and reference. There are many ways to communicate your ideas for prioritization to DOT.

On DOT's website:

<https://Transportation.Baltimorecity.gov/ada-transportation>

By email:

[ADACoordinator@baltimorecity.gov](mailto:ADACoordinator@baltimorecity.gov)

Or

[Valorie.lacour@baltimorecity.gov](mailto:Valorie.lacour@baltimorecity.gov)

By mail:

Baltimore City  
Department of Transportation  
Attn: Valorie LaCour, ADA Coordinator  
417 East Fayette street, 5<sup>th</sup> floor  
Baltimore, MD 21202

On behalf of the DOT ADA Transition Plan team, we thank you for spending your evening to hear about the work process for the ADA transition Plan. Before we end this meeting lets check back in with John to see if there are any final questions or comments from the chat. John?

Again, thank you so very much for attending tonight. Remember there is plenty of time to provide DOT with your thoughts and ideas. DOT has an open public comment period starting tomorrow and through the end of February. Once we compile and review the comments, received over the next 30 days, we will incorporate them into the proposed prioritization process and come back out to you in early spring to continue our discuss and the prioritization process for ADA infrastructure.

Have a good evening.