

ADA SELF-ASSESSMENT AND TRANSITION PLAN

BALTIMORE CITY DEPARTMENT OF TRANSPORTATION (DOT)

Public Participation

January 27, 2022

6:30PM to 8PM

Agenda

- Introductions
- Rules for a successful Virtual Meeting
- Americans with Disabilities Act (ADA)
- DOT ADA Self-Assessment
- DOT ADA Transition Plan

Introductions

- Welcome to the kickoff meeting for the ADA Transition Plan.
- DOT appreciates your participation tonight and as the ADA Transition Plan is developed.

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.

Section 504 of the Rehabilitation Act of 1973

- Ensures that no qualified individuals with disabilities are discriminated against under any program or activity receiving federal financial assistance.

Americans with Disabilities Act (ADA)

- American with Disabilities Act of 1990
 - Signed into law July 26, 1990
 - Wide-ranging civil rights law that prohibits, under certain circumstances, discrimination based on disability.
 - Affords similar protections against discrimination to Americans with disabilities as the Civil Rights Act of 1964
- Main Sections of ADA
 - Title II – Nondiscrimination on the basis of disability in state and local government services

2008 ADA Amendment

- ADA Amendments Act of 2008 (ADAAA)
- Gives broader protections for disabled workers
- Includes a list of impairments to major life activities

DOT Self-Assessment

- Required
 - Americans with Disabilities Act of 1990 and
 - Section 504 of the Rehabilitation Act of 1973

Self-Assessment Purpose and Scope

- Identify barriers in programs and activities that prevent persons with disabilities from access
 - Includes evaluation of policies and practices
 - Provide equivalent access to the maximum extent possible
- Inventory pedestrian features within the city right-of-way (curb ramps, sidewalks, crosswalks, pedestrian signals, driveway aprons)
- Develop a geographic information system database of all features evaluated

Self Assessment Features Evaluated

- Sidewalks
- Pedestrian curb ramps
- Driveway aprons
- Medians
- Crosswalks
- Pedestrian signals

Self-Assessment Methodology

- Three phase approach
 - Phase 1 – Inventory and prescreen curb ramp and medians
 - Desktop exercise to visually locate and identify curb ramps
 - Phase 2 – Field measurements for pedestrian infrastructure
 - Field measurements for the sample size
 - Phase 3 – Compare field measurements to ADA standards
 - Field measurements used to determine ADA curb ramp compliance

Google Earth Street View[©] imagery collected between 2012 and 2018

State of Maryland 2018 provided 6-inch aerial imagery

Curb Ramps

An accessible curb ramp provides an accessible route that people with disabilities can use to safely transition between a roadway to a curbed sidewalk.

- Phase 1: 37,806 curb ramps inventoried
- Phase 2: Field measured 3,497 curb ramps
- Phase 3: Found
 - 489 compliant curb ramps 1.3%
 - 37,317 non-compliant curb ramps or 98.7%

Sidewalks

A paved path for pedestrians at the side of a road.

- Phase 1: 4,500 miles of sidewalk inventoried
- Phase 2: Only sidewalks between ADA compliant curb ramps were measured in the field
- Phase 3: Found that 2,982 miles of sidewalk need to be reconstructed to meet ADA compliance

Crosswalks

A marked part of a road where pedestrians have right of way to cross.

- Phase 1: 7,887 Crosswalks inventoried
- Phase 2: Only Crosswalks between ADA compliant curb ramps were measured in the field
- Phase 3: Found
 - 6,573 crosswalks are compliant or 83%
 - 1,314 non-compliant crosswalks or 17%

Pedestrian Signals

- Pedestrian signals provide special indicators to help pedestrians safely cross roads
- Phase 1: 334 pedestrian signals inventoried
- Phase 2: Only Pedestrian Signals between ADA compliance curb ramps were measured in the field
- Phase 3: Found
 - 223 pedestrian signals are compliant or 66%
 - 111 non-compliant pedestrian signals or 33%

Driveway Aprons

- Portion of a driveway between the property line and a curb that provides vehicular access across the curb and sidewalk
- Phase 1: 36,661 driveway aprons inventoried
- Phase 2: Only driveway aprons between ADA compliant curb ramps were measured in the field
- Phase 3: Found
 - 5,866 are compliant or 16%
 - 30,795 non-compliant driveway aprons or 84%

Cost Estimate

To bring all non-compliant pedestrian facilities into full ADA compliance \$658,000,000.00 (\$658 Million)

- \$99 Million for curb ramps
- \$447 Million for sidewalks
- \$110 Million for driveway aprons
- \$2 Million for crosswalks and pedestrian signals

Public Comment Self-Assessment

- Your input on the ADA self-assessment is needed
- More information and entire report can be found on the DOT website.

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

Questions DOT Self-Assessment

ADA Transition Plan

- What is an ADA Transition Plan?
 - A documented strategy for how Baltimore City will schedule and implement ADA improvements to existing streets and sidewalks within the right-of-way.
- Why is an ADA Transition Plan needed?
 - Requirements of Title II of the ADA
 - Applies to Baltimore City DOT programs, services, and activities delivered for pedestrian infrastructure

What is included in ADA Transition Plan?

- A list of the physical barriers in the public right-of-way that limit access to individuals with disabilities.
- Prioritization of improvements to pedestrian infrastructure
- A detailed outline of the methods to remove these barriers and make the facilities accessible.
- The schedule for taking the necessary steps to achieve compliance with the ADA.
- The name of the official DOT responsible for the ADA Transition Plan's implementation.

Prioritizing ADA Infrastructure

- Prioritization of improvements is one key element of the ADA Transition Plan.
 - Identifies the most important improvements needed
 - Locations throughout the City where improvements need to be implemented first
 - Allocates resources in an efficient manner

How should we prioritize?

- DOT is considering prioritization criteria including:
- Ultimately the ADA transition Plan will ensure all DOT infrastructure is brought into ADA compliance.
- Access to services and destinations
 - health care, schools, jobs, parks, government services, residences
- Access to mobility corridors
 - Public transit (bus, light rail, subway, charm city circulator)
 - Gateway corridors
- Pedestrian safety
 - Sidewalks, curb ramps, trails
 - Major intersections
- Ultimately the ADA Transition Plan will ensure all DOT infrastructure is brought into ADA compliance.

Questions DOT ADA Transition Plan

ADA Transition Plan Draft

- Posted on the DOT website is the outline of the DRAFT ADA TRANSITION PLAN
 - The Table of Contents for the Plan currently includes
 - Introduction
 - Brief Discussion of the Self- Assessment
 - Methods for ADA Compliance
 - Prioritization
 - Funding
 - Schedule
 - Integration with the Planning Process
 - References

ADA Transition Plan Work to Date

- Where possible to complete the draft of certain sections of the plan, you will find text for review and public comment.
- 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 other 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.

How to get started?

- Tell us about the 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 an idea how to make Baltimore more accessible to people with disabilities and for everyone?

Although there is not enough time this evening to develop a comprehensive prioritization for ADA infrastructure, DOT needs your thoughts and ideas.

DOT needs your thoughts and ideas to support a comprehensive prioritization of ADA infrastructure.

Contact DOT

- On DOT's website:
<https://Transportation.Baltimorecity.gov/ada-transportation>
- By email
ADACoordinator@baltimorecity.gov
Or
Valorie.lacour@baltimorecity.gov
- By mail
Baltimore City
Department of Transportation
Attn: Valorie LaCour, ADA Coordinator
417 East Fayette Street, 5th floor
Baltimore, MD 21202