



**AUGUST  
2016**

# AMERICANS WITH DISABILITIES ACT SELF-EVALUATION

## CENTRAL BUSINESS DISTRICT AND SURROUNDING AREAS

### Field Inventory of Public Rights of Way

**Background Information** | The federal legislation, The Americans with Disabilities Act (ADA), provides comprehensive civil rights protections to persons with disabilities in the areas of employment, state and local government services, and access to public accommodations, transportation, and telecommunications. Title II of ADA specifically applies to "public entities" (state and local governments) and the programs, services, and activities they deliver. Title II Article 8, requires public entities to take several steps designed to achieve compliance, including the development of a transition plan. The plan shall, at a minimum include:

1. A list (self-evaluation/inventory) of physical barriers in a public entity's facilities that limit the accessibility of its programs, activities, or services to individuals with disabilities.

2. A detailed outline of the methods to be utilized to remove these barriers and make the facilities accessible.
3. The schedule for taking the necessary steps to achieve compliance with Title II.
4. The name of the official responsible for the plan's implementation.

The transition plan provides a method for a public entity to schedule and implement ADA required improvements to existing streets and sidewalks. Prior to developing a transition plan, the self-evaluation (inventory) must be completed.

The City of Baltimore has become increasingly proactive in fulfilling the ADA requirements and continues to dedicate resources to improve accessibility in its public right-of-way (PROW). As a requirement of the ADA, a Transition Plan is being developed in order to provide a method of scheduling and implementing the necessary improvements.

## PUBLIC INPUT

The ADA requires that as part of the process for developing a transition plan, the public agencies seek public input to help identify concerns and rank areas where accessibility is of the greatest need for improvement. BCDOT makes it common practice with any of its planning, design, and construction projects, to conduct extensive public engagement to ensure that Baltimore City citizens, stakeholders, and the general public has the opportunity to obtain information about a project as well as provide input. As part of the public input process, a meeting was held on November 23, 2015 at the Enoch Pratt Central Library in Downtown Baltimore. The intent of the public meeting was to inform the public of the self-evaluation program that was being undertaken by the City. Advertisements for the meeting were placed in local newspapers and fliers, mailings to property owners within the project boundaries, and robo-calls. There were 6 attendees at the November meeting, and all questions and concerns were addressed. The material presented at the public meeting can be found in Appendix IV as well as on BCDOT's website. This newsletter is being provided as an additional outreach method to ensure that the general public is informed and has an opportunity to offer feedback on the project.

## DOT PROGRAM PHASING CHART

Project Phase/Year	Scope	Proposed Construction Plan (pending funding allocation)
Phase I-Year 1 (FY16)	Self-Evaluation and Transition Plan Development for Downtown Area	--
Phase II-Year 2 (FY17)	Self-Evaluation and Transition Plan Development for Transportation Sector I	Modifications in Downtown Area (as funding permitted)
Phase III-Year 3 (FY18)	Self-Evaluation and Transition Plan Development for Transportation Sector II	Prioritized modifications in Sector I (as funding permitted)
Phase IV-Year 4 (FY19)	Self-Evaluation and Transition Plan Development for Transportation Sector III	Prioritized modifications in Sector II (as funding permitted)
Phase V-Year 5 (FY20)	Self-Evaluation and Transition Plan Development for Transportation Sector IV	Prioritized modifications in Sector III (as funding permitted)
Phase VI-Year 6 (FY21)	--	Prioritized modifications in Sector IV (as funding permitted)
Phase VII-Beyond Year 6 (on-going)	--	Emergency ADA repairs and all other needed modifications citywide (as funding permitted)

The definition of priority areas are 500' from all government buildings such as schools, Baltimore City facilities, courthouses, federal buildings, polling locations, and recreation centers in the study areas.

## CONCLUSION

The Baltimore City Department of Transportation is committed to accommodating persons with disabilities along City roadways. The self-evaluation in the CBD and surrounding neighborhoods is the first step to measure the compliance of the entire city with ADA standards.

The step following the inventory is developing a transition plan to identify and prioritize improvements to the non-compliant sidewalk facilities in the city right of way. The transition plan enables a path to full compliance over a period of time, which addresses the issues in a feasible manner. The inventory is the basis for the plan and will have to be updated as construction projects progress over time.

Based upon the summary of the data collection for the CBD, a rough estimate was developed giving an indication of the costs required to bring the entire area into compliance. Using common assumptions for the amount of work to be done at each instance of non-compliance, it was determined that the cost to achieve compliance in the CBD and surrounding neighborhoods would be approximately \$57 million.

Public comments on the inventory will be documented and included in the transition plan.

## CONTACT INFORMATION

Questions or comments regarding this project can be addressed to:

Ms. Betty T. Smoot, City Planner  
 ADA Coordinator for Public Right-of-Way  
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For additional information regarding citywide efforts related to accessibility and persons with disabilities, please visit the Mayor's Commission on Disabilities website.

[WWW.BALTIMORECITY.GOV/DISABILITIES](http://WWW.BALTIMORECITY.GOV/DISABILITIES)

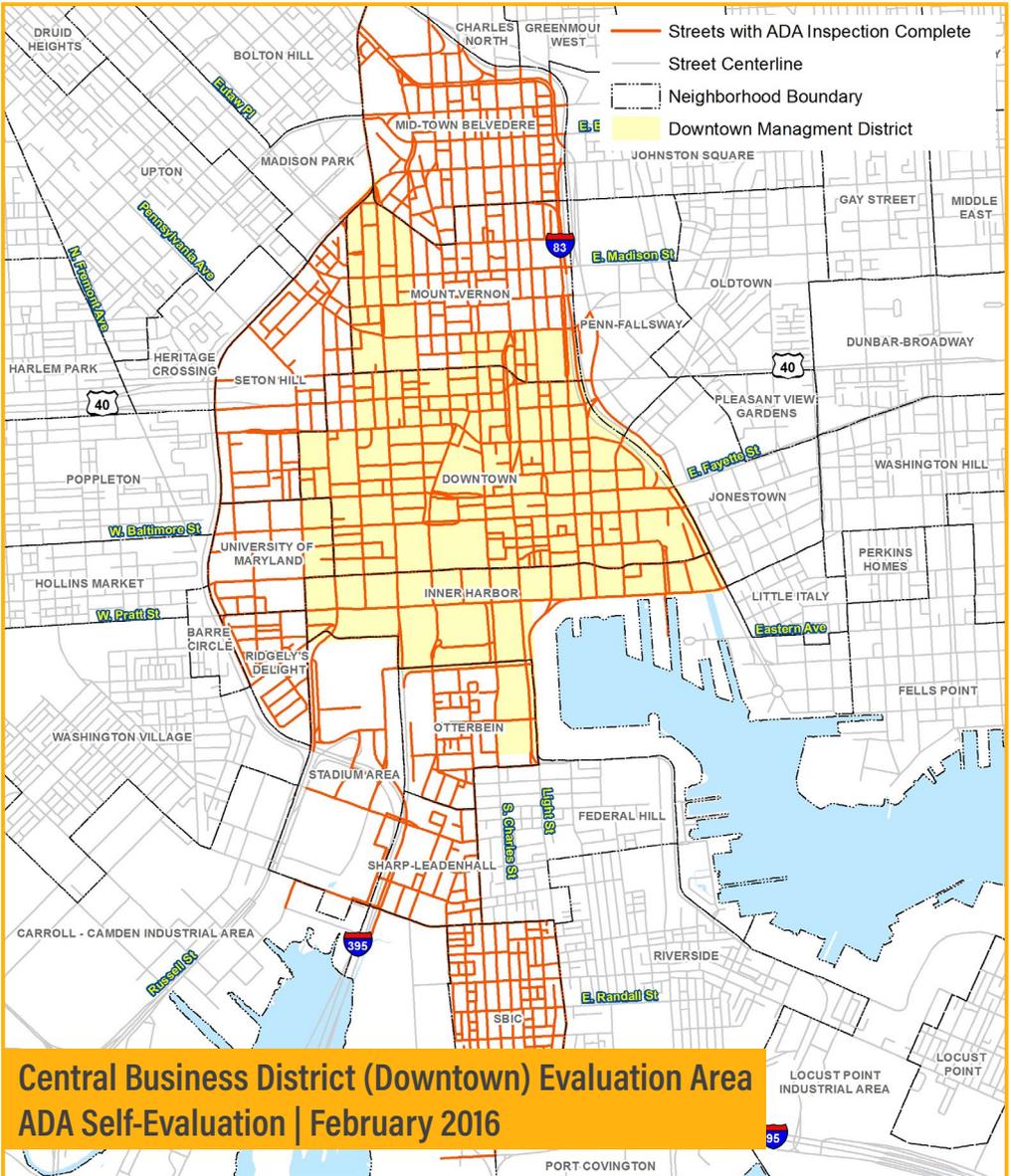
**EXAMPLES OF NON-COMPLIANT FEATURES**

**Non-Compliant Sidewalk**  
  
 Sidewalk must have at least 5' width and a maximum cross slope of 2% with vertical gaps less than 1/4"

**Non-compliant Ramp**  
  
 The ramp landing area must be a minimum 5' x 5' with a maximum cross slope of 2%, and cannot rise greater than 1" per 1'. Must also have a detectable warning surface where the curb is depressed

**Non-Compliant Driveway**  
  
 Over a minimum width of 3', sidewalk path cannot exceed 2% while crossing a driveway

**Non-Compliant Median Treatment**  
  
 Over a minimum width of 3', sidewalk path cannot exceed 2% providing refuge in roadway. Must also have a detectable warning surface where the curb is depressed.



**30 day public comment period on the ADA Self-Evaluation Draft Report to begin September 15, 2016. Register comments at: <https://www.surveymonkey.com/r/ADASelfEval>**