Pedestrian Facilities: Accessible Network

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ADA Trainer Network

Module 1a

A Snapshot of the ADA

Disclaimer

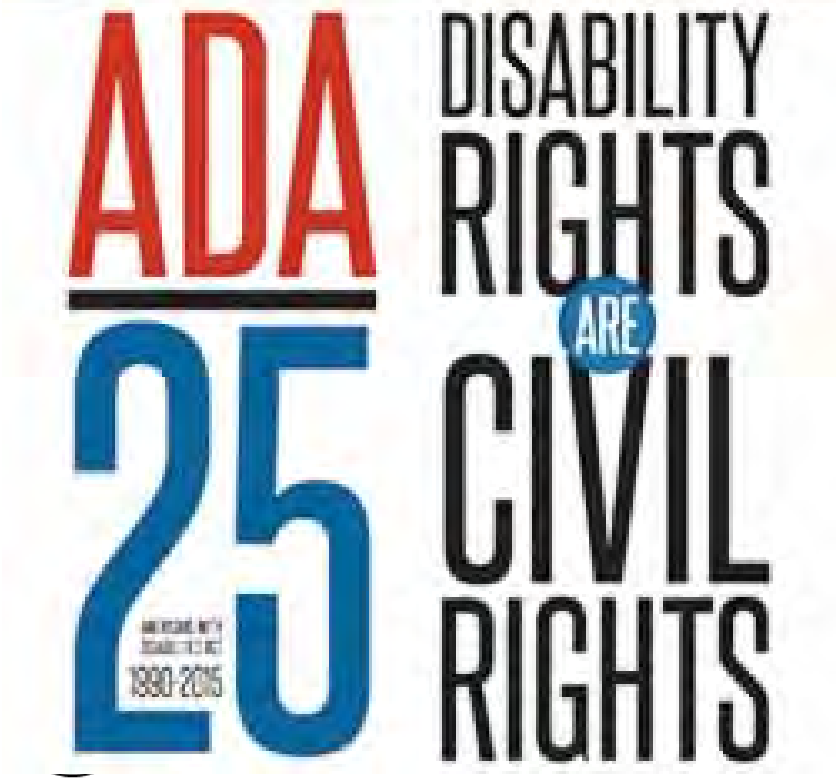
Information, materials, and/or technical assistance are intended solely as informal guidance, and are neither a determination of your legal rights or responsibilities under the ADA, nor binding on any agency with enforcement responsibility under the ADA.

The Mid-Atlantic ADA Center is authorized by the National Institute on Disability and Rehabilitation Research (NIDRR) to provide information, materials, and technical assistance to individuals and entities that are covered by the ADA. The contents of this document were developed under a grant from the Department of Education, NIDRR grant number H133 A110020. However, those contents do not necessarily represent the policy of the Department of Education, and you should not assume endorsement by the Federal Government.

A Snapshot: The Spirit of the ADA

"The ADA is the civil rights act of the future."

Justin Dart, Jr., A founder of the ADA



"…The world's first comprehensive eclaration of equality for people with disabilities."

esident George Bush, upon signing the ADA into law on July 26, 1990

ada National Network
Information, Guidance and Training on the Americans with Disabilities Act

In summary: Legislative timeline

1964—Civil Rights Act (did not include disability)

1968—Architectural Barriers Act (ABA)

1973—Rehabilitation Act

1975—Individuals with Disabilities in Education Act (IDEA)

1976—Higher Education Act Amendment (to include students with disabilities)

1986—Air Carrier Access Act

1988—Fair Housing Amendments Act

1990—Americans with Disabilities Act (ADA)

2008—ADA Amendments Act signed into law

Timeline – Public Right-of-Way Accessibility Guidelines

1990—Americans with Disabilities Act (ADA)

1991—ADAAG – buildings and sites

2001—PROW Access Advisory Committee Report

2002—draft PROWAG

2005—draft PROWAG

2006 – FHWA memo - draft PROWAG is “recommended best practices”

2008—ADA Amendments Act signed into law

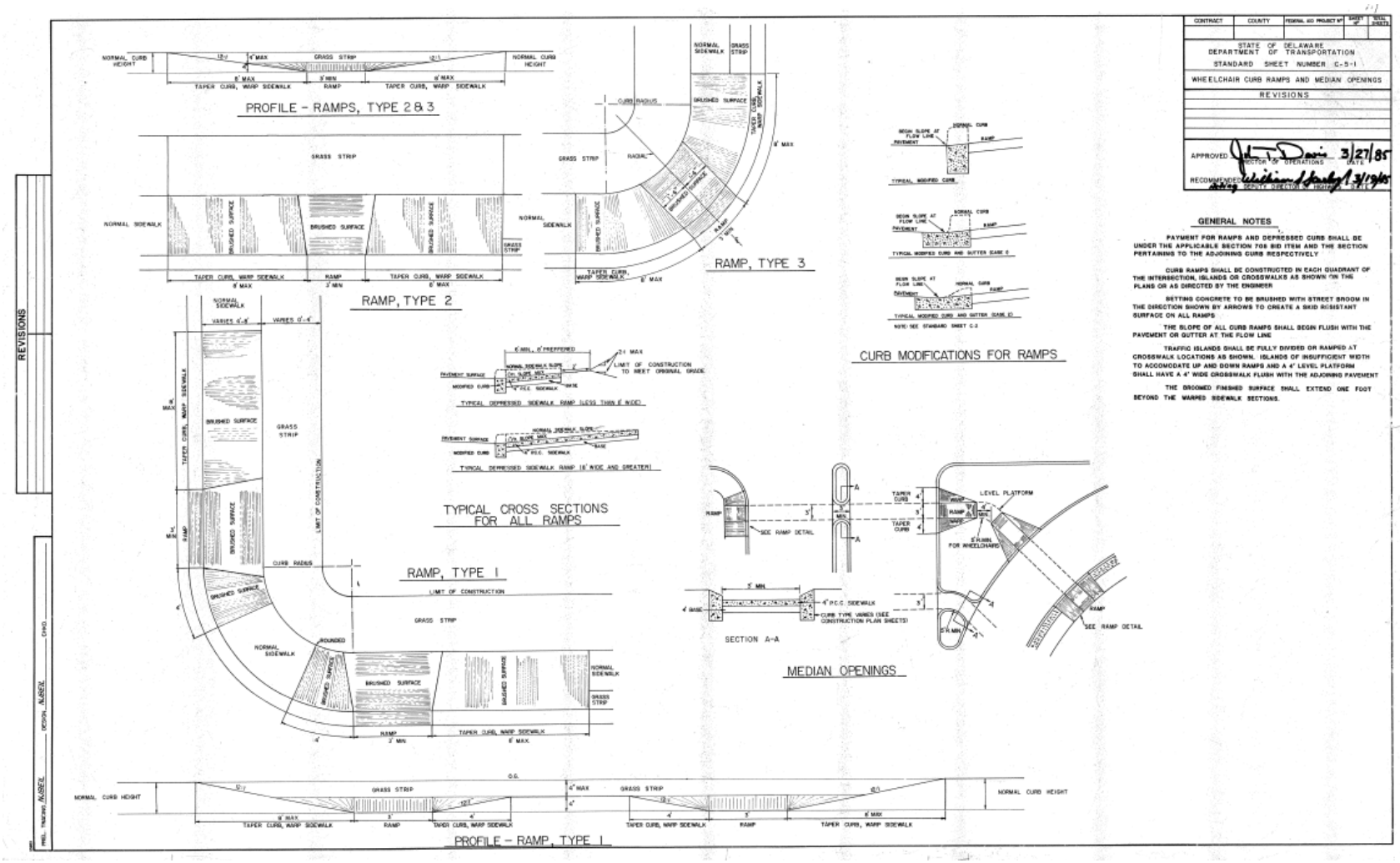
2011—draft PROWAG

2013—PROW Shared Use Path Supplement

2015—PROWAG submitted to OMB for final regulatory assessment

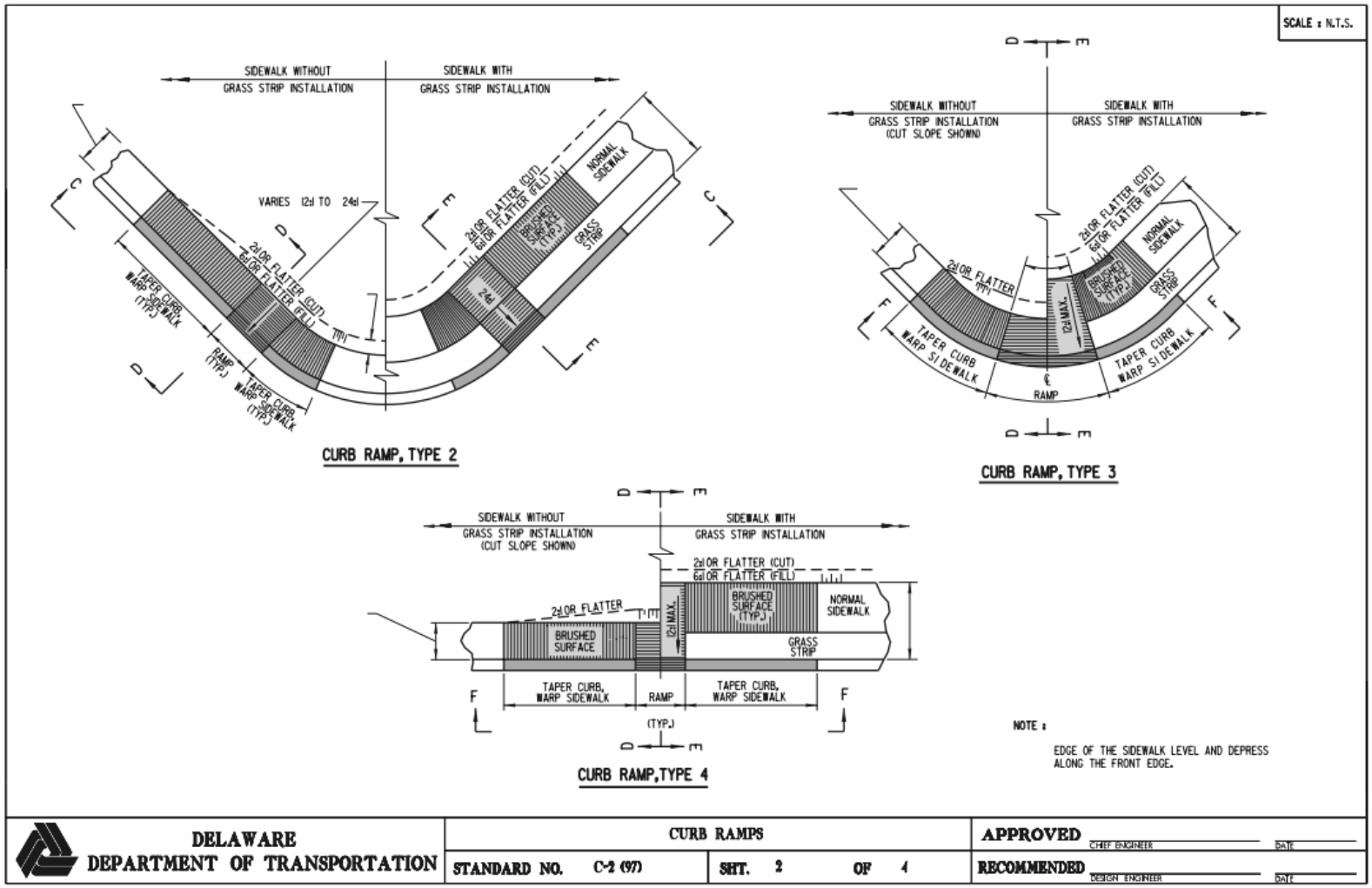
DelDOT Standard Construction Details

1985



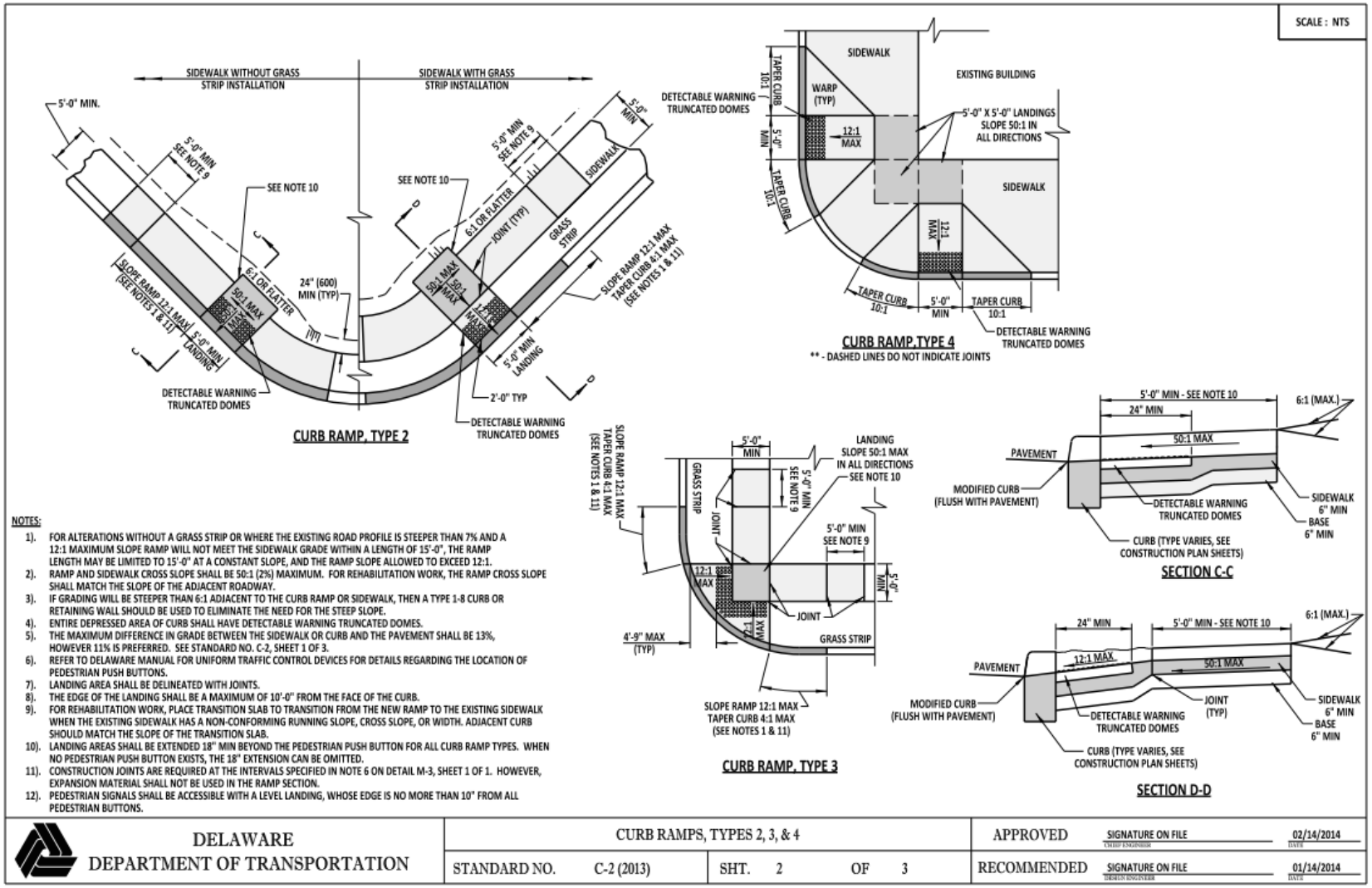
DelDOT Standard Construction Details

1997



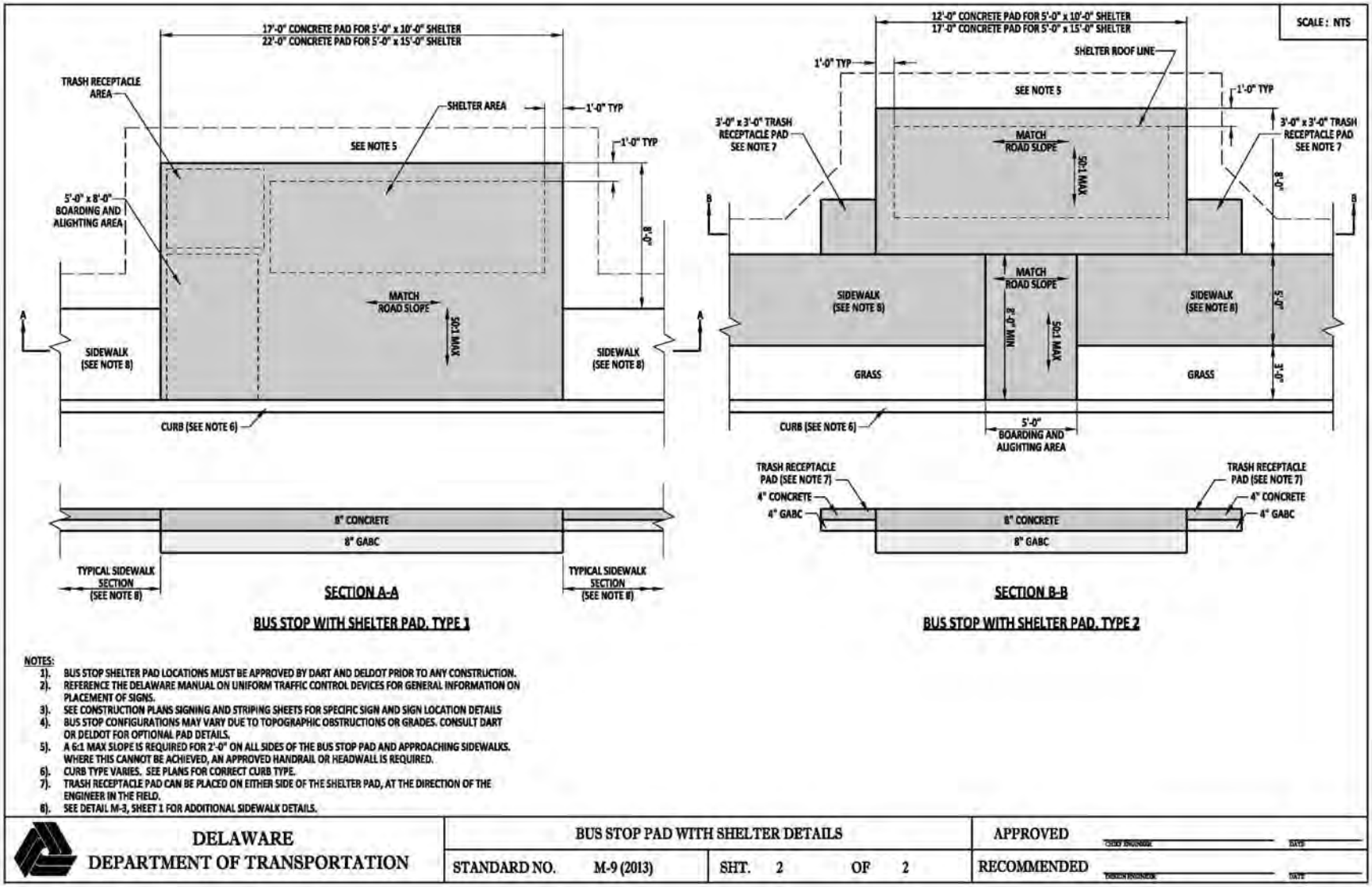
DelDOT Standard Construction Details

2014



DelDOT Standard Construction Details

2013



NOTES:

1). BUS STOP SHELTER PAD LOCATIONS MUST BE APPROVED BY DART AND DELDOT PRIOR TO ANY CONSTRUCTION.
2). REFERENCE THE DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR GENERAL INFORMATION ON PLACEMENT OF SIGNS.
3). SEE CONSTRUCTION PLANS SIGNING AND STRIPING SHEETS FOR SPECIFIC SIGN AND SIGN LOCATION DETAILS
4). BUS STOP CONFIGURATIONS MAY VARY DUE TO TOPOGRAPHIC OBSTRUCTIONS OR GRADES. CONSULT DART OR DELDOT FOR OPTIONAL PAD DETAILS.
5). A 6:1 MAX SLOPE IS REQUIRED FOR 2'-0" ON ALL SIDES OF THE BUS STOP PAD AND APPROACHING SIDEWALKS. WHERE THIS CANNOT BE ACHIEVED, AN APPROVED HANDRAIL OR HEADWALL IS REQUIRED.
6). CURB TYPE VARIES. SEE PLANS FOR CORRECT CURB TYPE.
7). TRASH RECEPTACLE PAD CAN BE PLACED ON EITHER SIDE OF THE SHELTER PAD, AT THE DIRECTION OF THE ENGINEER IN THE FIELD.
8). SEE DETAIL M-3, SHEET 1 FOR ADDITIONAL SIDEWALK DETAILS.

DELAWARE DEPARTMENT OF TRANSPORTATION	BUS STOP PAD WITH SHELTER DETAILS		APPROVED
	STANDARD NO. M-9 (2013)	SHT. 2 OF 2	RECOMMENDED

1/9/2014

DelDOT Pedestrian Accessibility Standards

- December of 2015 – Delaware State Register
- March thru May of 2016 – Internal DelDOT review meetings
  - Major Change – Following draft PROWAG

Who has rights under the ADA?

Applies to people who:

- Have a disability
- Record of/regarded as having a disability
- Have an association with a person with a disability

What is a "disability?"

*…A physical or mental impairment that substantially limits one or more major life activities**

*www.eeoc.gov/laws/regulations/ada_qa_final_rule.cfm

ADA Trainer Network
Module 2e

Everyone is Different:

A Review of Types of Disabilities

General Types of Disabilities

Neurological disabilities

Physical and Mobility disabilities

Speech disabilities

Learning disabilities

Psychiatric disabilities

Hearing disabilities

Visual disabilities

Intellectual disabilities

The Market Case for Accessible Meetings, Events & Conferences
Vision
Hearing
Mobility
Cognitive/Developmental
Autoimmune
Veterans
Cancer
Cardiovascular
Diabetes
Arthritis
Respiratory
Baby Boomers
Temporary

Walking Aids

Mobility Aids

- White Cane

- Guide Dog
  - –Seeing Eye Dog
  - –seeingeye.org

Mid-Atlantic ADA Center

TransCen, Inc.
401 North Washington Street, Suite 450
Rockville, MD 20850

Toll-Free: 800.949.4232 (DC, DE, MD, PA, VA, WV)

Telephone	301-217-0124
Fax	301-251-3762
TTY	301-217-0124
Email	ADAinfo@transcen.org
Web	www.ADAinfo.org

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Public Right-of-Way: Safe & Usable

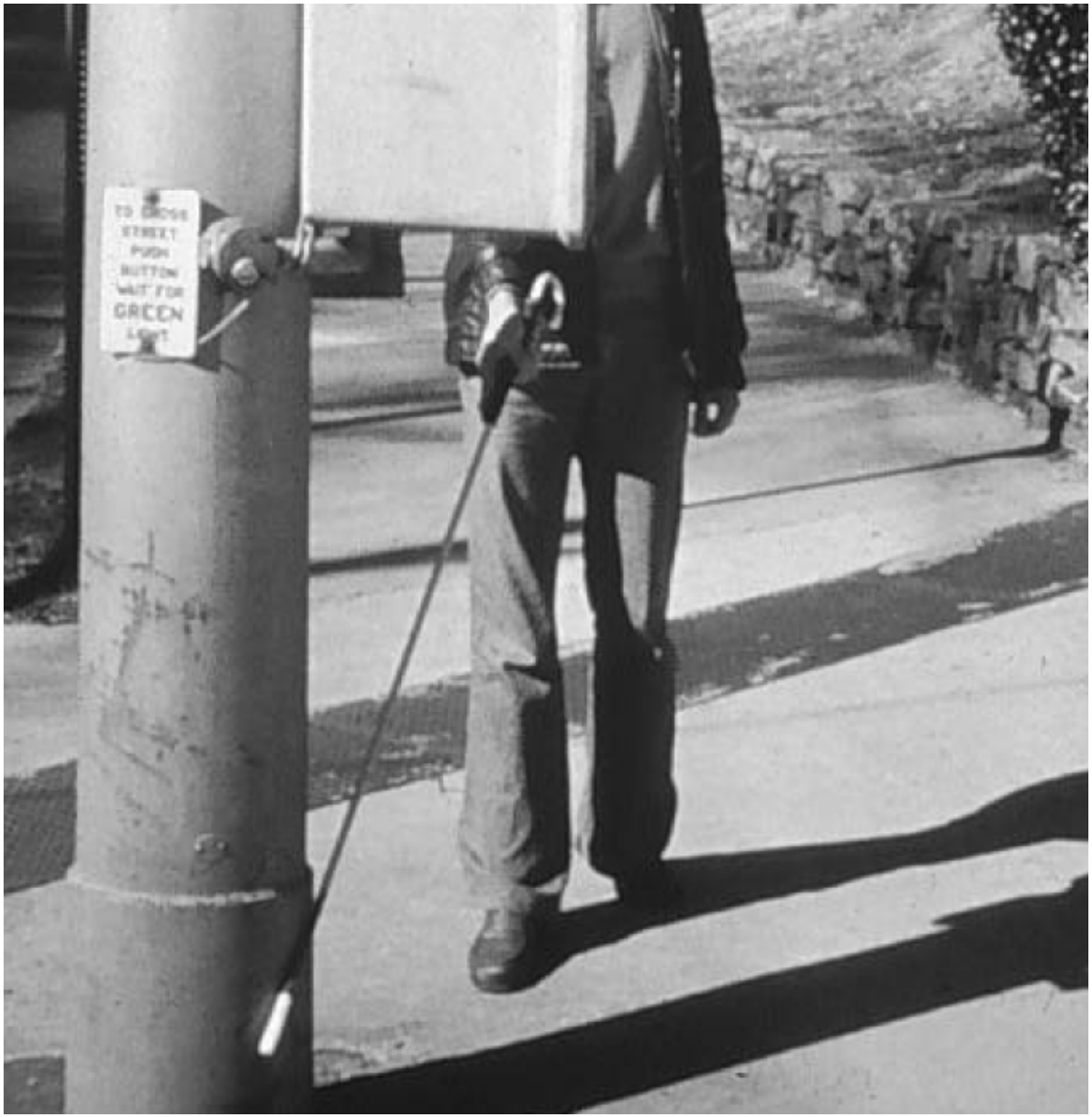
Public Right-of-Way: Safe & Usable

clear of obstructions

Obstacle
Width

Obstacle Horizontal Opening

Obstacle Vertical Difference



Obstacle Protruding Object

Obstacle Protruding Object

Obstacle - Vertical Clearance

Obstacle - Vertical Clearance

Obstacle Crossing Information

Obstacle
Crossing
Information

Obstacle Drainage

Obstacle - Continuous Network

Obstacle - Continuous Network

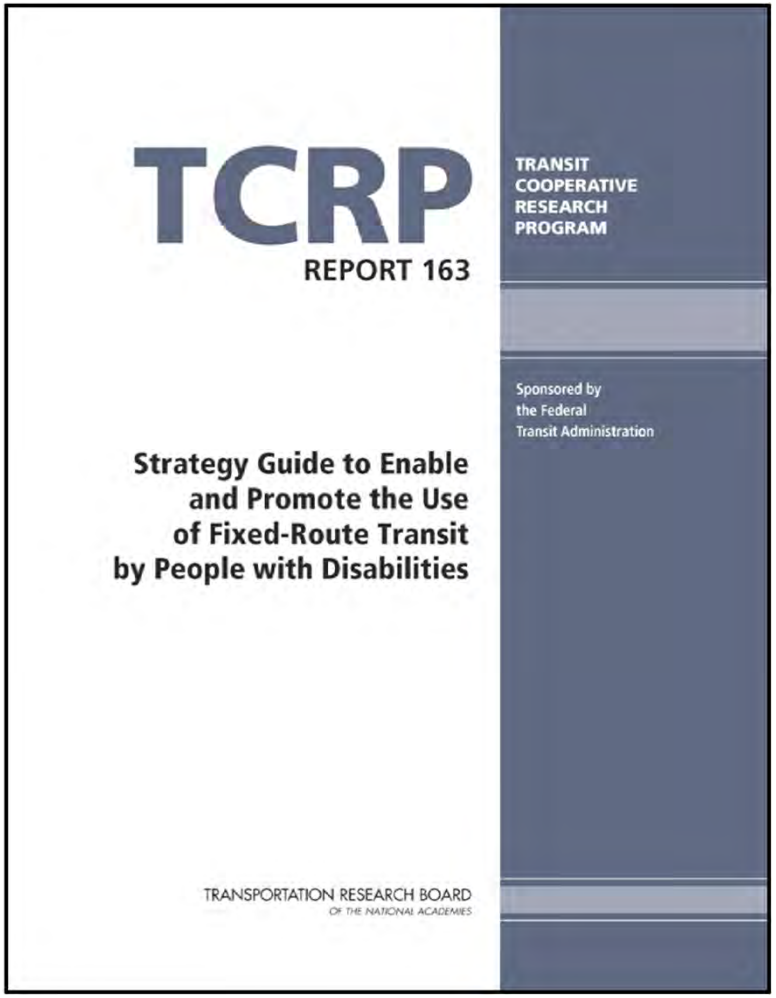
Obstacle - Continuous Network

Exiting
Ramp

TCRP Report 163

Sponsored by Federal Transit Administration

Strategy Guide to Enable and Promote the Use of Fixed-Route Transit by People with Disabilities



Benefits of Improving Pedestrian Infrastructure for Fixed Route Transit

Pedestrian Safety

Montgomery County, Maryland

Comparing 2011 to 2000

- Pedestrian collisions decreased by 4%
- Pedestrian fatalities decreased by 39%

Source: TCRP 163

Montgomery County, Maryland

Travel trainers with *Independence Now* contact Manager of Passenger Facilities about bus stops and routes that need to be improved so that people with disabilities can use fixed route buses.

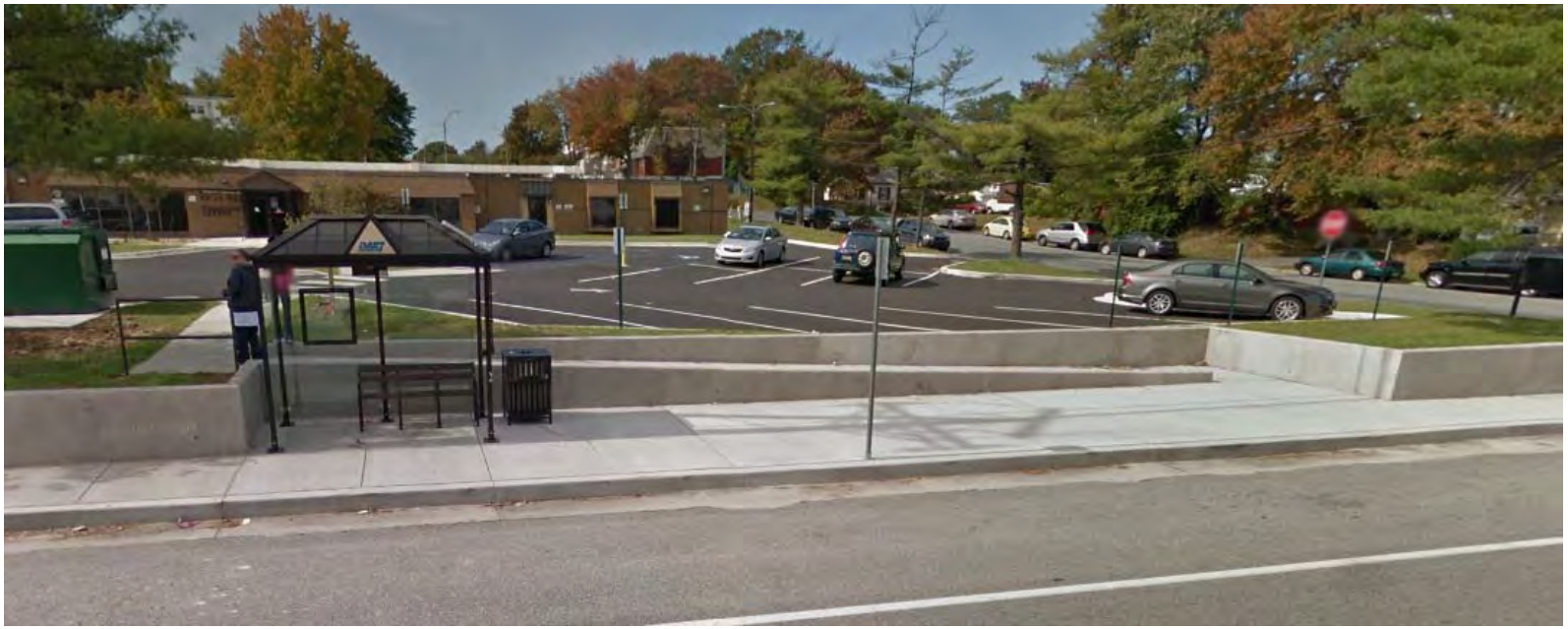
In general, bus ridership has increased following bus stop improvements because it is safer for pedestrians.

Source: Stacy Coletta

Example of What Works

$1.77 million FTA SOGR grant to DART

- Over 140 bus stop locations
- Experience, expertise and dedication of DART personnel Vinny Damiani and John Kotula
- Free communication to ask questions



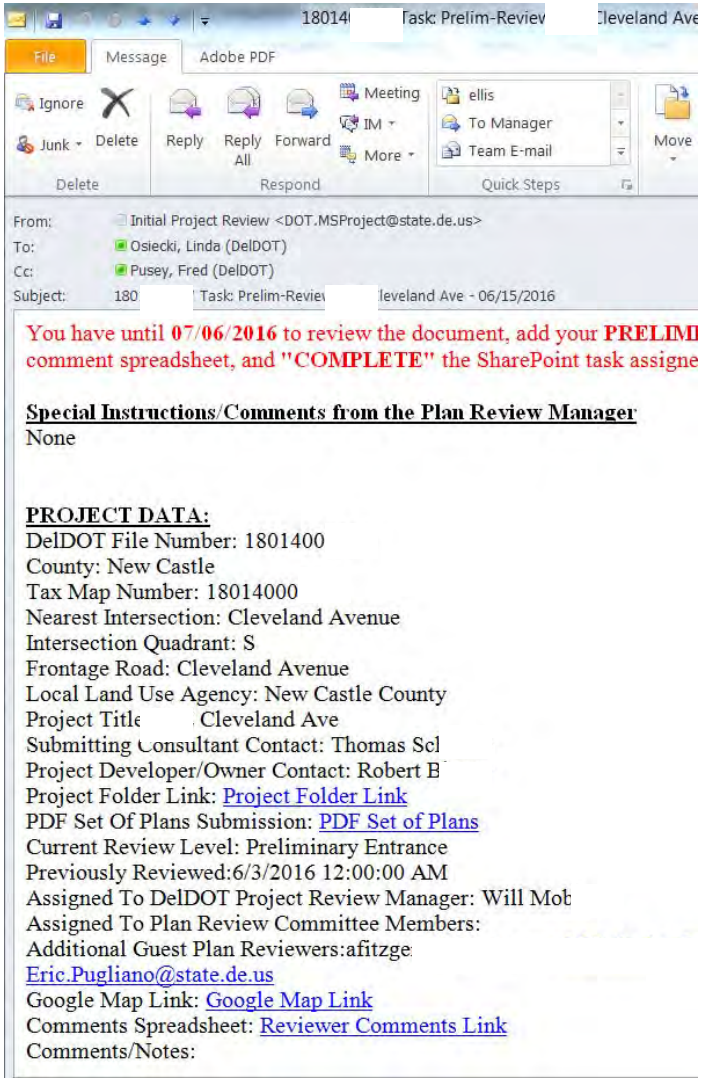
Example of What Works

Development Coordination Plan Review

New Castle County

- Subdivisions and commercial entrances
- Streamlined, interactive process:
  - Public Works permitting and construction staff
  - ADA review, Pedestrian Coordinator and Bicycle Coordination
  - New Castle County Land Use Department
- Experience, expertise and open communication

Example of What Works



18014 Task: Prelim-Review Cleveland Ave

File | Message | Adobe PDF

Ignore | Junk | Delete | Reply | Reply All | Forward | Meeting | IM | More | ellis | To Manager | Team E-mail | Move

Delete | Respond | Quick Steps

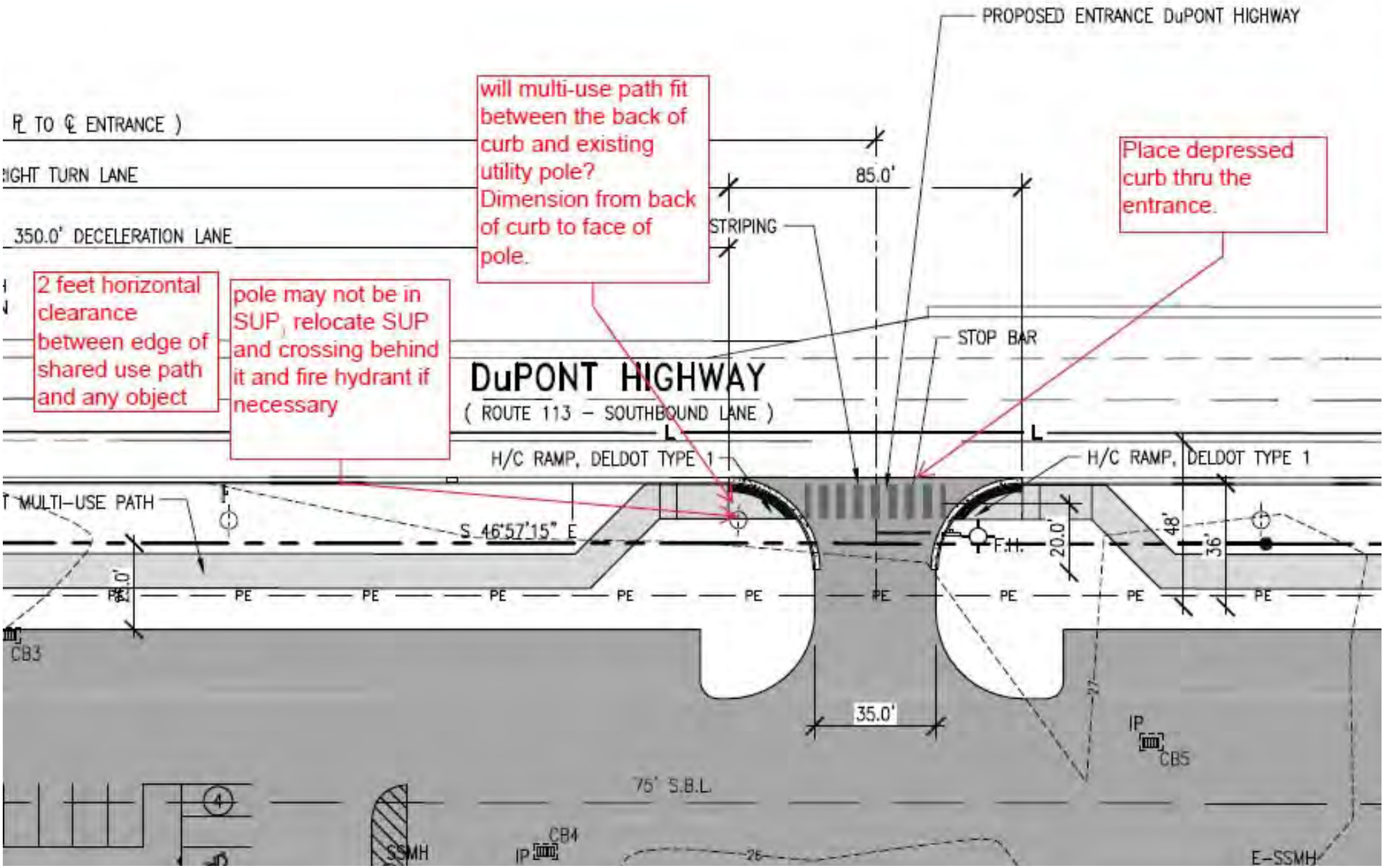
From: Initial Project Review <DOT.MSProject@state.de.us>
To: Osiecki, Linda (DelDOT)
Cc: Pusey, Fred (DelDOT)
Subject: 180 Task: Prelim-Revie leveland Ave - 06/15/2016

You have until **07/06/2016** to review the document, add your **PRELIM**
comment spreadsheet, and **"COMPLETE"** the SharePoint task assigne

Special Instructions/Comments from the Plan Review Manager
None

PROJECT DATA:
DelDOT File Number: 1801400
County: New Castle
Tax Map Number: 18014000
Nearest Intersection: Cleveland Avenue
Intersection Quadrant: S
Frontage Road: Cleveland Avenue
Local Land Use Agency: New Castle County
Project Title Cleveland Ave
Submitting Consultant Contact: Thomas Scl
Project Developer/Owner Contact: Robert B
Project Folder Link: Project Folder Link
PDF Set Of Plans Submission: PDF Set of Plans
Current Review Level: Preliminary Entrance
Previously Reviewed:6/3/2016 12:00:00 AM
Assigned To DelDOT Project Review Manager: Will Mob
Assigned To Plan Review Committee Members:
Additional Guest Plan Reviewers:afitzge
Eric.Pugliano@state.de.us
Google Map Link: Google Map Link
Comments Spreadsheet: Reviewer Comments Link
Comments/Notes:

Example of What Works



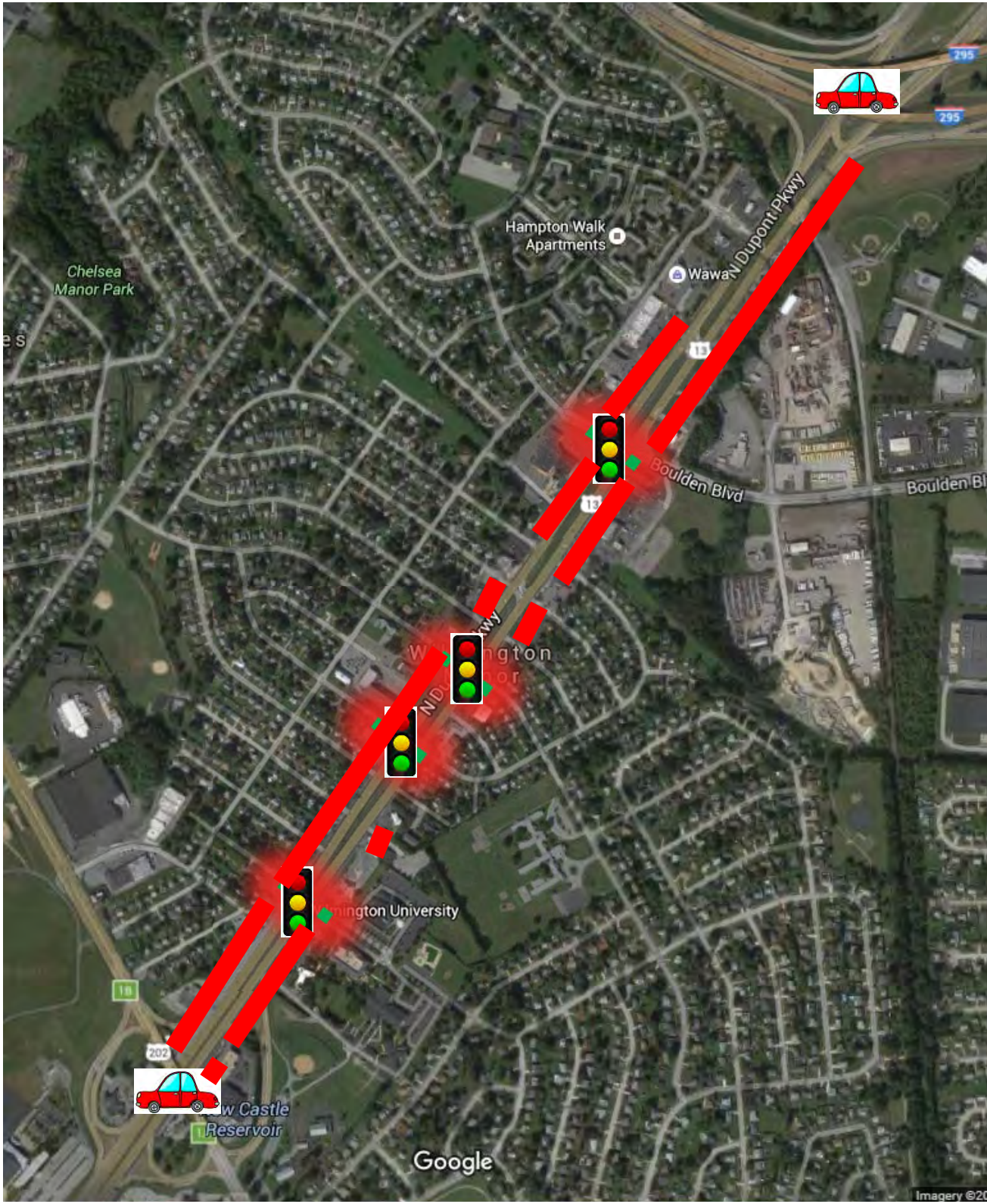
Example of What Works

Safe Routes to School

- Focus - student travel as pedestrians & bicyclists
- Open communication

Example of What Works

Route 13,
New Castle



Example of What Works

Route 13,
New Castle

Recommendations for Contracts to Improve Pedestrian Infrastructure

Contracts large enough for cost-effective, competitive contracting

- Intercity Transit of Olympia, Washington:

  15 to 20 stops

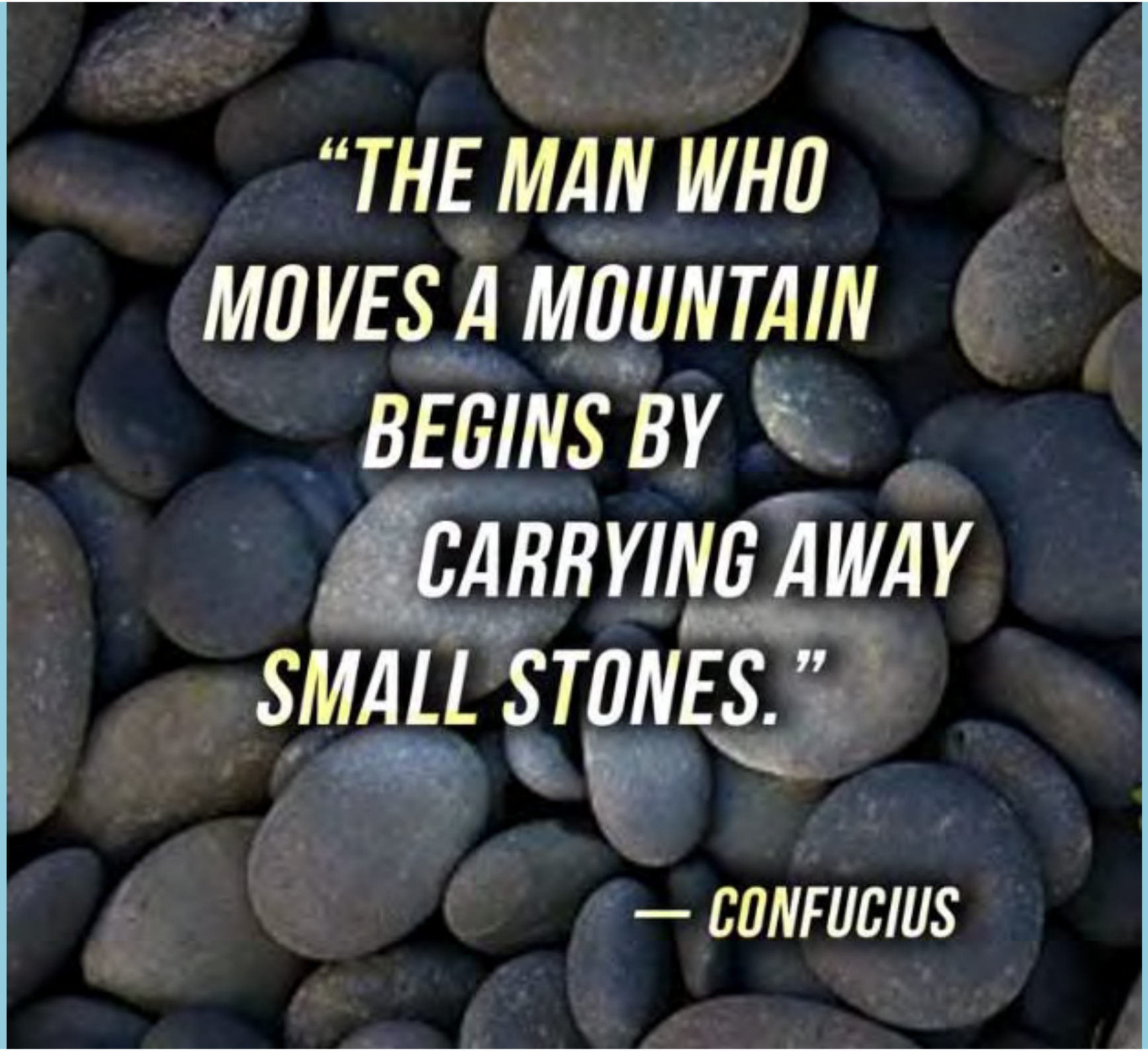
Source: TCRP 163

Recommendations for Contracts to Improve Pedestrian Infrastructure

Contracts large enough for cost-effective, competitive contracting

Open end contracts:

- $250,000 contract or 40+ isolated locations
  - Keep a construction crew busy for about a year
  - Flexibility in scheduling including geographic proximity


"THE MAN WHO
MOVES A MOUNTAIN
BEGINS BY
CARRYING AWAY
SMALL STONES."
— CONFUCIUS