

Comments, as of December 2021, to the draft ADA Transition Plan posted June 30, 2021

	Date received	Comments	Response
1	7/12/2021	avoid spending public money on revising existing ramps for minor changes.	Any non-compliant feature makes the whole curb ramp non-compliant. May not be feasible to correct just the ramp slope without touching the other parts of the curb ramp.
2	7/12/2021	Please ensure it's funding properly so it does not take 25 years.	Districts are given performance targets using available funding. Also the Settlement Agreement requires Caltrans to spend certain amount every year for a total of \$1.1B in 30 years to complete ADA improvements.
3	7/12/2021	Find a way to remove truncated domes, and to stop requiring them. They do not assist the visually impaired enough (or any?) to account for how terrible they are for anybody using a wheeled assistive device, or a cane, or crutches, or merely those who cannot lift their feet well. Truncated domes are the enemy for the millions of people with mobility issues. We use them everywhere due to a false sense that they really help those who are visually impaired. If they do help, it isn't enough to put the rest of the world at risk.	Installation of the detectable warning surface (DWS) and its current design are required by the Federal Highway Administration (FHWA) for highway facilities within the State's right-of-way to comply with the ADA.
4	7/13/2021	I am confused as to what the actual plan is? This document has numerous definitions, references to laws/documents/programs/etc. but doesn't actually lay a plan out.	Caltrans after developing the inventory of the access barriers has several methods to deliver the ADA improvements.
5	7/14/2021	On number 8 all of the above. We should have more than one choice on the survey.	Question is about ranking the priorities among the choices.
6	7/26/2021	Install sidewalks isn't an option anywhere, implying that sidewalks exist in all places, but they don't.	The combination of the Complete Streets Program and ADA Program will increase number of accessible sidewalks.
7	8/3/2021	Better detail regarding projects would be helpful especially the 10 year project book as most people do not have information regarding post miles so actual street names would be helpful.	HQ Asset Management has created Dashboard to provide public access to project information. See https://dot.ca.gov/programs/asset-management/caltrans-project-portal
8	8/12/2021	there are too few options here. Consider adding an "other" so respondents can respond with their own specific concerns.	Question 9 allows for additional concerns/comments.
9	8/13/2021	Audible crosswalk systems are truly needed.	This is available when Accessible pedestrian signals are installed.
10	8/17/2021	Caltrans has ignored those who are NOT using cars for a LONG long time. How about spending some significant money to catch up.	Districts are given performance targets using available funding. Also the Settlement Agreement requires Caltrans to spend certain amount every year for a total of \$1.1B in 30 years to complete ADA improvements.
11	8/19/2021	There is no sidewalk on the south side of Pacific Coast Highway in Long Beach between the traffic circle and Clark. This makes it dangerous and inaccessible for people in wheelchairs.	District is initiating a new ADA Project to upgrade all pedestrian pathways and access from the LA County/ Orange County line (PM 0.0) to Temple Avenue (PM 4.51) in Long Beach. The missing sidewalks on the south side of Pacific Coast Highway in Long Beach between the traffic circle and Clark Ave (LA 1 PM 2.88/3.6) are included in our new ADA project.
12	8/19/2021	don't take too long	Districts are given performance targets using available funding. Also the Settlement Agreement requires Caltrans to spend certain amount every year for a total of \$1.1B in 30 years to complete ADA improvements.
13	8/23/2021	High traffic intersections are the most dangerous. The ALL STOP TRAFFIC/WALK ONLY 4 directions is very effective for safety.	Generally, a traffic operations/safety investigation needs to be on case by case basis to determine appropriate countermeasure.
14	8/23/2021	How will this affect the already busy construction going on in the city?	Construction schedule considers volume of traffic. Countermeasures include night work, detours. If needed, temporary pedestrian access routes are provided.
15	8/26/2021	none	N/A

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16	8/26/2021	none at this time	N/A
17	8/26/2021	Haven't read it	N/A
18	9/9/2021	<p>I didn't see anywhere stating that Caltrans is looking at more than just physical barriers since accessibility extends beyond just the physical elements. Perhaps an added reference to other projects, documents or initiatives that Caltrans is doing beyond just physical accessibility would be helpful. An example being prioritizing disadvantaged communities, showing the recognition of socioeconomic factors. More than just the distribution of the document, are there ways Caltrans can make sure you are getting responses from outreach efforts, including the California Council of the Blind, etc.?</p>	<p>Add in the Introduction section, 2nd paragraph:</p> <p>The ADA Transition Plan also supports Caltrans' Equity Statement, a commitment to eliminate barriers for providing equitable transportation for all particularly communities of color and under-served communities.</p>