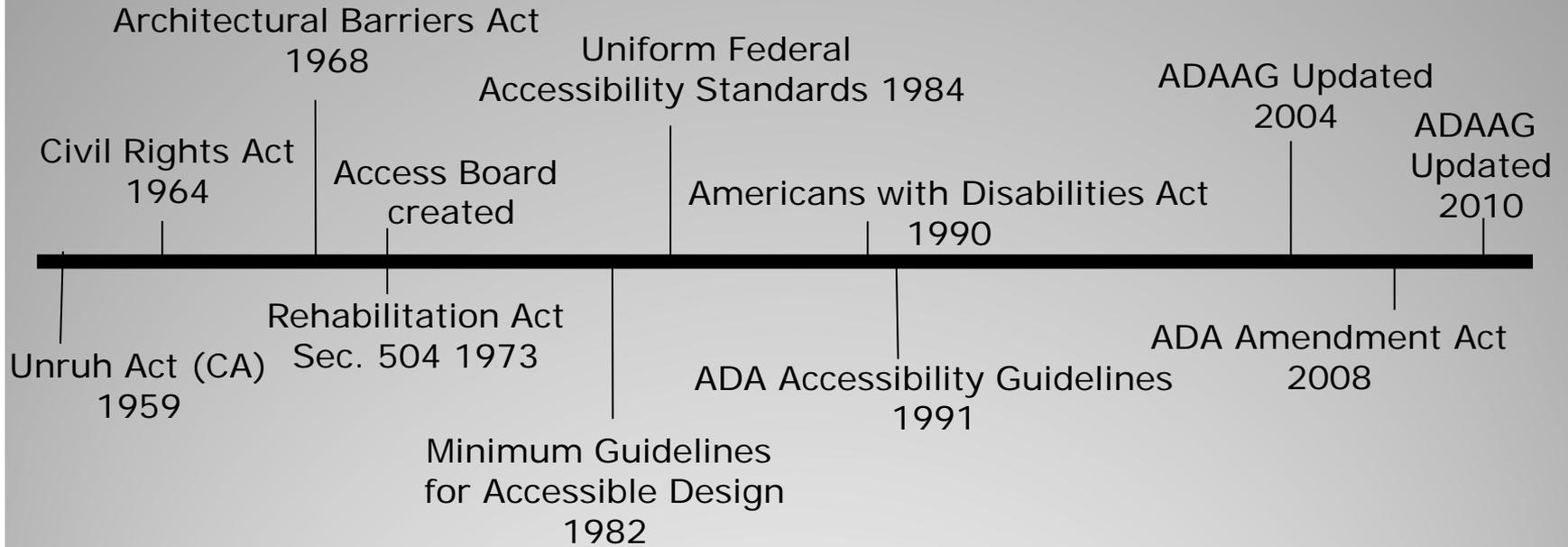




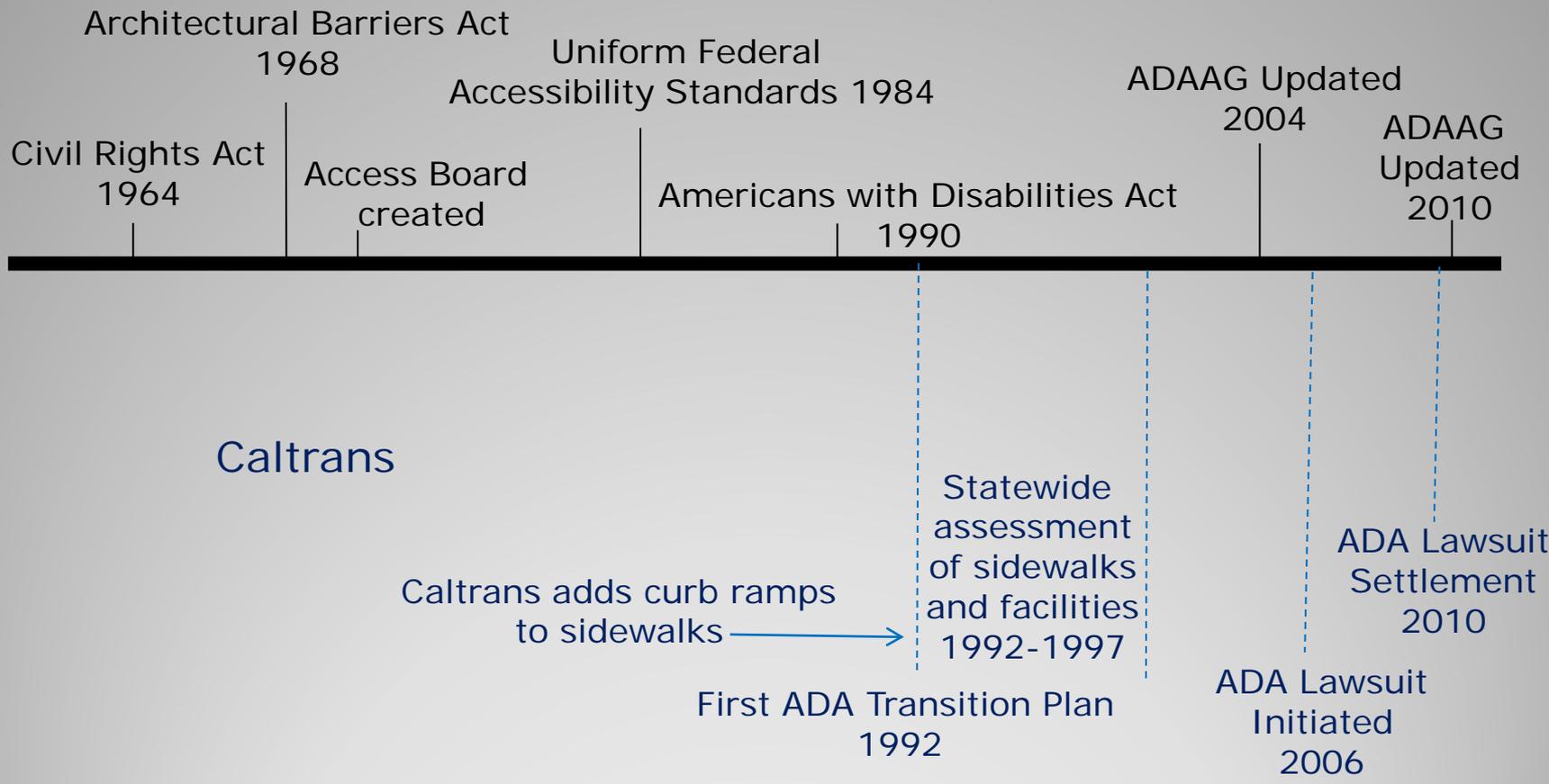


Accessibility in Caltrans

Darold Heikens , Chief
Caltrans ADA Infrastructure Program



History of Accessibility



Caltrans

Caltrans adds curb ramps to sidewalks →

History of Accessibility

What has the Lawsuit Changed?

- **Annual Expenditure**: \$1.1 billion over next 30 years on ADA only projects. \$25-45 million must be spent annually.
- **CAPM Projects**: CAPM projects will now require that all adjoining curb ramps be brought up to current ADA standards as part of the project.
- **Grievance Procedure**: All Grievances and Access Requests must be responded to within specific timelines and are priority for projects.
- **Accessibility Guidelines**: DIB 82 must be revised and accessibility of Temporary Routes through or around Work Zones must be defined and summarized.
- **Access Consultant**: the Department must retain an Access Consultant to provide a third party review and report on the Department's actions to the plaintiffs.
- **Annual Report**: Each federal fiscal year an Annual Report must be completed.

2010 ADA Lawsuit Settlement

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2010 ADA Lawsuit Settlement

What hasn't Changed?

- **ADA Program:** Even without the lawsuit settlement, as one of the largest public works agencies in the country, we should have a vibrant, proactive, state-of-the-art accessibility program.
- **Caltrans is a recipient of Federal Funds:** As such we are subject to the requirements of Section 504 and all Federal ADA laws and regulations.
- **Caltrans must comply with all State ADA requirements:** Includes Title 24 of the California Building Code and other ADA related laws and regulations.
- **ADA Improvements in New Construction and Rehabilitation Projects:** As before highway rehabilitation (2R and 3R) projects as well as other infrastructure improvement work and new construction triggers a requirement for immediate curb ramp and other pedestrian route accessibility improvements.
- **Transition Plan for Unfunded ADA Barriers:** Caltrans continually assesses its pedestrian infrastructure to determine accessibility barriers. Barriers that cannot be removed immediately due to funding or priority are placed on the Transition Plan for future projects. Completed locations are identified as such in the plan.

2010 ADA Lawsuit Settlement



Who are our Stakeholders in
the ADA community?

ADA Stakeholders

Traditional users:

Wheelchair users



Blind



ADA Stakeholders

Current user group:

Powered mobility devices



Limited vision / Animal assisted



ADA Stakeholders

Current user group:

Young students and families



Elderly



ADA Stakeholders

Other users:

Temporary disabilities



Parents with strollers



ADA Stakeholders

Stakeholder Statistics?

- **Approximately 15% of the adult population has a disability.**
- **70% of the all persons with disabilities are over the age of 45.**
- **The majority of persons with a sight impairment suffered that impairment as an adult and don't read braille.**
- **Most persons with a disability are gainfully employed.**
- **Walking and transit are the primary form of transportation for persons with a disability.**

ADA Stakeholders

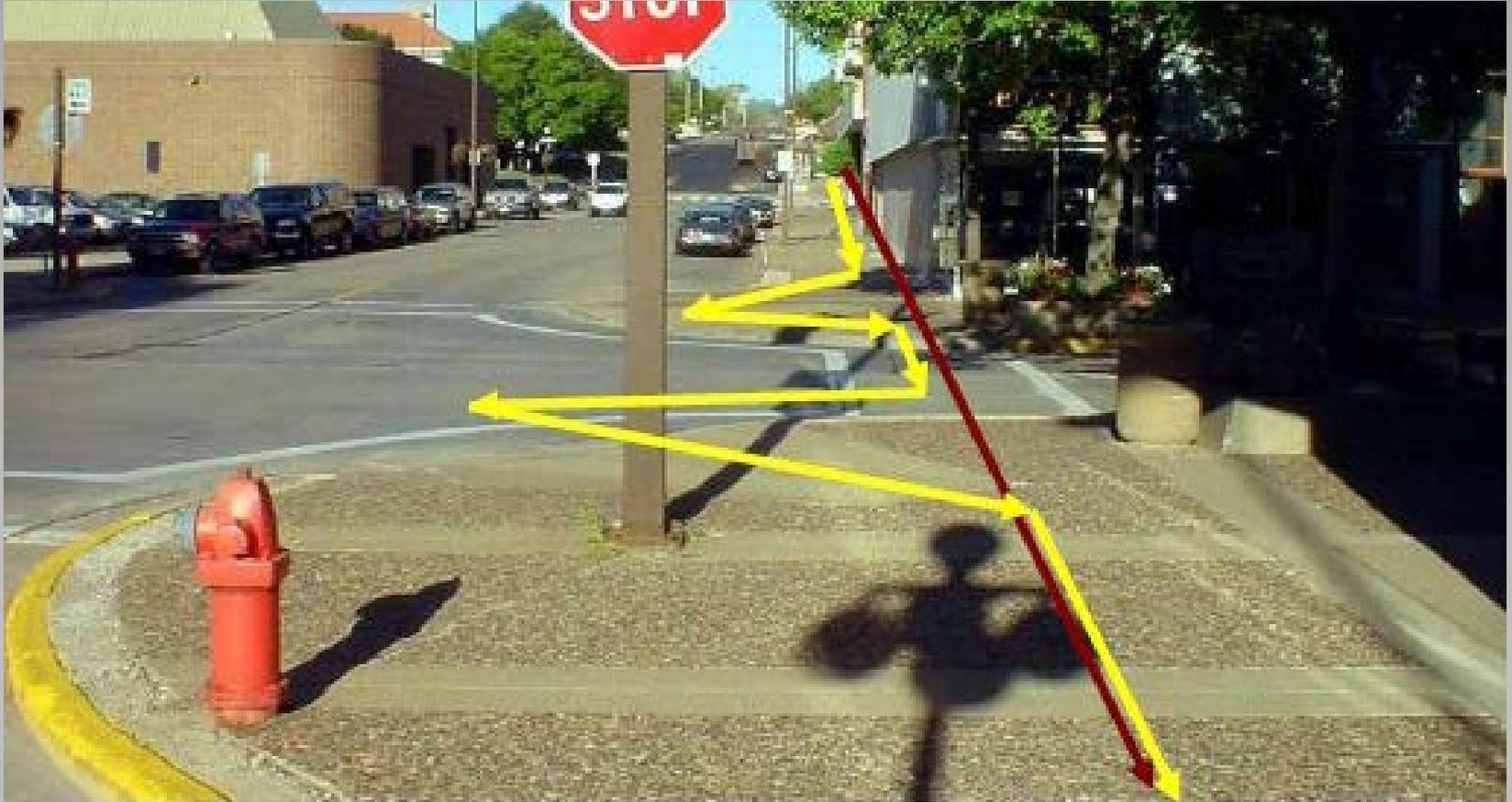


Line them up?



ADA Concerns

Line them up?



ADA Concerns

Some time today?



ADA Concerns

Will they yield?



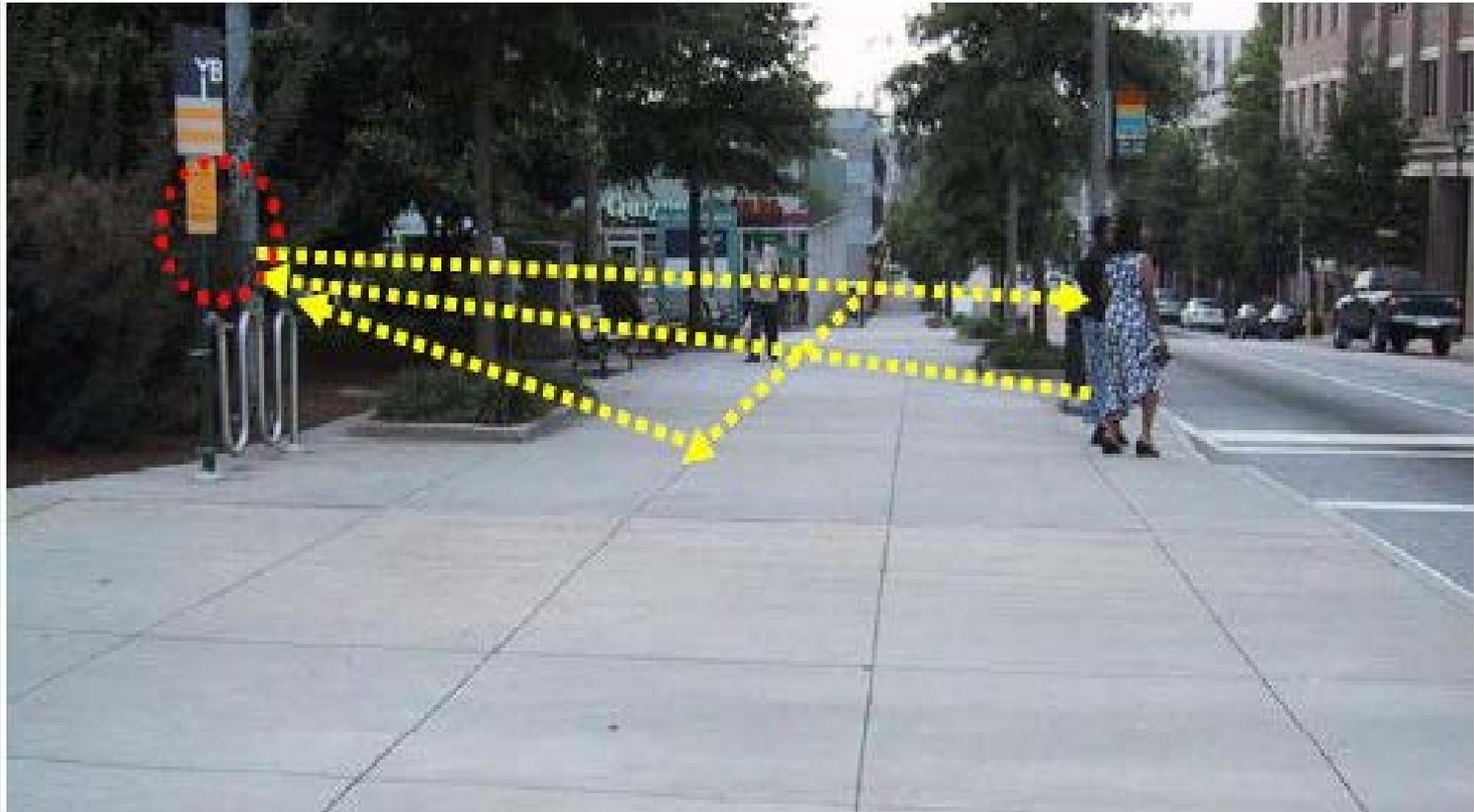
ADA Concerns

Can you see me?



ADA Concerns

Button, button where's the button?



ADA Concerns

Button, button where's the button?



ADA Concerns

Clear path of travel?



ADA Concerns

Clear path of travel?



ADA Concerns



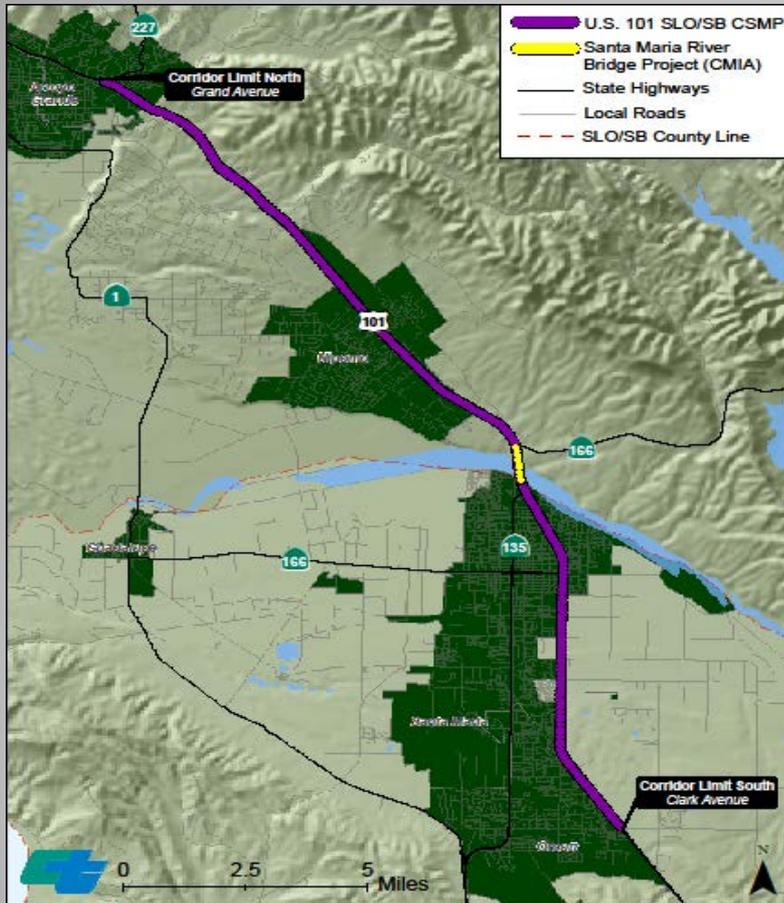
Where do you fit in?



- System Planning
- Regional Planning
- City and County Planning
- Funding Programs
- PID Development
- PDT Involvement

ADA and Transportation Planning

Where do you fit in?



- Caltrans System Planning

- Route Concept Reports (RCR) and Transportation Concept Reports (TCR)
 - large scale ADA projects
- Transportation System Development Program (TSDP)
 - priorities (pedestrians and accessibility projects)
- District System Management Plans (DSMP)
 - relinquishments

ADA and Transportation Planning

Where do you fit in?

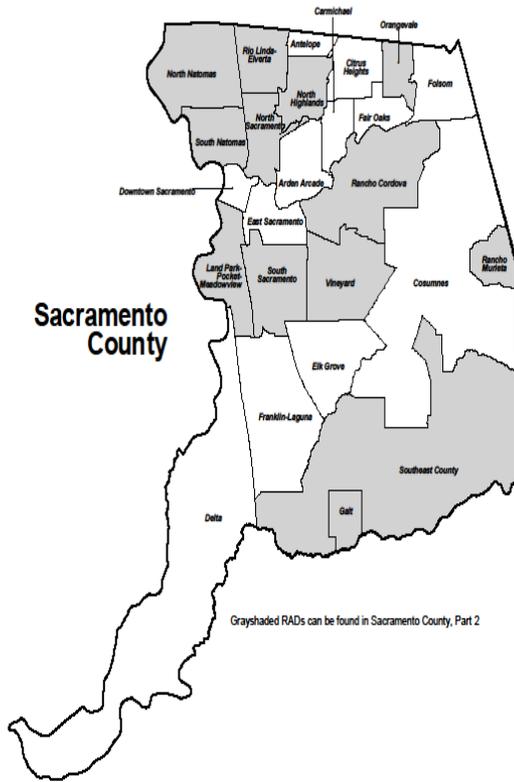


FIGURE E-2
MAP 1 - NORTH BAY
PROPOSED REGIONAL BIKEWAY SYSTEM

- Regional Planning (RTPAs/MPOs)
 - Regional Transportation Plans
 - Pedestrian Plan
 - Discussion of non-motorized facilities/needs
 - Transportation Funding (STIP, RSTP, CMAQ)
 - Transit/Paratransit/Unmet Needs
 - Modal Connections

ADA and Transportation Planning

Where do you fit in?



- City and County Planning
- Projects on State Right of Way
- General Plan
 - circulation, housing, safety elements
- Transportation/Land Use
 - IGRs

ADA and Transportation Planning

Where do you fit in?



•Funding Programs

- STIP/SHOPP
- RIP
- RSTP / CMAQ
- ATP

ADA and Transportation Planning

Where do you fit in?



•PID Development

- All projects, State and local, in the planning phase should consider what accessibility and pedestrian safety features should be added or upgraded as part of the project.
- Project construction costs, support resources and schedules should take those elements into account.
- All new construction and rehabilitation projects are required to include ADA upgrades in the project scope if they adjoin or impact a pedestrian feature.

ADA and Transportation Planning

Where do you fit in?



- PDT Involvement
- Be the advocate for non-motorized transportation modes.
- Look for opportunities to make pedestrian facilities safer and more accessible.
- Bring other resource materials and funding sources to the table.
- Review the finished product to insure follow-through.

ADA and Transportation Planning



Resources

- FHWA Guidance
- Caltrans Guidance
 - HDM
 - CAMUTCD
- District Design Coordinator/Reviewer
- District ADA Engineer
- District ADA Liaison
- Headquarters ADA Infrastructure Program
 - Alex Morales, ADA Coordinator

