Introductions

• ODOT Staff
  – Elizabeth Blais, Assistant Division Manager, Civil Rights Division & Interim ADA Coordinator
  – Jenny Chong, Division Manager, Civil Rights Division

• Consultant Project Team
  – Kimley-Horn
    • Brian Shamburger, P.E., Consultant Project Manager
    • Erin Eurek, P.E. (TX)
  – Accessology
    • Kristi Avalos, RAS (TX)
    • Trinia Mullins
ODOT Public Meetings

- 2/8/16: Tulsa (Rudisill Regional Library)
- 2/9/16: Oklahoma City (City Hall Council Chambers)
- 2/10/16: Lawton (City Hall Banquet Hall)
Meeting Outline

• Goals and Objectives
• Background on ADA
• ADA Transition Plans
• 2016 ODOT ADA Transition Plan
• Next Steps
• Public Input
GOALS AND OBJECTIVES
Goals and Objectives

• Improve accessibility for the public
• Encourage participation from public and disabled community
• Educate ODOT staff and the public on the requirements of the ADA
• Develop a comprehensive list of barriers
• Provide detailed outline of methods to remove barriers
• Provide a realistic schedule with cost projections for the removal of barriers
• Identify funding sources and opportunities to implement a barrier removal program
BACKGROUND ON ADA
Background on ADA

- Title II of the Americans with Disabilities Act (ADA) covers state and local governments and non-discrimination based on disability
  - Enforced by the Department of Justice (DOJ)
  - U.S. Access Board develops and maintains ADA Standards for design of new construction and alterations
Title II

• Requires local governments to:
  – Develop a grievance procedure
  – Designate someone to oversee Title II compliance (ADA Coordinator)
  – Perform and retain a self-evaluation for 3 years
  – Develop a Transition Plan if structural changes are necessary for achieving program accessibility
Why Now?

• Since 1999, a wave of litigation through Project Civic Access, is checking the work municipalities have done in taking actions on their ADA plans.

• 207 settlement agreements with 192 localities in all 50 states, in most cases, the review was undertaken on the DOJ’s own initiative.

• Compliance sites were chosen based on desire to visit every state, population, proximity to a university or tourist attraction.
Title II – Basic Requirements

• Must ensure that individuals with disabilities are not excluded from programs, services, and activities (including pedestrian facilities)

• New construction and altered facilities must be free of architectural and communication barriers

• Does not require that an entire facility be barrier free as long as access to individual programs, activities, and services is provided
Public Entity Requirements

• Designate a responsible employee for resolving ADA issues
• Make person’s name and phone number available to public
• Disseminate information to the public informing them of rights and protections afforded by ADA
• Develop a grievance procedure
Common Issues to Avoid

• Assuming a building or program is "Grandfathered" – ADA has no "Grandfather" clauses

• Assuming "close enough" approach to access, especially with new construction

• Adding a new service or program without reviewing the impact for citizens with disabilities
Common Issues to Avoid

• Assuming OLD buildings are allowed exceptions under “historical preservation”
• Resurfacing streets and creating or not addressing access problems
• Installation of pedestrian pushbuttons where they shouldn’t be or where they are non-compliant
• Poor communication between departments on the requirements
• Lack of training regarding access
ADA TRANSITION PLANS
ADA Transition Plans

• Why do agencies need them?
  – Identify physical barriers
  – Identify grievance procedures
  – Required by the ADA
Requirements

• Transition Plan must contain the following components:
  – Designate an ADA Coordinator
  – Identify a Complaint / Grievance Process
  – Develop / Adopt Design Standards
  – Provide Notice to public about ADA requirements / Identify Public Involvement Opportunities
  – Identify Barriers to Access
    • Identify Plan (time and budget) to Remove Barriers
    • Monitor progress on implementation of Plan & reevaluation of schedule
Reasonable Modification

- Reasonable Modification – public entities must reasonably modify their rules, policies, and procedures to avoid discrimination against people with disabilities.
  - Requiring a driver’s license as proof of identity is a policy that would be discriminatory since there are individuals whose disability makes it impossible for them to obtain a driver’s license.
  - In that case, it would be a reasonable modification to accept another type of government issued I.D. card as proof of identification.
Process Overview

- Every program or inaccessible facility identified in the self-evaluation needing structural modifications for accessibility must be in the Transition Plan.
- Specify the steps to achieve accessibility.
- Solicit input from all interested parties.
- Copy of plan available for public inspection.
2016 ODOT ADA Transition Plan

- Project Scope
- ADA Liaison Committee
- Self-Evaluation
- Staff Training
Project Scope

• Inventory of Existing Pedestrian Facilities

• Self-Evaluation
  – Programs, Procedures, and Policies Review
  – Policy and Procedures Development
  – Design Standards Review
Project Scope

- Self-Evaluation (cont.)
  - Facilities Review
    - Weight Stations
    - Rest Stops/Turnouts
    - Tourism Information Centers/Welcome Centers
    - Signalized Intersections
    - Sidewalks
    - Buildings
    - Capitol Complex Parking Lots
Project Scope

• Transition Plan Development
  – Evaluation Methodology
  – Prioritization Criteria
  – On-going Budget
  – Summary Document

• Staff Training

• Public Meetings
ADA Liaison Committee

- Internal committee set up at beginning of project
- Help guide project and provide input
- Includes representatives from each Maintenance Division
Self-Evaluation

Programs, Policies, and Procedures

• Current Design Standards
• Staff Training
• Human Resources Job Descriptions and Process
• Website
• ADA Compliance by Resolution Process
• Emergency Standard Operating Procedures for all Divisions
• National Summer Transportation Institute Program
• Construction Manual
Self-Evaluation

Programs, Policies, and Procedures

• Process for Accessible Pedestrian Signals and Curb Ramp Requests
• Accessible Building Entrances
• Title VI Complaint Form
• Title VII Complaint Form
• Building Lease Language
• Vacancy Announcement Language
• Municipality Project Agreement Language
Self-Evaluation
Programs, Policies, and Procedures

• Tools to Build Your Future (Career Fair)
• Engineer-in-Training
• Public Outreach Programs
• Planning and Research Day
• Public Meetings for Project
• Job-specific Tours
• Transit Events
• Correcting Transition Plan Elements Process
Self-Evaluation

Programs, Policies, and Procedures

Policy and Procedures Development

• Consultant Packages
• Consultant Certification Policy
• Document Review Procedure
• Project Inspection Procedures including checklists
### Self-Evaluation
#### Facility Evaluations

<table>
<thead>
<tr>
<th>Facility Type</th>
<th>Number Evaluated</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weigh Stations</td>
<td>11</td>
</tr>
<tr>
<td>Rest Stops</td>
<td>10</td>
</tr>
<tr>
<td>Turnouts</td>
<td>19</td>
</tr>
<tr>
<td>Tourism Information Centers/Welcome Centers</td>
<td>12</td>
</tr>
<tr>
<td>Buildings</td>
<td>141</td>
</tr>
<tr>
<td>Capitol Complex Parking Lots</td>
<td>19</td>
</tr>
<tr>
<td>Signalized Intersections</td>
<td>1,104</td>
</tr>
<tr>
<td>Sidewalk (miles)</td>
<td>589.7</td>
</tr>
</tbody>
</table>
### Self-Evaluation

**Weigh Stations**

**All Divisions**

<table>
<thead>
<tr>
<th>Feature</th>
<th>Parking</th>
<th>Path of Travel</th>
<th>Building Entrance</th>
<th>Restrooms</th>
<th>Break Room</th>
<th>Drinking Fountains</th>
</tr>
</thead>
<tbody>
<tr>
<td>Permanently Closed</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>11 Weigh Stations</td>
</tr>
<tr>
<td>Amenity Does Not Exist</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td>Non-compliant</td>
<td>11</td>
<td>11</td>
<td>11</td>
<td>11</td>
<td>11</td>
<td>11</td>
</tr>
<tr>
<td>Compliant</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>% Compliant</td>
<td>0.0%</td>
<td>0.0%</td>
<td>0.0%</td>
<td>0.0%</td>
<td>0.0%</td>
<td>0.0%</td>
</tr>
</tbody>
</table>
Self-Evaluation
Weigh Stations

Common Issues
- Parking
- Path of Travel
- Building Entrances
- Restrooms
- Breakrooms
- Drinking Fountains
Self-Evaluation
Weigh Stations

No accessible parking and a step to get inside is common in weigh stations.
Self-Evaluation
Weigh Stations

Some weigh stations had clearly been abandoned.

Some weigh stations were newly constructed, with steps at the only entrance.
# Self-Evaluation

## Rest Stops

### All Divisions

<table>
<thead>
<tr>
<th>Feature</th>
<th>Parking</th>
<th>Building Entrance</th>
<th>Restrooms</th>
<th>Animal Relief Area</th>
<th>Picnic Area</th>
<th>Truck Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Permanently Closed</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Amenity Does Not Exist</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>4</td>
<td>3</td>
<td>---</td>
</tr>
<tr>
<td>Non-compliant</td>
<td>7</td>
<td>9</td>
<td>5</td>
<td>6</td>
<td>5</td>
<td>10</td>
</tr>
<tr>
<td>Compliant</td>
<td>2</td>
<td>0</td>
<td>4</td>
<td>0</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>% Compliant</td>
<td>22.2%</td>
<td>0.0%</td>
<td>44.4%</td>
<td>0.0%</td>
<td>28.6%</td>
<td>0.0%</td>
</tr>
</tbody>
</table>

10 Rest Stops
Self-Evaluation

Rest Stops

• Common Issues
  – Parking
  – Building Entrances
  – Restrooms
  – Animal Relief Areas
  – Picnic Areas
  – Truck Areas
Self-Evaluation

Rest Stops

Some exits were closed

Some rest areas were closed permanently
Self-Evaluation
Rest Stops

- No access from the truck parking to restroom entrance
- Non-compliant ramps without curb ramps
Self-Evaluation

Rest Stops

Non-compliant path of travel to the restroom building

Non-compliant ‘accessible’ stalls
Self-Evaluation

Turnouts

• All Divisions
  – 32 turnouts identified, but none had amenities to evaluate
    • 11 permanently closed
    • 2 under construction
Self-Evaluation

Turnouts

No amenities are offered at the turn-outs
# Self-Evaluation Tourism Information

## Centers/Welcome Centers

### All Divisions

<table>
<thead>
<tr>
<th>Feature</th>
<th>Parking</th>
<th>Path of Travel</th>
<th>Building Entrance</th>
<th>Counter</th>
<th>Restrooms</th>
<th>Break Room</th>
<th>Retail Area</th>
<th>Animal Relief Area</th>
<th>Picnic Area</th>
<th>Gift Shop</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amenity Does Not Exist</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>10</td>
<td>10</td>
<td>1</td>
<td>2</td>
<td>---</td>
</tr>
<tr>
<td>Non-compliant</td>
<td>3</td>
<td>10</td>
<td>1</td>
<td>4</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>5</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Compliant</td>
<td>9</td>
<td>2</td>
<td>11</td>
<td>8</td>
<td>11</td>
<td>1</td>
<td>1</td>
<td>6</td>
<td>9</td>
<td>12</td>
</tr>
<tr>
<td>% Compliant</td>
<td>75.0%</td>
<td>16.7%</td>
<td>91.7%</td>
<td>66.7%</td>
<td>91.7%</td>
<td>50.0%</td>
<td>50.0%</td>
<td>54.5%</td>
<td>90.0%</td>
<td>100%</td>
</tr>
</tbody>
</table>
Self-Evaluation Tourism Information
Centers/Welcome Centers

• Common Issues
  – Parking
  – Building Entrances
  – Counters
  – Restrooms
  – Animal relief areas
  – Picnic Areas
  – Truck areas
Self-Evaluation Tourism Information
Centers/Welcome Centers

Excessive slope to the building entrance

Some had fully compliant stalls
Self-Evaluation Tourism Information
Centers/Welcome Centers

Non-compliant path of travel because of built up curb ramp in access aisle

Non-compliant path of travel to the picnic table
Self-Evaluation Tourism Information

Centers/Welcome Centers

Lowered counters are full of computers and brochures

Signage incorrectly mounted on the door
# Self-Evaluation

## Buildings

### All Divisions

<table>
<thead>
<tr>
<th>Feature</th>
<th>Parking</th>
<th>Path of Travel</th>
<th>Building Entrance</th>
<th>Restrooms</th>
<th>Break Room</th>
<th>Drinking Fountains</th>
</tr>
</thead>
<tbody>
<tr>
<td>Permanently Closed</td>
<td></td>
<td></td>
<td></td>
<td>7 Buildings</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Removed from Scope</td>
<td></td>
<td></td>
<td></td>
<td>2 Buildings</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Plan Review Only</td>
<td></td>
<td></td>
<td></td>
<td>2 Buildings</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Amenity Does Not Exist</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>9</td>
<td>20</td>
<td>15</td>
</tr>
<tr>
<td>Non-Compliant</td>
<td>119</td>
<td>117</td>
<td>114</td>
<td>116</td>
<td>109</td>
<td>111</td>
</tr>
<tr>
<td>Compliant</td>
<td>3</td>
<td>5</td>
<td>8</td>
<td>5</td>
<td>1</td>
<td>4</td>
</tr>
<tr>
<td>% Compliant</td>
<td>2.5%</td>
<td>4.1%</td>
<td>6.6%</td>
<td>4.1%</td>
<td>0.9%</td>
<td>3.5%</td>
</tr>
</tbody>
</table>
Self-Evaluation

Buildings

• Common Issues
  – Parking
  – Path of Travel
  – Building Entrances
  – Restrooms
Self-Evaluation
Buildings

Non-compliant path of travel

Steps into the building entrances
Self-Evaluation

Buildings

Out of order elements required for access, such as this elevator

Non-compliant slopes in front of entry doors and non-compliant parking signage
Self-Evaluation

Buildings

Non-compliant door maneuvering clearances

Non-compliant ‘accessible’ stall
# Self-Evaluation

## Capitol Complex Parking Lots

<table>
<thead>
<tr>
<th>Feature</th>
<th># of HC Spaces</th>
<th>Path of Travel</th>
<th>Slope</th>
<th>Access Aisle</th>
<th>Surface</th>
<th>Signage</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amenity Does Not Exist</td>
<td>NA</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>Non‑Compliant</td>
<td>12</td>
<td>9</td>
<td>5</td>
<td>10</td>
<td>3</td>
<td>12</td>
<td>2</td>
</tr>
<tr>
<td>Compliant</td>
<td>7</td>
<td>7</td>
<td>11</td>
<td>6</td>
<td>13</td>
<td>4</td>
<td>NA</td>
</tr>
<tr>
<td>% Compliant</td>
<td>36.8%</td>
<td>36.8</td>
<td>57.9%</td>
<td>31.6 %</td>
<td>68.4%</td>
<td>21.1 %</td>
<td></td>
</tr>
</tbody>
</table>
Self-Evaluation
Capitol Complex Parking Lots

• Common Issues
  – Not enough accessible space
  – No van spaces
  – No access aisles
  – Signage too low or missing
  – No accessible covered parking
Self-Evaluation

Capitol Complex Parking Lots

Covered parking is offered, but no accessible covered parking provided.

No access aisle provided for parking spaces.
Self-Evaluation

Capitol Complex Parking Lots

- No access aisle for one space and signage is too low
- No access aisle and non-compliant slopes
# Self-Evaluation

## Curb Ramps

### All Divisions

<table>
<thead>
<tr>
<th>Ramp Issue</th>
<th>Number Evaluated</th>
<th>Number Non-Compliant</th>
<th>Number Compliant</th>
<th>Percent Compliant</th>
</tr>
</thead>
<tbody>
<tr>
<td>No ramp where ramp is needed</td>
<td>26459</td>
<td>8529</td>
<td>17930</td>
<td>67.8%</td>
</tr>
<tr>
<td>Ramp does not land in crosswalk</td>
<td>12321</td>
<td>215</td>
<td>12106</td>
<td>98.3%</td>
</tr>
<tr>
<td>No 48” crosswalk extension</td>
<td>10387</td>
<td>353</td>
<td>10034</td>
<td>96.6%</td>
</tr>
<tr>
<td>Traversable sides</td>
<td>4684</td>
<td>994</td>
<td>3690</td>
<td>78.8%</td>
</tr>
<tr>
<td>Flare cross slope &gt; 10%</td>
<td>7637</td>
<td>4682</td>
<td>2955</td>
<td>38.7%</td>
</tr>
<tr>
<td>No texture contrast</td>
<td>12321</td>
<td>7447</td>
<td>4874</td>
<td>39.6%</td>
</tr>
<tr>
<td>No color contrast</td>
<td>12321</td>
<td>7779</td>
<td>4542</td>
<td>36.9%</td>
</tr>
<tr>
<td>Ponding</td>
<td>12321</td>
<td>5484</td>
<td>6837</td>
<td>55.5%</td>
</tr>
<tr>
<td>Obstruction</td>
<td>12321</td>
<td>2498</td>
<td>9823</td>
<td>79.7%</td>
</tr>
<tr>
<td>Landing cross slope &gt; 2%</td>
<td>10909</td>
<td>3433</td>
<td>7476</td>
<td>68.5%</td>
</tr>
<tr>
<td>Landing running slope &gt; 2%</td>
<td>10909</td>
<td>4035</td>
<td>6874</td>
<td>63.0%</td>
</tr>
<tr>
<td>Flush Transition</td>
<td>12321</td>
<td>3411</td>
<td>8910</td>
<td>72.3%</td>
</tr>
<tr>
<td>Ramp running slope &gt; 8.3%</td>
<td>12321</td>
<td>3609</td>
<td>8712</td>
<td>70.7%</td>
</tr>
<tr>
<td>Ramp cross slope &gt; 2%</td>
<td>12321</td>
<td>4672</td>
<td>7649</td>
<td>62.1%</td>
</tr>
<tr>
<td>Ramp width &lt; 48”</td>
<td>12321</td>
<td>2120</td>
<td>10201</td>
<td>82.8%</td>
</tr>
</tbody>
</table>
Self-Evaluation

Curb Ramps

• Common Issues
  – No color contrast
  – No texture contrast
  – Excessive flare cross slopes
  – Ponding in the ramp, landing, or flares
Self-Evaluation
Curb Ramps

No Color Contrast

No Texture Contrast
Self-Evaluation

Curb Ramps

Ponding

Excessive Flare Cross Slope
# Self-Evaluation

## Push Buttons

### All Divisions

<table>
<thead>
<tr>
<th>Ramp Issue</th>
<th>Number Evaluated</th>
<th>Number Non-Compliant</th>
<th>Number Compliant</th>
<th>Percent Compliant</th>
</tr>
</thead>
<tbody>
<tr>
<td>Missing push button where push button is needed</td>
<td>10,280</td>
<td>4,885</td>
<td>5,395</td>
<td>52.5%</td>
</tr>
<tr>
<td>PB offset from crosswalk &gt; 5’</td>
<td>3,205</td>
<td>915</td>
<td>2,290</td>
<td>71.5%</td>
</tr>
<tr>
<td>PB height &gt; 48”</td>
<td>3,205</td>
<td>335</td>
<td>2,870</td>
<td>89.5%</td>
</tr>
<tr>
<td>PB orientation not parallel</td>
<td>3,205</td>
<td>72</td>
<td>3,133</td>
<td>97.8%</td>
</tr>
<tr>
<td>PB offset from curb &gt; 10’</td>
<td>3,205</td>
<td>1,319</td>
<td>1,886</td>
<td>58.8%</td>
</tr>
<tr>
<td>PB diameter not 2”</td>
<td>3,205</td>
<td>1,074</td>
<td>2,131</td>
<td>66.5%</td>
</tr>
<tr>
<td>No clear floor space (CFS) or no access</td>
<td>3,205</td>
<td>1,286</td>
<td>1,919</td>
<td>59.9%</td>
</tr>
<tr>
<td>CFS cross slope &gt; 2%</td>
<td>1,921</td>
<td>877</td>
<td>1,044</td>
<td>54.3%</td>
</tr>
<tr>
<td>CFS running slope &gt; 2%</td>
<td>1,921</td>
<td>887</td>
<td>1,034</td>
<td>53.8%</td>
</tr>
<tr>
<td>Missing ped head where ped head is needed</td>
<td>10,280</td>
<td>4,655</td>
<td>5,625</td>
<td>54.7%</td>
</tr>
</tbody>
</table>
Self-Evaluation

Push Buttons

• **Common Issues**
  – Missing pedestrian push button where needed
  – Missing pedestrian signal head where needed
  – Excessive clear floor space running and cross slopes
Self-Evaluation

Push Buttons

Missing Push Button

Missing Pedestrian Signal Head
Self-Evaluation

Push Buttons

Excessive Clear Floor Space
Running Slope

Excessive Clear Floor Space
Cross Slope
# Self-Evaluation

## Sidewalk

- **All Divisions**

<table>
<thead>
<tr>
<th>Feature</th>
<th>Length (feet)</th>
<th>Length (miles)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total sidewalk evaluated</td>
<td>3,113,583</td>
<td>589.7</td>
</tr>
<tr>
<td>Total non-compliant sidewalk</td>
<td>1,789,740</td>
<td>338.9</td>
</tr>
<tr>
<td>% Non-Compliant</td>
<td></td>
<td>57.5%</td>
</tr>
</tbody>
</table>
Self-Evaluation
Sidewalk

• Common Issues
  – Sinking, heaving, or cracking present in sidewalk
  – Excessive cross slopes on sidewalk
  – Permanent or temporary obstructions present in sidewalk
  – Excessive cross slopes at driveway and cross street pedestrian crossings
Self-Evaluation
Sidewalk

Cracking, Sinking, Ponding

Cracking, Permanent and Temporary Obstructions
Self-Evaluation
Sidewalk

Temporary Obstruction,
Cracking

Permanent Obstruction
Staff Training

- Inspector Training
- Design Team Training
- Management Team Training
Next Steps

• Incorporate comments from public into Transition Plan (February)
• Division Meetings to review facility recommendations (February – March)
• Submit 2016 ADA Transition Plan to FHWA for approval (March)
• Develop Implementation Schedule
Public Input

• Questions and concerns?
• How is ODOT doing regarding accessibility?
• Process
• Public accommodations
• Specific facilities
• High priority areas
• Website and other communication tools
• Suggested improvements
Public Input

• Comment forms are available at today’s meeting and on ODOT website:
  https://www.ok.gov/odot/Doing_Business/Civil_Rights/The_Americans_with_Disabilities_Act_(ADA)_Program:_Information.html

• Comments will be accepted through March 15, 2016

• All comments are for informational purposes only
Public Input

• Online survey
  
  https://www.surveymonkey.com/r/ODOT_ADA

• All comments are for informational purposes only
ADA Self-Evaluation and Transition Plan
Public Meeting