



ADA Self-Evaluation and Transition Plan

Public Meeting



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)

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Meeting Outline

- Goals and Objectives
- Background on ADA
- ADA Transition Plans
- 2016 ODOT ADA Transition Plan
- Next Steps
- Public Input



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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



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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



2016 ODOT ADA Transition Plan

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

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Project Scope

- Inventory of Existing Pedestrian Facilities
- Self-Evaluation
 - Programs, Procedures, and Policies Review
 - Policy and Procedures Development
 - Design Standards Review

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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

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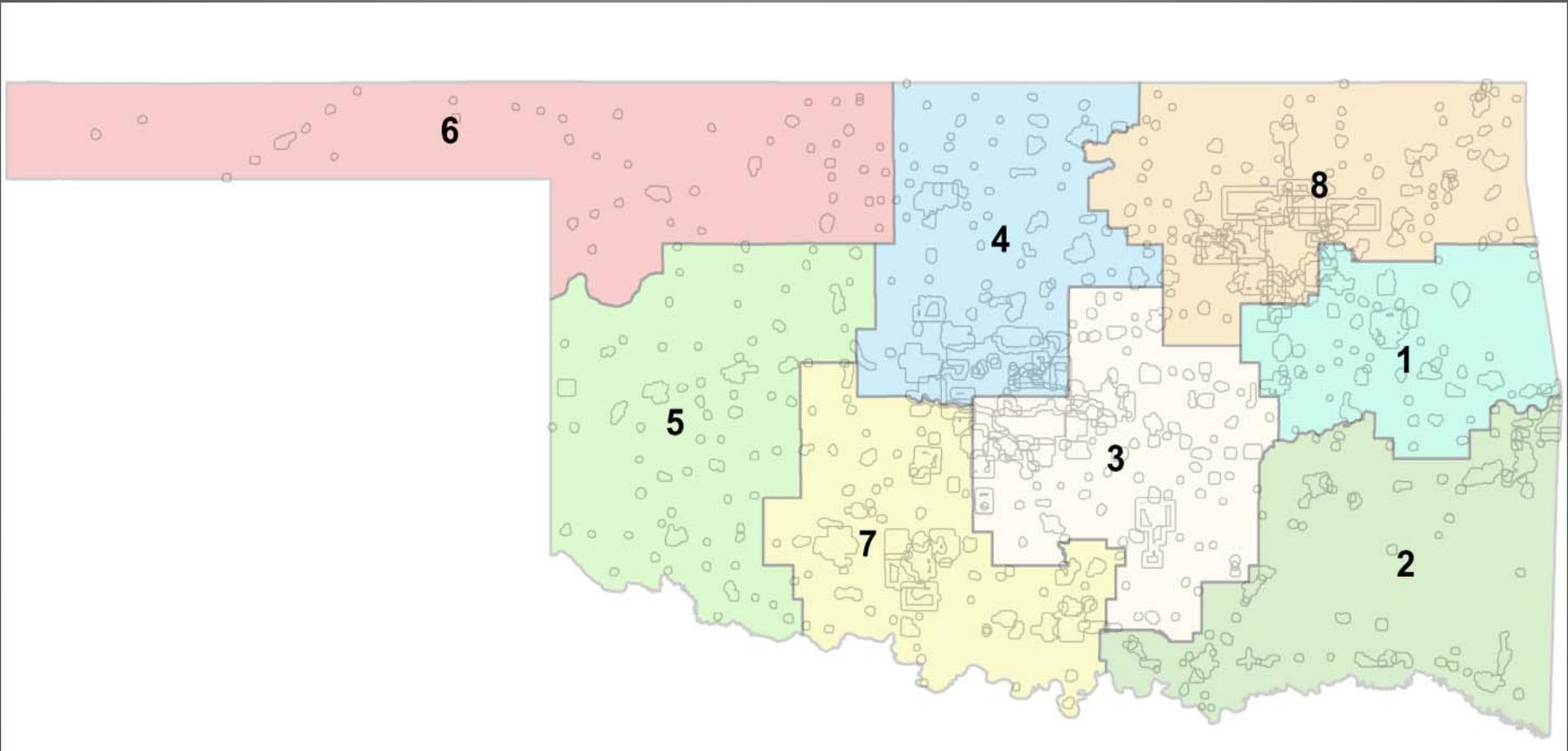
Project Scope

- Transition Plan Development
 - Evaluation Methodology
 - Prioritization Criteria
 - On-going Budget
 - Summary Document
- Staff Training
- Public Meetings

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ODOT Maintenance Divisions



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

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Self-Evaluation Facility Evaluations

Facility Type	Number Evaluated
Weigh Stations	11
Rest Stops	10
Turnouts	19
Tourism Information Centers/ Welcome Centers	12
Buildings	141
Capitol Complex Parking Lots	19
Signalized Intersections	1,104
Sidewalk (miles)	589.7

Self-Evaluation Weigh Stations

All Divisions

Feature	Parking	Path of Travel	Building Entrance	Restrooms	Break Room	Drinking Fountains
Permanently Closed	11 Weigh Stations					
Amenity Does Not Exist	---	---	---	---	---	---
Non-compliant	11	11	11	11	11	11
Compliant	0	0	0	0	0	0
% Compliant	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

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

Feature	Parking	Building Entrance	Restrooms	Animal Relief Area	Picnic Area	Truck Area
Permanently Closed	10 Rest Stops					
Amenity Does Not Exist	1	1	1	4	3	---
Non-compliant	7	9	5	6	5	10
Compliant	2	0	4	0	2	0
% Compliant	22.2%	0.0%	44.4%	0.0%	28.6%	0.0%

Self-Evaluation Rest Stops

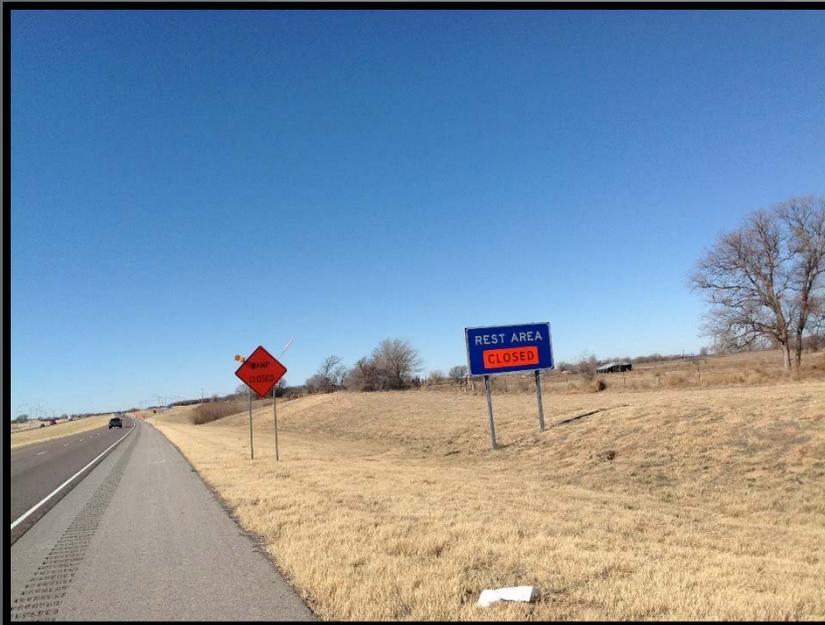
- Common Issues
 - Parking
 - Building Entrances
 - Restrooms
 - Animal Relief Areas
 - Picnic Areas
 - Truck Areas

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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

Feature	Parking	Path of Travel	Building Entrance	Counter	Rest-rooms	Break Room	Retail Area	Animal Relief Area	Picnic Area	Gift Shop
Amenity Does Not Exist	---	---	---	---	---	10	10	1	2	---
Non-compliant	3	10	1	4	1	1	1	5	1	0
Compliant	9	2	11	8	11	1	1	6	9	12
% Compliant	75.0%	16.7%	91.7%	66.7%	91.7%	50.0%	50.0%	54.5%	90.0%	100%



Self-Evaluation Tourism Information Centers/Welcome Centers

- Common Issues
 - Parking
 - Building Entrances
 - Counters
 - Restrooms
 - Animal relief areas
 - Picnic Areas
 - Truck areas

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Self-Evaluation Tourism Information Centers/Welcome Centers

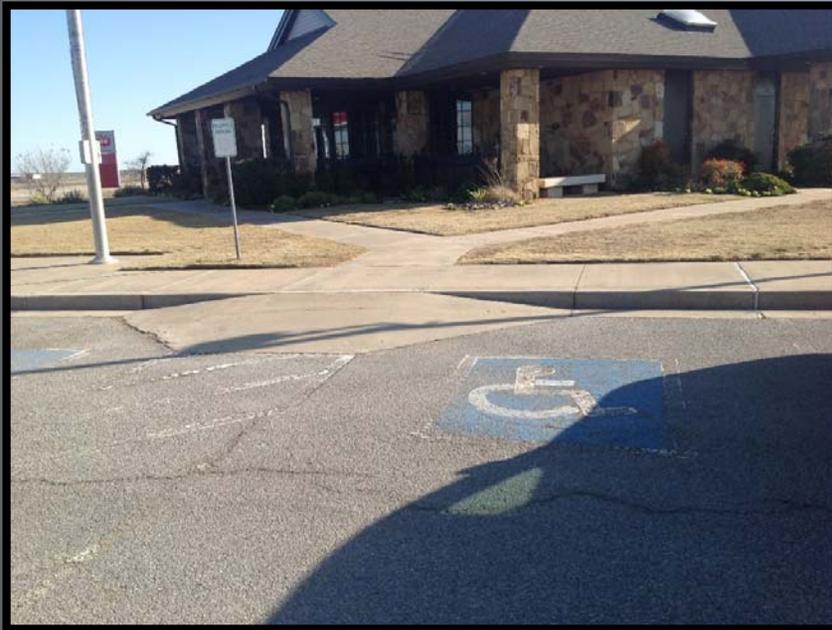


Excessive slope to the building entrance

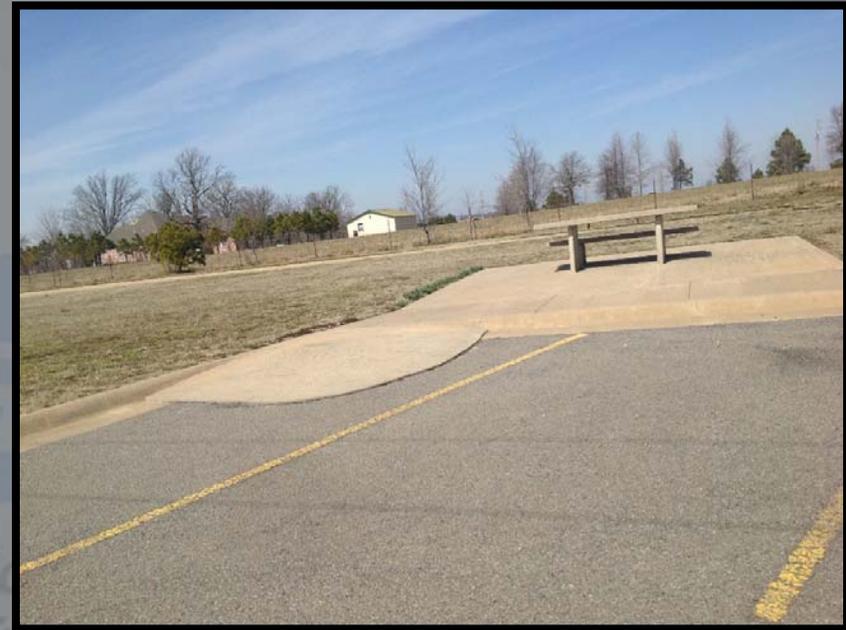


Some had fully compliant stalls

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

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

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

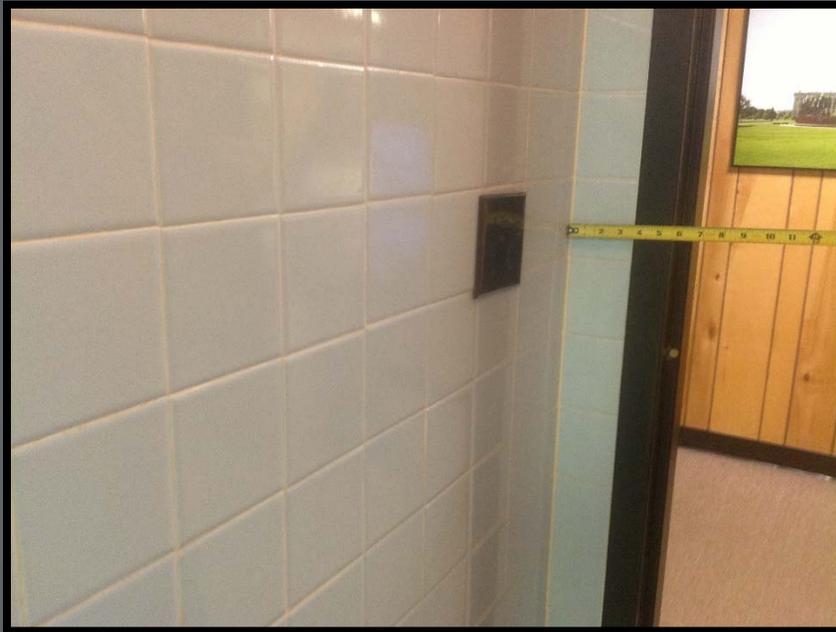


Out of order elements required for access, such as this elevator



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

Feature	# of HC Spaces	Path of Travel	Slope	Access Aisle	Surface	Signage	Other
Amenity Does Not Exist	NA	3	3	3	3	3	NA
Non-Compliant	12	9	5	10	3	12	2
Compliant	7	7	11	6	13	4	NA
% Compliant	36.8%	36.8	57.9%	31.6 %	68.4%	21.1 %	

Self-Evaluation Capitol Complex Parking Lots

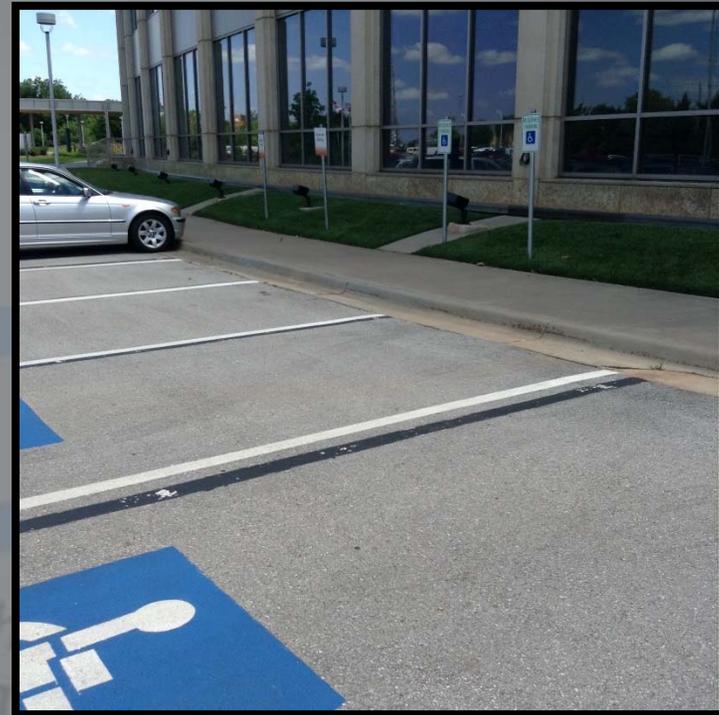
- Common Issues
 - Not enough accessible space
 - No van spaces
 - No access aisles
 - Signage too low or missing
 - No accessible covered parking



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

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

Self-Evaluation Curb Ramps

- Common Issues
 - No color contrast
 - No texture contrast
 - Excessive flare cross slopes
 - Ponding in the ramp, landing, or flares

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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

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

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

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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

Feature	Length (feet)	Length (miles)
Total sidewalk evaluated	3,113,583	589.7
Total non-compliant sidewalk	1,789,740	338.9
% Non-Compliant	57.5%	

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](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

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