



Americans with Disabilities Act (ADA)

Self Evaluation of  
Access to Public Right of Way (PROW) Facilities

**May 2009**

**Maryland State Highway Administration  
Policy on Non-Discrimination and Equal Access  
Under the Americans with Disabilities Act**

The Maryland State Highway Administration (MSHA) is committed to a policy of full accessibility and does not discriminate in the provision of any of its business activities. The Administration is committed to upholding the intent and spirit of the Americans with Disabilities Act (ADA) and Section 504 of the Rehabilitation Act of 1973 to the fullest extent possible. This commitment extends to all programs, services and activities of SHA, such that no qualified individual with a disability shall be discriminated against on the basis of his or her disability.

It is SHA's responsibility and desire that no person in the State of Maryland be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity supported by SHA based on their disability, as provided by the Americans with Disabilities Act of 1990 and Section 504 of the Rehabilitation Act of 1973. It is also the responsibility of each and every SHA employee to work cooperatively to achieve the goals and objectives of this statement.

SHA is fully committed to the goal of achieving equal opportunity and non-discrimination for all persons in their interactions with SHA.

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## **Executive Summary**

The purpose of this report is to provide the results of the Maryland State Highway Administration (SHA) Self Evaluation of access to and along public right of way (PROW) facilities.

The purpose of the self evaluation is to produce a comprehensive survey of existing access to PROW facilities to determine to what extent they meet current ADA Accessibility Guidelines (ADAAG). SHA decided to take a comprehensive approach to assessing ADA compliance and usability by its customers with disabilities by conducting a field survey of all pedestrian facilities on all SHA-maintained roadways within the State. This would allow for a thoughtful and balanced approach to making improvements to address obstacles to accessibility.

SHA's self evaluation consisted mainly of two parts: a field survey of existing conditions and local public meetings to create a dialog about the survey results and to gain input from the public on their challenges to mobility. The results of the self evaluation and input from the public will be used to identify and prioritize improvements that will be implemented through a Transition Plan.

The field work associated with the self evaluation effort has been completed and the results have been mapped and entered into a database. The results of the self evaluation have formed the baseline from which it will be possible to identify needs and document progress. More than 4.5 million linear feet (874 miles) of sidewalk within SHA's PROW have been evaluated. Of these sidewalks surveyed, forty-eight (48) percent were found to be non-compliant. More than ninety-four (94) percent of curb ramps and eighty (80) percent of driveway crossings were non-compliant. Fifty-one (51) percent of bus stops were found to be non-compliant. Finally, fifty-seven (57) percent of median treatments were found to be non-compliant with current ADA standards. While this information reveals the magnitude of the challenge before the SHA, it also forms the keystone for a solid, engineering data-driven program of structural improvements to meet the customer's needs.

Ultimately, the usability of Maryland's PROW is best determined by our customers. A series of public meetings were held, where possible, in conjunction with local county commission meetings and/or awareness days, to present the information from the field inventory. These meetings provided a means of having the information validated from personal perspectives and allowed a determination as to whether all issues and areas of concern were captured. The input provided will be used to further refine the self evaluation and provide additional guidance for the prioritization of projects in the Transition Plan.

## **Section 1 Overview**

This report discusses the results of the self evaluation of access to public right of way (PROW) facilities along Maryland State Highway Administration (SHA) maintained roadways. Additionally, it includes an overview of the Self Evaluation, the approach and methodology used, the findings of the inventory, and public involvement information.

There were several goals and objectives associated with the self evaluation. The primary purpose was to conduct a comprehensive review of access to PROW facilities to identify whether or not they met ADA Accessibility Guidelines (ADAAG). The areas that did not meet accessibility guidelines have been identified through a field survey. Elements examined during the survey included sidewalks (including width, cross slopes, obstacles, and gaps), curb ramps (including detectible warnings), driveway crossings, median crossings and access to bus stops. Any problem areas were examined and documented. The findings of the field survey serve as the basis of the Transition Plan, which will prioritize and schedule improvements to meet full accessibility.

As described in this report, SHA's Self-Evaluation database is a living document. The initial data serves as the baseline for future improvements. However, the database of compliant and non-compliant elements will continue to be updated as new features are added and/or brought up to standard. As a result, the prioritization of projects in the Transition Plan can be updated as new information becomes available such as public input on specific barriers to mobility. As such, this report has been prepared in a format to allow for the most up to date information to be available at all times. Therefore, the database is referenced rather than including a static printout of data that is only valid at one moment in time.

Finally, the self evaluation process provided opportunities for public involvement. Public meetings were conducted to discuss the findings of the Self Evaluation and were scheduled and held following completion of the field surveys. Public involvement activities are discussed in further detail in Section 4, and a summary of public input is also included.

## **Section 2 Approach/Methodology**

### **2.1 Purpose**

The purpose of the Self Evaluation is to review existing access to PROW facilities to determine if they meet ADAAG. SHA decided to conduct a comprehensive survey of all existing facilities, rather than only looking at sites identified by the public or through project development. SHA's Self Evaluation consisted mainly of two parts: a comprehensive field survey of existing conditions and public meetings to create a dialog about the survey results and solicit public input. The results of the Self Evaluation field survey and public meeting input will be used to identify and prioritize improvements that will be implemented through a Transition Plan.

### **2.2 Objectives**

The goals and objectives of the Self Evaluation are to:

- Develop a comprehensive approach to evaluate existing access to PROW
- Identify areas requiring improvements to achieve accessibility
- Provide opportunities for public participation, and
- Document areas examined and problems identified

### **2.3 Self Evaluation Field Surveys**

The Self Evaluation field surveys were conducted for the pedestrian facilities on all SHA-maintained roadways across the State. The field surveys were conducted on a county-by-county basis and covered almost 900 miles of sidewalk.

Field surveys of existing conditions on SHA PROW were physically conducted by teams of engineering technicians based on a checklist used statewide in order to provide and maintain consistency and comparability. The checklist included the following items: sidewalks (including width, obstructions, cross slopes and gaps), curb ramps, driveway and median treatments, as well as access to bus stops. It should be noted that only bus stops on existing sidewalks were included in this survey. A text version of this form is included in Appendix A. At each pedestrian facility, every element identified was recorded using a hand-held Global Positioning System (GPS) unit.

The sidewalk self-assessment (or inventory) was collected with GPS technology and managed through GIS technology. Prior to the inventory, all of the field crews had to be trained in the technical areas of how to use the GPS units, the basic GIS concepts of the data they were collecting, and the proper method of assessing the ADA compliancy of the sidewalk assets and all of the features along them. Once the field crews were properly trained in each of these areas,

the inventory commenced. On a daily basis, all of the crews were issued maps that illustrated the set of sidewalk assets to be collected. As data was collected in the field, it was uploaded into the GIS system for QA/QC. This QA/QC process was rigorous, and focused on the spatial accuracy of the graphics and the attribute data accuracy that had been collected in the field. The spatial location of the sidewalk and its features were compared to high resolution aerial photography. The sidewalk assets were then confirmed and adjusted in the inventory in terms of location. Both questionable and random data were re-checked to confirm the accuracy of the assessments.

Once the initial inventory was completed in December 2006, SHA developed a systematic approach for the maintenance and management of the GIS database. Through the use of field verifications, SHA has kept the database up to date and is able to track progress toward full ADA compliance. Upon completion of an ADA project, the ADA team and the GIS team conduct separate field verifications. The ADA team checks for compliance and signs off on the project. Once the ADA team has signed off on a project, the GIS team then updates the inventory.

If the project is new construction, the sidewalk data is collected using methods identical to the initial field inventory with GPS units. Finally, the GIS-based inventory data goes through the same QA/QC process as the initial data collection, including checking for spatial accuracy of the sidewalk and accuracy of the data.

If the project relates to bringing existing sidewalk up to compliancy (retrofit projects), the field verification is conducted slightly differently. The GIS team loads the GIS based inventory on to the collector with any associated base-mapping to locate the area. The project area sidewalk assets are located and the data is updated to reflect its current state. Since the sidewalk in the inventory has already gone through a spatial QA/QC process and is currently accurate as to the location of the sidewalk, the only items that are altered are the attributes. To update the system on these projects, the GIS team simply uploads the database from the collector to replace the data on the system after the field verification is complete.

### **Section 3 Inventory**

The results of the initial Self Evaluation form the baseline which will make it possible to identify areas of non-compliance and document progress towards compliance. Statewide, more than 4.5 million linear feet (874 miles) of sidewalk within the SHA PROW have been surveyed. The following non-compliant elements were identified: forty-eight (48) percent of the sidewalks, ninety-four (94) percent of curb ramps, eighty (80) percent of driveway crossings, fifty-one (51) percent of access to bus stops and fifty-seven (57) percent of median treatments.

The majority of non-compliant sidewalk was due to insufficient sidewalk width and/or cross slope. Additional reasons for non-compliance included gaps and obstructions.

Six (6) percent of curb ramps and approximately twenty (20) percent of driveway crossings were compliant. The major factor in the low-level of compliance for curb ramps is the relatively recent requirement for detectable warnings on curb ramps. Incorrect geometry (slopes, widths, landings, etc.) also accounts for non-compliance in curb ramps and driveway crossings.

Access to bus stops was evaluated for sidewalk width, cross slope, obstructions and gaps. The actual bus stops were not assessed since they are owned and maintained by the Maryland Transit Administration (MTA), the Washington Metropolitan Area Transit Authority (WMATA), and other local bus operators. SHA continues to coordinate with these agencies as the Transition Plan moves forward to ensure that improvements are coordinated between the agencies.

Finally, medians were evaluated for pedestrian access at crosswalks. Fifty-seven (57) percent of median treatments are non-compliant with current ADA standards. Non-compliant elements include the width of the median, clear width, and whether the median was on level terrain.

A detailed summary, by County, is provided for the five elements surveyed. The statewide results are also shown in a table format in Appendix B.

**Allegany County** (\*2006 baseline)

- Of the 71,855 linear feet (14 miles) of sidewalk surveyed, fifty-two (52) percent were found to be non-compliant.
- There were no bus stops surveyed in this county.
- Ninety-four (94) percent of the 386 ramps were found to be non-compliant.
- Eighty (80) percent of the 235 driveway crossings were found to be non-compliant.
- The only median treatment surveyed was found to be non-compliant.

Allegany	
Sidewalk Collected	71,855 feet
Sidewalk ADA Compliant	34,448 feet
	48%
Bus Stops Collected	N/A
Bus Stops ADA Compliant	N/A
	N/A
Ramps Collected	386
Ramps ADA Compliant	25
	6%
Driveway Crossings Collected	235
Driveway Crossings ADA Compliant	46
	20%
Median Treatments Collected	1
Median Treatments ADA Compliant	0
	0%

**Anne Arundel County** (\*2006 baseline)

- Of the 259,437 linear feet (49 miles) of sidewalk surveyed, fifty-six (56) percent were found to be non-compliant.
- Fifty-eight (58) percent of the 91 bus stops were found to be non-compliant.
- Ninety-six (96) percent of the 1,724 ramps were found to be non-compliant.
- Seventy-six (76) percent of the 862 driveway crossings were found to be non-compliant.
- Forty (40) percent of the 60 median treatments were found to be non-compliant.

<b>Anne Arundel</b>	
Sidewalk Collected	259,437 feet
Sidewalk ADA Compliant	115,441 feet
	44%
Bus Stops Collected	91
Bus Stops ADA Compliant	38
	42%
Ramps Collected	1,724
Ramps ADA Compliant	64
	4%
Driveway Crossings Collected	862
Driveway Crossings ADA Compliant	208
	24%
Median Treatments Collected	60
Median Treatments ADA Compliant	36
	60%

**Baltimore County** (\*2006 baseline)

- Of the 668,003 linear feet (127 miles) of sidewalk surveyed, fifty-five (55) percent were found to be non-compliant.
- Sixty-two (62) percent of the 426 bus stops were found to be non-compliant.
- Eighty-eight (88) percent of the 3,991 ramps were found to be non-compliant.
- Eighty-one (81) percent of the 2,703 driveway crossings were found to be non-compliant.
- Fifty-two (52) percent of the 160 median treatments were found to be non-compliant.

<b>Baltimore</b>	
Sidewalk Collected	668,003 feet
Sidewalk ADA Compliant	301,046 feet
	<b>45%</b>
Bus Stops Collected	426
Bus Stops ADA Compliant	163
	<b>38%</b>
Ramps Collected	3,991
Ramps ADA Compliant	473
	<b>12%</b>
Driveway Crossings Collected	2,703
Driveway Crossings ADA Compliant	512
	<b>19%</b>
Median Treatments Collected	160
Median Treatments ADA Compliant	77
	<b>48%</b>

**Calvert County** (\*2006 baseline)

- Of the 30,119 linear feet (6 miles) of sidewalk surveyed, seventy-six (76) percent were found to be non-compliant.
- There were no bus stops surveyed in this county.
- Ninety-five (95) percent of the 139 ramps were found to be non-compliant.
- Ninety-five (95) percent of the 64 driveway crossings were found to be non-compliant.
- There were no median treatments surveyed in this county.

Calvert	
Sidewalk Collected	30,119 feet
Sidewalk ADA Compliant	7,164 feet
	24%
Bus Stops Collected	N/A
Bus Stops ADA Compliant	N/A
	N/A
Ramps Collected	139
Ramps ADA Compliant	7
	5%
Driveway Crossings Collected	64
Driveway Crossings ADA Compliant	3
	5%
Median Treatments Collected	N/A
Median Treatments ADA Compliant	N/A
	N/A

**Caroline County** (\*2006 baseline)

- Of the 61,223 linear feet (12 miles) of sidewalk surveyed, forty-one (41) percent were found to be non-compliant.
- There were no bus stops surveyed in this county.
- Ninety-nine (99) percent of the 218 ramps were found to be non-compliant.
- Eighty-three (83) percent of the 340 driveway crossings were found to be non-compliant.
- Sixty-seven (67) percent of the median treatments were found to be non-compliant.

Caroline	
Sidewalk Collected	61,223 feet
Sidewalk ADA Compliant	36,391 feet
	59%
Bus Stops Collected	N/A
Bus Stops ADA Compliant	N/A
	N/A
Ramps Collected	218
Ramps ADA Compliant	2
	1%
Driveway Crossings Collected	340
Driveway Crossings ADA Compliant	58
	17%
Median Treatments Collected	3
Median Treatments ADA Compliant	1
	33%

**Carroll County** (\*2006 baseline)

- Of the 96,648 linear feet (18 miles) of sidewalk surveyed, seventy-nine (79) percent were found to be non-compliant.
- There were no bus stops surveyed in this county.
- Over ninety-nine (99) percent of the 823 ramps were found to be non-compliant.
- Eighty-one (81) percent of the 387 driveway crossings were found to be non-compliant.
- Seventy-three (73) percent of the 11 median treatments were found to be non-compliant.

<b>Carroll</b>	
Sidewalk Collected	96,648 feet
Sidewalk ADA Compliant	20,697 feet
	<b>21%</b>
Bus Stops Collected	N/A
Bus Stops ADA Compliant	N/A
	<b>N/A</b>
Ramps Collected	823
Ramps ADA Compliant	7
	<b>0.8%</b>
Driveway Crossings Collected	387
Driveway Crossings ADA Compliant	75
	<b>19%</b>
Median Treatments Collected	11
Median Treatments ADA Compliant	3
	<b>27%</b>

**Cecil County** (\*2006 baseline)

- Of the 120,791 linear feet (23 miles) of sidewalk surveyed, fifty-seven (57) percent were found to be non-compliant.
- Thirty-three (33) percent of the 3 bus stops were found to be non-compliant.
- Ninety-three (93) percent of the 459 ramps were found to be non-compliant.
- Seventy-four (74) percent of the 599 driveway crossings were found to be non-compliant.
- One of the 2 median treatments was found to be non-compliant.

<b>Cecil</b>	
Sidewalk Collected	120,791 feet
Sidewalk ADA Compliant	52,238 feet
	<b>43%</b>
Bus Stops Collected	3
Bus Stops ADA Compliant	2
	<b>67%</b>
Ramps Collected	459
Ramps ADA Compliant	31
	<b>7%</b>
Driveway Crossings Collected	599
Driveway Crossings ADA Compliant	153
	<b>26%</b>
Median Treatments Collected	2
Median Treatments ADA Compliant	1
	<b>50%</b>

**Charles County** (\*2006 baseline)

- Of the 41,525 linear feet (8 miles) of sidewalk surveyed, eighty-two (82) percent were found to be non-compliant.
- There were no bus stops surveyed in this county.
- Ninety-three (93) percent of the 363 ramps were found to be non-compliant.
- Sixty-two (62) percent of the 162 driveway crossings were found to be non-compliant.
- Fifty (50) percent of the 14 median treatments were found to be non-compliant.

Charles	
Sidewalk Collected	
41,525 feet	
Sidewalk ADA Compliant	
7,273 feet	
18%	
Bus Stops Collected	
N/A	
Bus Stops ADA Compliant	
N/A	
N/A	
Ramps Collected	
363	
Ramps ADA Compliant	
27	
7%	
Driveway Crossings Collected	
162	
Driveway Crossings ADA Compliant	
61	
38%	
Median Treatments Collected	
14	
Median Treatments ADA Compliant	
7	
50%	

**Dorchester County** (\*2006 baseline)

- Of the 56,937 linear feet (11 miles) of sidewalk surveyed, thirty-nine (39) percent were found to be non-compliant.
- There were no bus stops surveyed in this county.
- More than ninety-nine (99) percent of the 241 ramps were found to be non-compliant.
- Ninety-six (96) percent of the 541 driveway crossings were found to be non-compliant.
- The only median treatment surveyed was found to be non-compliant.

Dorchester	
Sidewalk Collected	56,937 feet
Sidewalk ADA Compliant	34,684 feet
	61%
Bus Stops Collected	N/A
Bus Stops ADA Compliant	N/A
	N/A
Ramps Collected	241
Ramps ADA Compliant	1
	0.4%
Driveway Crossings Collected	541
Driveway Crossings ADA Compliant	24
	4%
Median Treatments Collected	1
Median Treatments ADA Compliant	0
	0%

**Frederick County** (\*2006 baseline)

- Of the 185,613 linear feet (35 miles) of sidewalk surveyed, forty-nine (49) percent were found to be non-compliant.
- Two of the 4 bus stops were found to be non-compliant.
- Ninety (90) percent of the 786 ramps were found to be non-compliant.
- Seventy-three (73) percent of the 816 driveway crossings were found to be non-compliant.
- Thirty-six (36) percent of the 22 median treatments were found to be non-compliant.

<b>Frederick</b>	
Sidewalk Collected	185,613 feet
Sidewalk ADA Compliant	93,948 feet
	<b>51%</b>
Bus Stops Collected	4
Bus Stops ADA Compliant	2
	<b>50%</b>
Ramps Collected	786
Ramps ADA Compliant	80
	<b>10%</b>
Driveway Crossings Collected	816
Driveway Crossings ADA Compliant	222
	<b>27%</b>
Median Treatments Collected	22
Median Treatments ADA Compliant	14
	<b>64%</b>

**Garrett County** (\*2006 baseline)

- Of the 21,846 linear feet (4 miles) of sidewalk surveyed, forty-nine (49) percent were found to be non-compliant.
- There were no bus stops surveyed in this county.
- Ninety-eight (98) percent of the 161 ramps were found to be non-compliant.
- Seventy-seven (77) percent of the 70 driveway crossings were found to be non-compliant.
- There were no median treatments surveyed in this county.

Garrett	
Sidewalk Collected	21,846 feet
Sidewalk ADA Compliant	11,206 feet
	51%
Bus Stops Collected	N/A
Bus Stops ADA Compliant	N/A
	N/A
Ramps Collected	161
Ramps ADA Compliant	3
	2%
Driveway Crossings Collected	70
Driveway Crossings ADA Compliant	16
	23%
Median Treatments Collected	N/A
Median Treatments ADA Compliant	N/A
	N/A

**Harford County** (\*2006 baseline)

- Of the 200,646 linear feet (38 miles) of sidewalk surveyed, forty-three (43) percent were found to be non-compliant.
- One of the 2 bus stops was found to be non-compliant.
- Ninety-six (96) percent of the 1,021 ramps were found to be non-compliant.
- Seventy-six (76) percent of the 715 driveway crossings were found to be non-compliant.
- Fifty-six (56) percent of the 27 median treatments were found to be non-compliant.

Harford	
Sidewalk Collected	200,646 feet
Sidewalk ADA Compliant	114,457 feet
57%	
Bus Stops Collected	2
Bus Stops ADA Compliant	1
50%	
Ramps Collected	1,021
Ramps ADA Compliant	39
4%	
Driveway Crossings Collected	715
Driveway Crossings ADA Compliant	173
24%	
Median Treatments Collected	27
Median Treatments ADA Compliant	12
44%	

**Howard County** (\*2006 baseline)

- Of the 96,388 linear feet (18 miles) of sidewalks surveyed, sixty-one (61) percent were found to be non-compliant.
- All of the 5 bus stops were found to be compliant.
- Ninety-nine (99) percent of the 453 ramps were found to be non-compliant.
- Seventy-six (76) percent of the 715 driveway crossings were found to be non-compliant.
- Fifty-eight (58) percent of the 33 median treatments were found to be non-compliant.

Howard	
Sidewalk Collected	96,388 feet
Sidewalk ADA Compliant	37,787 feet
	39%
Bus Stops Collected	5
Bus Stops ADA Compliant	0
	0%
Ramps Collected	453
Ramps ADA Compliant	5
	1%
Driveway Crossings Collected	135
Driveway Crossings ADA Compliant	32
	24%
Median Treatments Collected	33
Median Treatments ADA Compliant	14
	42%

**Kent County** (\*2006 baseline)

- Of the 46,995 linear feet (9 miles) of sidewalk surveyed, fifty (50) percent were found to be non-compliant.
- There were no bus stops surveyed in this county.
- Ninety-nine (99) percent of the 206 ramps
- Seventy-seven (77) percent of the 356 driveway crossings were found to be non-compliant.
- Twenty-five (25) percent of the 4 median treatments were found to be non-compliant.

<b>Kent</b>	
Sidewalk Collected	46,995 feet
Sidewalk ADA Compliant	23,461 feet
	<b>50%</b>
Bus Stops Collected	N/A
Bus Stops ADA Compliant	N/A
	<b>N/A</b>
Ramps Collected	206
Ramps ADA Compliant	3
	<b>1%</b>
Driveway Crossings Collected	356
Driveway Crossings ADA Compliant	81
	<b>23%</b>
Median Treatments Collected	4
Median Treatments ADA Compliant	3
	<b>75%</b>

**Montgomery County** (\*2006 baseline)

- Of the 1,209,481 linear feet (229 miles) of sidewalks surveyed, thirty-six (36) percent were found to be non-compliant.
- Forty-one (41) percent of the 1,264 bus stops were found to be non-compliant.
- Ninety-five (95) percent of the 5,868 ramps were found to be non-compliant.
- Eighty-one (81) percent of the 3,698 driveway crossings were found to be non-compliant.
- Fifty-eight (58) percent of the 463 median treatments were found to be non-compliant.

<b>Montgomery</b>	
Sidewalk Collected	1,209,481 feet
Sidewalk ADA Compliant	770,060 feet
	<b>64%</b>
Bus Stops Collected	1,264
Bus Stops ADA Compliant	751
	<b>59%</b>
Ramps Collected	5,868
Ramps ADA Compliant	275
	<b>5%</b>
Driveway Crossings Collected	3,698
Driveway Crossings ADA Compliant	700
	<b>19%</b>
Median Treatments Collected	463
Median Treatments ADA Compliant	195
	<b>42%</b>

**Prince George's County** (\*2006 baseline)

- Of the 728,850 linear feet (138 miles) of sidewalks surveyed, fifty-four (54) percent were found to be non-compliant.
- Sixty-four (64) percent of the 715 bus stops were found to be non-compliant.
- Ninety-six (96) percent of the 4,865 ramps were found to be non-compliant.
- Eighty (80) percent of the 2,966 driveway crossings were found to be non-compliant.
- Sixty-five (65) percent of the 260 median treatments were found to be non-compliant.

Prince Georges	
Sidewalk Collected	
728,850 feet	
Sidewalk ADA Compliant	
337,598 feet	
46%	
Bus Stops Collected	
715	
Bus Stops ADA Compliant	
259	
36%	
Ramps Collected	
4,865	
Ramps ADA Compliant	
206	
4%	
Driveway Crossings Collected	
2,966	
Driveway Crossings ADA Compliant	
602	
20%	
Median Treatments Collected	
260	
Median Treatments ADA Compliant	
90	
35%	

**Queen Anne's County** (\*2006 baseline)

- Of the 97,247 linear feet (19 miles) of sidewalk surveyed, seventy-nine (79) percent were found to be non-compliant.
- There were no bus stops surveyed in this county.
- All of the 199 ramps were found to be non-compliant.
- Eighty-nine (89) percent of the 437 driveway crossings were found to be non-compliant.
- The only median treatment surveyed was found to be non-compliant.

Queen Anne's	
Sidewalk Collected	97,247 feet
Sidewalk ADA Compliant	20,552 feet
	21%
Bus Stops Collected	N/A
Bus Stops ADA Compliant	N/A
	N/A
Ramps Collected	199
Ramps ADA Compliant	0
	0%
Driveway Crossings Collected	437
Driveway Crossings ADA Compliant	48
	11%
Median Treatments Collected	1
Median Treatments ADA Compliant	0
	0%

**Saint Mary's County** (\*2006 baseline)

- Of the 83,839 linear feet (16 miles) of sidewalk surveyed, thirty (30) percent were found to be non-compliant.
- Both of the 2 bus stops surveyed were found to be compliant.
- All of the 583 ramps were found to be non-compliant.
- Sixty-one (61) percent of the 456 driveway crossings were found to be non-compliant.
- Thirty-six (36) percent of the 42 median treatments were found to be non-compliant.

Saint Mary's	
Sidewalk Collected	83,839 feet
Sidewalk ADA Compliant	58,596 feet
	70%
Bus Stops Collected	2
Bus Stops ADA Compliant	2
	100%
Ramps Collected	583
Ramps ADA Compliant	0
	0%
Driveway Crossings Collected	456
Driveway Crossings ADA Compliant	180
	39%
Median Treatments Collected	42
Median Treatments ADA Compliant	27
	64%

**Somerset County** (\*2006 baseline)

- Of the 46,384 linear feet (9 miles) of sidewalk surveyed, forty-one (41) percent were found to be non-compliant.
- There were no bus stops surveyed in this county.
- More than ninety-nine (99) percent of the 177 ramps were found to be non-compliant.
- Ninety-four (94) percent of the 304 driveway crossings were found to be non-compliant.
- Both of the 2 median treatments surveyed were found to be compliant.

Somerset	
Sidewalk Collected	46,384 feet
Sidewalk ADA Compliant	27,458 feet
	59%
Bus Stops Collected	N/A
Bus Stops ADA Compliant	N/A
	N/A
Ramps Collected	177
Ramps ADA Compliant	1
	0.6%
Driveway Crossings Collected	304
Driveway Crossings ADA Compliant	18
	6%
Median Treatments Collected	2
Median Treatments ADA Compliant	2
	100%

**Talbot County** (\*2006 baseline)

- Of the 39,565 linear feet (7 miles) of sidewalk surveyed, fifty-six (56) percent were found to be non-compliant.
- There were no bus stops surveyed in this county.
- All of the 154 ramps were found to be non-compliant.
- Ninety-one (91) percent of the 241 driveway crossings were found to be non-compliant.
- There were no median treatments surveyed in this county.

Talbot	
Sidewalk Collected	39,565 feet
Sidewalk ADA Compliant	17,234 feet
	44%
Bus Stops Collected	N/A
Bus Stops ADA Compliant	N/A
	N/A
Ramps Collected	154
Ramps ADA Compliant	0
	0%
Driveway Crossings Collected	241
Driveway Crossings ADA Compliant	21
	9%
Median Treatments Collected	N/A
Median Treatments ADA Compliant	N/A
	N/A

**Washington County** (\*2006 baseline)

- Of the 159,038 linear feet (30 miles) of sidewalk surveyed, sixty (60) percent were found to be non-compliant.
- Both of the 2 bus stops surveyed were found to be compliant.
- Ninety-seven (97) percent of the 581 ramps were found to be non-compliant.
- Seventy-eight (78) percent of the 371 driveway crossings were found to be non-compliant.
- Eighty-three (83) percent of the 6 median treatments were found to be non-compliant.

Washington	
Sidewalk Collected	159,038 feet
Sidewalk ADA Compliant	63,100 feet
	40%
Bus Stops Collected	2
Bus Stops ADA Compliant	2
	100%
Ramps Collected	581
Ramps ADA Compliant	19
	3%
Driveway Crossings Collected	371
Driveway Crossings ADA Compliant	81
	22%
Median Treatments Collected	6
Median Treatments ADA Compliant	1
	17%

**Wicomico County** (\*2006 baseline)

- Of the 107,531 linear feet (20 miles) of sidewalk surveyed, thirty-one (31) percent were found to be non-compliant.
- The one bus stop surveyed was found to be non-compliant.
- Ninety-four (94) percent of the 516 ramps were found to be non-compliant.
- Eighty (80) percent of the 669 driveway crossings were found to be non-compliant.
- Ninety (90) percent of the 10 median treatments were found to be non-compliant.

Wicomico	
Sidewalk Collected	
	107,531 feet
Sidewalk ADA Compliant	
	74,322 feet
	69%
Bus Stops Collected	
	1
Bus Stops ADA Compliant	
	0
	0%
Ramps Collected	
	516
Ramps ADA Compliant	
	32
	6%
Driveway Crossings Collected	
	669
Driveway Crossings ADA Compliant	
	134
	20%
Median Treatments Collected	
	10
Median Treatments ADA Compliant	
	1
	10%

**Worcester County** (\*2006 baseline)

- Of the 185,418 linear feet (35 miles) of sidewalk surveyed, twenty-two (22) percent were found to be non-compliant.
- Eighteen (18) percent of the 103 bus stops were found to be non-compliant.
- Ninety (90) percent of the 1,067 ramps were found to be non-compliant.
- Ninety (90) percent of the 1,071 driveway crossings were found to be non-compliant.
- Sixty-two (62) percent of the 61 median treatments were found to be non-compliant.

<b>Worcester</b>	
Sidewalk Collected	185,418 feet
Sidewalk ADA Compliant	145,189 feet
	<b>78%</b>
Bus Stops Collected	103
Bus Stops ADA Compliant	84
	<b>82%</b>
Ramps Collected	1,067
Ramps ADA Compliant	112
	<b>10%</b>
Driveway Crossings Collected	1,071
Driveway Crossings ADA Compliant	106
	<b>10%</b>
Median Treatments Collected	61
Median Treatments ADA Compliant	23
	<b>38%</b>

While there are a large number of non-compliant features, it is not surprising due to the amount of sidewalk constructed within the State's PROW prior to the establishment of ADA design and construction guidelines. The number of elements needing improvement to meet full accessibility further highlights the need to prioritize projects over many years.

As elements are brought into compliance through the Transition Plan and as new pedestrian facilities are added to the system, the GIS database, known as the ADA Portal will be updated. The database contains thousands of elements and it is constantly being updated based on construction of new sidewalk and ongoing projects. The database is housed and maintained by the Office of Highway Development. To obtain specific up-to-date information, individuals should contact SHA's Title II Coordinator. For those individuals requiring more detailed information or alternative formats, these options will be provided by request. In addition, SHA is working towards making the database available for public viewing through their website; however, this has not been completed at the time of this report.

## **Section 4 Public Involvement**

This section provides a summary of the public involvement activities relating to the Self Evaluation. Public input helped to verify and augment information collected during the field surveys. Information provided by the public will also be used in the prioritization of projects in the Transition Plan.

### **4.1 ADA Advisory Committee**

SHA established an ADA Advisory Committee to provide long-term and broad input into SHA's statewide policy, guidance and ADA activities including the Self Evaluation and prioritization of projects in the Transition Plan. The ADA Advisory Committee is comprised of members from organizations representing the disability community as well as representatives from Federal and state agencies. Committee membership has expanded over the course of the Self Evaluation. A complete list of members who participated at any time throughout the process can be found in Appendix C.

The Advisory Committee provided input into the Self Evaluation process. The Committee has also provided preliminary guidance on prioritization criteria and will continue to be involved in the Transition Plan development. Additionally, the Committee serves as a conduit to facilitate communications with each member's organization.

On October 26, 2006, a field visit was held so that interested Committee members could accompany one of the field crews as they conducted a self evaluation audit. This assisted SHA with comparing the obstacles experienced by Committee members in the field to the findings of the technical field evaluations underway. It also provided Committee members an opportunity to see first hand how Self Evaluation audits were conducted.

### **4.2 Public Meetings and Input**

Public meetings on the Self Evaluation were scheduled upon completion of the field surveys. Meetings included informational boards, which provided an overview of the Self Evaluation process and sample maps showing the results of the field surveys (see Appendix D). Braille versions of the informational boards were also made available. Computers were set up with the entire GIS database for all 23 counties and project staff was available to assist individuals in viewing any specific segment of sidewalk. Information could be described and written descriptions of specific areas were available upon request. Comments were recorded by staff and comment sheets were available in both typed and Braille format. At some meetings, a court reporter was available to record comments from individuals who could not or chose not to provide written comments.

The first public meeting was held in Baltimore County on April 17, 2007. One person attended the meeting. Due to the poor attendance, SHA investigated ways to expand public participation at future meetings. The second meeting was held in Montgomery County on June 13, 2007 and ran concurrently with the Montgomery County Commission on People with Disabilities meeting. These meetings were also advertised together. A presentation by SHA was included on the agenda of the Commission meeting. This resulted in approximately 50 people attending the SHA ADA meeting.

Based on the success of this partnership, SHA worked to schedule future meetings in conjunction with local county commission meetings and/or awareness days where possible. A list of the meeting dates and locations is included in Appendix D.

Sixteen public meetings were held across Maryland to solicit public input for the Self Evaluation of PROW. Each public meeting was advertised in local newspapers. Three of the sixteen meetings were multi-county meetings, which met our goal of holding meetings for each of Maryland's 23 counties. Additional meetings were held in Baltimore County, due to the initial low turnout and in Ocean City in Worcester County due to previous ADA concerns in that area. Two additional presentations were also conducted; one at the request of the Maryland Commission on Disabilities and the other was participation in the Maryland Department of Transportation Secretary's 3<sup>rd</sup> Annual Conference on Accessible Transportation.

Comments were solicited from people with disabilities and other interested individuals or organizations prior to finalizing the Self Evaluation Report. Other methods of public input included comment forms, the SHA ADA website, the SHA ADA hotline, e-mails, and mail. This final Self Evaluation Report will be made available for public inspection in the ADA Title II Coordinator's office.

#### 4.3 Summary of Comments

Comments were taken at each of the public meetings and the nature of these comments is summarized in this section. A full list of the comments is included in Appendix E.

Of the one hundred forty-six registered attendees (those who actually signed in for the meeting), approximately 27% of them submitted comments. The areas that were identified most frequently were issues with sidewalks, traffic signals, barriers to accessibility, signage, Accessible Pedestrian Signals (APS), medians and crosswalks.

The majority of the comments submitted were issues regarding sidewalks. The comments included: lack of sidewalk, sidewalk needing to be installed or

extended, curb cuts not being on both sides of the street, no sidewalk ramps or curb cuts, steep curbs, and maintenance of sidewalks.

There were also several comments about signal issues and APS, such as insufficient time allowed for crossing an intersection, no traffic signal or countdown device, lack of APS, push buttons that were hard to reach and/or hard to push, and signals that were out of sync.

Additionally, in the area of medians and crosswalks, there were comments about lack of medians, medians and crosswalks being too short or too narrow, median breaks that were not aligned with the crosswalk (and hard to find by those with visual disabilities, and crosswalks that needed to be identified by striping and signage.

Finally, there were many county-specific comments referencing areas that had barriers to accessibility and comments about the problems with visibility and the difficulty with maneuvering in traffic circles.

All comments were reviewed and specific challenges to mobility identified were compared against the field survey database, to ensure that the issues raised were included in the Self Evaluation. These comments will be used to assist with the prioritization of projects through the Transition Plan. Comments relating to facilities beyond the scope of SHA's efforts (i.e. something on a County roadway) were passed along to the responsible agency.

While this report summarizes comments from the public meetings, public input is and will continue to be an important element in SHA's ADA program. Ongoing opportunities for input will continue through the Advisory Committee, local organizations, local commissions on disabilities, SHA's ADA website, the ADA hotline, and e-mail. Comments received in the future will be included in the ADA database and will be used as projects continue to be prioritized through the Transition Plan.

## **Section 5 Summary**

The Self Evaluation Report documents the results of SHA's Self Evaluation of access to PROW facilities. SHA chose to conduct a comprehensive survey covering PROW facilities on all SHA-maintained roadways.

The field work associated with the self evaluation effort was completed in December 2006 and the results have been mapped and entered into a GIS database. Public meetings were scheduled and held across the State. Based on the success of the partnership with the Commission on People with Disabilities in Montgomery County and the resulting increase in public participation, SHA worked to schedule meetings in conjunction with local county commission meetings and/or awareness days, where possible. Input from the public meetings was used to further refine the Self Evaluation and will be used to provide input into the prioritization of projects in the Transition Plan.

The results of the Self Evaluation have formed the baseline from which it will be possible to identify needs and document progress. More than 4.5 million linear feet (874 miles) of sidewalk within SHA's PROW have been evaluated. Of the sidewalks surveyed, forty-eight (48) percent were found to be non-compliant. Ninety-four (94) percent of curb ramps and eighty (80) percent of driveway crossings were also non-compliant. Fifty-one (51) percent of bus stops were found to be non-compliant and, thirty-one (31) percent of median treatments were found to be non-compliant with current ADA standards.

As described in this report, SHA's Self-Evaluation database is a living "document" that is regularly updated. The database of complaint and non-compliant elements is updated as new features are added and/or brought up to standard. Therefore, the database is referenced rather than including a static printout of data that is only valid at one moment in time.

This Self Evaluation provides valuable information on the extent and types of improvements needed for full accessibility. It presents the basis for future improvements through the Transition Plan.

## **Appendix A**

### **Self Evaluation Field Survey Checklist**

## Self Evaluation Field Survey Checklist

Feature	Attribute
<b>Sidewalk Width (Line)</b>	Width
	Non-Compliant Less than 4 ft
	Non-Compliant < 5 ft not uniform
	Compliant 4 - 5 ft
	SHA Compliant > 5 ft
	Non-Compliant
	Cross-Slope
	NA
	Street Name
	Direction
<b>Sidewalk Objects (Point)</b>	EB
	WB
	SB
	NB
	Objects
	Debris
	Hydrant
	Light Pole
	Mailbox
	Newspaper
Ped Pole	
Sign Pole	
Utility Pole	
Other	
key-in object name	
Clear Width	
Vertical Elevation	
1/4 to 1/2	
> 1/2*	
<b>Bus Stop (Point)</b>	Accessible
	Yes*
	No

Feature	Attribute
<b>Area Construction (Line)</b>	Limits
<b>Ramp (Point)</b>	Objects
	None*
	Bollard
	Hydrant
	Light Pole
	Mailbox
	Newspaper
	Other
	Ped Pole
	Sign Pole
	Utility Pole
	ADA Compliant
	Yes
	No*
No Ramp	
<b>Accessible Ped Signal (APS) (Point)</b>	Select only if existing
<b>Median Treatments (Point)</b>	Median Width
	Compliant*
	Non-Compliant
	Clear Width
	Compliant*
	Non-Compliant
Level Area	
Compliant*	
Non-Compliant	
<b>Driveway Crossing (Point)</b>	Compliant
	Yes
	No*
	Cross-Slope (only if non-compliant)
<b>Protruding Objects (Point)</b>	Type
	Vertical
	Horizontal
	* = Default Value

## **Appendix B**

### **Self Evaluation Compliance by County and Statewide Summary**

Self Evaluation Compliance by County

Allegany	Anne Arundel	Baltimore	Calvert	Caroline	Carroll
Sidewalk Collected					
71,855 feet	259,437 feet	668,003 feet	30,119 feet	61,223 feet	96,648 feet
Sidewalk ADA Compliant					
34,448 feet	115,441 feet	301,046 feet	7,164 feet	36,391 feet	20,697 feet
48%	44%	45%	24%	59%	21%
Bus Stops Collected					
N/A	91	426	N/A	N/A	N/A
Bus Stops ADA Compliant					
N/A	38	163	N/A	N/A	N/A
N/A	42%	38%	N/A	N/A	N/A
Ramps Collected					
386	1,724	3,991	139	218	823
Ramps ADA Compliant					
25	64	473	7	2	7
6%	4%	12%	5%	1%	0.8%
Driveway Crossings Collected					
235	862	2,703	64	340	387
Driveway Crossings ADA Compliant					
46	208	512	3	58	75
20%	24%	19%	5%	17%	19%
Median Treatments Collected					
1	60	160	N/A	3	11
Median Treatments ADA Compliant					
0	36	77	N/A	1	3
0%	60%	48%	N/A	33%	27%

Self Evaluation Compliance by County

Cecil	Charles	Dorchester	Frederick	Garrett	Harford
Sidewalk Collected					
120,791 feet	41,524 feet	56,937 feet	185,613 feet	21,846 feet	200,646 feet
Sidewalk ADA Compliant					
52,238 feet	7,273 feet	34,684 feet	93,948 feet	11,206 feet	114,457 feet
43%	18%	61%	51%	51%	57%
Bus Stops Collected					
3	N/A	N/A	4	N/A	2
Bus Stops ADA Compliant					
2	N/A	N/A	2	N/A	1
67%	N/A	N/A	50%	N/A	50%
Ramps Collected					
459	363	241	786	161	1,021
Ramps ADA Compliant					
31	27	1	80	3	39
7%	7%	0.4%	10%	2%	4%
Driveway Crossings Collected					
599	162	541	816	70	715
Driveway Crossings ADA Compliant					
153	61	24	222	16	173
26%	38%	4%	27%	23%	24%
Median Treatments Collected					
2	14	1	22	N/A	27
Median Treatments ADA Compliant					
1	7	0	14	N/A	12
50%	50%	0%	64%	N/A	44%

Self Evaluation Compliance by County

Howard	Kent	Montgomery	Prince Georges	Queen Anne's	Saint Mary's
Sidewalk Collected					
96,388 feet	46,995 feet	1,209,481 feet	728,850 feet	97,247 feet	83,839 feet
Sidewalk ADA Compliant					
37,787 feet	23,461 feet	770,060 feet	337,598 feet	20,552 feet	58,596 feet
39%	50%	64%	46%	21%	70%
Bus Stops Collected					
5	N/A	1,264	715	N/A	2
Bus Stops ADA Compliant					
0	N/A	751	259	N/A	2
0%	N/A	59%	36%	N/A	100%
Ramps Collected					
453	206	5,868	4,865	199	583
Ramps ADA Compliant					
5	3	275	206	0	0
1%	1%	5%	4%	0%	0%
Driveway Crossings Collected					
135	356	3,698	2,966	437	456
Driveway Crossings ADA Compliant					
32	81	700	602	48	180
24%	23%	19%	20%	11%	39%
Median Treatments Collected					
33	4	463	260	1	42
Median Treatments ADA Compliant					
14	3	195	90	0	27
42%	75%	42%	35%	0%	64%

Self Evaluation Compliance by County

Somerset	Talbot	Washington	Wicomico	Worcester	STATEWIDE
Sidewalk Collected					
46,384 feet	39,565 feet	159,038 feet	107,531 feet	185,418 feet	4,615,378 feet
Sidewalk ADA Compliant					
27,458 feet	17,234 feet	63,100 feet	74,322 feet	145,189 feet	2,404,349 feet
59%	44%	40%	69%	78%	52%
Bus Stops Collected					
N/A	N/A	2	1	103	2,618
Bus Stops ADA Compliant					
N/A	N/A	2	0	84	1,304
N/A	N/A	100%	0%	82%	50%
Ramps Collected					
177	154	581	516	1,067	24,981
Ramps ADA Compliant					
1	0	19	32	112	1,412
0.6%	0%	3%	6%	10%	6%
Driveway Crossings Collected					
304	241	371	669	1,071	18,198
Driveway Crossings ADA Compliant					
18	21	81	134	106	3,554
6%	9%	22%	20%	10%	20%
Median Treatments Collected					
2	N/A	6	10	61	1,183
Median Treatments ADA Compliant					
2	N/A	1	1	23	507
100%	N/A	17%	10%	38%	43%
			<b>Baseline</b>	Sidewalk in miles	<b>874</b>
				Sidewalk ADA Compliant	<b>455</b>
				Percentage	<b>52%</b>

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## **Appendix C**

### **Advisory Committee**

## Advisory Committee Members

The following individuals participated on the Advisory Committee:

<b>Organization</b>	<b>Name</b>
SHA Leadership	Neil Pedersen Doug Simmons
SHA Policy and Research	Richard Woo Linda Singer
SHA Office of Highway Design (OHD)	Lisa Choplin Norie Calvert
SHA Office of Counsel	Scot Morrell
SHA Office of Equal Opportunity	Troy Parham Karen Shipley
SHA Office of Traffic and Safety (OOTS)	Ed Paulis
Jacobs (SHA's Consultant)	Harriet Levine
Federal Highway Administration	Rosemarie Morales
National Highway Traffic Safety Administration (NHTSA)	Craig Borne
Maryland Department of Transportation (MDOT)	John Gaver
Maryland Department of Disabilities (MDOD)	Cari Watrous
Maryland Alliance of Disability Commissions and Committees	Ginger Palmer
Maryland School for the Blind	Duane Geruschat
American Council for the Blind (ACB)	Pat Sheehan
Nation Federation of the Blind	Sharon Maneki
Governor's Office of the Deaf and Hard of Hearing (ODHH)	Yvonne Dunkle
Maryland Center of Independent Living	Andrea Buonincontro
Arc of Baltimore	Sly Bieler
TransCen/ Wheel Chair User Constituent	Marian Vessels

## **Appendix D**

### **Self Evaluation Public Meeting Materials**

## List of Public Meetings

<b>Date</b>	<b>County</b>	<b>Location</b>	<b># of attendees</b>
4/17/2007	Baltimore	Parkville High School, Baltimore, Maryland	1
6/13/2007	Montgomery	Montgomery County Executive Office Building, Rockville, Maryland	26
10/18/2007	Prince George's	Bowie City Hall, Bowie, Maryland	14
10/15/2007	Howard	Howard County Community College, Columbia, Maryland	5
10/22/2007	Harford	McFaul Activities Center, Bel Air, Maryland	22
10/23/2007	Anne Arundel	Heritage Office Complex, Annapolis, Maryland	18
5/20/2008	St. Mary's	Joseph D. Carter State Office Building, Leonardtown, Maryland	11
5/21/2008	Baltimore	Stembridge Community Center, Essex, Maryland	19
7/29/2008	Midshore/Northern (Caroline, Cecil, Kent, Queen Anne's, Talbot)	Kent Center, Chestertown, Maryland	1
8/12/2008	Frederick	Frederick County Dept of Aging & Frederick Senior Center, Frederick, Maryland	12
8/14/2008	Calvert	Calvert County Public Library, Prince Frederick, Maryland	2
10/14/2008	Lower shore (Dorchester, Somerset Wicomico and Worcester)	The One Stop Job Market, Salisbury, Maryland	2
11/12/2008	Worcester	Roland E. Powell Convention Center, Ocean City, Maryland	2
12/9/2008	Carroll	Carroll County Community College, Westminster, Maryland	3
12/18/2008	Western Maryland (Alleghany, Garrett and Washington)	One Stop Job Center, Cumberland, Maryland	1
2/4/2009	Charles County	Theodore Davis Middle School, Waldorf, Maryland	7
			<b>146</b>

## Presentation Boards



### **WELCOME**

- The Maryland State Highway Administration is committed to full accessibility for all our customers.
- As part of this effort, we are conducting a self-evaluation of our existing system.
- Once we have identified deficiencies we will schedule their improvement through a transition plan.



### **PURPOSE OF THIS MEETING**

- To gather public input on particular challenges to accessibility.
- Utilize input provided by the public to prioritize future ADA improvement projects.
- Assist the public with any questions you may have regarding ADA compliance.

## SELF EVALUATION

- The purpose of the self evaluation is to evaluate existing facilities for accessibility.
- Field surveys were conducted for all sidewalks along State roadways.
- The results are available for review at this meeting.



## FIELD SURVEYS

- Surveys included sidewalks, curb ramps, curb cuts, detectible warnings, and median crossings.
- Design elements included width, slope, gaps, etc.
- Obstacles were also identified including signs, lights, mailboxes, fire hydrants, etc.

## TRANSITION PLAN

- The next step in the process is to develop a transition plan.
- The plan will identify deficiencies, outline steps to address them, and prioritize and plan for the improvements.
- Your input will help us prioritize projects.



## ACCESSIBLE PEDESTRIAN SIGNALS (APS)

- APS devices can be heard and felt.
- SHA intends to equip all new signal installations with APS where pedestrian activation is appropriate.
- All existing pedestrian-activated signals will be converted to APS within 10 years.





# YOUR ROLE

- Provide comments on comment sheets or to court reporters.
- Discuss priorities with available staff.
- Provide input on areas most frequently used and accessibility to those areas.

 STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS  
AMERICANS WITH DISABILITIES ACT PUBLIC MEETING

Meeting Location (County) \_\_\_\_\_

Name \_\_\_\_\_ Date \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

e-mail address \_\_\_\_\_

If we need to follow up, how do you prefer to be contacted? \_\_\_\_\_

What is the biggest challenge you experience as a pedestrian along Maryland State Highway Administration roadways or roadways designated by a route number? \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Are there specific locations with barriers to accessibility? \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Are there any locations where the addition of sidewalks would improve mobility? \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Additional comments: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

How did you hear about this meeting? \_\_\_\_\_

Thank you. Your input will be considered as we identify and prioritize projects.

## Public Meeting Presentation Boards

There are seven boards displayed as follows:

### **Board One**

#### WELCOME

- The Maryland State Highway Administration is committed to full accessibility for all our customers.
- As part of this effort, we are conducting a self-evaluation of our existing system.
- Once we have identified deficiencies we will schedule their improvement through a transition plan.

### **Board Two**

#### PURPOSE OF THIS MEETING

- To gather public input on particular challenges to accessibility.
- Utilize input provided by the public to prioritize future ADA improvement projects.
- Assist the public with any questions you may have regarding ADA compliance.

### **Board Three**

#### SELF EVALUATION

- The purpose of the self evaluation is to evaluate existing facilities for accessibility.
- Field surveys were conducted for all sidewalks along State roadways.
- The results are available for review at this meeting.

There is a picture of uneven cracked sidewalk.

### **Board Four**

#### FIELD SURVEYS

- Surveys included sidewalks, curb ramps, curb cuts, detectible warnings, and median crossings.
- Design elements included width, slope, gaps, etc.
- Obstacles were also identified including signs, lights, mailboxes, fire hydrants, etc.

## **Board Five**

### TRANSITION PLAN

- The next step in the process is to develop a transition plan.
- The plan will identify deficiencies, outline steps to address them, and prioritize and plan for the improvements.
- Your input will help us prioritize projects.

There is a picture of a crosswalk with detectable warning surfaces in the median and curb ramps.

## **Board Six**

### ACCESSIBLE PEDESTRIAN SIGNALS (APS)

- APS devices can be heard and felt.
- SHA intends to equip all new signal installations with APS where pedestrian activation is appropriate.
- All existing pedestrian-activated signals will be converted to APS within 10 years.

There is a picture of an APS unit.

## **Board Seven**

### YOUR ROLE

- Provide comments on comment sheets or to court reporters.
- Discuss priorities with available staff.
- Provide input on areas most frequently used and accessibility to those areas.

There is a picture of the SHA Question and Comment Form.



**STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS**



**AMERICANS WITH DISABILITIES ACT PUBLIC MEETING**

Meeting Location (County) \_\_\_\_\_

Name \_\_\_\_\_ Date \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

e-mail address \_\_\_\_\_

If we need to follow up, how do you prefer to be contacted? \_\_\_\_\_

What is the biggest challenge you experience as a pedestrian along Maryland State Highway Administration roadways (a roadway designated by a route number)? \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Are there specific locations with barriers to accessibility? \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Are there any locations where the addition of sidewalks would improve mobility? \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

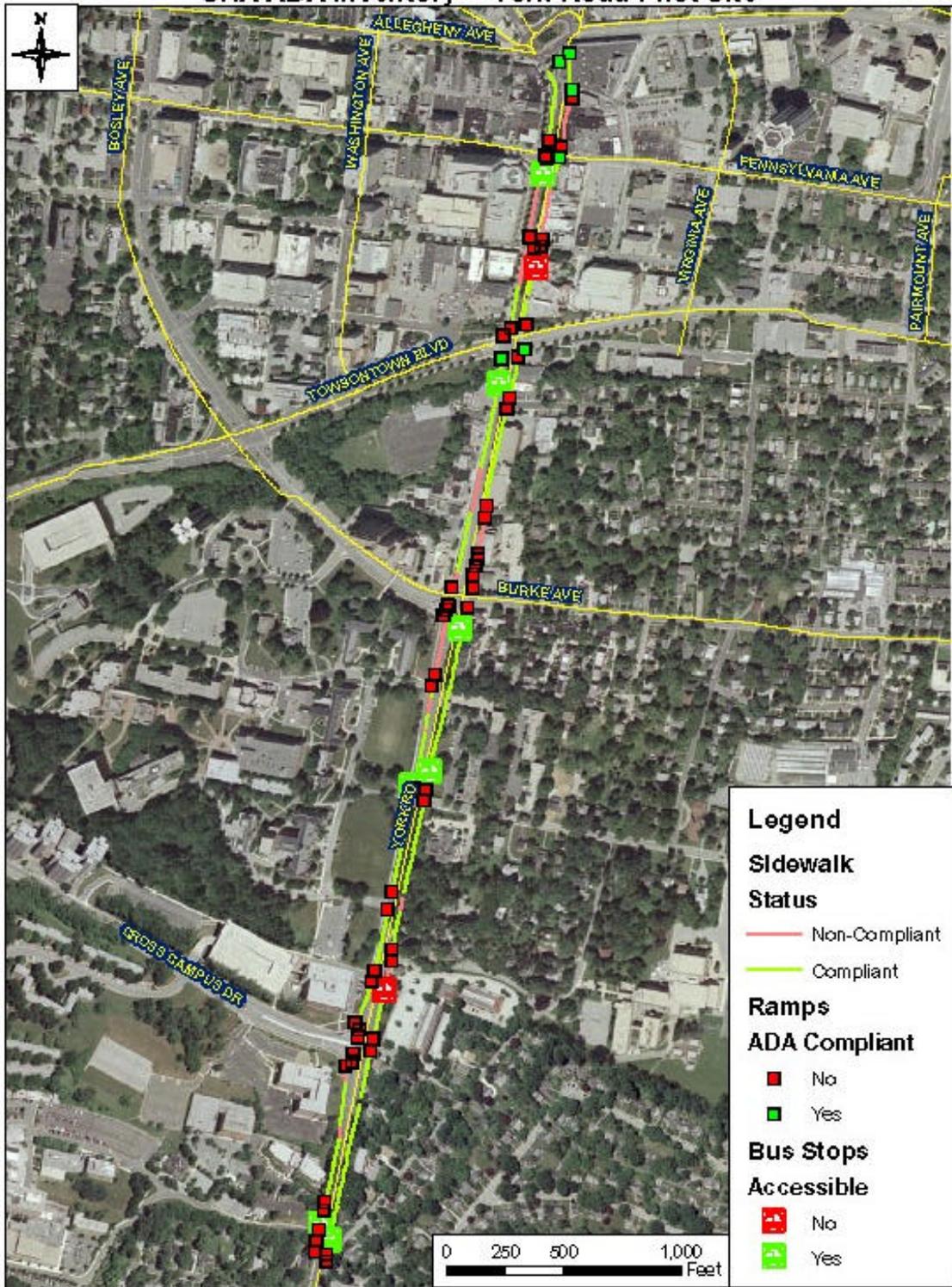
Additional comments: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

How did you hear about this meeting? \_\_\_\_\_

Thank you. Your input will be considered as we identify and prioritize projects.

# Sample Map

## SHA ADA Inventory -- York Road Pilot Site



## **Appendix E**

### **Public Comments**

**PUBLIC MEETING COMMENTS**

County	Biggest Challenge you experience as a pedestrian along SHA roadways?	Specific locations with barriers to accessibility?	Locations where additional sidewalks would improve mobility?	Additional comments
Anne Arundel County	In rural areas with no sidewalks people walk on road shoulders. However the way the ADA Standards are written a post with a push button & APS cannot be installed at intersections without sidewalks.	Lack of sidewalks and push buttons or APS in rural areas are a barrier to all vision impaired people. Lights at the intersection of Routes 256 & 468 and at Routes 256 & 422.	Lights at the intersection of Routes 256 & 468 and at Routes 256 & 422. Bridge at Route 256 & 422. Has sidewalks, but the roads do not.	Need to add info about sidewalks, curb cuts and truncated domes at Route 256 & 258 intersection, in Deale, to database.
Anne Arundel County	Need to have curb cuts on both sides of the street. Experiencing instances where curb cuts are on one side of the street and not the other.	450 & Route 2 up to Westgate Circle (towards Annapolis) on both sides of the road.	Taylor Ave. between West St./450 & Rowe Blvd. (Route 7)	At Westgate Circle visibility is limited from one side of the circle to the other due to obstructions. (I.e. walls)
Anne Arundel County		West St and Parole St		Wanted to follow up regarding the need for crosswalk at West St and Parole St. in front of Klakring Motor Company. So many in and out businesses, but you can't walk across the street. Ton of restaurants on one side of the street and businesses on the other.
Carroll County	MD Route 32 beginning at Main St East towards 97S. There is only a small section of the road that has sidewalk.	Most of Washington Rd (32) does not allow for pedestrian access to anywhere along the route.	Route 32 Washington Rd. There are many schools and Carroll Community College on this route. If there were sidewalks they would provide wonderful access to students and community members. A sidewalk on Route 32 would provide access to Main St thus eliminating traffic and where to park a car.	
Carroll County		Health wise the sidewalks would provide a safe environment for our many handicapped individuals who live off Route 32 and need to walk and not drive. The area that Route 32 runs through is a neighborhood and has been there since the 1950's. There are many folks that walk along Route 32 and it is very dangerous as there are no shoulders on either side of the roadway. There are many venues off of Washington Rd that folks would be able to access by sidewalks.		

**PUBLIC MEETING COMMENTS**

<b>County</b>	<b>Biggest Challenge you experience as a pedestrian along SHA roadways?</b>	<b>Specific locations with barriers to accessibility?</b>	<b>Locations where additional sidewalks would improve mobility?</b>	<b>Additional comments</b>
<b>Carroll County</b>	Absence of sidewalks and crossing the road particularly in front of Westminster H.S. on Route 32	Route 32/Washington Lane High School area crosswalk across Route 32	Along Route 32 from the high school to Carroll Community College/YMCA	As it stands now, a pedestrian, be he handicapped or not is very limited in accessing wonderful venues in their neighborhood.
<b>Charles County</b>	Lack of sidewalks in general. Only SHA walks are on Leonardtown Rd. east of 301 intersection. These have been ADA improved 4-5 years ago.	Route 228/301 corner. Two discount electronic stores on each side of Route 228 at corner (Best Buy, Circuit City) Seems like pedestrian cross is high there to, comparison shop. Guide rails hamper.	Along Routes Bus 5 and 301 at Acton Lane. Acton has sidewalks, 301 does not. Many west side residents walk to Wal-Mart. A very tough crossing – no pedestrian signal or really enough traffic null time to cross.	At Three Watch Rd and Thompson Corner Rd, in St. Mary's County many fatal and non fatal accidents have happened. There needs to be a light put there.
<b>Charles County</b>			301 & Smallwood – 301 & Drury Lane – most of 301 Waldorf-South- illegal to ride electric mobility scooter on the road with speed limits over 45 – (Pedestrian) He receives several tickets. He requests that sidewalks be put in.	
<b>Frederick County</b>	7th Street at Route 15 ramps	High - no cut - no crosswalk across ramp to 15 between 7th Street and shopping center	Both sides of 7th Street to access shopping center	Shelter is at front end of passenger loading area. Would it have been better to have the shelter more in the center since many buses have the wheelchair lift toward the rear of the bus? (referring to pictures taken on S. Market Street.)
<b>Frederick County</b>		Route 355 S. Market Street		Please provide map of the following areas: MD351 & Crestwood Blvd. and Urbana - 355/MD 80 (ADA Compliant features)
<b>Harford County</b>	Route 1 handicap parking no curb cut and painted curb cuts slippery	Route 533 and Church Creek Rd.- To cross street from Church Creek Rd to shopping center (walking across 534) The curb on the shopping center side is much too steep.	Old Baltimore Pike to Upper Chesapeake Medical Center - need to add sidewalks. Old Baltimore Pike at Main St (Ped) Down throwout. Pedestrian signals seem to be out of sync and make it hard to cross the streets in the busy mall area.	Mall area, in all new construction to lower sidewalk and make the slope gradual and even.

**PUBLIC MEETING COMMENTS**

County	Biggest Challenge you experience as a pedestrian along SHA roadways?	Specific locations with barriers to accessibility?	Locations where additional sidewalks would improve mobility?	Additional comments
Harford County	No sidewalks on Route. 7 in Riverside; I walk this street frequently to local businesses and the bus stop. Also getting off the bus in Abingdon and having to cross the busy intersection at a traffic light. This may be a Harford Transit issue, but those APS would help tremendously in this county.	Route 7 in Riverside		Where are APES located in Harford Co? Are there sidewalks along 22 between Churchville Rd and Thomas Run? Requested information so he can avoid standing on the shoulder or road to catch the bus.
Montgomery County	Not enough sidewalks or bike paths		Refine data to differentiate between sidewalks & bike path (MD 190).	Who controls crosswalk and light timing for Norbeck and Bel Pre? Where do they stand on determining Detectable Warning Surfaces (DWS) or no DWS?
Montgomery County		Rockville Pike and Alpine Dr crossing is too short and allows for only one person to cross and pedestrian in crosswalk has to contend with turning traffic which crosses the crosswalk.	Sidewalks need to be set back from the road to avoid being covered by snow piles during the winter. I am skeptical about APS and if there is a possibility for them to malfunction and get out of sync with the traffic signal. Money should be spent on sidewalks, extending the sidewalks to areas without them.	Road divide island should be 3', wide enough to turn within area. Roundabouts are difficult to maneuver around what is the minimum distance from one safe refuge to another?
Montgomery County		Needs to be adequate lighting at crosswalks so drivers can see pedestrians from a distance.	Rockville Pike @ Twinbrook Pedestrian crossing time too short, turning vehicles cut through. MD 97 @ Bel Pre median opening too short.	I don't see much value in working on the slope of curb ramps or putting detectable warnings on them. In most cases you can hear the traffic and you don't need a detectable warning.

**PUBLIC MEETING COMMENTS**

County	Biggest Challenge you experience as a pedestrian along SHA roadways?	Specific locations with barriers to accessibility?	Locations where additional sidewalks would improve mobility?	Additional comments
Montgomery County		University Blvd and Piney Branch Rd. the island does not extend enough for a blind person to find it which leaves them in the street while traffic is turning in front of them.	I was hit in the crosswalk with my cane. I requested a traffic light and a traffic circle was installed. Why is that?	Georgia Ave at Glenmont Metro the push button in the media is out of reach to those in wheelchairs and the button is also hard to push. Is APS easier?
Montgomery County		Need sidewalk between Route 108 and Norwood Rd on Dr Bird Rd.; Redland Rd btw Crabbs Branch Pkwy and Muncaster Mill Rd (Rockville/Derwood). Need adequate sidewalk so people can walk to park and walk to subway. Also need bike path along Redland Road for people to exercise and bike to Metro.	Problems making accessible features available because they merge or are connected to state roads and highways which preclude the county from making those features available directly. We've had to coordinate or attempt to coordinate projects and plans with the state, and the time frame for getting these features corrected gets lost or the timeliness of the direct input from some of the county people is lost.	I hope that SHA will put up a website that allows people to find out what is being done or planned, not just survey results, but actual construction or tentative schedules. If they can put some of this information on the web and maybe integrate it with some of the mapping systems or something it would be very useful.
Montgomery County			At Georgia and the beltway it is also difficult to cross. Rutting near intersections also affects level crosswalks.	Cement and asphalt are better for sidewalks, bricks cause more bumps. (I.e. Rockville Library bad design)
Prince George's County	The Old Bowie area consisting of SR-564 (Chestnut Ave) needs major attention as it is difficult for pedestrians to cross. (No traffic signals, lack of wide sidewalks and major directional signage.)	6811 Kenilworth Avenue (location of the Independence Now office). Wanted to know if there were plans for sidewalks. There are no sidewalks on Kenilworth Avenue (near the office). People have to walk in street from bus stop (to the office). This is a busy four lane divided highway.		Additional attention to curb-cuts and handicap access as depicted on your maps.

**PUBLIC MEETING COMMENTS**

County	Biggest Challenge you experience as a pedestrian along SHA roadways?	Specific locations with barriers to accessibility?	Locations where additional sidewalks would improve mobility?	Additional comments
Prince George's County	Pedestrian overpass at 197 near Northview is difficult for wheelchairs. Intersection is very busy and takes a long time to cross.	SR-564 to Chestnut Avenue	SR-564 (The bridge that passes over the railroad tracks in Old Bowie.	
Prince George's County	<p><b>MD ROUTE 197 (North and South): At Northview Dr:</b> Identify the pedestrian crossing across MD Route 197 with signage and install pedestrian countdown devices. <b>At Town Center Blvd/Bowie Corporate Center:</b> Identify the pedestrian crossing across MD Route 197 with signage and install pedestrian countdown devices. <b>At Mitchellville Rd:</b> Identify the pedestrian crossing across MD Route 197 with signage and install pedestrian countdown devices. Identify both pedestrian crosswalks across Mitchellville Rd with signage and install pedestrian countdown devices. <b>At Evergreen Pkwy:</b> Install a fully activated traffic signal, including pedestrian crosswalks and pedestrian countdown devices. If a traffic signal is found to be not warranted at this time, install signage at this intersection advising pedestrians to cross MD Route 197 at either the Town Center Blvd or Mitchellville Rd intersections. <b>At English Oaks Ave (Heather Ridge Apartments Access):</b> Construct a sidewalk from the existing bus shelter into this residential community. This project should include the construction of a curb cutout and ramp with detectable surface.</p>			
Prince George's County	<p><b>MD ROUTE 197 (North and South):</b> Length of MD Route 197 (both sides) from (Rustic Hill Dr to new MD 450): Cut back overgrowth of the sidewalk on each side of this State highway, which has narrowed the sidewalk width thereby reducing the walkability of this pedestrian link. <b>Old Chapel Road (eastern side):</b> Identify both pedestrian crossings across MD Route 197 and Old Chapel Road with signage and install pedestrian countdown devices. <b>At Maddox Lane:</b> This is an existing mid-block crossing with no traffic signal. Identification of the existing pedestrian crosswalk should be enhanced by the installation of signage and pavement lighting and an aboveground signal that are activated when a pedestrian enters the crosswalk. <b>Old MD Route 450:</b> Identify the pedestrian crossing across MD Route 197 with signage and install pedestrian countdown devices. Relocate the existing push button pedestrian activated signal so it is immediately adjacent to the newly installed crosswalk. <b>At Kenhill Dr:</b> Install pedestrian countdown devices at the pedestrian crossing across MD Route 197. Identify the pedestrian crossing across Kenhill Dr. with signage and install pedestrian countdown devices.</p>			
Prince George's County	<p><b>MD ROUTE 214: At Devonwood Drive and Jennings Mill Drive:</b> Identify the pedestrian crossing across MD Route 214 with signage and install pedestrian countdown devices.</p>			
Prince George's County	<p><b>MD ROUTE (EAST TO WEST): At Superior Lane/Free State Mall Access:</b> Identify all three (3) existing pedestrian crosswalks with signage and install pedestrian countdown devices. Install handicap accessible curb cutouts and ramps with detectable surfaces. <b>At Millstream Drive and Stonybrook Drive:</b> Identify all three (3) existing pedestrian crosswalks with signage and install pedestrian countdown devices. <b>At Entrance to Bowie High School:</b> Identify the pedestrian crosswalk across MD Route 450 with signage and install pedestrian countdown devices. <b>AT MD Route 197:</b> Identify all four (4) existing pedestrian crosswalks with signage and install pedestrian countdown devices. <b>At Gothic Lane:</b> Identify the existing pedestrian crossing across Gothic Lane with striping and signage. <b>At High Bridge Road:</b> Identify the existing pedestrian crossing across High Bridge Road with signage and install pedestrian countdown devices.</p>			
Prince George's County	<p><b>MD ROUTE (EAST TO WEST) (continued): At Greenville Lane:</b> Between Old and new MD Route 450, construct a sidewalk along the eastern side of Greenville Lane (where pedestrians have created a dirt path), from Old MD Route 450 (opposite the Auto Pro Store) to an existing bus shelter on MD Route 450 eastbound. Investigate the need for installation of a pedestrian crosswalk across MD Route 450, which would link the northern and southern sides of this state highway with each other as well as the existing residential and commercial uses together. Sidewalk should be extended to an existing bus shelter along MD Route 450 westbound. If warranted, this crosswalk should be constructed with curb cutouts and detectable surfaces and identified with signage, and pedestrian countdown devices should be installed.</p>			

**PUBLIC MEETING COMMENTS**

County	Biggest Challenge you experience as a pedestrian along SHA roadways?	Specific locations with barriers to accessibility?	Locations where additional sidewalks would improve mobility?	Additional comments
<b>Prince George's County</b>	In nearly all of the above locations, the pedestrian crosswalks should be better identified with cross striping ("Zebra striping") so they will be more visible to motorist and pedestrians. In addition, where pedestrian countdown devices are installed at the above locations, they should be accompanied by sound activated units to aid sight-impaired pedestrians when crossing these roadways.			
<b>Prince George's County</b>	Ramp to 50 to 197 triple light and signing issues.	564 bridge near 11th Street no crossing and only one sidewalk.		
<b>St. Mary's County</b>	Concerned about accessible sidewalks on Chancellor's Run Rd. Route 5 in Leonardtown and Great Mills Rd.	MD 235 @ Chancellor's Rd and Maple Rd, near Esperanza MS, Manhole cover in middle of sidewalk is uneven (near the tennis courts)	Great Mills Rd- this project has been planned for 10 yrs. What is the status of retrofitting all the sidewalks on this road?	Would like a copy of the findings for St. Mary's Co.
<b>St. Mary's County</b>	Route 235 & 237 Chancellors Run - curb cuts, no sidewalks to service center most use dirt trails. Great Mill (246) is a disgrace & has needed curb cuts for 20 yrs	Chancellors Run and Route 235 (Crossing signal cannot be reached)	Great Mills Rd, Chancellors Run Road, Route 5 from 245 to 243, Route 5 from 245 (North on 5) to Route 5 and 243 need sidewalks, shoulders and turning lanes	I feel that we are ignored in St. Mary's Co. Please check into these sites.
<b>St. Mary's County</b>	Route 3 MD 246 not enough sidewalks in county	curbs on Route 246	Route 237 (Chancellor's Run) is in dire need of work and people have died	Thanks for coming down to hear us and answer questions.
<b>St. Mary's County</b>			MD 237 Chancellors Run Rd	
<b>St. Mary's County</b>	not enough sidewalks	Chancellors Run Rd. and Great Mills Rd	Chancellors Run Rd. and Great Mills Rd	

## Other Public Comments

Event	General Questions
<b>MDOT Secretary's 3rd Annual Conference On Accessible Transportation</b>	There are no sidewalk ramps on Fairbrook near the bus stop on Fairbrook & Rolling Roads.
	Eutaw and Preston 4 second to cross street once light flashes. Should be longer.
	Kenilworth Ave.; S. paint branch access to College Park metro is good north of paint branch, but not south. What is the status of this project?
	In Aberdeen, signs leading to 95 are not clear. Shows signs for 95 before signs for 22 and 22 comes first.
	Wants to know about projects and public meeting in Harford County. (Bel Air & Harford Roads.)
<b>Maryland Commission on Disabilities</b>	What type of pedestrian APS units will SHA be using? The one's that talk continually are loud.
	Who is responsible for setting the timing for crossing? Along 7th Street and Tollhouse, in Frederick, near the hospital, the time to cross is very short and people are caught in the middle of the intersection trying to cross.
	On the East side of 7th Street are curb cuts before I-15, but as you go under I-1 there are no curb cuts. (Near Post Office)
	Is there a distinguishing number that identifies SHA roadways?
	What counties have you met with?
	Need to find ways to enforce residents keeping the sidewalk that they own clear.
	In PG county, Route 1 from the Beltway up to District line, Who is responsible for this sidewalk? More specifically, College Ave and Route 1 in front of the McDonalds.
The wreathes and roadside crosses are a distraction. Does SHA have the authority to remove them? If not, who does?	