



Americans with Disabilities Act

Transition Plan for Public Rights-of-Way

December 2009

This document is available in alternative formats upon request

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List of Acronyms

ADA	Americans with Disabilities Act of 1990
ADAAA	ADA Amendments Act of 2008
ADAAG	Americans with Disabilities Act Accessibility Guidelines
ARRA	American Recovery and Reinvestment Act of 2009
CTP	Consolidated Transportation Plan
LRTP	Long-Range Transportation Plan
MDOT	Maryland Department of Transportation
MPO	Metropolitan Planning Organization
MTA	Maryland Transit Administration
PROW	Public Rights-of-Way
SHA	State Highway Administration
STIP	Statewide Transportation Improvement Program
TIP	Transportation Improvement Program
TDD	Telecommunications Device for the Deaf
WMATA	Washington Metropolitan Area Transit Authority

Executive Summary

The Americans with Disabilities Act (ADA) of 1990 prohibits discrimination against individuals with disabilities from receiving or having access to public service. As part of the Act, State and local government entities are required to perform Self-Evaluations to identify areas not meeting ADA requirements and create Transition Plans to implement a change in meeting those requirements.

This Transition Plan falls within Title II of ADA and deals specifically with accessibility on Public Rights-of-Way owned and/or maintained by the Maryland State Highway Administration (SHA). Other areas of compliance, including facilities such as buildings and rest areas, will be included in separate Transition Plans. As described in this report, SHA's Self-Evaluation and Transition Plan are linked, living "documents" that are updated regularly. 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 and to allow for the re-assessment of priorities and update of project schedules. It is not a static "off the shelf" document that is updated periodically.

SHA has taken a first of its kind approach to both this Transition Plan and data collection. The core document presented here addresses approaches, funding, methodologies, baseline findings, prioritization criteria, public input, and integration with existing transportation planning. In an effort to utilize the best available technology, SHA decided to use a pair of relatively new technology-driven decision making tools to capture data, revise compliance status as work is completed and help prioritize and schedule future work. The result is real-time information on compliance that facilitates measurement of progress. This information is stored in an electronic database that can be displayed using Geographic Information Systems (GIS) software and then tailored for a specific report, user or presentation audience. The schedule of work is also to be continually updated as projects are programmed and funding secured.

Specific elements are neither listed in nor attached to this report, due to the thousands of elements contained in the database. Information is constantly being updated based on construction of new sidewalk and ongoing projects. Therefore, those wanting to see specific locations along State roadways are encouraged to contact the SHA Title II Compliance Coordinator to arrange to view and or receive data. Information is contained in a GIS-database maintained by SHA's Office of Highway Development. SHA has plans to put this information on-line for customers to view; however, this has not been completed at the time of this report. When complete, the web address may be obtained by searching the SHA's Home Page (<http://www.marylandroads.com>).

This approach is comprehensive in scope, yielding thousands of data points. This plan will focus on segments of roadway in terms of scheduling. Within each year, SHA is continually analyzing the data as it is updated to ensure the greatest needs are addressed and new requests are received. Maryland is also unique in that it has allocated a special budget line specifically for ADA retrofit projects, which allows SHA to go beyond the regularly scheduled capital or systems preservation (maintenance) improvements.

In 2006, SHA decided to undertake a Self-Evaluation of its entire roadway network that had sidewalks. The evaluation consisted of two parts: a field inventory, and public meetings covering all of Maryland's 23 counties. The sheer number of elements identified during the Self-Evaluation needing improvement to meet full accessibility further highlights the need to prioritize projects over many years. To facilitate the data collection, review and prioritization of elements within the public rights of way (PROW) and to achieve a live database that can be updated and kept current over time, SHA developed what it calls the ADA Portal. The Portal is a GIS-driven database that houses all the information regarding compliant and non-compliant elements along SHA's roadways as well as input from the public on issues of mobility.

In conjunction with guidance received from the Federal Highway Administration and the SHA ADA Advisory Committee (a group of individuals representing the disability community), the SHA has developed a prioritization system for determining where the greatest need for ADA compliance exists. Based upon these prioritization factors, the ADA Portal can identify which roadways are assigned the highest point score. Areas are then categorized into high, medium and low priority with ADA retrofit funding going to high priority projects. It is also important to note that other high, medium or low priority improvements will be implemented as part of other ongoing projects, including capital improvement projects, resurfacing, safety improvements and private developer work done along State roadways. This information is put into the ADA portal, so that as non-compliant elements are addressed, they are removed from the list of non-compliance. In the case of PROW, pedestrian facilities will be improved to meet SHA's *Accessibility Policy & Guidelines for Pedestrian Facilities along State Highways* which are based on Americans with Disabilities Act Accessibility Guidelines (ADAAG) but go beyond minimum requirements in certain areas (i.e. sidewalk width). When not possible to meet SHA's guidelines, projects will at a minimum meet ADAAG guidelines.

SHA has secured dedicated funding for ADA retrofit projects. This ADA Retrofit Fund, also called Fund 33, specifically supports the ADA program and funds retrofit improvements that are not included in other projects, such as major capital improvement projects that receive funding from other sources. Based on available Fund 33 funding and the prioritization of needed improvements, the State will determine future projects and will schedule them on an annual basis.

Introduction

The Maryland State Highway Administration (SHA) is committed to providing safe, adequate access to public rights-of-ways (PROW) for the general public regardless of ability or disability. The SHA strives to not just comply but go beyond the requirements of the Americans with Disabilities Act of 1990.

Overview of the Americans with Disabilities Act of 1990

The Americans with Disabilities Act of 1990 was signed into law on July 26, 1990 by President George H. W. Bush. The ADA is a wide-ranging civil rights law that prohibits, under certain circumstances, discrimination based on disability. It affords similar protections against discrimination to Americans with disabilities as the Civil Rights Act of 1964, which made discrimination based on race, religion, sex, national origin and other characteristics illegal and Section 504 of the Rehabilitation Act of 1973, which ensures that no qualified individuals with disabilities are discriminated against under any program or activity receiving federal financial assistance or government agencies that receive federal financial assistance. The ADA was amended when President George W. Bush signed into law the ADA Amendments Act of 2008 (ADAAA) on September 25, 2008. The ADAAA gives broader protections for disabled workers and includes a list of impairments to *major life activities*.

The main sections of ADA include: Title I – Employment; Title II – Non-discrimination on the Basis of Disability in State and Local Government Services; Title III – Nondiscrimination on the Basis of Disability by Accommodations and in Commercial Facilities; Title IV – Telecommunications; and Title V – Miscellaneous Provisions.

This Transition Plan addresses Title II, under which state and local governments are prohibited from discriminating against persons with disabilities, such as excluding such persons from participation in or denying access to programs, activities and services offered. To a lesser extent, it also addresses Title V, which contains a variety of provisions including construction standards.

Maryland State Highway Administration Policy

In December 2005, the SHA adopted a policy which outlines its objectives with the Americans with Disabilities Act of 1990 (ADA).

The following is SHA's policy on Non-Discrimination and Equal Access under the Americans with Disabilities Act:

**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.

SHA also has a policy for accommodating persons with disabilities along State highways. Specifically, the SHA shall make the accommodation of persons with disabilities a routine and integral element of its planning, design, construction, operations and maintenance activities for all projects as outlined in the SHA's *Accessibility Policy & Guidelines for Pedestrian Facilities along State Highways*.

The SHA has become increasingly proactive in fulfilling the ADA requirements and continues to dedicate resources to improve accessibility in its PROW. As a requirement of the ADA, a Transition Plan provides a method to schedule and implement ADA-required improvements.

The following table shows the percentage of persons with disabilities, by County, in the state of Maryland. The table also shows the percentage for the entire state and the country.

	Persons with a Disability	Total Persons	Percentage
USA	49,746,248	299,398,484	17%
Maryland	854,345	5,615,727	15%
Allegany	14,123	72,831	19%
Anne Arundel	67,713	509,300	13%
Baltimore	127,794	787,384	16%
Calvert	10,925	88,804	12%
Caroline	5,642	32,617	17%
Carroll	20,411	170,260	12%
Cecil	14,486	99,506	15%
Charles	18,133	140,416	13%
Dorchester	6,532	31,631	21%
Frederick	26,007	222,938	12%
Garrett	5,499	29,859	18%
Harford	31,617	241,402	13%
Howard	26,533	272,452	10%
Kent	3,687	19,983	18%
Montgomery	107,808	932,131	12%
Prince George's	129,832	841,315	15%
Queen Anne's	6,441	46,241	14%
St. Mary's	11,724	98,854	12%
Somerset	4,985	25,774	19%
Talbot	6,093	36,062	17%
Washington	22,685	143,748	16%
Wicomico	14,477	91,987	16%
Worchester	9,154	48,866	19%
Baltimore City	162,044	631,366	26%

Source: US Census Bureau, 2000

Self-Evaluation

A comprehensive survey evaluated the current accessibility along existing PROW. The self-evaluation had two components: a field-level GIS-based survey of 874 miles of sidewalk on state-maintained roadways (completed in December 2006); and a series of public meetings (completed in February 2009). The survey included sidewalks, ramps, driveway crossings, median treatments, and access to bus stops. A checklist used for the survey is attached in Appendix A. The results of the survey identified problem areas requiring improvements to achieve accessibility.

The results of the Self-Evaluation found the following elements to be noncompliant with current ADAAG standards:

- 48 percent of sidewalks;
- 94 percent of curb ramps;
- 80 percent of driveway crossings;
- 51 percent of access to bus stops on existing sidewalks; and
- 57 percent of median treatments.

Of the 48 percent of noncompliant sidewalks, most were noncompliant due to insufficient sidewalk width and/or cross slope. Other reasons for noncompliance on sidewalks include gaps and obstructions.

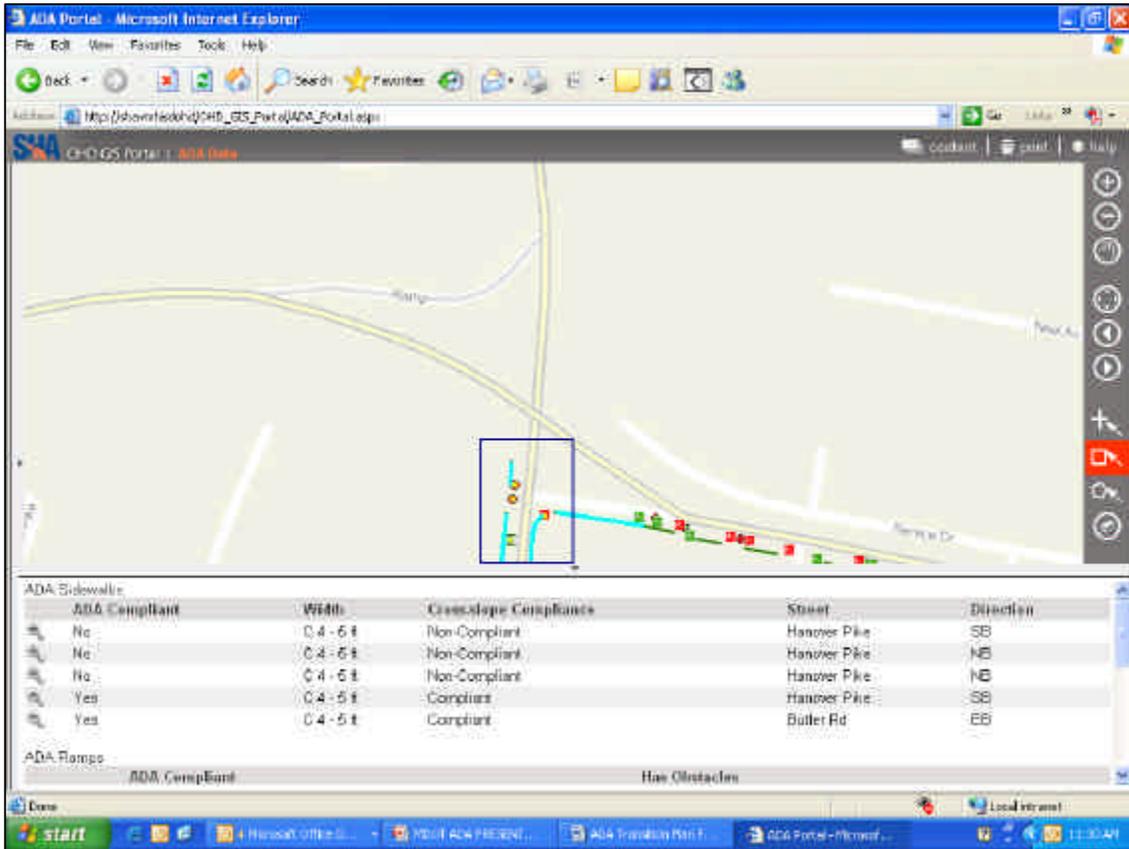
Six percent of curb ramps and approximately 20 percent of driveway crossings were compliant. The major factor in the low level of compliance for curb ramps is the relatively recent requirement for detectable warnings on curb ramps. Incorrect geometry (slopes, widths, landings, etc.) was an additional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

Access to bus stops was evaluated for sidewalk width, cross slope, obstructions and gaps. Fifty-one percent of bus stops on existing sidewalks were noncompliant from an access standpoint. The actual bus stops were not assessed since other agencies, including the Maryland Transit Administration (MTA), the Washington Metropolitan Area Transit Authority (WMATA), and other local bus operators own and maintain the bus facilities. SHA will be coordinating with these agencies as the Self-Evaluation and the Transition Plan move forward to ensure that improvements are coordinated between the agencies.

Medians were also evaluated for pedestrian access at crosswalks. Fifty-seven percent of median treatments are noncompliant with current ADA standards.

While there are a large number of noncompliant features, it was not unexpected due to the vast amount of sidewalk that had been constructed along State maintained roadways prior to the establishment of ADA design and construction guidelines.

Due to the size and nature of the database, specific elements are neither listed in nor attached to this report. The database contains thousands of elements and it is constantly being updated based on construction of new sidewalk and ongoing projects. Therefore, those wanting to see specific locations along State roadways are encouraged to contact the SHA Title II Compliance Coordinator to arrange to view and or receive data. Information is contained in a GIS-database maintained by SHA's Office of Highway Development. SHA has plans to put this information on-line for customers to view; however, this has not been completed at the time of this report. When complete, the web address may be obtained by searching the SHA's Home Page (<http://www.marylandroads.com>). The following graphic is sample of the GIS database showing compliant and non-compliant elements along a sample roadway section. Additionally, two examples of data output for a sample section of roadway are included in Appendix B. The data can be view either map form or table form.



A detailed summary, by County, is provided below listing the five elements surveyed. A tabular format of this baseline 2006 data is included in Appendix C.

Allegany County

- 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.

Anne Arundel County

- 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.

Baltimore County

- 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.

Calvert County

- 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.

Caroline County

- 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.

Carroll County

- 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.
- Sixty-three (63) percent of the 11 median treatments were found to be non-compliant.

Cecil County

- 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.

Charles County

- 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.

Dorchester County

- 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.

Frederick County

- 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.

Garrett County

- 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.

Harford County

- 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.

Howard County

- 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.

Kent County

- 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.

Montgomery County

- 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.

Prince George's County

- 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.

Queen Anne's County

- 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.

Saint Mary's County

- 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.

Somerset County

- 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.

Talbot County

- 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.

Washington County

- 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.

Wicomico County

- 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.

Worcester County

- 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.

The City of Baltimore is considered a separate entity and sub-recipient and thus was not included in Self-Evaluation. The City of Baltimore operates its own ADA program.

The second part of the Self-Evaluation consists of public involvement. The SHA decided to take a comprehensive approach to this, as it did to the field inventory above, by holding local meetings statewide to validate the findings, solicit input to our approach and objectives. The meetings also served to gain input from the public on particular problem areas to be addressed through the transition plan. During these meetings, staff explained what was found in the field and used computers to display very detailed and specific findings now captured in the statewide database. This served as a basis for dialogue between staff and members of the public to foster public comments. These public comments are critical to the prioritization of ADA retrofit and related work and are summarized in Appendix D. The final public meeting was held in February 2009.

Initially, meetings were held with individual counties, in conjunction with county commissions on disabilities, whenever possible. Several regional meetings were held in the more rural areas of the State. Public input continues to be taken through the ADA website, e-mail and phone contact. The following table details the date, location and the number of attendees at each meeting held.

The SHA also has a formal Complaint/Grievance Procedure in which any individual who feels he or she has been discriminated against because his or her physical and/or mental disability has the right to file a complaint. This procedure along with the complaint form and instructions on how to file a complaint are available online.

Date	County	Location	# of attendees
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 (2 nd meeting)	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
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Transition Plan

A Transition Plan is the direct outgrowth of the Self-Evaluation survey. The purpose of the Transition Plan is to ensure access by persons with disabilities to the programs, activities and services offered by a public institution. The plan has the capacity and has specifically been developed in a way that it is continually updated to ensure the ongoing needs of the community continue to be met.

As described in this document, SHA's Self-Evaluation database and the Transition Plan are living "documents" that are regularly updated. The database of non-compliant elements is updated as new features are added and/or brought up to standard. In addition, prioritization can be updated as new information becomes available such as public input on specific barriers to mobility or new information on pedestrian incidents. 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. In addition, the report has been prepared so that the body of the report stays constant and the appendices can be updated to show current funding levels and projects scheduled for implementation.

This plan is a direct result of input and coordination with a large number of groups and individuals. This includes public input at the public meetings held in coordination with the Self Evaluation as well as through the website, e-mail, and indirectly through the local commissions on disabilities. In addition, the Advisory Committee formed by SHA provided insight and suggestions in the development of both the Self Evaluation and prioritization criteria used in this Transition Plan. Members of the Advisory Committee include representatives from:

- Federal Highway Administration
- US Department of Veterans Affairs - Section 508 Program Office
- National Highway Traffic Safety Administration (NHTSA)
- National Federation of the Blind of Maryland (NFBMD)
- Maryland Department of Transportation
- Maryland State Highway Administration
- Maryland Department of Disabilities (MDOD)
- Maryland Office of the Deaf and Hard of Hearing (ODHH)
- Maryland School for the Blind
- Maryland Alliance of Disability Commissions and Committees
- Making Choices for Independent Living
- TransCen, Inc. - Disability and Business Technical Assistance Center
- Anne Arundel County Commission on Disability Issues
- Baltimore County Commission on Disabilities
- The Arc of Baltimore, Inc.

A list of the individuals who serve on the Advisory Committee is included in Appendix E.

Discussions on the prioritization, funding, and scheduling of improvements are included in subsequent sections of this report.

Methods for Compliance

It is rare that an entity's facilities are completely accessible or that they have enough accessible facilities to locate all programs at accessible locations without making some modifications.

In the case of PROW, pedestrian facilities will be improved to meet SHA's *Accessibility Policy & Guidelines for Pedestrian Facilities along State Highways*, SHA's design guidelines. These guidelines are based on ADAAG but go beyond minimum requirements in certain areas (i.e. sidewalk width). SHA's guidelines also reference and incorporate industry guidance and best practices established by the American Association of State Highway and Transportation Officials (AASHTO), the Manual on Uniform Traffic Control Devices (MUTCD), and other applicable guidelines. When not possible to meet SHA's guidelines, projects will at a minimum meet ADAAG guidelines.

If it is determined that full ADA compliance is technically infeasible or determined to be unreasonable to the desired degree as described in the SHA ADA guidelines, a design waiver must be requested and approved for each element that is not in full compliance. The design waiver shall demonstrate that the element has been designed to meet full compliance to the maximum extent feasible. No blanket design waivers will be granted on a project-wide or program-wide basis. Design waivers are not intended to eliminate the requirements for accommodating persons with disabilities as described in SHA's ADA Guidelines. Even with a design waiver, a project shall be designed as close as practical to the desired design accommodations and still provide program access, that is access to all facilities, including mass transit. Only the Administrator or his/her designee may grant a waiver.

SHA's design guidelines can be received through the Title II Compliance Coordinator, SHA's Office of Highway Development or online at:

[SHA'S Accessibility Policy and Guidelines for Pedestrian Facilities along State Highway](#)

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 GIS team conducts a field verification to determine if

improvements have met ADA compliance. This information is then fed back into the GIS database. Once confirmation is made that all elements are compliant, the ADA team signs off on the project.

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 hand-held GPS units 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 GPS units to replace the data on the system after the field verification is complete.

Prioritization

The sheer number of elements needing improvement to meet full accessibility further highlights the need to prioritize projects over many years. To facilitate the data collection, review and prioritization of elements within the PROW and to achieve a live database that can be updated and kept current over time, SHA developed what it calls the ADA Portal.

The Portal is a GIS-driven database that houses all the information regarding compliant and non-compliant elements along SHA's roadways. This information is spatially tied to the roadway system, and aerial photography can be imported to give an accurate tie to the surrounding topography. The results of the Self-Evaluation were added to the State's ADA Portal and the Portal is also being used as a tool to assist in the prioritization of projects.

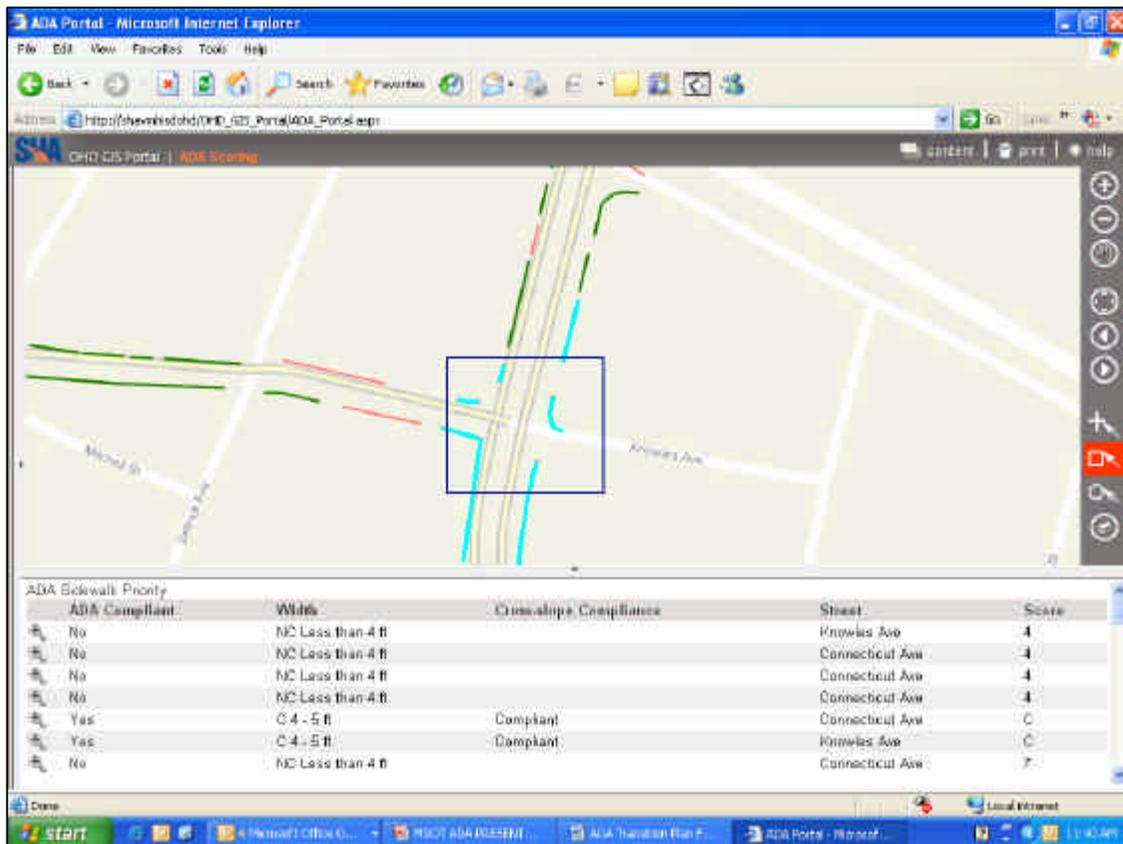
A series of public meetings were held throughout the State to obtain input from the public on issues of mobility. The SHA accepts comments at these meetings, via email, website and regular mail. Specific areas of concern are checked against the database and the input is entered into the ADA Portal as "feedback from the community or local jurisdiction."

In conjunction with guidance received from the Federal Highway Administration and the SHA ADA Advisory Committee, the SHA has developed a prioritization system for determining where the greatest need for ADA compliance exists. The list of items in descending order of importance is:

- Pedestrian incidents (accidents or fatalities)
- Feedback from the community or local jurisdiction
- Government facilities (Federal/State/Local) – within ½ mile
- Public facilities – within ½ mile
- Mass transit stops (including bus stops and stations) – within ½ mile

Each of these elements is assigned a point value to be ranked for priority. Pedestrian incidents receive the highest points, followed by feedback from the community or local jurisdictions. Government facilities, public facilities and mass transit are equally weighted.

Currently, prioritization is done manually in two steps. First, staff must request a static report selecting each roadway within a county and then the number of roadway miles for each point/score; second, manually evaluate segments of roadways to determine a total point/score and thus an overall priority. Therefore, longer segments of highly scored elements will result in a higher overall priority than isolated elements with individually high scores. The ADA Portal can also provide a graphical representation of where these factors occur along the roadway, as illustrated below.



Based upon these prioritization factors, SHA is currently working on enhancing the ADA Portal so that it can automatically manipulate the data to identify which roadways are assigned the highest point score; the number of miles along that roadway associated with those points; and the mile points along the roadway where the points are scored. Areas are then categorized into high, medium and low priority with ADA retrofit funding going to high priority projects. With these tools, the SHA can evaluate a section of roadway along with the points scored and associate them to the prioritization factors; compare it to the needs for right-of-way acquisition, utility location and available funding to set the priorities for projects. It is also important to note that other high, medium and low priority improvements will be implemented as part of other ongoing projects.

In order to inform the scheduling process, the GIS is also linked to the State of Maryland's Consolidated Transportation Plan (CTP), a capital program showing current and future projects from various funding sources. The current CTP can be found on the Maryland Department of Transportation (MDOT) website at http://www.mdot.maryland.gov/Planning/Capital_Programming. The CTP is a five-year program of capital improvements throughout the state and is updated annually to reflect program and fiscal priorities. Using the CTP data, the ADA Portal can find projects such as capital improvement projects, bicycle/pedestrian improvement projects, safety improvements, and other special projects in the vicinity of needed ADA improvements. If possible, projects will be expanded to include adjacent ADA improvements. Specific ADA funding is then assigned to high priority non-compliant elements needing retrofit that are not covered by these other CTP funded projects. SHA has chosen this approach (rather than excluding programmed projects and then prioritizing the remaining elements) to ensure that all elements are tracked and brought into compliance. This is especially important in times of financial constraints when some programmed projects are being delayed, put on hold, or cancelled.

Some sidewalk improvements along State roadways will be implemented by others, including local jurisdictions and private developers. In these cases, regardless of whether the other party is a sub-recipient receiving federal funds or a developer using all private funds, SHA reviews and ensures that the pedestrian facilities that are installed meet current SHA and ADA standards.

SHA Commitment and Funding

SHA has made ADA awareness and compliance an integral part of how they do business. Each year, SHA develops its Business Plan for the next 4-year period and ADA compliance continues to be an element of the Business Plan. An excerpt of the current year's Business Plan can be found in Appendix F.

To further its commitment to ADA compliance, SHA has procured dedicated funding for ADA retrofit projects. The fund, Fund 33, is specifically set up to support the ADA program and funds retrofit improvements that are not included

in other projects such as major capital improvement projects that receive funding from other sources. The budget is ratified each year with funding provided for several years. A listing of past, current and projected future years funding for Fund 33 is included in Appendix G.

Schedule

The schedule discussed in the Transition Plan is for ADA retrofit projects being funded through Fund 33. These are the projects beyond the capital improvement and other projects funded in the CTP as discussed in the prioritization section. Based on available Fund 33 funding and the prioritization of needed improvements, the State will determine future projects and will schedule them on an annual basis. The current list of Fund 33 projects is included in Appendix H. The list is based on the prioritization and shows projects scheduled for the current year indicating the limits of each project and estimated cost.

Integration with the Planning Process

As discussed in the prioritization process, other non-compliant elements will continue to be addressed through ongoing capital improvement projects, safety improvements, maintenance and resurfacing projects, developer/private projects and other mechanisms. The ADA Portal is linked to State of Maryland's Consolidated Transportation Plan (CTP), showing current and future projects from various funded sources. Using the CTP data, the ADA Portal can find projects in the vicinity of needed ADA improvements. The current CTP can be found on the Maryland Department of Transportation (MDOT) website at:

http://www.mdot.maryland.gov/Planning/Capital_Programming

In order to receive federal funds, Federal legislation mandates that states adopt a specific process for selecting projects for implementation known as the Statewide Transportation Improvement Program (STIP). The Maryland STIP is a five-year, fiscally constrained, and prioritized set of transportation projects that is compiled from local and regional plans. STIP projects are selected through an annual development process. The Maryland STIP is financially constrained by the revenues reasonably expected to be available through the STIP's five-year funding period using year-of-expenditure dollars. Projects (or phases of projects) are listed only if full funding is anticipated to be available for the project (or appropriate project phase) within the time period established for its completion.

All projects and funding details in the STIP have been scrutinized and approved by the Maryland General Assembly and by the Governor through the State's annual budget process. The STIP is comprised of three parts: the STIP Policy Documentation, the program documentation (Consolidated Transportation Plan, or CTP), and the six Transportation Improvement Programs (TIPs) developed by

each Metropolitan Planning Organization (MPO). Maryland updates its STIP every year even though the Federal requirement is to update it every four years.

Maryland's six MPOs are charged with developing a 20-year Long-Range Transportation Plan (LRTP) and a short-term (usually 2 to 6 years) program called the Transportation Improvement Program (TIP). LRTPs help MPOs review how their region is changing and growing in order to determine future transportation needs and act as a tool to channel transportation investments where they can be most effective to meet the region's transportation needs. TIPs allow MPOs to review and approve all plans and programs of regional significance that involve Federal funds. TIPs generally reflect local needs, priorities, and available funding in coordination with local transit providers, land use, and other local government officials, citizens and other stakeholders.

For example, the TIP must also show year of expenditure and what types of funding will be used and each project must be described in detail, including project cost. Some projects, including ADA improvements, may be included on an areawide basis. The Federal requirement is to update TIPs every four years; however, in Maryland MPOs update their TIPs annually to ensure that the cost and project information is as up-to-date as possible and fiscally constrained.

Maryland also has a 20-Year Bicycle and Pedestrian Master Plan. The vision of the plan is that "Maryland will be a place where people have the safe and convenient option of walking and bicycling for transportation, recreation, and health. Our transportation system will be designed to encourage walking and bicycling, and will provide a seamless, balanced and barrier-free network for all."

The STIP, CTP, TIP and Twenty-Year Bicycle and Pedestrian Master Plan can all be found on the Maryland Department of Transportation website by clicking on the appropriate link on the Office of Planning and Capital Programming page: http://www.mdot.maryland.gov/Planning/Capital_Programming

As the CTP constitutes the program documentation with funding for specific capital improvement projects, resurfacing projects, sidewalk and bicycle improvements and overall programs such as Fund 33 (the ADA Retrofit fund), it is the document referenced by the ADA Portal in order to integrate the Transition Plan with the overall transportation program.

The annual funding, prioritization of projects and project list will be updated on an annual basis and updated in the Appendices to this report. In addition, information on scheduled and completed projects will be shared with the Maryland Department of Disabilities for dissemination to the local county chapters so the public will continue to be informed on improvements in accessibility. Finally, regular updates on levels of conformance will continue to be provided to the Advisory Committee and the Federal Highway Administration.

Appendix A - Self-Evaluation Checklist

Self Evaluation Field Survey Checklist

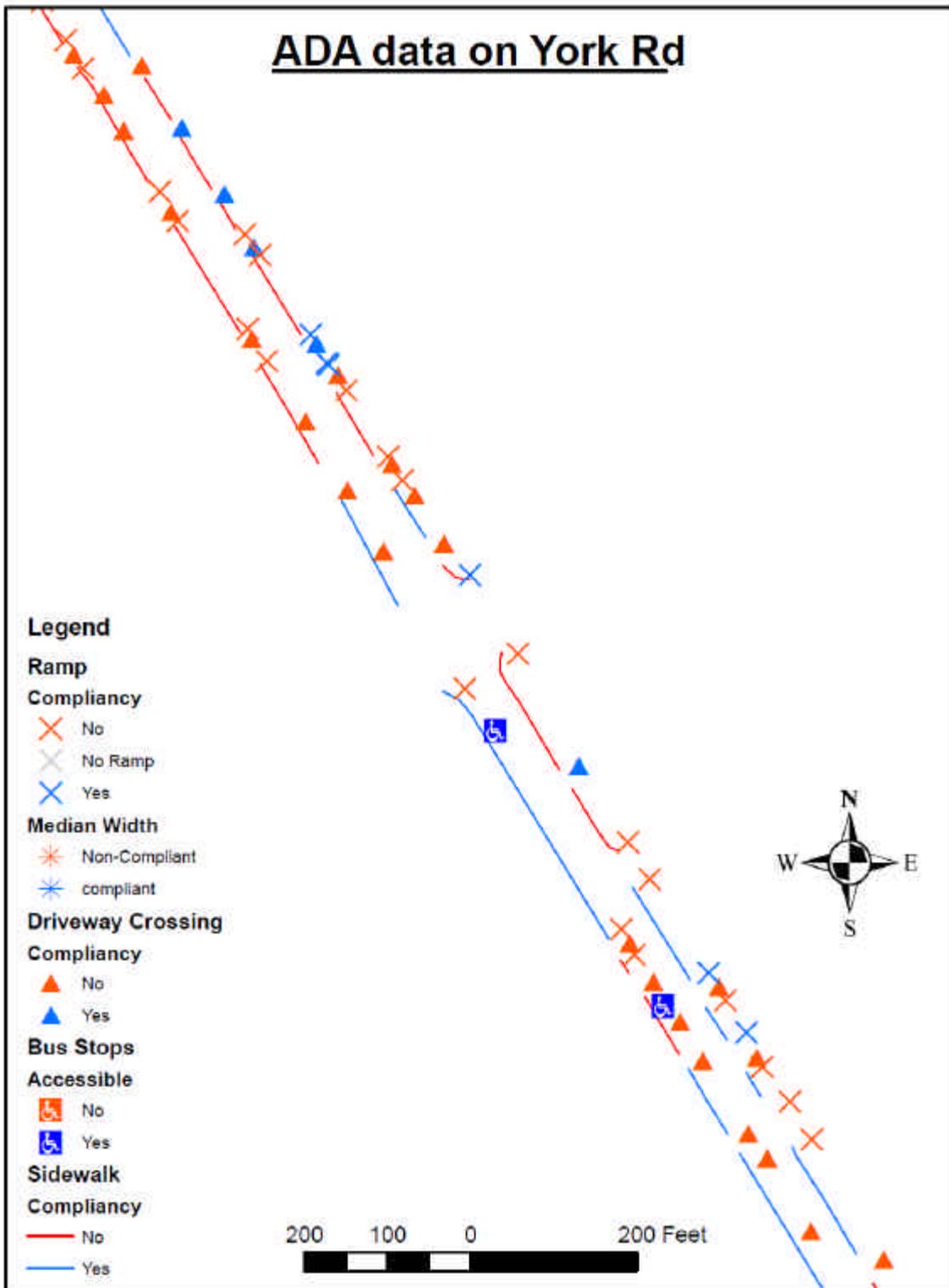
Feature	Attribute
Sidewalk Width (Line)	Width
	Non-Compliant Less than 4 ft
	Non-Compliant < 5 ft not uniform
	Compliant 4 - 5 ft
	SHA Compliant > 5 ft
	Non-Compliant
	Cross-Slope
	NA
	Street Name
	Direction
Sidewalk Objects (Point)	Objects
	Debris
	Hydrant
	Light Pole
	Mailbox
	Newspaper
	Ped Pole
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

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

Appendix B - Self Evaluation Database Sample Output

ADA Self Evaluation Database Sample Output

OBJECTID	COMPLIANT	WIDTH	CROSS SLOPE	DIRECTION	GPS_DATE	GPS_TIME	UPDATE STA	FROM_MP	TO_MP	STREET NAM
35148	Yes	C (SHA) > or = 5 ft	Compliant	NB	2/23/2006	12:48:51pm	New	2.504	2.529	York Rd
35150	Yes	C (SHA) > or = 5 ft	Compliant	NB	2/23/2006	12:52:10pm	New	2.477	2.484	York Rd
35151	Yes	C (SHA) > or = 5 ft	Compliant	NB	2/23/2006	12:53:29pm	New	2.434	2.463	York Rd
35152	No	NC Less than 4 ft		NB	2/23/2006	12:55:16pm	New	2.402	2.424	York Rd
35165	Yes	C (SHA) > or = 5 ft	Compliant	SB	2/23/2006	01:26:08pm	New	2.419	2.447	York Rd
35166	Yes	C (SHA) > or = 5 ft	Compliant	SB	2/23/2006	01:27:44pm	New	2.450	2.469	York Rd
35167	Yes	C (SHA) > or = 5 ft	Compliant	SB	2/23/2006	01:29:10pm	New	2.474	2.491	York Rd
35168	No	C (SHA) > or = 5 ft	Non-Compliant	SB	2/23/2006	01:30:04pm	New	2.493	2.502	York Rd
35169	No	NC Less than 4 ft		SB	2/23/2006	01:31:21pm	New	2.501	2.508	York Rd
35170	No	C (SHA) > or = 5 ft	Non-Compliant	SB	2/23/2006	01:32:07pm	New	2.513	2.516	York Rd
35171	Yes	C (SHA) > or = 5 ft	Compliant	SB	2/23/2006	01:33:58pm	New	2.521	2.579	York Rd
35172	Yes	C 4 - 5 ft	Compliant	SB	2/23/2006	01:39:05pm	New	2.600	2.627	York Rd
35173	No	NC Less than 4 ft		SB	2/23/2006	01:40:52pm	New	2.639	2.665	York Rd
35174	No	NC Less than 4 ft		SB	2/23/2006	01:43:44pm	New	2.676	2.705	York Rd
35175	No	NC Less than 4 ft		SB	2/23/2006	01:46:56pm	New	2.718	2.749	York Rd
35176	No	NC Less than 4 ft		SB	2/23/2006	01:50:01pm	New	2.757	2.766	York Rd
35149	Yes	C (SHA) > or = 5 ft	Compliant	NB	2/23/2006	12:50:43pm	New	2.490	2.499	York Rd
35137	No	NC Less than 4 ft		NB	2/23/2006	12:33:46pm	New	2.766	2.775	York Rd
35138	Yes	C 4 - 5 ft	Compliant	NB	2/23/2006	12:34:21pm	New	2.745	2.759	York Rd
35139	No	NC Less than 4 ft		NB	2/23/2006	12:35:38pm	New	2.727	2.738	York Rd
35140	No	NC Less than 4 ft		NB	2/23/2006	12:36:16pm	New	2.708	2.723	York Rd
35141	No	NC Less than 4 ft		NB	2/23/2006	12:36:59pm	New	2.697	2.704	York Rd
35142	No	NC Less than 4 ft		NB	2/23/2006	12:38:42pm	New	2.668	2.689	York Rd
35143	No	NC Less than 4 ft		NB	2/23/2006	12:41:33pm	New	2.634	2.650	York Rd
35144	Yes	C (SHA) > or = 5 ft	Compliant	NB	2/23/2006	12:43:30pm	New	2.610	2.623	York Rd
35145	No	NC Less than 4 ft		NB	2/23/2006	12:44:29pm	New	2.595	2.602	York Rd
35146	No	NC Less than 4 ft		NB	2/23/2006	12:46:09pm	New	2.552	2.583	York Rd
35147	No	NC Less than 4 ft		NB	2/23/2006	12:47:11pm	New	2.533	2.551	York Rd



Appendix C - Self Evaluation by County

As of December 2006

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%

Cecil	Charles	Dorchester	Frederick	Garrett	Harford
Sidewalk Collected					
120,791 feet	41,525 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%

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%

Somerset	Talbot	Washington	Wicomico	Worcester	STATEWIDE
Sidewalk Collected					
46,384 feet	39,565 feet	159,038 feet	107,531 feet	185,418 feet	4,615,379 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%
			Baseline	Sidewalk in miles	874
				Sidewalk ADA Compliant	455
				Percentage	52%

Appendix D - Self-Evaluation Public Comments

As of February 2009

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.		
Carroll County	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.

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
Charles County	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.
Charles County			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.	
Frederick County	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.)
Frederick County		Route 355 S. Market Street		Please provide map of the following areas: MD351 & Crestwood Blvd. and Urbana - 355/MD 80 (ADA Compliant features)
Harford County	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 detectible warning.
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?

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		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.
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	MD ROUTE 197 (North and South): At Northview Dr: Identify the pedestrian crossing across MD Route 197 with signage and install pedestrian countdown devices. At Town Center Blvd/Bowie Corporate Center: Identify the pedestrian crossing across MD Route 197 with signage and install pedestrian countdown devices. At Mitchellville Rd: 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. At Evergreen Pkwy: 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. At English Oaks Ave (Heather Ridge Apartments Access):			

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
	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.			
Prince George's County	MD ROUTE 197 (North and South): 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. Old Chapel Road (eastern side): Identify both pedestrian crossings across MD Route 197 and Old Chapel Road with signage and install pedestrian countdown devices. At Maddox Lane: 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. Old MD Route 450: 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. At Kenhill Dr: 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.			
Prince George's County	MD ROUTE 214: At Devonwood Drive and Jennings Mill Drive: Identify the pedestrian crossing across MD Route 214 with signage and install pedestrian countdown devices.			
Prince George's County	MD ROUTE (EAST TO WEST): At Superior Lane/Free State Mall Access: Identify all three (3) existing pedestrian crosswalks with signage and install pedestrian countdown devices. Install handicap accessible curb cutouts and ramps with detectable surfaces. At Millstream Drive and Stonybrook Drive: Identify all three (3) existing pedestrian crosswalks with signage and install pedestrian countdown devices. At Entrance to Bowie High School: Identify the pedestrian crosswalk across MD Route 450 with signage and install pedestrian countdown devices. AT MD Route 197: Identify all four (4) existing pedestrian crosswalks with signage and install pedestrian countdown devices. At Gothic Lane: Identify the existing pedestrian crossing across Gothic Lane with striping and signage. At High Bridge Road: Identify the existing pedestrian crossing across High Bridge Road with signage and install pedestrian countdown devices.			
Prince George's County	MD ROUTE (EAST TO WEST) (continued): At Greenville Lane: 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.			
Prince George's County	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.			
Prince George's County	Ramp to 50 to 197 triple light and signing issues.	564 bridge near 11th Street no crossing and only one sidewalk.		

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
St. Mary's County	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.
St. Mary's County	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.
St. Mary's County	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.
St. Mary's County			MD 237 Chancellors Run Rd	
St. Mary's County	not enough sidewalks	Chancellors Run Rd. and Great Mills Rd	Chancellors Run Rd. and Great Mills Rd	

Appendix E - ADA Advisory Committee

ADA Advisory Committee

Name	Title	Organization
Neil Pedersen	Administrator	Maryland State Highway Administration
Doug Simmons	Deputy Administrator	Maryland State Highway Administration
Richard Woo	Director, Office of Policy and Research	Maryland State Highway Administration
Linda Singer	ADA Title II Coordinator	Maryland State Highway Administration
Lisa Choplin	Chief, Innovative Contracting Division	Maryland State Highway Administration
Norie Calvert	Deputy Director, Office of Highway Development	Maryland State Highway Administration
Scot Morrell	Assistant Attorney General	Maryland State Highway Administration
Ed Paulis	Office of Traffic and Safety	Maryland State Highway Administration
Harriet Levine	Director of Planning	Jacobs (SHA Consultant)
Rosemarie Morales	Civil Rights Specialist	Federal Highway Administration
Lourdes Castaneda	Equal Opportunity Specialist	Federal Highway Administration
Craig Borne		National Highway Traffic Safety Administration (NHTSA)
John Gaver	Director, MDOT, Office of ADA, Regulations, Risk Management and Special Projects	Maryland Department of Transportation (MDOT)
Cari Watrous	ADA Coordinator	Maryland Department of Disabilities (MDOD)
George Failla	Deputy Secretary	Maryland Department of Disabilities (MDOD)
Ginger Palmer	Vice Chair	Maryland Alliance of Disability Commissions and Committees
Duane Geruschat	Director of Research	Maryland School for the Blind
Pat Sheehan	VA Section 508 Coordinator Section 508 Program Office	United States Department of Veterans Affairs
Sharon Maneki	Board Member	National Federation of the Blind
Julie Anne Schafer	Assistant Director	Governor's Office of the Deaf and Hard of Hearing (ODHH)
Andrea Buonincontro	Executive Director	Maryland Center of Independent Living
Sly Bieler	Director of Day Services	Arc of Baltimore
Marian Vessels	Director of Disability and Business Technical Assistance Center (DBTAC)	TransCen/ Wheel Chair User Constituent
Ben Dubin	Vice Chair	Baltimore County Commission on Disabilities
James Martin		

Appendix F - SHA Business Plan Excerpt

For purposes of accountability and measurement, the following specific ADA elements are included in SHA's Business Plan.

Objective 2.5: ADA Compliance

Increase the amount of SHA's sidewalk system that is Americans with Disabilities Act (ADA) compliant by two (2) percent annually.

Performance Measures:

1. Percentage of sidewalks that meet ADA compliance
2. Percentage of all pedestrian signals that are APS equipped
3. Percentage of capital projects meeting ADA compliance at time of bid opening
4. Number of staff trained
5. Number of APS installed
6. Budget requested in \$ for ADA retrofit for Fund 33
7. Budget programmed in \$ for Fund 33
8. Amount of budget expended in \$ for Fund 33
9. Percentage of spent / programmed for Fund 33

Appendix G - Fund 33 Past, Current and Projected Funding Levels

Funding for FY '09 – FY '14 (as of November 2009*)

FY '06	\$0.3 M
FY '07	\$1.7 M
FY '08	\$4.4 M
FY '09	\$5.4 M
FY '10	\$8.3 M
	(includes \$5.7 M for construction of ARRA projects)
FY '11	\$8.1 M
	(includes \$5.7 M for construction of ARRA projects)
FY '12	\$7.7 M
FY '13	\$9.6 M
FY '14	\$10.3 M

ARRA – American Recovery and Reinvestment Act of 2009 (“Stimulus”), as of October 2009.

*** Funding levels are adjusted on an annual basis and may be revised on a quarterly basis as necessary.**

**Appendix H - Fund 33 Project List
Including AARA Projects**

**ADA Compliance Program Projects that are in Design, Construction, and
Complete as of October 2009**

Anne Arundel County

MD 648 - from Holloway to Marley Neck Drive. SOUTHBOUND

- 1,745 LF of sidewalk improvements
- Construction Complete

MD 648 - from Marley Neck to Marley Park Church NORTHBOUND

- 345 LF of sidewalk improvements
- Construction Complete

MD 648 - North Star Drive at Farmington Village Entrance

- 555 LF of sidewalk improvements
- Construction Complete

MD 177 - from Edwin Raynor Blvd to Rite Aid entrance WESTBOUND

- 660 LF of sidewalk improvements
- Construction Complete

MD 177 - from Sprague to 100' west of Mountain View

- 100 LF of sidewalk improvements
- Construction Complete

MD 177 - Waterford Road at Quick Food Mart EASTBOUND

- 100 LF of sidewalk improvements
- Construction Complete

MD 177 - from Chesapeake High School to Long Point Road

- 650 LF of sidewalk improvements
- Construction Complete

MD 176 from MD 648 to Author Slade School & Pascal Senior Center

- 500 LF of sidewalk improvements
- Construction Complete

MD 177 - Catherine Ave Intersection

- 350 LF of sidewalk improvements
- Construction Complete

MD 648 - from MD 177 to Phyllis Drive

- 3,234 LF of sidewalk improvements
- Construction Complete

MD 168 - from Raynor Road to Barkwood Court

- 380 LF of sidewalk improvements
- Construction Complete

MD 450 at Goodhope Rd Interserction

- Intersection Upgrade (All sidewalk, sidewalk ramps, and pedestrian signals upgraded)
- Construction Complete

MD 253 - from MD 2 to MD 214 NORTHBOUND

- 764 LF of sidewalk improvements
- In Construction

MD 70 - from Lawrence Road to mile marker 2.35. NORTHBOUND

- 1,100 LF of sidewalk improvements
- In Construction

MD 648 - from Hammonds Lane to Meadow Road

- 1,800 LF of sidewalk improvements
- In Construction

MD 177 - Outing Ave Intersection

- 1,508 LF of sidewalk improvements
- In Construction

MD 177 - 200' each side of Sagamore Way Court EASTBOUND

- 470 LF of sidewalk improvements
- In Construction

MD 177 - from County Police Station to Magonthy Bridge Road

- 1,392 LF of sidewalk improvements
- In Construction

MD 198 - from Old Annapolis Road to Russet Green EASTBOUND

- 2,500 LF of sidewalk improvements
- In Construction

MD 3 BU - from MD 2 to Furnace Branch Road NORTHBOUND

- 675 LF of sidewalk improvements
- In Construction

MD 173 from Lauren Way to Sycamore Road

- 744 LF of sidewalk improvements
- In Construction

MD 2 - Ordnance Road intersection
- 6,750 LF of sidewalk improvements
- In Construction

MD 198 - from Old Annapolis Road to Russet Green WESTBOUND
- 3,000 LF of sidewalk improvements
- In Construction

MD 174 from Queenstown Road Road to Old Stage Road WESTBOUND
- 800 LF of sidewalk improvements
- In Design

MD 177 - from Magothy Beach Road to Wachovia Bank Entrance
- 1,500 LF of sidewalk improvements
- In Design

MD 170 - from MD 175 to MD 32
- 1,960 LF of sidewalk improvements
- In Design

MD 450 from MD 2 to MD 435
- 16,900 LF of sidewalk improvements
- In Design

MD 3 Bus. From Oak Manor to Aquahart Rd.
- 5,300 LF of sidewalk improvements
- In Design

MD 168 from Hammonds Ferry Rd. to Raynor Ave.
- 2070 LF of sidewalk improvements
- In Design

Baltimore County

MD 157 - South of German Hill Road to Wise Avenue - Southbound Direction
- 4,330 LF of sidewalk improvements
- Construction Complete

MD 122 - East of Whitehead to Perimeter Drive
- 8,500 LF of sidewalk improvements
- Construction Complete

MD 129 - North of Slade to Autumn
- 3,250 LF of sidewalk improvements
- Construction Complete

MD 157 @ German Hill Road intersection

- 500 LF of sidewalk improvements
- Construction Complete

MD 157 - German Hill to Wise Avenue - Northbound Direction

- 4,330 LF of sidewalk improvements
- Construction Complete

MD 122 - East of Rolling Road to East of Whitehead

- 8,200 LF of sidewalk improvements
- Construction Complete

MD 700 - Kelso Drive, Windlass Drive and Riverton to MD 150

- 4,300 LF of sidewalk improvements
- Construction Complete

MD 133 from Lightfoot Dr. to Heming Way

- 690 LF of sidewalk improvements
- Construction Complete

MD 372 - I-695 to Alan Drive

- 5,482 LF of sidewalk improvements
- Construction Complete

MD 145 and MD 146

- 1,600 LF of sidewalk improvements
- In Construction

MD 144 from 695 Off-Ramp to Baltimore City Line

- 7,400 LF of sidewalk improvements
- In Design

MD 150 from Virginia Avenue to Old Eastern Avenue

- 13,800 LF of sidewalk improvements
- In Design

MD 150 from Orville Road to Chesapeake Park Plaza

- 11,300 LF of sidewalk improvements
- In Design

MD 150 from Old Eastern Avenue to Bennett Road

- 11,600 LF of sidewalk improvements
- In Design

MD 150 from West of Lariat Road to Bowleys Quarters Road
- 1,590 LF of sidewalk improvements
- Construction Complete

Calvert County

MD 2 from Dowell Road to Spinnaker Way
- 4,000 LF of sidewalk improvements
- In Design

Charles County

MD 6 from US 301 to Somerset Road
- 4,000 LF of sidewalk improvements
- In Design

MD 6 @ MD 301 Intersection
- Intersection Upgrade (All sidewalk, sidewalk ramps, and pedestrian signals upgraded)
- In Design

Carroll County

MD 30 from MD 482 to Illiano Plaza
- 3,109 LF of sidewalk improvements
- In Construction

Dorchester County

MD 343 - Pine St. to St. Clair Ave.
- 5,300 LF of sidewalk improvements plus Ramps
- In Design

Frederick County

MD 180 - Broad Run Jefferson Road to Southview Court.
- 72 LF of sidewalk improvements
- Construction Complete

MD 550 @ Woodsboro Pike
- 270 LF of sidewalk improvements
- In Construction

MD 144 - King Ave. to 300 ft. east of Wisner St.
- 7800 LF of sidewalk improvements plus Ramps
- In Design

MD 26 - From 300 ft. east of Daysville Rd. to 300 ft. east of South St.
- 750 LF of sidewalk improvements plus Ramps
- In Design

US 15 Bus. - MD 140 to milepost 1.93
- 4000 LF of sidewalk improvements plus Ramps
- In Design

MD 77 - Howard St. to Municipal St.
- 740 LF of sidewalk improvements
- In Design

MD 26 - From 300 ft. east of Daysville Rd. to MD 75
- 4,200 LF of sidewalk improvements
- In Design

MD 144 - From 300 ft. east of Wisner St. to Jefferson St.
- 10,100 LF of sidewalk improvements
- In Design

MD 77 - Graceham Rd. to Moravian Church Rd.
- 1,900 LF of sidewalk improvements
- In Design

US 15 Bus. From MD 140 to Structure #10002 Toms Creek Bridge
- 5,700 LF of sidewalk improvements
- In Design

Harford County

MD 22 (Churchville) - from MD 155 to MD 136
- 300 LF of sidewalk improvements
- In Construction

Havre de Grace (10 Intersections)
- 2,000 LF of sidewalk improvements
- In Construction

MD 22 @ Mt. Royal Intersection
- Intersection Upgrade (All sidewalk, sidewalk ramps, and pedestrian signals upgraded)
- In Design

MD 24- from Marketplace Drive to Boulton Street
- 1,400 LF of sidewalk improvements
- In Design

MD 24- from Bynum Road to Myers Drive

- 2,600 LF of sidewalk improvements
- In Design

US 1 Business from Tollgate to MD 924

- 9,500 LF of sidewalk improvements
- In Design

US 40 from James Avenue to MD 22 on-ramp

- 10,500 LF of sidewalk improvements
- In Design

MD 22 @ Middleton Road Intersection

- Intersection Upgrade (All sidewalk, sidewalk ramps, and pedestrian signals upgraded)
- In Design

Howard County

MD 103 - Wesley Lane/Old Stock Bridge Drive to MD 100

- 115 LF of sidewalk improvements
- Construction Complete

MD 103 - Huntshire Drive to Old Rockbridge Drive

- 160 LF of sidewalk improvements
- Construction Complete

MD 108 - From Cedar Lane to Eliots Oak Road

- 230 LF of sidewalk improvements
- Construction Complete

MD 108 - From Mellenbrook Road to 50' West of Phelps Luck Drive

- 2,400 LF of sidewalk improvements
- Construction Complete

US 40 - Pebble Beach Road to Dogwood Drive

- 1,500 LF of sidewalk improvements
- Construction Complete

MD 99 - From Dorchester Way West to McKenzie Rd

- 660 LF of sidewalk improvements
- Construction Complete

MD 144 at Lisbon Elementary School

- 50 LF of sidewalk improvements
- Construction Complete

US 1 - 500' South of Freestate Dr to 800' South of Mission Road
- 1,300 LF of sidewalk improvements
- Construction Complete

MD 103 - From MD 100 to MD 104
- 4,000 LF of sidewalk improvements
- Construction Complete

MD 108 - From Howard H.S. Entrance to MD 104
- 1,700 LF of sidewalk improvements
- Construction Complete

MD 103 - From Brampton Pkwy to MD 104 and MD 104 from MD 103 to MD 100
- 1,670 LF of sidewalk improvements
- Construction Complete

US 1 - From Loudon Ave to Montgomery Road
- 3,000 LF of sidewalk improvements
- In Construction

US 1 - From Kit Kat Road to MD 103
- 840 LF of sidewalk improvements
- In Design

US 1 - From County Line to Lynn Buff Ct.
- 2,170 LF of sidewalk improvements
- In Design

US 40 - St. Johns lane to 500ft west of Greenway Drive
- 1,600 LF of sidewalk improvements
- In Design

US 40- US 29 to Weston Drive (Limit changed from Oak Green Circle to Weston Drive)
- 1,600 LF of sidewalk improvements
- In Design

US 1 - Mission Road to McClain Avenue.
- 1,320 LF of sidewalk improvements
- In Design

Montgomery County

MD 107 - Tom Fox Avenue to Hersperger Lane
- 1,946 LF of sidewalk improvements
- Construction Complete

US 29 @ Randolph Road

- Intersection Upgrade (All sidewalk, sidewalk ramps, and pedestrian signals upgraded)
- Construction Complete

MD 97 - MD 185 (Connecticut Ave) to Glenallan Avenue

- 11,000 LF of sidewalk improvements
- Construction Complete

MD 650 from DC Line to MD 410

- 8,600 LF of sidewalk improvements
- In Construction

MD 650 from Holton Lane to MD 410

- 9,000 LF of sidewalk improvements
- In Design

MD 187 from MD 188 to Lincoln Street

- 10,560 LF of sidewalk improvements
- In Design

MD 650 from the I-495 Interchange to Elton Road

- 2,640 LF of sidewalk improvements
- In Design

MD 97 from Hermitage Avenue to Randolph Road

- 7,920 LF of sidewalk improvements
- In Design

MD 410 from Sundale Drive to MD 384

- 8,440 LF of sidewalk improvements
- In Design

Prince George's County

MD 337 - MD 5 to Suitland Road - Westbound Direction

- 8,250 LF of sidewalk improvements
- Construction Complete

MD 337 - MD 5 to Suitland Road - Eastbound Direction

- 4,400 LF of sidewalk improvements
- Construction Complete

MD 337 @ MD 5 Interchange

- 400 LF of sidewalk improvements
- Construction Complete

MD 223 - MD 5 to Clayton Lane
- 2,500 LF of sidewalk improvements
- Construction Complete

MD 223 - Hardesty Drive to MD 5
- 6,000 LF of sidewalk improvements
- In Design

MD 450 - Anacostia River to MD 202 (Landover Road)
- 5,000 LF of sidewalk improvements
- In Design

MD 500 (West Side) from MD 501 to Jamestown Road
- 1,690 LF of sidewalk improvements
- In Design

MD 501 from MD 500 to West Hyattsville Station
- 2,535 LF of sidewalk improvements
- In Design

MD 501 @ 19th Avenue Intersection
- Intersection Upgrade (All sidewalk, sidewalk ramps, and pedestrian signals upgraded)
- In Design

MD 450 @ I-495/I-95 Interchange
- 1,585 LF of sidewalk improvements
- In Design

MD 450 from MD 202 to 65th Avenue Northbound
- 1,270 LF of sidewalk improvements
- In Design

St. Mary's County

MD 5 at Mohawk Drive
- 600 LF of sidewalk improvements
- In Design

Somerset County

MD 675 - South St. to Cemetery Lane.
- 8,980 LF of sidewalk improvements
- In Design

Worcester County

MD 528 - From 30th St. to Convention Center Drive
- 3,000 LF of sidewalk improvements
- In Construction

MD 12 - From 700 ft. south of South Dr. to Market St.
- 5,100 LF of sidewalk improvements
- In Design

MD 528 - From Convention Center Drive to 52nd Street
- 7,000 LF of sidewalk improvements
- In Design

MD 528 - From 52nd Street to 64th Street
- 7,000 LF of sidewalk improvements
- In Design

MD 528 - From 64th Street to 76th Street
- 7,000 LF of sidewalk improvements
- In Design

MD 528 - From 76th Street to 88th Street
- 7,000 LF of sidewalk improvements
- In Design

MD 528 - From 88th Street to 100th Street
- 7,000 LF of sidewalk improvements
- In Design

MD 528 - From 100th Street to 141st Street
- 25,000 LF of sidewalk improvements
- In Design

MD 528 - From 141st Street to 146th Street
- 1,200 LF of sidewalk improvements
- In Design