



**CALIFORNIA DEPARTMENT OF TRANSPORTATION  
AMERICANS WITH DISABILITIES ACT  
TRANSITION PLAN**

**December 2021**

PAGE INTENTIONALLY LEFT BLANK

# TRANSITION PLAN DECEMBER 2021

## Contents

<b>INTRODUCTION</b>	<b>1</b>
<b>BACKGROUND</b>	<b>2</b>
Section 504 of the Rehabilitation Act of 1973	2
The Americans with Disabilities Act of 1990	2
<b>CALTRANS PROGRAMS – ADA ROLES AND RESPONSIBILITIES</b>	<b>3</b>
ADA Infrastructure Program (ADA IP)	3
Administration Program	3
Information Technology (IT)	3
Project Delivery	4
Caltrans Office of ADA Project Delivery	5
Maintenance and Operations	6
Planning and Modal Program	6
<b>CALTRANS ADA TRANSITION PLAN</b>	<b>7</b>
Transition Plan Need and Purpose	7
Public Participation	8
Identification of Access Barriers	9
Methods to Make Facilities Accessible	10
Capital Projects	11
Maintenance Work	12
Schedule	13
ADA Pedestrian Facilities Constructed since July 2010	13
Planned Barrier Removal Projects using Asset Management	15
Priority of Barrier Removal	15
Identification of Responsible Official	16
<b>APPENDIX A – CALTRANS GRIEVANCE PROCESS</b>	<b>17</b>
<b>APPENDIX B – TRANSITION PLAN INVENTORY DATA</b>	<b>18</b>
<b>APPENDIX C – LINKS TO CALTRANS ADA POLICIES AND FORMS</b>	<b>19</b>
<b>APPENDIX D – SUMMARY OF PUBLIC COMMENTS</b>	<b>21</b>
<b>APPENDIX E – SETTLEMENT AGREEMENT</b>	<b>25</b>

For comments/questions, please email: **[ADA\\_TP\\_Comments@dot.ca.gov](mailto:ADA_TP_Comments@dot.ca.gov)**



## INTRODUCTION

The California Department of Transportation (Caltrans) mission is to provide a safe and reliable transportation network that serves all people and respects the environment. To support this mission, one of Caltrans top 5 priorities is to improve the modality of its existing infrastructure. This priority is supported by the continued improvement of the current pedestrian infrastructure on the Caltrans public rights-of-way.

This Caltrans Americans with Disabilities (ADA) Transition Plan contributes to the Caltrans mission by assisting with the identification of ADA barriers and provides prioritization criterion to assist Caltrans staff with project scoping and programming. With over 56,000 curb ramps and 4,000 miles of sidewalk, Caltrans has a long term need to make existing facilities within the Caltrans rights-of-way accessible and usable for persons with disabilities as outlined by Title II of the Americans with Disabilities Act of 1990. The ADA Transition Plan also supports Caltrans' Equity Statement, a commitment to eliminate barriers for providing equitable transportation for all, particularly communities of color and under-served communities.

Caltrans is committed to bringing its entire infrastructure into compliance with state and federal ADA standards and regulations. The Caltrans ADA Transition Plan is a continually evolving document, will be available on the Caltrans Office of Civil Rights website for comment, and will be updated, as appropriate.

## BACKGROUND

### Section 504 of the Rehabilitation Act of 1973

Section 504 of the Rehabilitation Act of 1973 was an early US federal civil rights law offering protection for people with disabilities. It prohibits discrimination based on disability in any program or activity receiving federal financial assistance.

### The Americans with Disabilities Act of 1990

The Americans with Disabilities Act of 1990 (ADA) [42 U.S.C. § 12101] is a civil rights statute that prohibits, under certain circumstances, disability-based discrimination. It further expanded the provisions of Section 504 outside of programs receiving federal financial assistance. There are five separate Titles of the Act:

Title I: Employment

Title II: State and Local Government

Title III: Public Accommodation and

Services Title IV: Telecommunications

Title V: Miscellaneous Provisions

Title II of the ADA pertains to the programs, activities and services that public entities provide. Caltrans programs are covered under Title II as Caltrans is a state government agency and Section 504 as Caltrans also receives federal financial assistance. Title II provides that, “no qualified individual with a disability shall, by reason of such disability, be excluded from participation in or be denied the benefits of the services, programs, or activities of a public entity, or be subjected to discrimination by any such entity.” (28 CFR Part 35)

## CALTRANS PROGRAMS – ADA ROLES AND RESPONSIBILITIES

The mission to provide ADA compliance is shared by several programs throughout Caltrans. The ADA Infrastructure Program, in the Office of Civil Rights, is the lead program that coordinates Caltrans overall compliance with Title II of the ADA.

### ADA Infrastructure Program (ADA IP)

The ADA IP is the corporate function for Caltrans ADA-related services. The ADA IP is responsible for managing Caltrans Title II requirements such as designation of ADA coordinator, establishment of grievance process and development of the Transition Plan. Additionally, the ADA IP is responsible for the statewide management of ADA infrastructure related inventory such as curb ramps and sidewalks.

<https://dot.ca.gov/programs/civil-rights>

### Equal Employment Opportunity (EEO) Program

The Equal Opportunity Program and Caltrans EEO officer report directly to the Caltrans Director. The EEO program provides technical assistance regarding internal ADA and disability concerns. The EEO Program is also responsible for the administration of the ADA liaison program, which serves employees, managers, and supervisors regarding internal accessibility and disability-related concerns.

### Administration Program

The Administration Program houses the Division of Business Operations, which is responsible for ADA compliance in Caltrans owned facilities.

#### Division of Business Operations

The Office of Statewide Office Facilities Management is responsible for ADA compliance in Caltrans owned office facilities. In 2019, a comprehensive assessment of office facilities for ADA compliance was completed. This document is available upon request from the ADA IP.

### Information Technology (IT)

Caltrans IT ensures the Caltrans websites and their contents are accessible to all employees and members of the public. IT is responsible to monitor and facilitate the Caltrans websites to assure ADA compliance is met. Additionally, IT provides technical assistance in complex elements as it pertains to ADA compliance for websites, applications, and documents.



## Project Delivery

Project Delivery's role is to facilitate the delivery of capital projects on the State Highway system. Project Delivery consists of the Divisions of Design, Construction, Engineering Services, Environmental Analysis, Project Management and Right of Way and Land Surveys.

The specific roles related to ADA within Project Delivery are as follows:

### **Division of Design**

The Division of Design is responsible for Design Information Bulletin 82, "*Pedestrian Accessibility Guidelines for Highway Projects*." This document is used as guidance for Caltrans designers regarding ADA features on highway projects. The guidance contains elements from the California Building Code, the 2010 ADA Standards and the US Access Board "*Public Rights of Way Accessibility Guidelines (PROWAG)*." DIB 82 was reviewed and accepted by the California Division of the Federal Highway Administration (FHWA) to be in compliance with the ADA and Section 504 as an accessibility design guide for the California State Highway System.

The latest version of the DIB is located at the following link:

<https://dot.ca.gov/programs/design/design-information-bulletins-dibs>

The Division of Design also provides ongoing training on DIB 82 to design engineers.

### **Division of Right of Way and Land Surveys**

The Division of Right of Way and Land Surveys developed Survey Information Bulletin 18-01, "*Americans with Disabilities Act (ADA) Surveys: Guidelines for Engineering and Construction Surveys of ADA Facilities*." The document was released in March 2018 to ensure surveyors provided detailed existing land survey conditions for design engineers to assist in the successful design of ADA compliant curb ramps and pathways. The document is located at the following link:

<https://dot.ca.gov/-/media/dot-media/programs/right-of-way/documents/ls-manual/ada-sib-18-01-attachment-a11y.pdf>

### **Division of Construction**

The Division of Construction has developed several procedures and forms to assist the construction field staff with the inspection of pedestrian facilities. The documents include: temporary pedestrian access route (TPAR) guide and training, a permanent

pedestrian facility inspection handbook and related forms. All documents are found at the following locations:

<https://dot.ca.gov/programs/construction/training>

<https://dot.ca.gov/-/media/dot-media/programs/construction/documents/contract-administration/temporary-pedestrian-facilities-handbook-a11y.pdf>

<https://dot.ca.gov/programs/construction/forms>

Caltrans project compliance certification forms (CEM 5773-5773SW) were created to assist Construction field personnel and Resident Engineers with the thorough inspection of pedestrian facilities. The Resident Engineer and Project Engineer also certify that pedestrian pathways are designed and built in compliance with DIB 82.

The forms are found at the following link:

<https://dot.ca.gov/programs/construction/forms>

## **Division of Project Management**

Project Management facilitates the efficient delivery of projects by developing processes and tools to enhance transparency and accountability. Changes in scope to ADA-related projects require vetting through a project change request process that is managed and tracked by the Division of Project Management.

## **Caltrans Office of ADA Project Delivery**

In 2019, the Caltrans ADA Project Delivery Office was formed to provide additional technical resources to Caltrans district staff to assist with the delivery of ADA projects. The ADA Project Delivery Office provides assistance and training to engineers with ADA elements from the project initiation phase through the end of project construction.

Some of the services that the ADA Project Delivery Office provides are:

### **Training**

Provides training to the project team with best practices and lessons learned on the common issues that arise during project initiation, project development and construction phases due to improperly scoped and designed ADA projects.

### **Technical Assistance**

Provide assistance from project initiation through the end of construction to aid in the development of ADA scope, design and construction. The ADA Project Delivery

Office provides technical assistance for engineers regarding ADA standards and provide assistance with ADA compliant design for difficult scenarios.

### **Review**

Reviews of any ADA-related documents, such as: project initiation reports, project reports, project change requests, project plans, and construction inspection checklists.

## **Maintenance and Operations**

### **Division of Traffic Operations**

The Division of Traffic Operations is responsible for policy related to accessible pedestrian signals. Within the Districts, Traffic Operations staff are responsible for the investigation of ADA-related grievances. Traffic Operations staff work with District design and construction staff to ensure that grievances are addressed in a timely manner.

Encroachment Permits Office is also under the Division of Traffic Operations. Encroachment permits are required when an entity outside of Caltrans performs work on the state right-of-way. A condition of final project approval is compliance with ADA standards. The permittee is required to fill out a certification form prior to the project closure. The encroachment permit forms and applications are located at the following website:

<https://dot.ca.gov/programs/traffic-operations/ep/applicationsCaltrans>

### **Division of Maintenance**

The Division of Maintenance preserves and maintains the California state highway system. The field maintenance offices assist with the repair of minor ADA-related grievances, such as sidewalk repair or clearing of overgrown landscape that impedes an accessible path.

## **Planning and Modal Program**

### **Division of Local Assistance**

The Office of Guidance and Oversight ensures local agencies follow Title II of the ADA. Compliance is monitored by desk audits and local agency program audits. When ADA IP receives an ADA-related grievance under a local jurisdiction, the local agency is contacted, and a copy of the grievance is sent to the Division of Local Assistance.

## CALTRANS ADA TRANSITION PLAN

### Transition Plan Need and Purpose

The U.S. Department of Justice's (DOJ) regulations declare that state and local governments must perform a self-evaluation of their services, programs, practices and identify barriers that may limit accessibility for people with disabilities, and develop a Transition Plan describing how they will address identified barriers.

Title 28 Code of Federal Regulations Part 35.150(d) outlines the Transition Plan requirements. If the public entity has responsibility or authority over streets, roads, or walkways, the Transition Plan shall also include a schedule for providing curb ramps and adjacent walkways on the public right-of-way.

In 1992, Caltrans developed a Transition Plan with public notice published in the Los Angeles Times, the Sacramento Bee and the San Francisco Chronicle. There have been several updates to the Transition Plan over the years. In 2010, an updated self-evaluation of Caltrans programs and public rights-of-way was initiated. In 2017 and 2018, Caltrans evaluated its main office facilities for ADA compliance. Caltrans continues to update its ADA-related inventory on an on-going basis through its Asset Management program.

The Final Transition Plan Document will be posted on the following website:

<https://preview-dot.dot.ca.gov/programs/civil-rights/ada-transition-plan>

### Transition Plan Minimum Requirements (28 CFR § 35.150[d])

An agency's Transition Plan shall, at a minimum, include the following:

**Public Participation:** Provide an opportunity to interested persons, including individuals with disabilities or organizations representing individuals with disabilities, to participate in the development of the transition plan by submitting comments.

**Identification of Access Barriers:** Identify physical obstacles in the public entity's facilities that limit the accessibility of its programs or activities to individuals with disabilities.

**Methods to Make Facilities Accessible:** Describe in detail the methods that will be used to make the facilities accessible.

**Schedule:** Specify the schedule for taking the steps necessary to achieve compliance with this section and, if the duration of the Transition Plan is longer than one year, identify steps that will be taken during each year of the transition period.

**Identification of Responsible Official:** Indicate the official responsible for implementation of the plan.

## Public Participation

### Outreach Efforts

The draft ADA Transition Plan was made available to the public through the Office of Civil Rights website. The public had a 60-day comment period on the draft document. Comments were mainly submitted by taking the survey. Some comments were through an email box, [ADA\\_TP\\_Comments@dot.ca.gov](mailto:ADA_TP_Comments@dot.ca.gov), that was monitored by Caltrans ADA IP staff. It is planned to update the Transition Plan every three years considering any subsequent comments.

The following activities, in coordination with other Caltrans offices, were done to conduct the public outreach:

- The Office of Public Affairs posted in Caltrans' social media platforms such as Twitter and Facebook. In the process, various disability-related organizations were also tagged to assist in reaching out to the target stakeholders.
- The Division of Local Assistance posted in their web page and reached out to their local agency contacts.
- ADA IP staff worked with the Sustainability Program under the Director's Office to inform the California Walk and Bike Technical Advisory Committee members about the draft ADA Transition Plan and reach out to their stakeholders.

### Caltrans Disability Advisory Committee (CT DAC)

Caltrans has an internal Disability Advisory Committee (CT DAC) composed of Caltrans employees. The CT DAC addresses ADA issues related to employees within Caltrans. CT DAC was informed that the draft ADA Transition Plan was available for comments through the OCR website.

### Outreach to Persons with Visual Impairments

The California Council of the Blind was one of the target organizations engaged through the postings in Caltrans' social media platform.

### Public Outreach Results

Based on the responses to the survey questions and submitted comments, majority of the concerns are sidewalk related followed by curb ramp related. It is noted that visual impairment was comparable to mobility impairment as a major disability faced by pedestrians. Appendix D has the summary results of the survey and submitted

comments; the copies of the postings in Caltrans social media platforms; and posting in the Division of Local Assistance blog. Caltrans' responses to the comments are available through the link below:

<https://preview-dot.dot.ca.gov/programs/civil-rights/ada-transition-plan>

## Identification of Access Barriers

### Barriers on Caltrans Public Rights of Way

Caltrans manages more than 50,000 miles of roadways on the State Highway System (SHS), that includes 56,000 curb ramps and more than 4,000 miles of public sidewalks.

Caltrans created the ADA Pedestrian Infrastructure Program (ADA IP) in July 2010. The main purpose of the ADA IP is to ensure Caltrans is in compliance with Title II of the ADA. The management of the pedestrian related assets is also the responsibility of the ADA IP.

Between 2009 and 2012, consultants were utilized to perform initial field surveys of pedestrian related assets within Caltrans right-of-way. These initial surveys identified approximately 208,000 non-compliant elements/barriers within pedestrian facilities statewide. These elements include sidewalks, pedestrian pathways, curb ramps, pedestrian-activated traffic control devices, park-and-ride lots, and safety roadside rest areas.

### Asset Management Role in ADA barrier identification

In 2017, Caltrans moved towards Asset Management and developed a Transportation Asset Management Plan (TAMP). The TAMP is found at the following website:

<https://dot.ca.gov/-/media/dot-media/programs/asset-management/documents/20190726-am-finalcaliforniatamp-a11y.pdf>

With the implementation of Asset Management, the inventory collected between 2009 and 2012 was re-evaluated for accuracy. It was determined that the initial inventory of non-compliant elements were not all substantiated ADA deficiencies.

Additionally, some of the non-compliant elements were corrected since the initial inventory by completed construction projects. The ADA IP is in the process of updating and revising the initial inventory. Currently, there is approximately 56,000 identified curb ramps on Caltrans right-of-way. This number includes compliant and non-compliant curb ramps.

The curb ramps locations are assigned latitude and longitude coordinates for eventual uploading onto a GIS platform. Upon completion of the curb ramp data verification, ADA IP will proceed with re-examining the sidewalk data and updating as needed. As these updates occur, the Transition Plan data will be updated accordingly.

## Caltrans-Owned Buildings

Caltrans owns buildings across the state. The Division of Business Operations (DBO), Statewide Office Buildings Management Branch (SOBMB), is responsible for managing Caltrans owned buildings. In 2017, a consultant was hired to assess the facilities for ADA compliance. BDO is currently working with the consultant to develop ADA priorities for facility updates. During FY 19/20, DBO was able to acquire access to DACTrak, an electronic system that allows the ADA data to be viewed sorted and updated electronically. DBO plans to address ADA priorities through its annual deferred maintenance process.

### Access Barriers Identified through the Caltrans ADA Grievance System

The ADA IP has a link located on the Caltrans Office of Civil Rights webpage for the public to use to report ADA access barriers.

<https://adapt.dot.ca.gov/grievance/newRequest>

These requests are monitored and initially processed through the ADA Program Tracking (ADAPT) system. Intake is handled by the ADA IP, then forwarded to the Districts for action and resolution. If the barrier is new, the barriers identified through the grievance system is added to the inventory maintained by ADA IP. To date, close to 900 access barrier locations were reported within Caltrans' right-of-way through the ADA grievance system. A summary of the Caltrans ADA grievance system is in Appendix A.

### Methods to Make Facilities Accessible

Caltrans provides ADA accessibility related improvements through various methods: Capital projects funded by the State Highway Operation and Protection Program (SHOPP) and State Transportation Improvement Program (STIP); maintenance work, and projects constructed via permit by local agencies or private developers.

Projects include treatment strategies that correct ADA deficiencies such as missing curb ramps, steep grades on curb ramps and sidewalks, narrow pedestrian pathways, and inaccessible pedestrian push buttons. The scope of accessibility improvements includes installing curb ramps or regrading curb ramps and sidewalks; installing detectable warning surfaces; widening pedestrian pathways; removing obstructions; and installing and upgrading accessible pedestrian signals. Together with the Complete Streets Program, more pedestrian facility improvements will be done and should address several concerns submitted in the public outreach effort for the draft ADA Transition Plan. Sidewalk and curb ramp related issues were the major concern.



## Capital Projects

Most access barriers are removed through the development of capital projects. All projects require a project initiation document (PID) identifying the project's scope, performance, estimated capital and support costs, and delivery schedule. Approved PIDs are then programmed in the year that Caltrans estimates the projects will be delivered.

A capital project can take anywhere from 2 to 8 years to complete project scoping, programming of the funding commitment, environmental review, right-of-way acquisition, design, and construction. The California Transportation Commission (CTC) approval is required at each phase of the Caltrans project delivery process.

Once a project receives CTC approval, the project is tracked in the Project Book.

The 10-Year Project Book is available at:

[https://dot.ca.gov/-/media/dot-media/programs/asset-management/documents/2020\\_q3\\_10-yr-project-book\\_combined-all.pdf](https://dot.ca.gov/-/media/dot-media/programs/asset-management/documents/2020_q3_10-yr-project-book_combined-all.pdf)

More detailed information on Caltrans project development is available at:

<https://dot.ca.gov/programs/asset-management/caltrans-project-portal>

### Stand-alone ADA Access Improvement Projects in the SHOPP

ADA pedestrian infrastructure assets are addressed in new construction projects; however, Caltrans has additional requirements to implement stand-alone ADA access improvements projects as part of the settlement agreement of a 2006 lawsuit, Californians for Disability Rights, Inc. v. California Department of Transportation (2010), Case No.: C 03 5125. The stand-alone ADA access improvement projects are programmed in the State Highway Operation and Protection Program (SHOPP) four-year cycle.

The projects listed in the four-year SHOPP reflect the needs identified in the Caltrans State Highway System Management Plan (SHSMP) and TAMP.

The Caltrans State Highway System Management Plan (SHSMP) quantifies the rehabilitation and reconstruction needs on the state highway system for a ten-year period. Under the SHSMP "Sustainability" goal, there is a specific objective for ADA Pedestrian Infrastructure that covers ADA-related improvements.

The 2019 SHSMP is available at:

<https://dot.ca.gov/-/media/dot-media/programs/asset-management/documents/f0019647-shsmp-all.pdf>



## **Maintenance Work**

The SHSMP also includes a five-year maintenance investment plan that addresses the maintenance needs of the state highway system. Access barriers are addressed through maintenance projects and by field maintenance crews. Field maintenance crews may be used to address simple access barriers reported in the grievance process to reduce the need to go through the Capital project process.

The work by field maintenance crews includes painting pavement marking, sign installation or relocation, and adjusting pedestrian push buttons height. This work may also include removing abrupt transitions or filling in sidewalk gaps. Other maintenance work includes the removal of protruding vegetation that restricts the clear width of the pedestrian access route and clearing debris from the base of a curb ramp.

### **Caltrans Freeway Maintenance Agreements with Local Agencies**

Caltrans has Freeway Maintenance Agreements with local agencies delegating the maintenance of facilities, including pedestrian facilities, on Caltrans right-of-way within the jurisdiction of the local agency. These locations are the responsibility of Caltrans, but routine maintenance work is performed by the local agency. Often these freeway maintenance agreements are used at freeway interchanges, where the “above deck” pedestrian facilities are maintained by the local agency and the “below deck” facilities are maintained by Caltrans forces. These agreements are done early in the project phase and maintenance obligations are defined early.

More information on Caltrans freeway maintenance agreements is located at:

<https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/lapm/ch18.pdf>

### **Encroachment Permit Projects**

Caltrans requires permittees working on the state right-of-way to upgrade impacted ADA facilities to current ADA standards. The permittee is required to submit a signed “Certification of Compliance with ADA”, Form TR-0405, certifying that the completed construction meets current ADA standards.

This form is located at the following link:

<https://forms.dot.ca.gov/v2Forms/servlet/FormRenderer?frmId=TR0405>

## Schedule

### ADA Pedestrian Facilities Constructed since July 2010

From July 2010 to June 2020, Caltrans has updated 8,835 curb ramps, 657,390 linear feet (124 miles) of sidewalk, 6,681 accessible pedestrian signals, and 31 park and ride lots.

Following charts show the annual installation of curb ramps, sidewalks, and accessible pedestrian signals (APS).

Figure 1

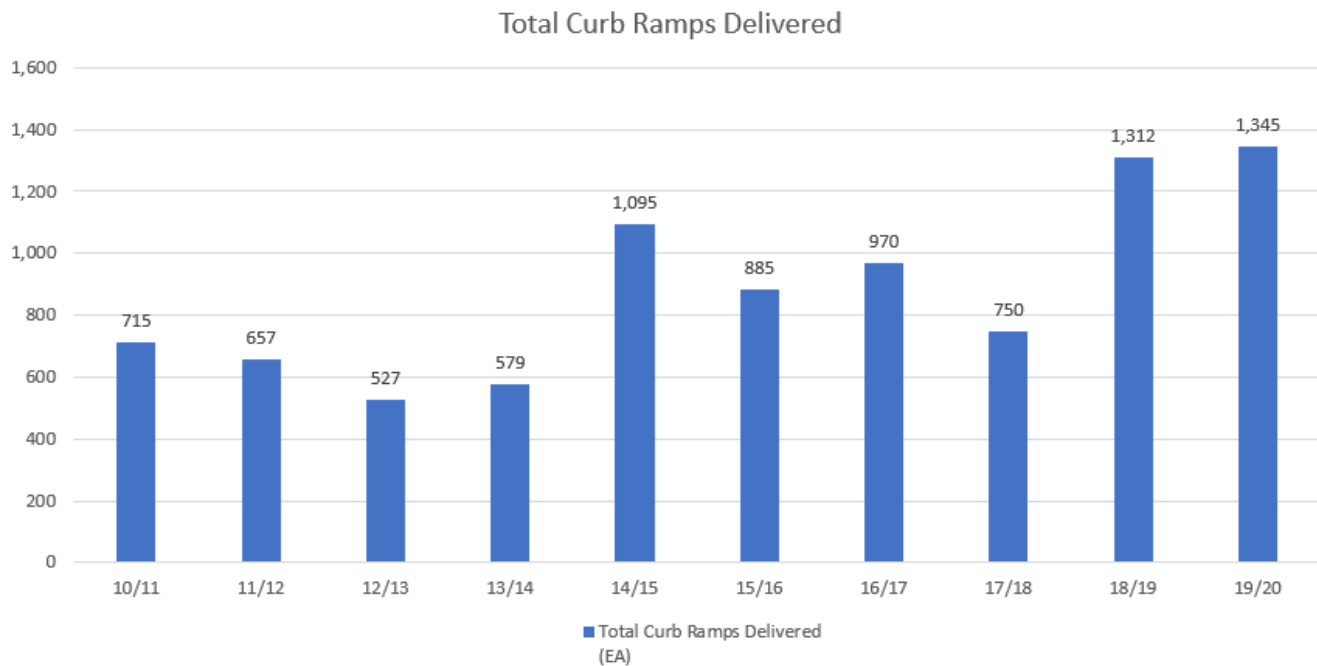


Figure 2

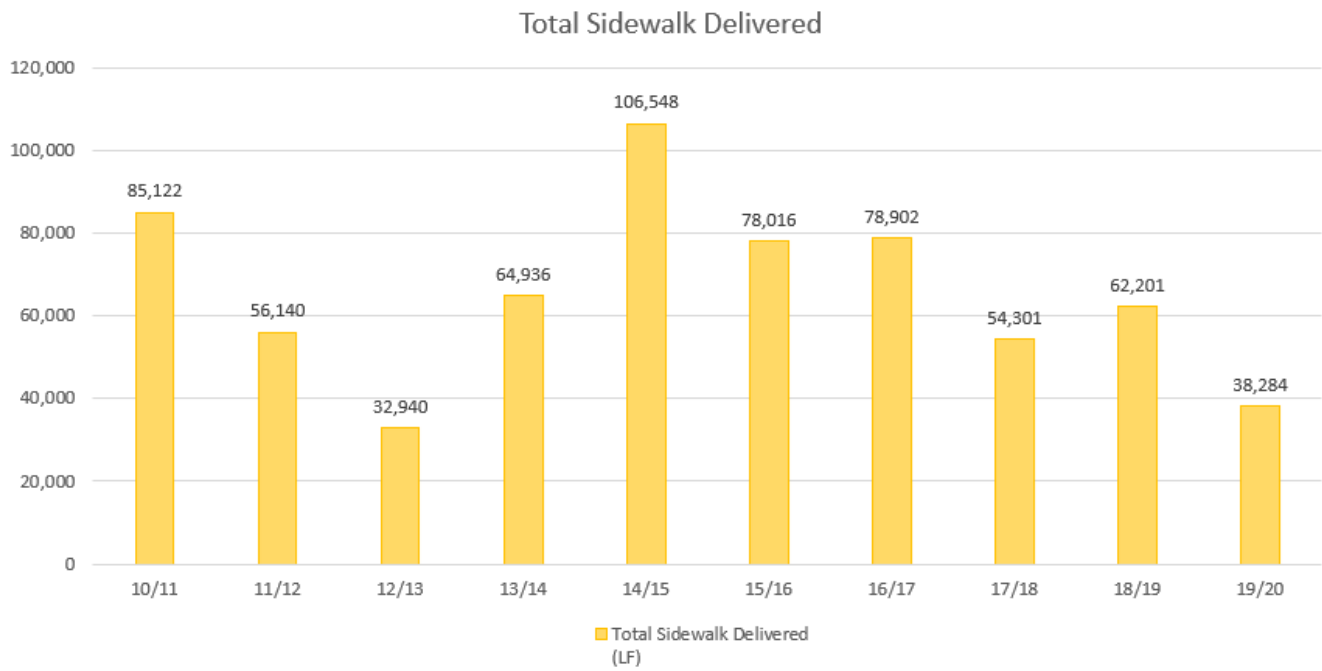
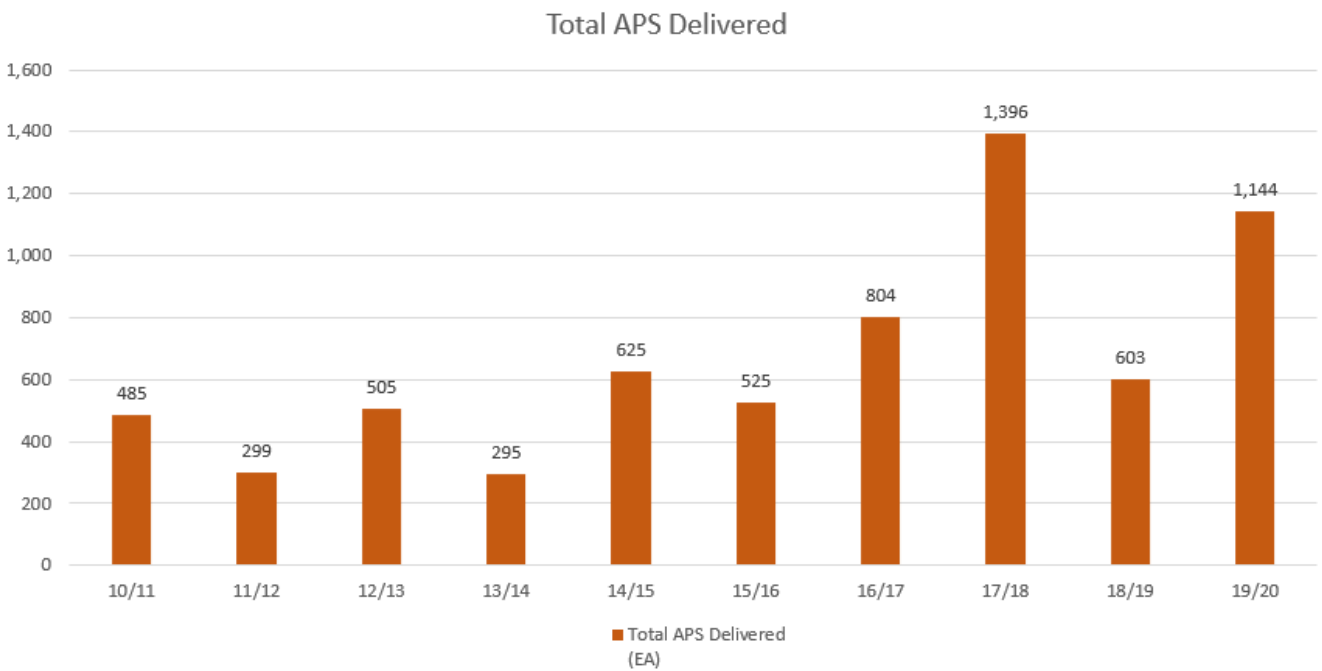


Figure 3



## **Planned Barrier Removal Projects using Asset Management**

In conjunction with the TAMP, Assembly Bill 515 requires the submission of the draft State Highway System Management Plan (SHSMP) to the California Transportation Commission (CTC) by February 15th and the final SHSMP to the Governor and Legislature by June 1st of odd years.

The SHSMP presents a performance-driven and integrated management plan for the State Highway System (SHS) in California. SHS needs, investments, and resulting performance projects for the 10-year period spanning July 2019 to June 2029 are presented in the SHSMP. The SHSMP is organized to align with Caltrans' Strategic Management Plan.

The SHSMP integrates the maintenance, rehabilitation, and operation of the SHS into a single management plan which implements several state and federal asset management requirements with new resources from California Senate Bill 1 (SB 1). The SHSMP operationalizes the California Transportation Asset Management Plan (TAMP) by utilizing the CTC-adopted asset classes, performance measures, and performance targets as defined in California Senate Bill 486.

The SHSMP utilizes objective analysis to focus investments on measured condition and performance objectives. The historic asset-based funding approach has been replaced by a performance-driven methodology that provides greater local flexibility to achieve multiple objectives within a single project.

The 2019 SHSMP builds on the performance driven framework introduced in 2017 and strengthens integration with the TAMP. With the updates to the SHSMP and project book, the schedule of project delivery will be adjusted at every capital improvement cycle.

### **Priority of Barrier Removal**

The ADA IP works with the Districts to elevate the priority of barrier removal requests received in the ADAPT system.

ADA IP then recommends the District address access barrier removal in accordance with the following priorities, which follow the guidelines in Title II and are documented as follows:

1. Title II facilities
2. Transportation methods
3. Public accommodations
4. Business districts
5. Residential Areas

During the initial inventory, access barriers were assigned a severity value of low, medium, or high in accordance with the magnitude that the access barrier exceeds standards. The severity dictates the priority of the repair.

During the Project Initiation Document (PID) phase, consideration will be given to the severity of access barriers in each corridor or location. As appropriate, project scope may be expanded to address barriers nearby, which may be barriers identified to be of a different priority.

### **Identification of Responsible Official**

The official responsible for the implementation of this Transition Plan is:

David DeLuz, Deputy Director  
California Department of Transportation  
Office of Civil Rights  
1823 14<sup>th</sup> Street, MS 48  
Sacramento, CA 95811

**APPENDIX A – CALTRANS GRIEVANCE PROCESS**

Caltrans has a process for the public to report ADA access barriers on Caltrans right-of-way.

Access barriers may be reported by the following methods:

Online ADA Grievance Form: <https://adapt.dot.ca.gov/grievance/newRequest>

Phone: 866-810-6346

Email: [ada.compliance.office@dot.ca.gov](mailto:ada.compliance.office@dot.ca.gov)

Mail: California Department of Transportation  
Attn: ADA Infrastructure Program, MS 48  
1823 14<sup>th</sup> Street  
Sacramento, CA 95811

## APPENDIX B – TRANSITION PLAN INVENTORY DATA

Below is a sample of the transition plan curb ramp inventory data. The complete curb ramp inventory is available by request from the ADA IP.

ADA Curb Ramp Summary for SAC-99

[Complete ADA Curb Ramp Database](#) | [Current ADA Highway Design Guidelines \(June 2018\)](#) | [1991 Design Standards](#) | [2010 Design Standards](#) | [PERMANENT PEDESTRIAN FACILITIES ADA COMPLIANCE HANDBOOK](#)

Record Count: **Compliant = 0** **Planned = 0** **Verify = 0** **Deleted = 0** **Non-Compliant = 217**

 [Save to Excel](#)

Post Mile	Barrier ID	Asset Type	Cross Street	Location	Issues	Project	Phase	Street View	Grievance Case	Safe Harbor Verify?	Deleted?	RW Acq	Utility Impact	Latitude	Longitude	Remarks
0.772	1400	Curb Ramp	Boessow Rd	se corner	Width									38.25474	-121.292535	
0.772	1422	Curb Ramp	Boessow Rd	se corner	Width									38.254809	-121.292425	
0.776	1416	Curb Ramp	Boessow Rd	se corner	Width									38.253844	-121.294063	
0.776	1421	Curb Ramp	Boessow Rd	sw corner	Width									38.253745	-121.294236	
0.778	1388	Curb Ramp	Boessow Rd	sw corner	Width									38.254685	-121.292778	
0.778	1425	Curb Ramp	Boessow Rd	sw corner	Width									38.253749	-121.294287	
0.791	1407	Curb Ramp	Boessow Rd	ne corner	Width									38.255114	-121.292473	
0.793	1423	Curb Ramp	Boessow Rd	ne corner	Width									38.255121	-121.292521	
0.797	1415	Curb Ramp	Boessow Rd	nw corner	Width									38.255077	-121.292721	
0.8	1427	Curb Ramp	Boessow Rd	nw corner	Width									38.254027	-121.29447	
0.801	1393	Curb Ramp	Boessow Rd	nw corner	Protruding Object,Width									38.254074	-121.29443	
0.802	1396	Curb Ramp	Boessow Rd	ne corner	Width,Vehicular Way									38.254183	-121.294275	
0.849	1387	Curb Ramp	Boessow Rd	se corner	Width									38.255872	-121.292955	
0.852	1391	Curb Ramp	Boessow Rd	sw corner	Width									38.255793	-121.293139	
0.852	1429	Curb Ramp	Boessow Rd	se corner	Width									38.255919	-121.292944	
0.861	1418	Curb Ramp	Boessow Rd	se corner a st at 99s offramp	Width,Protruding Object									38.254982	-121.294707	
0.862	1409	Curb Ramp	Boessow Rd	sw corner a st at 99s offramp	Width									38.254912	-121.294843	
0.866	1395	Curb Ramp	Boessow Rd	a st at 99s offramp	Width									38.254942	-121.294916	

## **APPENDIX C – LINKS TO CALTRANS ADA POLICIES AND FORMS**

Office of Civil Rights

<https://dot.ca.gov/programs/civil-rights>

ADA Infrastructure Program

<https://dot.ca.gov/programs/civil-rights/ada-infrastructure-program>

Design Information Bulletin (DIB) 82-06

<https://dot.ca.gov/programs/design/design-information-bulletins-dibs>

Survey Information Bulletin 18-01, "Americans with Disabilities Act (ADA) Surveys

<https://dot.ca.gov/-/media/dot-media/programs/right-of-way/documents/lis-manual/ada-sib-18-01-attachment-a11y.pdf>

Division of Construction training and procedures

<https://dot.ca.gov/programs/construction/training>

<https://dot.ca.gov/-/media/dot-media/programs/construction/documents/contract-administration/temporary-pedestrian-facilities-handbook-a11y.pdf>

Construction ADA Compliance Certification forms (CEM 5773-5773SW)

<https://dot.ca.gov/programs/construction/forms>

Caltrans ADA Transition Plan

<https://preview-dot.dot.ca.gov/programs/civil-rights/ada-transition-plan>

Transportation Asset Management Plan (TAMP)

<https://dot.ca.gov/-/media/dot-media/programs/asset-management/documents/20190726-am-finalcaliforniatamp-a11y.pdf>

ADA Program Tracking (ADAPT) system

<https://dot.ca.gov/programs/civil-rights/ada-grievance>

<https://adapt.dot.ca.gov/grievance/newRequest>

[ada.compliance.office@dot.ca.gov](mailto:ada.compliance.office@dot.ca.gov)

10 Year Project Book

[https://dot.ca.gov/-/media/dot-media/programs/asset-management/documents/\\_2020\\_q3\\_10-yr-project-book\\_combined-a11y.pdf](https://dot.ca.gov/-/media/dot-media/programs/asset-management/documents/_2020_q3_10-yr-project-book_combined-a11y.pdf)



Caltrans Project Portal

<https://dot.ca.gov/programs/asset-management/caltrans-project-portal>

2019 SHSMP

<https://dot.ca.gov/-/media/dot-media/programs/asset-management/documents/f0019647-shsmp-a11y.pdf>

Caltrans Freeway Maintenance Agreements

<https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/lapm/ch18.pdf>

Certification of Compliance with ADA, Form TR-0405

<https://forms.dot.ca.gov/v2Forms/servlet/FormRenderer?formid=TR0405>

Installation of Accessible Pedestrian Signals Memorandum

<https://dot.ca.gov/-/media/dot-media/programs/traffic-operations/documents/memos-letters/f0018439-12-01-clarification-memo-09-18-14-a11y.pdf>

## APPENDIX D – SUMMARY OF PUBLIC COMMENTS

Summary results to the survey questions posted in July 2021:

Question 1: What is your age?

- Age range from 24 – 78 yrs old
- 15/44 > 60 yrs old (34%)

Question 2: What is your primary mode of transportation?

Car	65.12%
Bus/Light Rail	11.63%
Bicycle	9.30%
Walking	13.95%

Question 3: Do you have any of the following disabilities that affect your mobility when traveling on your route? Check all that apply.

Answer Choices	Responses	
Visually impaired	18.18%	8
Mobility impaired	15.91%	7
Hearing impaired	4.55%	2
None	65.91%	29

Question 4: What is the usual purpose of your trip as a pedestrian?

Answer Choices	Responses	
Pleasure/exercise/health	45.45%	20
To access goods or services (groceries, errands, etc.)	45.45%	20
School/church/civic	2.27%	1
To work	6.82%	3

Question 5: What are the biggest challenges you experience as a pedestrian along Caltrans facilities?

Answer Choices	Responses	
Lack of curb ramps	9.30%	4
Sidewalks/walkways in poor condition	51.16%	22
Sidewalks/driveway slopes	4.65%	2
Sidewalk too narrow	6.98%	3
No median refuge, or too narrow of a refuge	9.30%	4
No crosswalk markings	4.65%	2
No pedestrian signals (walk/don't walk)	9.30%	4

No audible cues from pedestrian signals	4.65%	2
---	-------	---

Question 6: What general conditions related to physical accessibility do you find to be the most difficult?

- Majority of the concerns are sidewalk related followed by curb ramp related which is consistent with Question #5 results.

Question 7: If you have a disability, or travel with someone who has a disability, what accessibility issues do you typically face?

- 14/32 (44%) responses are sidewalk related.
- 8/32 (25%) responses are curb ramp related.
- 20/32 (63%) responses are sidewalk/curb ramp related.

Question 8: Please rank the following types of ADA improvements necessary to achieve greater accessibility, with 1 being the highest priority.

ADA Improvements	Ranked 1	
Install/improve curb ramps	27.27%	12
Improve sidewalks/walkways	50.00%	22
Improve sidewalks at driveways	2.38%	1
Improve median refuge	2.33%	1
Improve pedestrian signals	11.90%	5
Install/improve crosswalk markings	7.14%	3

Q9: Please provide any comments regarding the Transition Plan.

- "I didn't see anywhere stating that Caltrans is looking at more than just physical barriers since accessibility extends beyond just the physical elements. Perhaps an added reference to other projects, documents, or initiatives that Caltrans is doing beyond just physical accessibility would be helpful. An example being prioritizing disadvantaged communities, showing the recognition of socioeconomic factors.  
More than just the distribution of the document, are there ways Caltrans can make sure you are getting responses from outreach efforts, including the California Council of the Blind, etc.?"
- Haven't read it
- none at this time
- None

5. How will this affect the already busy construction going on in the city?
6. "High traffic intersections are the most dangerous. The ALL STOP TRAFFIC/WALK ONLY 4 directions is very effective for safety."
7. don't take too long
8. There is no sidewalk on the south side of Pacific Coast Highway in Long Beach between the traffic circle and Clark. This makes it dangerous and inaccessible for people in wheelchairs.
9. Caltrans has ignored those who are NOT using cars for a LONG long time. How about spending some significant money to catch up.
10. Audible crosswalk systems are truly needed.
11. there are too few options here. Consider adding an "other" so respondents can respond with their own specific concerns.
12. Better detail regarding projects would be helpful especially the 10 year project book as most people do not have information regarding post miles so actual street names would be helpful.
13. Install sidewalks isn't an option anywhere, implying that sidewalks exist in all places, but they don't.
14. On number 8 all of the above. We should have more than one choice on the survey.
15. I am confused as to what the actual plan is? This document has numerous definitions, references to laws/documents/programs/etc. but doesn't actually lay a plan out.
16. Find a way to remove truncated domes, and to stop requiring them. They do not assist the visually impaired enough (or any?) to account for how terrible they are for anybody using a wheeled assistive device, or a cane, or crutches, or merely those who cannot lift their feet well. Truncated domes are the enemy for the millions of people with mobility issues. We use them everywhere due to a false sense that they really help those who are visually impaired. If they do help, it isn't enough to put the rest of the world at risk.
17. Please ensure its funding properly so it does not take 25 years.
18. avoid spending public money on revising existing ramps for minor changes.


Caltrans' responses to the comments are available through the link below:

<https://preview-dot.dot.ca.gov/programs/civil-rights/ada-transition-plan>


### Caltrans Social Media posts




### Division of Local Assistance Blog




CALTRANS DIVISION OF  
LOCAL ASSISTANCE  
**BLOG**






Home
Topics ▾
LTAP Center Training
A&E Training
SB 1 Workshop for Local Agencies
🔍



Visit [www.rebuildingca.ca.gov/](http://www.rebuildingca.ca.gov/) to learn more about Senate Bill 1



#### ADA Draft Transition Plan – Comments Needed!

July 12, 2021 by Caltrans Division of Local Assistance

Caltrans needs your input on the development for our Americans with Disabilities Act (ADA) Transition Plan. This Transition Plan will be used to guide the planning, programming and implementation needed to make over 56,000 curb ramps and 4,000 miles of sidewalk accessible for persons with disabilities.

The draft plan and below links may also be found at <https://dot.ca.gov/programs/civil-rights/ada-transition-plan>.

The draft Caltrans ADA Transition Plan is now available for public comments and can be accessed through the link below:





[Draft ADA Transition Plan](#)

Comments may be submitted by any of the following methods below through **September 10, 2021**:

1. Online Survey
2. Email comments and any questions to [ADA\\_TP\\_Comments@dot.ca.gov](mailto:ADA_TP_Comments@dot.ca.gov)

Comments will be considered to finalize the Caltrans ADA Transition Plan.

Share this:

BE INFORMED

SUBSCRIBE

Subscribe to the Caltrans Local Assistance Email list to receive updates to this blog and news related to the federal-aid process and our publications.

Subscribe

powered by MailMunch

## APPENDIX E – SETTLEMENT AGREEMENT

In August 2006, a class action lawsuit was filed against the California Department of Transportation (Caltrans), claiming violations of both Federal and State laws, principally concerning statutory provisions contained in the Americans With Disabilities Act (ADA). In June 2010, a lawsuit settlement agreement (Californians for Disability Rights, Inc. v. California Department of Transportation (2010), Case No.: C 03 5125) was entered by all parties.

This settlement agreement requires that a total of \$1.1 billion be spent over a 30-year period beginning in FY 2010/11, with annual spending increasing from \$25 million the first five FYs to \$45 million the last five FYs. Stand-alone ADA access improvement projects are programmed in the State Highway Operation and Protection Program (SHOPP) four-year cycle. SHOPP projects include treatment strategies that correct ADA-related deficiencies with curb ramps, sidewalks, driveways, and other pedestrian infrastructure.

Following graphs show the annual expenditures and completed curb ramps, sidewalks and APS up to FY 19/20.

Figure E-1, Annual Expenditure and Commitment Comparison



Figure E-2, Completed Curb Ramps

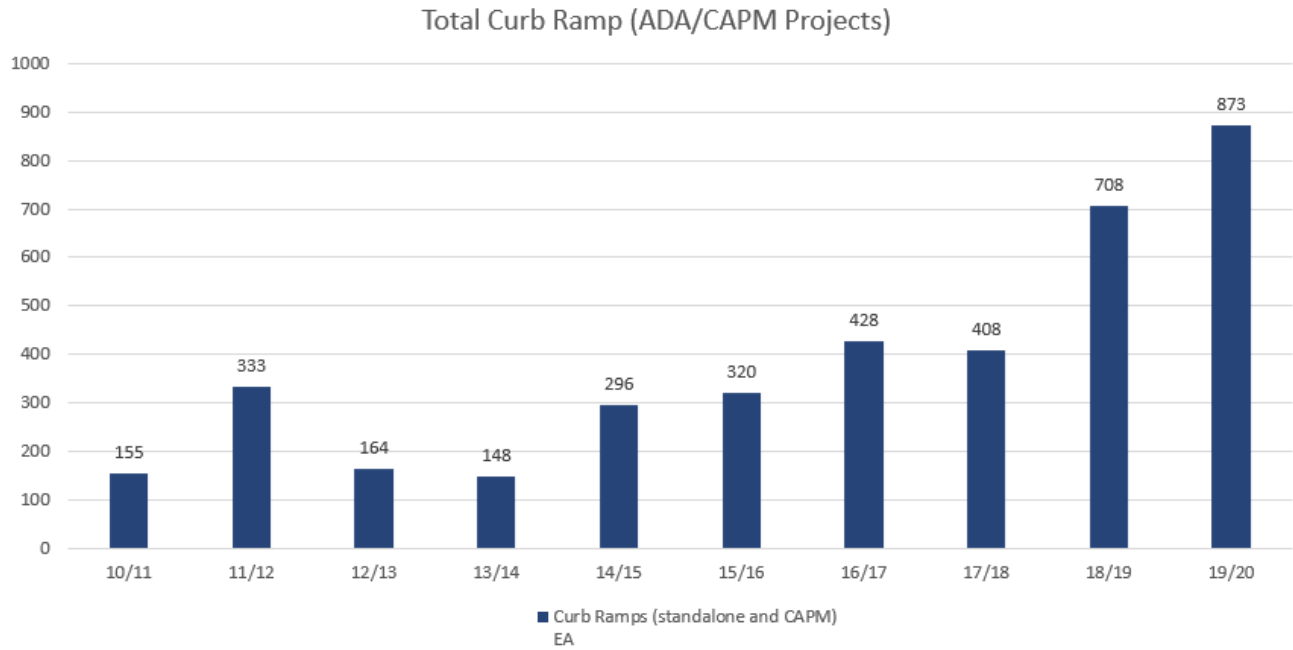


Figure E-3, Completed Sidewalks

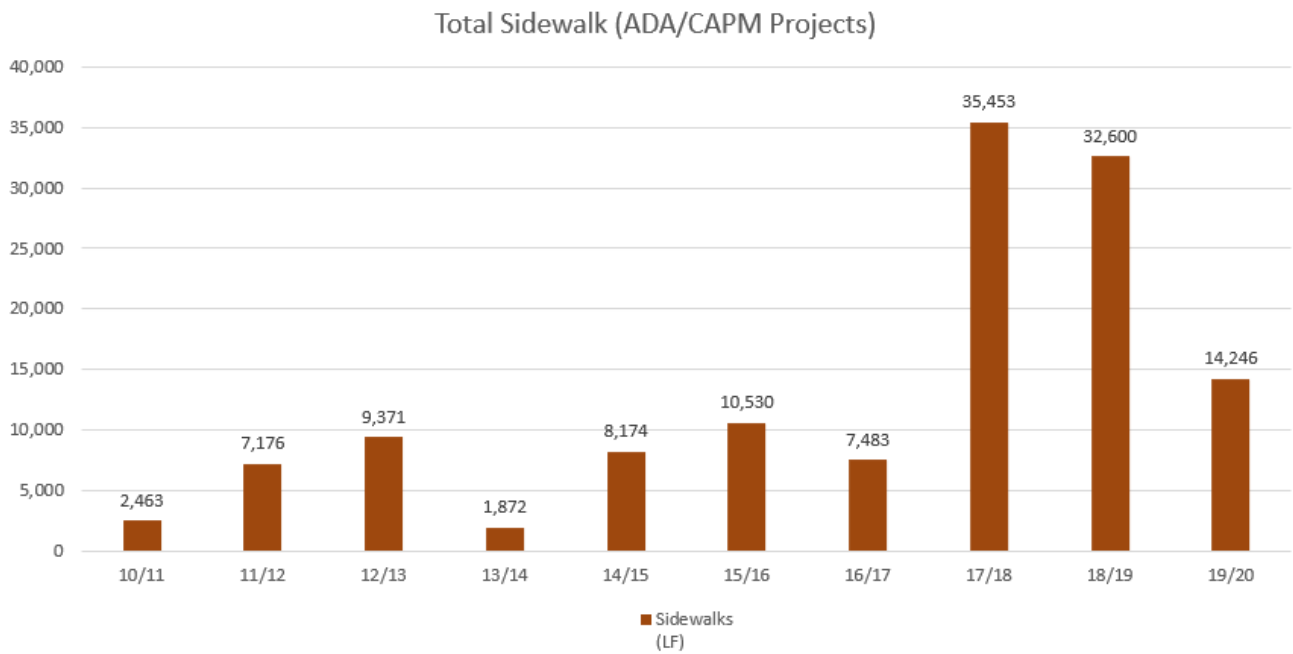


Figure E-4

Total APS (ADA/CAPM Projects)

