Evolutions in the Accessibility Improvements Program

Lorenzo Varone
Evin O'Sullivan
MassDOT
Origin of ADA Retrofit Program

- Engineering Directive E-12-005 (March 2012)
- $15 Million reprogrammed to create the ADA Retrofit Program (Spring 2012)
- All state-owned curb ramps surveyed to check compliance (2012/2014)
- Top 200 Ramps per district prioritized for reconstruction
- Curb Ramps reconstructed under ADA Retrofit Program (2014-Present)
- Shift to Accessibility Improvements (2023-Present)
- All Pedestrian Curb Ramps to be brought into compliance (Future Year)

Current Phase
Assessing Where We Are At

- **2012**: 6,289 curb ramps were missing or deficient of 25,675 curb ramps

- **FY23 MassDOT Tracker Report**: 3,432 failed or missing ramps remaining

- **$41.5 million** of in ADA Retrofits Contracts advertised

- **23,981 SY** of curb ramps built under the ADA Retrofit Program
  - Estimated equivalent of about **2,000 ramps** (12 SY per ramp)
  - Other Capital Improvement Plan Programs will also address deficient curb ramps

- Transition Plan recognized that more complex ramps would remain after Top 200 in each district addressed
The Shift to Accessibility Improvements

• Ranking Curb Ramp Clusters
  • Clusters defined as curb ramps within 200 feet of each other
  • Projects initiated with known locations

• Expanded Scopes of Improvements
  • New sidewalk construction
  • Sidewalk reconstruction
  • Enhanced Crossings
  • Upgrading Pedestrian Signal Equipment

• Taking on more complex project impacts
  • Right of Way
  • Environmental impacts
  • Utility impacts
  • Signalized intersections
Goals of Prioritization

• Refreshing the Priority Ranking
  • Ranking all remaining deficient or missing curb ramps in the State
  • Create a road map for each district

• Identify three projects in each district
  • Each project will consist of multiple locations of ramp clusters grouped by region
  • Totaling $3-5 million of investment in each district

• Develop a better understanding of scope of work needed at remaining locations

• Obtain a more accurate projection of program investment needed

• Reassess the target year for fully compliant inventory
Prioritization Methodology - Safety

• Safety Impacts:
  • Improves pedestrian visibility to motorists
  • Opportunity for sidewalk extension
  • Opportunity to close a sidewalk gap
  • Proximity to transit

• Crash Data Analysis:
  • Location within an HSIP Pedestrian Crash Cluster
  • Location within an HSIP Bicycle Crash Cluster
  • Location had a K/A crash within the past 7 years of available crash data
Prioritization Methodology – Population Data

- Surrounding Area Impacts:
  - Within an EJ community
  - Location within a senior community
  - Location within a community with high percentage of people with disabilities
  - Location within a community with limited transportation access
Prioritization Methodology – Network Characteristics

- **Location Walkability**
  - Potential for everyday walking and biking
  - Location serves a connection to educational, medical, commercial, residential, or recreational facility

- **Sidewalk Configuration**
  - Location contains roadway assets in poor condition
  - Location contains a crossing without existing ramps
Future Work of Accessibility Improvements

• Initiating Three Projects in Each District
  • Districts 1, 2, & 3 initiated in Winter 2023 Project Review Committee
  • Districts 5 & 6 initiated for Spring PRC
  • District 4 targeted for the Fall PRC

• Developing a strategy to scope these Multiple Locations projects

• Filling the Accessibility Improvements Program pipeline of projects

• Eventually, taking on corridor wide accessibility improvements
Tracking Deficient Ped Ramps
What Defines a Deficient Ped Ramp?

• **2023 PROWAG (Public Right of Way Access Guide)**
  • Defines parameters for accessible ramps, creating guidance for certain design features such as cross slope, overall width, and running slope for ramps.

• **Common failures/deficiencies include:**
  • Slope of the ramp is too steep
  • Detectable Warning Panel not present
  • Ramp not actually existing
Tracking ADA Retrofit Progress

• **Multi-step Process**
  • District ADA Coordinators
  • Asset Management Group
  • Construction Personnel
  • District Permit Engineers

• **Various Methods of Tracking**
  • Curb Ramp Editor/Viewer (GeoDOT)
  • TBD (Asset Projector)
  • Checking Work Payslips (Site Application Module)
  • Interdepartmental Communication
  • PINFO (ProjectInfo)
How Do These Ramps Get Fixed?

• ADA Retrofit Projects
  • Done via the methodology previously explained by Lorenzo
• Other Various Location Projects
• Intersection Improvement Projects
  • When intersections are reimagined, accessibility concerns are always a priority
• District Maintenance
• Permit Projects / Highway Access Projects
• Roadway Reconstruction Projects
  • Due to the healthy transportation initiative, bike/ped improvements (including accessibility concerns) tend to be addressed
Progress Tracking Methodology

• The Main Goal
  • MassDOT’s mission statement includes a commitment to transportation equity for everyone, not just purely car users.

• How do we quantify this goal?
  • Change the status of already existing ped ramps
    • Deficient $\rightarrow$ Planned Reconstruction
    • Planned Reconstruction $\rightarrow$ Reconstructed
Site Application Module Runthrough
Item 701.2 is the item associated with creating pedestrian curb ramps, checking contracts for the item number was one of the old ways we tracked progress.
GeoDOT Ped Ramp Viewer Run Through
Asset Projector Run Through
### Asset Lifecycle

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**Edit Action**

**Action**

- Retirement

**Comments**

- New Construction
- Inspection
- Preservation
- Rehabilitation
- Retirement
- Maintenance
- Reconstruction

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**Add Action**

**Edit Action**

**Delete Action**
• Once an asset is associated to a project, when the project is marked as complete, the status of that particular asset can be updated upon the completion date.
Reporting Our Progress

• **Tracker/Annual Report**
  • Mainly used to give broad numbers regarding assets and track totals from year to year.

• **TAMP (Transportation Asset Management Plan)**
  • Currently ADA related data is not being tracked in the TAMP but the plan is to add it in for the next iteration.

• **MassDOT Transition Plan for Public Rights of Way**
  • More holistic overall plan for accessibility