

ADA Transition Plan – NDDOT Right of Way Advocacy Group Survey Results - 2010

The North Dakota Department of Transportation (NDDOT) is developing an ADA Transition Plan within the NDDOT right of way as part of the Title VI program. The goal of this plan is to set steps and priorities necessary to achieve ADA compliance within the NDDOT right of way, in which no person shall be discriminated against based on disability for NDDOT programs, services, activities, and facilities.

ADA Transition Plan surveys were attached to the mail and email invitation for the advocacy group public meetings, as well as handed out during the advocacy group public meetings. These surveys were generated to involve representatives of persons with disabilities in the development of the ADA Transition Plan. The survey results will give insight and guidance as to establishing the priorities of the plan.

A total of 69 surveys were completed and submitted to the NDDOT. The survey tabulations are shown at the end of this document. A summary of the results of the surveys were averaged and are shown below, with 1 being the highest priority and 5 the lowest.

1. Please rank the following accessibility items pertaining to curb ramps from most critical to least critical, with 1 being the most critical. Please write in any other items relating to curb ramps and rank them as well:

Average Rank	Accessibility curb ramp items
1.19	Installation of curb ramps where none exist; to provide access to existing sidewalks or walkways.
2.39	Modification or reconstruction of existing curb ramps which have a condition that impedes the path of travel, physical barriers such as utility poles, hydrants, damaged curb ramps, etc...
2.73	Modification or reconstruction of existing non-compliant curb ramps; to upgrade them to current ADA (ADAAG-PROWAAG) standards.
2.76	Installation of an additional curb ramp at a corner where one curb ramp exists in one direction, but one curb ramp is missing and needed to cross the street in the other direction.
4.00	Installation of detectable warning panels (truncated domes) on existing curb ramps that are structurally compliant.

# of Comments	Additional Comments/Other Items
2	Winter snow piles on & near ramps. Snow removal from ramps in the winter.
1	Make sure curb ramps and detectable warning panels are parallel across the streets.
1	Consideration of targeting funds towards barrier removal in rural communities.
1	Prioritize order of projects by amount of pedestrian traffic.
1	Priorities should be flexible given population or usage surrounding areas

2. Please rank the following accessibility items pertaining to sidewalks from most critical to least critical, with 1 being the most critical. Please write in any other items relating to sidewalks and rank them as well:

Average Rank	Accessibility sidewalk items
1.71	Replacement or repair of sidewalks or sections of sidewalks that are no longer traversable due to structural deficiencies such as broken or heaved sidewalks.
2.15	Make existing sidewalks in the public right of way accessible by removing barriers and obstructions, or modifying sidewalk area around obstructions.
2.61	Installation of sidewalks within the public right of way to provide access to state/local government offices, places of public accommodation, employers
3.06	Replacement or repair of sidewalks that still may be traversable, but not ADA compliant.
3.48	Installation of sidewalks to connect to other sidewalks serving other areas

# of Comments	Additional Comments/Other Items
1	Keeping sidewalks free of obstruction
1	Need warning strip where sidewalk & street meet at curb cuts.
1	Consideration of targeting funds towards barrier removal in rural communities.
1	Eliminate overhanging signs that jut into sidewalk - cane doesn't locate it
1	Snow removal away from walkway. Unable to get to sidewalk with large snowbanks.
1	Installation of sidewalks where hole exist to complete sidewalk system.

3. Please provide any additional comments or accessibility items needed to make more the NDDOT right of way more accessible from most critical to least critical with 1 being the most critical:

Average Rank	Accessibility items to consider
1.29	At traffic signals with existing push buttons, modify existing pedestrian push buttons to an accessible area, and install new two-inch push buttons at existing push button locations.

# of Comments	Additional Comments/Other Items
4	Audio pedestrian signals (APS).
1	Truncated domes- detectable warning strips
1	Traversing roundabouts - no signal usually
1	No stop lights in town. Major highway goes through town-an idea to install a pedestrian crossing with a flashing light across the highway. Lots of people cross the highway- speed limit is 25, but not always followed. Most businesses are on one side of HWY 83 (Linton, ND).
1	The push button has to be able to be pushed by someone with a disability in an accessible route. Accessible push button locations.
1	Need more time to cross streets.
1	Target some funds every year for assisting communities to remove barriers. They wold do it, if they had any partnership. Create partnerships with communities. If one cannot get to NDDOT right of way- you still have a barrier.