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ADA Refresher

Title II Administrative Requirements

				
Designate a responsible employee (Entities w/50+ employees)	Notice to the public (All public entities)	Grievance procedure (Entities w/50+ employees)	Self-Evaluation (All public entities) <i>Originally required to be completed by January 26, 1993</i>	Transition Plan (Entities w/50+ employees) <i>Originally required to be developed by July 26, 1992 and barriers required to be removed by January 26, 1995</i>

These documents (Self-Evaluation & Transition Plan) evidence a public entity's good faith efforts to comply with Title II's requirements.

-DOJ Title II Technical Assistance Manual

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Comparison of self evaluation & transition plan

Self Evaluation	Transition Plan
<ul style="list-style-type: none"> Review of Policies, Practices & Procedures Make Reasonable Modifications to Policies, Practices & Procedures Required of all Title II entities to be completed in 1992. For entities with 50+ employees, document required to be on file for 3 years. 	<ul style="list-style-type: none"> Identify Structural & Communication Barriers to Programs Services and Activities with Schedule for Barrier Removal Title II entities with 50+ employees required to develop a plan by July 26, 1992. Required to be on file for the public until barrier removal is completed. Barrier removal to be completed by January 26, 1995.

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ADA Defenses

-  **Direct threat to the health or safety of others**
Individualized assessment; nature; duration; severity of the risk; probability that the potential injury will actually occur; can the reasonable modifications, auxiliary aids or services mitigate the risk?
-  **Fundamental alteration to the nature of the service, program, or activity**
-  **Undue financial and administrative burden**
Public entity has burden of proof
Decision made by CEO

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Common programs, services and activities for Title II public entities

- Laws, ordinances
- Elected officials
- Public meetings
- Public safety
- Transportation
- Health
- Communications
- Social services
- Streets and sidewalks
- Business licenses
- Building permits
- Library
- Elections
- Environment & sustainability
- Finance
- Parks
- Recreation
- Festivals
- Employment



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Program Access

§35.149

No qualified individual with a disability shall, **because a public entity's facilities are inaccessible** to or unusable by individuals with disabilities, 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 public entity.



Program Access

is a foundational principle of Title II

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Existing Facilities

• §35.150

A public entity shall operate each service, program, or activity so that the service, program, or activity, **when viewed in its entirety, is readily accessible to and usable by** individuals with disabilities.

• A public entity shall give priority to those methods that offer services, programs, and activities to qualified individuals with disabilities in the **most integrated setting** appropriate.

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Sidewalks & Curb Cuts: Enforcement by DOJ & DOT

- DOJ Civil Rights Division has long held that the provision of sidewalks and curb cuts are a “program” of a city or county.
 - Sandusky, Ohio (2001)
 - City of Gary (2005) 72-84 months to correct existing curb cuts and install new curb cuts where they don't exist at intersections
 - City of Milwaukee (2016)
 - New subdivision development in Hamilton County
- DOT has been known for withholding federal funds until new construction or alteration projects are brought into compliance.

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Program Access & Program Spaces

When **viewed in its entirety**, can people with disabilities participate and gain the benefits of the program?



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ADA Transition Planning for Program Access

- Where structural changes to existing facilities are necessary to achieve **Program Access**
- Transition Plan components
 - Identification of physical & communication barriers to programs, goods or services
 - Identification of solution for barrier removal
 - Prioritization and targeted timelines for barrier removal
 - Assigned responsibility
- On file for the public until completed



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Sample Assessment Report

Great Parks of Hamilton County		Accessibility Assessment Conditions Report	
Location	Solution / Description and Recommendation	Priority	Cost Estimate
 <p>Treehouse Play Area Correct changes in level/openings for accessible route The ground level of the Treehouse Play Area is surfaced with shredded rubber. The surface area is neither firm nor stable for people with mobility impairments. Resurface the play area with a natural play surface such as engineered wood fiber. Ensure IPEMA and/or manufacturer's installation procedures are followed with watering and compaction to condition the surface material to be firm, stable, and level. Reference: ADA 302.3, 303, 403.4 Photo: GG-118 Record #: 96</p>	<p>Priority 2 - Serious</p> <p>\$8,000</p>		
 <p>Boardwalk Stairs Install handrails at stairs The boardwalk stairs on the garden loop path lack handrails. Handrails shall be continuous within the full length of each stair flight or ramp run. Top of gripping surfaces of handrails shall be 34 inches to 38 inches maximum vertically above walking surfaces or stair nosings. At the top of a stair flight, handrails shall extend horizontally above the landing for 12 inches. At the bottom, handrails shall extend at the slope of the stair flight for a horizontal distance at least equal to one tread depth beyond the last riser nosing. Reference: ADA 504, 505 Photo: GG-148 Record #: 102</p>	<p>Priority 2 - Serious</p> <p>\$4,500</p>		
 <p>Butterfly Garden Area Correct changes in level/openings for accessible route There is up to a 1/2 inch change in level from the transition of the concrete path at the Caterpillar walk-thru sculpture to the limestone path in the butterfly garden. Level the transitions at the concrete pad. Replenish limestone surface material and use surface stabilizer if necessary to maintain smooth transitions between surfaces along the path. Reference: ADA 302.3, 303, 403.4 Photo: GG-137 Record #: 99</p>	<p>Priority 3 - Moderate</p> <p>\$800</p>		

Skulski Consulting LLC

Glenwood Gardens

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Sample ADA Transition Plan Report

ADA Transition Planning Report					
City of Mobile Parks and Recreation					
ID	Location	Planned Accessibility Improvement	Target Date	Lead	ADA Transition Planning Report Cost Estimate
Aaron Park					
95	Ball Field A	Provide accessible route to team seating areas			Priority 1 - Critical \$3,200
96	Ball Field A	Provide integrated accessible seating at spectator viewing area			Priority 1 - Critical \$5,000
97	Ball Field B	Provide accessible route to team seating areas			Priority 1 - Critical \$17,500
98	Ball Field B	Provide integrated accessible seating at spectator viewing area			Priority 1 - Critical \$5,000
73	Main Parking Lot at Helveston St & Andrews St	Grade, resurface and stripe existing parking lot to include accessible parking spaces and access aisles			Priority 2 - Serious \$5,500
74	Auxiliary Parking NE of Ballfield B off Clement St	Grade, resurface and stripe existing parking lot to include accessible parking spaces and access aisles			Priority 2 - Serious \$3,500
91	Playground	Schedule the playground equipment and surface for replacement			Priority 2 - Serious \$60,000
92	Open Picnic Area	Provide picnic units with mobility features			Priority 2 - Serious \$12,000
93	Football Practice Field	Provide accessible route to team seating areas			Priority 2 - Serious \$15,000
99	Ball Field B	Add/replace existing drinking fountain with high-low unit			Priority 2 - Serious \$2,100
94	Basketball Court	Modify existing pathway			Priority 3 - Moderate \$3,500
Aaron Park Restroom & Concessions Building					
76	Concessions	Remove/relocate source of protruding object			Priority 2 - Serious \$300
78	Men's Restroom	Modify for maneuvering clearance at door			Priority 2 - Serious \$1,400
79	Men's Restroom	Adjust door opening force and/or evaluate for installation of automatic/power-assisted door system			Priority 2 - Serious \$100
80	Men's Restroom	Insulate exposed pipes at lavatory			Priority 2 - Serious \$60
82	Men's Restroom	Install/replace/relocate toilet for accessible toilet compartment			Priority 2 - Serious \$2,100
85	Women's Restroom	Adjust door opening force and/or evaluate for installation of automatic/power-assisted door system			Priority 2 - Serious \$100
86	Women's Restroom	Modify for maneuvering clearance at door			Priority 2 - Serious \$2,500
87	Women's Restroom	Insulate exposed pipes at lavatory			Priority 2 - Serious \$60

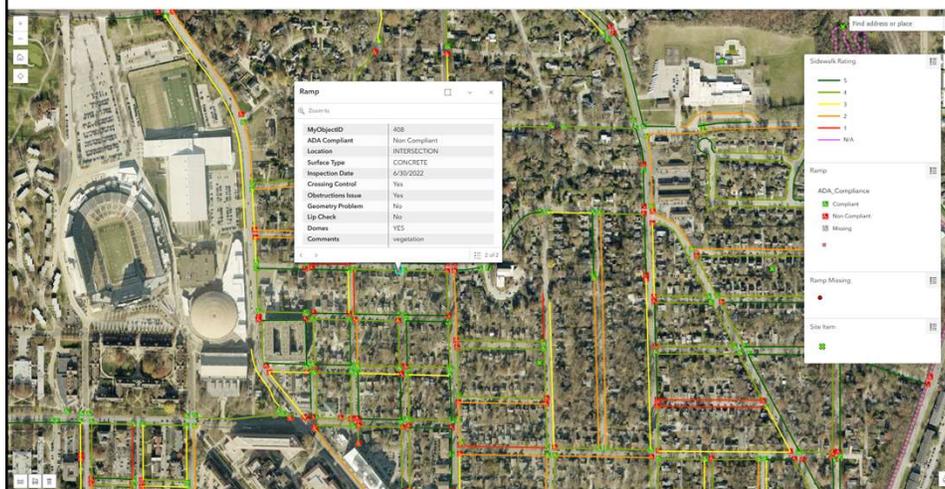
7/27/2021

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Sample Mapping for Sidewalks & Curb Cuts



Butler, Fairman & Seufert, Inc. sidewalk, curb cut, and intersection mapping project for the City of West Lafayette

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Reasons “why” it may be necessary to revisit your ADA self-evaluation & transition plan:

- It was never completed or only partially implemented in the 1990's.
- Inquiries have been made by community members with disabilities.
- Facility changes have been made and the original data is out of date.
- Agency policies have evolved.
- New leadership, staff, and /or access team members have come on board.
- The accessibility standards have been revised to include facilities not previously addressed (playgrounds, pools, golf courses, sports facilities, etc).
- To demonstrate your agency's "good faith effort" should an ADA complaint or litigation be filed.



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Examples of Subdividing Transition Plans

Facilities – Owned

Facilities – Leased

Parks and Recreation Facilities

Sidewalks and Curb Cuts

Special Authorities (ex. convention center, stadium)

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Public Rights of Way Rulemaking

- Notice of proposed rulemaking for public right of way accessibility guidelines (PROWAG) issued by the U.S. Access Board – July 2011.
- Final rule issued by U.S. Access Board – August 2023.
- Adopted by GSA in July 2024 with effective date of September 2024 as part of the Architectural Barriers Act applicable to federally conducted and federally assisted projects.
- **Adopted by DOT December 18, 2024** with effective date of January 17, 2025 as part of the Americans with Disabilities Act applicable to public transportation facilities.
- **Still to be adopted by DOJ** for all other facilities covered under ADA.



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Scope (R201 & R202)

- All newly constructed pedestrian facilities and altered portions of existing pedestrian facilities for pedestrian circulation and use located in the public right-of-way shall comply with these guidelines.
- Temporary and permanent pedestrian facilities and elements in the public right-of-way.
- Alterations to pedestrian facilities.
- Pedestrian access routes must connect accessible elements, spaces and pedestrian facilities.

<https://www.access-board.gov/prowag/>



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Other Scoped Elements

- Alternate Pedestrian Access Routes, Transit Stops and Passenger Loading Zones (R204)
- Detectable Warnings (R205)
- Pedestrian Signal Heads and Pedestrian Activated Warning Devices (R206)
- Protruding Objects and Vertical Clearance (R207)
- Pedestrian Signs (R208)
- Street Furniture (R209)
- Transit Stops and Transit Shelters (R210)
- On-Street Parking Spaces (R211)
- Passenger Loading Zones (R212)
- Stairs and Escalators (R213)
- Handrails (R214)

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Defining

Alteration or Altered

- A change to or an addition of a pedestrian facility in an existing, **developed** public right-of-way that affects or could affect pedestrian access, circulation, or usability.
- Developed: containing buildings, pedestrian facilities, roadways, utilities, or elements.



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Connection to Pedestrian Circulation Path (R202.2)

- Where pedestrian facilities are altered, they shall be connected by a pedestrian access route complying with R302 to an existing pedestrian circulation path. A transitional segment may be used in the connection.
- Reduction in Access Prohibited (R202.4) An alteration to pedestrian facilities or elements shall not decrease the accessibility of an existing pedestrian facility or element or an accessible connection to an adjacent building or site below the requirements in these guidelines.



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Deviation from Guidelines (R102)

- R102.1 ADA-Covered Facilities and Equivalent Facilitation. The use of alternative designs, products, or technologies that result in substantially equivalent or greater accessibility and usability than the requirements in these guidelines shall be permitted for pedestrian facilities in the public right-of-way subject to the ADA.
- R102.2 ABA-Covered Facilities and Waivers or Modifications. Equivalent facilitation is not permitted for pedestrian facilities in the public right-of-way subject to the ABA. The ABA authorizes the Administrator of the General Services Administration, the Secretary of the Department of Housing and Urban Development, the Secretary of the Department of Defense, and the United States Postal Service to modify or waive the accessibility standards for buildings and facilities covered by the ABA on a case-by-case basis, upon application made by the head of the department, agency, or instrumentality of the United States concerned and upon a determination that the waiver is clearly necessary. Pursuant to Section 502(b)(1) of the Rehabilitation Act of 1973, 29 U.S.C. § 792(b), the Access Board shall ensure that modifications and waivers are based on findings of fact and are not inconsistent with the ABA.



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Existing Physical Constraints (R202.3)

In alterations, where existing physical constraints make compliance with applicable requirements technically infeasible, **compliance with these requirements is required to the maximum extent feasible**. Existing physical constraints include, but are not limited to, underlying terrain, underground structures, adjacent developed facilities, drainage, or the presence of a significant natural or historic feature.



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Pedestrian Access Route (PAR) (R302)

- Continuous Clear Width
 - 48 inches minimum exclusive of the width of any curb.
 - **Within medians & pedestrian refuge islands:** 60 inches minimum
 - **Where shared use paths cross medians & pedestrian refuge islands:** 60 inches minimum or at least as wide as the crosswalk whichever is greater.
 - **On shared use paths:** PAR must extend the full width of pedestrian circulation path



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Pedestrian Access Route Maximum Grade (R302.4)

- Maximum Grade **within highway right-of-way**
- Maximum pedestrian access route grade 1:20 (5.0%)
- EXCEPTION
Where the grade established for the adjacent street exceeds 5.0% the grade of the **pedestrian access route can match the grade established for the adjacent street.**
- EXCEPTION for PAR **in the Crosswalk** (R302.4.3)
Where roadway design requires superelevation greater than 1:20 (5.0%) at the location of a crosswalk, the grade of the pedestrian access route within the crosswalk **may be the same as the superelevation.**
- *R407 Ramps does not apply to curb ramps or pedestrian access routes following the grade established for the adjacent street consistent with the requirements of R302.4.1.*

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PAR Maximum Cross Slope (R302.5)

PAR Not Part of Crosswalk

- Maximum cross slope 1:48 (2.1%)
- EXCEPTION
The portion of a pedestrian access route within a street that connects an accessible parallel on-street parking space to the nearest crosswalk at the end of the block face or the nearest midblock crosswalk is not required to have a max cross slope of 1:48 (2.1%)

PAR within Crosswalk

- Dependent on location of the crosswalk.
 - With Yield or Stop Control Devices: 1:48 (2.1%) max.
 - At Uncontrolled Approach: 1:20 (5.0%) max.
 - With Traffic Control Signal or Pedestrian Hybrid Beacon: 1:20 (5.0%) max.
 - Midblock and Roundabout Crosswalks: No greater than the street grade.

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Designing for Construction Tolerances

1. When a maximum or minimum dimension is a regulatory requirement **use a drawing dimension that is less than a maximum limit or more than a minimum limit**. The dimension should be determined by the expected tolerance of the construction element.
2. When a dimension range is the regulatory requirement use the midpoint of the range as the drawing dimension.
3. A **maximum overall design running slope** for exterior accessible surfaces (other than ramps), such as sidewalks, of **4%** (approximately 1:25) is recommended.
4. A **maximum overall design running slope** for exterior **accessible ramps** of **7.5%** (1:13) is recommended. This allows for a potential plus tolerance of approximately 0.8% while not lengthening the ramp excessively.
5. A **maximum design cross slope** for accessible exterior pedestrian paving and ramps of **1.5%** (1:67 or about 3/16 in. per ft.) is recommended. This allows for a potential plus tolerance of +0.5% while still providing for drainage
6. Accessible surfaces should be as smooth as possible. This includes localized variations in slope as well as bumpiness created by small, individual units such as bricks, concrete pavers, or wood slats.

Source: Dimensional Tolerances in Construction and for Surface Accessibility. (2011) Prepared by David Kent Ballast Architectural Research Consulting for the U.S. Access Board. www.access-board.gov/research/building/dimensional-tolerances/

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Example of Adopting a Higher Standard to Design for Construction Tolerances

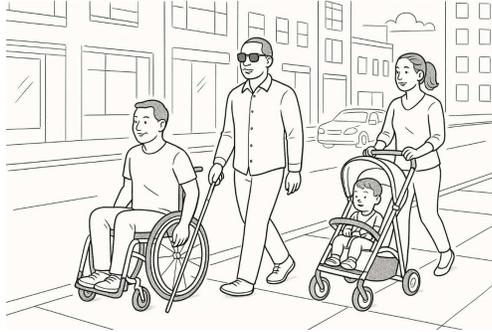
	Accessibility Standards MAX	NPS - Denver Service Center MAX	Dimensional Tolerances Study (Ballast)
Accessible Routes	1:20 = 5%	1:21.0 = 4.75%	1:25 = 4%
Ramps	1:12 = 8.33%	1:12.5 = 8%	1:13 = 7.5%
Parking or Cross Slopes	1:48 = 2.08%	1:55.0 = 1.8 %	1:67 = 1.5%

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Passing Space (R302.3)

- Where the clear width of pedestrian access routes is less than 60 inches, passing spaces shall be provided at intervals of 200 feet maximum.
- Passing spaces shall be 60 inches minimum by 60 inches minimum.
- Passing spaces and pedestrian access routes are permitted to overlap.



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Changes in Level (R302.6.2)

- Grade breaks shall be flush.
- Changes in level of $\frac{1}{4}$ inch maximum shall be permitted to be vertical.
- Changes in level between $\frac{1}{4}$ inch and $\frac{1}{2}$ inch shall be beveled with a slope not steeper than 1:2 (50.0%).
- Changes in level greater than $\frac{1}{2}$ inch up to 6 inches shall have a 1:12 (8.3%) maximum slope.
- Changes in level greater than 6 inches shall comply with R407.

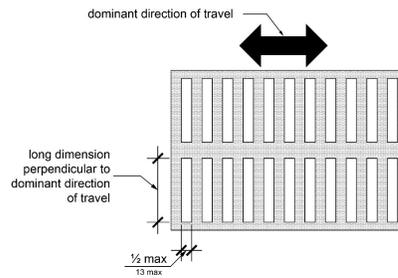


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Horizontal Openings (R302.6.3)

- Horizontal openings in ground surfaces, such as those in gratings and joints, other than flangeway gaps (see R302.6.4), shall not allow passage of a sphere larger than ½ inch in diameter.
- Except where multiple directions of travel intersect, elongated openings are permitted and shall be placed so that the long dimension is perpendicular to the dominant direction of travel.

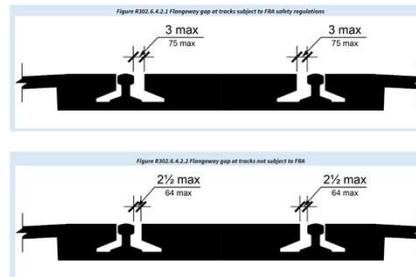


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Surfaces at Pedestrian At-Grade Rail Crossings (R302.6.4)

- Where a pedestrian access route crosses rails at grade, the pedestrian access route surface shall be level and flush with the top of rail at the outer edges of the rails, and the surface between the rails shall be aligned with the top of rail.
- At pedestrian at-grade rail crossings that cross tracks that are subject to safety regulations at 49 CFR part 213, issued by the Federal Railroad Administration, flangeway gaps shall be 3 inches wide maximum.
- At pedestrian at-grade rail crossings that cross tracks that are not subject to safety regulations at 49 CFR part 213, issued by the Federal Railroad Administration, flangeway gaps shall be 2½ inches wide maximum.



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Alternative Pedestrian Routes (R303)

- Signs identifying alternate pedestrian access routes shall be provided in advance of decision points and shall comply with R410. Proximity actuated audible signs or other non-visual means within the public right-of-way of conveying the information that identifies the alternate pedestrian access route shall also be provided.
- Surfaces shall not be less accessible than the surface of the temporarily closed pedestrian circulation path.
- The minimum continuous clear width of alternate pedestrian access routes shall be 48 inches exclusive of the width of any curb.
- EXCEPTION: Where the alternate pedestrian access route utilizes an existing pedestrian circulation path, the width shall not be less than the width of the temporarily closed pedestrian circulation path.
- Detectable edging where channelizing device used.
- Pedestrian signal heads.

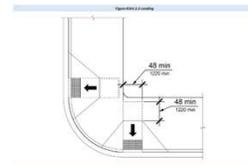
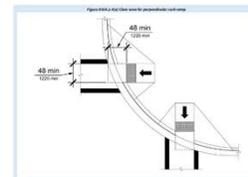
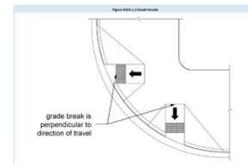


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Curb Ramps (R304)

- Detectable warnings.
- Perpendicular to the curb or gutter grade break. Running slope of the curb ramp shall be 1:12 (8.3%) maximum. EXCEPTION: Where the curb ramp length must exceed 15 feet to achieve a 1:12 (8.3%) running slope, the curb ramp length shall extend at least 15 feet and may have a running slope greater than 1:12 (8.3%).
- The cross slope of a curb ramp run shall be 1:48 (2.1%) maximum. EXCEPTION: At crosswalks, the cross slope of the curb ramp run shall be permitted to be equal to or less than the cross slope of the crosswalk as specified by R302.5.
- Grade breaks at top and bottom.
- A clear area 48 inches wide minimum by 48 inches long minimum shall be provided beyond the bottom grade break of the perpendicular curb ramp run and within the width of the crosswalk. At shared use paths, the clear area shall be as wide as the shared use path. The clear area shall be located wholly outside the vehicle travel lanes, including bicycle lanes, that run parallel to the crosswalk. The running slope of the clear area shall be 1:20 (5.0%) maximum.
- Landings.

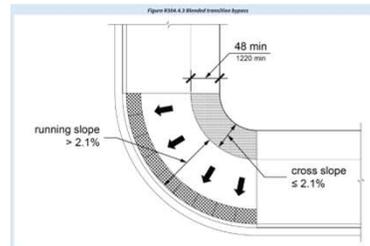
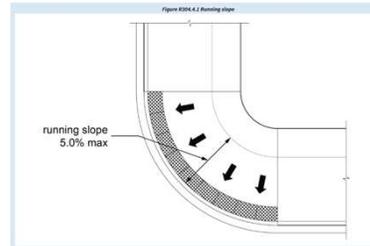


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Blended Transitions (R304.4)

- Detectable warnings.
- The running slope of blended transitions shall be 1:20 (5.0%) maximum.
- The cross slope of blended transitions shall be equal to or less than the cross slope of the crosswalk as specified by R302.5.
- Where a blended transition serving more than one pedestrian circulation path has a running slope greater than 1:48 (2.1%), a pedestrian access route shall be provided so that a pedestrian not crossing the street may bypass the blended transition.

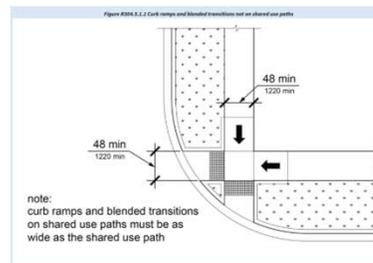


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Common Requirements for Curb Ramps and Blended Transitions (R304.5)

- Curb Ramps and Blended Transitions Not on Shared Use Paths - The clear width of curb ramp runs (excluding any flared sides) and blended transitions not on shared use paths shall be 48 inches minimum.
- On shared use paths, the width of curb ramp runs (excluding any flared sides) and blended transitions shall be equal to the width of the shared use path.
- At gutters and streets where a change of grade occurs adjacent to curb ramps and blended transitions, the change of grade shall not exceed 13.3 percent, or a transitional space shall be provided at the bottom of the running slope of the curb ramp run or blended transition.
- Perpendicular curb ramp runs, parallel curb ramp landings, and 48 inches minimum width of blended transitions, except those at shared use paths, shall be contained wholly within the width of the crosswalks they serve. At shared use paths, the full width of a perpendicular curb ramp run, parallel curb ramp landing, or the blended transition shall be contained wholly within the width of the crosswalk it serves.
- Changes in level are not permitted.

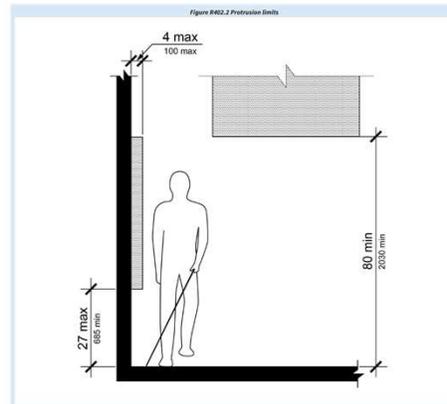


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Protruding Objects and Vertical Clearance (R402)

- Same as ADA Standards
- Objects with leading edges more than 27 inches and less than 80 inches above the walking surface shall not protrude horizontally more than 4 inches into pedestrian circulation paths.
- Minimum 80 inch overhead clearance.



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Other Technical Provisions

- Detectable warnings
- Crosswalks and crosswalks at **ROUNDBABOUTS!**
- Accessible pedestrian signals
- Transit stops and shelters
- Passenger loading zones

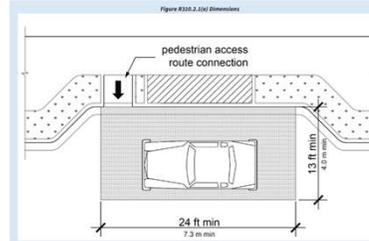


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On-Street Parking (R310)

- Parallel on-street parking spaces shall be 24 feet long minimum and 13 feet wide minimum. (Exceptions for alterations.)
- Parallel on-street parking spaces shall not encroach on the traveled way.
- Connected to pedestrian access routes. Where curb ramps and blended transitions are used, they shall not reduce the required width or length of the parking spaces and shall be located at either end of the parking space.
- Where two or more accessible parallel on-street parking spaces complying with the dimensions specified in R310.2.1 are contiguous on a block face, each accessible parallel on-street parking space shall have an independent connection to the pedestrian access route. Curb ramps and blended transitions shall be provided in accordance with R203.6.1.3 and shall comply with R304. Detectable warning surfaces are not required on curb ramps and blended transitions used exclusively to connect accessible on-street parallel parking spaces to pedestrian access routes.
- The center 50 percent of the length of the sidewalk, or other surface, adjacent to an accessible parallel parking space shall be free of obstructions, including parking identification signs, parking pay meters, and parking pay stations.
- Identified by signs displaying the International Symbol of Accessibility



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Shared Use Paths

Requirements for shared use paths are peppered throughout the technical provisions as part of the pedestrian access route.

- R302.2.2 Shared Use Paths. On shared use paths, the clear width of the pedestrian access route shall extend the full width provided for pedestrian circulation on the path.
- R304 The clear area and landings at curb ramps and blended transitions shall be full width of shared use path.
- R304.5.3 Crosswalks. At shared use paths, the full width of a perpendicular curb ramp run, parallel curb ramp landing, or the blended transition shall be contained wholly within the width of the crosswalk it serves.
- Max running slope = PAR = 5% OR exception allows to match the grade established for the adjacent street for those PAR within highway right-of-way.
- Existing Physical Constraints (R202.3)



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Bollards

- Pedestrian Access Routes
- R302.2.2 Shared Use Paths
- Obstructions, such as bollards, shall not reduce the clear width of the pedestrian access route to less than 48 inches measured from the edge of the obstruction.



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Street Furniture (R209)

- Drinking fountains – wheelchair accessible unit and high standing unit.
- Public street toilets (permanent) compliant with toilet compartments.
- Portable toilets units – must be accessible. Where clusters, 5% but not less than 1 of each type and at each location.
- Tables – 5% accessible for wheelchair seating, but not less than 1.
- Sales and service counters
- Benches at transit stops – clear space adjacent for wheelchair seating.
- Benches at other locations – 50% but not less than 1 at each group must have clear space adjacent for wheelchair seating.
- Operable parts within reach range, operable with one hand and less than 5 lbs force without twisting, pinching, grasping of the wrist.



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Common Issues



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Homework

- Review most current ADA Self Evaluation and Transition Plan
 - Have policies been modified? Have new policies and procedures been enacted since it was last compiled?
 - Is the data for the transition plan current? Are projects being scheduled? Is the plan being updated?
- Convene an Accessibility Management Team
 - Assess need to update self evaluation and transition plan
 - Schedule corrective actions
 - Support professional development for team members
- Seek input from people with disabilities

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Resources

- Public Rights of Way Accessibility Guidelines
<https://www.access-board.gov/prowag/>
- Ohio DOT Multimodal Design Guide
<https://www.transportation.ohio.gov/working/engineering/roadway/manuals-standards/multimodal>
- On-demand webinars
 - Great Lakes ADA Center and U.S. Access Board
<https://accessibilityonline.org/ao/archives/>
 - Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way presented by Juliet Shoultz and Scott Windley
<https://accessibilityonline.org/ao/archives/111079>
- National ADA Symposium
<https://gpadacenter.org/national-ada-symposium/>
 - Virtual May 4-6, 2026
 - July 19–22, 2026
Desert Ridge Resort, Phoenix, Arizona
- ADA Coordinator Training Certification Program
<https://www.adacoordinator.org/>

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