DEVELOPING AND IMPLEMENTING QUALITY ADA TRANSITION PLANS

Yochai Eisenberg, PhD
Delphine Labbe, PhD
Great Lakes ADA Center - NIDILLR Grant # 90DP0091-02-00
University of Illinois at Chicago

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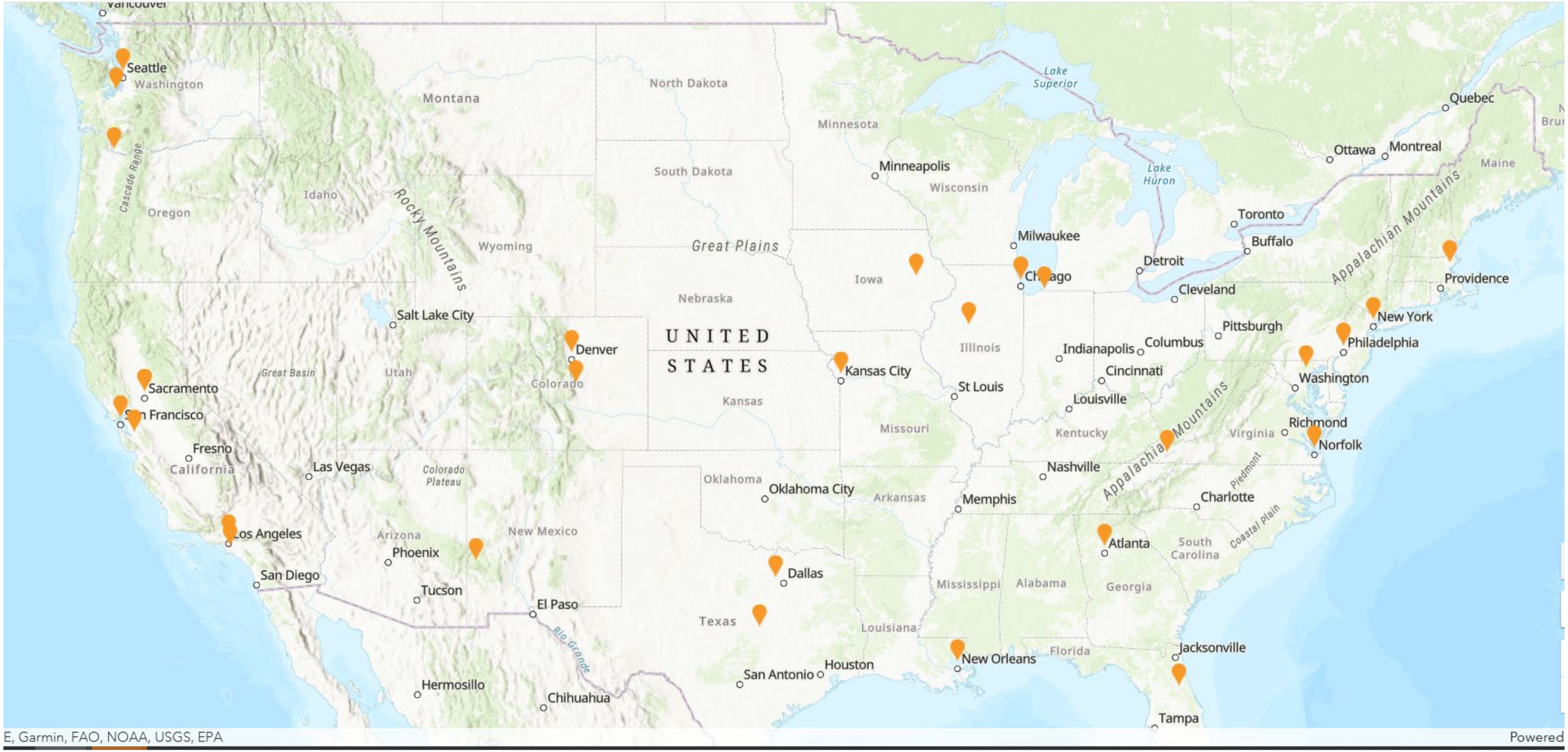
DISABILITY AND HUMAN DEVELOPMENT
COLLEGE OF APPLIED HEALTH SCIENCES
UIC

A Map of---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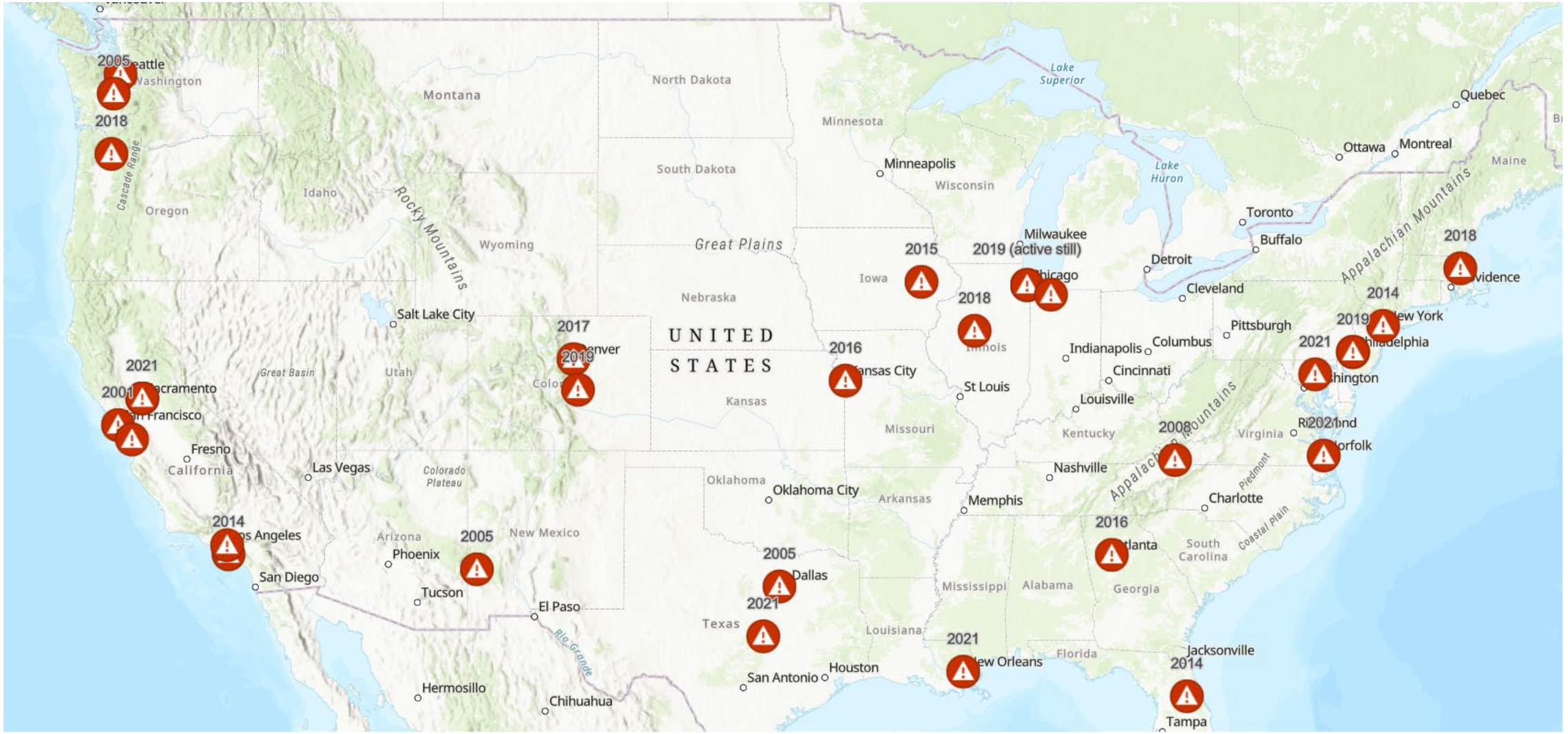
A Map of Recent ADA Lawsuits on PROW



Overview

- Pedestrian environment barriers and equity
- Why plans for removing barriers are needed?
- Successes and challenges with planning for barrier-removal
- A Casebook of high-quality planning efforts

Importance of the Pedestrian Infrastructure to Community Mobility

- A higher percentage of people with disabilities use the pedestrian infrastructure than those without [a,b]
  - Walking 13.0% vs 9.2%
  - Transit 4.3% vs 2.7%

- But people with disabilities take fewer, shorter, and less spontaneous trips. [a]

[a] Brumbaugh, S., (2018), Travel patterns of American adults with disabilities, Issue Brief, *U.S. Department of Transportation, Bureau of Transportation Statistics*

[b] Kwon, K., & Akar, G. (2022). People with disabilities and use of public transit: The role of neighborhood walkability. *Journal of Transport Geography, 100, 103319.*

Relationship between barriers and mobility

- Pedestrian barriers disable people with mobility limitations[1] by
  - affecting self-efficacy in walking/wheeling[2,3],
  - limiting perceived walking/wheeling destinations[4],
  - reducing trips to physically challenging and unsafe environments[2]

Image of man with cane walking on sidewalk

1. Clarke, P., Ailshire, J. A., Bader, M., Morenoff, J. D., & House, J. S. (2008). Mobility disability and the urban built environment. American journal of epidemiology, 168(5), 506-513. doi:https://doi.org/10.1093/aje/kwn185
2. Shumway-Cook, A., Patla, A., Stewart, A., Ferrucci, L., Ciol, M. A., & Guralnik, J. M. (2003). Environmental components of mobility disability in community-living older persons. Journal of the American Geriatrics Society, 51(3), 393-398. doi:https://doi.org/10.1046/j.1532-5415.2003.51114.x
3. Vasudevan, V. (2016). Exploration of how people with mobility disabilities rate community barriers to physical activity. Californian Journal of Health Promotion, 14(1), 37-43. doi:https://doi.org/10.32398/cjhp.v14i1.1863
4. Rosenberg, D. E., Huang, D. L., Simonovich, S. D., & Belza, B. (2013). Outdoor built environment barriers and facilitators to activity among midlife and older adults with mobility disabilities. The Gerontologist, 53(2), 268-279. doi:https://doi.org/10.1093/geront/gns119

The Problem

- The problem is the lack of progress in barrier-removal.

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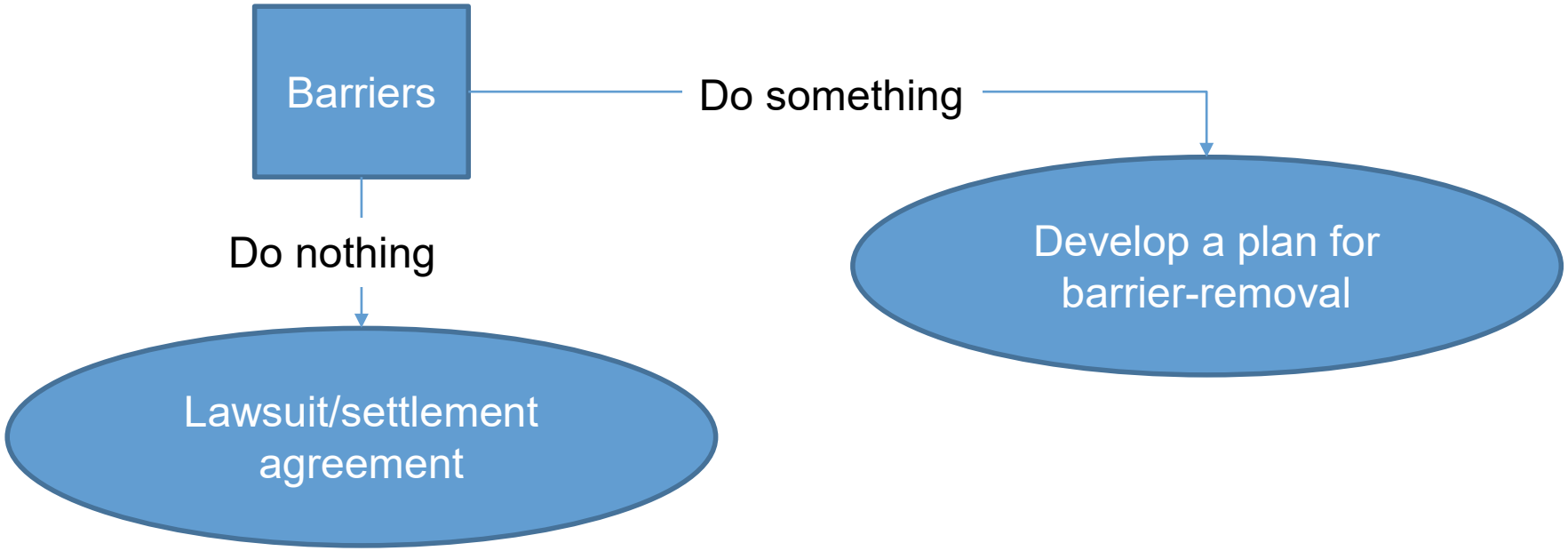

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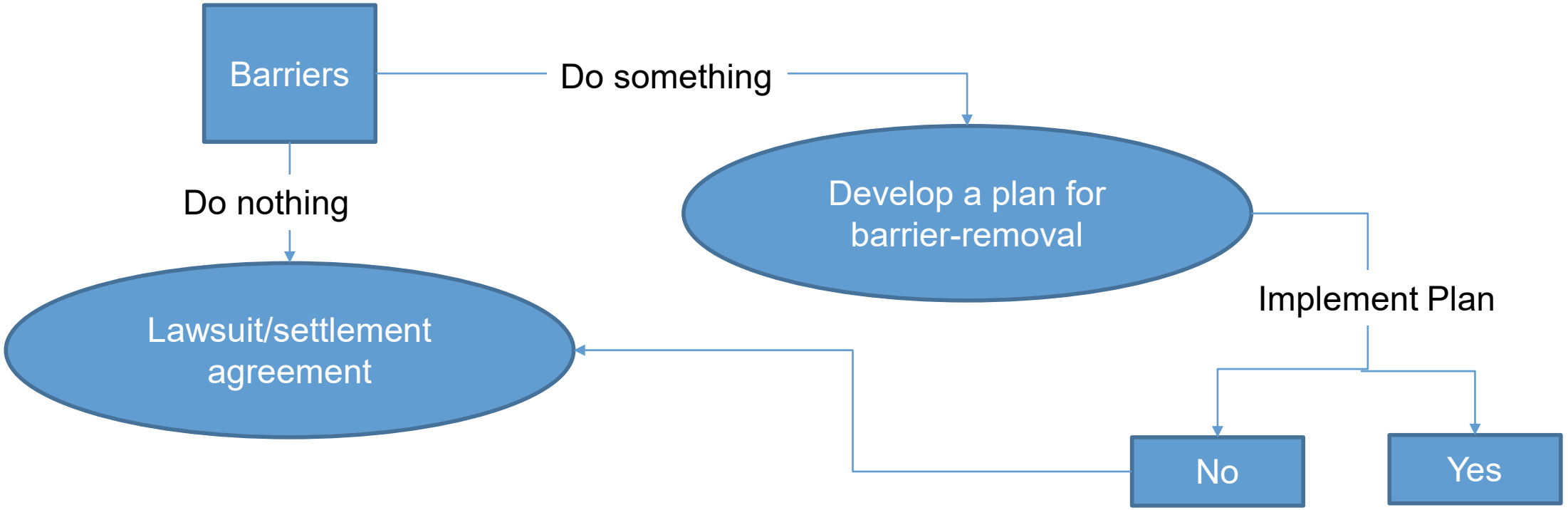
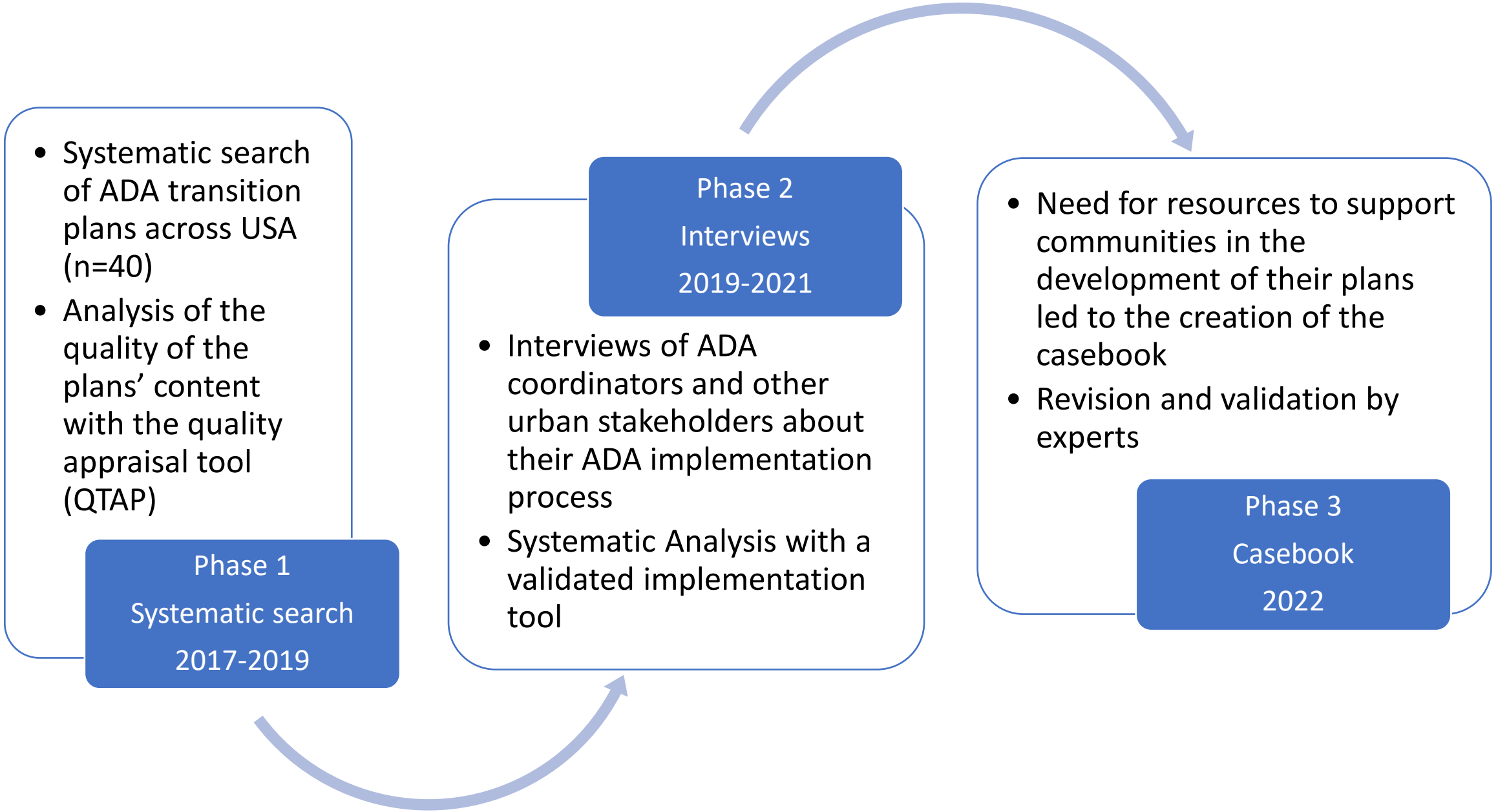


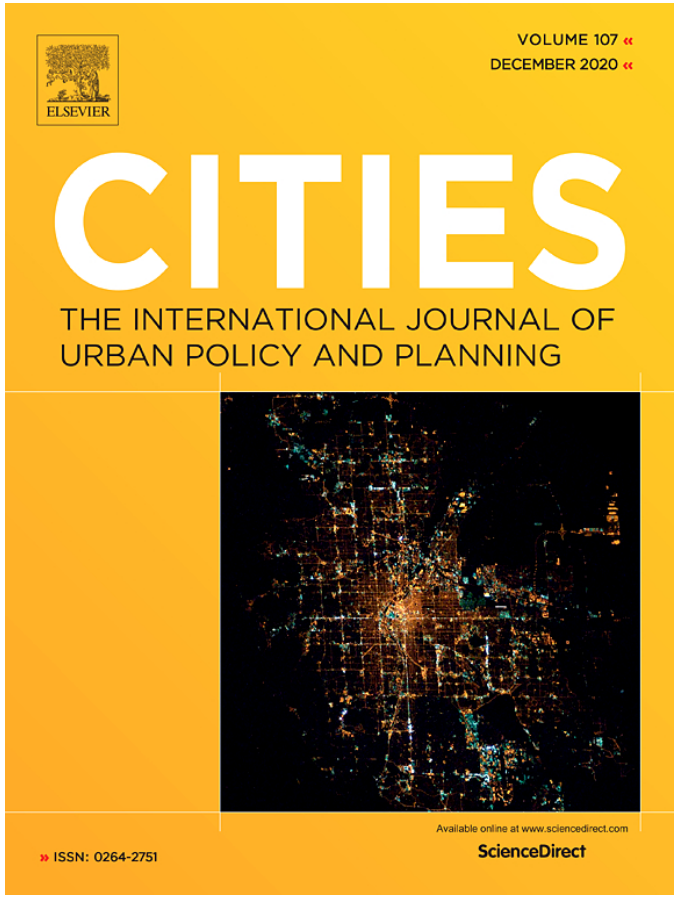
ADA Transition Plans

- Provide an understanding of current conditions (inventory)
- Layout plan for improvement, which includes
  - **How** (methods for barrier removal)
  - **When** (schedule)
  - **Who** (responsible official)
  - **Priorities** (public participation)


Systematic search of ADA transition plans across USA (n=40)
Analysis of the quality of the plans' content with the quality appraisal tool (QTAP)
Phase 1
Systematic search
2017-2019
Phase 2
Interviews
2019-2021
Interviews of ADA coordinators and other urban stakeholders about their ADA implementation process
Systematic Analysis with a validated implementation tool
Need for resources to support communities in the development of their plans led to the creation of the casebook
Revision and validation by experts
Phase 3
Casebook
2022

Where are communities at?

Eisenberg, Y., Heider, A., Gould, R., & Jones, R. (2020). Are communities in the United States planning for pedestrians with disabilities? Findings from a systematic evaluation of local government barrier removal plans. *Cities*, *102*, 102720. https://doi.org/10.1016/j.cities.2020.102720



Quality assessment of TrAnsition Plans (Q-TAP)

A	B	C	D	E	F	G	H
	Related to which part of Title II	**Questions**	**Response options/instructions**	**Required, Additional requirement through recent litigation, Good or Best practice**	**Search terms**	**Response (Note- leave no blank spaces)**	**Additional Comments**
Inventory							
18	(d) 3 (i)	Was an inventory of PROW completed?	May also be called 'self-evaluation' 1- yes, 0- no.	required	"inventory," "self-evaluation,"		
19	(d) 3 (i)	Was a description of the inventory procedures included?	1- yes, 0- no.	Good practice			
20	(d) 3 (i)	What kind of sampling was used for the inventory? (How much of the community (city, county etc.) was assessed?) NOTE - may be useful to check maps	1- small sample, 2 - priority areas only, 3- a certain %, 4- random sample, 5- the whole community, 99- unclear how much or not listed	Good practice			
21	(d) 3 (i)	Did the inventory assess whether pedestrian facilities were present (curb-cut is present or not)?	1- yes, 0- no, 99- unsure/not specified	Required	"curb" "pedestrian"		
22	(d) 3 (i)	Did the inventory assess the compliance of pedestrian facilities that were present using ADA guidelines for PROW?	1- yes, 0- no, 99- unsure/not specified	Required	"guideline"		
23	(d) 3 (i)	How was compliance of pedestrian facilities assessed? (Mark all that were described)	1- aerial imagery, 2- windshield survey, 3 - on-site assessment, 4, GIS based tool, 5 - mobile mapping vehicle, 6 - other (describe), 99- unsure/not described. (for multiple answers seperate with comma not AND, OR etc.)	Best practice			

Instructions | Audit tool

Findings on ADA Transition Plans

- Only 13% of communities in the US have plans for pathways and the quality of the plans was not strong.
- Seven of 54 plans acquired met all the minimum criteria
- Our research on communities reporting barriers found that 65% of curb ramps and 48% of sidewalks were *not* accessible.

Eisenberg, Y., Heider, A., Gould, R., & Jones, R. (2020). Are communities in the United States planning for pedestrians with disabilities? Findings from a systematic evaluation of local government barrier removal plans. *Cities*, 102, 102720. https://doi.org/10.1016/j.cities.2020.102720

Results: Met basic requirements

	Proportion
Completed inventory	88%
Described methods to make accessible*	66%
Opportunity to participate	65%
Identify responsible official	55%
Schedule*	41%

*two plans were unclear about these two categories and so were left out of the denominator.

Results: Quality of Plans

	Proportion
List physical barriers	68%
Targeted outreach to people with disabilities	18%
Responsible official is in a position of authority	41%
Funding sources identified	70%
Transition plan signed into ordinance/other regulation	33%
Monitor progress	48%
Dates are attached to barrier removal plans	44%

What Did We Want To Know?

- After learning about the lack of plans, we wanted to understand more about what goes into making a high-quality plan so that other communities that do not have plans can learn what they need to be successful.

- **We wanted to answer**: what are the community, organizational, and interpersonal factors that support the development and implementation of high-quality ADA transition plans for pathways?

Methods 1

We:

- Identified municipalities who developed high-quality ADA transition plans
- Recruited ADA coordinators and their teams
- Conducted a one-hour interviews using a structured interview guide.

Methods 2

We:

- Organized the findings from our interviews using **a template** that other researchers developed to study successful practices that organizations use when putting new services or interventions into practice.
- This template, called the **Consolidated Framework for Implementation Research (CFIR),** helped us organize the successful practices of ADA coordinators into categories that are important for carrying out a plan effectively.

Findings 1

- **Organizational change is needed to build support and buy-in for the plan and implementation**

Inner setting

"It's not just a block on a checklist, right? That's not what the intent of the ADA is in my opinion, it's a complete philosophy change in the way that we look at and treat other people. It's a sense of awareness that someone who might have a disability still has the same rights and accessibility to everything that we provide as a city."

"It's amazing how a 30-year-old law requires so much handholding and educating, but yeah, that is consistently being reinforced."

Findings 2

- Organizational change is needed to build support and buy-in for the plan and implementation
- **Involvement of people with disabilities in planning**

Implementation process

“And they're instrumental in us developing the plan. We communicate to them what the plan is and where they really got into the meat of the plan was how we're addressing our barriers in our transition plan and what we're prioritizing.”

Findings 3

- Organizational change is needed to built support and buy-in for the plan and implementation
- Involvement of people with disabilities in planning
- **Experience/training of ADA coordinators**

Characteristics of ADA Coordinators

"I understand it, I grew up near Berkeley, so I know about the independent Living Movement."

Findings

- Organizational change is needed to build support and buy-in for the plan and implementation
- Involvement of people with disabilities in planning
- Experience/training of ADA coordinators
- Internal support, such as technology, training, and interdepartmental relationships
- External support, such as connections with other organizations or accountability from their state departments of transportation.

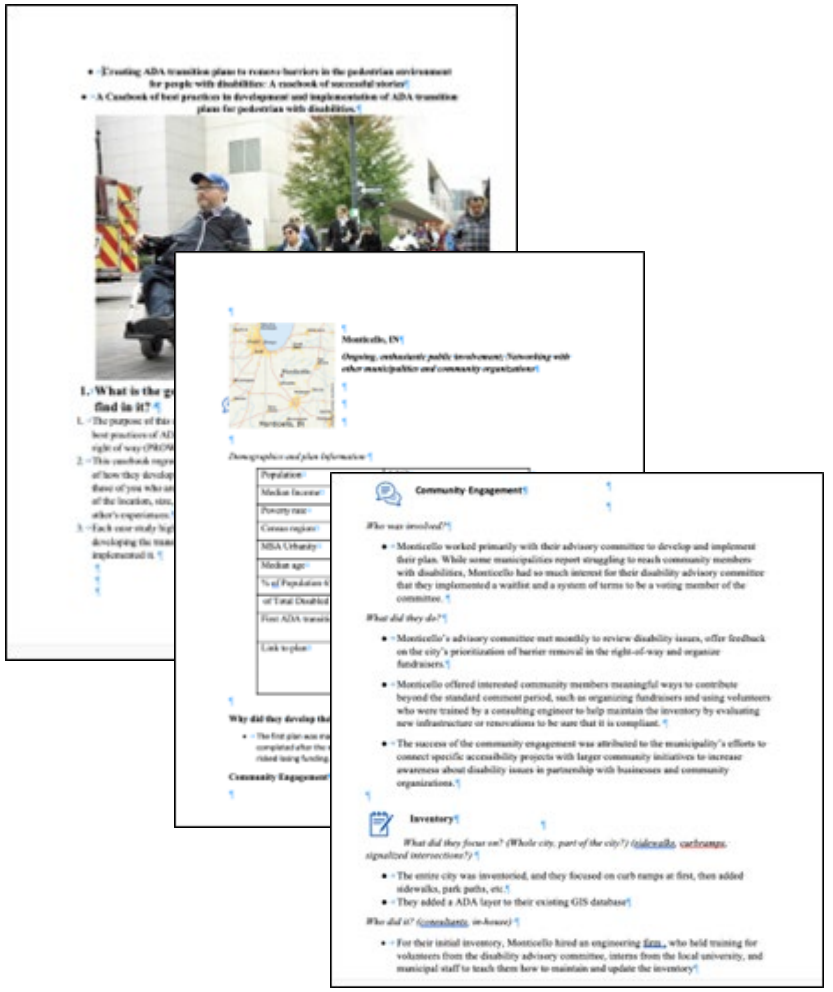
New Resource: Casebook of High-Quality Plans

14 case studies of best practices by various municipalities that developed high-quality ADA transition plans.

Each case study highlights key points in the process of development and implementation:

- Community Engagement,
- Inventory,
- Stakeholders involved (including leadership),
- Funding & other resources used,
- Methods and Schedule
- Monitoring progress.

Will be posted to: adagreatlakes.org



What's Next?

Crowd+AI Tools to Map, Analyze, and Visualize Sidewalk Accessibility for Inclusive Cities

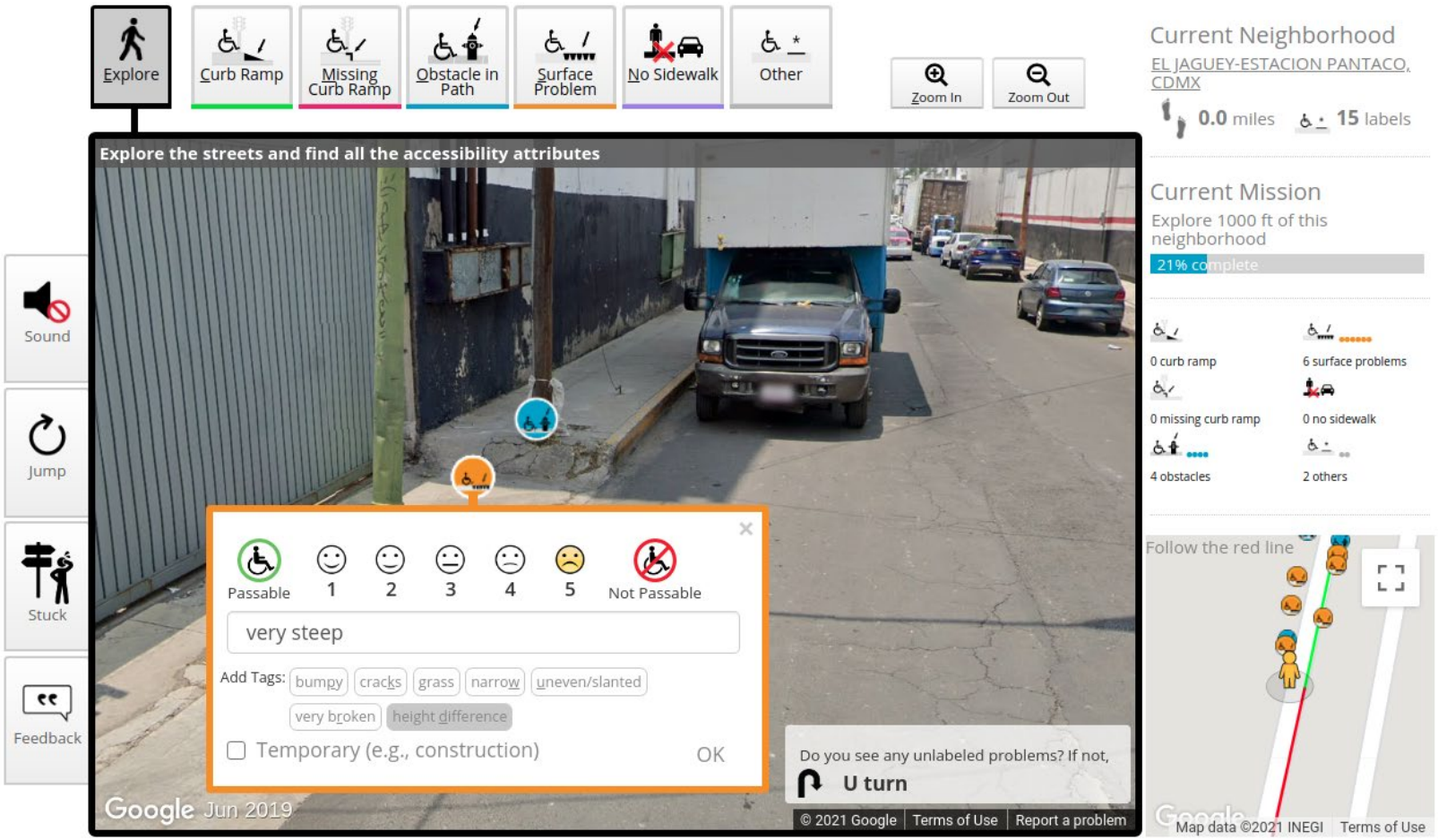


Figure retrieved from: https://sidewalk-sea.cs.washington.edu/

Contact info

Yochai Eisenberg
yeisen2@uic.edu

Delphine Labbe
dlabbe@uic.edu

https://www.adagreatlakes.org/Research/transitionPlan.asp