

# Access Baltimore: ADA Compliance Construction

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*Government City Agencies*

## ***Department of Transportation***

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Steve Sharkey  
417 E Fayette Street  
5th Floor  
Baltimore, MD 21202

O: 410-396-6802

## ***Adrea Turner***

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adrea.turner@baltimorecity.gov  
O: 443-721-6790

# LOI Form

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## *Agency*

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### Agency:\*

Transportation

## *Transportation*

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### Transportation\*

681 Administration - DOT

## *Project Overview*

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### Project name:\*

(For example: "Modernizing Baltimore's Call Centers to Meet Emerging Needs")

Access Baltimore: ADA Compliance Construction

### Project description:\*

**Please describe your project here. Include overall objective and any key benefits you expect for your agency, citizens, and the City of Baltimore.**

DOT proposes to eliminate noncompliant pedestrian facilities by upgrading the primary transit corridors and all streets within a 1/8-mile radius of transit stops. This will provide direct access for residents to transportation options throughout the City. While DOT prioritizes ADA accommodations in our capital investments, responses to 311, and in our infrastructure maintenance programs, the needs far outweigh the funding available from Federal Aid and local sources. ARPA provides an opportunity for DOT to construct ADA compliant routes targeting the City's disadvantaged neighborhoods and investment in priority areas. The project is a three-year sequence of construction with annual expenditures of \$15 Million. There will be 7 three-year Citywide contracts that provide opportunity for WBE and MBE minority construction and engineering firms to participate over a three-year project period.

### COVID-19 response:\*

**How does this project respond to or mitigate the public health emergency with respect to the COVID-19 pandemic or its negative economic impacts? Please describe issue being addressed, how this issue is currently measured/quantified, and how the project addresses this issue.**

Residents during the pandemic required and still require access to health care, testing, treatment, City services, and hospitals. Residents who rely on transit also need access to food distribution, vaccination sites,

and other services to bridge the gaps from unemployment, childcare, and housing. A major barrier that the pandemic exacerbated is lack of ADA compliant routes from home to required destinations.

## Who is the organization’s primary liaison to the Mayor?\*

### Mayoral Pillar:\*

Which Mayoral Pillar does the project fall under? If more than one applies choose the option in which the majority of any awarded funds will be spent.

Please see the application instructions for definitions.

Responsible Stewardship of City Resources

## Does the project remedy a direct or indirect effect of the public health emergency?\*

Direct remedies are projects that can be attributed solely to the COVID-19 public health emergency such as a mobilizing a large-scale vaccination effort or building improvements for social distancing. The COVID-19 public health emergency is the only cause for direct projects. Indirect projects can also address the effects of the COVID-19 public health emergency or its negative economic impacts.

Indirect projects are linked to the COVID-19 public health emergency via direct effects. For example, an organization proposing a tutoring program would be an indirect project—the direct effect of the COVID-19 public health emergency was the transition to virtual school, of which students suffered learning loss during the transition. Proposals with indirect remedies should proportionately respond to the impact of the COVID-19 public health emergency.

Indirect

## *Indirect Remedy Description*

### Indirect Remedy Description\*

Please describe the evidence (print article, peer-reviewed research, internal data, etc.) linking this indirect remedy to the public health emergency.

Research — Great Lakes ADA Center ([adagreatlakes.org](http://adagreatlakes.org))

Where the sidewalk ends: The state of municipal ADA transition planning for the public right-of-way in the Chicago area.

[https://www.pedbikeinfo.org/cms/downloads/PBIC\\_WhitePaper\\_Equity.pdf](https://www.pedbikeinfo.org/cms/downloads/PBIC_WhitePaper_Equity.pdf)  
Pursuing Equity in Pedestrian and Bicycle Planning.

## Optional Evidence Upload

### *Implementation Plan*

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#### **Additional resources:\***

**If this project is funded, does the organization have the capacity to implement the project with existing resources? Would the organization require additional staff, technology or other physical, social, or organizational resources for this project to succeed? Please describe.**

DOT will use existing contractual framework to accommodate the three year construction project. TEC Division will oversee 4 three-year job order contracts with an annual value of \$2 M (\$24 M over 3 years). Footway Division will oversee 2 City-wide construction contracts with an annual value of \$2 M (\$12 M over 3 years). Traffic Division will oversee 2 pavement marking and signage contracts with an annual value of \$2.5 M (\$7.5 M over 3 years). Traffic Division, Signal Section will oversee a pedestrian signal contract with an annual value of \$500,000 (\$1.5 M over 3 years)

Organizationally, DOT will need to hire 2 ADA Engineers, 1 contract Administration position, and 1 construction supervisor, and 5 construction inspectors; procure electronic devices for data capture of ADA construction to DOT Asset management System; and train inspectors and construction managers on the data capture requirements.

#### **Project timeline:\***

**Describe the project timeline, using general "Month 1," "Month 2," etc. labels to account for any schedule changes as projects ramp up. Include key dates and break out short-term accomplishments from long-term goals. Please also include whether or not this project will be phased out at the conclusion of the public health emergency.**

Project development beginning July 2021.  
 Planning, design, and engineering to be completed by December 2021.  
 Contract Advertisement January 2022 with Award, BOE approval, and NTP July 1, 2022.  
 Work will be assigned to 8 contracts and constructed over the three-year period July 1, 2022 through November 30, 2024.

#### **Risks:\***

**Describe the risks or challenges for the successful implementation of this project.**

The risk for the agency is the procurement process for the multiple contracts. DOT will need to work closely with the Department of Finance, City Hall, and the BOE to receive NTP by July 1, 2022 in order for the project to be completed by the funding expiration date. To mitigate this risk, DOT will scale the overall project to take advantage of this funding opportunity and revised the actual schedule and deliverables based on the funding award date.

In anticipation of the approval of the funding for the ADA project, DOT has begun the process for hiring the required engineering and inspection staff. Construction inspectors funded through this opportunity will be assigned from DOT existing inspection staff and augmented through consultant services.

#### **Equity:\***

**How will this project incorporate and advance equity?**

**Equity, as prescribed in Article 1 39-1 in the Baltimore City Code, means closing the gaps in policy, practice, and**

**allocation of resources so that race, gender, religion, sexual orientation, and income do not predict one's success, while also improving outcomes for all.**

Signed into law 30 years ago, the Americans With Disabilities Act (ADA) has significantly improved the lives of the 1 in 4 Americans with disabilities. This civil rights law is designed to ensure that people with disabilities have the same rights and opportunities as everyone else by prohibiting discrimination in employment, education, transportation, and other aspects of public life. But true equality remains elusive, especially for people of color with disabilities and for those whose socioeconomic position makes access to education, employment, health care and other services more challenging. Having a disability means that an individual is twice as likely to live in poverty as someone without a disability. And that poverty can be persistent. Baltimore City still has a long way to go before Baltimore is fully inclusive of the 96,799 people living in Baltimore City with some type of disability. Using data to steer the project locations, specifically Baltimore census data, the Department of Planning equity framework, and identified equity zones will enhance the project incorporating and advancing equity city-wide.

## *Evaluation*

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### **Outcomes**

**Describe what success means in the context of this project. How will outcomes change over time due to its implementation? (e.g. "reduce the amount of invoices paid late")**

Over the project period, DOT expects to track an increase the both the raw numbers of ADA facilities constructed as well as the number of compliant corridors throughout the City. Spending \$45M over three years for this project has the potential of increasing the number of ADA compliant curb ramps by 15%. Over time, the City would achieve fully ADA compliant transit corridors. Targeted implementation of ADA compliant facilities may reduce the number of complaints filed and improved quality of life for Baltimore City residents.

**Define 3-5 potential performance measures for this project. Each performance measure should include the source of your data and ability to access and report on that data. One measure per question box.**

**Performance measures are outputs, outcomes, or other indicators the project administration team can use to understand and quantify the success of your project over time. (e.g. "percent of invoices paid within 30 days")**

### **Performance Measure #1\***

Annual tracking of the number of curb ramps constructed each year. Annual square feet of sidewalk, number of obstructions removed, number of crosswalks installed, and the number of pedestrian signals installed. (See attached PDF for more detailed information.)

### **Performance Measure #2\***

Contract Time and expenditure – report monthly the time and expenditure per construction contract to track progress on the overall project goal of completion over the three-year project period.

### **Performance Measure #3\***

Equity Performance as it relates to disadvantaged areas. Track the completion of facilities in disadvantaged areas on an annual basis. Using GIS mapping and data from the above two measures DOT will report progress within the City of Baltimore Designated Equity Zones.

## Performance Measure #4

DOT has a goal of invoice review and approval of 30 days. Track the time of review and approval to meet the 30-day turnaround goal. Also track the percentage of the overall contract paid to the MBE and WBE subconsultants. This DOT project which will be done using 7 contracts has at its goals to provide local MBE and WBE firms with a percentage of each contract for the various contract requirements to accomplish the efficient expenditure of the ARPA grant.

## Performance Measure #5

## *Financial Information*

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### Total amount requested:\*

(must be greater than \$250,000)

\$45,000,000.00

### Project Budget\*

List all expenses associated with the project (salaries, contracts, materials, equipment, grants, etc.). Provide a brief description of the expense and indicate if it is one-time or recurring. Enter each expense on a new line starting with the dollar value.

You may attach a budget document or type into the available space below.

- 2 Engineer II annual salary \$243,100 per year (recurring)
- 1 Contract Administration Position annual salary \$107,250 per year (recurring)
- 1 Construction Supervisor annual cost \$660,000.00 (Annual cost for three years until ARPA project ends)
- 5 Construction Inspectors annual cost \$2.6 Million (Annual cost for three years until ARPA project ends)

## *Additional Information*

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### Optional Additional Information

Please include any additional information you would like to include in your proposal not mentioned in the previous sections. (Optional)

If there are any files or images you would like to share as part of this application, upload your content here. Please only share files that are relevant and add additional value to your proposal. Non-pertinent or excessive content will not be evaluated. (Optional)

ADA\_ARPA\_Performance Metrics.pdf

The 2020 Americans with Disabilities Act (ADA) Inventory Self Evaluation and Report for Baltimore City is the effort sponsored by the City of Baltimore Department of Transportation (DOT) to provide a safe, accessible, pedestrian-oriented transportation system. It is DOT's responsibility and desire that no person in the City of Baltimore be excluded or denied the benefits of safely traversing in the public right-of-way (ROW). As required by the Americans with Disabilities Act of 1990 and Section 504 of the Rehabilitation Act of 1973, Baltimore City initiated a Citywide self-evaluation of their existing curb ramps, sidewalks, and other pedestrian assets to determine compliance with their Official Design Guidelines for Pedestrian Facilities. The

inventory included data collection and assessment of sidewalks, crosswalks, driveway aprons, and pedestrian signals between ADA compliant curb ramps. While not surprising, the magnitude of the effort to bring the pedestrian system into compliance is directly related to cost for compliancy at over \$657M.

Approximately 37,317 (98.7%) of the 37,806 curb ramps and median treatments City-wide were found to be ADA non-compliant. The estimated minimum cost for the City to bring the non-compliant curb ramps and median treatments into ADA compliance is \$98.8M.

There are approximately 4,500 miles of sidewalks in the City of Baltimore. Over 2,982 miles of sidewalks are non-compliant. The estimated minimum cost for the City to bring the non-compliant sidewalks into ADA compliance is \$447M.

There are 36,661 driveway aprons in the City of Baltimore. It is estimated that 2 of 10 or 20% are compliant. The estimated minimum cost for the City to bring 30,795 of non-compliant driveway aprons into compliancy is \$110M.

There are 7,886 crosswalks and 334 pedestrian signals in the City of Baltimore. The estimated minimum cost for the City to bring 1,314 non-compliant crosswalks and 111 pedestrian signals into ADA compliance is \$1.1M.

This application was completed on behalf of:

Director Steve Sharkey (primary); Steve.Sharkey@baltimorecity.gov, 410-396-6802

Valorie Lacour (secondary); Valorie.Lacour@baltimorecity.gov, 443-202-5446

## *Certification*

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*I certify that the information provided in this proposal is true and correct to the best of my knowledge. I am authorized by both agency head and fiscal officer to submit this proposal. I understand that the submission of this proposal does not constitute a formal application or a commitment to fund.*

## **Electronic Signature\***

Type your full name below to certify that the above statement is true.

Adrea Turner

## **Date Proposal Submitted\***

# File Attachment Summary

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## *Applicant File Uploads*

- ADA\_ARPA\_Performance Metrics.pdf



