

Equal Access for Individuals with Disabilities

Montana Department of Transportation

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Civil Rights Bureau



VISION ZERO★

zero deaths

zero serious injuries

Early Attempts at Accessibility





MONTANA HIGHWAY MAP



1942
Published by the
STATE HIGHWAY COMMISSION

"TRAVEL
STRENGTHENS AMERICA"



Photo by: ELEN MARTIN DENVER POST



Rehabilitation Act of 1973

federal register

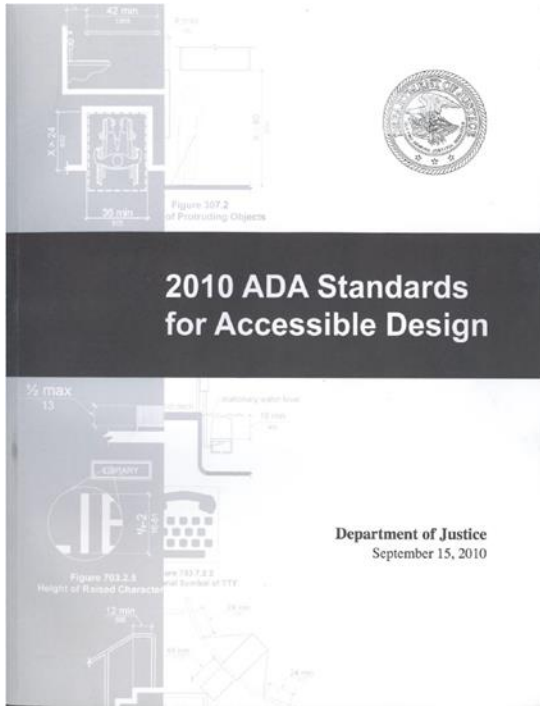
Friday
July 26, 1991

Part II

Architectural and Transportation Barriers Compliance Board

36 CFR Part 1191
Americans With Disabilities Act (ADA)
Accessibility Guidelines for Buildings and
Facilities; Final Guidelines

ADAAG, 1991



The Law

Enforced by the United
States Department of
Justice

ADA Standards, Buildings and Sites



Public Buildings, Rest Areas

Public Rights of Way Guidelines



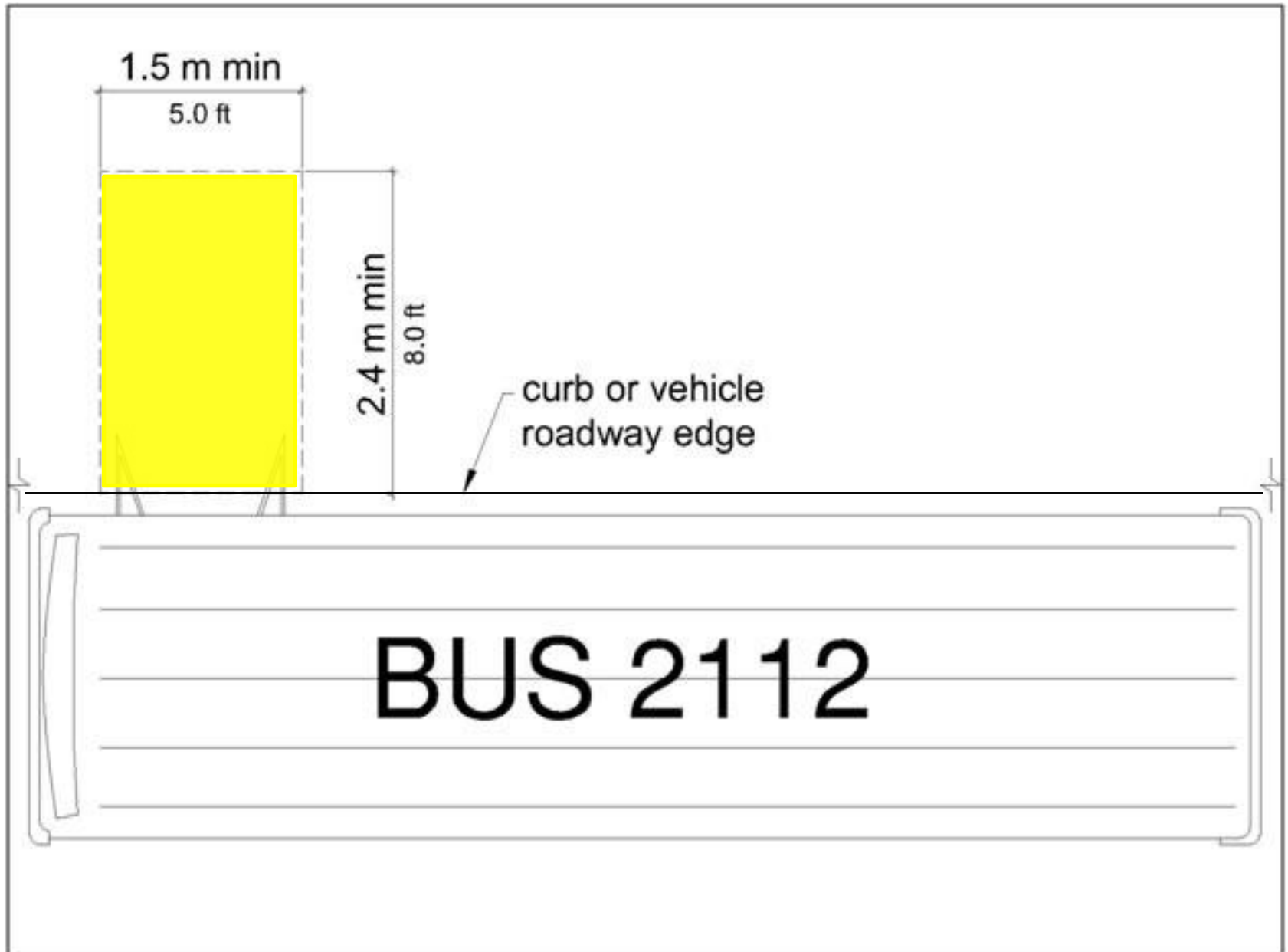
Streets and Sidewalks

The Access Board was given the responsibility of generating the Public Rights Of Way Accessibility Guidelines (PROWAG) to cover access to sidewalks and streets, including crosswalks, curb ramps, street furnishings, parking, and other components of public rights-of-way. The goal in developing these guidelines is to ensure that access for persons with disabilities is provided wherever a pedestrian way is newly built or altered, and that the same degree of convenience, connection, and safety afforded the public generally is available to pedestrians with disabilities. The guidelines are being developed under the Americans with Disabilities Act (ADA), which covers access to a wide range of facilities in the public and private sectors, and the Architectural Barriers Act (ABA), which requires access to certain federally funded facilities.

R308 Transit Stops and Transit Shelters



Figure R308.1.1.1 Dimensions



§37.43 Alteration of transportation facilities by public entities.

(a)(1) When a public entity alters an existing facility or a part of an existing facility used in providing designated public transportation services in a way that affects or could affect the usability of the facility or part of the facility, the entity shall make the alterations (or ensure that the alterations are made) in such a manner, to the maximum extent feasible, that the altered portions of the facility are readily accessible to and usable by individuals with disabilities, including individuals who use wheelchairs, upon the completion of such alterations.

(2) When a public entity undertakes an alteration that affects or could affect the usability of or access to an area of a facility containing a primary function, the entity shall make the alteration in such a manner that, to the maximum extent feasible, the path of travel to the altered area and the bathrooms, telephones, and drinking fountains serving the altered area are readily accessible to and usable by individuals with disabilities, including individuals who use wheelchairs, upon completion of the alterations.

Provided, that alterations to the path of travel, drinking fountains, telephones and bathrooms are not required to be made readily accessible to and usable by individuals with disabilities, including individuals who use wheelchairs, if the cost and scope of doing so would be disproportionate.



PREVIOUS CONDITIONS



5' X 8' BOARDING AND ALIGHTING



BUS STOP IS CONNECTED TO PAR



ALTERATION OF EXISTING STOP

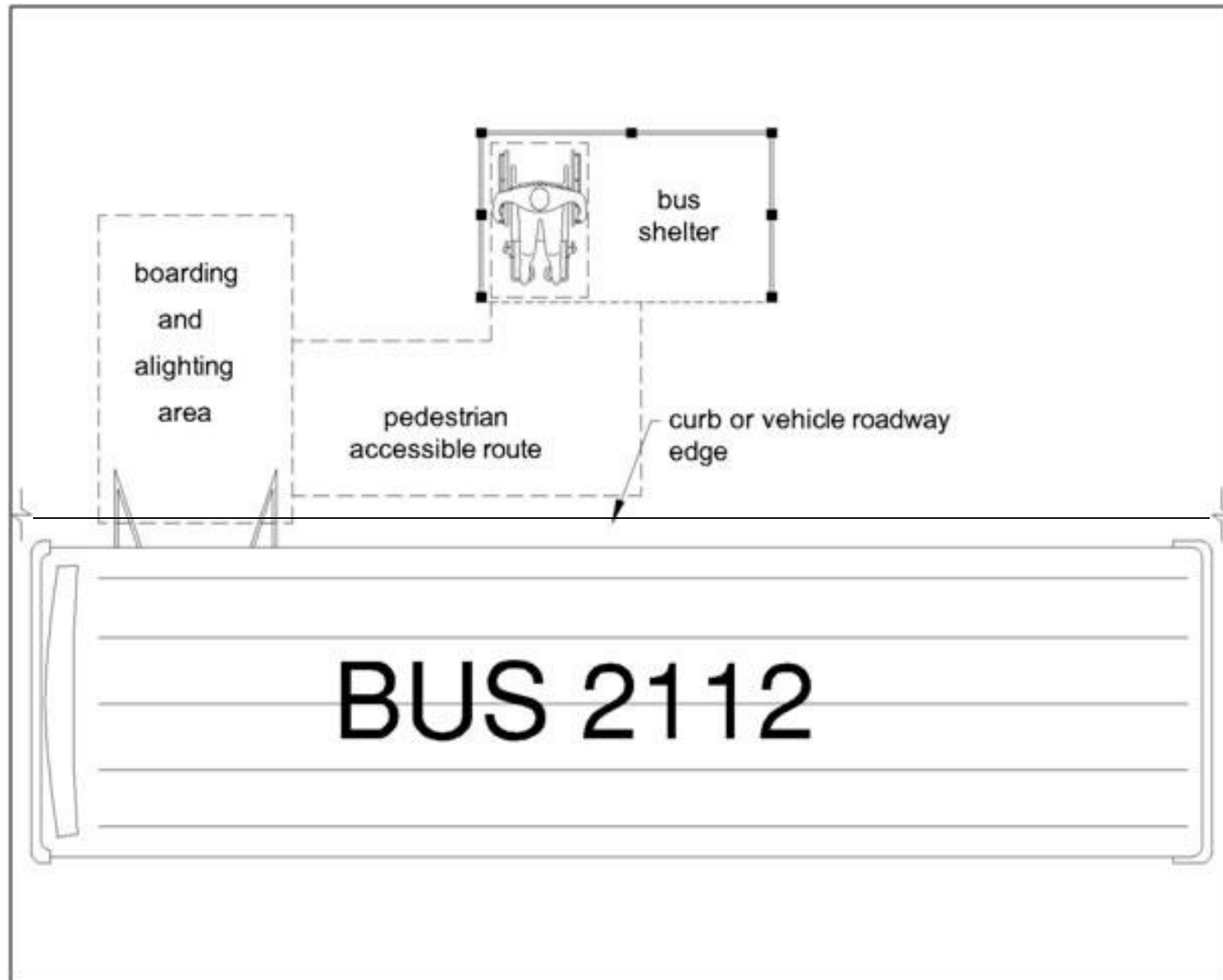
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Image courtesy of Mountain Line/Missoula Aging Services

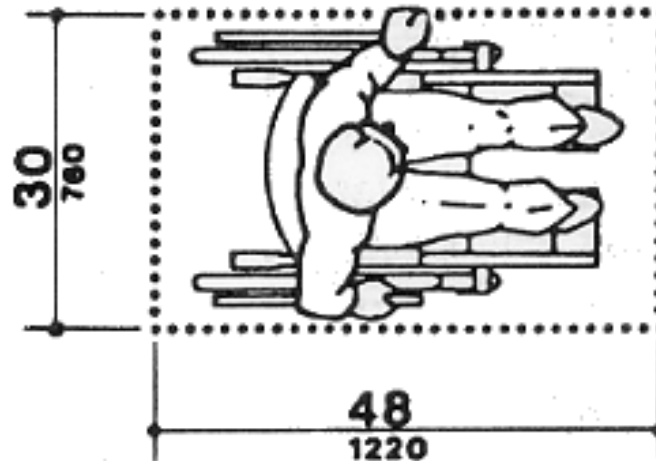


Figure R308.1.3.2 Connection





R308.2 Transit Shelters. Transit shelters shall be connected by pedestrian access routes complying with R302 to boarding and alighting areas or boarding platforms complying with R308.1. Transit shelters shall provide a minimum clear space complying with R404 entirely within the shelter. Where seating is provided within transit shelters, the clear space shall be located either at one end of a seat or shall not overlap the area within 460 mm (1.5 ft) from the front edge of the seat. Environmental controls within transit shelters shall be proximity-actuated. Protruding objects within transit shelters shall comply with R402







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Jeffrey Winter

DOWN

- Assuring civil rights of people with disabilities in access to our communities is the *right* thing to do.



- Failure to comply with federal civil rights laws is a risk that state and local governments should avoid.



- Integrating accessibility into community transportation plans makes public spaces better for everyone.
- Planning and managing changes proactively [before DOJ intervention] can be accomplished with less effort and cost.
- Know the sources of technical provisions – standards and best practices - use methods to achieve best accessibility solutions.

