Public Comment	Caltrans Response
Electric vehicles are a present danger to those visually impaired, as many drivers of such violate speed limits. Such pedestrians have no choice but to rely on audible cues which simply do not exist in the presence of errant EV drivers.	The National Highway Traffic Safety Administration (NHTSA) issued a sound requirement under Federal Motor Vehicle Safety Standard No. 141 and Title 49 CFR Part 571, for all newly manufactured hybrid and electric light-duty vehicles to help protect pedestrians. The new Federal safety standard will help pedestrians who are blind or have low vision detect the presence, direction, and location of these vehicles when they are traveling at low speeds. NHTSA estimates the requirement will help prevent about 2,400 pedestrian injuries each year once all hybrids in the fleet are properly equipped. Contact California Highway Patrol or local law enforcement to report reckless driving.
The use of the fundamental alteration of services as an excuse to exclude people of a certain size or using a certain type of wheelchair to board paratransit is unacceptable. CalTrans should follow up with every local jurisdiction (ESPECIALLY ORANGE COUNTY, specifically Jack Garate, the Specialized Transit Services Department Manager at OCTA) and ensure that all people with disabilities are being served to the best of the county's abilities. People with disabilities in Orange County are SUFFERING GREATLY at the hands of someone who has not even ridden paratransit to begin with and who has a severe lack of understanding of what people with disabilities in OC need. It is unjust and inequitable. Furthermore, this is just the tip of the iceberg. I encourage you to read Disability Rights CA's press release on another inequity in service where residents are not permitted to bring their adaptive cycles on any form of public transportation: https://www.disabilityrightsca.org/press-release/advocates-concerned-for-disability-access-at-orange-county-annual-bike-rally	The local agency is responsible for enforcing ADA Compliance within their jurisdiction. Your concern has been forwarded to the County of Orange.
The slopes on curbs	Caltrans has been upgrading curb ramps to the latest ADA standards through various project types. We encourage all members of the public to submit an ADA grievance identifying the precise location of any accessibility barrier on public pedestrian infrastructure.

Public Comment	Caltrans Response
It will be great to see this happen but cities allow vendors to block access for ada	Vendors must acquire a permit from Caltrans to utilize pedestrian paths of travel within Caltrans Right-Of-Way. We encourage all members of the public to submit an ADA grievance identifying the precise location of any accessibility barrier on public pedestrian infrastructure.
Freeways cut through all of our neighborhoods in San Diego and there is no way to cross them safely on foot or by bike.	Any concerns regarding traffic safety can be reported to Caltrans through the Customer Service Request form. Currently, Caltrans uses the Safe System Approach which aims to eliminate fatalities and serious injuries by taking a realistic and holistic view of safety for all road users, including those who walk, bike, drive, ride transit, or travel by other modes.
We need safe bicycle and pedestrian crossings of caltrans facilities. The infrastructure as it is dangerous and shameful with slip lanes where drivers go too fast to yield for other traffic	Please see the State Bicycle and Pedestrian Plan progress report updated March 2023. Reducing the number, rate and severity of bicycle and pedestrian involved collisions is one of the objectives in Caltrans State Bicycle & Pedestrian Plan. Any concerns regarding traffic safety can be reported to Caltrans through the Customer Service Request form. Currently, Caltrans uses the Safe System Approach which aims to eliminate fatalities and serious injuries by taking a realistic and holistic view of safety for all road users, including those who walk, bike, drive, ride transit, or travel by other modes.
Too many pedestrians and cyclists are getting killed. When I think of all the money spent widening freeways and roads, which doesn't even work, while protected bike lane and sidewalk improvement projects are postponed, I could scream. Friends and neighbors tell me they drive rather than walk or ride a bike because they are too afraid. They don't let they're children walk or ride a bike for the same reason.	Please see the State Bicycle and Pedestrian Plan progress report updated March 2023. Reducing the number, rate and severity of bicycle and pedestrian involved collisions is one of the objectives in Caltrans State Bicycle & Pedestrian Plan. Any concerns regarding traffic safety can be reported to Caltrans through the Customer Service Request form. Currently, Caltrans uses the Safe System Approach which aims to eliminate fatalities and serious injuries by taking a realistic and holistic view of safety for all road users, including those who walk, bike, drive, ride transit, or travel by other modes.

Public Comment	Caltrans Response
Regarding cal trans's ada transition plan efforts, please let me know what advisory bodies cal trans is working with in order to develop this plan! Thank you.	The purpose of the Transition Plan is to deliver a self-assessment to external shareholders. In addition to the Federal Highway Administration (FHWA) and internal Caltrans Divisions, the ADA Infrastructure Program has contacted the following third-party advisory bodies in order to develop this plan: • Disability Rights California • Lighthouse for the Blind and Visually Impaired • Parents Helping Parents (PHP) • Pride Industries • The Arc of California • California Disability Services Association (CDSA) • California Foundation for Independent Living Centers (CFILF) • Ability Now Bay Area • California Council for the Blind (CCB) • California Deaf-Blind Services (CDBS) • Civil Rights California (CRC)