

## **Resolution**

# **Accessibility and the Infrastructure**

**Whereas** recognizing that the Bill of Rights, specifically the First Amendment to the United States Constitution, calls for the right of all persons to peaceably assemble; and

**Whereas** to this end, all persons regardless of their physical ability shall be offered equal opportunity to access all federally funded, in whole or part, amenities; with the exception of certain sites of historical importance for which additional analysis and considerations apply; and

**Whereas** in the 28 years since the signing of the ADA there have been unprecedented advances in all forms of technology, typified by automatic doors, all currently available resources, should be incorporated into infrastructure design and build as a mandatory component of infrastructure spending bills; and

**Whereas** in 2012, nearly 20 percent of the civilian population in the United States reported having a disability as defined by the ADA; and

**Whereas**, in the 2010 census more than 38 million people were reported as having a severe disability; and

**Whereas** disability is a universal concern, an aging population increases the incidence of frailty and disability; and



**Whereas** significant advances in medical treatment result in increased survival rates the incidence of disability increases; and

**Whereas**, in 2012, 16 percent of veterans, amounting to more than 3,500,000 people, received service-related disability benefits; and

**Whereas**, in 2011, the percentage of working-age people in the United States who reported having a work limitation due to a disability was 7 percent, which was a 20-year high; and

**Whereas** the Act entitled `An Act to insure that certain buildings financed with Federal funds are so designed and constructed as to be accessible to the physically handicapped', approved August 12, 1968 (42 U.S.C. 4151 et seq.) (referred to in this preamble as the `Architectural Barriers Act of 1968'), was enacted to ensure that certain federally funded facilities are designed and constructed to be accessible to people with disabilities; and

**Whereas** the United States Access Board has developed new guidelines for public rights-of-way that will address various issues, including access for blind pedestrians at street crossings, wheelchair access to on-street parking, and various constraints posed by space limitations, roadway design practices, slope, and terrain; and

**Whereas** the new guidelines will cover pedestrian access to sidewalks and streets, including crosswalks, curb ramps, street furnishings, pedestrian signals, parking, and other components of public rights-of-way; and

**Whereas** the Board's aim 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; and

**Whereas** once these guidelines are adopted by the Department of Justice, they will become enforceable standards under title II of the ADA. They were developed as a supplement to the ADA Standards in recognition that accessible public rights of way are a critical guarantor of equal access; and

**Whereas** the United States was founded on principles of equality and freedom, and these principles require that all people, including people with disabilities, are able to engage as equal members of society.

**Therefore, be it resolved** that the Alliance for Retired Americans at their 2018 National Membership Meeting will:

1) recognize the immense hardships that people with disabilities in the United States must overcome every day; and

2) reaffirm its support of the Act entitled 'An Act to insure that certain buildings financed with Federal funds are so designed and constructed as to be accessible to the physically handicapped', approved August 12, 1968 (42 U.S.C. 4151 et seq.), commonly known as the 'Architectural Barriers Act of 1968', and the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.), and encourages full compliance with such Acts; and

3) pledge to make Universal/Inclusive Design a guiding principle for all infrastructure bills and projects and will continue working to identify and remove the barriers that prevent all people of the United



States from having equal access to the services provided by the Federal Government.