

## **City of Sedro-Woolley–ADA Advisory Group Meeting #2 Notes**

Tuesday, December 8, 2020 - 4pm hosted on Zoom

### **Advisory Group Members**

#### **City Staff Participants**

Mark Freiberger (MF), chair - unavailable

David Lee (DL) - present

Doug Merriman (DM) - unavailable

#### **Consultant Representative**

Jennifer Salemann (JS) - present

#### **Community Participants**

Matt Desvoigne (MD) - present

Eric Johnson (EJ) - present

Judy Jones (JJ) - present

Michelle Salgado - (MS) - present

Christina Sanchez - (CS) - unavailable

### **Materials on SW AAG Webpage**

- Agenda
- AAG\_2 SW ADA Public Outreach Findings Slide Presentation
- Draft Task 7 - Summarize Public Outreach Findings Technical Memo

### **Virtual Workshop Debrief**

- 2 participants not affiliated with Project Team staff or AAG
- Barrier locations provided:
  - Mobile Park and Carriage Court: problematic sidewalks and curb ramps outside city jurisdiction
  - Highway 9 north of SR-20: curb ramps without tactile pads.
  - Ferry Street near the old Heritage Bank: tree roots on south side of Ferry at Puget Street
  - State and Township: missing curb ramps and pedestrian crossings
  - Bennett Street: uneven sidewalks
- (MD) asked for definition of tactile pads. (JS) responded they are also known as detectable warning surfaces such as truncated domes.

### **2020 ADA Barrier Online Surveys**

- 28 Responses
  - Survey Monkey (25)
  - Survey123 (3)
- General Observations
  - Trail design
  - Maintenance/obstacle clearing
  - Traffic signal phasing/timing
  - Sidewalk barriers: cracks, lack of ramps, lack of sidewalks
  - Barriers in the vicinity of schools
  - Communication and employment

### **Public Outreach Barrier Locations Map 1 - Barriers Only**

- Majority of barriers are south of SR 20 in residential areas in older infrastructure areas

### **Public Outreach Barrier Locations Map 2 - Barriers and TIP 50 Foot Buffer of City Planned Projects**

- (MD) asked for definition and purpose of TIP 50 foot buffer. TIP stands for “Transportation Improvement Projects” where the City has planned projects. (JS) shared the TIP buffer of 50 ft to each side of the center line is intended to capture barriers within the right of way. It helps show barrier locations that are likely to be addressed during planned projects.
- (DL) gave an example of the pavement overlay project on Jameson St between Third St and Township where the City added/replaced/improved thirty-five ramps through that corridor. Portions of poor sidewalk that could present mobility problems still remain, but those are outside the realm of what the City can do with available funding. The City is focusing now on the curb ramp portions and addressing barriers in areas where the improvements affect the travelled way.

### **Top Priority Barrier Types - Ranked Comparison - see slide 7**

- SurveyMonkey statistically more helpful.
- Types of barriers at top of SurveyMonkey rankings were at the bottom of the smaller ArcGIS cohort.
- (JJ) possible explanation? (JS) One explanation could be unfamiliarity with ArcGIS survey platform to rank choices.
- (JS) It safer to look at SurveyMonkey due to larger cohort. Top priority barrier types include:
  - Fixed objects blocking path of travel
  - Overgrown vegetation in the path of travel
  - Sidewalk crack/bumps

### **Top Priority Barrier Locations - Ranked Comparison - see slide 8**

- Types of barriers at top of SurveyMonkey rankings were same as smaller ArcGIS cohort (although different rank within top four):
  - Grocery Stores/Retail Shopping Centers
  - Transit Centers/Stops/Routes
  - Senior Center/Elderly Care Facilities
  - Schools/Libraries
- (JJ) Skagit Transit is trying to improve Sedro-Woolley to Mount Vernon route with fewer intermittent stops; also performing bus shelter upgrades.
- (DL) top priority locations appear to be where people want to go most.
- (MD) and (JJ) agree with SurveyMonkey top four choices.
- (EJ) and (MS) responses are expected

### **Key Takeaways**

- Barriers identified were primarily in area south of SR-20 in residential areas consistent with older infrastructure and lower volumes of traffic.
- Narrative responses identified barriers in proximity to schools - more written comments for schools than other top four barrier locations.
  - (EJ) Is school district responsible for access actually on school property? Are any of the identified issues on that property?
  - (JS) Feedback was general for vicinity of schools. City staff would need to research/identify barriers near schools but City would only be able to address those within public right of way. If barrier is on school property, it would be the school's responsibility.
  - (DL) Third St near High School has been improved by the City, but intersections near Mary Purcell do need work and there are ramps that need to be installed or upgraded within the right of way. As you get closer to the buildings themselves, it is the school district's responsibility.
- State and Township intersection barriers identified by respondents on both surveys and virtual workshop - (JS) would recommend in the Plan that State and Township be high priority.
  - (MS) walks a paper route with a gentleman and that intersection is one of the hardest to cross as not everyone is looking for the pedestrians and because he cannot see to step down from the curbs. They also have to walk in the street due to lack of sidewalks on State St, dirt trail to route via Dean St and Wicker St. Ferry St also has tripping hazards for this gentleman.
  - (DL) confirmed lack of sidewalk and dirt trail.
  - (MS) Dirt trail is often blocked by vegetation.
  - (MS) A few utility poles block the sidewalk in Dean/Virginia area but it is easier and there is not much traffic even though there are no sidewalks on Dean. She is more concerned about busier roads (State and Wicker).
- (JS) to document these barriers in Public Outreach Findings section of plan and will identify these top priority barrier types and locations in plan to be considered for removal as funding is made available.

### **Current Activities Update**

- Building Evaluations - completed November 2020
  - Evaluated facilities included: City Hall, Fire Station, Community Center, Senior Center, Existing City Library, Sedro-Woolley Museum, Union Cemetery Public Restrooms, and New Library (110 West State)
- Parks and Trails Evaluations- completed November 2020
  - Evaluated facilities included: Bingham Park, Lions Park, Metcalf Park/Tesarik Ball Fields/Skate Park, Hammer Heritage Square, Harry Osborne Park & Caboose, Winnie Houser Park/Playfields, Memorial Park, Riverfront Park (Bark Park/FEMA Trail/Parking near Baseball fields).
  - Parks not addressed: most are undeveloped or do not have public facing facilities currently
- Evaluations based on Federal Priorities: (1) exterior access, (2) interior access, (3) interior fixtures, and (4) other amenities such as drinking fountains and emergency alarms.

### **Public Comments**

- (MD) requested that data be presented for ArcGIS data in the same format as SurveyMonkey findings for consistency and to confirm all data is present for all ranked items.
- (MD) also did his own calculations to get percentages and is happy to provide to (JS).
- There were no attendees from the wider public.

### **Next AAG Meeting**

- Proposed new day: third Tuesday of the month starting January 19<sup>th</sup> keeping 4-5pm time slot.
- Works for (DL), (BC), (MD), (EJ), (MS).

### **To Do Lists**

#### **City Staff/Consultant Responsibilities**

- (JS) to send invitations for 2021 meeting series for third Tuesday of the month, 4-5pm.
- (JS) to update Task 7 Tech Memo ArcGIS data to include all data in SurveyMonkey data format.
- (JS) to add paragraph about how figures are calculated to Task 7 Tech Memo and confirm with (MD).
- (JS) to add paragraph about ADA Advisory Group Debrief to Task 7 Tech Memo.

#### **Community Member Responsibilities (All)**

- Please RSVP to 2021 meeting series calendar invitation.