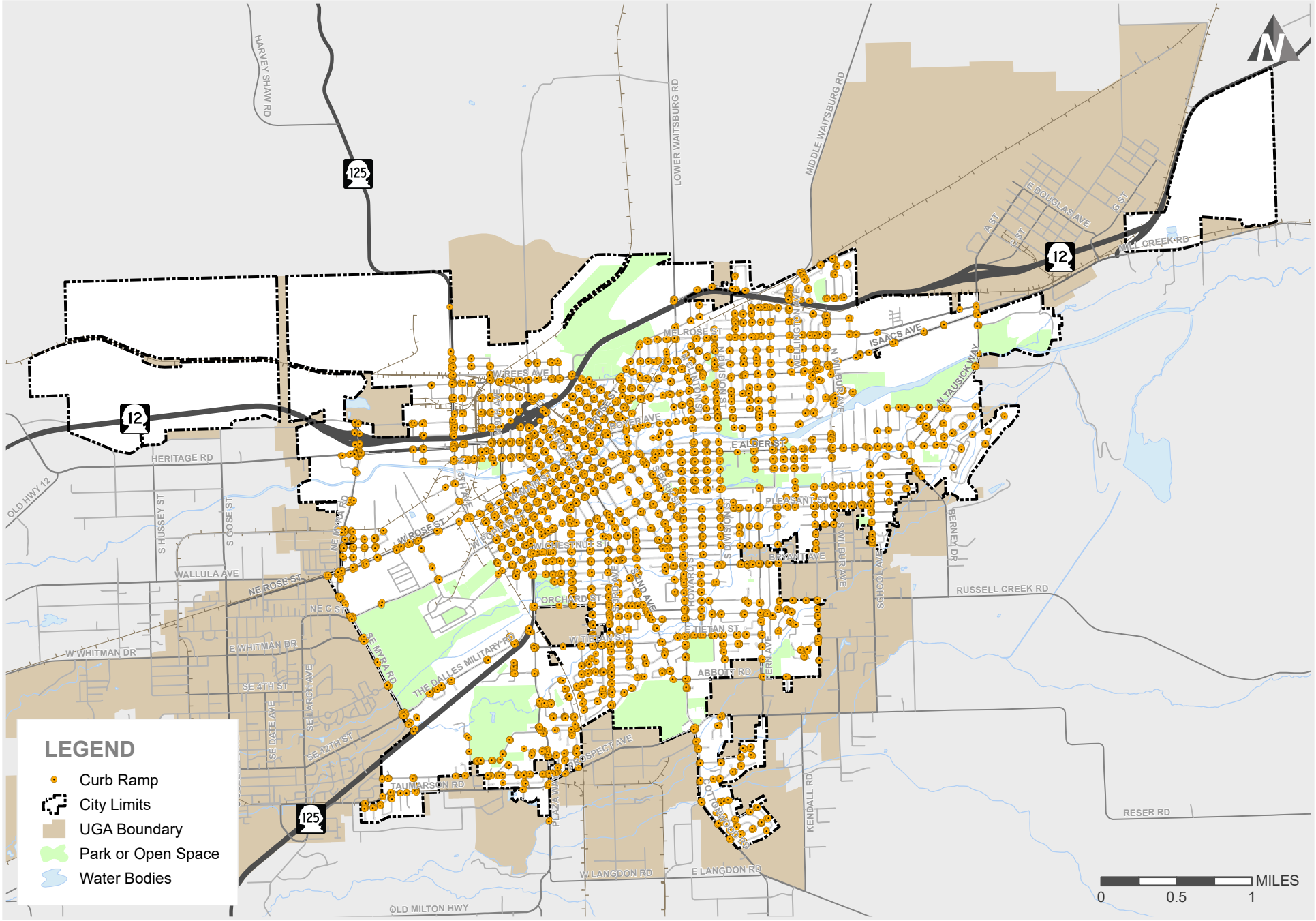
ADA Transition Plan

Appendices

Appendix A - Existing Data Inventory



Existing Data Inventory (Curb Ramp)

City of Walla Walla ADA Transition Plan

FIGURE

I-1

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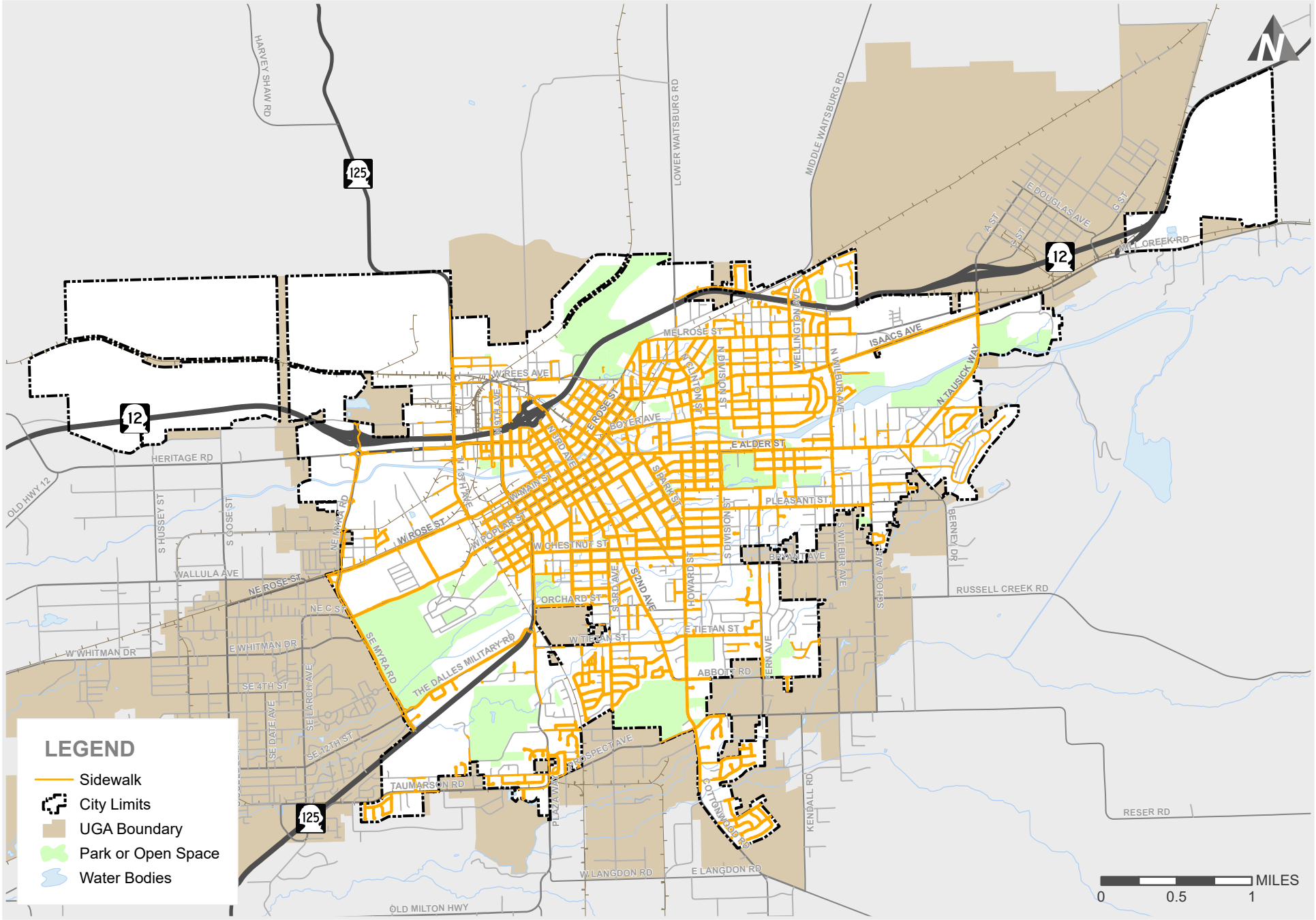

Existing Data Inventory (Sidewalk)

City of Walla Walla ADA Transition Plan

FIGURE **I-2**

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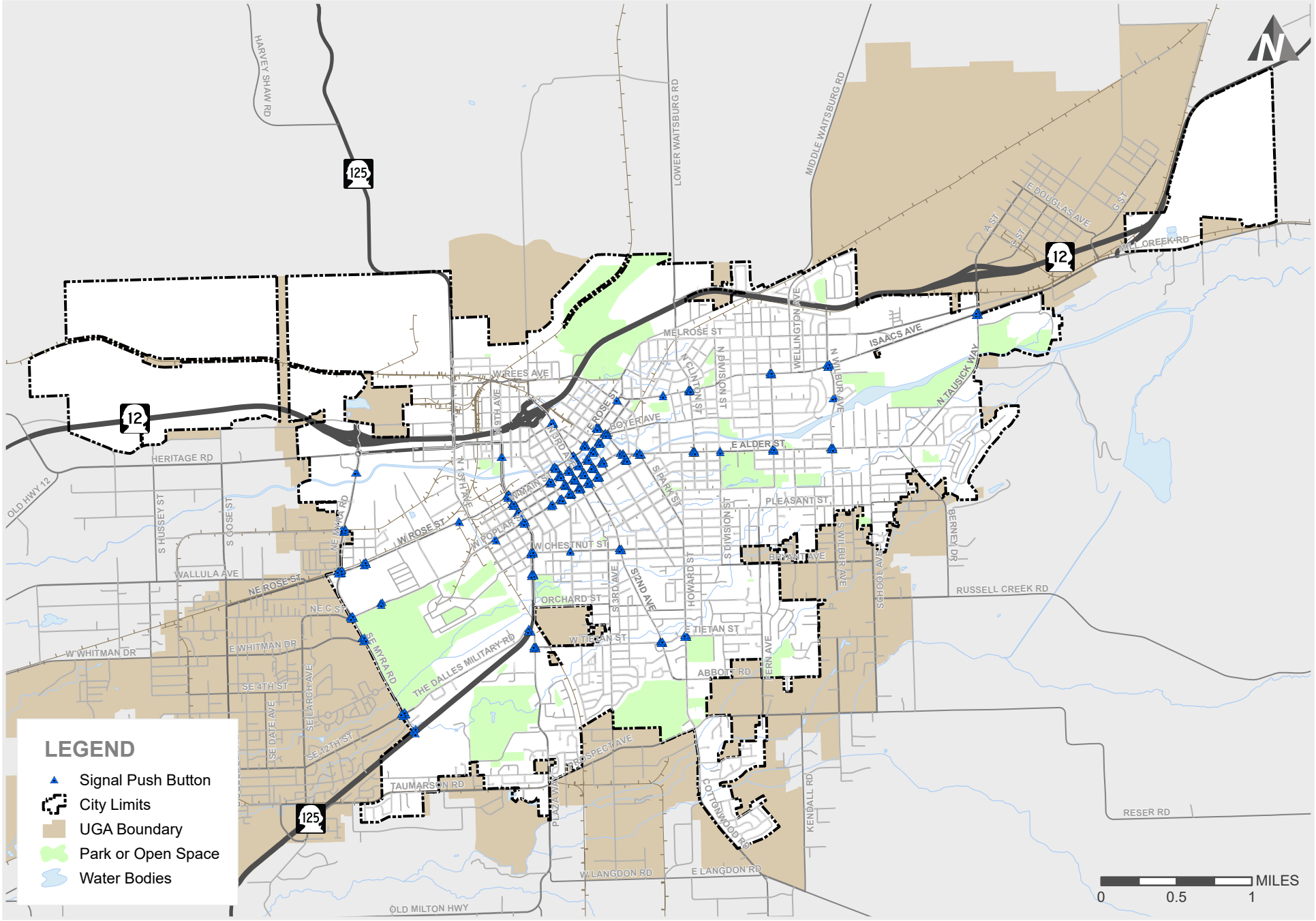

Existing Data Inventory (Signal Push Button)

City of Walla Walla ADA Transition Plan

FIGURE **I-3**

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Appendix B - Barrier Audit

transpogroup
WHAT TRANSPORTATION CAN BE.

TECHNICAL MEMORANDUM

Date:	September 25, 2020	**TG:**	1.18393.00
To:	Adam Klein, City of Walla Walla		
From:	Patrick Lynch, AICP, Transpo Group		
cc:			
Subject:	Barrier Removal Audit (Task 4) – City of Walla Walla ADA Transition Plan		

The City of Walla Walla maintains approved design standards and municipal codes covering pedestrian facilities. The code and design standards are used for City funded projects as well as privately designed and constructed projects within City public right-of-way. This memorandum describes design guidelines that meet the requirements of the Americans with Disabilities Act (ADA), common accessibility design issues, and references to specific design guidelines. The audit of the City's street design standards as they relate to pedestrian features within the public right-of-way include the City of Walla Walla Standard Plans (COWW Std Plans) dated January 28, 2020 and Municipal Code (WWMC) as of October 23, 2019. The City's comprehensive plan was also inventoried for pedestrian and ADA related policies and findings are described in the ADA Transition Plan document.

Design Guidelines

There are several key design parameters that ADA design guidelines address. These measures are used because they are important to the accessibility and safety of the facility. When pedestrian facility designs cannot be constructed to full design requirements, they should be built to conform to the maximum extent feasible. When this arises, the City should identify the location this occurs, provide justification, and document for future reference.

Several guidelines and references are available to assist the City of Walla Walla in adhering to accessible design standards based on the needs for various projects. There are many opportunities to improve pedestrian conditions by identifying areas of need and establishing the appropriate accessibility design requirements.

2010 ADA Standards for Accessible Design (ADAS) (September 2010)

The Department of Justice published revised regulations for Titles II and III of the Americans with Disabilities Act of 1990 "ADA" in the Federal Register on September 15, 2010. These regulations adopted revised, enforceable accessibility standards called the 2010 ADA Standards for Accessible Design "2010 Standards". The 2010 Standards set minimum requirements – both scoping and technical — for newly designed and constructed or altered State and local government facilities, public accommodations, and commercial facilities to be readily accessible to and usable by individuals with disabilities.

Proposed Guidelines for Pedestrian Facilities in the Public Right-of Way (PROWAG) (November 2011)

The United States Access Board is the rule making body that guides ADA compliance across the US. Since the late 2000's the US Access Board has been in the process of updating its Guidelines for Pedestrian Facilities in the Public Rights-of-Way. These draft guidelines focus on accessibility of sidewalks, curb ramps and in the soon to be released versions address shared-use trails. The draft guidelines cover legislative background, administration requirements, and design requirements.

Many public entities currently use the 2005 draft PROWAG as 'best practice' for features within the public right-of-ways. This practice has been endorsed by the Federal Highway Administration (FHWA), the US Access Board, and is the standard the Washington Department of Transportation adheres to. The City's standards and codes were evaluated against 2011 PROWAG as this is the latest guideline developed by the Access Board. PROWAG sections referenced in this memo refer to 2011 PROWAG sections. When these standards conflicted with the 2010 ADA, the PROWAG standard is recommended.

Design Requirements

Though the City of Walla Walla has standards in place it is important for the standards to be consistent and compliant with the above standards. To that end, this memo will provide recommendations to improve and clarify the existing city documents. Recommended actions are included where necessary to meet ADA design standards and best practice. The tables below describe requirements for specific design elements, how they are addressed in City standards, and recommendations for modifications.

Sidewalks and Pathways

Sidewalks are mentioned in both the City of Walla Walla Municipal Code and in the standard plans. These standards cover desired dimensions and materials to be used for construction of these facilities. Sidewalks are a common element found in a pedestrian access route (PAR).

Design Element	Requirement	Review	Recommendations
Pedestrian Access Route (PAR) and Pedestrian Circulation Path (PCP)	Various	PAR and PCP not mentioned and not defined in COWW Standards.	In Section 12.01.050 WWMC, define Pedestrian Access Route and Pedestrian Circulation path: Pedestrian Access Route: A continuous and unobstructed path of travel provided for pedestrians with disabilities within or coinciding with a pedestrian circulation path. Pedestrian Circulation Path: A prepared exterior or interior surface provided for pedestrian travel in the public right-of-way.
Sidewalk Width	Minimum clear width of PAR is 4 ft excluding the curb; however, on PAR less than 5 ft wide, passing space of 5 ft by 5 ft is required every 200 ft minimum (PROWAG R302.3 and R302.4) Clear width of walking surfaces shall be 36 inches minimum. The clear width shall be permitted to be reduced to 32 inches minimum for a length of 24 inches maximum provided that reduced width segments are separated by segments that are 48 inches long minimum and 36 inches wide minimum. Additional space is required at turns (ADAS 403.5.1).	Sidewalks constructed within the city shall not normally be less than six feet in width. Sidewalks adjacent to planting strip shall not be less than five feet in width (WWMC 12.04.030). 5 ft minimum sidewalk width adjacent to planting strip and 6 ft minimum adjacent to curb. Any Obstruction in the sidewalk shall provide a minimum 4 foot clear width (COWW Std Plans 2-7).	None
Sidewalk Running Slope	Where the PAR is contained within a street or highway right-of-way, its grade shall not exceed the general grade established for the adjacent street or highway. When the PAR is not contained within the street or highway right-of-way, the grade of shall not exceed 5 percent (PROWAG R302.5). The running slope of walking surfaces shall not be steeper than 1:20 (ADAS 403.3).	All sidewalks shall be laid on the true grade which shall be determined by the city engineer (WWMC 12.04.040).	Add to COWW Std Plan 2-7 that states: “For sidewalks adjacent to roadways, sidewalk running slope shall not exceed the grade of the adjacent roadway. For sidewalks not adjacent to a roadway, sidewalk grade or running slope shall not exceed 5%”.
Sidewalk Cross Slope	The cross slope of a PAR shall be 2 percent maximum (PROWAG R302.6). The cross slope of walking surfaces shall not be steeper than 1:48 (ADAS 403.3).	Sidewalk cross slopes shown as 1.0% minimum, 1.5% standard, and 2.0% maximum on sidewalk sections (COWW Std Plan 2-7).	None

Design Element	Requirement	Review	Recommendations
Protruding Objects	Objects with leading edges more than 2.25 ft and not more than 6.7 ft above the finish surface shall protrude 4 in maximum horizontally into the pedestrian circulation path (PCP) (PROWAG R402.2 & ADAS 307.2). Objects mounted on free-standing posts or pylons more than 2.25 ft and not more than 6.7 ft above the finish surface shall overhang pedestrian circulation paths 4 in maximum measured horizontally from the post or pylon base. The base dimension shall be 2.5 in thick minimum. Where objects are mounted between posts or pylons and the clear distance between the posts or pylons is greater than 1.0 ft, the lowest edge of the object shall be 2.25 ft maximum or 6.7 ft minimum above the finish surface (PROWAG R402.3). Free-standing objects mounted on posts or pylons shall overhang circulation paths 12 inches maximum when located 27 inches minimum and 80 inches maximum above the finish floor or ground. Where a sign or other obstruction is mounted between posts or pylons and the clear distance between the posts or pylons is greater than 12 inches, the lowest edge of such sign or obstruction shall be 27 inches maximum or 80 inches minimum above the finish floor or ground (ADAS 307.3).	WWMC 12.04.135 states Driveways which provide access only to the area between the street or curb and the abutting private property, or which result in vehicles parking in such a manner as to protrude over or into a sidewalk area or street, are not permitted. Signs shall be mounted at 7 feet minimum. Secondary signs mounted below another sign may be 1 foot lower than the primary sign. If the secondary sign is mounted lower than 7 feet above pedestrian sidewalk or pathway, the secondary sign shall not project more than 4 inches into the pedestrian facility (COWW Std Plan 1-7).	Add a subsection in Section 12.04 that states: “Protruding objects in the circulation path should be kept to a minimum. Objects with leading edges more than 27 inches and less than 80 inches above sidewalk level shall not protrude more than 4 inches maximum into the Pedestrian Circulation Path.”
Surface Discontinuities	Vertical surface discontinuities shall not exceed 0.5 in maximum. Vertical discontinuities between 0.25 in and 0.5 in maximum shall be beveled not steeper than 50 percent (PROWAG R302.7.2) Horizontal openings shall not permit passage of a sphere more than 0.5 in in diameter. Elongated openings in grates shall be placed so that the long dimension is perpendicular to the dominate travel direction (PROWAG R302.7.3). Vertical. Changes in level of 1/4 inch high maximum shall be permitted to be vertical. Changes in level between 1/4 inch high minimum and 1/2 inch high maximum shall be beveled with a slope not steeper than 1:2 (ADAS 302.2 & 302.3).	Expansion joints shall be 3/8” thick (COWW Std Plan 2-7).	Add not stating “All vaults, covers, castings, junction boxes, and drainage grates installed in the pedestrian circulation path shall have a non-slip texture” to WOS Std Plan 2-7.

Crossings

Crosswalks are part of the PAR at intersections, midblock crossings, and pedestrian refuge islands. These are important connections across streets to enable pedestrians travelling from one side to the other.

Design Element	Requirement	Review	Recommendations
Crosswalk Running Slope	The running slope shall be 5 percent maximum, measured parallel to the direction of pedestrian travel in the crossing (PROWAG R302.5.1).	Not mentioned	Refer to WSDOT Design Manual Chapter 1510 for crosswalk standards in WWMC.
Crosswalk Cross Slope	Crosswalk cross slope at crossings without yield or stop control shall be 5 percent maximum (PROWAG R302.6.1). Crosswalk cross slope at yield or stop control crossings shall be 2 percent maximum (PROWAG Advisory R302.6.1). Crosswalks cross slope at midblock crossings shall be permitted to equal the street or highway grade (PROWAG R302.6.2).	Not mentioned	Refer to WSDOT Design Manual Chapter 1510 for crosswalk standards in WWMC.
Refuge Islands	Detectable warning surfaces at cut-through islands shall be located at placed at the edges of the pedestrian island and separated by a 2.0 ft minimum length of surface between detectable warning surfaces (PROWAG R305.2.4). The clear width of a PAR with median and pedestrian refuge islands shall be 5.0 ft minimum (PROWAG R302.3.1).	Not mentioned	Refer to WSDOT Design Manual Chapter 1510 for refuge island standards in WWMC.

Curb Ramps

Curb ramps are the immediate junctions between the sidewalk and street crosswalk. Perpendicular and diagonal curb ramps have a running slope that cuts through the curb at right angles, while parallel curb ramps have a running slope that is in-line with the sidewalk. Combination ramps include elements of both parallel and perpendicular curb ramps.

Design Element	Requirement	Review	Recommendations
Ramp Width	The clear width of curb ramp runs and blended transitions, excluding flares, shall be 4.0 ft minimum (PROWAG R304.5.1). The clear width of a ramp run shall be 36 inches minimum (ADAS 405.5).	Curb ramp run width shown as 6ft minimum for parallel curb ramps excluding curb (COWW Std Plan 2-8). Curb ramp width run not labeled in standard plan for perpendicular curb ramps (COWW Std Plan 2-9).	Add width requirement for ramp runs on perpendicular curb ramps, 6ft standard (to match landing width requirement) and 4ft minimum (COWW Std Plan 2-9).
Running Slope	The running slope shall be 5 percent minimum and 8.3 percent maximum but shall not require the ramp length to exceed 15.0 ft (PROWAG R304.2.2). The running slope of blended transitions shall be 5 percent maximum (PROWAG R304.4.1). Ramp runs shall have a running slope not steeper than 1:12. In existing sites, buildings, and facilities, ramps shall be permitted to have running slopes steeper than 1:12 complying with Table 405.2 where such slopes are necessary due to space limitations (ADAS 405.2).	Curb ramp running slope is shown as 7.0% standard and 8.33% maximum (COWW Std Plan 2-8 and 2-9)	Add note to COWW Std Plans 2-8 and 2-9 that states “Curb ramp running slope shall not require the ramp length to exceed 15 feet. When applying the 15-foot max. length, the running slope of the curb ramp is allowed to exceed 8.3%. Use a single constant slope from the bottom of ramp to top of ramp.” Document the use of 15-foot max length as means for meeting standards to the Maximum Extent Feasible.
Cross Slope	The cross slope shall be 2 percent maximum. At pedestrian street crossing without yield or stop control and at midblock pedestrian street crossings, the cross slope shall be permitted to equal the street or highway grade (PROWAG R304.5.3). Cross slope of ramp runs shall not be steeper than 1:48 (ADAS 405.3).	Curb ramp cross slope for parallel curb ramps shown as 1.5% standard and 2.0% maximum (COWW Std Plan 2-8). Curb ramp cross slope not labeled in standard plan for perpendicular curb ramps (COWW Std Plan 2-9).	Add curb ramp cross slope of 1.5% standard and 2.0% maximum to ramp runs on COWW Std Plans 2-9.
Flared Sides	Flared sides with a slope of 10 percent maximum, measured parallel to the curb line, shall be provided where a pedestrian circulation path crosses the curb ramp (PROWAG R304.2.3). Curb ramp flares shall not be steeper than 10 percent (ADAS 406.3).	Flare slope is shown as 9.0% standard and 10.0% maximum (COWW Std Plan 2-9).	None

Design Element	Requirement	Review	Recommendations
Direction	Perpendicular curb ramps shall have a running slope that cuts through or is built up to the curb at right angles or meets the gutter grade break at right angles. Parallel curb ramps shall have a running slope that is in-line with the direction of sidewalk travel (PROWAG Advisory R304.1).	Parallel curb ramp and perpendicular curb ramp figures labeled correctly for the type of curb ramps shown (COWW Std Plan 2-8 and 2-9)	None
Counter Slope	The counter slope of the gutter or street at the foot of curb ramp run, blended transitions, and turning space shall be 5 percent maximum (PROWAG R304.5.4). Counter slopes of adjoining gutters and road surfaces immediately adjacent to the curb ramp shall not be steeper than 5%. The adjacent surfaces at transitions at curb ramps to walks, gutters, and streets shall be at the same level (ADAS 406.2).	Counter slope shown as 5.0% maximum (COWW Std Plans 02-8 and 02-0).	None
Grade Breaks	Grade breaks at the top and bottom of curb ramps shall be perpendicular to the direction of ramp run. Grade breaks shall not be permitted on the surface of ramp runs and turning spaces. Surface slopes that meet at grade breaks shall be flush (PROWAG R304.5.2). Changes in level other than the running slope and cross slope are not permitted on ramp runs (ADAS 405.4).	Grade Breaks shall be flush (COWW Std Plans 2-8 and 2-9).	Add the following statement to the end of grade break note “Grade breaks shall be perpendicular to the direction of travel at the top and bottom of ramp runs. Grade breaks shall not be permitted on the surface of ramp runs and landings” (COWW Std Plans 2-8 and 2-9)

Design Element	Requirement	Review	Recommendations
Turning Space/Landing Size	For perpendicular curb ramps, a turning space 4.0ft by 4.0ft minimum shall be provided at the top of the curb ramp. If the turning space is constrained at the back of sidewalk, the turning space shall be 4.0ft by 5.0ft minimum. The 5.0ft dimension shall be provided in the direction of the ramp run. (PROWAG R304.2.1). For parallel curb ramps, a turning space 4.0ft by 4.0ft minimum shall be provided at the bottom of the curb ramp. If the turning space is constrained on 2 or more sides, the turning space shall be 4.0ft by 5.0ft minimum. The 5.0ft dimension shall be provided in the direction of the pedestrian crossings. (PROWAG R304.3.1). The landing clear length shall be 36 inches minimum. The landing clear width shall be at least as wide as the curb ramp, excluding flared sides, leading to the landing (ADAS 406.4).	Landing width required to be 6ft typical and 5ft minimum. Landing length required to be 4ft minimum for perpendicular curb ramps and 6ft minimum for parallel curb ramps (COWW Std Plans 2-8 and 2-9).	Add landing dimensions for when a landing is constrained as shown in the landing PROWAG requirements Parallel Curb Ramps: If the turning space is constrained on 2 or more sides, the turning space shall be 4.0ft by 5.0ft minimum. The 5.0ft dimension shall be provided in the direction of the pedestrian crossings. (COWW Std Plan 2-8) Perpendicular Curb Ramps: If the turning space is constrained at the back of sidewalk, the turning space shall be 4.0ft by 5.0ft minimum. The 5.0ft dimension shall be provided in the direction of the ramp run. (COWW Std Plan 2-9)
Turning Space/Landing Slope	The running slope of turning spaces shall be 2 percent maximum (PROWAG R402.2 & PROWAG R304.3.2). The cross slopes of turning spaces shall be 2 percent maximum (PROWAG R304.5.3).	Landing cross slope and run slope for curb ramps shown as 1.5% standard and 2.0% maximum (COWW Std Plans 2-8 and 2-9).	None
Clear Space	Beyond the bottom grade break, a clear space 4.0ft by 4.0ft minimum shall be provided within the width of the pedestrian crossing and wholly outside the parallel vehicle travel lane (R304.5.5). Diagonal or corner type curb ramps with returned curbs or other well-defined edges shall have the edges parallel to the direction of pedestrian flow. The bottom of diagonal curb ramps shall have a clear space 48 inches minimum outside active traffic lanes of the roadway. Diagonal curb ramps provided at marked crossings shall provide the 48 inches minimum clear space within the markings. Diagonal curb ramps with flared sides shall have a segment of curb 24 inches long minimum located on each side of the curb ramp and within the marked crossing (ADAS 406.6).	Not mentioned	Add a note to COWW Std Plan 2-9 that states: “Beyond the bottom grade break, a clear space of 4.0 feet by 4.0 feet minimum shall be provided within the width of the crosswalk and outside the parallel vehicle travel lane.”

Design Element	Requirement	Review	Recommendations
Detectable Warning Surfaces	Detectable warning surfaces shall extend 2.0 ft minimum in the direction of pedestrian travel and the full width of the curb ramp (exclusive of flares), the turning space, or the blended transition. (PROWAG R305.1.4). The truncated domes in a detectable warning surface shall have a base diameter of 0.9 in minimum and 1.4 in maximum, a top diameter of 50 percent of the base diameter minimum and 65 percent of the base diameter maximum, and a height of 0.2 in (PROWAG R305.1.1 & ADAS 705.1.1). The truncated domes shall have a center-to-center spacing of 1.6 in minimum and 2.4 in maximum, and a base-to-base spacing of 0.65 in minimum, measured between the most adjacent domes (PROWAG R305.1.2 & ADAS 705.1.2) Detectable warning surfaces shall contrast visually with adjacent gutter, street or highway, or walkway surfaces, either light-on-dark or dark-on-light (PROWAG R305.1.3). Detectable warning surfaces shall contrast visually with adjacent walking surfaces either light-on-dark, or dark-on-light (ADAS 705.1.3).	Detectable warning surface shall be armor tile – replaceable cast in place – Herculite Series, or approved equal. Detectable warning surface shall be the full width of the ramp, and a minimum of 2 feet in depth. Detectable warning surface shall follow WSDOT standard plan F-45.10-02 (COWW Std Plans 2-8 and 2-9)	None

Design Element	Requirement	Review	Recommendations
Detectable Warning Surface Placement	On perpendicular curb ramps, detectable warning surfaces shall be placed as follows: • Where the ends of the bottom grade break are in front of the back of curb, detectable warning surfaces shall be placed at the back of curb. • Where the ends of the bottom grade break are behind the back of curb and the distance from either end of the bottom grade brake to the back of curb is 5.0 ft or less, detectable warning surfaces shall be placed on the ramp run within one dome spacing of the bottom grade break. • Where the ends of the bottom grade break are behind the back of curb and the distance from either end of the bottom grade brake to the back of curb is more than 5.0 ft, detectable warning surfaces shall be placed on the lower landing at the back of curb. (PROWAG R305.2.1). On parallel curb ramps, detectable warning surfaces shall be placed on the turning space at the flush transition between the street and sidewalk at the back of curb. (PROWAG R305.2.2). On blended transitions, detectable warning surfaces shall be placed at the back of curb. Where raised pedestrian street crossings, depressed corners, or other level pedestrian street crossings are provided, detectable warning surfaces shall be placed at the flush transition between the street and the sidewalk (PROWAG R305.2.3).	Detectable warning surface shall be armor tile – replaceable cast in place – Herculite Series, or approved equal. Detectable warning surface shall be the full width of the ramp, and a minimum of 2 feet in depth. Detectable warning surface shall follow WSDOT standard plan F-45.10-02 (COWW Std Plans 2-8 and 2-9)	Add to detectable warning surface note on COWW Std Plans 2-8 and 2-9 that the detectable warning shall also be placed per WSDOT Std Plan F-45.10-02 in addition to be sized per WSDOT's plan.
Receiving Ramp	A crosswalk served by a curb ramp must also have an existing curb ramp in place on the receiving end unless there is no curb or sidewalk on that end of the crosswalk (RCW 35.68.075).	Pursuant to the requirements established by RCW 35.68.075, when a ramp is constructed, a subsequent receiving ramp shall also be constructed across the street. (Public Works Standards Figures 2-8 and 2-9).	None

Signals

Signals are important connections in the pedestrian network that provide crossings at intersections for all roadway users. Where pedestrian signals are provided at pedestrian street crossings, they shall include accessible pedestrian signals and pedestrian pushbuttons complying with sections 4E.08 through 4E.13 of the MUTCD (PROWAG R209.1).

Design Element	Requirement	Review	Recommendations
Accessible Pedestrian Signals and Pedestrian Pushbuttons	Where pedestrian signals are provided at pedestrian street crossings, they shall include accessible pedestrian signals and pedestrian pushbuttons complying with sections 4E.08 through 4E.13 of the MUTCD. An accessible pedestrian signal and pedestrian pushbutton is an integrated device that communicates information about the WALK and DON'T WALK intervals at signalized intersections in non-visual formats (i.e., audible tones and vibrotactile surfaces) to pedestrians who are blind or have low vision. (PROWAG R209.1). Existing pedestrian signals shall comply with R209.1 when the signal controller and software are altered, or the signal head is replaced (PROWAG R209.2).	Note states to see current WSDOT standard plan for accessible pedestrian pushbutton details (COWW Std Plan 7-5).	Add note to follow MUTCD requirements for placing accessible pedestrian pushbuttons (COWW Std Plan 7-5).
Accessible Pedestrian Pushbuttons Clear Space	Clear spaces shall be 2.5 ft minimum by 4.0 ft minimum with additional space needed if it is confined on all or part of three sides (PROWAG R404.3). One full unobstructed side of a clear space shall adjoin a pedestrian access route or adjoin another clear space (PROWAG R404.6).	Not mentioned	Add note to follow WSDOT Design Manual Chapter 1510 for accessible pushbutton clear space requirements.
Accessible Pedestrian Pushbutton Reach Ranges	Where a forward reach is unobstructed, the high forward reach shall be 1220 mm (4.0 ft) maximum and the low forward reach shall be 380 mm (1.25 ft) minimum above the finish surface. Forward reach over an obstruction is not permitted (PROWAG R406.2). Where a clear space allows a parallel approach to an element and the side reach is unobstructed, the high side reach shall be 4.0 ft maximum and the low side reach shall be 1.25 ft minimum above the finish surface. An obstruction shall be permitted between the clear space and the element where the depth of the obstruction is 10 in maximum (PROWAG R406.3).	Not mentioned	Add note to follow WSDOT Design Manual Chapter 1510 for accessible pushbutton reach range requirements.

Design Element	Requirement	Review	Recommendations
Pedestrian Crossing Times	All pedestrian signal phase timing shall comply with section 4E.06 of the MUTCD, shall be based on a pedestrian clearance time that is calculated using a pedestrian walking speed of 3.5 ft/s or less (PROWAG R306.2).	Not mentioned	Add note to follow MUTCD requirements for pedestrian signal phasing crossing time (COWW Std Plan 7-5).
At Roundabouts	At roundabouts with multi-lane pedestrian street crossings, a pedestrian activated signal shall be provided for each multi-lane segment of each pedestrian street crossing, including the splitter island (PROWAG R306.3.2).	Not mentioned	Add note to COWW Std Plan 7-5 covering where accessible pushbuttons are required to be installed.
At multi-lane channelized turn lanes	At signalized intersections and roundabouts with multi-lane channelized turn lane crossings, pedestrian activated signals shall be provided (PROWAG R306.4 & PROWAG R306.5).	Not mentioned	Add note to COWW Std Plan 7-5 covering where accessible pushbuttons are required to be installed.

Other Pedestrian Areas

Other pedestrian areas include transit stops and work zones. Transit provides a critical lifeline of access and independence for those with limited mobility or vision. Transit stops have additional width requirements for boarding and alighting passengers, and work zones should provide the same level of accessibility as permanent pedestrian facilities.

Design Element	Requirement	Review	Recommendations
		Transit Stops	
Boarding and Alighting Area Dimensions	Bus stop boarding and alighting areas shall provide a clear length of 8.0 ft minimum, measured perpendicular to the curb or vehicle street or highway edge, and a clear width of 5.0 ft minimum, measured parallel to the vehicle street or highway (PROWAG R308.1.1.1 & ADAS 810.2.2).	Not mentioned	Add section to WWMC to follow WSDOT Design Manual Chapter 1510 for transit stop requirements.
Boarding and Alighting Area Slopes	Parallel to the street or highway, the grade of the bus stop boarding and alighting areas shall be the same as the street or highway, to the extent practicable. Perpendicular to the street or highway, the grade of the bus stop boarding and alighting areas shall not be steeper than 2 percent (PROWAG R308.1.1.2 & ADAS 810.2.4).	Not mentioned	Add section to WWMC to follow WSDOT Design Manual Chapter 1510 for transit stop requirements.
Transit Shelters	Transit shelters shall be connected by PARs to boarding and alighting areas. 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 1.5 ft from the front edge of the seat (PROWAG R308.2). Bus shelters shall provide a minimum clear floor or ground space complying with 305 entirely within the shelter. Bus shelters shall be connected by an accessible route complying with 402 to a boarding and alighting area complying with 810.2 (ADAS 810.3).	Not mentioned	Add section to WWMC to follow WSDOT Design Manual Chapter 1510 for transit stop requirements.
		Parking	
Parking Spaces	Where parking spaces are marked with lines, width measurements of parking spaces and access aisles shall be made from the centerline of the markings (ADAS 502.1). Car parking spaces shall be 96 inches wide minimum and van parking spaces shall be 132 inches wide minimum, shall be marked to	Handicapped parking mentioned in WWMC Chapter 12.126.170, which refers to Chapter 19.27 of the RCW and 51-10-7503 of the WAC.	Add new parking section covering minimum dimensions for accessible parking space widths to the WWMC.

Design Element	Requirement	Review	Recommendations
	define the width, and shall have an adjacent access aisle (ADAS 502.2). Van parking spaces shall be permitted to be 96 inches wide minimum where the access aisle is 96 inches wide minimum (ADAS 502.2 Exception).		
Parking Access Aisles	Access aisles shall adjoin an accessible route. Two parking spaces shall be permitted to share a common access aisle (ADAS 502.3). Access aisles serving car and van parking spaces shall be 60 inches wide minimum (ADAS 502.3.1). Access aisles shall extend the full length of the parking spaces they serve (ADAS 502.3.2). Access aisles shall be marked so as to discourage parking in them (ADAS 502.3.3). Access aisles shall not overlap the vehicular way. Access aisles shall be permitted to be placed on either side of the parking space except for angled van parking spaces which shall have access aisles located on the passenger side of the parking spaces (ADAS 502.3.4).	Handicapped parking mentioned in WWMC Chapter 12.126.170, which refers to Chapter 19.27 of the RCW and 51-10-7503 of the WAC. RCW 19.27.550 states: In addition to the requirements under RCW 46.61.581, each accessible parking space reserved for a person with a physical disability and designated as "van accessible" under the Americans with disabilities act must have a ninety-six inch or greater adjacent access aisle. The adjacent access aisle space must be in addition to the adjacent van parking space. Two van accessible parking spaces may share a common adjacent access aisle.	Add new parking section covering minimum dimensions for parking aisles and that they are required to be marked the WWMC. RCW 19.27.550 mentions aisles for van accessible spots only.
Parking identification.	Parking space identification signs shall include the International Symbol of Accessibility complying with 703.7.2.1. Signs identifying van parking spaces shall contain the designation "van accessible." Signs shall be 60 inches minimum above the finish floor or ground surface measured to the bottom of the sign (ADAS 502.6).	Handicapped parking mentioned in WWMC Chapter 12.126.170, which refers to Chapter 19.27 of the RCW and 51-10-7503 of the WAC. RCW 19.27.550 states: A sign must be erected at the head of each access aisle that prohibits parking in any access aisle located adjacent to an accessible parking space reserved for a person with a physical disability. The sign may include additional language such as, but not limited to, an indication of any penalty for parking in an access aisle.	None.
Parallel Parking Spaces	Where the width of the adjacent sidewalk or available right-of-way exceeds 14.0 ft, an access aisle 5.0 ft wide minimum shall be provided at street level the full length of the parking space and shall connect to a pedestrian access route. The access aisle shall comply with R302.7 and shall not encroach on the vehicular travel lane (PROWAG R309.2.1). In alterations where the street or sidewalk adjacent to the parking	Handicapped parking mentioned in WWMC Chapter 12.126.170, which refers to Chapter 19.27 of the RCW and 51-10-7503 of the WAC.	Add new parking section covering accessible parallel on-street parking requirements in the WWMC.

Design Element	Requirement	Review	Recommendations
	spaces is not altered, an access aisle shall not be required provided the parking spaces are located at the end of the block face (PROWAG R309.2.1.1). An access aisle is not required where the width of the adjacent sidewalk or the available right-of-way is less than or equal to 14.0 ft. When an access aisle is not provided, the parking spaces shall be located at the end of the block face (PROWAG R309.2.2).		
Perpendicular or Angled Parking Spaces	Where perpendicular or angled parking is provided, an access aisle 8.0 ft wide minimum shall be provided at street level the full length of the parking space and shall connect to a pedestrian access route. The access aisle shall comply with R302.7 and shall be marked so as to discourage parking in the access aisle. Two parking spaces are permitted to share a common access aisle (PROWAG R309.3).	Handicapped parking mentioned in WWMC Chapter 12.126.170, which refers to Chapter 19.27 of the RCW and 51-10-7503 of the WAC.	Add new parking section covering accessible perpendicular and angled on-street parking requirements in the WWMC.
		Alternative Pedestrian Access Routes	
Alternate Pedestrian Access Route	When a pedestrian circulation path is temporarily closed by construction, alterations, maintenance operations, or other conditions, an alternate pedestrian access route complying with sections 6D.01, 6D.02, and 6G.05 of the MUTCD shall be provided. Where provided, pedestrian barricades and channelizing devices shall comply with sections 6F.63, 6F.68, and 6F.71 of the MUTCD (PROWAG R205).	All work in the public right of way shall be completed in accordance with the current version of the standard specifications for road, bridge and municipal construction published by the Washington State Department of Transportation. All temporary traffic control in the right of way shall comply with the current Manual of Uniform Traffic Control Devices (MUTCD) (WW Std Plan 1-12).	None.
		Driveways	
Driveways	The cross slope shall be 2 percent maximum (PROWAG R304.5.3). Cross slope of ramp runs shall not be steeper than 1:48. (ADAS 405.3) The running slope shall be 5 percent minimum and 8.3 percent maximum but shall not require the ramp length to exceed 15.0 ft (PROWAG R304.2.2).	Sidewalk cross slope crossing driveways as 1.5% standard and 2.0% maximum (COWW Std Plans 2-11 and 2-12) Ramp running slope in driveway shown as 7.0% standard and 8.3% maximum (COWW Std Plan 2-12).	Add note to COWW Std Plan 2-129 that states “Ramp running slope shall not require the ramp length to exceed 15 feet. When applying the 15-foot max. length, the running slope of the curb ramps is allowed to exceed 8.3%. Use a single constant slope from the bottom of ramp to top of ramp.” Document the use of 15-foot max length as means for meeting standards to the Maximum Extent Feasible.
		Ramps	

Design Element	Requirement	Review	Recommendations
Ramp Width	The clear width of a ramp run and, where handrails are provided, the clear width between handrails shall be 3.0 ft minimum (PROWAG R407.4 & ADAS 405.5).	Not mentioned	Add section to WWMC to follow WSDOT Design Manual Chapter 1510 for ramp requirements.
Running Slope	Ramp runs shall have a running slope between 5 percent minimum and 8.3 percent maximum (PROWAG R407.2) Ramp runs shall have a running slope not steeper than 1:12. In existing sites, buildings, and facilities, ramps shall be permitted to have running slopes steeper than 1:12 complying with Table 405.2 where such slopes are necessary due to space limitations (ADAS 405.2).	Not mentioned	Add section to WWMC to follow WSDOT Design Manual Chapter 1510 for ramp requirements.
Cross Slope	The cross slope of ramp runs shall be 2 percent maximum (PROWAG R407.3). Cross slope of ramp runs shall not be steeper than 1:48. (ADAS 405.3)	Not mentioned	Add section to WWMC to follow WSDOT Design Manual Chapter 1510 for ramp requirements.
Rise	The rise for any ramp run shall be 2.5 ft maximum (PROWAG R407.4 & ADAS 405.6).	Not mentioned	Add section to WWMC to follow WSDOT Design Manual Chapter 1510 for ramp requirements.
Landing Size	Ramps shall have landings at the top and the bottom of each ramp run (PROWAG R407.6 & ADAS 405.7). The landing clear width shall be at least as wide as the widest ramp run leading to the landing (PRWOAG R407.6.2 & ADAS 405.7.2) The landing clear length shall be 5.0 ft long minimum (PROWAG R407.6.3 & ADAS 405.7.3) Ramps that change direction between runs at landings shall have a clear landing 5.0 ft by 5.0 ft minimum (PROWAG R407.6.4 & ADAS 405.7.4).	Not mentioned	Add section to WWMC to follow WSDOT Design Manual Chapter 1510 for ramp requirements.
Landing Slope	Landing slopes shall be 2 percent maximum in any direction (PROWAG R407.6.1 & ADAS 405.7.1).	Not mentioned	Add section to WWMC to follow WSDOT Design Manual Chapter 1510 for ramp requirements.
		Stairways	
Stairway Treads and Risers	All steps on a flight of stairs shall have uniform riser heights and uniform tread depths. Risers shall be 4 in high minimum and 7 in high maximum. Treads shall be 11 in deep minimum (PROWAG R408.2 & ADAS 504.2).	Not mentioned	Add section to WWMC to include requirements for riser and tread dimensions for stairways.

Design Element	Requirement	Review	Recommendations
	Open risers are not permitted (PROWAG R408.3 & ADAS 504.3). The radius of curvature at the leading edge of the tread shall be 0.5 in maximum. Nosings that project beyond risers shall have the underside of the leading edge curved or beveled. Risers shall be permitted to slope under the tread at an angle of 30 degrees maximum from vertical. The permitted projection of the nosing shall extend 1.5 in maximum over the tread below (PROWAG R408.5 & ADAS 504.5).		
		Handrails	
Handrails	Stairways shall have handrails (PROWAG R408.6). Handrails are required on ramp runs with a rise greater than 6 in and on certain stairways (PROWAG R407.8 & ADAS 405.8). Edge protection complying shall be provided on each side of ramp runs and landings (PROWAG R407.9 & ADAS 405.9). Where required handrail shall be provided on both sides of ramps and stairways (PRWOAG R409.2 & ADAS 505.2). Top of gripping surfaces of handrails shall be 2.8 ft minimum and 3.2 ft maximum vertically above walking surfaces, ramp surfaces, and stair nosings. Handrails shall be at a consistent height above walking surfaces, ramp surfaces, and stair nosings (PROWAG R409.4 & ADAS 505.4). Clearance between handrail gripping surfaces and adjacent surfaces shall be 1.5 in minimum (PROWAG R409.5 & ADAS 505.5). Handrail gripping surfaces shall be continuous along their length and shall not be obstructed along their tops or sides. The bottoms of handrail gripping surfaces shall not be obstructed for more than 20 percent of their length. Where provided, horizontal projections shall occur 1.5 in minimum below the bottom of the handrail gripping surface (PROWAG R409.6 & ADAS 505.6).	Not mentioned	Add section to WWMC to follow WSDOT Design Manual Chapter 1510 for handrail requirements.

Design Element	Requirement	Review	Recommendations
Handrail Extension on Ramps	Ramp handrails shall extend horizontally above the landing for 1.0 ft minimum beyond the top and bottom of ramp runs. Extensions shall return to a wall, guard, or the landing surface, or shall be continuous to the handrail of an adjacent ramp run. (PROWAG R409.10.1 & ADAS 505.10.1).	Not mentioned	Add section to WWMC to follow WSDOT Design Manual Chapter 1510 for handrail requirements.
Handrail Extension on Stairways	At the top of a stair flight, handrails shall extend horizontally above the landing for 1.0 ft minimum beginning directly above the first riser nosing. Extensions shall return to a wall, guard, or the landing surface, or shall be continuous to the handrail of an adjacent stair flight (PROWAG R409.10.2 & ADAS 505.10.2). At the bottom of a stair flight, handrails shall extend at the slope of the stair flight for a horizontal distance at least equal to one tread depth beyond the last riser nosing. Extensions shall return to a wall, guard, or the landing surface, or shall be continuous to the handrail of an adjacent stair flight. (PROWAG R409.10.3 & ADAS 505.10.3).	Not mentioned	Add section to WWMC to follow WSDOT Design Manual Chapter 1510 for handrail requirements.
Handrail Cross Section	Handrail gripping surfaces with a circular cross section shall have an outside diameter of 1.25 in minimum and 2 in maximum (PROWAG R409.7.1 & ADAS 505.7). Handrail gripping surfaces with a non-circular cross section shall have a perimeter dimension of 4 in minimum and 6.25 in maximum, and a cross-section dimension of 2.25 in maximum (PROWAG R409.7.2 & ADAS 505.7).	Not mentioned	Add section to WWMC to follow WSDOT Design Manual Chapter 1510 for handrail requirements.
		Railways	
Railroad Flangeway Gaps	Flangeway gaps at pedestrian at-grade rail crossings shall be 2.5 in maximum or non-freight rail track and 3 in maximum on freight rail track (PROWAG R302.7.4). Where a circulation path serving boarding platforms crosses tracks, it shall comply with 402. Openings for wheel flanges shall be permitted to be 2 1/2 inches maximum (ADAS 810.10).	Not mentioned	Add section to WWMC to follow WSDOT Design Manual Chapter 1510 for rail crossing requirements.

Design Element	Requirement	Review	Recommendations
Detectable Warning Surfaces at Rail Crossings	At pedestrian at-grade rail crossings not located within a street or highway, detectable warning surfaces shall be placed on each side of the rail crossing. The edge of the detectable warning surface nearest the rail crossing shall be 6.0 ft minimum and 15.0 ft maximum from the centerline of the nearest rail. Where pedestrian gates are provided, detectable warning surfaces shall be placed on the side of the gates opposite the rail. (PROWAG R305.2.5).	Not mentioned	Add section to WWMC to follow WSDOT Design Manual Chapter 1510 for rail crossing requirements.
Detectable Warning Surfaces at Rail Boarding Areas	At boarding platforms for rail vehicles, detectable warning surfaces shall be placed at the boarding edge of the platform (PROWAG R305.2.6). At boarding and alighting areas at sidewalk or street level transit stops for rail vehicles, detectable warning surfaces shall be placed at the side of the boarding and alighting area facing the rail vehicles (PROWAG R305.2.7).	Not mentioned	Add section to WWMC to follow WSDOT Design Manual Chapter 1510 for transit requirements.

Appendix C - Stakeholder Engagement

CITY OF WALLA WALLA ADA TRANSITION PLAN

PUBLIC INVOLVEMENT AND FEEDBACK

PREPARED FOR:	Adam Klein, City of Walla Walla
PREPARED BY:	Jeanne Acutanza, Acutanza STS
CC:	Patrick Lynch, Transpo Group
DATE:	July 29, 2020

Introduction

In developing an ADA (Americans with Disabilities Act) Transition Plan for the City of Walla Walla, a key initial step includes outreach to people with disabilities and those who support people with disabilities. We also reach out to members of the public with no disability. The goal of this outreach is to gain feedback on current pedestrian facilities within the public right-of-way in the City of Walla Walla, specifically those that provide access to community and government services. This memo outlines the community outreach process used to support development of the ADA Transition Plan and feedback we received. This memo summarizes outreach efforts for development of the ADA transition plan through a public meeting, survey, and more in-depth focus group.

Promotion and advertising for outreach

Outreach to solicit public participation in the development of the ADA Transition Plan and encourage input to the online open house, and survey included advertisement through the City of Walla Walla website and outreach to local community service providers and advocacy groups. Specific outreach to the public and organizations serving and advocating for individuals with disabilities included:
- Launching a web page on the City website dedicated to the development and status of the ADA Transition Plan https://www.wallawallawa.gov/government/public-works/adaproject.
- Development of an on-line open house describing the Title II of the Americans with Disabilities Act, the ADA process, and the emphasis area of pedestrian facilities https://www.wallawallaada.com/.

- Created an online mapping and reporting tool for the public to use to report barriers to access.

- Created an on-line and hard-copy survey in English and Spanish.

- City staff delivered hard copy surveys and flyers to social service providers, senior housing and other community offices including the City of Walla Walla Service Center, Wheatland Village, the Bicycle Pedestrian Advisory Committee, the Sr. Center, the Veterans Administration, the Walla Walla Visitor Administration Kiosk, Commitment 2 Community (C2C), Lillie Rice Center, the Blue Mountain Action Council, and Mercy Corps Northwest. In addition to delivery of outreach materials, City staff reached out to United Blind of Walla Walla. City staff also promoted through social media channels including Next Door, Facebook and Twitter.

City staff invited participants of the online and hard copy surveys, interested in providing more in-depth feedback, to participate in an in-person focus group.

How were members of the public involved?

To garner feedback from the community, the City of Walla Walla hosted an online open house and survey that was available to the public from August 30 through October 15, and a single, two-hour focus group on November 15.

Feedback for each element of outreach resulted in the identification of general and specific issues. Community members were also asked about priorities and which issues and areas are most important to them.

On-Line Survey August 30 through October 15, 2019

An 18-question survey was open from launch of the on-line open house on August 30 through November 1, 2019. Hard copy surveys are provided in **Attachment A.**

The survey was accessed 111 times and asks respondents how they travel, where they live, why they travel in Walla Walla, whether they had a disability or support someone with a disability, and whether an accessibility issue ever prevented them from being able to participate or obtain services in the City of Walla Walla. Questions regarding demographics were optional. The survey did not specifically ask where respondents live but did request a ZIP code for each respondent. Most of Walla Walla is within one ZIP code; however, a few respondents noted zip codes outside of Walla Walla. Walla Walla supports a large visitor industry and some respondents may be visitors.

The survey also asked for specific feedback on the types of pedestrian facilities barriers people experience, the types of public services where access is most important for them, and specific locations where there are barriers or other accessibility issues.

Of those responding, 36% indicated that they have a disability, 17% reported they support someone with a disability and 42% indicated they have no disability. Respondents were permitted to select more than one choice (especially if they have a disability and support someone with a disability). They were also allowed to respond that they preferred not to say.

Notably, roughly half of the respondents were over 65. This may be reflective of the specific outreach to retirement communities. While the City conducted specific outreach to Hispanic communities, only one on-line survey was returned from a Spanish speaker. The City is continuing to reach out to Spanish speakers and the Hispanic community in Walla Walla.

It was also possible to discern differences between the priorities of those with disabilities, those that support people with disabilities, and those who do not have disabilities. Specifically, the top-line survey summary suggests that those with disabilities or supporting someone with a disability clearly experience more barriers in sidewalks, curb ramps, and pedestrian cross walk issues than those without disabilities. While not all of those over 65 indicated they had disabilities, the responses of those with disabilities and supporting those with disabilities aligned closely with those over 65. Those under 65 did not substantially differentiate sidewalks, curb ramps and crosswalks as much worse than signals with push

buttons and ADA parking. Those with disabilities and supporting those with disabilities noted priority locations as access to hospitals, transit, and government buildings. As a second priority parks were noted in the top three, while transit was a lower priority.

The survey questions in English and Spanish are provided in **Attachment A**. Top-line summaries breaking down respondent types, demographics, and transportation patterns are provided in **Attachment B**.

Respondents reported issues at 150 location-specific issues using both the on-line survey and online mapping tool. These issues were predominantly sidewalks but included curb ramps, crosswalks at signals, ADA parking and with access to transit. **Attachment C** provides a list of issues collected through the surveys.

Focus Group Meeting November 15

Purpose

A focus group of 2 hours in duration was held at an accessible location with adjacent transit service on November 15, 2019. The focus group meeting was offered to interested members of the community to review the initial comments received to date through the survey, as well as provide deeper feedback on aspects of accessibility in the City related to survey results.

Meeting Attendees and Location

The focus group was held at the City of Walla Walla Police Department (54 E. Moore Street Walla Walla, WA 99362). This is a modern building with accessibility features, and near transit. Of the respondents that indicated they would participate in a focus group, seven members of the public participated. This group included people with a range of disabilities, that support people with disabilities or those interested in pedestrian facilities. The focus group included a total of nine members of the community, with one Spanish speaker. A translator was provided.

Walla Walla staff, as well as members of the consultant team also attended.

Meeting agenda

The focus group was facilitated by City and consultant staff. A draft focus group guide is included in **Appendix D**. Comments and discussion were recorded for all participants. The agenda for the focus group:

- **Welcome and acknowledge participants and provide brief purpose of meeting**
- **Introductions**
- **Ground Rules**
- **Self-Introductions**
- **Discussion of the outreach results**
- **Workshop and in-depth discussion**

Background and survey results

This ADA transition plan is heavily reliant on public perspectives and feedback, particularly by those with disabilities or supporting those with disabilities. This plan will be focused on identifying barriers in pedestrian facilities in the public right-of-way and prioritizing, describing, and identifying funding for the removal of those barriers.

The focus group offered the following suggestions on the survey:

1. In graphs, show the those with disabilities and supporting disabilities combined to reflect those directly dealing with barriers.

2. Differentiate those that said that they take transit and consider that subset related to transit barriers.

3. Consider options for reaching out to Spanish speakers regarding family and medical services. Specifically, the organization C2C to reach out Spanish speakers. Also connect with Mark Higgins from the School District.

4. Encourage people with disabilities or those that support people with disabilities to participate at council sessions and on the Bicycle and Pedestrian Advisory Committee.

Discussion

After the review of survey top-line results, the group discussed issues and comments. These comments are transcribed from the recording and were summarized and categorized below in four areas:

1. General comments and issues on specific topics
2. Comments and issues at specific locations
3. Comments and issues that may not be addressed by the plan and
4. Priorities

General Comments and issues on specific topics

Some comments were raised related to specific issues. Where they overlapped, they were combined into the topics below.

Parks – Routes to parks and activities in parks are not accessible. There are no activities in parks for those with disabilities and parks have not been designed for those with disabilities. Parks should be improved as complete park projects and not improved piecemeal.

Tree Roots – While trees are desirable as part of the downtown streetscape, tree roots upend sidewalks if not maintained. There are many locations in downtown where this occurs.

Sandwich boards blocking sidewalks – While the issue of sandwich boards blocking sidewalks has been raised several times and is not a simple issue to fix. It has been raised as an issue by the community and requires training and enforcement for placing the signs to accommodate those with disabilities.

Schools – Public schools are just now developing ramps to allow for access into the schools. These are in development. The lack of clearing snow from sidewalks quickly results in children waiting outside in the cold for long periods of time.

Weather and Maintenance – During snow, pedestrian walkways and routes are not accessible and are not quickly plowed and cleared. People with disabilities may be forced to use vehicular travelled ways / roadways.

Tactile pads – Yellow tactile pads throughout the city are applied inconsistently and should be implemented in a uniform, consistent way.

Transit – Data for those using transit should be separated out of the rest of the survey data.

Participation in City Council and Bike Pedestrian Subcommittee – Recommend that people volunteer on the Bicycle Pedestrian Committee and also participate in the Council process to make sure their voices are heard.

Comments and issues at specific locations

Some comments were discussed with reference to specific locations as described below.

Pioneer Park – Access to the park is not accessible or comprehensive and there are no sidewalks accessing the park. People in wheelchairs have to access the park using vehicle travel lanes. There are no activities in the park for those with disabilities. The playground has a ramp, but you can't get to the ramp for the playground. (See also issues not addressed by the plan)

Plaza Way – Pedestrian facilities are inconsistent along this route.

Ped Buttons on Palouse and Main – Pedestrian push buttons as part of signals need to be provided and applied more consistently.

Downtown – Downtown is generally accessible, and ramps and crosswalks are marked. There are issues related to invasion of the sidewalks by sandwich boards and trees heaving the sidewalks.

Urban Forest Recommendations – While there is a desire for trees, tree roots heave sidewalks.

Comments and issues that may not be addressed by the plan

Some issues identified may not be addressed as part of the Walla Walla ADA Transition Plan. These are described below.

City Parks – Ideally for fixing parks and making them fully accessible should be conducted to improve accessibility for a single park. Do the whole park and don't fix piece meal and make sure there are activities that serve and support those with disabilities. (See general issues)

Uniform ped buttons – Improve the uniformity of how pedestrian buttons are placed at signalized intersections to make their locations and application more intuitive.

Schools – Access to schools should be thoughtful and centered on the users, specifically those with disabilities. Part of the responsibility for providing access including buildings and ramps on

school property are the responsibility of the school district but should be well integrated with the public right of way that is the responsibility of the City of Walla Walla. Similar to considerations of safe routes to school the plans should be integrated across boundaries.

Downtown – Downtown is very accessible and has ramps and crosswalks marked. Issues are related to invasion of the sidewalks like sandwich boards and trees.

Post office – The building is not accessible but is the responsibility of the federal government.

Urban Forest Recommendations – Location and placements of trees need to be coordinated with the Urban Forestry Board.

Priorities

As a final topic the group discussed priorities and what should be fixed first. Notes from that discussion:

Parks – Making parks enjoyable for those with disabilities.

Schools – Improve walkability to local schools including for those with disabilities thru a partnership between the City and school district.

Downtown – Coordination to make facilities accessible across jurisdictional boundaries is challenging. Coordination between agencies should be facilitated and encouraged such as urban forestry. Issues to improve access into and within Pioneer Park would improve its use by the community, especially those with disabilities.

ATTACHMENT A – SURVEY

14. How do you identify yourself? (Optional)

☐ African American / Black

☐ Caucasian / White

☐ Asian

☐ Some other race or combination of race

☐ Native Hawaiian / Pacific Islander

15. Are you of Spanish, Hispanic, or Latino origin or descent? (Optional) Y / N

THANK YOU

Thank you for participating in this survey. Work on the plan will continue throughout the year. If you would like to stay in touch or participate in future phases, please provide your contact information below. If you have additional questions, please contact Adam Klein, Civil Engineer I, City of Walla Walla (509) 540-1403 or aklein@wallawallawa.gov

16. Please provide your contact information to receive updates on the plan:

Name _____

Email address _____

Phone Number _____

17. Would you be willing to participate in a focus group related to the plan? Circle one Y / N

To mail, fold in half, tape and return to City Hall

Public Works Administration
55 E. Moore Street
Walla Walla, WA 99362

Adam Klein
Public Works Administration
55 E. Moore Street
Walla Walla, WA 99362

City of Walla Walla
Americans with Disabilities Act (ADA) Transition Plan
Comment Form

The City of Walla Walla seeks to create an inclusive and welcoming environment that is accessible to all. Walla Walla is beginning the process to address accessibility in pedestrian facilities in the public right-of-way including sidewalks, curb ramps, pedestrian crossings and pedestrian push buttons. The City expects to complete the plan in early 2020. Through this brief survey, we'd like your input to identify the locations and deficiencies you consider most important.
This survey should take no more than 10 minutes to complete. At the end there is also an opportunity to stay involved with the study and participate in an in-depth focus group.

Anyone who requires an auxiliary aid or service for effective communications, or procedures to participate in a program, service, or activity of the City of Walla Walla, should contact the city as soon as possible.
Adam Klein, Civil Engineer I, City of Walla Walla (509) 540-1403. or aklein@wallawallawa.gov

1. First please tell us why you travel in Walla Walla (Check all that apply)

☐ I live in Walla Walla

☐ I work in Walla Walla

☐ Attend school / college

☐ Recreation / Recreational Activities

☐ Medical Appointments

☐ Shopping

☐ Other community and social services

☐ Other _____

2. Please tell us about yourself (Check all that apply)

☐ I have disabilities that impact how I travel (please describe that disability in the next question)

☐ I support a person with disabilities (please describe that disability in the next question)

☐ I have no disability

☐ I prefer not to say

3. Please describe your disability/disabilities or those of the person you support (Check all that apply)

☐ Physical, mental or emotional condition that limits learning, remembering or concentrating

☐ Blindness, or serious difficulty seeing when wearing glasses

☐ Condition that substantially limits one or more physical activities such as walking, climbing stairs, reaching lifting or carrying

☐ Deafness or hearing difficulty

☐ Use mobility devices

☐ Use a wheelchair

☐ Use assistive software technology such as a screen-reader

☐ Use hearing aids or hearing assistive devices

☐ Use a service animal

☐ Other _____

4. What resources do you use to find information on ADA issues? (Check all that apply)

☐ Washington State Department of Social and Health Services (DSHS)

☐ Washington State Department of Services for the Blind (DSB)

☐ City of Walla Walla

☐ Valley Transit

☐ Department of Veterans Affairs

☐ Other _____

4. Please provide us with your five-digit ZIP Code _____

6. How often do you travel in the City of Walla Walla? (Select one)

☐ 5 – 7 days per week

☐ 3 – 4 days per week

☐ 1 – 2 days per week

☐ Less than weekly

7. How do you travel within the City of Walla Walla (Check all that apply)

☐ Drive and park

☐ Take transit or paratransit shuttles

☐ Wheel (use wheelchair)

☐ Walk with assistance such as a cane

☐ Walk with a service animal

☐ Walk

☐ Bike

☐ Other _____

8. If you use transit, how often do you use it in a typical week? (Select one)

☐ 5 or more days per week

☐ 2-4 days per week

☐ 1 day per week

☐ Less than weekly

9. Are you now or were you ever unable to participate or obtain services in the City of Walla Walla? Circle one Y / N

10. Which of the following barriers in the public right of way are reasons you could not participate? (Choose all that apply)

☐ Sidewalk barriers

☐ Curb ramp barriers

☐ Pedestrian crosswalk issues

☐ Pedestrian signal issues including access to push buttons

☐ ADA parking not available

☐ Other _____

11. Of the six types of locations below, please note your first, and second priorities for improving pedestrian facilities. Number **1** as **most important** to you, and **2** as **second most important**.

_____ Government buildings that provide human services (Like City Hall or Libraries)

_____ Hospitals and other medical facilities (like the Veteran's Administration)

_____ City parks

_____ Community services (Like food banks)

_____ Schools and institutions (Like Walla Walla College or Whitman College)

_____ Transit facilities (Like transit stops)

12. For these open-ended questions please provide locations where you have experienced challenges with pedestrian facilities including sidewalks, curb ramps, crosswalks, and buttons for activating walk signals. Where have you experienced challenges in the City of Walla Walla? Please list up to three locations and the problem. Be as specific as possible about the location or address and the type of barrier (sidewalk, curb ramp, crosswalk, and buttons for activating walk signals).

Location 1 _____

Problem 1_____

_____

Location 2 _____

Problem 2_____

_____

Location 3 _____

Problem 3_____

_____

We would like to better understand the audience taking our survey. Providing information is optional and your responses are confidential.

13. What is your age? (optional)

☐ Under 18

☐ 18 to 24

☐ 25 to 34

☐ 35 to 44

☐ 45 to 54

☐ 55 to 64

☐ over 65

14. ¿Cómo te identificas? (Opcional)

☐ Afroamericano / Negro

☐ Asiático

☐ Caucásico / blanco

☐ Nativo de Hawai u otra isla del Pacífico

☐ Nativo Americano

☐ Alguna otra combinación de razas

15. ¿Es usted de origen o descendencia español, hispano o latino? (Opcional) Sí / No

Gracias por participar en esta encuesta. El trabajo en el plan continuará durante todo el año. Si desea mantenerse en contacto o participar en fases futuras, proporcione su información de contacto a continuación. Si tiene alguna pregunta adicional, comuníquese con Jennifer Beckmeyer, Coordinadora de Desarrollo Communitario, Ciudad de Walla Walla (509) 524-4496 o jbeckmeyer@wallawallawa.gov

16. Proporcione tu información de contacto para recibir actualizaciones sobre el plan. (Opcional):

Nombre _____

Dirección de correo electrónico_____

Número de teléfono_____

17. ¿Estaría dispuesto a participar en un grupo de enfoque relacionado con el plan? Un círculo Sí / No

Para enviar por correo, doblar por la mitad, pegar con cinta y regresar a la ciudad

City of Walla Walla
Public Works Administration
55 E. Moore Street
Walla Walla, WA 99362

Adam Klein
Public Works Administration
55 E. Moore Street
Walla Walla, WA 9936

Walla Walla
Americans with Disabilities Act (ADA) Plan de Transición
Formulario de comentarios

La ciudad de Walla Walla busca crear un ambiente inclusivo y acogedor que sea accesible para todos. Walla Walla está comenzando el proceso para abordar la accesibilidad en las instalaciones para peatones en el derecho de paso público, incluidas aceras, rampas, cruces peatonales y botones para peatones. La Ciudad espera completar el plan a principios de 2020. A través de esta breve encuesta, nos gustaría que nos brinde su opinión para identificar las ubicaciones y deficiencias que considera más importantes.
Esta encuesta no debería demorar más de 10 minutos en completarse. Al final, también existe la oportunidad de mantenerse involucrado en el estudio y participar en un grupo focal en profundidad.

Si tiene alguna pregunta adicional, comuníquese con Jennifer Beckmeyer, Desarrollo Comunitario Ciudad de Walla Walla, al (509) 524-4496. o jbeckmeyer@wallawallawa.gov

1. Primero, díganos por qué viaja en Walla Walla. (Elija todo lo que corresponda)

☐ Vivir en Walla Walla

☐ Trabajar en Walla Walla

☐ Asistir a la escuela / universidad

☐ Recreación / actividades recreativas

☐ Citas médicas

☐ Compras

☐ Otros servicios comunitarios y sociales

☐ Otra (especifique) _____

2. Cuéntanos sobre usted mismo (elige todas las opciones que correspondan)

☐ Tengo una discapacidad que afecta la forma en que viajo (describa esa discapacidad en la pregunta 3)

☐ Apoyo a una persona con discapacidad (describa esa discapacidad en la pregunta 3)

☐ No tengo discapacidad

☐ Prefiero no decir

3. Si indica que tiene una discapacidad o apoya a alguien con una discapacidad, describa y elija todas las opciones que correspondan.

☐ Condición física, mental o emocional que limita el aprendizaje, el recuerdo o la concentración.

☐ Ceguera o dificultades serias para ver cuando usa anteojos

☐ Condición que limita sustancialmente una o más actividades físicas como caminar o subir escaleras

☐ Sordera o dificultad auditiva

☐ Use dispositivos de movilidad

☐ Usa una silla de ruedas

☐ Utilice tecnología de software de asistencia, como un lector de pantalla

☐ Use audífonos o dispositivos de ayuda auditiva

☐ Use un animal de servicio

☐ Otra (especifique) _____

4. ¿Qué recursos utiliza para encontrar información sobre problemas de ADA?

☐ Departamento de Servicios Sociales y de Salud del Estado de Washington (DSHS)

☐ Servicios del Estado de Washington para Ciegos (DSB)

☐ Ciudad de Walla Walla

☐ Tránsito Valley

☐ Departamento de Asuntos de Veteranos

☐ Otra (especifique) _____

5. Por favor proporciónenos el código postal de tu casa? _____

6. ¿Con qué frecuencia viaja en la ciudad de Walla Walla? (Seleccione uno)

☐ 5-7 días por semana

☐ 3-4 días por semana

☐ 1-2 días por semana

☐ menos de semanal

7. ¿Cómo viaja dentro de la ciudad de Walla Walla? (Marque todo lo que corresponda)

☐ Conduce y estaciona

☐ Tome transbordadores de tránsito o paratránsito

☐ Rueda (use una silla de ruedas)

☐ Camina con ayuda como un bastón o andador

☐ Camina con un animal de servicio

☐ Caminar

☐ Bicicleta

☐ Otra (especifique) _____

8. Si usa tránsito, ¿con qué frecuencia lo usa en una semana típica? (Seleccione uno)

☐ 5 o más días por semana

☐ 2-4 días por semana

☐ 1 día o menos por semana

☐ menos de semanalmente

9. ¿Está usted ahora o algún momento ha tenido dificultad participando u obteniendo servicios en la ciudad de Walla Walla? Un círculo Sí / No

10. ¿Cuáles de las siguientes barreras en el derecho de paso público son razones por las que ha tenido dificultad? (Marque todo lo que corresponda)

☐ Barreras de banqutas

☐ Barreras de rampa

☐ Problemas de cruce peatonal

☐ Problemas con la señal de peatones, incluido el acceso a los botones

☐ Estacionamiento ADA no disponible

☐ Otra (especifique) _____

11. De los seis tipos de ubicaciones a continuación, tenga en cuenta sus prioridades primera y segunda para mejorar las instalaciones peatonales. Número 1 como el más importante para usted y 2 como el segundo más importante.

_____ Edificios gubernamentales que brindan servicios humanos (ejemplos son el Consejo Municipal, las bibliotecas públicas)

_____ Hospitales y otras instalaciones médicas (como la Administración de Veteranos)

_____ Parques de la ciudad

_____ Servicios comunitarios (ejemplos son bancos de alimentos)

_____ Escuelas e instituciones (por ejemplo, Walla Walla Community College o Whitman College)

_____ Instalaciones de tránsito como paradas de tránsito

12. ¿Dónde ha experimentado desafíos? Enumere hasta tres ubicaciones y el problema. Sea lo más específico posible sobre la ubicación y el tipo de barrera (banquetas, rampas, cruces peatonales, botones para peatones)

Ubicación 1 (dirección o calle transversal)_____

Problema 1_____

_____

Ubicación 2 (dirección o calle transversal)_____

Problema 2_____

_____

Ubicación 3 (dirección o calle transversal)_____

Problema 3_____

_____

Nos gustaría entender mejor a la audiencia que realiza nuestra encuesta. Proporcionar información es opcional y sus respuestas son confidenciales.

13. ¿Cual es su edad? (Opcional)

☐ menor de 18 años

☐ 18 a 24

☐ 25 a 34

☐ 35 a 44

☐ 45 a 54

☐ 55 a 64

☐ 65 o mayor

ATTACHMENT B – SURVEY TOPLINE RESULTS

City of Walla Walla
ADA Transition Plan
DRAFT
Outreach Top Line Results

August 30 through November 1, 2019

Transpo Group/Acutanza STS

Overview of Outreach

- Survey open August 30 through October 15
  - Advertised on City Website
  - Promoted through City Social Media Channels
  - Hard copy surveys distributed throughout the City of Walla Walla
  - Additional output to Spanish speakers

Survey Summary

1. Respondents and demographics
2. Issue areas
3. Priorities

1. Respondents and demographics

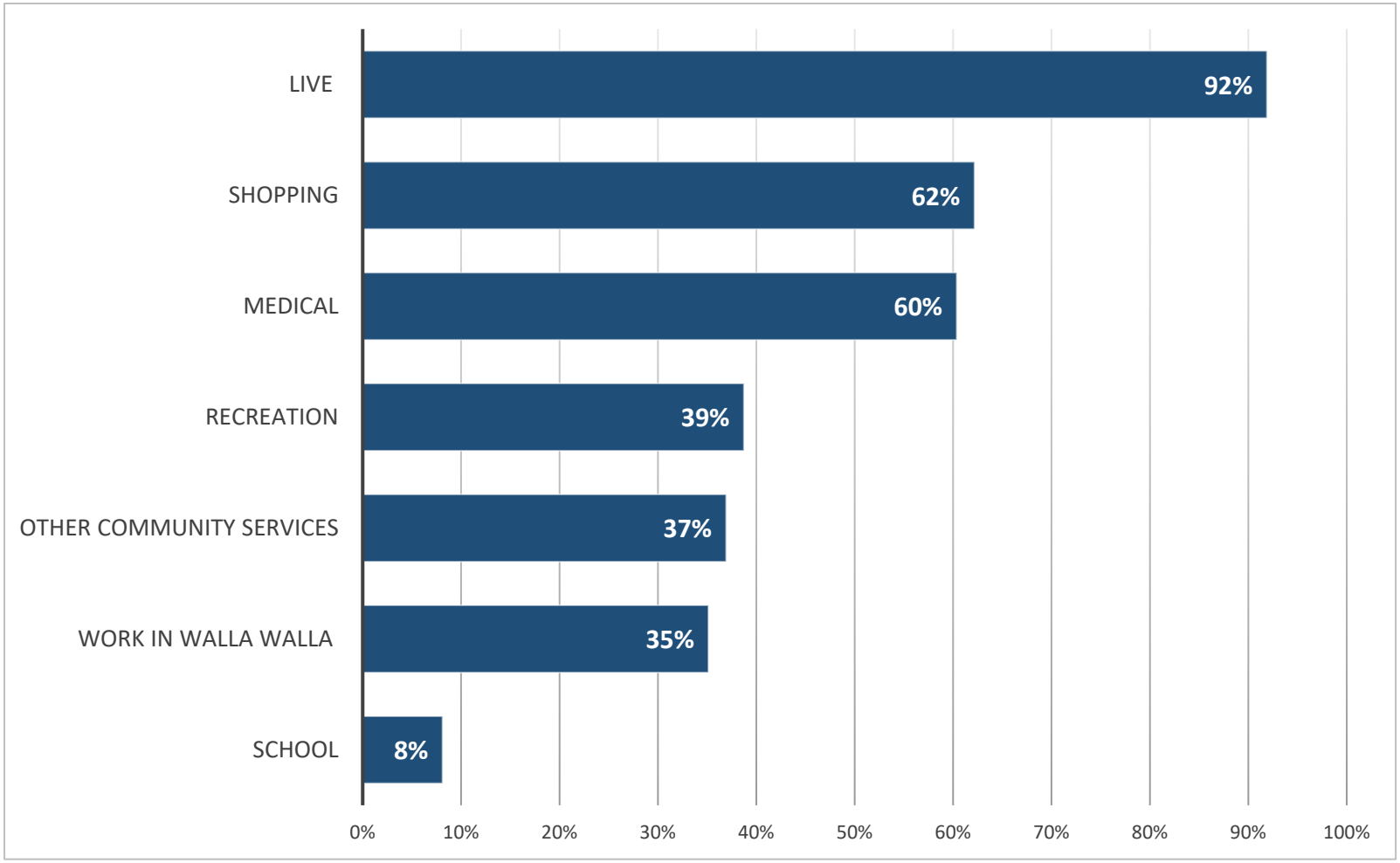
1. Demographics and Respondents

- 111 responses
- Most live in Walla Walla
- Many live, shop and visit hospitals in Walla Walla
- Top three modes are driving/parking, walking and biking

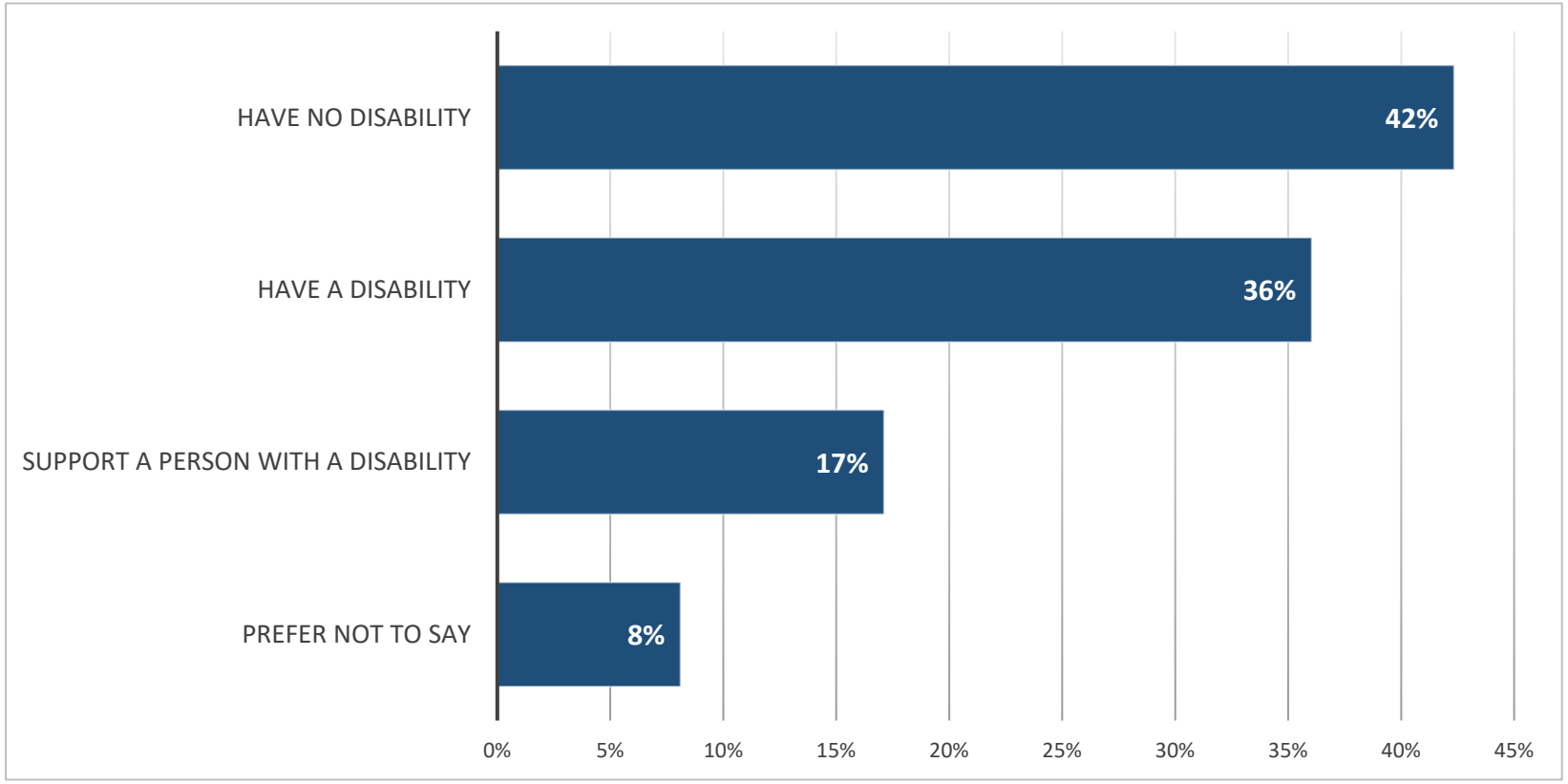
1. Demographics and Respondents

- Majority (50%) are over 65 with 14 % 55-64 and 13 % 35-44
- Over 90% are white
- 7 responses to Spanish survey
- Respondents
  - 36% Report they have a disability
  - 17% Report they support someone with a disability
  - 42% Report they are not disabled
- Disabilities varied. Many retirees and those over 65 had hearing loss and mobility issues. The top issue overall was conditions that limit physical activity

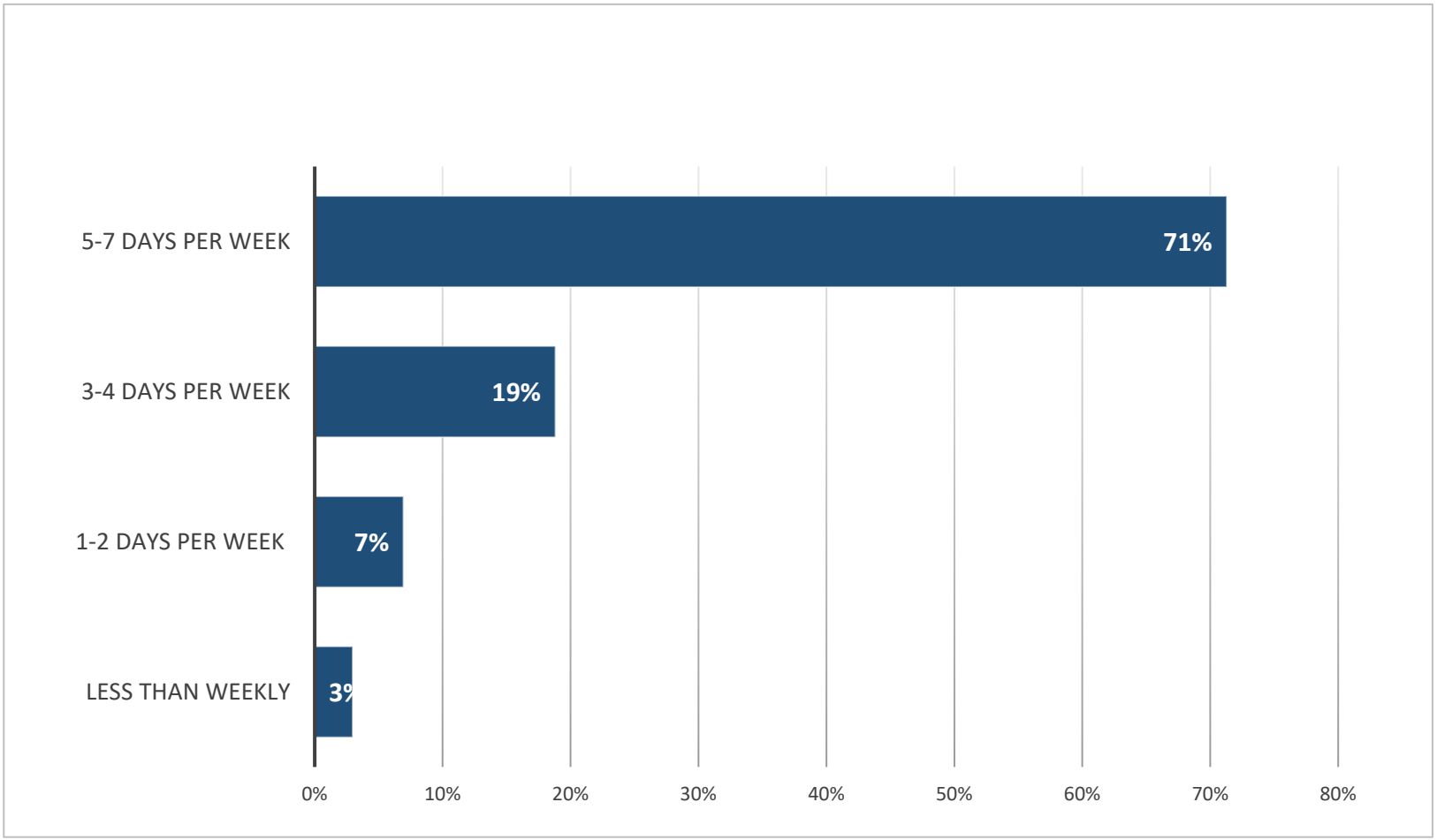
Q1: Why do you travel in Walla Walla? (Choose all that apply)



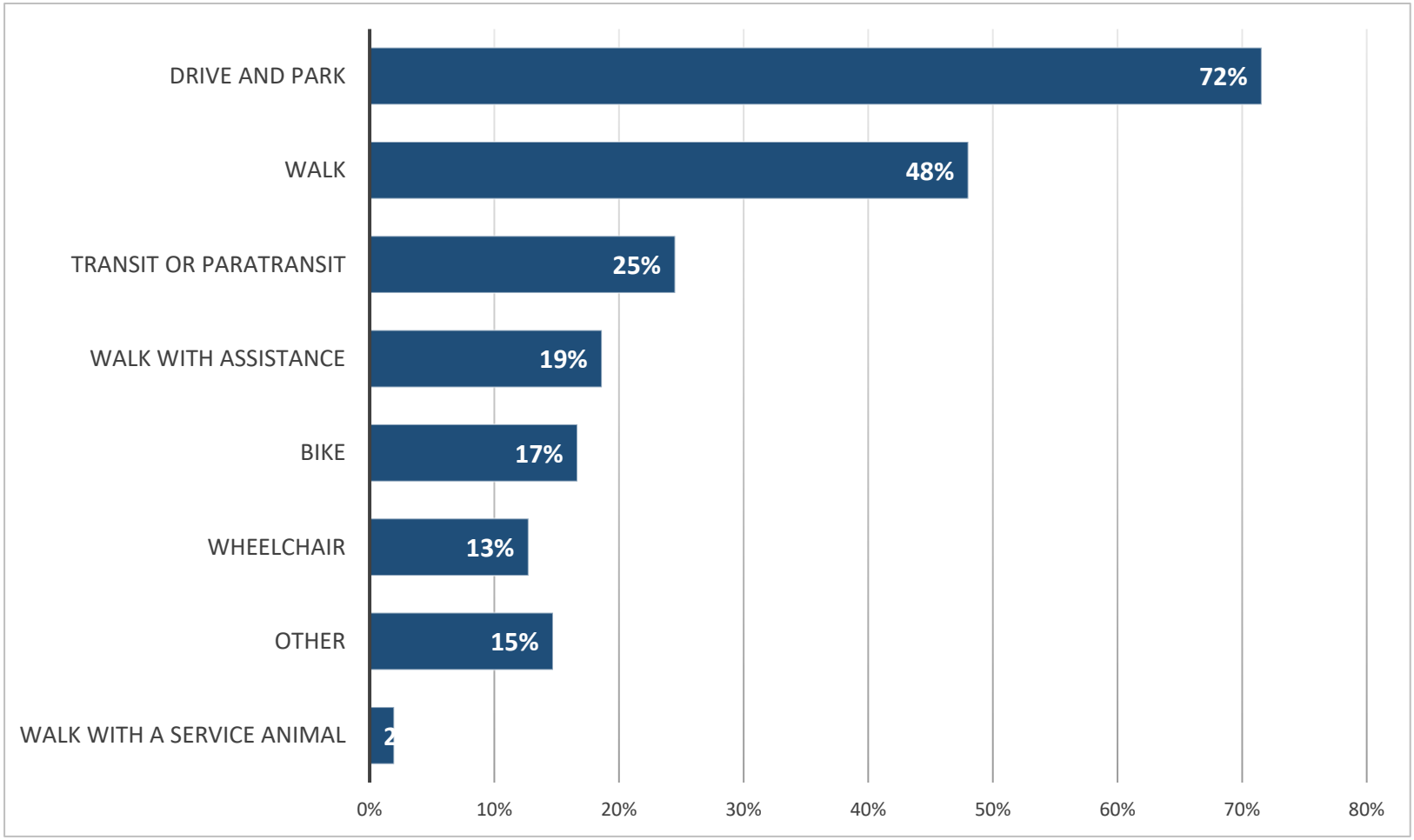
Q2: Please tell us about yourself (Choose all that apply)



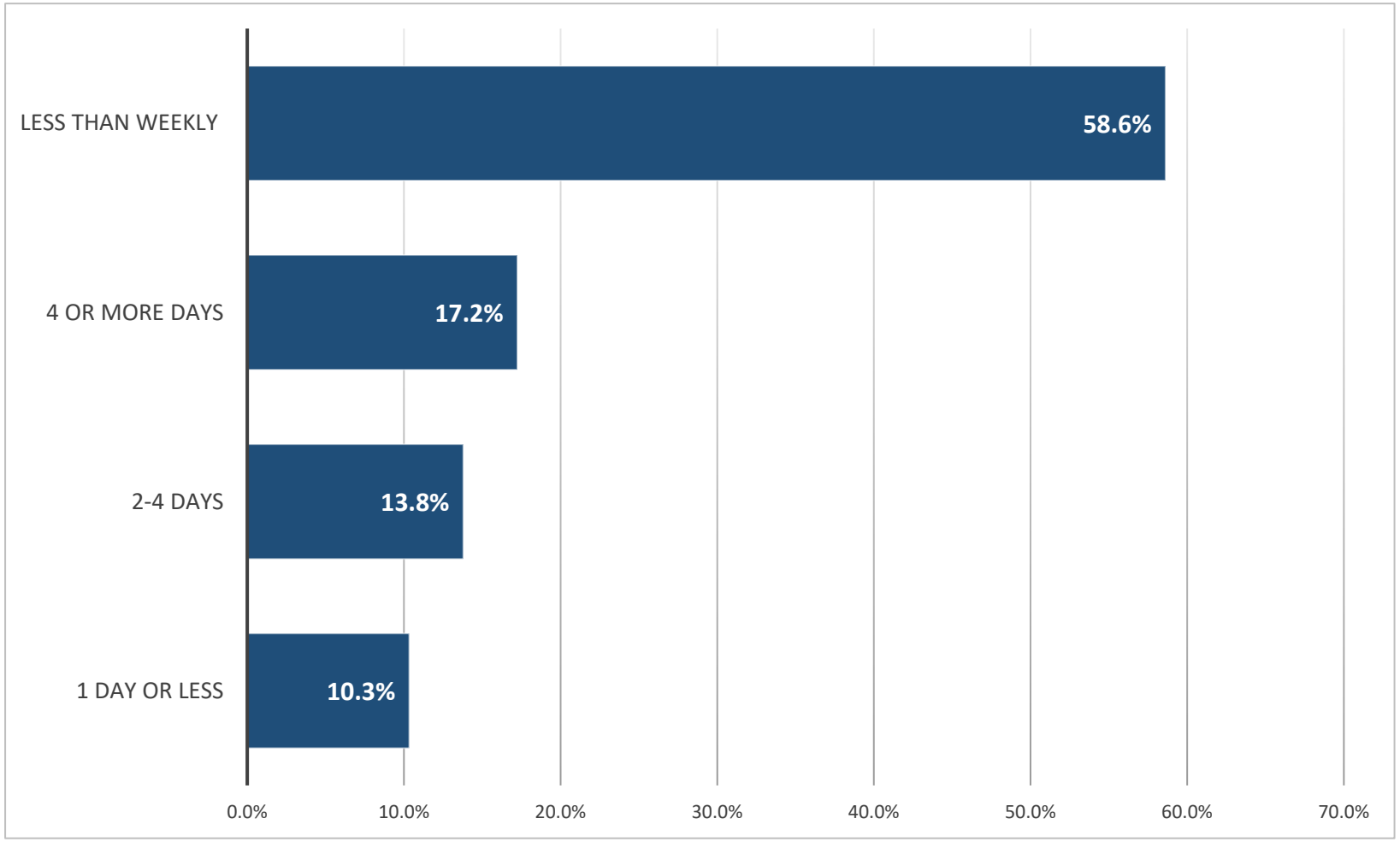
Q6: How often do you travel in the City of Walla Walla (Select one)



Q7: How do you travel within The City of Walla Walla? (Check all that apply)



Q8: If you use transit, how often do you use it in a typical week? (Select one)



2. Issues identified in the survey

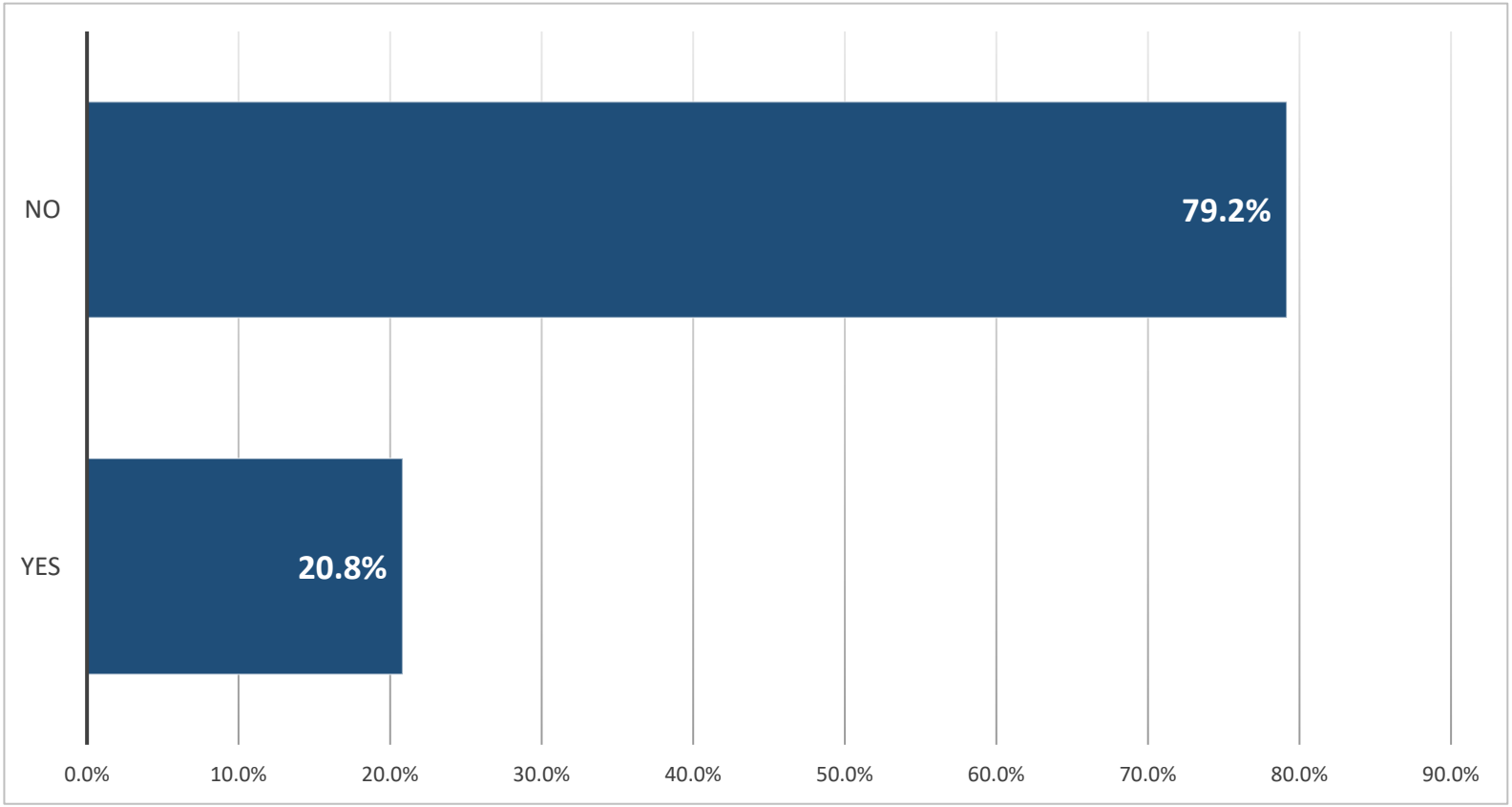
Other reasons people could not participate

- The condition of our sidewalks and curbs in the city are in great need of repair for better and safer mobility.
- Snow mounds from clearing sidewalks prevents access from parking to sidewalk and into a building, restaurant, or store in downtown
- Sidewalk impediments; i.e., sandwich boards, flowerpots, fencing for seating. Curb ramps are not kept clearly visible (either not painted or faded paint) and crosswalks not painted on a regular basis making it difficult to see on occasion.
- Besides using a mobility scooter I am also Latex allergic-I can not attend any community events that have latex balloons
- This more pertains to walking my children to school with younger siblings in strollers. Our children have attended both Prospect Point and Green Park, both have significant stretches where children need to walk on the street due to lack of sidewalks.
- It was nice to place the cross walk on poplar, but there is only one curb ramp if you want to cross on the other side there is no curb ramp, so that means I have to go on the street which is not safe to go through there on my powerchair.
- Problems with curbs

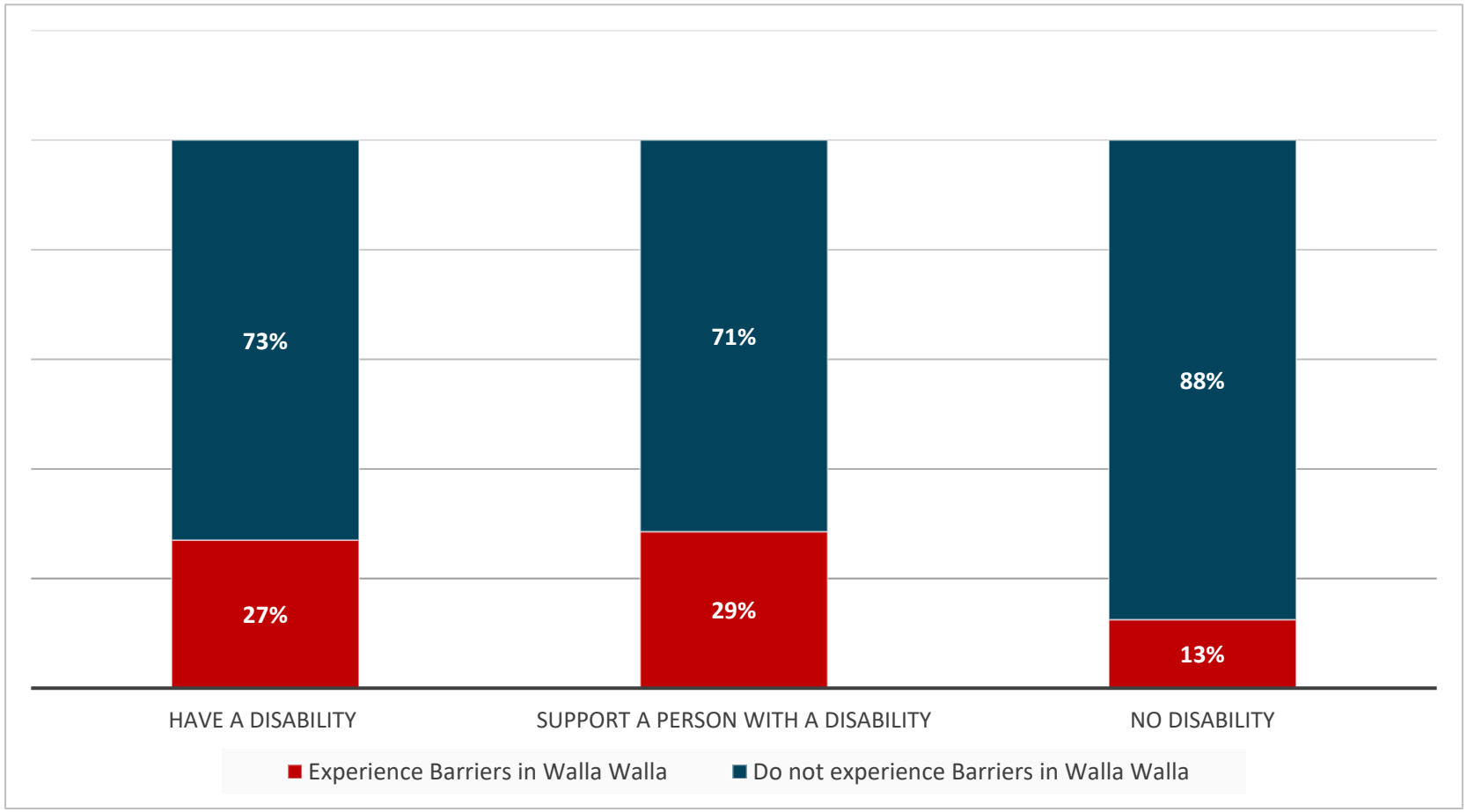
Issues

- Close to 150 issues listed through Survey and Mapping Tool at specific locations
- Over 60 were sidewalk issues
- Less than 25 each were listed for maintenance (snow), vehicle conflicts, curb ramps, crosswalks and signals/pedestrian buttons

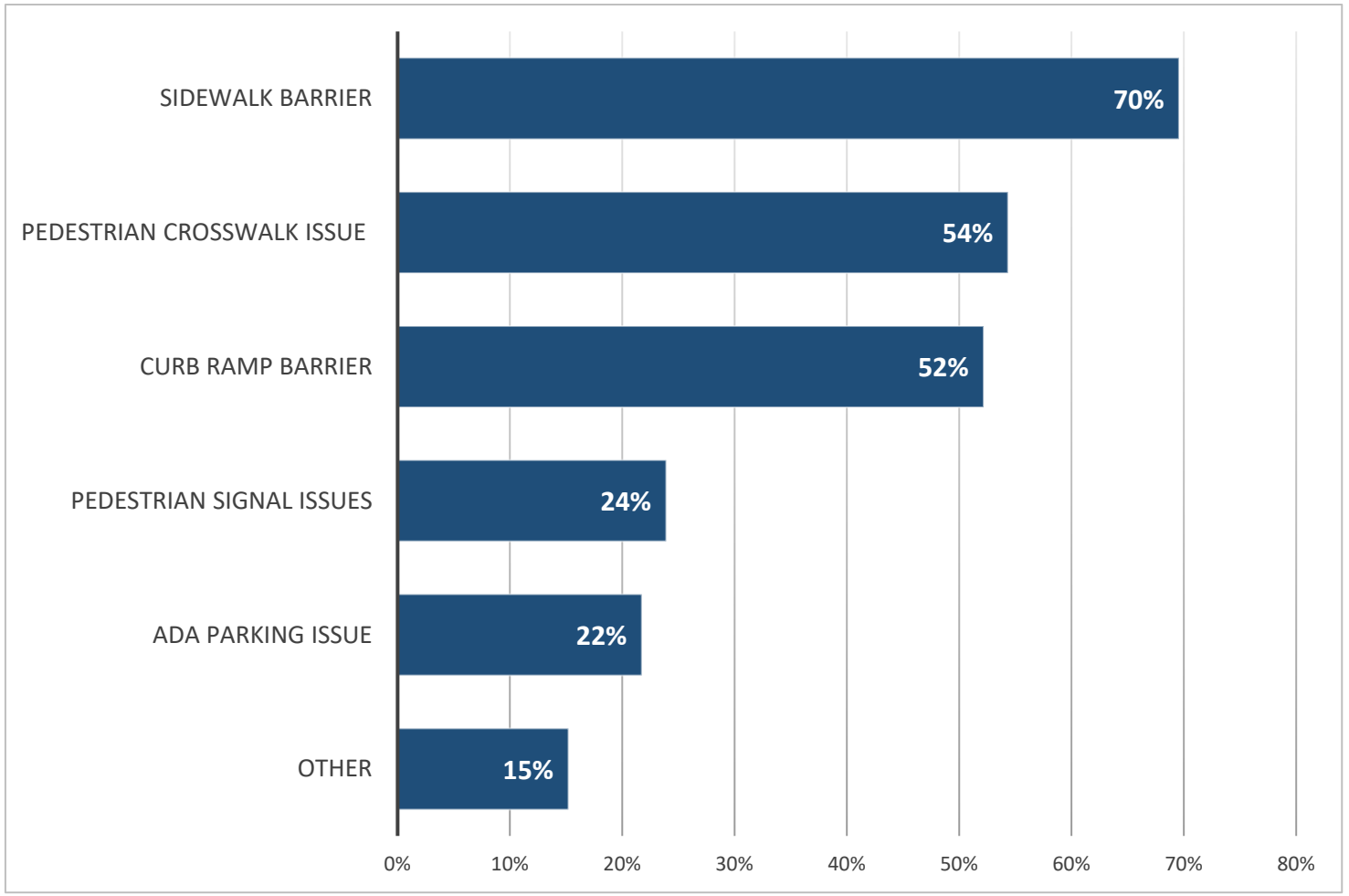
Q9: Are you now or were you ever unable to participate or obtain services in the City of Walla Walla?



Comparison of those with disabilities, supporting people with disabilities, and with no disability and their experience with barriers.

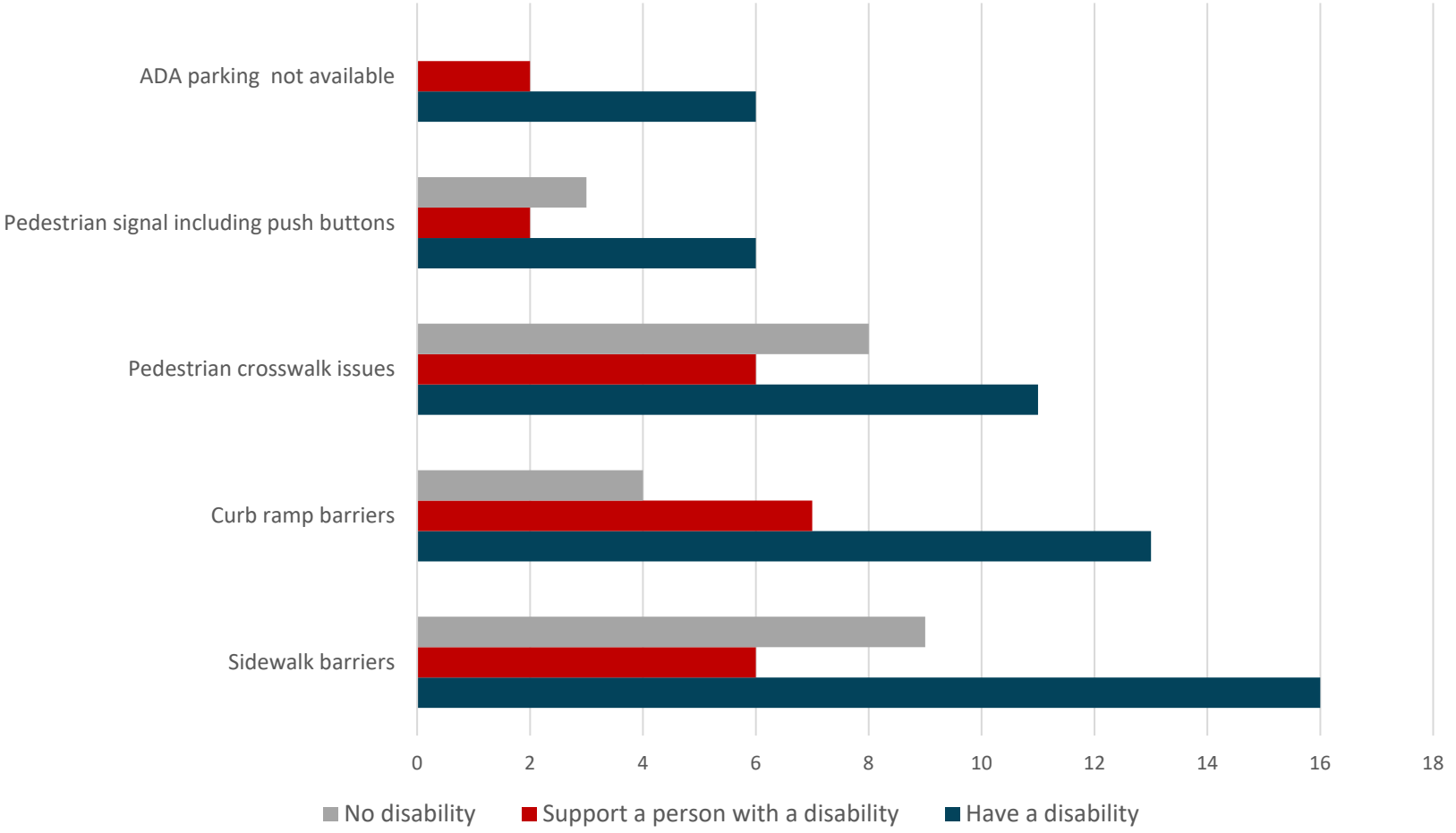


Q11: Which of the following are reasons you could not participate? (Check all that apply)

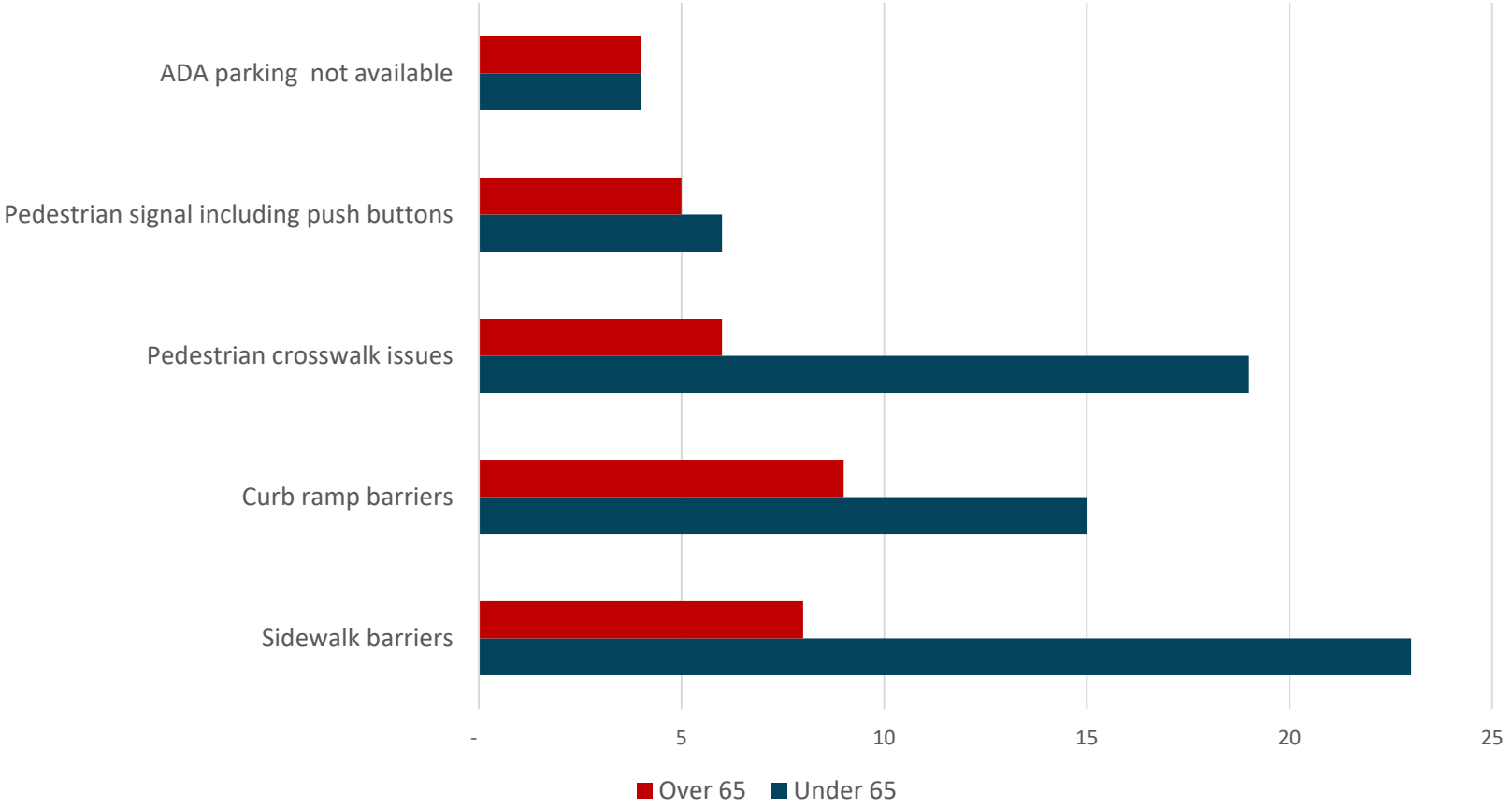


Contrast - those with disabilities, supporting people with disabilities and without disabilities

Barrier Issues



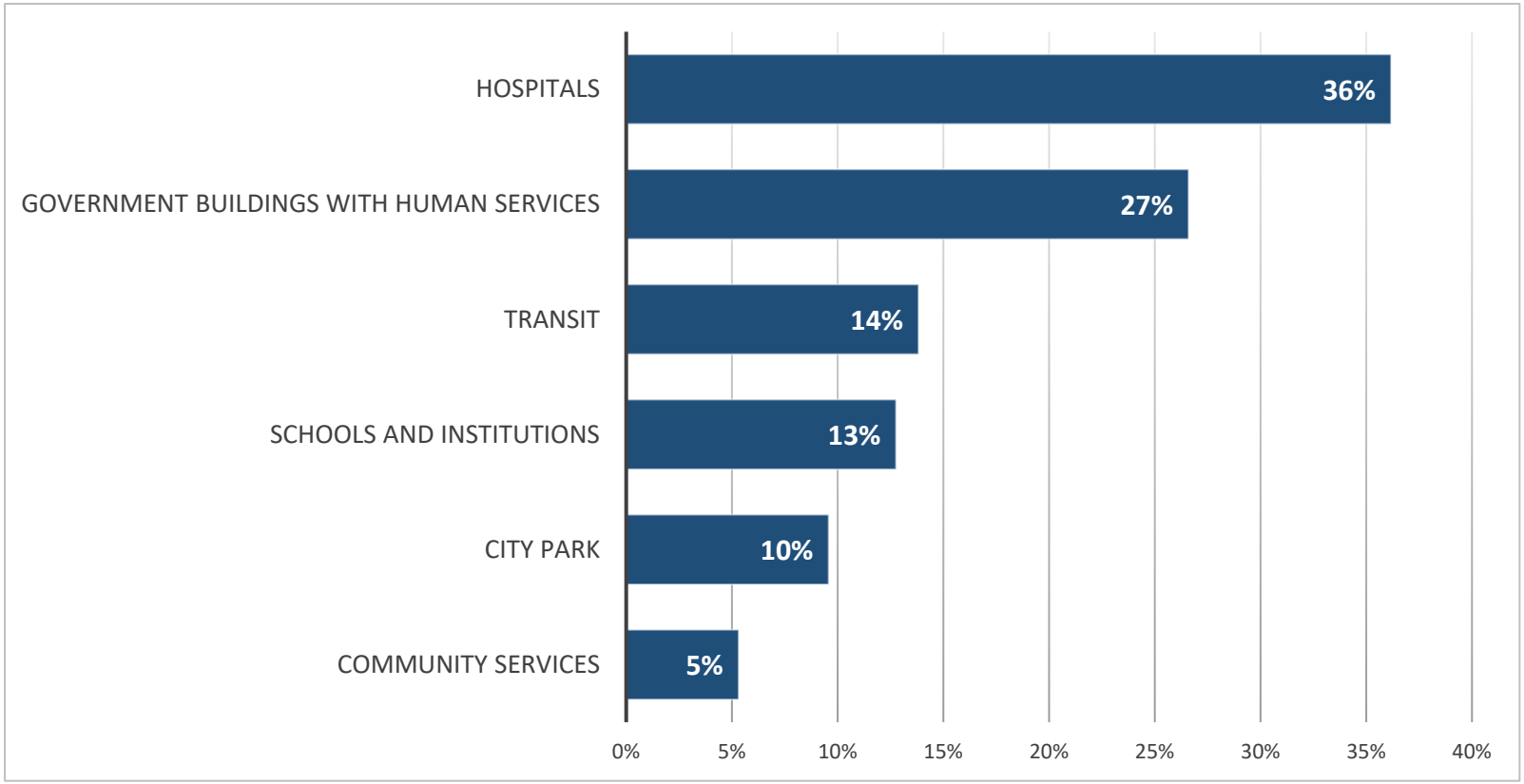
Contrast – Over 65 and under 65
Barrier Issues



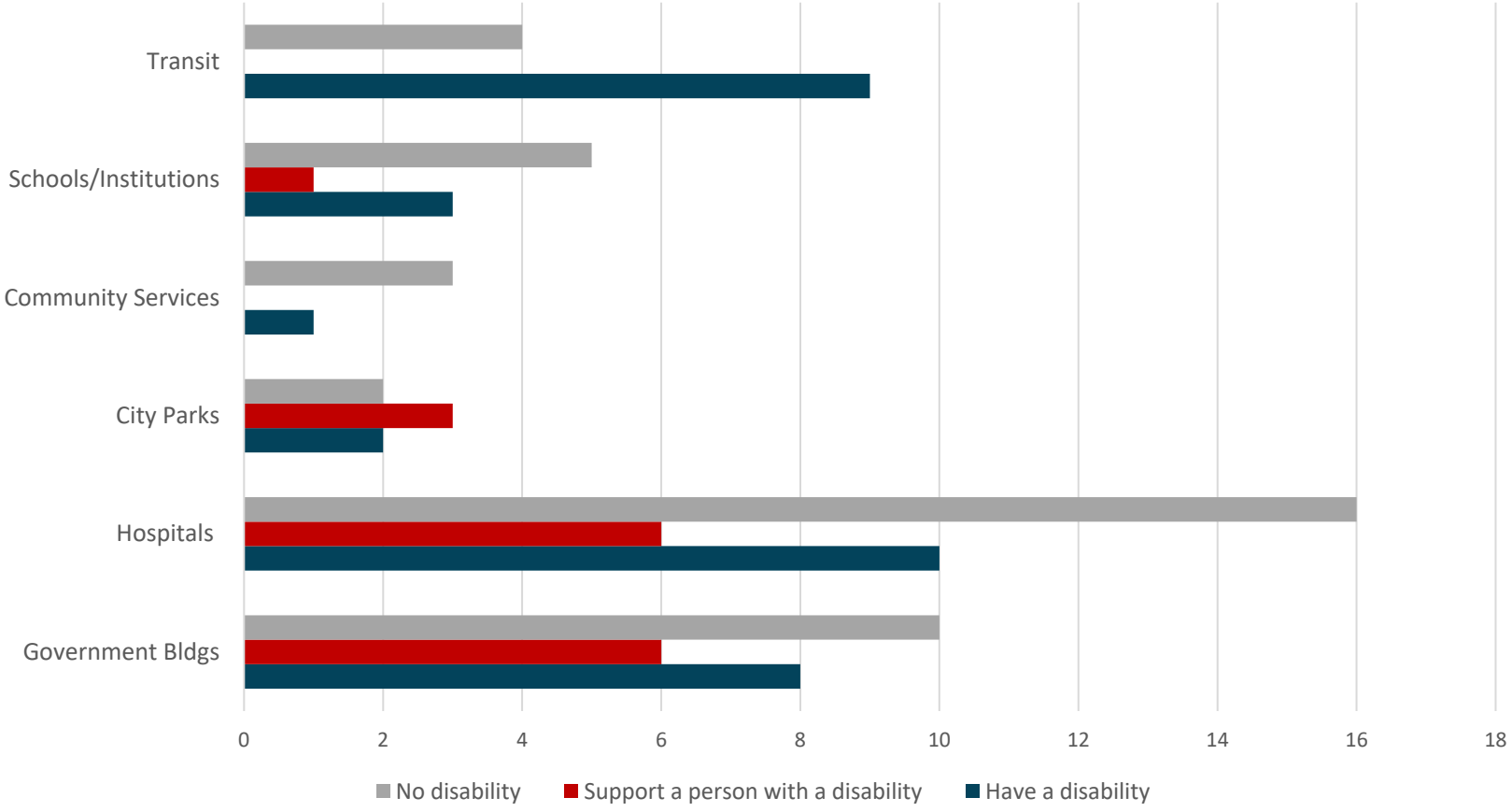
3. Priorities

Top Priority Destinations and Locations

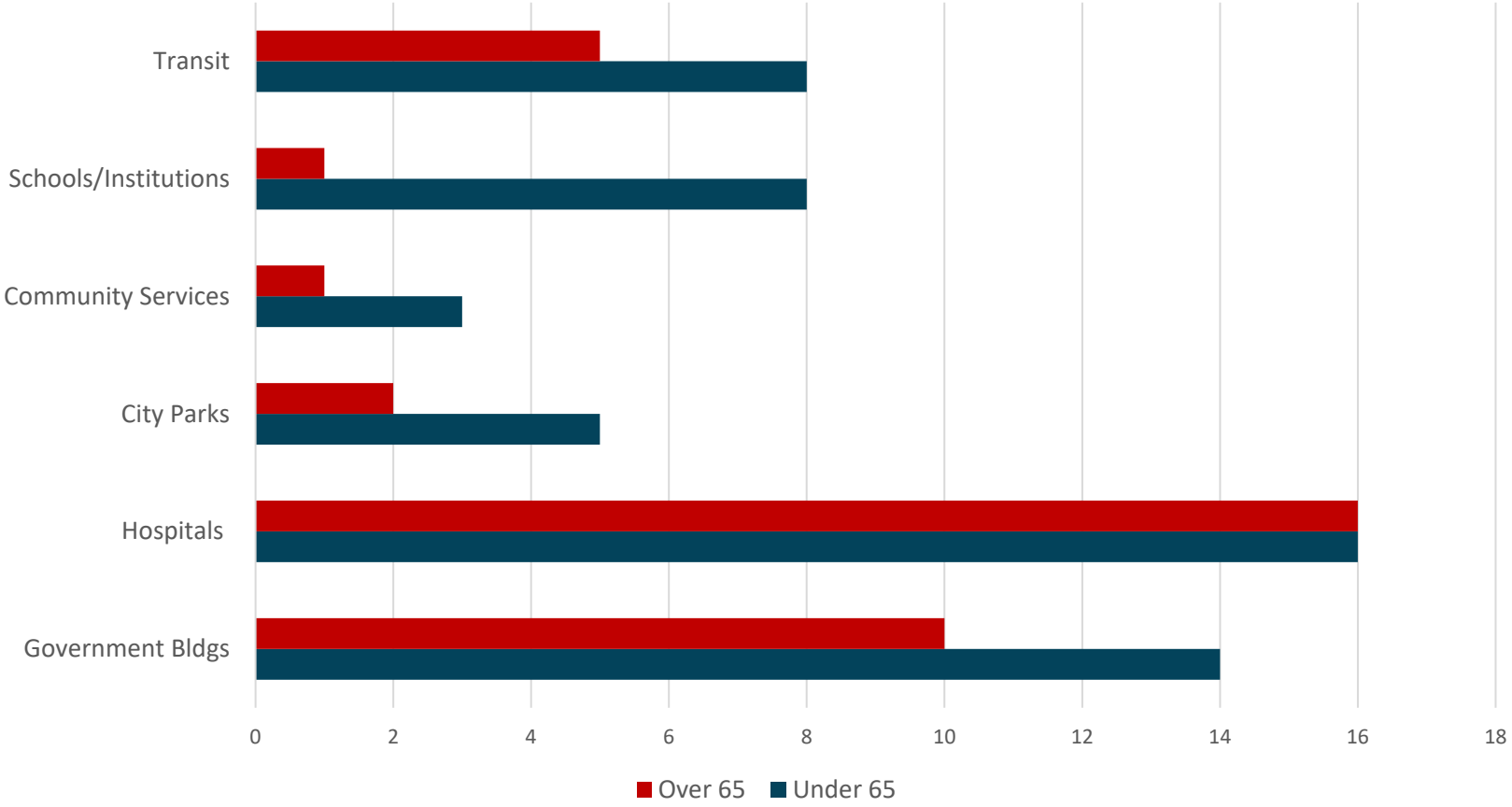
Q12: Of the six types of locations below, which one would be your HIGHEST priority? (Select one)



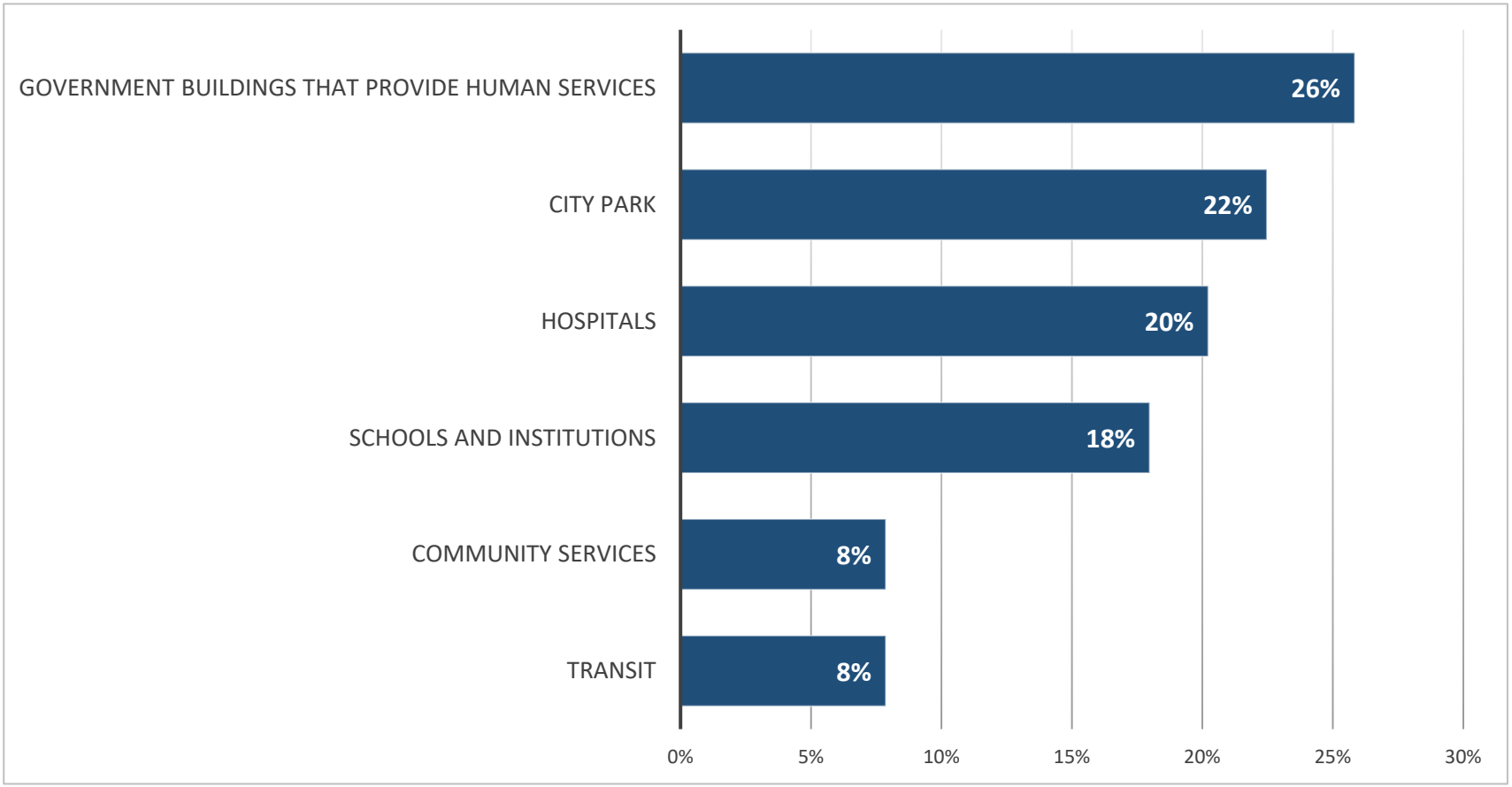
Contrast - those with disabilities, supporting people with disabilities and without disabilities
Top Priority Destinations and Locations



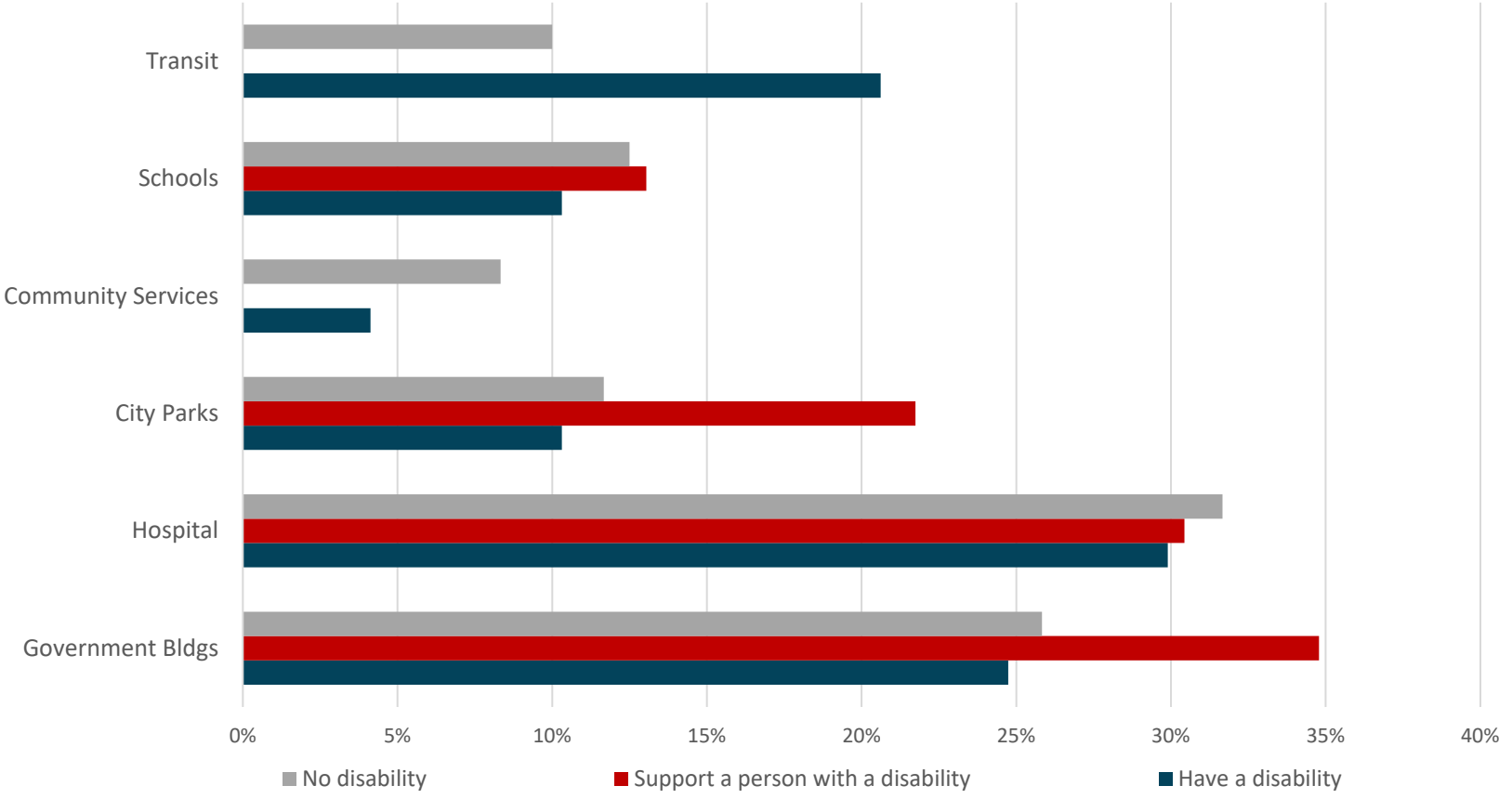
Contrast - Under 65 and over 65
Top Priority Destinations and Locations



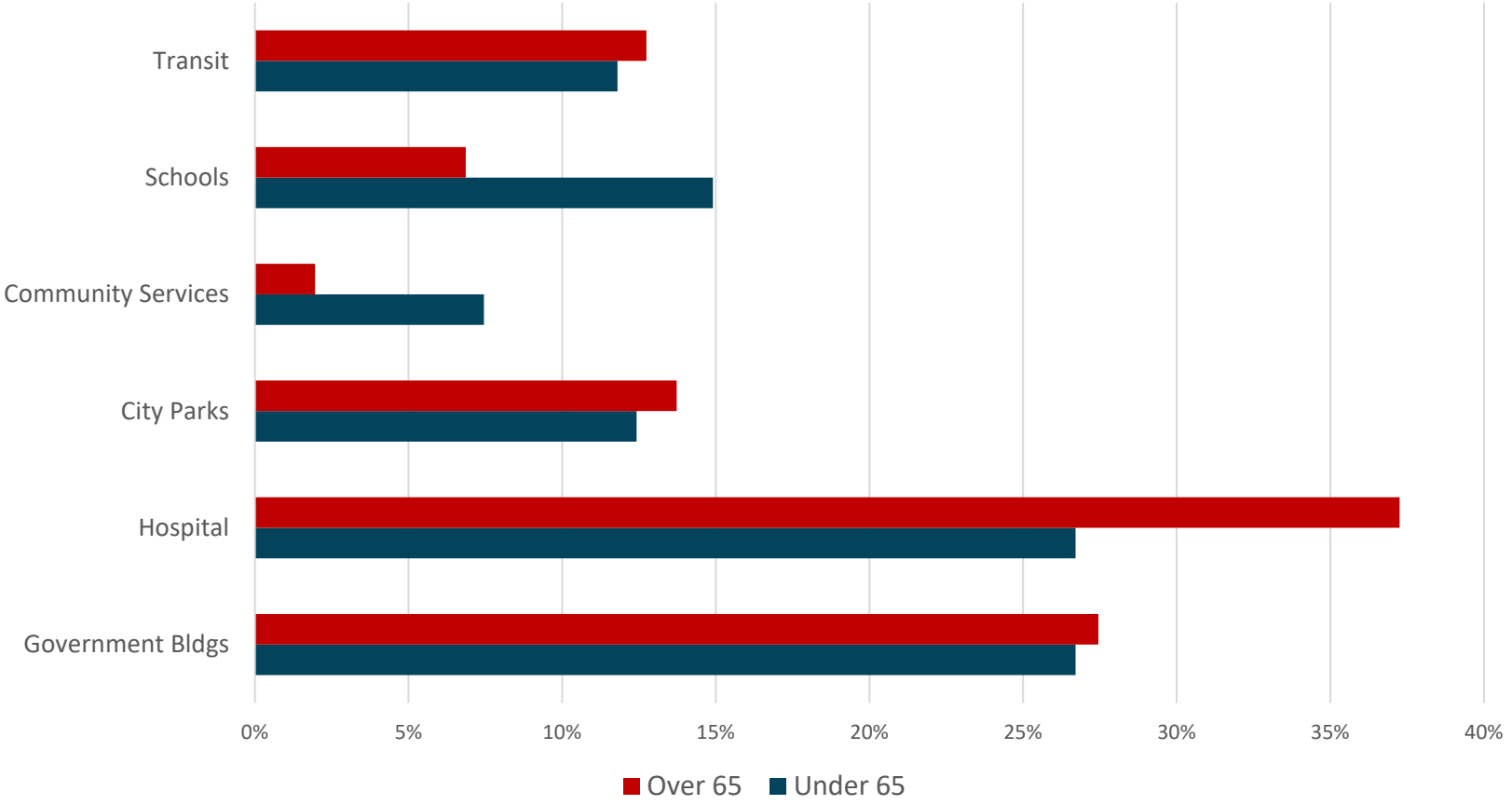
Q13: Of the six types of locations below, which one would be your SECOND highest priority? (Select one)



Contrast - those with disabilities, supporting people with disabilities and without disabilities **Weighted Priorities**



Contrast – Under 65 and over 65
Weighted Priorities



Typical issue types

- Sidewalks – Not provided, missing or blocked with cars items
- Crosswalks – not protected or not provided, people feel vulnerable to cars. Lack markings
- Curb cuts and ramps – not provided
- Pedestrian buttons and traffic signals – Not provided or missing
- ADA parking – Parking not provided including private businesses

Questions

- Any surprises?
- Questions?

ATTACHMENT C – ISSUES IDENTIFIED THROUGH THE SURVEY

Date	Source	Location	Description of Issue or Barrier	Type of Issue or Barrier							
				Sidewalk	Cross Walk	Signal	Curb ramps	Transit Access	ADA Parking	Vehicle Conflicts	Maintenance
9/12/2019	Handwritten note	2nd and Morton	A push button to activate flashing crosswalk lights would be helpful due to increased traffic		X	X					
9/12/2019	Handwritten note	2nd and Entrance to old Walla Wall Hospital	A push button to activate flashing crosswalk lights would be helpful due to increased traffic -- at least crosswalk paint		X	X					
9/12/2019	Handwritten note	Bus Stops at 5th and Poplar	At Chase Complex lets you off on grass parking strip. Extremely difficult for wheelchairs and walkers to travers	X				X			
9/12/2019	Handwritten note	Tieten and Plaza Way	SW Corner crosswalk signal button is difficult for arthritic fingers to push all the way in to activate walk signal		X	X					
9/12/2019	Handwritten note		Sometimes in the winter with melting snow the sewer gutters don't drain. This creates big puddles blocking handicap ramps on corners				X				
10/1/2019	Survey Location 1	Second Street near Post Office area	The alley between post office and gas station, cars speed out to the streets from the alley. My cane was hit by a car coming out.							X	
10/1/2019	Survey Location 1	Too many streets to list in the city of ww	Uneven, broken sidewalks, heaving sidewalks from tree roots	X							
10/1/2019	Survey Location 1	Main Street in downtown	access from parting over snow mounds to sidewalk								X
10/1/2019	Survey Location 1	Main street	Bad sidewalks	X							
10/1/2019	Survey Location 1	Avery & Poplar	Four-lane, busy, people want to stop but people other lane does not see you cross.								X
10/1/2019	Survey Location 1	Plaza Way moving south after Stone Creek subdivision	No sidewalk	X							
10/1/2019	Survey Location 1	Cross street of Whitman and Division	There are no curb cuts and made walking with a child in a stroller to use the park difficult				X				
10/1/2019	Survey Location 1	49 S Spokane St, Walla Walla, WA 99362	vehicles parked on sidewalk	X							
10/1/2019	Survey Location 1	Second Street	Chestnut								
10/1/2019	Survey Location 1	2nd and Morton	Dangerous needs flashing lights and high vis x walk		X						
10/1/2019	Survey Location 1	1st Avenue (specifically between Main & Alder)	Sidewalk isn't wide enough for fending, flower pots, sandwich boards & bicycle racks	X							
10/1/2019	Survey Location 1	9th & Malcolm	congestion							X	
10/1/2019	Survey Location 1	Main Street, downtown	Utility (water) meters in middle of sidewalk protrude and cause tripping hazard	X							

Date	Source	Location	Description of Issue or Barrier	Type of Issue or Barrier							
				Sidewalk	Cross Walk	Signal	Curb ramps	Transit Access	ADA Parking	Vehicle Conflicts	Maintenance
10/1/2019	Survey Location 1	Whitman Street, Pioneer Park	There is no sidewalk on the park-side of the street, and you cannot circumnavigate the park completely without having to use the roads internal to the park that lack sidewalks.	X							
10/1/2019	Survey Location 1	Corner of Boyer and Clinton	Curb ramp				X				
10/1/2019	Survey Location 1	Sprague St (whole area)	No Sidewalk, cars parked on grass	X						X	
10/1/2019	Survey Location 1	Chase Ave and West Willow St.	pedestrian crossing; curb access		X		X				
10/1/2019	Survey Location 1	Courthouse	Lack of ADA parking						X		
10/1/2019	Survey Location 1	Isaacs Ave to Rose Street	Sidewalk not wide enough, telephone pole in sidewalk, garbage day cans on sidewalk	X							
10/1/2019	Survey Location 1	I can't specifically identify locations, but the next time I'm downtown, I will record them.	Rough sidewalks. Ramps that are difficult to traverse.	X							
10/1/2019	Survey Location 1	E Chestnut near Division and many surrounding streets	sidewalks are a nightmare....very hard on a scooter-only access for scooter are driveways which can be few and far between	X							
10/1/2019	Survey Location 1	South 3rd	Some sidewalks south of Chestnut St. (hit and a miss.) Pushing you to walk on the road. Past Leonard Dr you almost get hit every evening and rocks get thrown at you. Can not push wheel chair in gravel. We try to stay in the neighborhoods but some homes do not have sidewalks	X						X	
10/1/2019	Survey Location 1	Lower Waitsburg Rd and middle Waitsburg Road	Cross walk not visible and cross traffic not visible. High speed area with trail to pool		X					X	
10/1/2019	Survey Location 1	southwest of downtown - south of Alder and north of Chestnut, between 2nd St and Division	lack of ramps				X				
10/1/2019	Survey Location 1	Melrose	On trash day, trash cans are placed on sidewalks instead street	X							
10/1/2019	Survey Location 1	Northwest Corner of N 5th Ave and W Cherry	No ADA ramps and unleveled sidewalks, route to Washington Parks	X			X				
10/1/2019	Survey Location 1	Sturm	No sidewalks	X							
10/1/2019	Survey Location 1	Saint John from Maple to Morton	No sidewalks or ramps	X			X				
10/1/2019	Survey Location 1	Clinton and Isaac push button volume is too low	Volume is too low on signal of push button			X					
10/1/2019	Survey Location 1	Poplar & Colville	Lack of painted crosswalk. Difficult to cross due to multiple lanes, volume of traffic and speed.		X						
10/1/2019	Survey Location 1	Palouse between Chestnut and Birch.	Large ups and downs in sidewalks sometimes due to tree roots.	X							
10/1/2019	Survey Location 1	St Mary Hospital	Valet parking or shuttle to and from parking area						X		
10/1/2019	Survey Location 1	Wilbur and Isaacs	In order to push button on corner and cross street the slant is so great that in winter your wheels slide to get the buttons to push			X	X				
10/1/2019	Survey Location 1	Downtown Shopping	Hard to find parking have to walk a long way						X		

Date	Source	Location	Description of Issue or Barrier	Type of Issue or Barrier							
				Sidewalk	Cross Walk	Signal	Curb ramps	Transit Access	ADA Parking	Vehicle Conflicts	Maintenance
10/1/2019	Survey Location 1	Post Office on Rose Street	Parking and access difficult for one using assistive devices for walking No elevators to 2nd floor.						X		
10/1/2019	Survey Location 1	Courthouse Steps									
10/1/2019	Survey Location 1	Wish they would have grocery and drug store facilities where you could phone in order.	Tallman's does do deliveries								
10/1/2019	Survey Location 1	Downtown oldtown I am new to Walla Walla	no place for bus to unload and load safely and close by	X				X			
10/1/2019	Survey Location 1	Poplar & 1st	Ramp has a 2" lip				X				
10/1/2019	Survey Location 1	2nd Ave sidewalks to Birch St	Both sides foliage falling on sidewalk leaves on concrete	X							X
10/1/2019	Survey Location 1	Chestnut sidewalks specifically 9th to 2nd	Horribly torn up holes uneven bumps I am unable to maneuver by myself	X							
10/1/2019	Survey Location 2	Rose and First	Cars turning do not seem to be mindful of pedestrians							X	
10/1/2019	Survey Location 2	Park & Alder Sts, and many others throughout the city	Walking westbound on Alder, right turning vehicles onto Park not paying attention to pedestrian trying to cross at the intersection. Drivers either do not know what a white cane means or just ignore it. i have almost been hit many times at many intersections.		X					X	
10/1/2019	Survey Location 2	Main Street & Alder Street	Lack of designated handicap parking near stores & restaurants						X		
10/1/2019	Survey Location 2	West Alder	Bad or no curb cuts				X				
10/1/2019	Survey Location 2	Second Street, around Rose Street	Traffic gets priority over pedestrians when crossing, left lane goes first, one direction goes before another, blind corner.								X
10/1/2019	Survey Location 2	3rd Street moving south after Bandra Dr.	no sidewalk	X							
10/1/2019	Survey Location 2	Whitman St between Division and Madison, south side	Crumbling sidewalks made walking (or any other transportation) dangerous	X							
10/1/2019	Survey Location 2	19 E Cherry St, Walla Walla, WA 99362	vehicles parked on sidewalk	X						X	
10/1/2019	Survey Location 2	Cherokee and 3rd to Orchard	No sidewalk!!! No x walk!!!	X	X						
10/1/2019	Survey Location 2	Main Street	Trees roots have lifted sidewalks, ramps are not easily located due to poor paint or not paint and sandwich boards, fending and flower pots impede traversing particularly between 1st and 2nd but other locations as well.	X							
10/1/2019	Survey Location 2	9th & Poplar	congestion							X	
10/1/2019	Survey Location 2	9th and Plaza	crossing concerns - heavily used, right turns on red when crossing, cars running yellow and red lights into crossing time							X	
10/1/2019	Survey Location 2	S. 1st Ave	Sidewalks up lifting, tripped. Motorcycles parked on sidewalk	X						X	
10/1/2019	Survey Location 2	Downtown	Lack of ADA parking in areas other than Main						X		

Date	Source	Location	Description of Issue or Barrier	Type of Issue or Barrier							
				Sidewalk	Cross Walk	Signal	Curb ramps	Transit Access	ADA Parking	Vehicle Conflicts	Maintenance
10/1/2019	Survey Location 2	on Alder near Edison Elem.	going west on alder sidewalk on the north side of street there is a ramp at the corner of the school but no ramp once the side street is crossed. Alder is way too busy to be using a scooter on the street				X				
10/1/2019	Survey Location 2	4th and Main	Transit stop crosswalk/street us falling apart and the midway island if covered in water or snow you do not know its there.		X			X			
10/1/2019	Survey Location 2	Middle Waitsburg Road and Caprio Loop	No one stops for the cross walk from caprio to the walking trail on the other side of middle waitsburg road. People also drive through at over 40mph		X						X
10/1/2019	Survey Location 2	Intersections of N 6th Ave and W Cherry	No ADA ramps and unleveled sidewalks, route to Washington Park				X				
10/1/2019	Survey Location 2	McKinley	No sidewalks on park side	X							
10/1/2019	Survey Location 2	S 3rd	No sidewalks or ramps	X			X				
10/1/2019	Survey Location 2	Wilbur and Isaac	On Wilbur pole is too far from intersection			X					
10/1/2019	Survey Location 2	Chestnut & Catherine	Lack of painted crosswalk. Difficult to cross due to volume of traffic & speed.		X						
10/1/2019	Survey Location 2	Park between Howard and Birch	Same as above.		X						
10/1/2019	Survey Location 2	Plaza and Tietan St	In any location the buttons are hard to get to without (?)		X	X					
10/1/2019	Survey Location 2	West Main									
10/1/2019	Survey Location 2	Providence Hospital	Have problem with close disability parking						X		
10/1/2019	Survey Location 2	Chase St north of Chestnut	No cut outs for scooter				X		X		
10/1/2019	Survey Location 3	Many streets in WW	Sidewalks on Park Ave to get to YMCA are in desperate condition to be fixed. Newell St, Hobson Street, Washington St Pioneer Middle School sidewalks this list is endless!	X							
10/1/2019	Survey Location 3	Driveway that cross over city sidewalks - throughout city.	Drivers backing out of their driveways often do not look to see if anyone, disabled or not, is walking on the sidewalk near their driveway. They seem focused only on the traffic in the street and their opportunity to enter it from their driveways. Lots of driver education needed here!							X	
10/1/2019	Survey Location 3	Main Street @ 1st	no "call" button to change light/signal to green/walk			X					
10/1/2019	Survey Location 3	Main Street and 9th.	People are trained to proceed and turn left before pedestrians, especially going West and turning South on 9th. Main and Rose Street intersection is like Second and Rose, lots of confusion for motorists and pedestrians. There needs to be consistency, I would always go for pedestrians having the right-of-way. Our traffic is not that busy during most hours, and I prefer the slower, leisurely shopping and restaurants in Walla Walla.		X					X	
10/1/2019	Survey Location 3	Whitney Rd.	no sidewalk on the east end of the road	X							
10/1/2019	Survey Location 3	Division Street, west side close to the Rose Garden	Uneven sidewalks caused one of my family members to trip and fall	X							

Date	Source	Location	Description of Issue or Barrier	Type of Issue or Barrier							
				Sidewalk	Cross Walk	Signal	Curb ramps	Transit Access	ADA Parking	Vehicle Conflicts	Maintenance
10/1/2019	Survey Location 3	W Alder and 9th Ave, south side of intersection	no curb ramp present to sidewalk. Also W Burch and 9th Ave both sides				X				
10/1/2019	Survey Location 3	Alder Street near the Maple Counter Cafe	sidewalk lifting. There are many others but these are the ones that immediately come to mind. Several have been ground recently but if there was a way on the City's website to report impediments as we see them, that might be beneficial.	X							
10/1/2019	Survey Location 3	Pine & 2nd	congestion							X	
10/1/2019	Survey Location 3	Plaza Way south of Stone Creek	No sidewalk lots of traffic	X						X	
10/1/2019	Survey Location 3	City Council building	Lack of ADA parking						X		
10/1/2019	Survey Location 3	5th and Rose	No cross walk/ no one gets seen standing on the south to cross to the north.		X						
10/1/2019	Survey Location 3	Intersections of Chase Ave and Myrtle St	No ADA ramps and unleveled sidewalks, route to Garrison Middle School	X					X		
10/1/2019	Survey Location 3	Orchard & Chase to Cherokee & 2nd	No sidewalks or ramps				X				
10/1/2019	Survey Location 3	Roosevelt and Isaac	No push button signals			X					
10/1/2019	Survey Location 3	Park & Alder	Cars entering crosswalk with pedestrians in them.		X						X
10/1/2019	Survey Location 3	Most traffic signals where there are not accessible pedestrian systems	No buttons on signal poles or no locator tone on buttons.			X					
10/1/2019	Survey Location 3	In all locations in winter in order to clean snow off streets	Snow blocks the sidewalks. Clear sidewalks so chairs can be on them and not in streets								X
10/1/2019	Survey Location 3	Some disability parking areas still have curbs.	I do not like to travel in the snow or ice periods as city streets and sidewalk are not safe to a person with a walking problem. Have difficulty accessing WW post office now preferred one at Harvest foods. Too bad they couldn't have been helped with expenses.	X							X
10/1/2019	Survey Location 3	Multiple Locations	There are very few parking lots with space to go down a ramp						X		
8/13/2019 0:00	GIS Mapping Tool	9th Ave, south of Cherry Street	Non-compliant asphalt sidewalk	X							
9/5/2019 1:18	GIS Mapping Tool	Walla Walla Post Office is very difficult to use. I found out they do have handicapped parking but there is no signage. My son is currently going to College Place for postage and mailing packages since Walla Walla's Post Office is hard to enter and leave with steps and heavy doors,	Entering/leaving Walla Walla Post Office difficult. No signage for Handicapped Parking. People jay walk back and forth on street in front of PO. Could use a signal or some help for pedestrians crossing street off of 2nd.								
9/5/2019 21:49	GIS Mapping Tool	The stretch of road between the Prospect Terrace development and the Plaza Way shopping center.	Parts of that stretch of road do not have acceptable sidewalks or accessible sidewalks and are dangerous for pedestrians.	X							

Date	Source	Location	Description of Issue or Barrier	Type of Issue or Barrier							
				Sidewalk	Cross Walk	Signal	Curb ramps	Transit Access	ADA Parking	Vehicle Conflicts	Maintenance
9/5/2019 21:52	GIS Mapping Tool	Ubiquitous throughout Walla Walla.	Extraordinarily large, raised cars ("trucks" the side of sailing boats) obstruct visibility when they are parked in parking places, in nondesignated parking space alongside streets, or in parking lots. Making a left or right turn if frequently unduly dangerous because these cars obstruct the visibility of drivers throughout our city.						X		
9/5/2019 22:21	GIS Mapping Tool	East side of Spokane St outside Teske Automotive services and barbershop	Cars parked on sidewalk. No wheel stops. Even if cars are parked properly the sidewalk is obstructed	X							
9/5/2019 22:47	GIS Mapping Tool	northeast corner of 2nd Ave and East Alder St	I have no disabilities but have to use caution in this location Blind Corner							X	
9/5/2019 23:04	GIS Mapping Tool	Bridges on Wallace and Alder streets entering Provenance subdivision, Provenance Loop, Reserve Way, Chardonnay Court, Champagne Way	I have a daughter with disabilities who is entitled to door-to-door school bus pick up and drop off as part of her special education services. However, after purchasing a new home on Chardonnay Court, I was told by Walla Walla school district that the streets are too narrow for school buses to navigate to our house. She is being denied one of her special education rights because Walla Walla planning allowed such small streets. The transportation department was also concerned the bridges entering the subdivision are not strong enough to hold a school bus. This should be taken into consideration for ADA accessibility in the future.			X		X			
9/5/2019 23:57	GIS Mapping Tool	The side walk is raised up about 4 inches and it made it hard for me to get over with my Walker. The area is close to Chestnut Street Apartments.		X							
9/6/2019 0:48	GIS Mapping Tool	West and East sides of 2nd Ave at Morton.	Very dangerous crossing for anyone not able to run. Need flashing lights for pedestrian crossing.		X					X	
9/6/2019 0:51	GIS Mapping Tool	North side of Cherokee, across 3rd to south side of orchard to fairgrounds	No sidewalk, dangerous crossing at 3rd, lots of kids walking to Garrison and traffic from school and city bus stops. Very high traffic during fair. Needs sidewalk and painted crossing at 3rd at minimum	X							
9/6/2019 6:41	GIS Mapping Tool	5-way intersection of Main, Palouse, and Boyer.	The buttons always say to “wait” regardless of the light status. This could be confusing, inconvenient, or even fatal for someone who’s blind.			X					
9/6/2019 15:05	GIS Mapping Tool	City Hall, County Bldgs.	steps								
9/6/2019 18:02	GIS Mapping Tool	Intersection of Clinton and Boyer	put some curb ramps in please				X				
9/6/2019 18:06	GIS Mapping Tool	All sides of intersection	Curbs are not navigable for wheelchairs/walkers/strollers and are difficult for anyone with impaired walking. High curbs and steep dips at the side of the street/built up paving in the middle of the street means stroller/walker wheels get stuck and wheelchairs have no hope. People cross at driveway ramps instead, which is potentially dangerous if cars are passing.	X							
9/6/2019 18:57	GIS Mapping Tool		Ramp only on one side.				X				
9/6/2019 21:08	GIS Mapping Tool	Unsafe intersection, especially if anyone has parked on the streets.	Cannot see cars coming down Howard.								

Date	Source	Location	Description of Issue or Barrier	Type of Issue or Barrier							
				Sidewalk	Cross Walk	Signal	Curb ramps	Transit Access	ADA Parking	Vehicle Conflicts	Maintenance
9/7/2019 19:04	GIS Mapping Tool	As a pedestrian and bicyclist, I am in favor of more roundabouts. Both pedestrians and bicyclists are vulnerable users under state law. An intersection of particular concern to me for its lack of safety is Chestnut and Howard Street. It would be a prime spot for another mini roundabout similar to the one on Tietan and Third.			X						
9/9/2019 1:06	GIS Mapping Tool	CROSS WALK going to Memorial Pool and Borleske Stadium from the bus stop located on Rose & Sumach Streets which join Rees & Melrose Streets. People get off the bus on the Rose & Sumach St bus stop and try to cross the lanes of traffic going to a game or the pool and even De Sales High School.			X						
9/9/2019 16:21	GIS Mapping Tool	Chestnut and Howard	The offset intersection is dangerous for motor vehicles, bikes, and especially pedestrians. Vehicles on Chestnut, whether east of west bound have to 'jink' through the intersection, which is often confusing for traffic moving in the opposite direction. A mini roundabout, similar to the one at 3rd and Tietan would seem to be a good solution here.					X			
9/17/2019 14:03	GIS Mapping Tool	Please add a sidewalk on the park side of Whitman Street from the corner of Division and Whitman and joining the side walk near the intersection of Fern and Whitman.	There is no sidewalk on this side of the park making a perimeter walk around the park challenging.	X							
9/17/2019 14:06	GIS Mapping Tool	No side walk or path from the east end of the large pond to join with the road that is near the maintenance building.	The small asphalt path that travels north from the east end of the large pond abruptly stops at the top of the hill, leaving no paved path to access and connect to the road by the maintenance building.	X							
9/17/2019 0:00	GIS Mapping Tool	East side of Pioneer Park along McKinley Street	The "sidewalk"/parking strip on the east side of the park along McKinley street consists of broken pavement and people just park on the sidewalk. I think that this side of the park should have a side walk and push the parking onto the street. This would allow for a walking path and access to the playground as well. This combined with my other 2 suggestions would also allow for a complete perimeter walkway around the park that could be ADA accessible allowing for a nice recreation opportunity for more people.	X			X				
9/17/2019 0:00	GIS Mapping Tool	Corner of Edgewood and Division Street	No curb ramp at this intersection				X				

Date	Source	Location	Description of Issue or Barrier	Type of Issue or Barrier							
				Sidewalk	Cross Walk	Signal	Curb ramps	Transit Access	ADA Parking	Vehicle Conflicts	Maintenance
9/17/2019 22:53	GIS Mapping Tool	lot exit: west or south side of lot on E Alder St	Blind corner. Pedestrians on the sidewalk cannot easily see the approach of vehicles and have to rely on their hearing for advance warning. Drivers are in the habit of driving at excessive speeds in the parking lot, which has resulted in a few near-misses I suggest adding a corner mirror so that pedestrians and/or their seeing-eye dogs can see cars approaching	X							
9/20/2019 0:29	GIS Mapping Tool	Cherry Street	On weekends Washington Park has soccer games that bring a lot of people to the area parking on both sides of 9th street is very dangerous as traffic is trying to get thru as well as homeowners trying to get out of driveways children walking in between parked cars semitrailer coming thru as well I wish street had sidewalks on both sides rather than only on one side to encourage use of cross walk on Cherry Street	X							
9/20/2019 1:33	GIS Mapping Tool	2715 Vista Lane	It is very difficult for my disabled adult daughter to access sidewalks and cross the highway to go to Walmart from Taumarson Rd. It would be nice to have a safe way to travel down Plaxa Way from Taumarson to the Plaxa Way shopping Center that has the library. Safeway, restaurants. She would have so much more freedom if that road were handicapped accessible.		X						
9/20/2019 2:02	GIS Mapping Tool	The Tietan Plaza Way intersection.	I am in a motorized wheelchair. I finally travel downtown, but with concern for driver speed and quick right turns. Some drivers have come very close to me I was told by my wheelchair supplier to get out and go to Plaza Shopping Center from my home in Stone Creek. I find it much too dangerous with the speeding in my neighborhood the and disregard for "no free right turn" signs at the Tietan/Plaza intersection. Secondly, it is sometimes frightening to be in a wheelchair on sidewalks that have holes or very large uneven places. Thank you for your consideration.		X						
9/20/2019 12:12	GIS Mapping Tool	All of Manila Street	This street has no sidewalks at all.	X							
9/21/2019 21:42	GIS Mapping Tool	Clinton and Isaac	Volume is too low			X					
9/26/2019 17:02	GIS Mapping Tool	West side of south 2nd Avenue, south of Imperial all the way to Howard.	There are many homes in the Imperial/Leonard Drive neighborhood with the only outlet on Imperial for students walking to Prospect Point or WaHi. This particular section puts kids out in the street, on a curve, as there is not a sidewalk. I do not believe there is a sidewalk on the north side of the cemetery either to get them to the crosswalk on Howard. All students in this neighborhood are within the 1 mile radius of the school and are not bussed.	X							
9/26/2019 17:06	GIS Mapping Tool	Both sides of North Madison Street between Bonsella and Alvarado Terrace.	Lack of sidewalk puts students walking to school in the street. Neighborhood has many walking families, puts people out in street where they may be hit.	X							

Date	Source	Location	Description of Issue or Barrier	Type of Issue or Barrier							
				Sidewalk	Cross Walk	Signal	Curb ramps	Transit Access	ADA Parking	Vehicle Conflicts	Maintenance
9/26/2019 17:16	GIS Mapping Tool	Walla Walla Post Office	Individual in wheelchair can not access the post office. Ramp is too steep, door is not automated at entrance or once inside to access counter, parking is far away from entrance. Inaccessible.				X		X		
9/29/2019 22:30	GIS Mapping Tool	South side of Rose St. across from Safeway--bus stop	Broken concrete and loose gravel make it difficult to walk on. A shelter would be nice.	X				X			
10/1/2019 19:28	GIS Mapping Tool	Boyer Avenue between Blue & Roosevelt:	Sidewalk is missing from one lot. This is of particular concern because of the large number of joggers and dog walkers along this route. Many people, including children, walk/jog in the street itself. Also consider that this street is classified as an urban collector.	X							
10/2/2019 2:29	GIS Mapping Tool	Division Street from Alder to Wildwood Park	There is no curb ramp at Hobson Street along Division and the street is in poor condition and narrow- there is normally a lot of traffic along Division, so I have a very hard time riding my bicycle or pushing our baby stroller over the curbs.				X				
10/8/2019 7:24	GIS Mapping Tool	N-S crosswalks at mouth of Cherry street, crosswalks spanning 2nd Ave	Lack of markings combined with busy nature of 2nd Ave makes crossings stressful. Additionally, the 20 mph speed limit is not often respected, and drivers from out of state are not familiar with the concept of pedestrian right-of-way.	X							
10/25/2019 23:29	GIS Mapping Tool	hay una raiz de arbol que esta rompiendo la banqueta en la pine por la calle 9 There is a tree root that is breaking the sidewalk in the pine on 9th Street	se pueden atropellar ninos en la bicicleta se han caido y esta bien partida la banqueta children can be hit on the bike they have fallen and the bench is well broken	X							
10/30/2019 0:05	GIS Mapping Tool	Downtown Farmers Market sidewalks	On the sidewalks of the market, there are cracks lifting and causing a tripping hazard. It's difficult to see in the photo but it is more to the east as you first walk into the market area from Main Street.	X							
11/1/2019 14:53	GIS Mapping Tool	On the Alder Street side of the Public Safety Building (Prosecuting Attorney and Sheriff's Office)	Concrete lifted causing tripping hazard	X							
11/1/2019 14:58	GIS Mapping Tool	The crosswalk on 4th and Main Streets at the Valley Transit transfer station.	This street is in disrepair and creates a tripping hazard.		X						
11/1/2019 15:05	GIS Mapping Tool	This ADA concern is NOT at 101 West Alder but I can't locate an address for the building. It is the building west of Chase Bank next to the bank's driveway.	Sidewalk in severe disrepair	X							
11/2/2019 5:35	GIS Mapping Tool	East side of street	Sidewalk eroded, stumble risk, moderate pedestrian traffic area	X							
11/3/2019 8:44	GIS Mapping Tool	Malcolm St and Chase St needs a crosswalk as children coming to and going away from are not protected by with or for the crossing.	Crosswalk still needed.	X							
12/10/2019 0:00	Survey Location 1	Division Street	Many Potholes							X	X
12/10/2019 0:00	Survey Location 2	White Street	Needs work							X	X
12/10/2019 0:00	Survey Location 3	Walla Walla Street	Needs Work							X	X

ATTACHMENT D – FOCUS GROUP GUIDE

Focus Group Facilitation Guide

City of Walla Walla ADA Transition Plan Focus Group

November 7, 2019 - Location

Purpose and Goals

Gain deeper insight on ADA issues in the Public Right of Way from the public and expand on a discussion of priorities identified in the online survey.

Recruiting Members

City will recruit from survey respondents and potential other interested parties. City will provide accommodations requested including alternative formats, sign language interpreters and support note-taking.

Agenda and Welcome

- Welcome and acknowledge/thank participants and provide brief purpose of meeting– Adam Klein (5 -10 Minutes)
- Introductions – All (10 minutes)
- Ground Rules – Jeanne (5 Minutes)
- Discussion of the outreach results (via PowerPoint) – Patrick (15 Minutes)
- Workshop – Jeanne and all (up to 60 minutes)
- In depth discussion of the top barrier issues and perspectives on priorities.

Purpose of the Focus Group

Today we are going to take a deeper dive with all of you on different aspects of accessibility including different locations and types of issues. We want to ask you more about your experiences to explore specific issues and priorities identified in the online survey and open house.

Ground Rules:

We have planned this focus group to last 2 hours. During this time, we have several questions that we would like to cover. We want everyone to take part in the discussion; however, you do not have to respond to every question. Also, feel free to respond to what others are saying—whether you agree or disagree. If you have been speaking a lot, wait a bit before speaking again to allow others a turn. We are genuinely interested in your experiences with barriers to pedestrian access; therefore, there are no right or wrong answers. If time begins to run short, it may be necessary to interrupt you in order to complete the questions or move to the next discussion.

We will be using some limited graphical materials and a powerpoint which you have received . We will do our best to describe them, but please feel free to ask questions.

We will treat your answers as confidential. We will not ask for personally identifiable information. While we may use names during this discussion, we will replace names in the transcript after our discussion. We also will not include your names or other personally identifiable information in any reports we write.

We ask that each of you respect the privacy of everyone in this room and not share or repeat what is said here in any way that could identify anyone in this room.

Please feel free to get up from the table at any time as you need to. We can take a break if we need to roughly at the 1-hour mark.

Introductions:

Please take a few minutes to tell us about yourself and why you are here today. What is your interest in this project?

Survey Summary

PowerPoint to show the summary of the top-line survey results, issues and priorities.

About Transition Plans

The Transition Plan addresses potential deficiencies to improve mobility in the public right of way including access issues along sidewalks, curb ramps, signals, and transit stops within and adjacent to public roadways.

For the City of Walla Walla this plan is focused on providing access to resources and services (like Government Buildings or Community Services) and specifically barriers in the public right of way (mostly within pedestrian facilities) that impede access.

Barriers can be temporary or due to missing links.

A transition plan will be developed after completing the public outreach process and a review of the City's current processes for improving facilities. This plan will outline a strategy for making improvements considering several factors such as the extent of deficiencies, identified needs, proximity to certain facilities, requests and complaints by the community, available budget and a realistic schedule. This focus group will be an in-depth discussion. Please, set up you name tent or raise your hand if you would like us to repeat anything.

Materials

- Power point presentation of the outreach to date (We will read every slide)

We will spend our time considering the types of issues that people have raised and the impact those issues have on accessing facilities that provide public and community services. Specifically, these services include schools and institutions, parks, government buildings that provide access to community service, other government buildings and transit

We should note that there were a relatively small number of respondents with disabilities; however, we did reach people who support those with disabilities. This is why your responses are also important input.

Series 1 –Let's talk about issues and barriers to access - 15-20 minutes

Facilitator Narrative:

First any surprises from the survey?

Let's talk about the issues to barriers that have been raised to date. (Review barrier types people have mentioned – broken sidewalks, maintenance, lack of crosswalks

Questions:

Concerns we have heard about:

- Most were related to missing, uneven, or unmaintained sidewalk
- Other issues noted were crosswalks and Curb ramps.

What other issues and concerns do you experience when accessing these areas?

Additional probing questions for respondents.

- Which of these barriers do you experience?

- How are they problematic? How often do you experience them and how much does it impact your travel?

- Were you surprised at the different perspectives between those with disabilities and those without as far as barriers?

- Do different people experience these barriers differently?

- Is this a priority or severity of one or some of these issues as compared to others?

NOTES:

Series 2 –Let's talk about locations where access is most important 15-20 minutes

Facilitator Narrative:

Let's talk about locations, and specifically services and resources where there may be barriers to access. Notably from the survey, government buildings that provide public services were most noted as priorities for having good access, specifically by those who indicated they have a disability. They also noted schools and institutions.

Questions:

Were you surprised at the difference between perspectives for those with disabilities as compared to those supporting people or without disabilities?

What other issues and concerns do you experience?

Additional probing questions.

- Are there barriers or access issues for riding transit? Where are they?

- Which parks, schools, community services and institutions are problems to access?

NOTES:

Series 3–Let's talk about priorities 15-20 minutes

Facilitator Narrative:

Part of our task in developing the ADA transition plan will be to identify what to fix first with limited resources? It is likely our needs will outweigh our resources. Where would you invest?

Questions:

First what types of issues are most important to fix?

- Fixing facilities Completing sidewalks
- Improve Crosswalks
- Enhance Safety
- Curb Ramps
- Pathways serving Transit
- Signal Timings, signal improvements and crosswalks

Where should we focus our energy?

- Hospitals
- Government Buildings that provide community services
- City Parks
- Urban versus suburban/ rural
- Other locations?

NOTES:

Focus Group Presentation

City of Walla Walla
ADA Transition Plan
Outreach Top Line Results

On-Line Survey
August 30 through October 15, 2019

Transpo Group/Acutanza STS

Overview of Outreach

- Survey open August 30 through October 15
  - Advertised on City Website
  - Promoted through City Social Media Channels
  - Hard copy surveys distributed throughout the City of Walla Walla

Survey Summary

1. Respondents and demographics
2. Issue areas
3. Priorities

1. Respondents and demographics

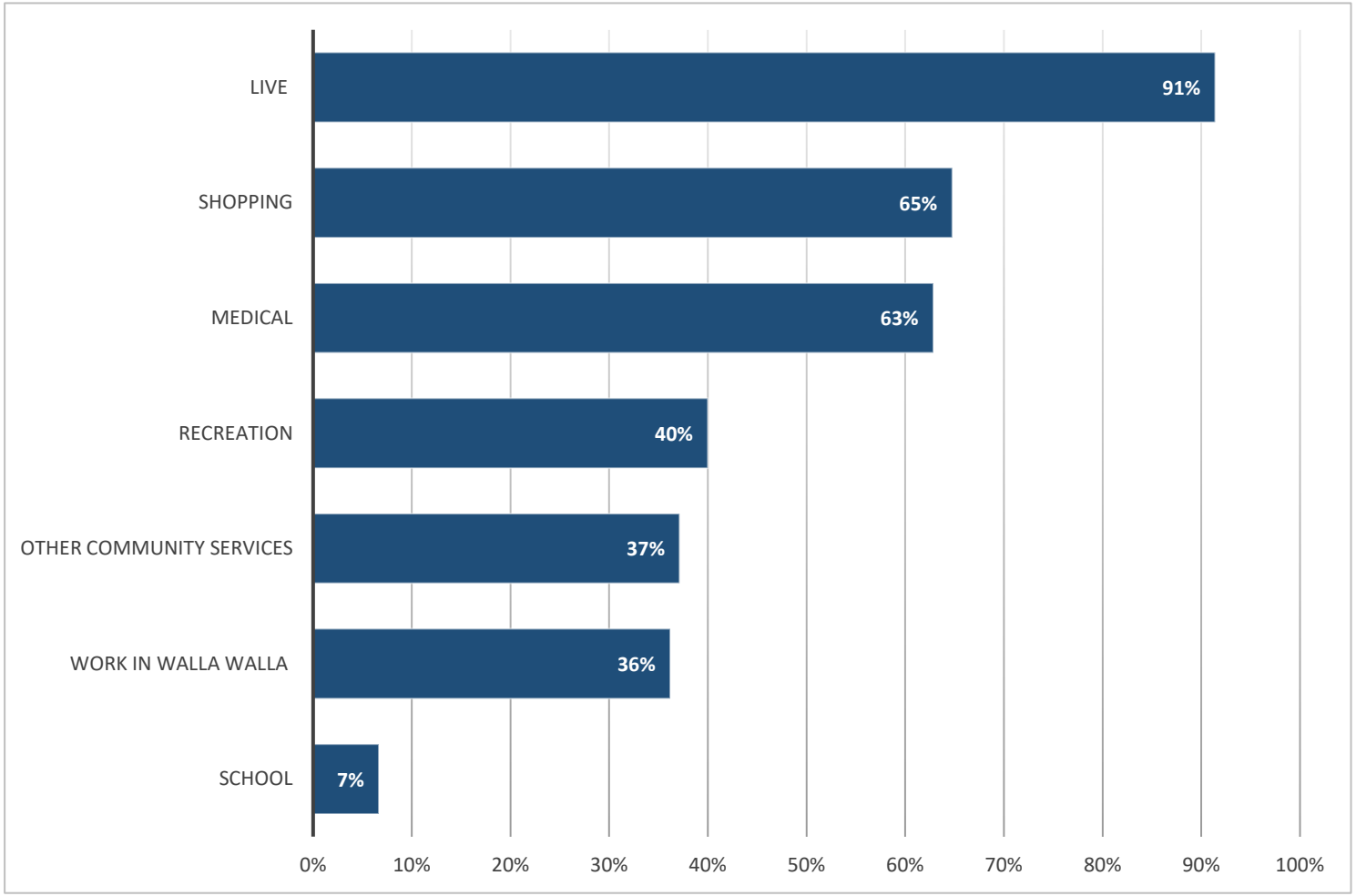
1. Demographics and Respondents

- 105 responses
- Most live in Walla Walla
- Many live, shop and visit hospitals in Walla Walla
- Top three modes are driving/parking, walking and biking

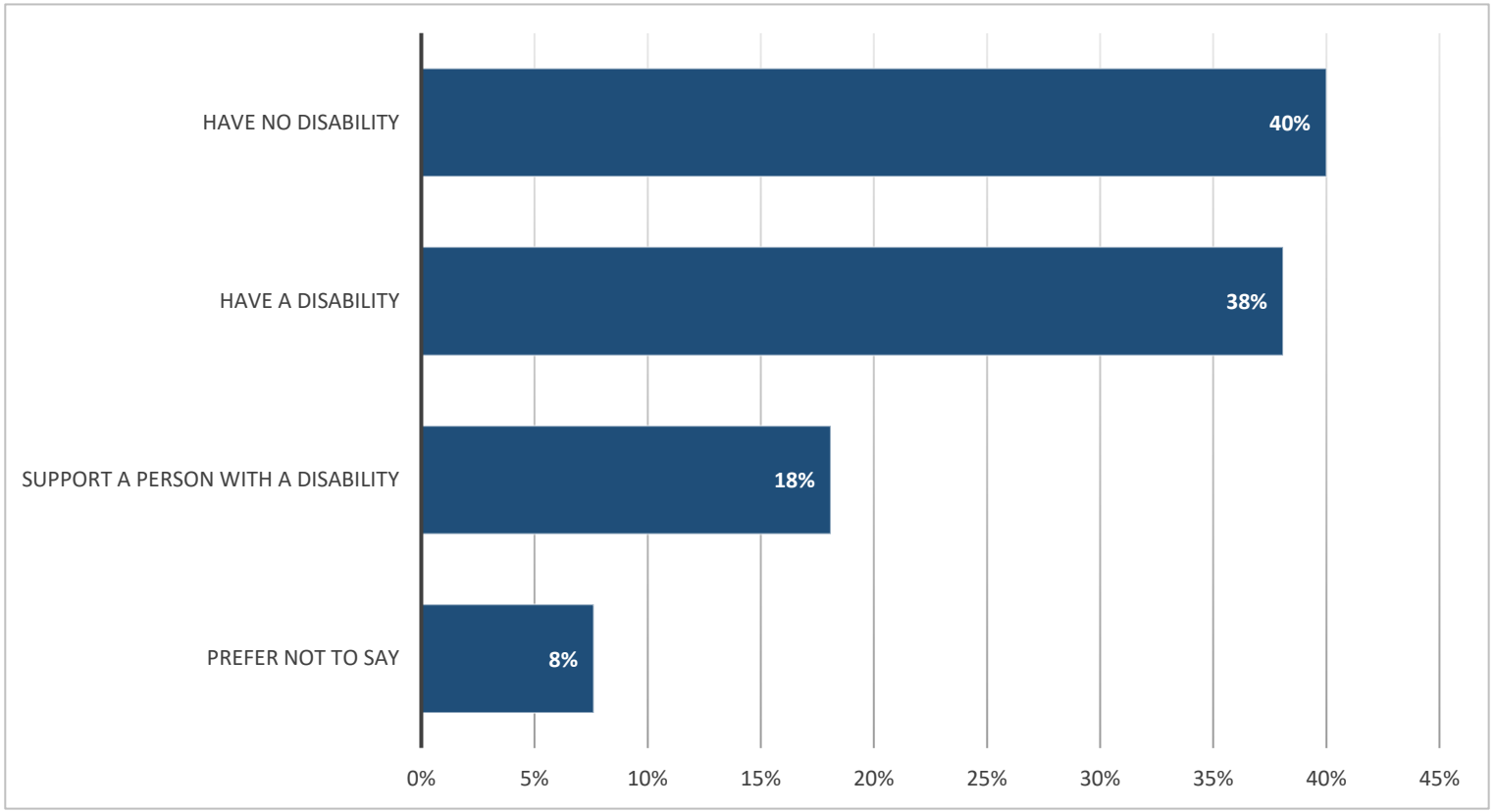
1. Demographics and Respondents

- Majority (50%) are over 65 with 14 % 55-64 and 13 % 35-44
- Over 90% are white
- Spanish survey available only 1 response
- Respondents
  - 38% Report they have a disability
  - 18% Report they support someone with a disability
  - 40% Report they are not disabled
- Disabilities varied. Many retirees and those over 65 had hearing loss and mobility issues. The top issue overall was conditions that limit physical activity

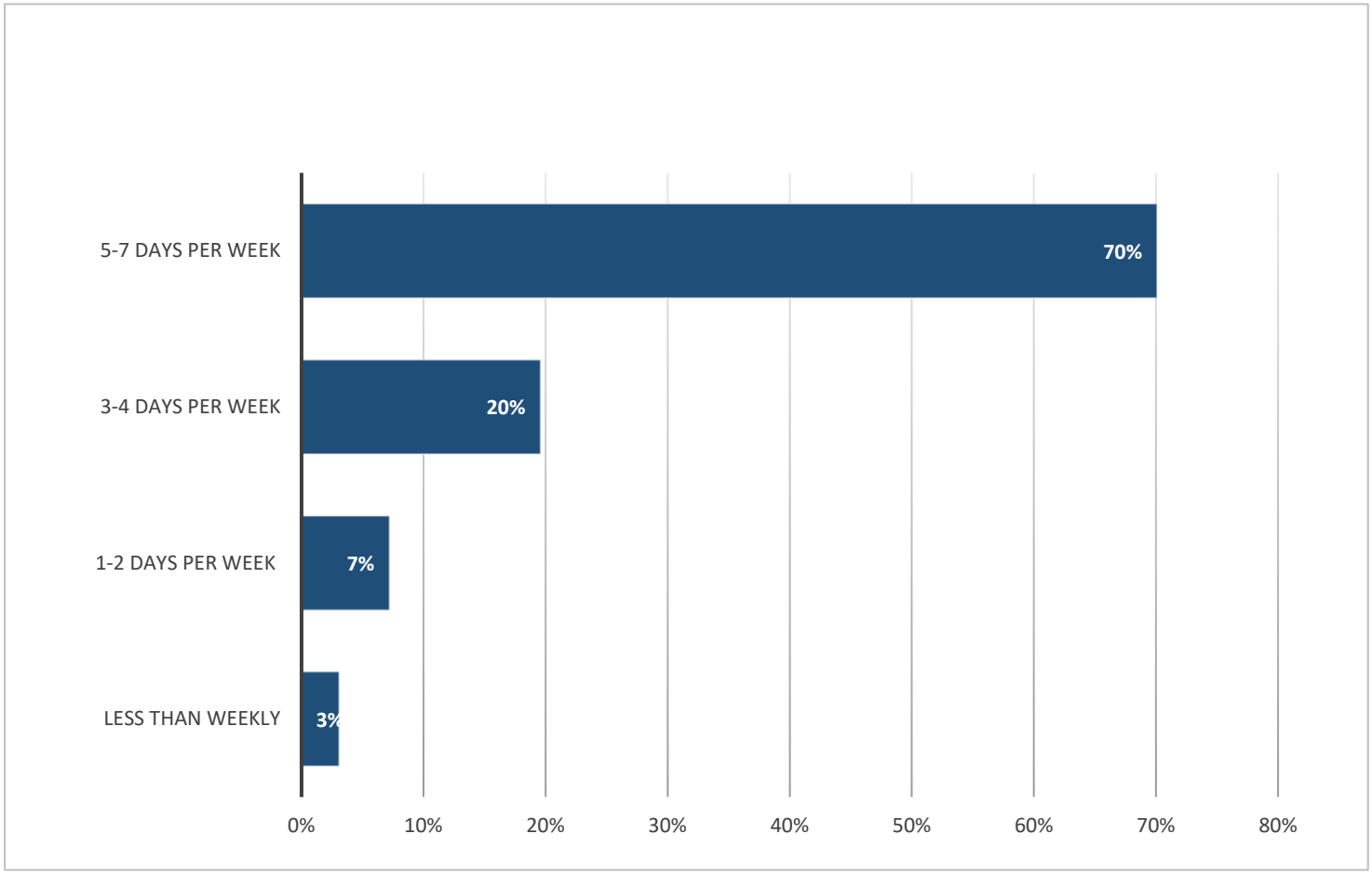
Q1: Why do you travel in Walla Walla? (Choose all that apply)



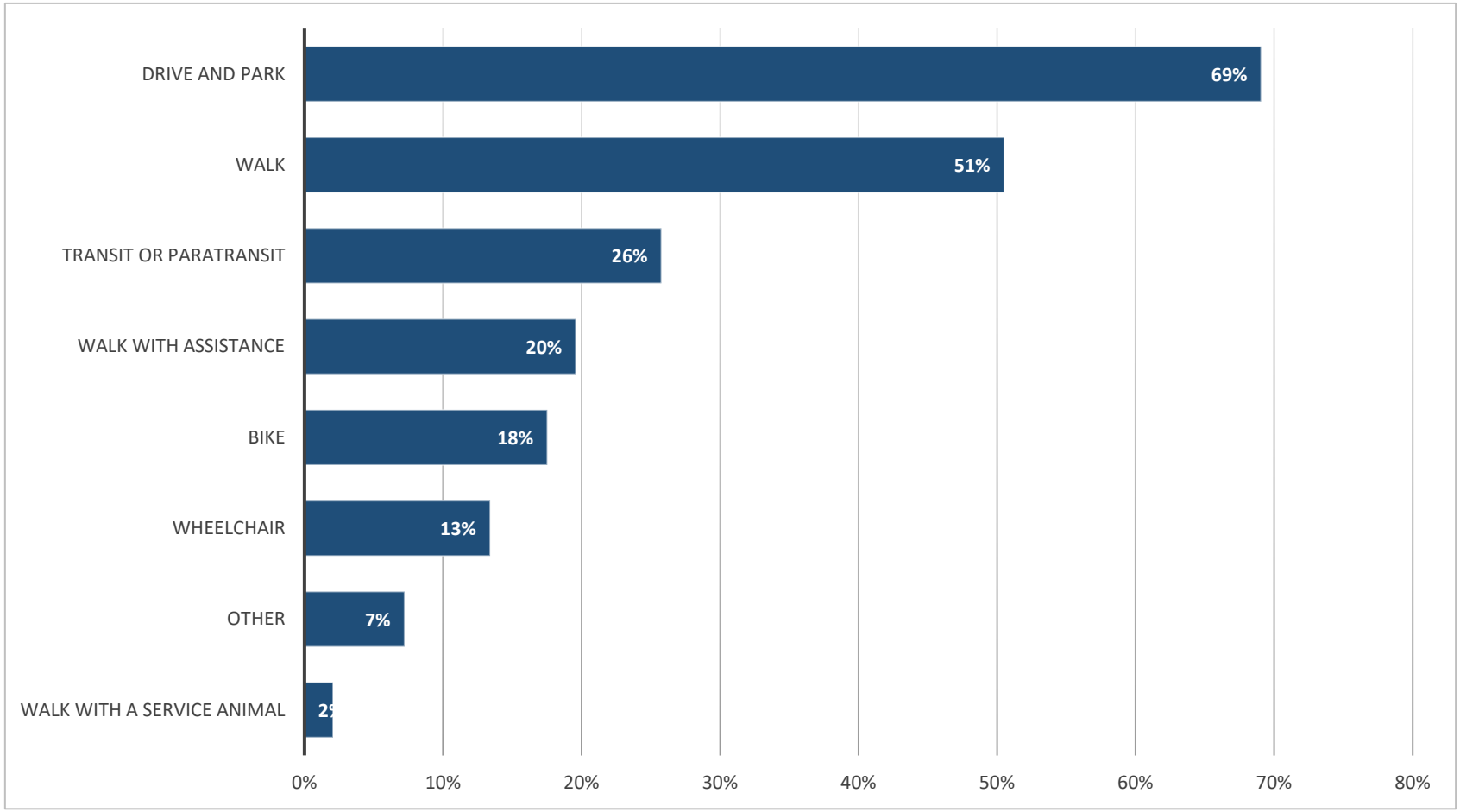
Q2: Please tell us about yourself (Choose all that apply)



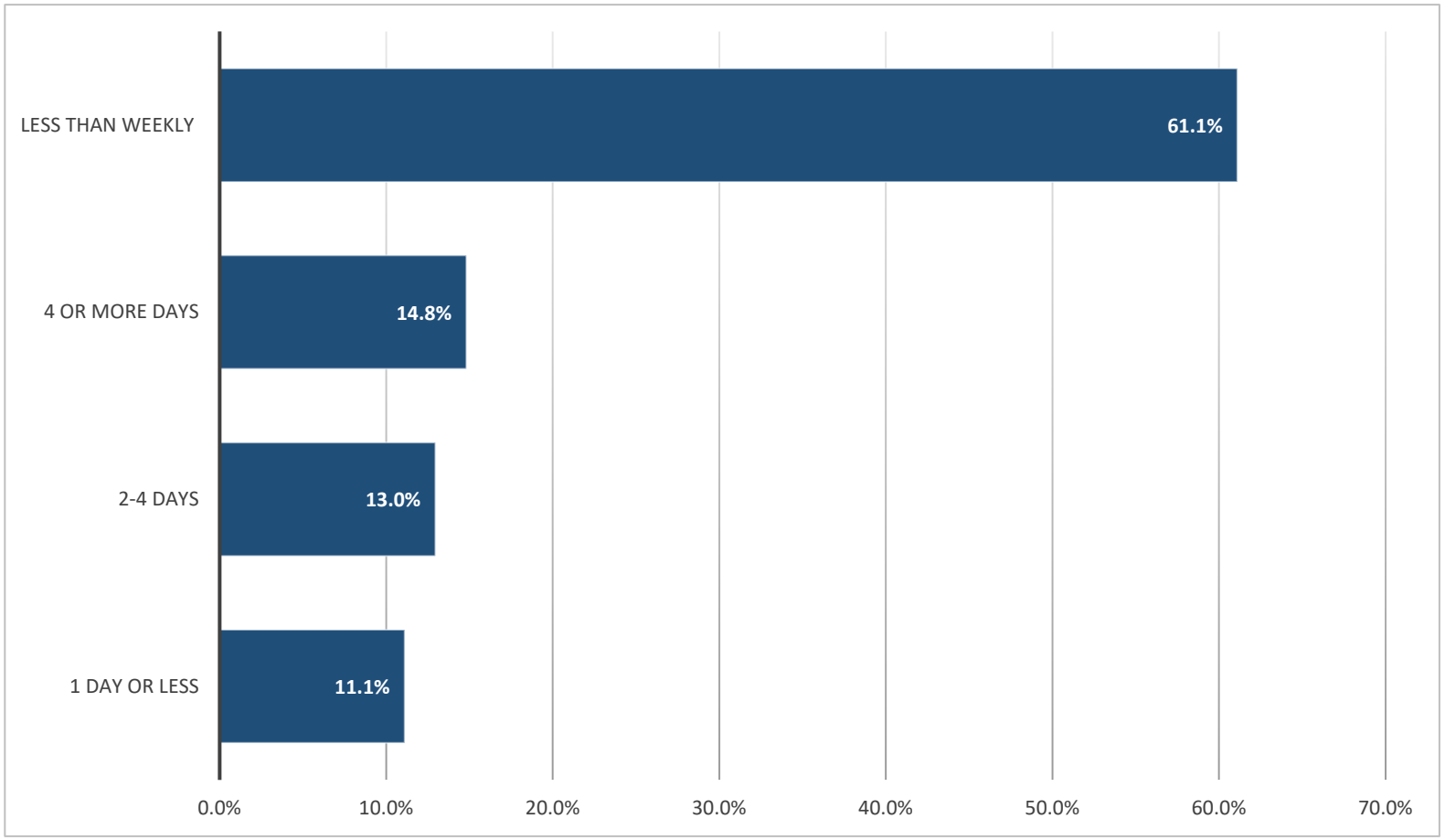
Q6: How often do you travel in the City of Walla Walla (Select one)



Q7: How do you travel within The City of Walla Walla? (Check all that apply)



Q8: If you use transit, how often do you use it in a typical week? (Select one)



2. Issues identified in the survey

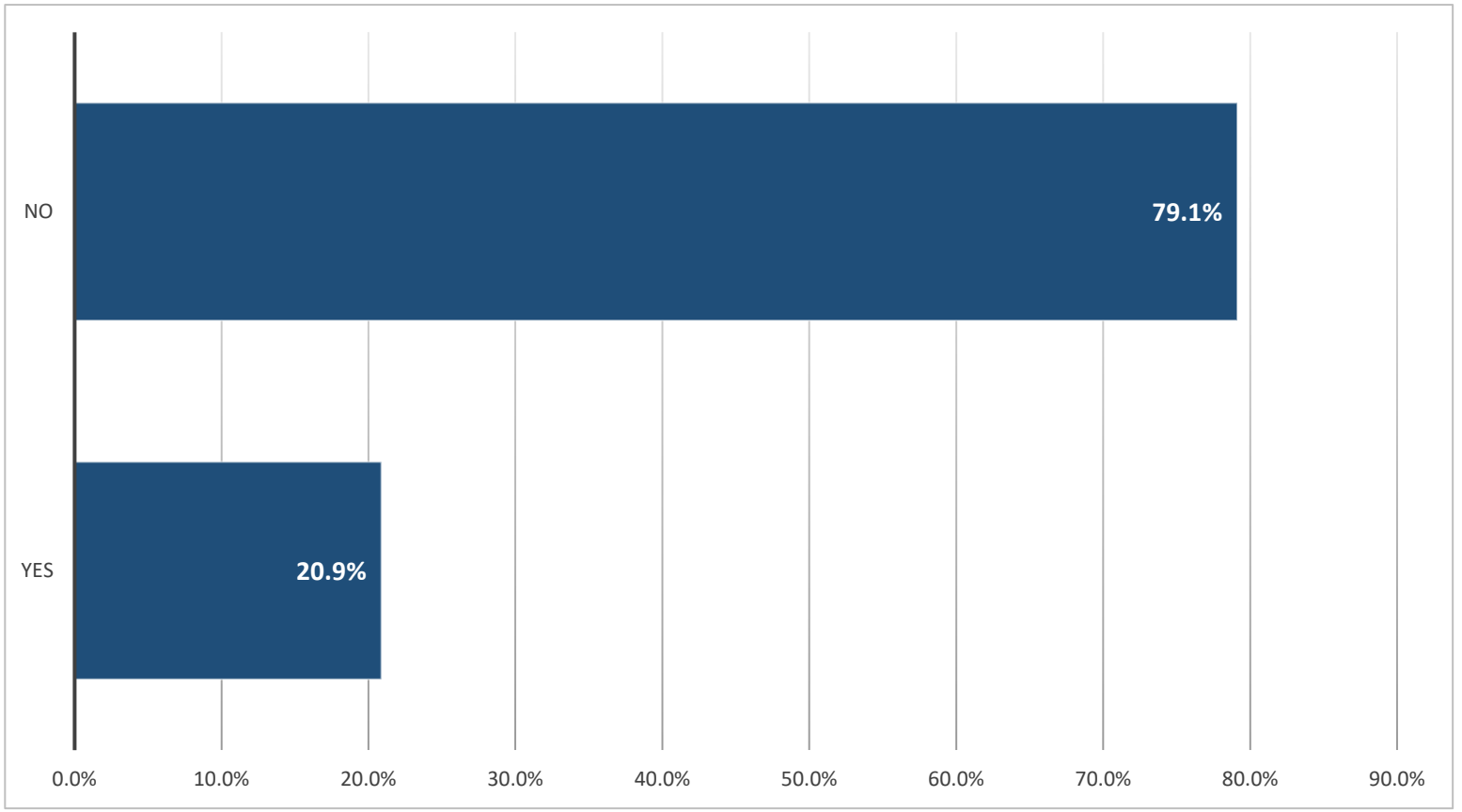
Specific reasons people indicated they could not participate

- *The condition of our sidewalks and curbs in the city are in great need of repair for better and safer mobility.*
- *Snow mounds from clearing sidewalks prevents access from parking to sidewalk and into a building, restaurant, or store in downtown*
- *Sidewalk impediments; i.e., sandwich boards, flowerpots, fencing for seating. Curb ramps are not kept clearly visible (either not painted or faded paint) and crosswalks not painted on a regular basis making it difficult to see on occasion.*
- *Besides using a mobility scooter I am also Latex allergic-I can not attend any community events that have latex balloons*
- *This more pertains to walking my children to school with younger siblings in strollers. Our children have attended both Prospect Point and Green Park, both have significant stretches where children need to walk on the street due to lack of sidewalks.*
- *It was nice to place the cross walk on poplar, but there is only one curb ramp if you want to cross on the other side there is no curb ramp, so that means I have to go on the street which is not safe to go through there on my powerchair.*
- *Problems with curbs*

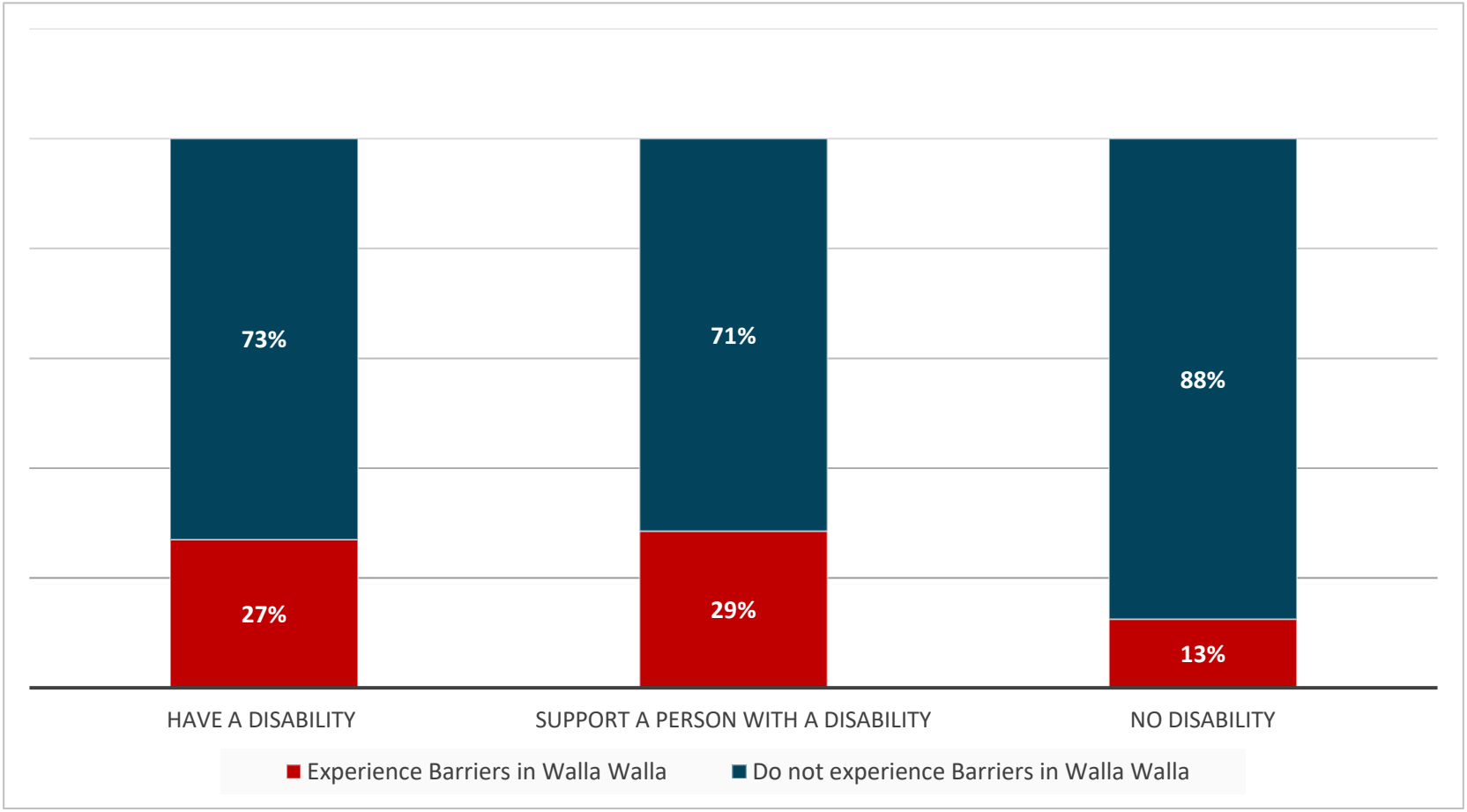
Issues

- 130 issues listed through Survey and Mapping Tool at specific locations
- Over 50 were sidewalk issues
- Less than 20 each were listed for maintenance (snow), vehicle conflicts, curb ramps, crosswalks and signals/pedestrian buttons

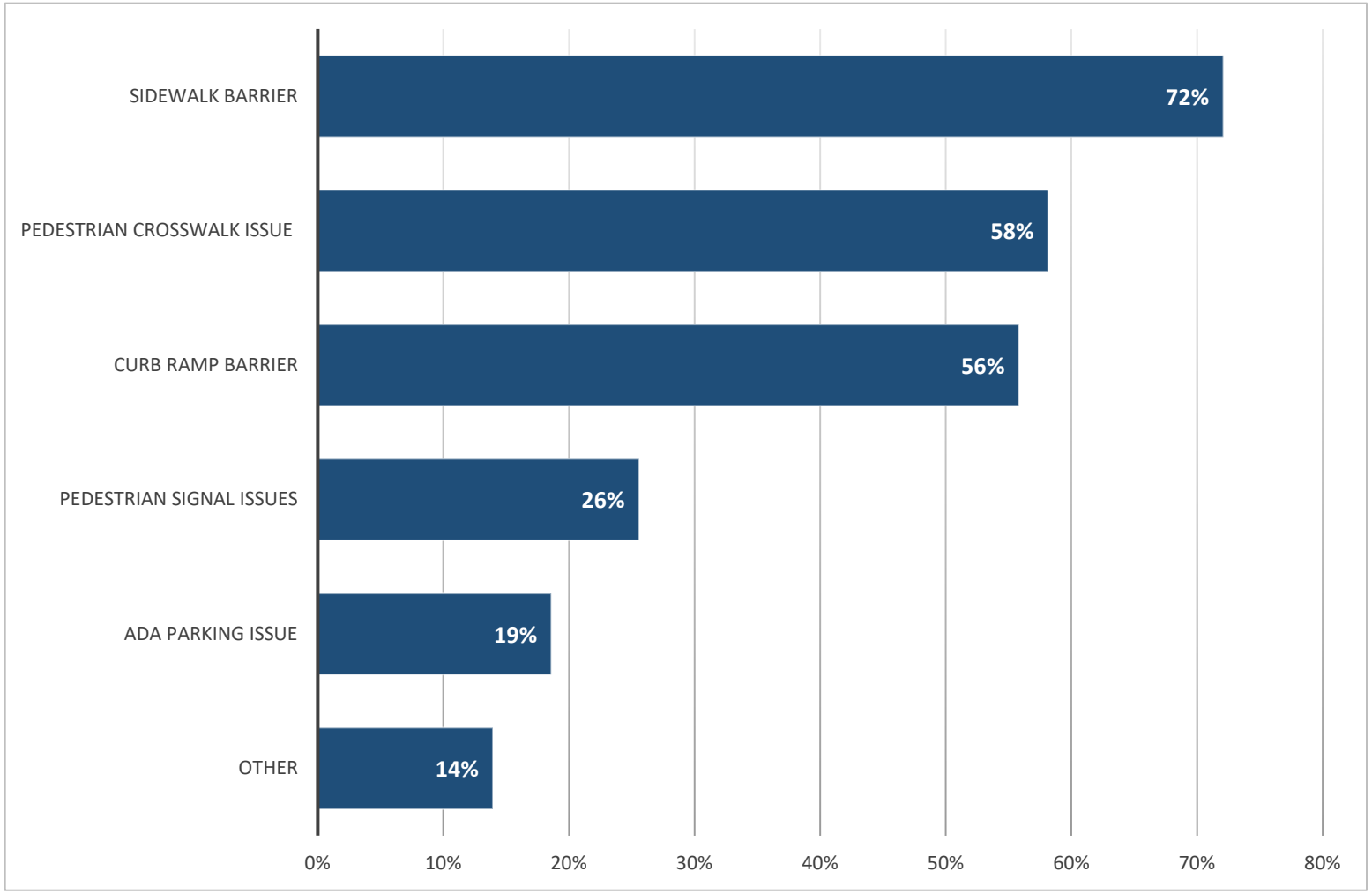
Q9: Are you now or were you ever unable to participate or obtain services in the City of Walla Walla?



Comparison of those with disabilities, supporting people with disabilities, and with no disability and their experience with barriers.

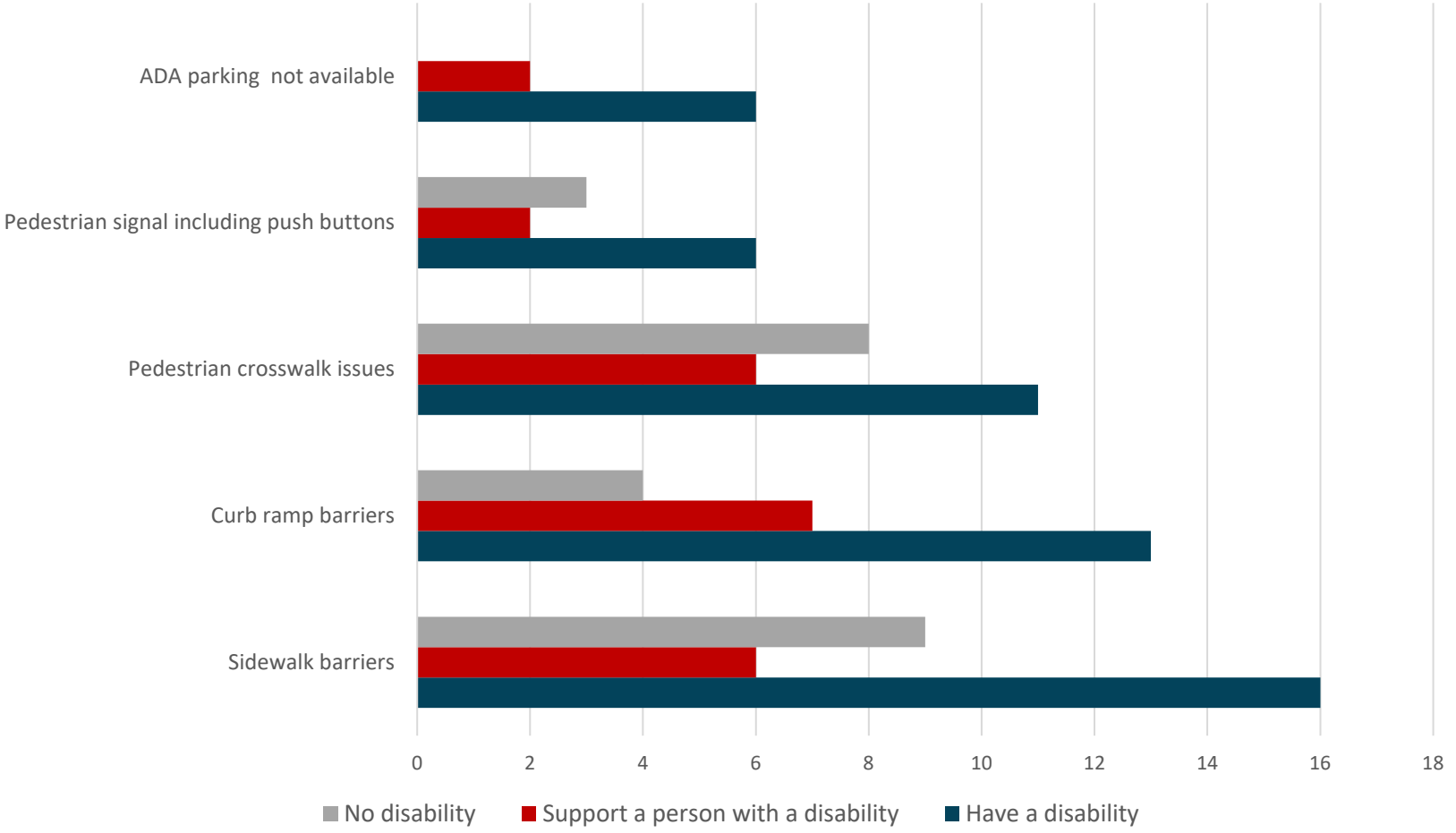


Q11: Which of the following are reasons you could not participate? (Check all that apply)

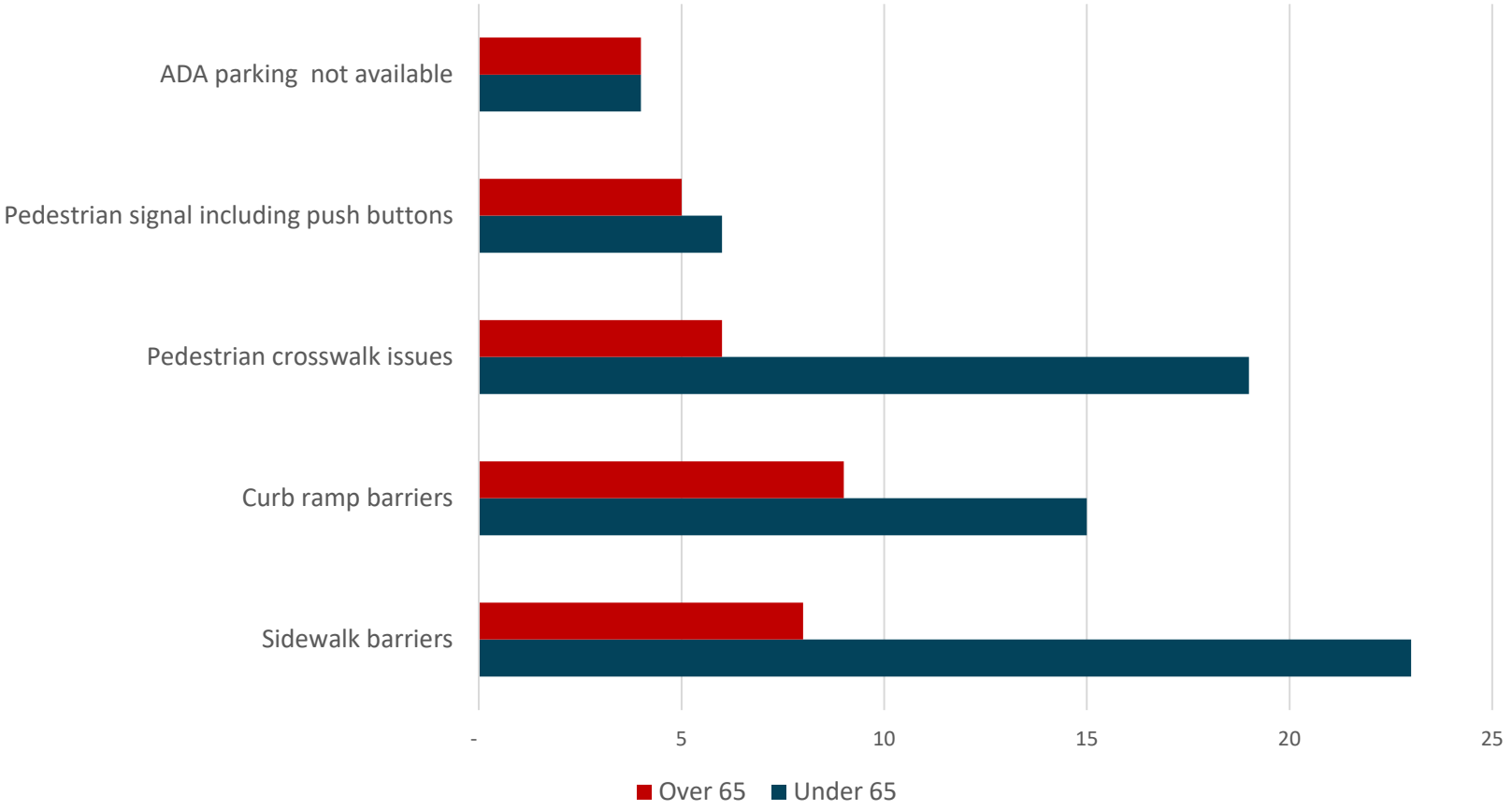


Contrast - those with disabilities, supporting people with disabilities and without disabilities

Barrier Issues



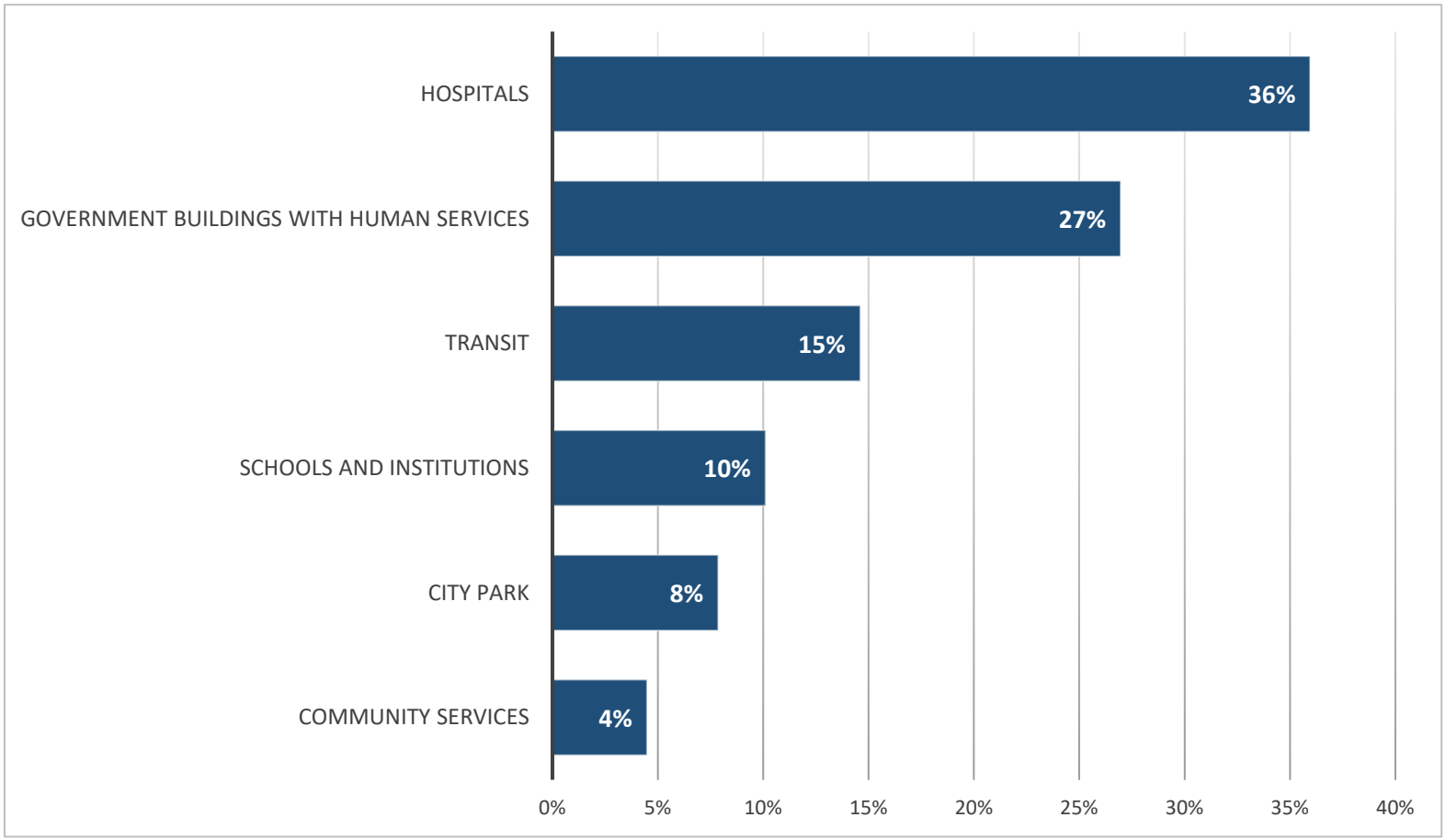
Contrast – Over 65 and under 65
Barrier Issues



3. Priorities

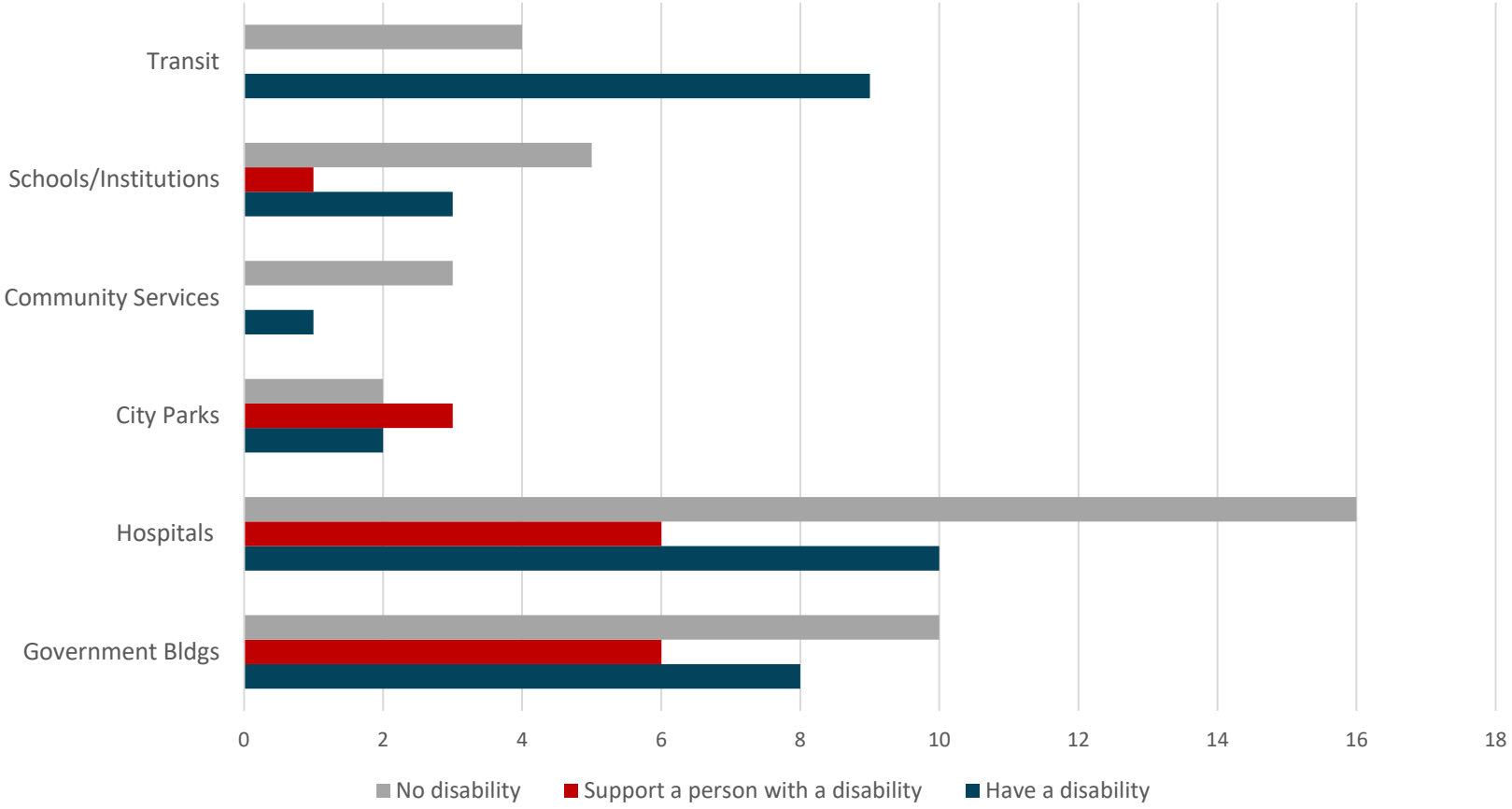
Top Priority Destinations and Locations

Q12: Of the six types of locations below, which one would be your HIGHEST priority? (Select one)

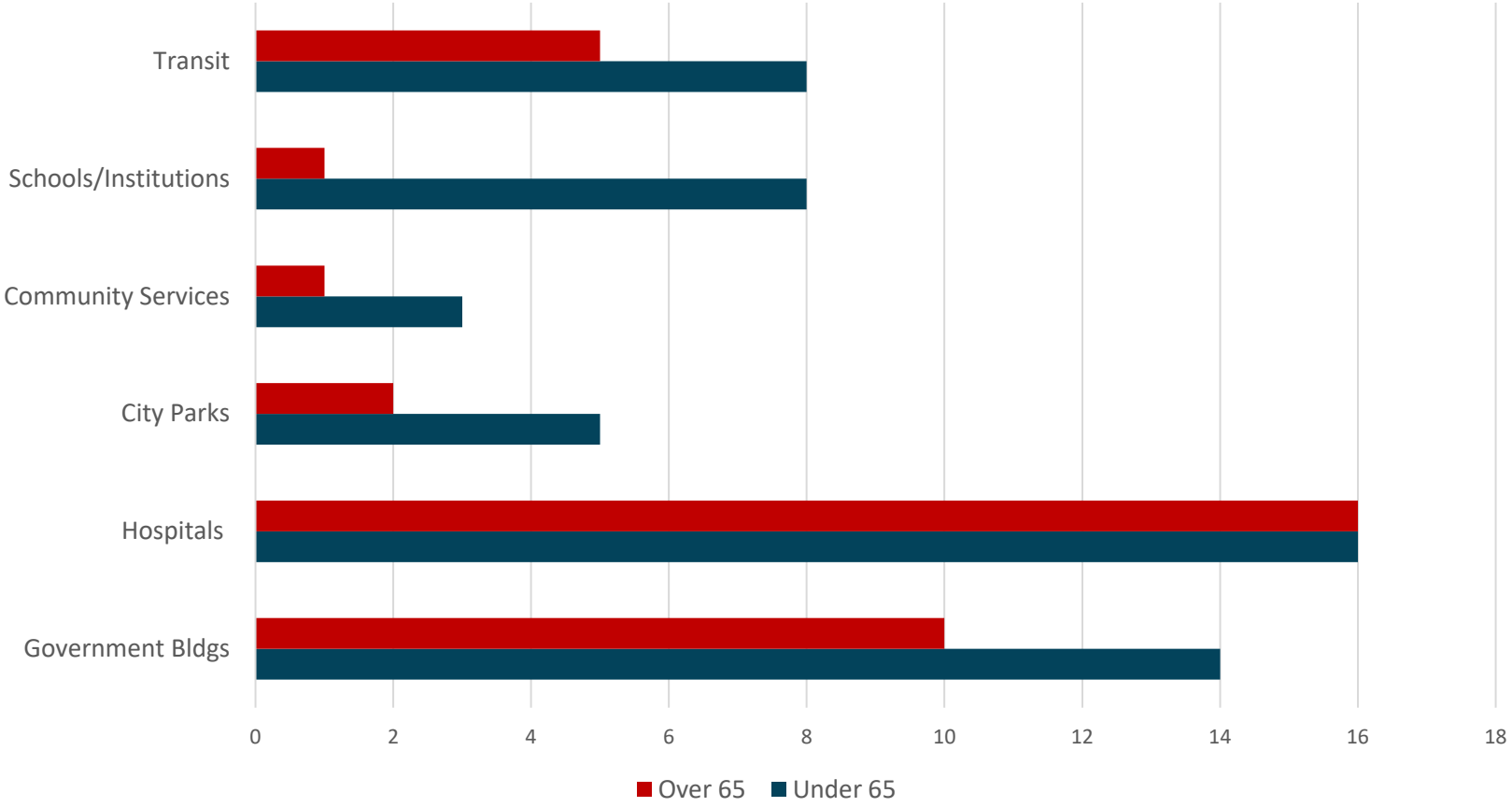


Contrast - those with disabilities, supporting people with disabilities and without disabilities

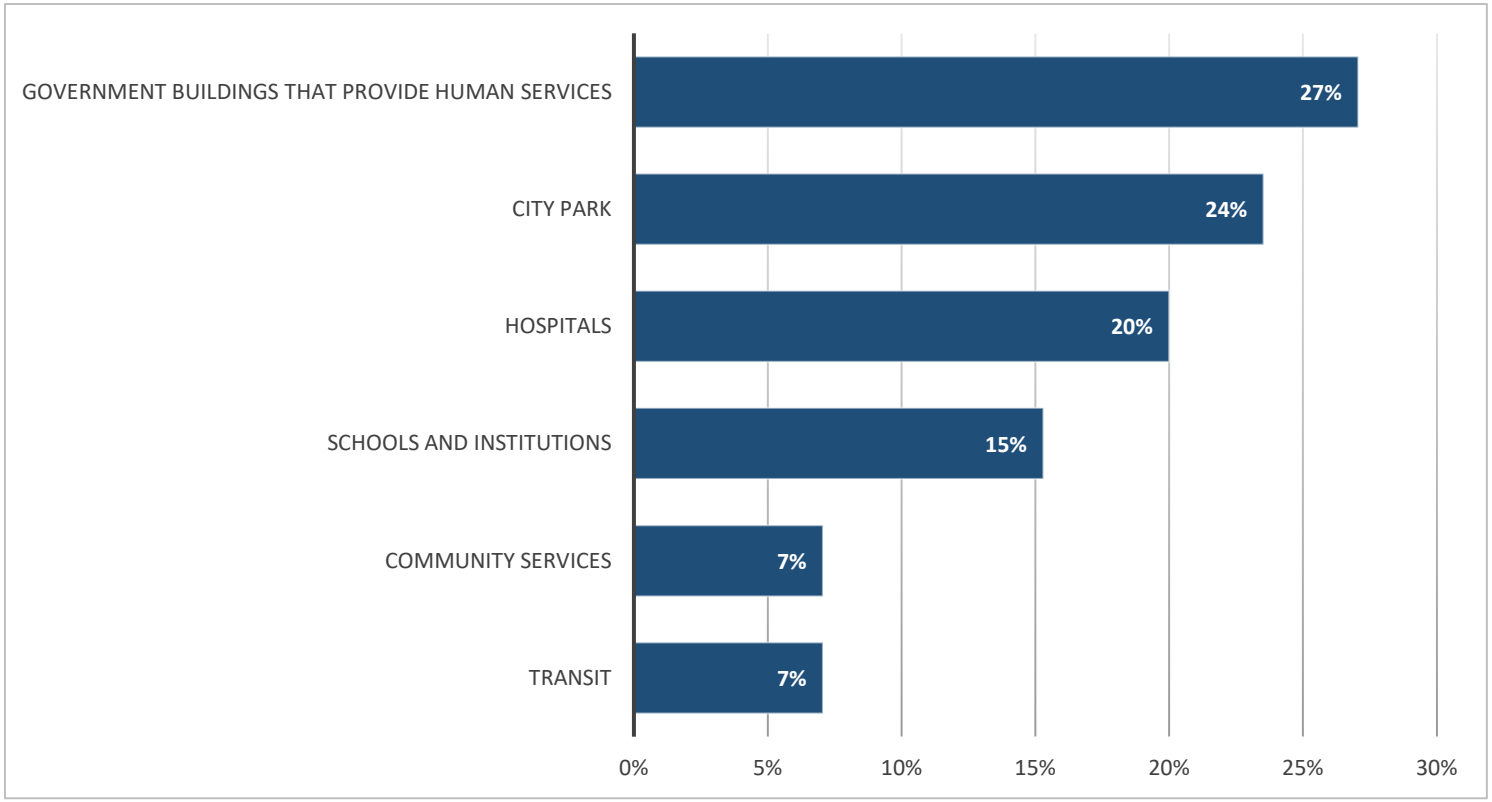
Top Priority Destinations and Locations



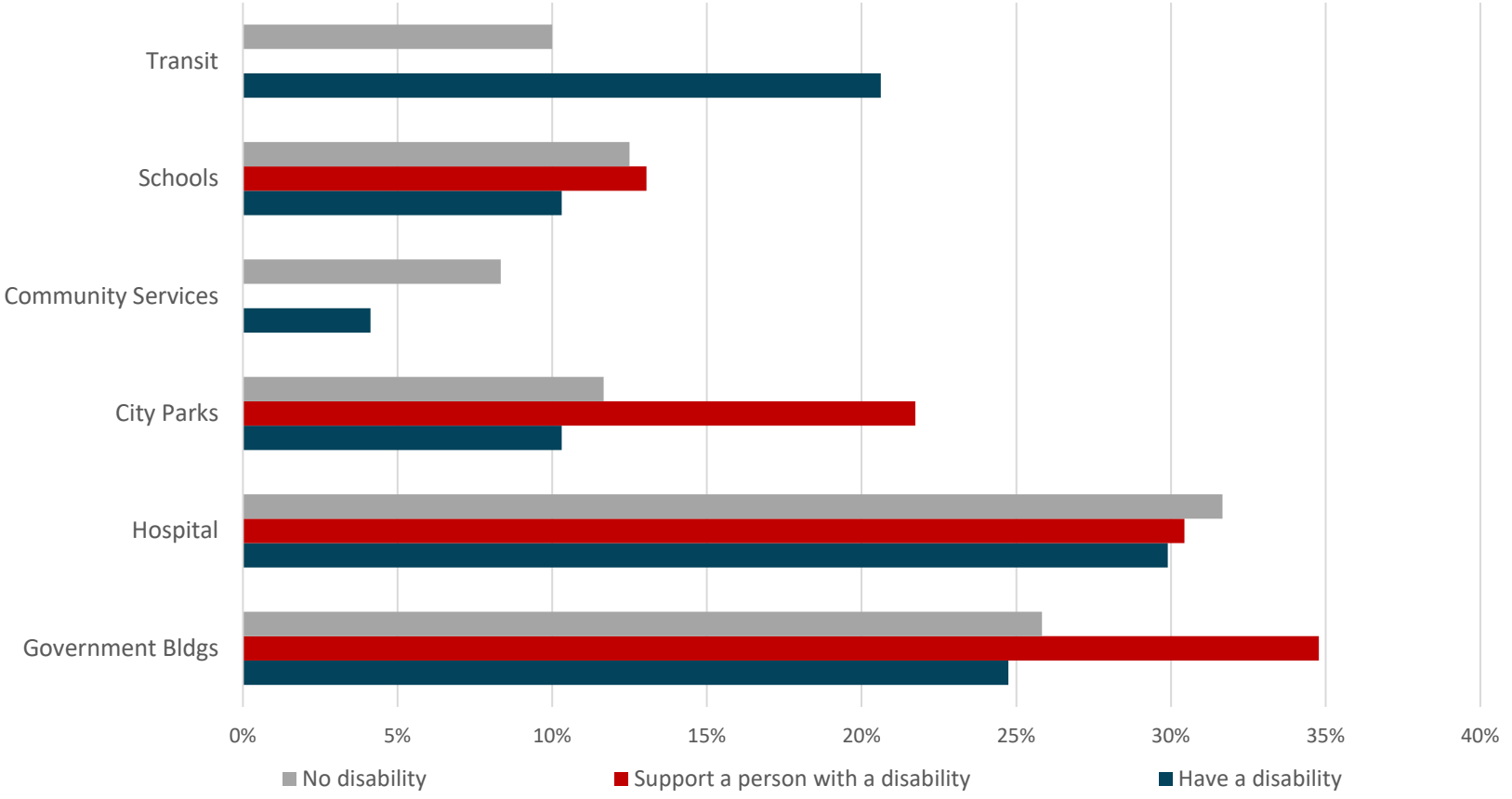
Contrast - Under 65 and over 65
Top Priority Destinations and Locations



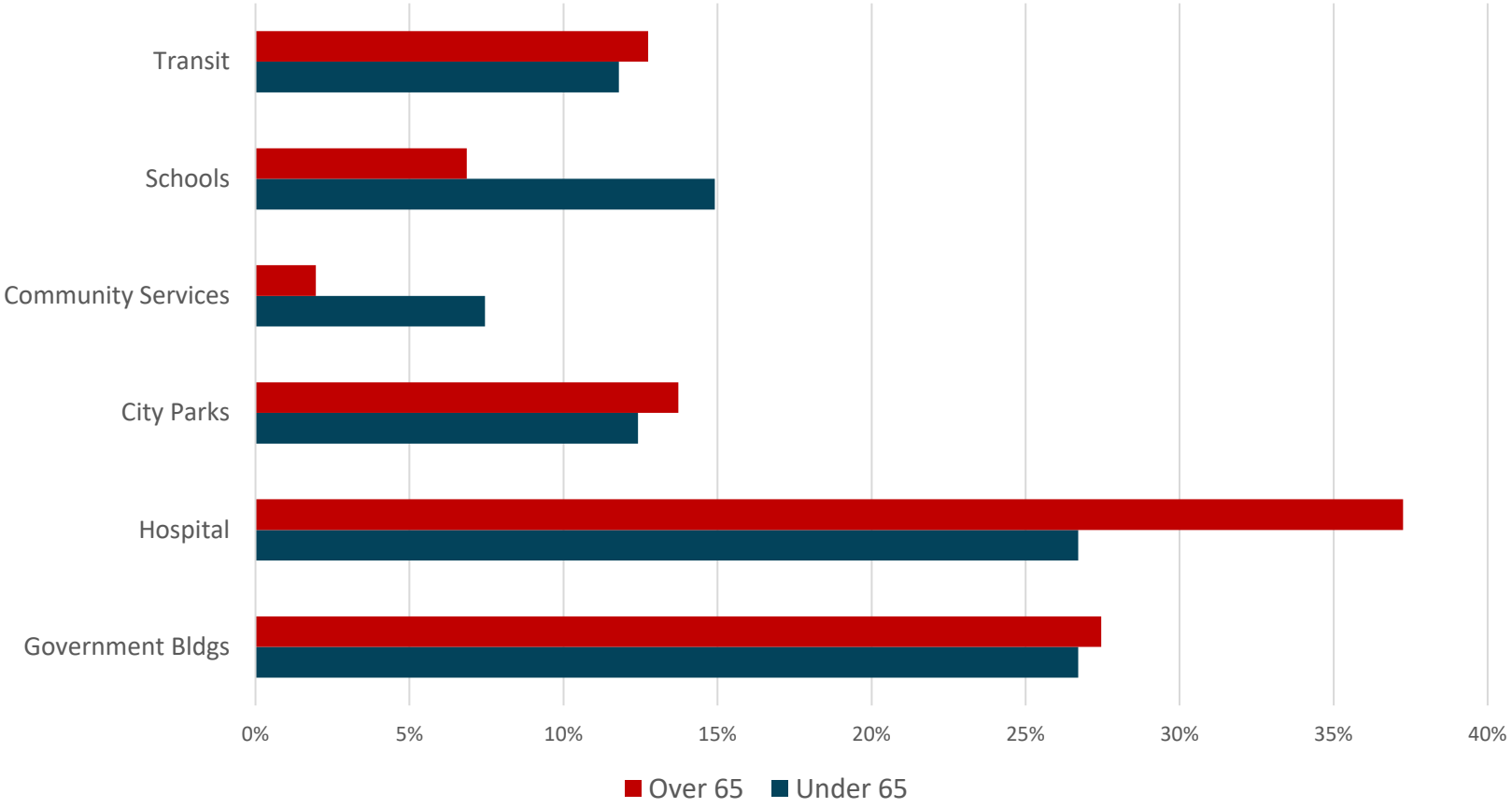
Q13: Of the six types of locations below, which one would be your SECOND highest priority? (Select one)



Contrast - those with disabilities, supporting people with disabilities and without disabilities **Weighted Priorities**



Contrast – Under 65 and over 65
Weighted Priorities



Typical issue types

- Sidewalks – Not provided, missing or blocked with cars items
- Crosswalks – not protected or not provided, people feel vulnerable to cars. Lack markings
- Curb cuts and ramps – not provided
- Pedestrian buttons and traffic signals – Not provided or missing
- ADA parking – Parking not provided including private businesses

Questions

- Any surprises?
- Questions?

Acta de Americanos con Discapacidades (ADA) Plan de Transición Resultados resumidos de divulgación

Survey
Agosto 30 - Octubre 15, 2019

Resultados resumidos de divulgación

- Survey Agosto 30 - Octubre 15, 2019
  - Anunciado en el sitio web de la ciudad
  - Promocionado a través de los canales de redes sociales de la ciudad
  - Encuestas impresas distribuidas por toda la ciudad de Walla Walla

Resumen de encuesta

1. Encuestados y demografía
2. Áreas de emisión
3. Prioridades

1. Respuestas y Demografía

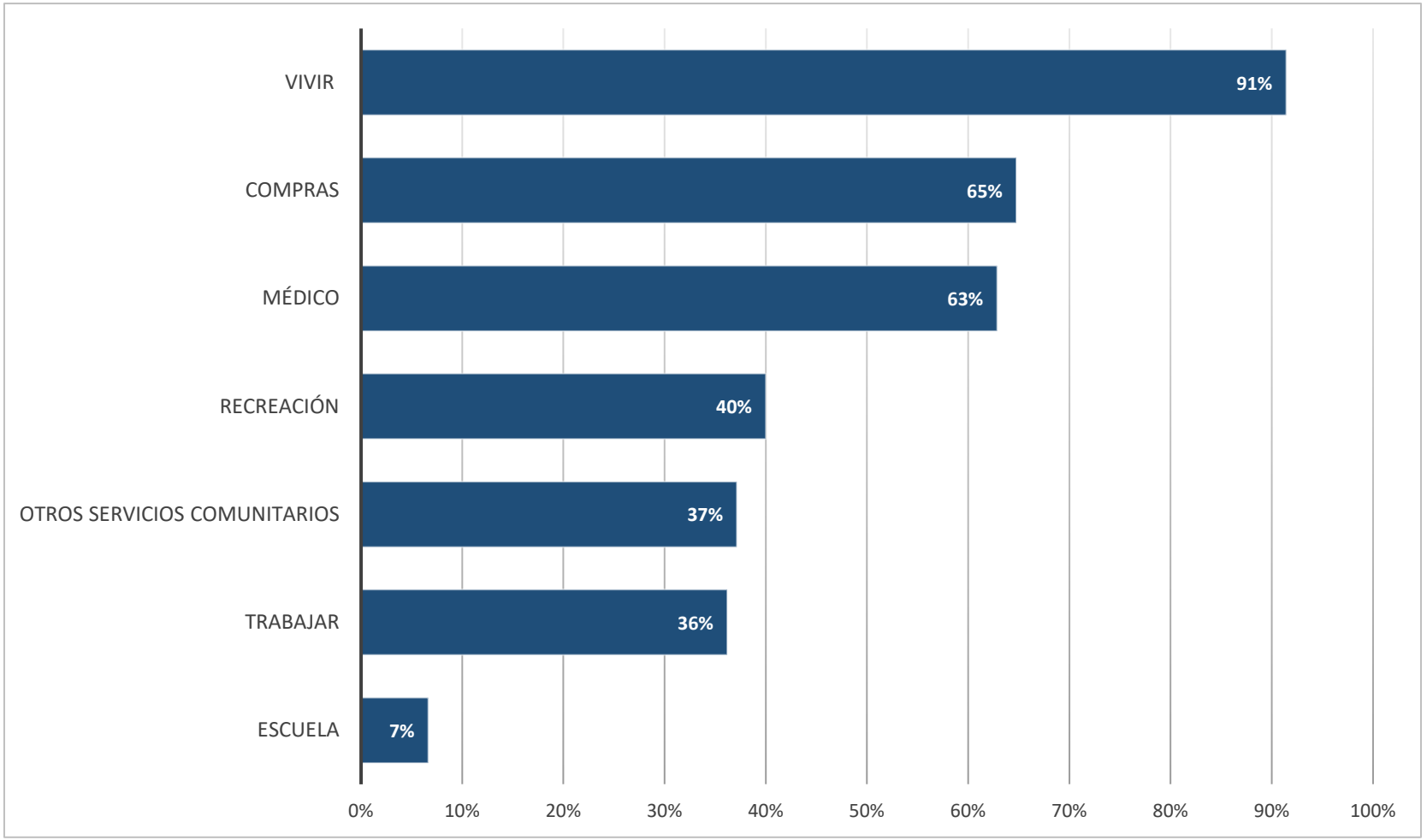
1. Respuestas y Demografía

- 105 respuetas
- La mayoría vive en Walla Walla
- La mayoría vive, compra y visita hospitales en Walla Walla
- Los tres modos principales son conducir / estacionar, caminar y andar en bicicleta

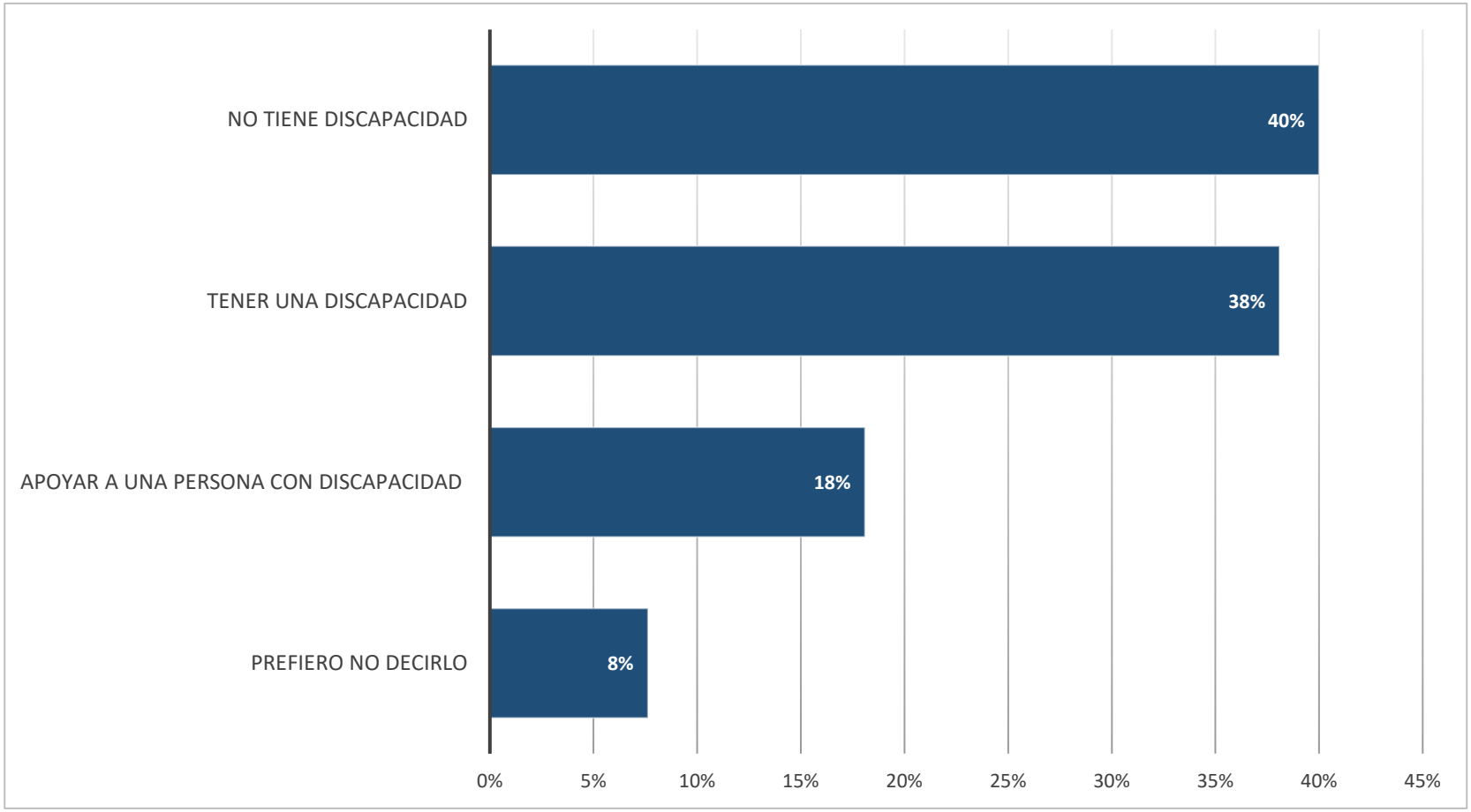
1. Respuestas y Demografía

- La mayoría son mayores de 65 años con 14% 55-64 y 13% 35-44
- Más del 90% son blanco
- Encuesta en español disponible solo 1 respuesta
- Respuestas
  - 38% Tener una discapacidad
  - 18% Apoyar a alguien con discapacidad
  - 40% No están deshabilitados
- Discapacidades variadas. Muchos jubilados y los mayores de 65 años tenían problemas de movilidad y pérdida de audición. El problema principal en general fueron las condiciones que limitan la actividad física.

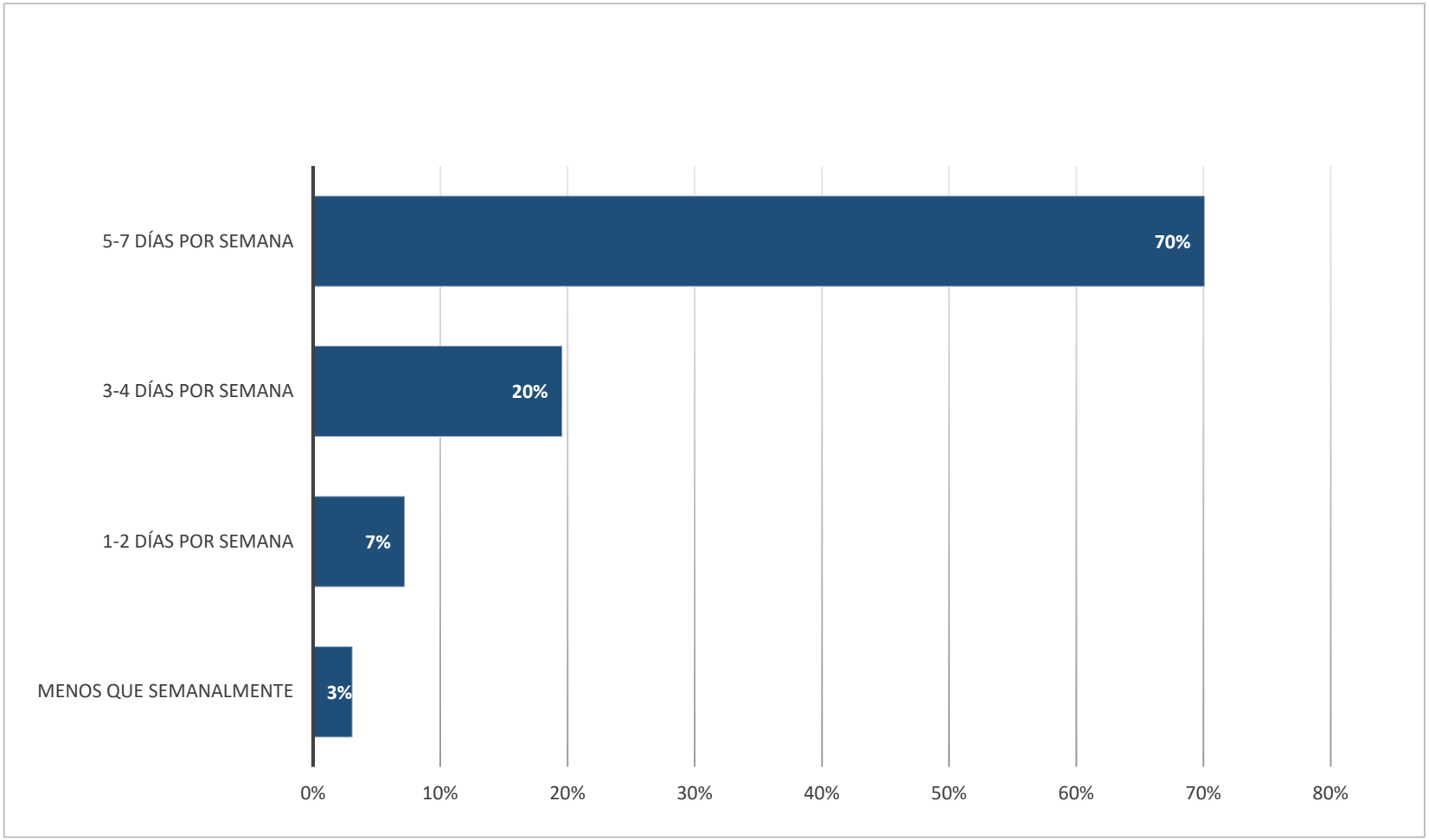
Q1: Primero, díganos por qué viaja en Walla Walla?



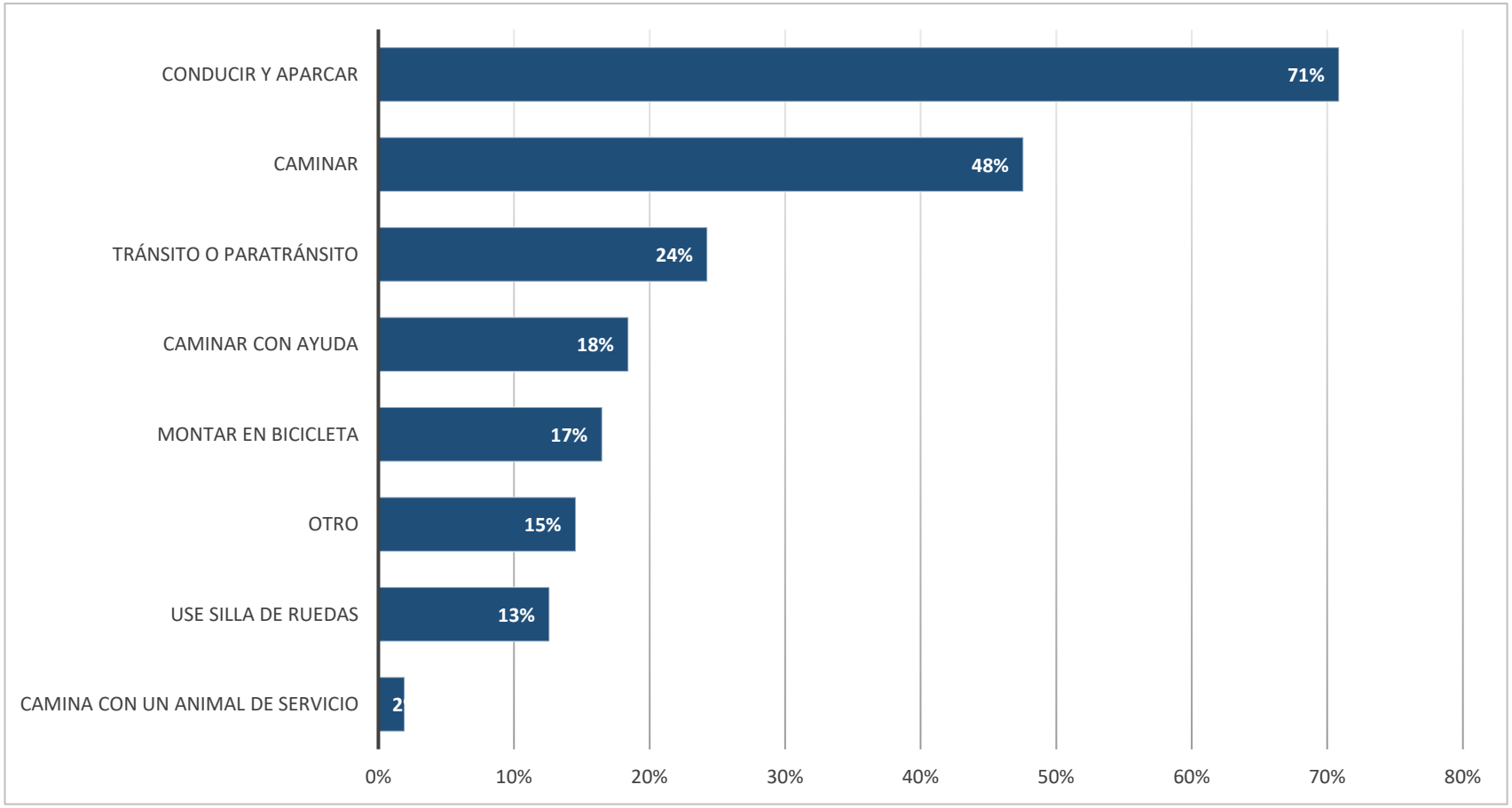
Q2: Cuéntanos sobre usted mismo (elige todas las opciones que correspondan)



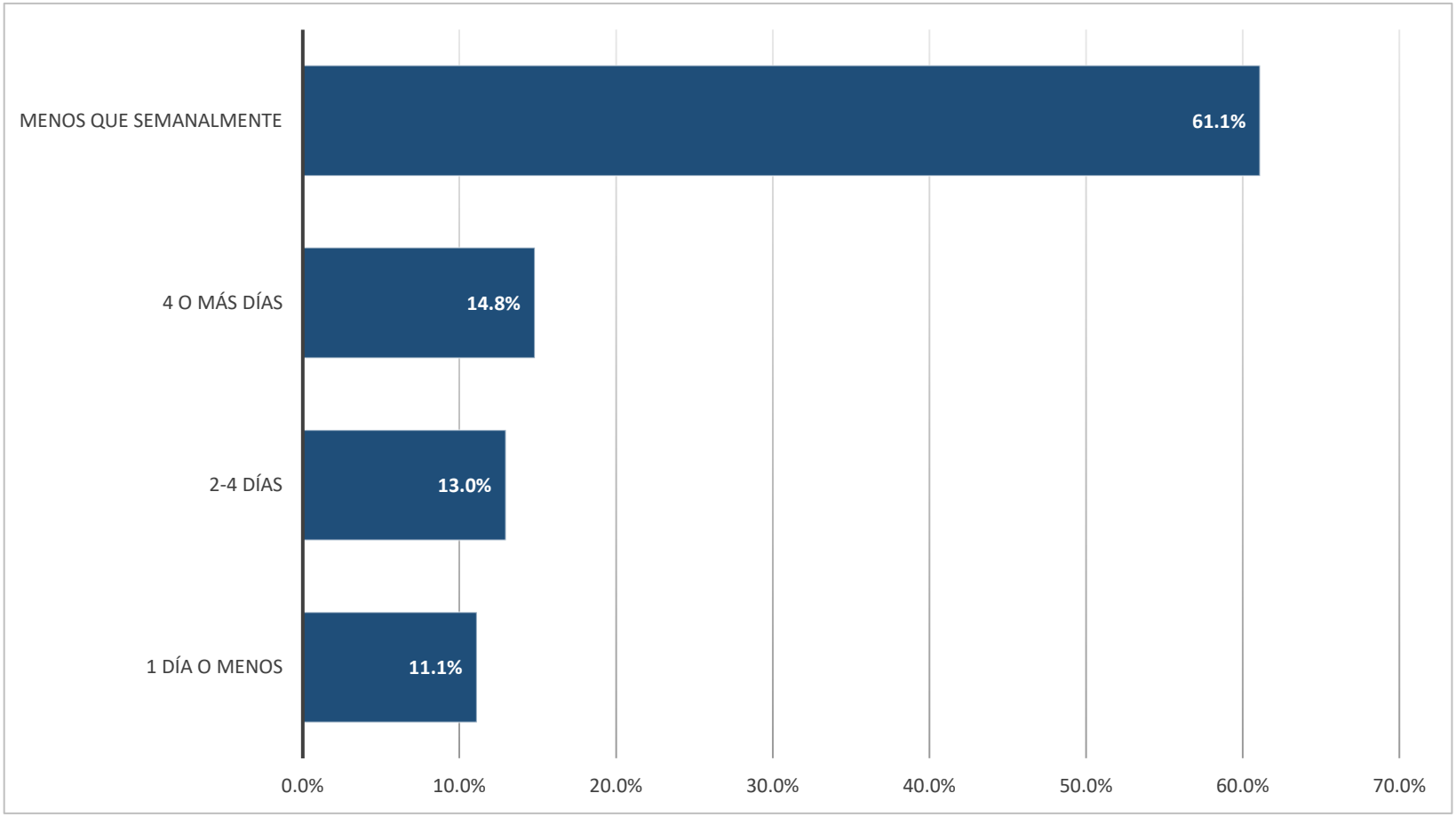
Q6: ¿Con qué frecuencia viaja en la ciudad de Walla Walla? (Seleccione uno)



Q7: ¿Cómo viaja dentro de la ciudad de Walla Walla? (Marque todo lo que corresponda)



Q8: Si usa tránsito, ¿con qué frecuencia lo usa en una semana típica? (Seleccione uno)



2. Problemas identificados en la encuesta

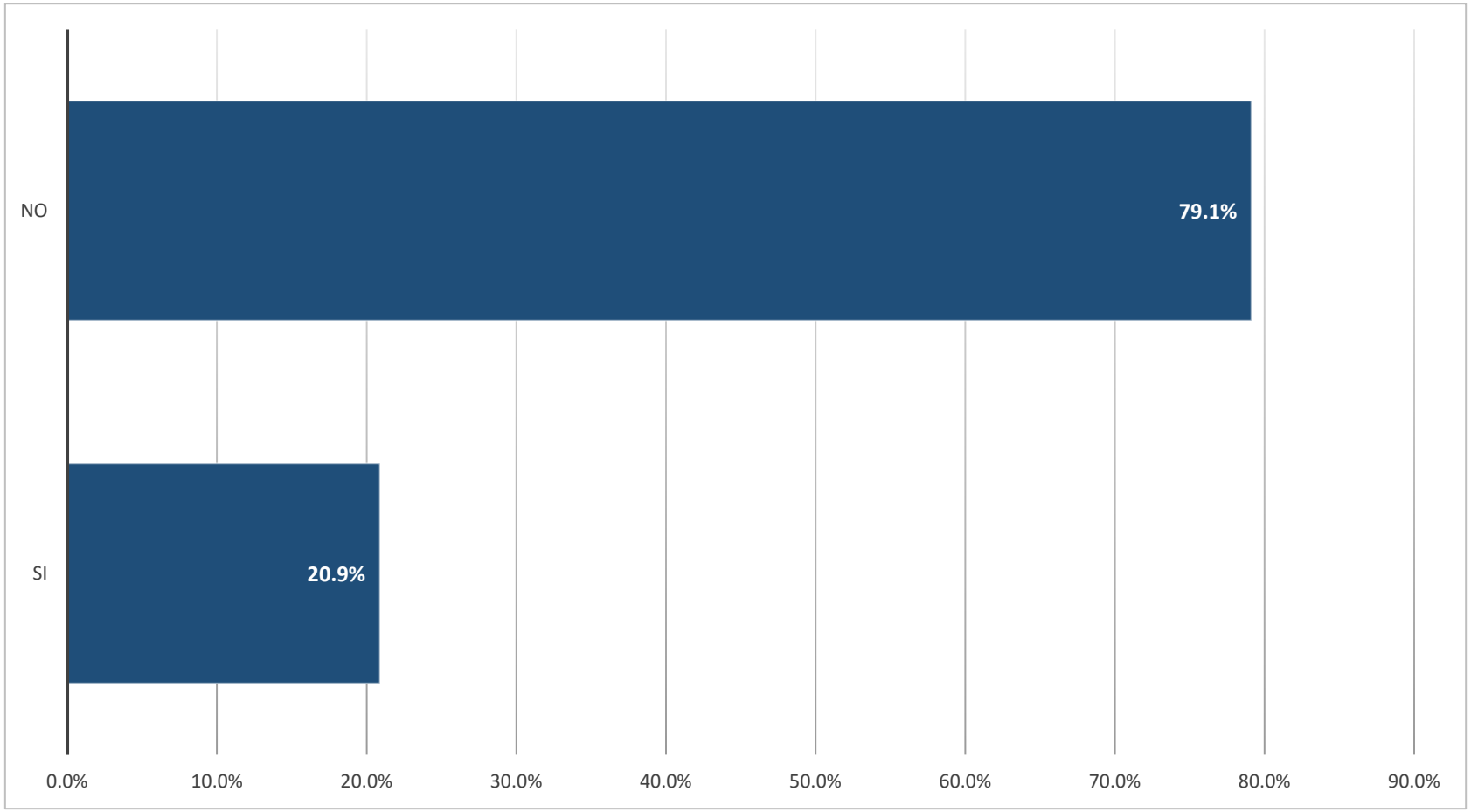
Razones específicas por las que las personas indicaron que no podían participar

- La condición de nuestras aceras y bordillos en la ciudad necesita una gran reparación para una movilidad mejor y más segura.
- Los montículos de nieve que despejan las aceras impiden el acceso del estacionamiento a la acera y a un edificio, restaurante o tienda en el centro Impedimentos en la acera; es decir, tablas de emparedado, macetas, cercas para sentarse.
- Las rampas de la acera no se mantienen claramente visibles (ya sea pintura no pintada o descolorida) y los cruces peatonales no se pintan regularmente, lo que hace que sea difícil de ver en ocasiones.
- Además de usar un scooter de movilidad, también soy alérgico al látex: no puedo asistir a ningún evento comunitario que tenga globos de látex Esto se refiere más a llevar a mis hijos a la escuela con hermanos menores en carriolas. Nuestros niños han asistido a Prospect Point y Green Park, ambos tienen tramos importantes donde los niños necesitan caminar en la calle debido a la falta de aceras
- Fue agradable colocar el cruce de peatones en el álamo, pero solo hay una rampa en la acera si desea cruzar en el otro lado, no hay rampa en la acera, lo que significa que tengo que ir a la calle que no es segura para pasar. allí en mi silla de ruedas.
- Problemas con los bordillos

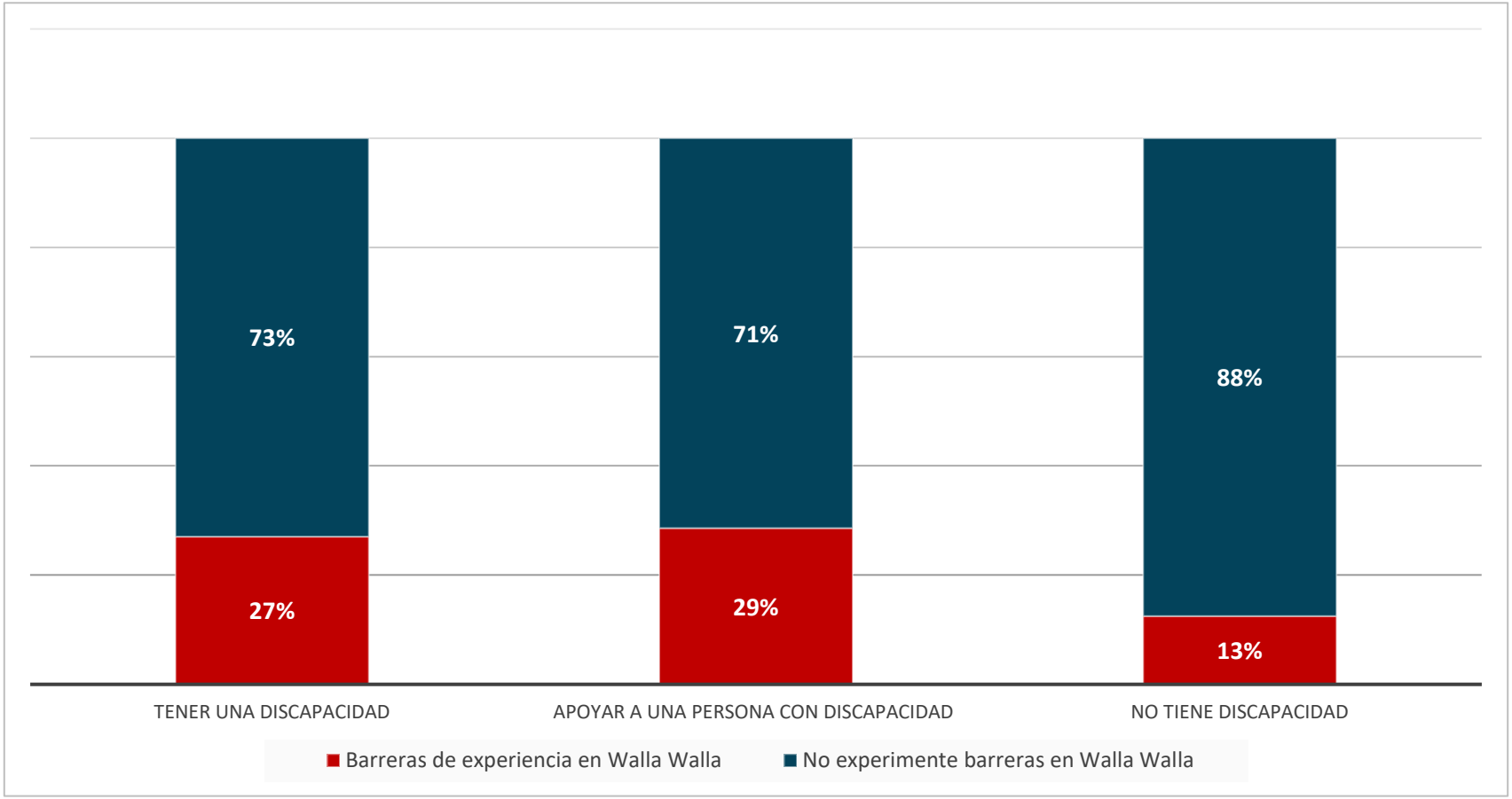
Problemas

- 130 problemas enumerados a través de la Herramienta de levantamiento y mapeo en ubicaciones específicas
- Más de 50 eran problemas de acera
- Menos de 20 cada uno fueron listados para mantenimiento (nieve), conflictos de vehículos, rampas de acera, cruces peatonales y botones de señales / peatones

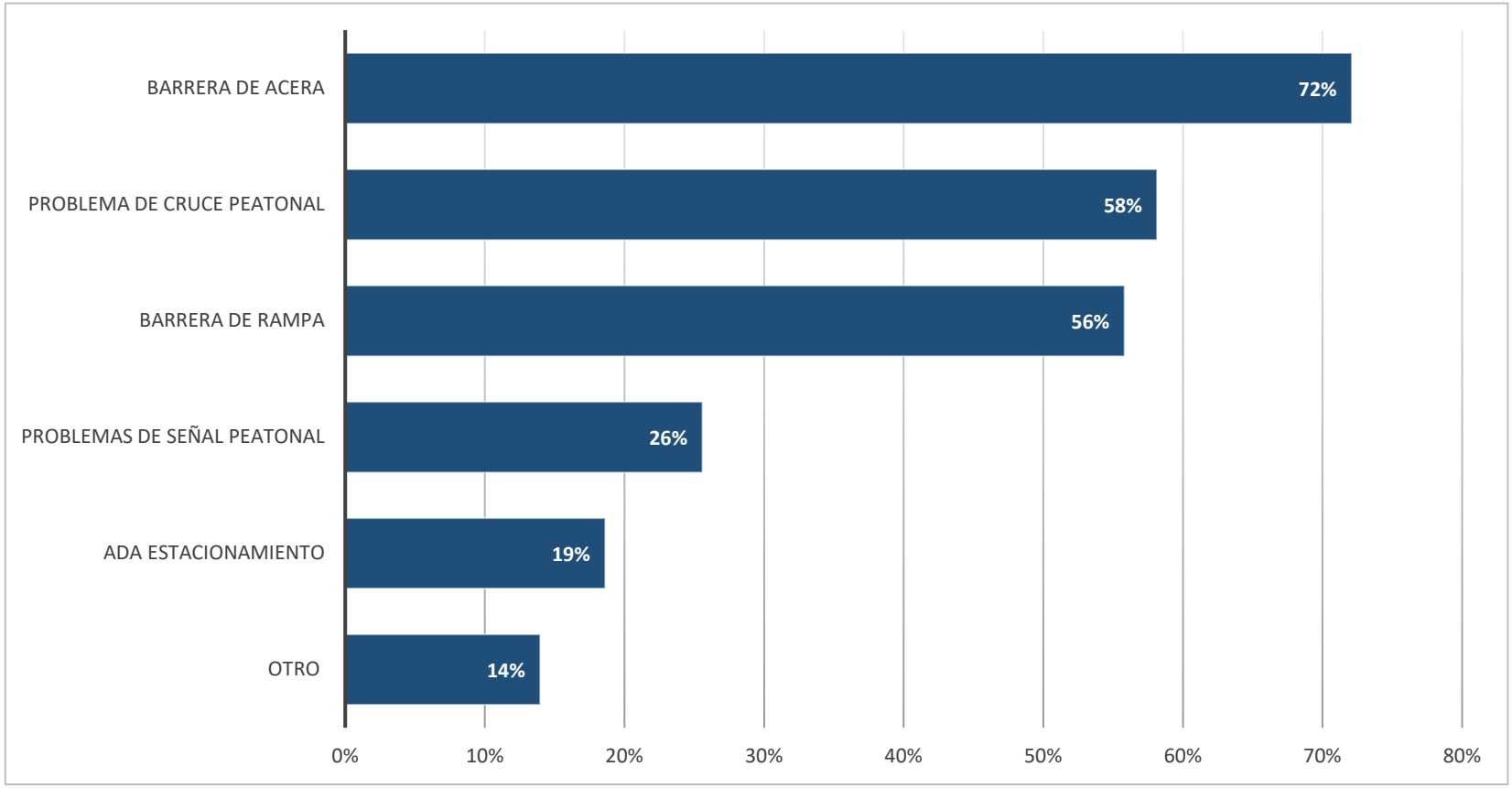
Q9: ¿Está usted ahora o algún momento ha tenido dificultad participando u obteniendo servicios en la ciudad de Walla Walla?



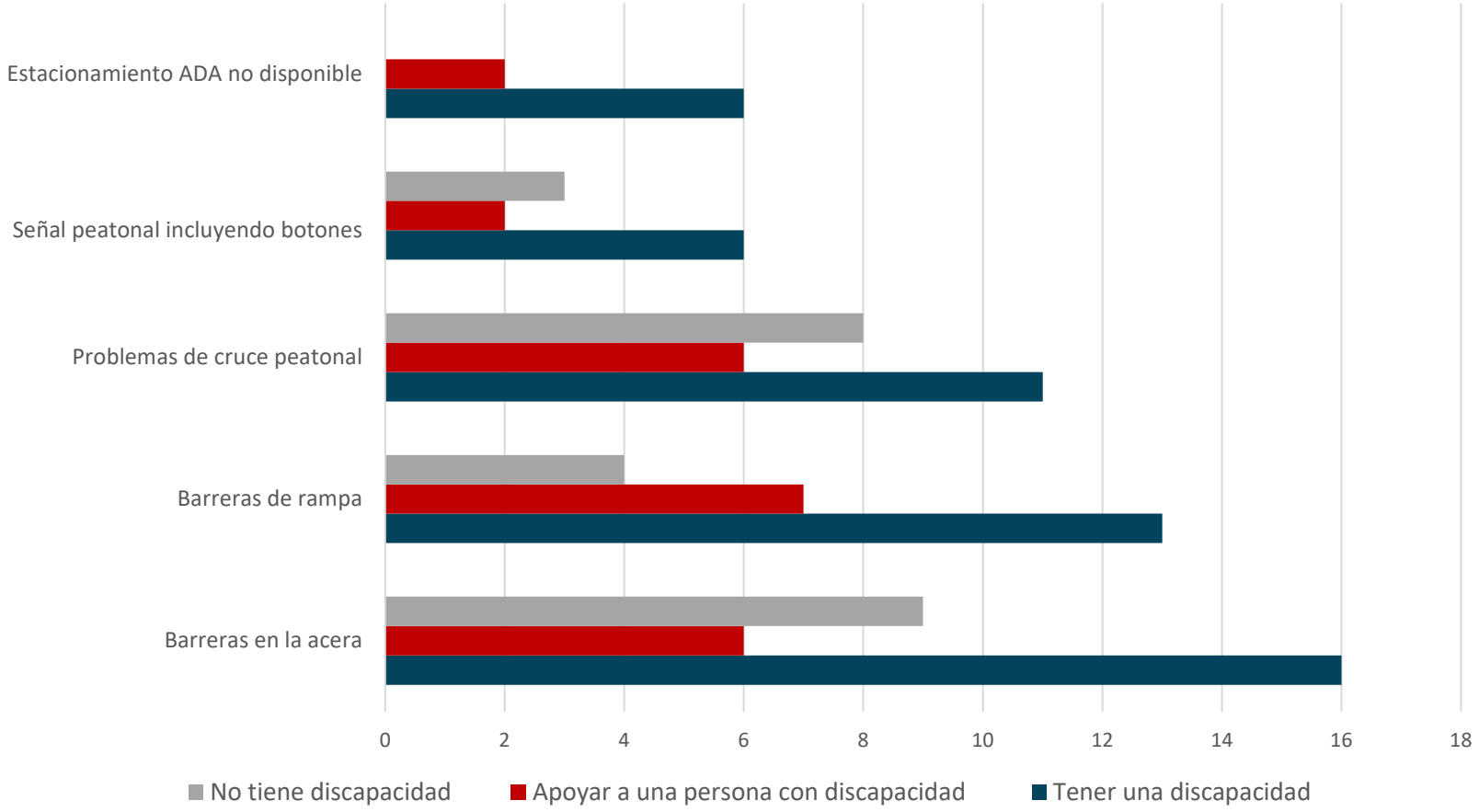
Comparación de personas con discapacidad, apoyo a personas con discapacidad y sin discapacidad y su experiencia con barreras.



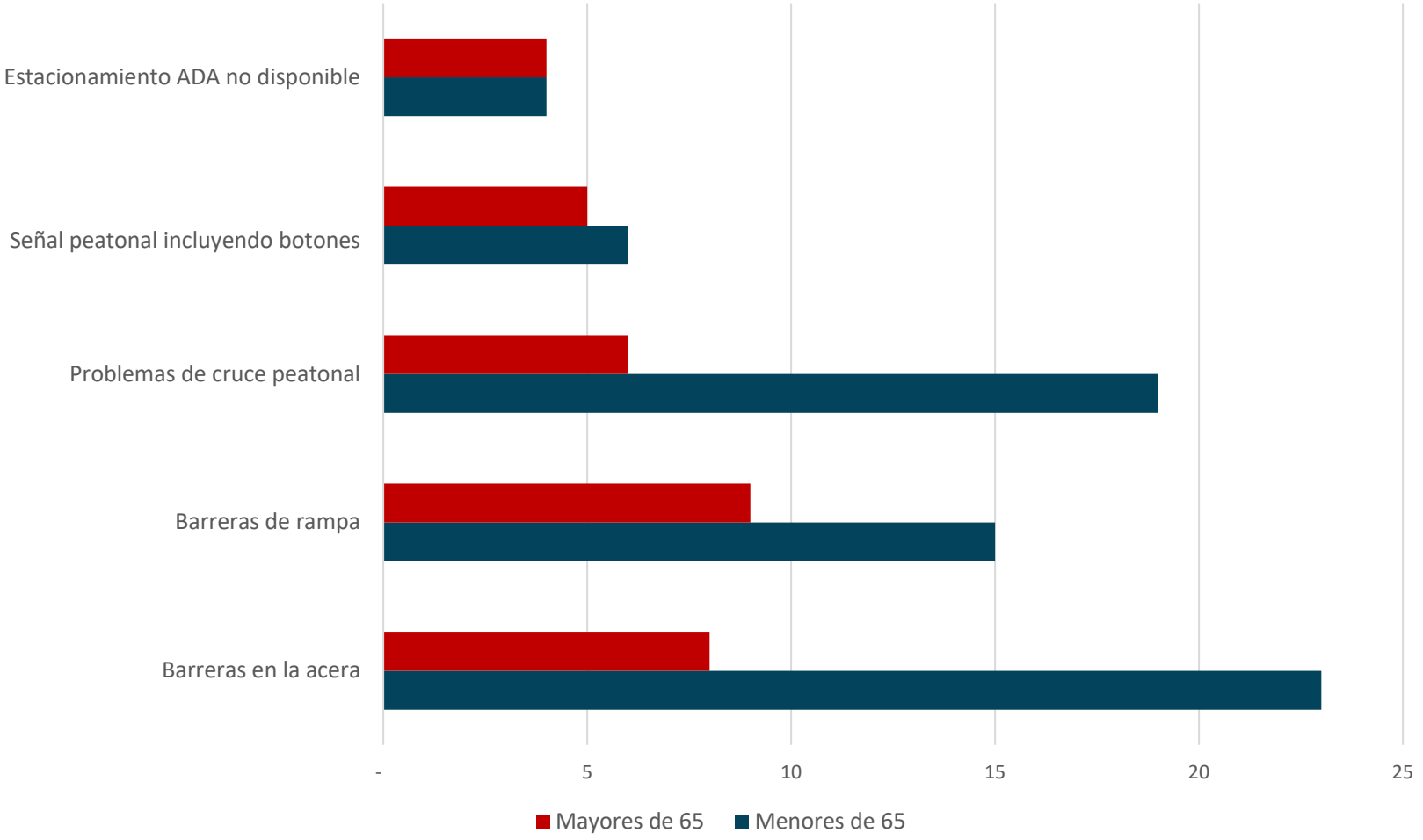
Q11: ¿Cuáles de las siguientes barreras en el derecho de paso público son razones por las que ha tenido dificultad? (Marque todo lo que corresponda)



Contraste: personas con discapacidad, apoyo a personas con discapacidad y sin discapacidad. Problemas de barrera



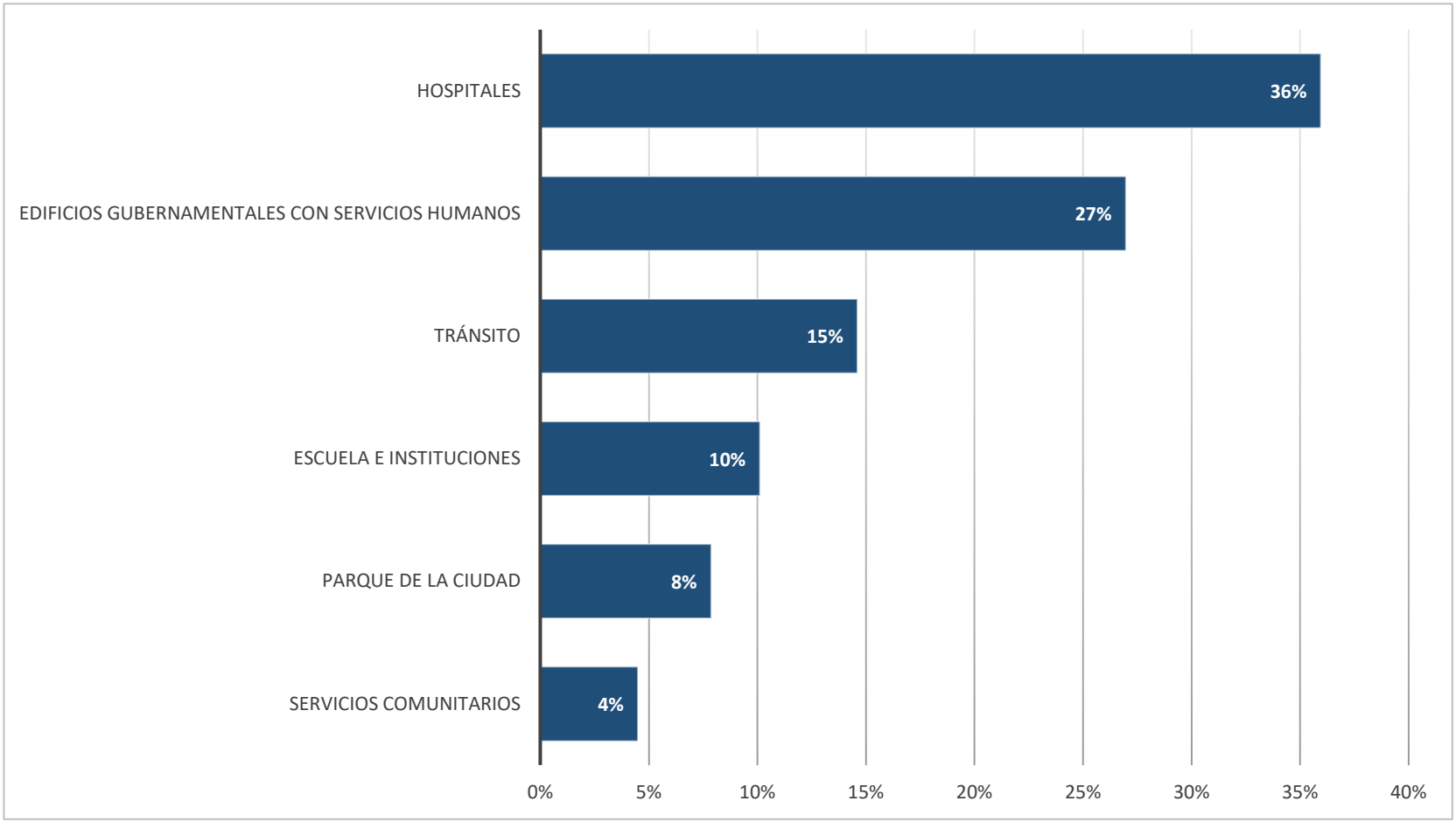
Contraste: más de 65 y menos de 65 problemas de barrera



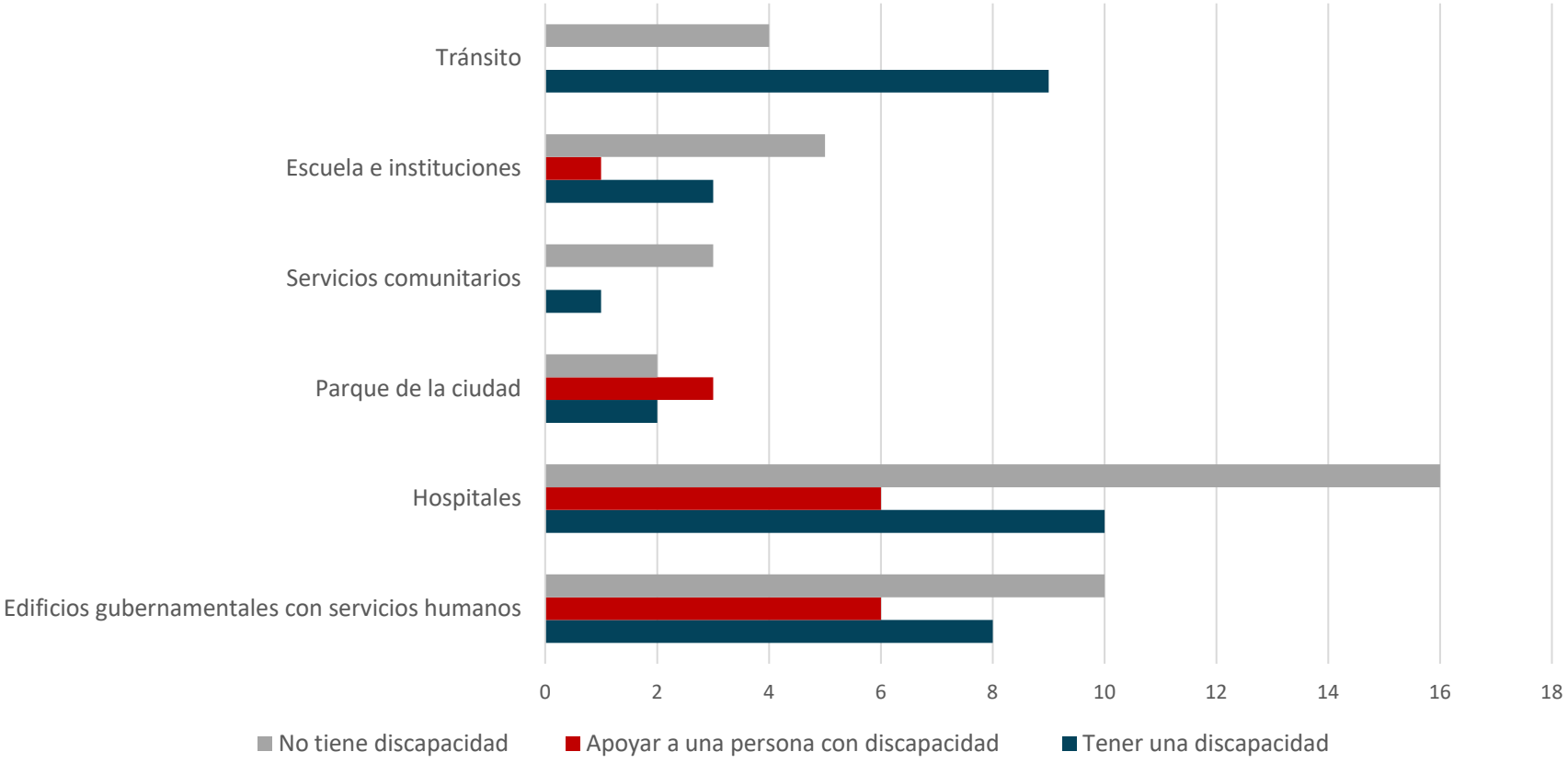
3. Prioridades

Destinos y ubicaciones prioritarios

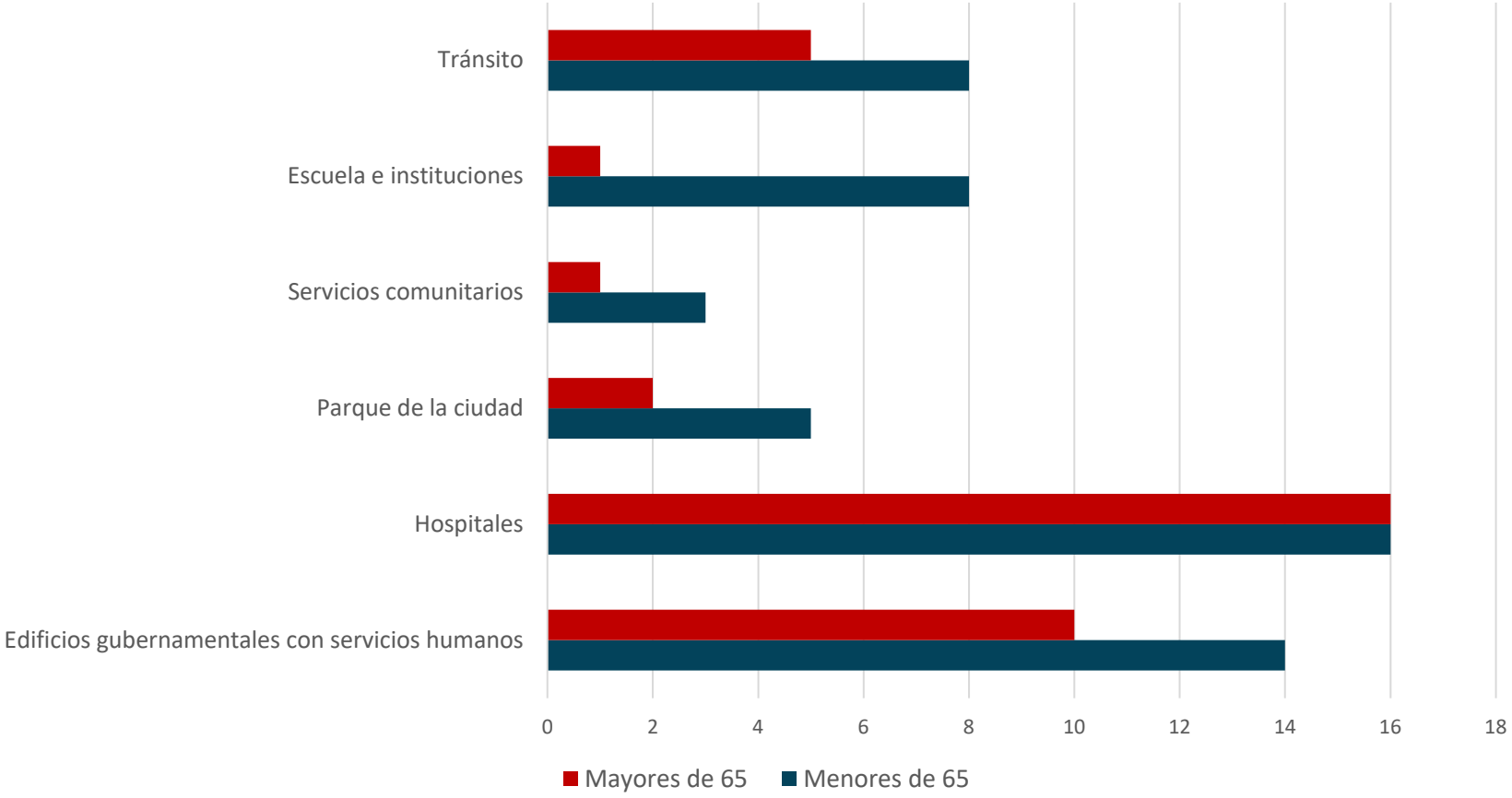
Q12: De los seis tipos de ubicaciones a continuación, ¿cuál sería su MAYOR prioridad? (Seleccione uno)



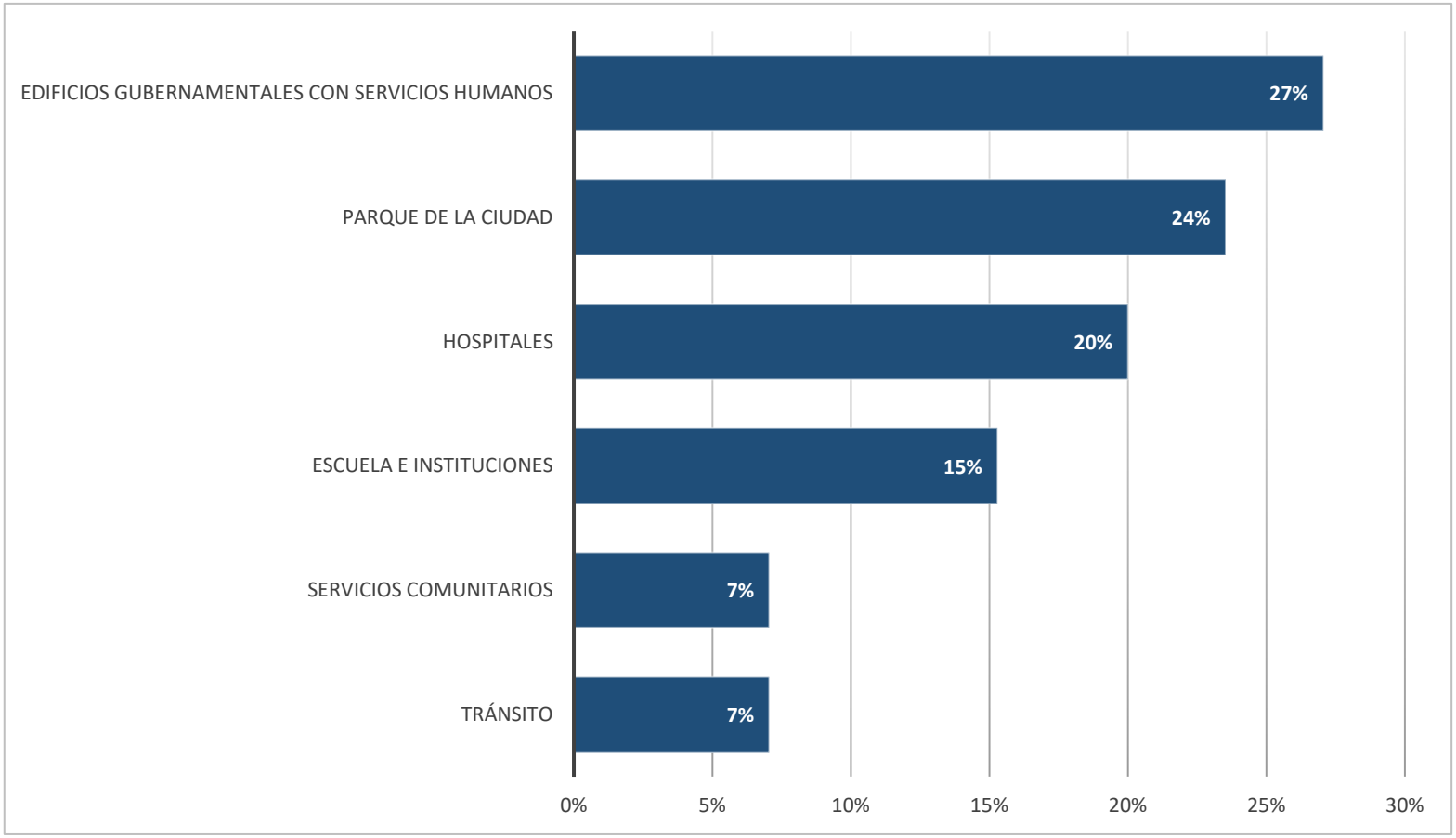
Contraste: personas con discapacidades, que apoyan a personas con discapacidades y sin discapacidades Destinos y ubicaciones prioritarias



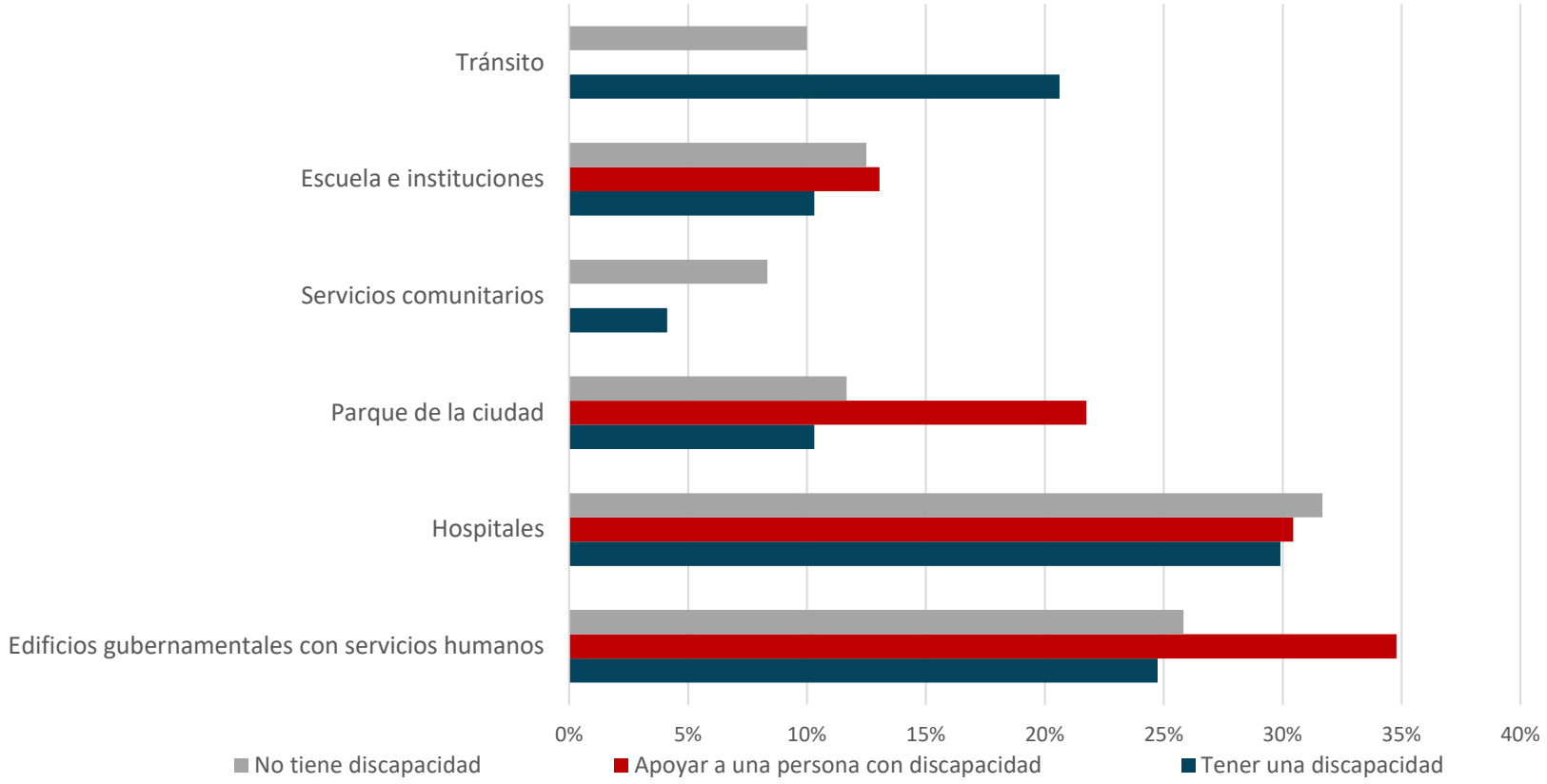
Contraste: menores de 65 años y más de 65 destinos y ubicaciones prioritarias



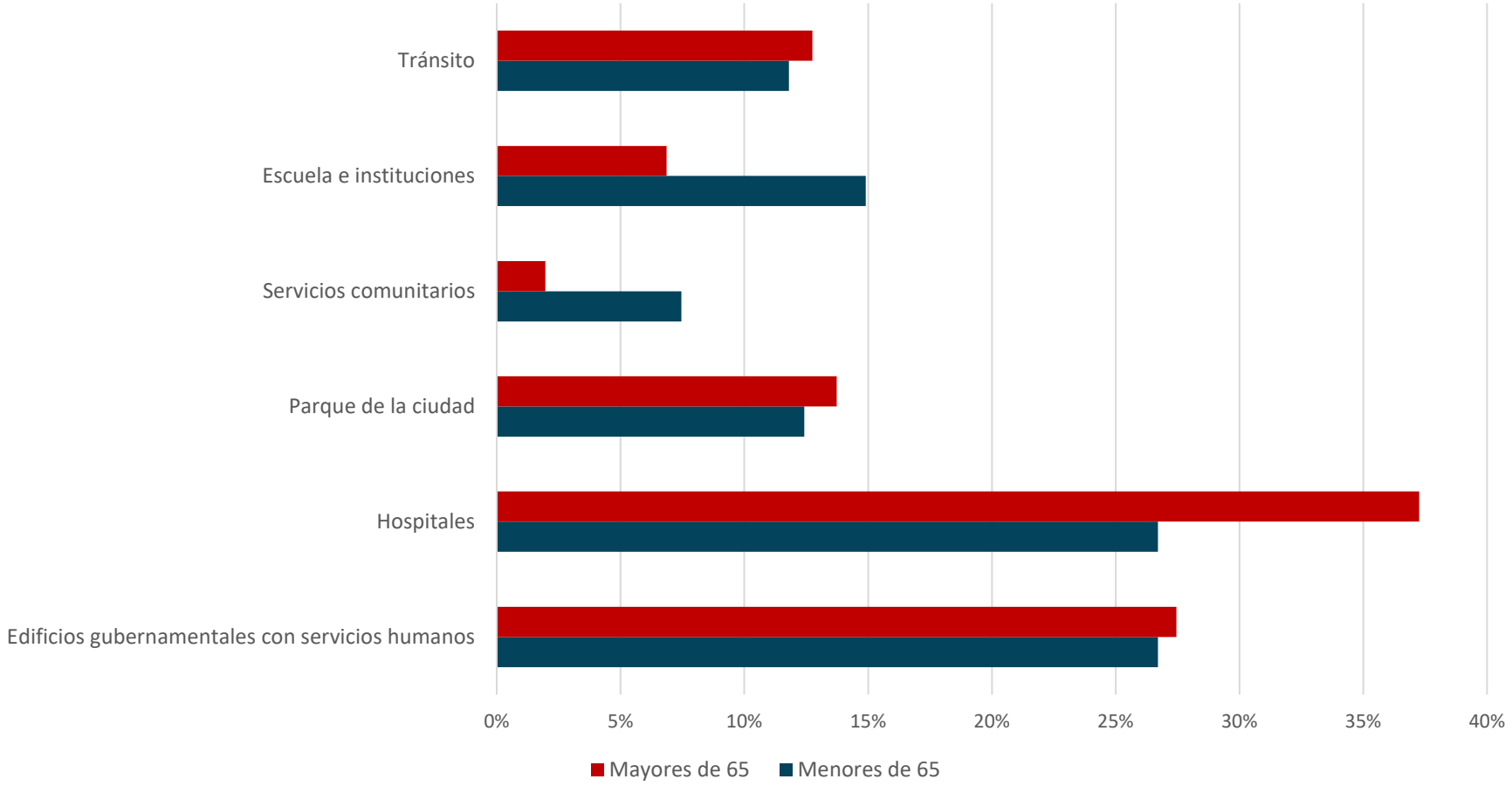
Q13: De los seis tipos de ubicaciones a continuación, ¿cuál sería su SEGUNDA prioridad más alta? (Seleccione uno)



Contraste: personas con discapacidades, apoyo a personas con discapacidades y sin discapacidades Prioridades ponderadas



Contraste: menores de 65 años y más de 65 prioridades ponderadas



Tipos de problemas típicos

- Aceras: no se proporcionan, faltan o están bloqueadas con artículos de automóviles
- Cruces peatonales: no protegidos o no provistos, las personas se sienten vulnerables a los automóviles. Falta de marcas
- Cortes de acera y rampas: no se proporcionan Botones peatonales y señales de tráfico: no se proporcionan o faltan
- Botones peatonales y señales de tráfico: no se proporcionan o faltan
- Estacionamiento ADA: estacionamiento no proporcionado, incluidas las empresas privadas

Preguntas?

- Alguna sorpresa?
- Preguntas?

Appendix D - Accessible Pedestrian Signal (APS) Policy

City of Walla Walla - Policy for Installation of Accessible Pedestrian Signals and Pushbuttons

Intent:

It is the City's intention to be consistent with the most current version of the Public Right of Way Access Guidelines (PROWAG) in the provision of and location of accessible pedestrian signals and pushbuttons (APS) at traffic signals. Further guidance is available in 28 CFR Part 35 and Manual on Uniform Traffic Control Devices (MUTCD) section 4E.08 through 4E.13.

Purpose:

The purpose of this plan is to establish a reasonable and consistent policy for installing APS.

Scope:

1. *Requests*: Requests for APS systems from the public will be responded to in a timely manner and the consideration for installation will be done in accordance with applicable sections of the ADA.

2. *New construction*: New construction of traffic signal projects requires installation of APS and associated accessible features when pedestrian signals are installed.

3. *Alterations:* When the signal controller and software are altered, the pedestrian signal head is replaced, or pedestrian detectors are replaced, the existing pedestrian signals shall be upgraded to APS on poles in accessible locations.

4. *Curb ramp replacement at traffic signals*: Altering or replacing curb ramps does not require installation of APS unless the curb ramp cannot be altered or replaced without the alteration, installation or replacement of any pole to which a pedestrian pushbutton is attached. Then, installation of APS on poles in accessible locations is required.

5. In addition to the above conditions, APS will be installed through fulfillment of the City's obligations to complete its ADA Transition Plan.

Installation of APS is not required, unless otherwise noted, under the following conditions, but is recommended when inclusion in the project scope is possible:

1. *Minor work and routine maintenance at traffic signals:* Projects including but not limited to: emergency repairs, vehicular detection installation and repairs, installation and repair of CCTV or other cameras, vehicular signal head upgrades and repairs, and repair of pedestrian detection do not require installation of APS and associated accessible features.

2. *Signal timing changes:* Updating signal timing including cycle length, splits, offsets, and pedestrian clearance times do not require installation of APS and associated accessible features.

Appendix E - Current Grievance Procedure

APPENDIX I

GRIEVANCE PROCEDURE

CITY OF WALLA WALLA

Grievance Procedure Under The Americans with Disabilities Act

This Grievance Procedure is established to meet the requirements of the Americans with Disabilities Act of 1990 ("ADA"). It may be used by anyone who wishes to file a complaint alleging discrimination on the basis of disability in the provision of services, activities, programs, or benefits by the **City of Walla Walla (City).** The City's Personnel Policy governs employment-related complaints of disability discrimination.

The complaint should be in writing and contain information about the alleged discrimination such as name, address, phone number of complainant and location, date and description of the problem. Alternative means of filing complaints, such as personal interviews or a tape recording of the complaint, will be made available for persons with disabilities upon request.
The complaint should be submitted by the grievant, or his or her designee, as soon as possible but ***no later than 60 calendar days after the alleged violation to:***

Deputy City Manager
ADA Coordinator
15 N. 3rd Ave., Walla Walla, WA 99362
Email: ada-titlevi@wallawallawa.gov
509-527-4540

Within 15 calendar days after receipt of the complaint, the ADA Coordinator or his designee with meet with the complainant to discuss the complaint and the possible resolutions.
Within 15 calendar days of the meeting, the ADA Coordinator, or his designee, will respond in writing, and where appropriate, in a format accessible to the complainant, such as large print, Braille, or audio tape. The response will explain the position of the City and offer options for substantive resolution of the complaint.

If the response by the ADA Coordinator, or his designee, does not satisfactorily resolve the issue, the complainant, or his or her designee, may appeal the decision of the ADA Coordinator, **within 15 calendar days after receipt of the response**, to the **City Manager** or his designee.

Within 15 calendar days after the receipt of the appeal, the City Manager or his designee, will meet with the complainant to discuss the complaint and possible resolutions.
Within 15 calendar days after the meeting, the City Manager or his designee, will respond in writing, and where appropriate, in a format accessible to the complainant, with a final resolution of the complaint.

All written complaints received by the ADA Coordinator, or his designee, and appeals to the City Manager, or his designee, and responses from these two offices will be retained by the City for at least three years.

APPENDIX II

ADA GRIEVANCE LOG

ADA GRIEVANCE LOG

Case No.	Investigator	Complainant	Sub-recipient	Protected Category	Date Filed	Date of Final Report	Deposition

Appendix F - Maximum Extent Feasible Documentation Template

Maximum Extent Feasible (MEF) Template

Project Description

Highway/Building Parameters

- Roadway Classification:
- Design Speed/Posted Speed:
- Design Year ADT:
- Truck Percentage:
- Access Control:
- Building Type:
- Facilities Provided in Building:

Existing Pedestrian Facilities – general description (for new construction projects include a summary of the project pedestrian study)

Pedestrian Design Standards – cover the following subjects

- Discuss the criteria that apply to the pedestrian elements on the project that will be built to the Maximum Extent Feasible
- Include reference(s) to the appropriate PROWAG/ADA section(s) and City of Walla Walla Public Works Standards [including revision date]

Alternative(s) analysis - needed for new construction projects only

Proposal – cover the following subjects

- What features will remain that meet guidelines
- What features are being built to guidelines
- What is being built to the maximum extent feasible

Justification

- Discussion of what constraints/challenges there are to meet full design level
- See worksheet

Additional Benefits – new construction projects

Attachments

MEF Template – Public Right-of-Way Alteration Project Example

Project Description

This Alteration project will mill & fill SR "A" (from edge line to edge line) with 0.15' HMA (Class 1/2" PG 64-22) from MP 4.03 to 4.45 and from MP 4.71 to 6.89. This project will overlay the roadway (from edge of pavement to edge of pavement) with 0.20' HMA (Class 1/2" PG 64-22) from MP 4.45 to 4.71. There is no proposed paving on the County Roads.

Highway Parameters

- Roadway Classification: Non-NHS, U-1, Urban Principal Arterial.
- Funding Program: P1 – Paving
- Posted/Design Speed: Mainline - 55/60 mph
- Average Daily Traffic: 25,000 (per Project Definition)
- Truck %: 9% (per Traffic Operations)
- Access Management Classification: Currently classified as Managed Access Class 3. On Master Plan for Modified Limited Access

Existing Pedestrian Facilities

There are five curb ramps and eight sidewalk ramps (from sidewalk to shoulder) located along SR "A" within the paving limits of this project. All five curb ramps and seven of the eight sidewalk ramps do not meet current ADA standards. One sidewalk ramp is located north of the "X" Street intersection (east side – E1, meets guidelines) at the north end of the sidewalk.

There are curb ramps and sidewalk ramps located at the four corners of the "Y" Avenue signalized intersection. Pedestrians can cross this intersection via six curb ramps and four marked crosswalks.

There are curb ramps and sidewalk ramps located at the southwest and northwest corners of the "Z" Way signalized tee intersection. Pedestrians can cross this intersection via three curb ramps and two marked crosswalks. There is one unmarked crossing on SR "A" located at the north side of this intersection. The unmarked crossing meets ADA standards, but the curb ramp located at the west side of the unmarked crossing does not meet ADA standards. This curb ramp is for the marked crosswalk on "Z" Way, is outside of our paving limits, and will not be addressed.

Pedestrian Design Standards

Curb Ramps – Landing, PROWAG 2005 R303.2.1.3

The cross slopes of a curb ramp landing shall be 2% maximum.

This also implies that the gutter slope adjacent to a curb ramp landing shall be 2% maximum.

Proposal

Curb Ramps and Ramps (from sidewalk to shoulder)

North of the "X" Street intersection (west side - W4)

This sidewalk ramp will be upgraded to meet Walla Walla standards.

"Y" Avenue Intersection

Three of the four proposed curb ramps and all four proposed sidewalk ramps at the "Y" Avenue intersection meet current Walla Walla standards. Proposed curb ramp "Y" Avenue SW2, located at the southwest corner, is designed to the maximum extent feasible.

Proposed curb ramp "Y" Avenue SW2 will maintain its current landing location to accommodate two crosswalks. All curb ramp elements will meet current Walla Walla standards, except for the proposed gutter slope (4.4%) and landing cross slope (5.0%). These two elements will maintain the existing gutter slope >2%.

"Z" Way Intersection

The two proposed sidewalk ramps at the "Z" Way intersection meet current Walla Walla standards. Proposed curb ramp "Z" Way SW2, located at the southwest corner, is designed to the maximum extent feasible.

Proposed curb ramp "Z" Way SW2 will maintain its current landing location to minimize the gutter slope and landing cross slope. All curb ramp elements will meet current Walla Walla standards, except for the proposed gutter slope (7.4%) and landing cross slope (7.9%). These two elements will maintain the existing gutter slope >2%.

Justification

To construct the curb ramps to be 100% compliant would require re-profiling the existing roadway. This type of major reconstruction is not feasible in this type of Alteration project.

To construct the curb ramps while maintaining the existing profile of the roadway would require rebuilding the roadway adjacent to the proposed curb ramps. The rebuilt roadway would not eliminate the transition from the 2% cross slope of the curb ramps as it matches into the steeper cross slopes of the existing crosswalks but would simply move the transition further into the active traveled roadway. The result would be a grade change transition within the driving lane that would be undesirable.

Attachments

Vicinity Map

Spreadsheet

Curb Ramp Geometrics

Plan Sheets

Appendix G - Planning Cost Estimate Backup

transpogroup

Engineer's Opinion of Probable Cost for features in the Right-of-Way

PROJECT NAME: Walla Walla ADA Transition Plan

TG PROJECT NUMBER: 1.18393.00

NOTE: This cost estimate is planning level in nature. It should be considered preliminary and for planning purposes only. It specifically excludes structural impacts to buildings and parking structures, sales tax, permit fees, inflation, and contingency based on future accessibility laws and codes. Potential items such as retaining walls, earthwork, etc., are assumed to be included in the planning level estimate contingency unless otherwise indicated.

Item No.	ADA Deficiency	Improvement Type	Quantity	Unit	Unit Price	Total Price
		Sidewalk Improvements				
1	Non-compliant sidewalk (width, cross slope, spalled panels)	Reconstruct existing sidewallk.	175,494	SY	$ 80	$ 14,040,000
					Subtotal	**$ 14,040,000**
		Maintenance/Miscellaneous				
2	Non-compliant vertical discontinuity	Sidewalk grinding (10 LF of sidewalk)	5,636	EA	$ 125	$ 705,000
3	Fixed Obstacles	Relocation or removal of obstacles restricting clearance (mandmade features, natural feature, and trees)	86	EA	$ 2,500	$ 215,000
					Subtotal	**$ 920,000**
		Curb Ramp Improvements				
4	Non-compliant curb ramp (width, running slopes, cross slopes, landing size and slope)	Remove and reconstruct existing curb ramp.	893	EA	$ 4,500	$ 4,019,000
5	Non-compliant curb ramp or missing curb ramp.	Remove ($30/ft) and reconstruct ($75/ft) 18ft of existing curb and gutter adjacent to curb ramp.	69,138	LF	$ 105	$ 7,260,000
6	Non-compliant curb ramp or missing curb ramp.	Remove (18ft x 4ft of asphalt pavement, $50/SY) and reconstruct roadway (18ft x 4ft x 5in of 1/2in HMA, $150/Ton and 18ft x 4ft x 12in Crushed Surfacing Base Course, $100/CY) adjacent to curb ramp.	3,841	EA	$ 1,020	$ 3,918,000
7	Missing curb ramps	Install new curb ramp	2,948	EA	$ 4,000	$ 11,792,000
8	Curb ramps without detectable warning surface (DWS)	Install detectable warning surface (DWS)	258	EA	$ 500	$ 129,000
					Subtotal	**$ 27,118,000**
		Pushbutton Improvements				
9	No APS pushbutton pedestrian detection.	Install new pole, pushbutton, and controller unit.	304	EA	$ 4,500	$1,368,000
					Subtotal	**$ 1,368,000**
					Total	**$ 43,446,000**
					Contingency @ 20%	**$ 8,690,000**
					Design @ 15%	**$ 6,517,000**
					Mobilization @ 10%	**$ 4,345,000**
					TESC + Traffic Control @ 15%	**$ 6,517,000**
					Construction Management @ 15%	**$ 6,517,000**
					Right-of-Way Acquisition @ 20%	**$ 8,690,000**
					Grand Total 2020 Dollars	**$ 84,722,000**

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Engineer's Opinion of Probable Cost for features in the Right-of-Way

PROJECT NAME: Walla Walla ADA Transition Plan
TG PROJECT NUMBER: 1.18393.00

Quantity by Priority

	Priority (Quantity)								
Feature	Low 1-15 (PPB 30-40)	% Low	Medium 16-30 (PPB 41-50)	% Medium	High 31-45 (PPB 51-60)	% High	Very High 46+ (PPB 61+)	% Very High	Total
Sidewalks (SY)	11,650	7%	68,389	39%	81,537	46%	13,918	8%	175,494
Non-compliant vertical discontinuity	242	4%	2,115	38%	2,962	53%	317	6%	5,636
Fixed Obstacles (Includes ALCS=0)	9	10%	32	37%	39	45%	6	7%	86
Existing Curb Ramps	50	4%	217	19%	407	35%	477	41%	1,151
Missing Curb Ramps	0	0%	86	3%	1,634	55%	1,228	42%	2,948
Pushbuttons	7	2%	75	25%	158	52%	64	21%	304
Average		5%		27%		48%		21%	

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Engineer's Opinion of Probable Cost for features in the Right-of-Way

PROJECT NAME: Walla Walla ADA Transition Plan
TG PROJECT NUMBER: 1.18393.00

Cost by Priority

	Cost								
Feature	**Low 1-15 (PPB 30-40)**	**% Low**	**Medium 16-30 (PPB 41-50)**	**% Medium**	**High 31-45 (PPB 51-60)**	**% High**	**Very High 46+ (PPB 61+)**	**% Very High**	**Total**
Sidewalks	$ 932,018	7%	$ 5,471,111	39%	$ 6,522,933	46%	$ 1,113,476	8%	**$ 14,040,000**
Non-compliant vertical discontinuity	$ 30,250	4%	$ 264,375	38%	$ 370,250	53%	$ 39,625	6%	**$ 705,000**
Fixed Obstacles (Includes ALCS=0)	$ 13,500	10%	$ 48,000	37%	$ 58,500	45%	$ 9,000	7%	**$ 129,000**
Existing Curb Ramps	$ 225,390	3%	$ 785,680	12%	$ 2,331,780	35%	$ 3,403,280	50%	**$ 6,747,000**
Missing Curb Ramps	$ -	0%	$ 594,260	3%	$ 11,290,940	55%	$ 8,485,480	42%	**$ 20,371,000**
Pushbuttons	$ 31,500	2%	$ 337,500		$ 711,000	52%	$ 288,000	21%	**$ 1,368,000**
Average		5%		26%		48%		22%	

	Low 1-15 (PPB 30-40)	Medium 16-30 (PPB 41-50)	High 31-45 (PPB 51-60)	Very High 46+ (PPB 61+)	Total
Total	$ 1,232,658	$ 7,500,926	$ 21,285,403	$ 13,338,861	$ 43,360,000
Contingency @ 20%	**$ 247,000**	**$ 1,501,000**	**$ 4,258,000**	**$ 2,668,000**	**$ 8,672,000**
Design @ 15%	**$ 185,000**	**$ 1,126,000**	**$ 3,193,000**	**$ 2,001,000**	**$ 6,504,000**
Mobilization @ 10%	**$ 124,000**	**$ 751,000**	**$ 2,129,000**	**$ 1,334,000**	**$ 4,336,000**
TESC + Traffic Control @ 15%	**$ 185,000**	**$ 1,126,000**	**$ 3,193,000**	**$ 2,001,000**	**$ 6,504,000**
Construction Management @ 15%	**$ 185,000**	**$ 1,126,000**	**$ 3,193,000**	**$ 2,001,000**	**$ 6,504,000**
Right-of-Way Acquisition @ 20%	**$ 247,000**	**$ 1,501,000**	**$ 4,258,000**	**$ 2,668,000**	**$ 8,672,000**
Grand Total	$ 2,406,000	$ 14,632,000	$ 41,510,000	$ 26,012,000	**$ 84,560,000**

Walla Walla ADA Transition Plan Cost Estimating Assumptions

08/04/2020rev

- Cost Estimate includes cost of removing barriers for facilities owned by all listed owners; CWW, WWC, and PRI.
- This cost estimate is planning level in nature. It should be considered preliminary and for planning purposes only.
- It specifically excludes right-of-way acquisition and all associated costs, structural impacts to buildings and parking structures, sales tax, permit fees, inflation, and contingency based on future accessibility laws and codes.
- Potential items such as retaining walls, earthwork, etc., are assumed to be included in the planning level estimate contingency unless otherwise indicated.

Sidewalks

	When is this accounted for in cost estimate	Assumptions
Width	If non-compliant width present (<60 inches, without pullouts), replace entire sidewalk segment.	• City standard is a 6ft wide panel against curb. • The majority of areas with <60 in SW are constrained by ROW and 5ft width would be allowed. • Assumes all sidewalks with non-compliant widths will be replaced with a 5ft wide sidewalk.
Spalled Panels	If width is compliant, replace # of spalled panels.	• Assumes each panel is 6ft long. • Spalled panels are typically an isolated incidence. • Assumes each panel width is the width measured rounded up to the nearest foot. If measured width is less than 5ft, 5ft panel width used. • Assumes all spalled panels are different panels than ones with other issues.
Cross Slope Issue	If width is compliant, replace # of panels with cross slope issues and two adjacent panels.	• Assumes each cross-slope issue is in a different panel from other cross slope issues and only **THREE** panels are required to be replaced to fix cross slope issue. The majority of the cross-slope issues are substandard driveway wings/flairs. • Assumes each panel is 6ft long. • Assumes each panel width is the width measured rounded up to the nearest foot. If measured width is less than 5ft, 5ft panel width used. • Assumes all panels with cross slope issues are different panels than ones with other issues.
Severe Sidewalk Issue	If width is compliant, replace # of panels with	• Assumes each severe issue is in a different panel from other severe issues and only **THREE** panels are required to be replaced to fix severe sidewalk issue.

	severe sidewalk issues and two adjacent panels.	• Assumes each panel is 6ft long. • Assumes each panel width is the width measured rounded up to the nearest foot. If measured width is less than 5ft, 5ft panel width used. • Assumes all panels with severe issues are different panels than ones with other issues. • Assumes each vertical discontinuity is in a different panel from other vertical discontinuities and only **TWO** panels are required to be replaced to fix the vertical discontinuity.
Vertical Discontinuities	If compliant width present, counts each vertical discontinuity that is ≥1/2 in.	• Assumes each panel is 6ft long. • Assumes each panel width is the width measured rounded up to the nearest foot. If measured width is less than 5ft, 5ft panel width used.

Hazards

	When is this accounted for in cost estimate	Assumptions
Vertical Discontinuities	If non-compliant width present (<48inches), vertical discontinuities are fixed within cost of sidewalk replacement and not added to the total grinding cost. If compliant width present, counts each vertical discontinuity that is <1/2 in.	• Assumes each occurrence counted is fixed with grinding. • Assumes all panels with vertical discontinuities are counted separately from other issues.
Obstruction <36in Clearance	Regardless of sidewalk replacement, each segment with a Yes for obstruction <36in clearance is counted.	• Assumes each segment with "Yes" only has one clearance obstruction for the segment. • Assumes all occurrences (manmade features, tree, and natural feature) are fixed obstacles.

Curb Ramps

	When is this accounted for in cost estimate	Assumptions
Ramp Width	If ramp is less than 48 inches wide, replace curb ramp.	• Curb ramp is replaced is one or more of these attributes are non-compliant. • For every reconstructed curb ramp, replace 18ft of curb and gutter, and 18ft x 4ft of roadway section. Assumed section to be arterial section – 5in of ½ in HMA and 12 in of Crushed Surfacing Base Course.
Ramp Running Slope	If ramp running slope is greater than 8.3%, replace curb ramp.	
Ramp Cross Slope	If ramp cross slope is greater than 2.0%, replace curb ramp.	
Landing Size 3x3 Min?	If landing size = 0, replace curb ramp.	
Landing Cross Slope & Landing Running Slope	If landing slope is greater than 2.0%, replace curb ramp.	
Truncated Domes?	If truncated domes = 0 and no features listed above are non-compliant.	• Assumes cost of truncated domes is included already if curb ramp needs replacement.
Existing Ramp Identifier	If “existing ramp” = 0, install new ramp.	• For every new curb ramp, replace 18ft of curb and gutter, and 18ft x 4ft of roadway section. Assumed section to be arterial section – 5in

	of ½ in HMA and 12 in of Crushed Surfacing Base Course.

Pushbuttons

	When is this accounted for in cost estimate	Assumptions
Detector Type	When detector type is not “APS pedestrian pushbutton with pole”.	• Assumes all these types of buttons require a new button, pole, foundation, and cabinet equipment (1/8 cost of equipment per button).

Appendix H - ADA Terminology

ADA Terminology

Accessible Pedestrian Signals. A device that communicates information about pedestrian signal timing in non-visual format such as audible tones, speech messages, and/or vibrating surfaces.

Barrier. Obstacle that prevents movement or access.

Cross Slope. The slope that is perpendicular to the direction of travel (see running slope).

Curb Ramp. A short ramp cutting through a curb or built up to it.

Detectable Warning. A standardized surface feature built in or applied to walking surfaces or other elements to warn of hazards on a circulation path. Also known as "truncated domes".

Fixed Obstacles. Obstacles in pathways that cannot be moved without significant changes to the existing infrastructure.

Grade Break. Location where a pathway's slope changes.

Maximum Extent Feasible. The situation in which the nature of an existing building or facility makes it virtually impossible to comply fully with accessibility standards.

Moveable Obstacles. Obstacles in pathways that can be moved without significant changes to the existing infrastructure.

Pedestrian Access Route. A continuous and unobstructed path of travel provided for pedestrians with disabilities within or coinciding with a pedestrian circulation path.

Pedestrian Circulation Path. A prepared exterior or interior surface provided for pedestrian travel in the public right-of-way.

Ramp. A walking surface that has a running slope steeper than 1:20.

Running Slope. The slope that is parallel to the direction of travel (see cross slope).

Ramp Flare. Transitions the curb line to the elevation of the street.

Turning Space. Area that provides maneuvering space at the top/bottom of a ramp.