

**ADA ACCESSIBILITY REVIEW BOARD  
MINUTES  
January 27, 2015  
Commission Room, 1<sup>st</sup> Floor City Hall  
10:15 A.M.**

**Disclaimer:** The ADA Accessibility Review Board is a citizen board volunteering their time to give necessary feedback on projects of the City which may have an impact on Title II of The American's with Disabilities Act. The intent of the review is not to evaluate complete compliance with an accessibility standard, but to ensure overall programmatic accessibility. The Board is not presented all the information and is not given sufficient time for a thorough review. The Board's review is merely cursory and should only be considered a recommendation of the Board. The Board recommendation should not be considered a certification that the project meets ADA standards. The Board only reviews the project based on The American's with Disabilities Act Accessibility Guidelines and other U.S. Access Board guidance and does not address any local codes, such as any building codes or fire and safety codes. Any conflicts in local codes should be addressed by the appropriate parties.

**CALL TO ORDER**

Chairperson Hoy called the meeting to order at 10:18 a.m.

Board members present: Roseann Burkett, Helen Hartmann, Doug Hoy, Troy Osterloo, and Patty Monson.

Board member(s) absent: Eric Kritzmire and Matt Pruner

Staff present: Colleen Moran, Human Relations Manager/ADA Coordinator, Carol Garry, Human Relations Technician

Guests present: Denny Theel, Theel Computerized Drafting; Terry Paulsen, NCCPVA Government Relations Director; Shane Balk, Wes Philips, and Nick Borns with the City Engineering Dept.

**APPROVAL OF MINUTES**

**Hartmann moved to approve the minutes from the October 28, 2014, meeting; Osterloo seconded. Motion passed by unanimous vote.**

**UNFINISHED BUSINESS**

Hartmann questioned if the steps that "land" in the accessible path in the ADA seating areas at the event center have been marked as discussed at the ADA tour and at the September 30, 2014 meeting. The front edges are marked; the sides should be as well, using something reflective, white or yellow in color. No one has followed up or been at an event there to check.

Burkett questioned the paid accessible parking area. She had been at the event center and noticed that there were ten accessible spaces in the paid parking (VIP) area right up next to the building. She asked if they had to pay to use the accessible parking spaces and was told yes, the lot is all paid parking. She asked if this is correct. Moran

said it is allowed because the VIP lot is separate from the other lots and has its own required number of accessible spaces. It costs \$10 to park in that lot.

Before continuing, Garry brought up the fact that it should have been on the agenda to have the election of officers at the January meeting. This will be moved ahead to the Board's next meeting so it can be properly posted on the agenda. Hoy's term on the Board will expire in May and will not be able to be reappointed because he has served the two term limit – he is the current Chairperson. Hartmann and Burkett are both eligible for reappointment in May. Burkett is currently serving as the Vice-Chair. Kritzmire is the current third officer.

### **NEW BUSINESS**

**ADA Curb Ramp Improvements at Various Locations - Phase 3** – Shane Balk, Engineering Tech II & Wes Philips, Principal Street Engineer

There are 30 -35 ramps to be installed in this phase of the project. These were identified as being a barrier to accessible travel as there are no ramps in the area and the streets are in fair to good condition so won't likely be having an overlay or reconstruction project within the next five years. Ramp improvements/barrier removal are typically done with street projects but on streets that are good, they go in and remove the barriers without a street project.

Philips provided a handout that identifies the ramp improvement/barrier removal projects that have been done and what areas will be in future projects. On the map the black indicates the improvements/removals done in 2103 (80-100 were done independently of the street program). In 2014 the overlay program did an area that did not have ramps installed – shown in red. The green shows an area that still has barriers and the streets are in poor condition. These will be improved with the street reconstruction program; some will be done in 2015. The orange are the sites for Phase 3 and 4. Half of the ones in Phase 3 will be done in 2015 and possibly some in Phase 4 depending on funding; otherwise in 2016. The blue indicates barriers that still need to be addressed that haven't been included in a project yet. These are on the fair to good streets so won't be included in any street reconstruction or overlay projects – possibly done in 2016 or 2017.

Philips estimated that there are 300 barriers left to be removed and once they have been done, they can fix the ones that aren't compliant and the ones that are in poor shape.

To clarify – a street reconstruction removes everything including utilities and ramps. The overlay programs involve repairing curb/cutter and ramps, then milling off two inches of the top of the asphalt and put down a new layer of asphalt. An overlay project can take up to two months and can extend the life of the street for 15 or up to 25-30 years depending on the amount/type of traffic using them and the underlying soil.

If you know of a street that needs fixing, you can contact Wes' office. A lot are directed from the Street Dept. and the pothole repairs. This year the City will be using a new method to survey the condition of the streets. The method involves a van that has lasers

and cameras mounted on it and can identify issues with streets and point out which ones will need repair.

Hartmann pointed out that West Avenue between 41<sup>st</sup> and 26<sup>th</sup> Street is in need of repairs. Philips is aware of this and wasn't sure if that is a project for this year or next. Sewer repairs have been done in that area, next step would be the curb/gutter repairs before the overlay.

Whenever possible the City likes to use dual ramps at a corner –crossing north/south and crossing east/west. Because of a limited right-a-way a single ramp is used. The corner ramps (single) are being used in the newer developments because they are ADA compliant and less expensive to install. At some point Philips would like to see an increase in standards that would require the dual ramps because most people using them prefer the dual over the single ramp. This is likely due to the fact that the dual ramps keep you in line with the opposite ramp.

### **PUBLIC COMMENT**

Terry Paulsen, NCCPVA Government Relations Director, reported that the PVA's national architect was here to review the seating at the Sanford Pentagon. The only accessible seating areas are at the ends of the court, under the baskets, not very good seats. Nothing was resolved and the architect will be consulting with the Dept. of Justice to see what if any further action can be taken.

Paulsen asked if parking lot striping businesses know the requirements for accessible parking spaces. He was asking because he figures a lot of places will be restriping in the spring and wants to be sure they use the guidelines. It was suggested that he could send the parking requirements brochure to those businesses.

### **ADJOURNMENT**

**Having no further business Burkett moved to adjourn, Hartmann seconded; the meeting was adjourned at 11:18 a.m.** The next meeting is scheduled for February 24, 2015.

Respectfully submitted by Carol Garry