

MINUTES
LAWTON ACCESS BOARD
NEW CITY HALL - CITY ATTORNEY'S CONFERENCE ROOM
212 SW 9th STREET
JULY 29, 2014

Jim Russell, Chairman, called the meeting to order at 2:30 p.m. in the New City Hall City Attorney's Conference Room. Notice of meeting and agenda were posted on the City Hall notice board as required by law.

ROLL CALL:

PRESENT: Don Kesler, Jr.; Kay Love; Jim Russell.

ABSENT: Sharon Fanning; Joseph Harper.

OTHER PRESENT: Mike Jones, City of Lawton GIS; Keith Neitzke, Park and Recreation; Rusty Whisenhunt, Public Works; Denise Ezell, City Clerk's Office.

APPROVE MINUTES from June 26, 2014 meeting.

Motion by Kesler, Second by Love, to approve the minutes of June 26, 2014 as written.
Aye: Kesler; Love; Russell. **Nay:** None. **Motion Passed.**

BUSINESS ITEMS:

1. New Business

A. Transition Plan Update and review milestone chart for completion, take action if necessary.

Russell stated we are going to go through the priorities to see if any need to be revised. Before we start I would like Whisenhunt to give us an update on the sidewalks.

Whisenhunt stated we have a company that specializes in barrier remediation/offset remediation on the sidewalks. They have software to do a survey of the sidewalks that will identify defects and can be imported into the GIS system. They did a demonstration on 67th Street from Cache Road to Rogers Lane, from University to 38th Street and Flower Mound from Lee to Cache. They identified defects from these sidewalks and wrote a report. They can repair and remediate the offsets and are identifying other defects such as no curb ramp, non-complaint curb ramp, offset, cross slope problems and totally broken apart for serviceability. This will identify where we have sidewalks, the condition, and what it will take to make compliant which is all a part of the transition plan. From that we can develop the costs associated in making it complaint. Flower Mound was built 10 years ago and it has 333 identified defects and approximately 179 can be resolved with the grinding. Due to our soil moving it damages the sidewalks and foundations. Other defects were joint sealant and there are some panels that will have to be replaced. The lawn mowers we use are the size of trucks and they are damaging and breaking the sidewalks. From Cache Road to Rogers Lane on 67th Street they found 63 trip hazards. The cost to repair the trip hazards on Flower Mound was almost \$9,000 and \$5,000 for

67th Street. They gave a per foot price for the areas that needed replacement. From the study we can determine where there are gaps, non-compliant areas, and compliant areas with minor defects that need to be remediated. We have approximately 100 to 150 miles of streets with sidewalks. Prior to the 80's sidewalks were installed non-compliant with no curb ramps. They stop putting in sidewalks until 2005 when the code was changed requiring sidewalks. This is the reason for the gaps. There was approximately 20 years where sidewalks were not built and that was the predominant growth period for the City of Lawton. The good thing about the survey it can be imported into GIS as to where we have sidewalks, the size, and the attributes to tell us what the problems are. The cost is \$185 per sidewalk mile for the survey and if there are areas they can remediate with offsets they give us the credit back if they do the grinding.

Kesler stated I have a couple of concerns. First is if the citizens pass the next CIP it is for a period of 11 years. We get a \$1,000,000 and our sidewalks are diminishing in 10 years. So at the end of the 11 years we will be going back to redo what we did in the beginning.

Whisenhunt stated that is a problem with our soil.

Russell stated when they started putting the projects together for the sales tax extension I was disappointed in the \$1,000,000 when we have \$100,000,000 worth of projects that need to be done. First you take what you can get and second we have some other things in place. When we do streets and replacing sidewalks it automatically becomes part of our maintenance program. We also have another sales tax extension coming up in June 2019. This will give us a good kick start on projects that wouldn't normally be in our routine maintenance program.

Whisenhunt stated in the CIP project we identify some street projects such Ft. Sill Boulevard from Gore to Ferris, 52nd Street close to Eisenhower and west Gore, Rogers Lane and Southeast 45th and all those will have sidewalks.

Russell stated I had the same concerns with the thought this was going to be a never ending project. This is just going to be the nature of the beast with the soils we have. That is where the prioritization comes in with the Transition Plan. This Board will have to be diligent in keeping on top of things because every year we may come across one of these sidewalks and we have to raise the priority level.

Kesler asked is there anything we can do to put in a deep enough foundation beneath the concrete to where when the grounds shifts it will not tear up the sidewalk.

Whisenhunt stated it is less expensive to rebuild the sidewalk than it would be to build a foundation to keep it in place.

Russell stated this company is going to charge us 15 to 25% less than a full replacement. We will save a ton of money by doing the repairs. They will also be doing an actual survey of the entire city. Before we start to prioritize our high traffic areas I think it would be beneficial to wait until the survey is done. We have an idea where the high pedestrian areas will be but this gives us some solid background. Jones is pulling identifying the bus stops and we can take a look in determining what the best arterial routes would be in getting sidewalks to those bus stops.

We will work on which side of the road we will be doing and a crosswalk to get to the bus stop if the bus stop is on the opposite side of the road.

Kesler stated ideally we want sidewalks on both sides.

Russell stated absolutely. Once we get the city covered we can start working on the other side. I believe the information we will be receiving from Precision is going to be to the extent that it will be beneficial for us to have when considering priorities. When we get to prioritizing the sidewalks I want your input on where you feel we will get our biggest bang for the buck and to bounce it off of what we come up with from the survey.

Kesler asked is there a possibility the school could help with applying for federal grant money for the school safe paths.

Russell stated yes and I already have feelers out there trying to get some help.

Whisenhunt stated currently we have been awarded \$500,000 but because of the way the Department of Transportation is handing things they haven't decided how they are going to administer it. They have given the money to the State and the State has the authority to redirect how it will be administered. We are in limbo until they figure out what they are going to do.

Russell stated when it comes to prioritization I didn't want to shut anything down. I want to take it with caution so we may have some things we can validate or at least take into further consideration when we look at those.

Whisenhunt stated from Public Work's point of view we don't always know where sidewalks are really needed and your input is very important so we get the biggest bang for our buck.

Russell stated as neighborhoods shift the pedestrian traffic shifts and we need to be aware of that.

Kesler stated we have other unknowns in the sequestration process. If we lose 40% of the strength at Ft. Sill we are going to be in a hurt.

Russell stated we will be in a world of hurt. If you lose 3000 troops you are looking at losing about 9000 from the population so yes it could potentially have a drastic impact on us.

Love stated I think we need to focus on the least amount of work done first.

Russell stated I call that the low hanging fruit. That is a lot of what Precision will be doing. They will remove the trip hazards and getting us back into compliance. Those can be an easy fix and less expensive as far as sidewalks go.

Love stated we need to also look at how the public views this. Even though they are the least costly items at least the public will see we are trying to get something accomplished.

Russell stated there is a lot of other low hanging fruit. There is a lot in the buildings that we can bring into compliance relatively cheap and quickly. There are lots of things with our programs that have been identified that we can take care of as well. I don't want to ignore these things. We have focused on sidewalks but we have a lot of low hanging fruit we can start on.

Kesler stated maybe we could put together a program where we have a business sponsor a bathroom. We would let the business pay to bring us into compliance.

Love stated then we could put a brass plate or something on the wall indicating who it was sponsored by.

Russell stated I'll talk to legal and get their thoughts on this.

Whisenhunt stated the consultant stated there is a tax credit available for the commercial businesses with ADA compliance issues in front of their business. Some of the credits are equal to what they spend. That is a public education process.

Love stated this might be something to present to the chamber.

Russell stated I'll work on this to see what we can do to about getting this kicked off. This might be where we could send the letter we discussed. I have that on my to do list.

Kesler stated I know we talked about doing ID badges but maybe we could also do business cards.

Russell stated I'll check on that too. Our task for today was to go through and make sure our priorities are okay or if we need to take another look at them. Jones would you go over what the priority requirements are and how the standards determine what the priorities are we have set. These priorities were established by the ADA Standards. Is it based off of public access or traffic hazards.

Jones stated first and foremost an accessible path into the building and then to the accessible areas of the building that the public has access to including meeting rooms, drinking fountains, restrooms and all point in between. All those areas and items are at the top of the priority list.

Russell stated so on page 49 in the City Hall Annex the Department of Interior says to "restructure entrance foyer to allow maneuvering standards" would be a priority 1. Is that because if you can't get into the building it doesn't matter what kind of shape the building is in.

Jones stated correct. That extends to the parking lot but the accessible path extends from the accessible parking space and then access aisles into the building itself. For example the water counter where you pay your water bill there should be a completely accessible path from the parking space all the way to the counter area. Those are top priority items.

Russell stated so the priorities are number 1 through 6.

Jones stated correct. Six is the lowest priority. In the City Hall Annex the Municipal Court Clerk Counter is too high. This is an existing counter and is considered a lower priority. It doesn't meet the definition of being on the path. It is easy and cost effective to correct.

Whisenhunt stated after you pass the access to the facility then you have to move into your peripheral facilities such as restrooms. You have to get there to need the restroom.

Russell stated that includes obstructions in the hall and maneuverability.

Whisenhunt stated and getting the restrooms complaint. Another is door width and the amount of pull it takes to open the door. Then you have accessibility to the services of the building, restrooms, drinking fountains and public phones. Then it moves into if there is something that can be accommodating such as the counter. They can walk around the counter to make an accommodation. If there is an easy accommodation that can be made it moves down in priority. If an accommodation cannot be made it escalates up.

Russell stated because you have to get to the point of accommodation.

Whisenhunt stated yes.

Russell stated so on page 49 we have 1 priority 1 and that is the entrance foyer to allow maneuvering standards. The door into the City Hall Annex is a 2 door entrance. These doors have 2 automatic openers and once inside the foyer you are in the way of the second door opening and if you are in a wheelchair it is a problem.

Kesler stated we watched the doors to this building and if you are on the inside going out all 3 doors open automatically if you push on the door.

Russell stated if you pull from the outside they will also open automatically. Once they start opening they don't stop and I was concerned about the push/pull factor on the middle and north door. I was told due to the automatic push button on the south door we don't have to worry about the push/pull on the others.

Whisenhunt stated interior doors are governed by a 5 pound pull and exterior don't have a limit because of the wind.

Russell stated so I guess everyone agrees that should stay a priority 1. The priority 2's that are listed are sidewalk access and Municipal Court Clerk counter. Is there a ramp that goes into the parking lot?

Whisenhunt stated yes but I'm not sure it is compliant. The exterior sidewalk has excess slope. There is parallel handicap parking but the buffer zone isn't properly sized and the signs are too low.

Russell state everything else identified in the Annex is a priority 3. This building is one of the potential sites for the new public safety building and could be demolished at some point and time. We don't want to ignore a priority 1 or 2 for another 5 or 10 years but I'm thinking we don't want to pour a lot of money into the priority 3's if we are going to be tearing the building down. I don't want to ignore some immediate needs and fixes that we need to get into the building itself. I don't see a need to change any of these priorities unless you do.

Neitzke stated we won't reconstruct the restrooms unless we are keeping the building.

Russell stated on page 50 we have the Library. There is no priority 1's, there is a priority 2 in the route of travel from the parking, everything internal is a priority 3 and a priority 6 for accessible parking on the street.

Whisenhunt stated the parallel parking isn't wide enough.

Love stated also there are no curb ramps.

Whisenhunt stated the existing curb ramps are breaking apart.

Russell stated do we need to raise the priority 6.

Kesler stated I don't understand how the route of travel can be a 2 but the parking is a 6.

Russell asked do we have any parking in the parking lot.

Whisenhunt stated there are 2 marked parking spaces and 3 on the street. There is no compliant route of travel from the parking lot.

Jones asked to the north parking lot.

Whisenhunt stated yes. There are no curb ramps and the driveway approach has a slope of almost 15%.

Jones stated that is probably why it was given a 6. If the parking in the north lot were included in the minimum number required then it should be raised.

Whisenhunt stated you need both sets of parking spaces to meet the correct number of parking spaces. I believe there was a total required of 5. Priority 6 maybe too low.

Kesler stated it doesn't make sense if the route of travel is a 2 and where you start is a 6. There is a disconnect there.

Russell asked do you want to put both of them as a 2.

Kesler stated either both as a 2 or both as a 6 or maybe both a 3.

Russell stated for that parking lot I think we need to keep them as a 2. Move them both to a 2. Everything in the interior is a 2. Some of these have been fixed. Next is the Great Plains Museum. They are currently under a reconstruct and have several things identified to correct. I want to leave this as it is for now and take another look after their construction. Next is the McMahon Auditorium. Accessible routes and the auditorium are priority 2's, restrooms priority 3's and parking priority 6. Parking is in fairly decent shape except for some stripping and signage issues. This is stuff that can be fixed fairly easy and cheap. Even though they are priority 6 we can get them checked off the list. The priority 2's are accessible route into the auditorium, ramp and slope issues, and no accessible seating. So we have no wheelchair cuts?

Neitzke stated no. They seat them down front by the orchestra pit.

Love stated I don't know how well you could see.

Neitzke stated you can't seat them on the aisles because it is a fire hazard.

Russell stated so we just need to remove some seats.

Neitzke stated yes. That is an easy fix.

Russell stated next the reception counter is too high so we will need to figure something out.

Whisenhunt stated an area that wasn't picked up is there is no accessible route to the stage.

Love stated supposedly there is a ramp on the other side of the stairs. .

Whisenhunt stated it is very steep and not close to being ADA compatible.

Russell stated the stage for this building isn't listed.

Whisenhunt stated there are issues with the restrooms in the dressing rooms restrooms. They are not complaint.

Russell stated I'll add those to the matrix. What kind of priority do we want? All the other are a priority 3. What about the ramp to the stage?

Whisenhunt stated probably a 3.

Jones stated or 2.

Whisenhunt stated it could be a 2. Without the ramp you can't accommodate people or the performers.

Russell stated lets go with a 2. Is there anything else at McMahon that we need to get into the matrix?

Whisenhunt stated I believe that addresses all of it.

Russell stated the building was built for acoustic and there isn't a bad seat in the building.

Whisenhunt stated I'm not aware if they have the hearing aid devices. That maybe an area we need to look into.

Russell asked do the balconies have to be accessible.

Whisenhunt stated there isn't an elevator, compliant restrooms or seating in the balcony. Balcony seating is considered premier seating and it is a discriminatory issue not to allow them premier seating. That will be a big fix and it won't be cheap. This would be a lower priority because you can accommodate them on the main floor. It does need to be on the list. This can be accomplished but will be a challenge.

Jones stated that would necessitate a wheelchair lift at a minimum.

Whisenhunt stated the doorways into the restrooms are only 2' wide. Now you are talking structural and that will get expensive.

Russell asked would the bathrooms have to be ADA accessible if they were accessible on the ground floor and we had an elevator to get downstairs.

Jones stated there would have to be at least one wheelchair unisex.

Russell stated I'll add those to the matrix.

Kesler stated I hear people say they have problems with the sound. The acoustics are not what they should be.

Russell stated I'm sure changes have been made over the last 50 years that have affected the sound. We will look at hearing assistance devices and that should help. The last item today is City Hall. There is a priority 1 for excessive slope at the automatic entry door. Does that slope down to the horse shoe?

Whisenhunt stated outside the door you are required to have less than 2% for 5'. It may exceed the 2%.

Jones stated you have to have a 60" maneuvering space that is almost perfectly level.

Whisenhunt stated just enough slope for water to run off.

Russell stated okay. The restrooms are all priority 3's, everything interior are priority 2's and curb ramp priority 2.

Whisenhunt stated the curb ramps on the south side of the building have been addressed. The back and north side and the northwest corner haven't been address. The pull strength on the restrooms exceeds the 5 pounds. If it is the correct style of closer all we need to do is adjust the tension.

Russell stated the auditorium seating would be the same as the McMahon seating. Because it slopes would we have to build a level platform for wheelchairs?

Neitzke stated I would think you would have to have a separate area. You would have to have a flat surface with a minimum of 60" for maneuvering.

Russell asked does it require railing.

Whisenhunt stated if it exceeds an 8" drop off. Most of them have railing.

Love stated in McMahon auditorium it is initially a flat area and then starts to slope. They talked about taking out a couple of seats on the back row because it is level and designating it as the handicap area.

Russell stated then you get into premier seating.

Neitzke stated we need to look into the requirements and see how other have addressed premier seating.

Whisenhunt stated the regulations pretty well define it.

Russell asked do you see any correction on any of the priorities in City Hall. If not then we have covered through Map 6. Has anybody identified any other areas of concerns in regards to streets and sidewalks?

Kesler stated whoever is remodeling the Fairmont Creamery needs to make certain it is an accessible area.

Whisenhunt stated I received a drawing today on the creamery and they are trying to rezone the area. I provided comments to Planning on the sidewalks. They were extending a 10' sidewalk/bike path along Railroad but left out along F and around the facility.

Kesler stated another place is the old Telos Park. They want to put in a splash park. There are some sidewalks but they need to put both sidewalks and parking.

Russell stated the plans are very rough. The thought is to tear up the whole area to include the sidewalks.

Neitzke stated right now it is in the conceptual stage.

Kesler stated as they work on the concept they need to be aware of and to include sidewalks and parking.

Russell stated when we look at the plans we can make sure those are included.

Neitzke stated when looking at major plans this Board should be looking at them also.

Russell stated absolutely.

Neitzke stated the concept includes a trail that ties 9 different projects and it is our intention to meet all the ADA standards.

Kesler asked will Carmike be putting in sidewalks at the new theatre complex.

Russell stated absolutely.

Whisenhunt stated they will be required by code to bring the sidewalks in from the public sidewalk.

Neitzke stated on a side note we won't know until March 2015 if we get the grant for the splash park and then you start doing the actual site planning. It will be a year before we actually get into the details.

Russell asked Jones do you want to show your maps today.

Jones stated I can. This is an example of a high traffic area. Homestead and Euclid run into Ferris and there is Sam's and Sheridan Road. I was looking at an area where you have some existing bus stops so we will focus on this one here because it is out on an island. It is a covered bench stop with no handicap accessible sidewalk or a ramp down to the street. You have an existing sidewalk across the street and down on Euclid. In this area you have traffic that would utilize these bus stops from the residential area. Here is an intersection with a lot of traffic and a marked pedestrian crossway with no sidewalks to serve it. I don't know what the existing sidewalks are like but this would be a pretty easy fix with regards to some new sidewalks. A new sidewalk would come here from the existing sidewalk on Euclid and tie right into that pad and then some existing sidewalks and accessible ramps on this intersection would take traffic from both ways of this residential area. You could put a sidewalk right here to tie into this existing sidewalk with some accessible ramps.

Whisenhunt stated which runs all the way to Cache Road. There is one lot that is in non-compliance all the way to Cache Road.

Jones stated there are some gaps here. This would be a job for the right-of-way agent and it doesn't take into account how the property owner will feel about sidewalks being constructed on that corner lot.

Whisenhunt stated we have enough right-of-way on this one to put the sidewalk in without having to purchase any right-of-ways.

Jones stated looking at this area it only makes sense to have an accessible ramp there and then you will spider out from there. You have a crosswalk here that doesn't lead anywhere so you build a sidewalk here with an accessible ramp.

Kesler stated that makes a crosswalk on that corner also.

Jones stated right.

Whisenhunt stated we have 2 projects located up here that will take care of sidewalks from Cameron University, around the hospital, around Arlington and then to 27th Street. That will leave a small gap in the middle with an existing project that is in the final design stage. Filling in those gaps will basically get you from Cameron University to Cache Road and to Sheridan Road.

Jones stated you see lots of pedestrian/bike traffic in this area. There is an apartment complex here, Sam's here and then Walmart.

Kesler stated as the hospital continues to purchase property on 29th and 31st we don't want to put in a lot of sidewalks to have them tear it up.

Whisenhunt stated what is going to happen is 27th Street comes up and has the offset it is going to be realigned to come to 29th. 29th Street will be your 27th Street access and it will be a direct access to Cache Road. It will increase traffic and a lot of the sidewalk will be built with this project.

Jones stated another factor for me was the school. Lots of kids walk to school from this residential area so there are a lot of reasons to fill in the gaps in this area.

Russell stated this is the reason I wanted Jones to show you the map today. This is an example of what we can do by filling in the gaps to make something more accessible.

Whisenhunt stated from Bell Avenue all the way to Cache Road there is a sidewalk except for a couple of blocks. It is not wide, has some major defects that you can repair, do curb ramps and put one lot of sidewalks and you have a major arterial flow. Prioritizing those is the issue.

Russell stated thanks. Are there any final comments or discussion.

B. Review and Discuss Open Meeting Act, take action if necessary

Russell stated I feel comfortable we are in total compliance with the open meeting act. I have no concerns.

2. Comments/Discussion

Russell asked are there any final comments or discussion. We got through Map 6 today and I would like to go through Map 9 at the next meeting.

3. Adjournment

There being no further business meeting adjourned at 3:55 p.m.

Motion by Kesler, **Second** by Love, to adjourn. **Aye:** Kesler; Russell; Love. **Nay:** None. **Motion Passed.**