

Wichita – Sedgwick County Access Advisory Board

July 22, 2009 - Meeting Minutes

Independent Living Resource Center – 3033 West 2nd St. North

- I. **Welcome and Introductions:** David Calvert, Chair, announced that he had expected that he would not be able to attend today’s meeting, but he is pleased to be here. He had asked Lindsey Mahoney, Vice-Chair, to lead the meeting in his absence. David asked Lindsey to lead today’s meeting.
- a. **Meeting began at 10:00 a.m.**

Attendance for the WSCAAB:

Present:

Sanford Alexander	David Calvert
Glen Davidson	De Eaton
Jason Gegen	Bob Hamilton
Steve Hinds	Grady Landrum
Lori Lawrence	Sandy Martz
Tiffany Nickel	Craig Perbeck
Valerhy Powers	Susan Robinson
Steve Stambaugh	John Sullivan
Deb Umberger	Dr. David Waldie

Absent:

Jennifer Foster-Farquhar	Julie Hedrick
Ed Koon	Marty Rothwell
Nick Taylor	Jeanne Goodvin – absent due to funeral

City/County Staff Present:

Lindsey Mahoney	Sedgwick County ADA Coordinator
Jay Hinkel	Deputy City Attorney
Charles Karugu	ADA Associate Engineer, City of Wichita
Linsey Sipult	City of Wichita Intern
John Simpson	City of Wichita Law Department

Guests:

Ricky Shellenbarger, Sedgwick County Emergency Management
Chris Presson, SMG / Intrust Bank Arena

Scott Knebel, Metropolitan Area Planning Department
Sylvester Michael, public citizen

- David welcomed back Valerhy Powers.
 - New board member, Glen Davidson, appointed by Commissioner Parks, was introduced. Glen is a police officer with the Haysville police department.
- II. Approval of Minutes:** From May 27, 2009 board meeting.
- a. Jason Gegen's name was spelled incorrectly in the meeting minutes that were emailed. This was corrected in the hard copy distributed today.
 - b. Minutes were approved with the correction noted above.
- III. Agenda Building**
- a. Susan Robinson asked for a brief transportation update to be added during the committee updates section.
 - b. The Communications committee will give a brief update on their meeting this morning regarding videophones.
- IV. New Business: Downtown Parking and Mobility Master Plan Discussion**
- a. Stakeholder meetings have been taking place over the past week to gain feedback from parking stakeholders in the downtown area. Lindsey introduced Scott Knebel, Principal Planner with the Wichita/Sedgwick County Metropolitan Area Planning Department, who will give a brief presentation. Prior to the meeting, five questions from the parking consultant were distributed to the WSCAAB for consideration and feedback:
 - What is your general perception of parking in downtown (specifically in the study area)?
 - What are the three most important parking-related issues in the study area?
 - What opportunities do you see to improve parking conditions in downtown?
 - What are the three most important issues related to using transportation alternatives (instead of driving alone)?
 - What opportunities do you see to improve the use of alternative forms of transportation?
 - b. Scott presented background on the parking master plan and the anticipated schedule. Scott is working on this project on behalf of SMG and Intrust Bank Arena. The ultimate document will be used primarily by the City of Wichita, who will operate most of the parking, transit, and other mobility

functions in the downtown area. Carl Walker Parking developed today's presentation, and today's comments will be distributed to the parking consultant for use in updating the parking and mobility management plan. The 2007 study and master plan recommended that parking and mobility systems need to be operated as a comprehensive system. Right now, they operate as a disjointed system that doesn't work to peak efficiency. The new plan hopes to address the expected larger events in downtown and help the system work on a day-to-day basis. A staff member in the City's Urban Development Office, Mandy Pankratz, has been assigned as manager of parking and mobility. Scott described that communications and marketing improvements to understand the various systems will also be part of this plan. The study area is formed by the boundaries of Seneca, Murdock, Washington, and Kellogg. Special districts are identified where unique policies may be developed to fit the character of the area. The parking project just started (it's in its third week), and the consultant team will be back to help develop goals and guiding principles. At the conclusion of Scott's PowerPoint presentation, the meeting was opened for comments and feedback from the board.

- David Calvert remarked that there is generally a lack of accessible parking in downtown, and what parking is provided often isn't correct in terms of compliance with ADA specifications for parking. Some lots have no accessible parking spaces. In other locations, "accessible" spaces don't have access aisles. Some of these problems are identified in the City's ADA Transition Plan.
- John Sullivan questioned how someone who lives out in the county would know where to go and where to park. Do they have to drive around for an extra 20 minutes to find parking? Information on where to park (way finding) is not available or not clear – what's private, what's public.
- Craig Perbeck commented that many sidewalks are hazardous – unsuitable to walk/roll on; generally, there has been a lack of sidewalk upkeep; there has never really been a plan to improve sidewalks. They are improved where new construction occurs, but otherwise are not addressed. Craig described an incident near Old Town where a brick was missing in the sidewalk. He didn't notice the missing brick, and when his wheelchair hit the spot, it stopped moving, but he kept going. These "little things" that might go unnoticed can make a big difference.
- Craig also commented that some parking lots have surface problems as well.

- Grady Landrum commented that in many locations it is unclear where it's legal to park and where you might be ticketed or towed. The concept of what areas are available for parking is unclear. Signage may be inconsistent.
- There were several comments made about public transportation, specifically busses. Deb Umberger commented that for events on Sundays or after 5:00pm public transportation is not available for senior citizens and people with disabilities.
- David Calvert talked about the city ordinance that allows the people with disabled parking placards to use two side-by-side parking spots if no accessible spaces are available. There is a lack of communication about this ordinance to the public. Jay Hinkel said that he believes this ordinance only applies to on-street parking and not to city or private parking lots. It was also commented that you might get your car "keyed" by parking over two spaces.
- There were questions asked if there are plans to improve the bus system due to the Arena opening. Scott stated that this issue is in the planning phase. Individuals stated that this is a "major issue." Buses run at a set time, so it needs to be addressed how a person with a disability is supposed to "get from A to B" if they can't drive or use the bus? It was reported that the NTA says that this is also a financial issue. The WSCAAB's Transportation Committee is also looking into transportation issues.
- Susan Robinson said that she took these five questions to the Paratransit Council meeting yesterday. They discussed that personal safety is definitely a concern. Walking from a parking lot far away to the arena poses a problem for those who are concerned about safety. Susan also commented about the fact that gates are being installed at many lots downtown. Even though public transit may not run in the evenings, there are paratransit agencies that run after hours. She questioned the availability of parking for paratransit vehicles. Where would a driver park a 20 passenger van? Scott responded that there are initial plans to utilize the transit facility to park transit vehicles during the event.
- Susan also commented about parking costs – how much would be charged, would they have to pay at the lot, would it be a separate charge when the ticket was purchased? Her group represents older adults and people with disabilities. If there are a lot of external issues involved, it may make attending the event cost-prohibitive. Scott responded that there is usually a cost associated with parking and

transit; industry standard is that the user is typically charged, but no final details on who will operate the parking and how much will be charged are determined. It was questioned whether fees would be charged by the City, Sedgwick County, or SMG. At this point no official decision has been made, but it is likely that it will be the City of Wichita who will operate parking.

- Chris Presson was asked about plans to charge for parking on-site at the Arena. Chris said that most of the spaces on-site are dedicated for premium seat or box holders and that an outside group has been contracted to sell these premium seats. Chris will be informed at a later date how many seats will be left in inventory (expected approximately Nov. 1), and at that time he will decide whether the remaining spaces will be sold. If they are, he expects that people will be charged a premium to park there. David Calvert commented that charging a premium for the spaces next to the building may be a conflict with the ADA and the County's and SMG's obligation to provide accessible parking. Chris clarified that he does not plan to charge for the accessible parking spaces on-site.
- It was questioned how the Arena events are expected to affect other downtown services/activities. Scott stated that there has been detailed analysis of this, and that a report is available documenting any known "hot spots."
- Steve Stambaugh said that from the standpoint of visually impaired individuals, it would be nice to have APS (audible pedestrian signals that "talk") installed at stoplights in the areas close to the arena. He also stated that many crosswalks in the area are not marked and that crosswalks should be repainted so that the "crosswalk area" is clearly defined.
- Deb Umberger asked about plans for satellite parking. Chris Presson stated that most of the expected events are not "big" events. Average events are expected to be 5,000-8,000 people, while the Arena seats over 15,000. Deb stated that her personal feedback is that if it's "too hot, too cold, too dark, too wet" she would not use the shuttle and would prefer to drive and park, or not go.
- Scott said that when there are big events, shuttle service may be available, but that this is not anticipated for every event. It was asked how someone would they know if shuttle service would be available or not; Scott replied that he expects this would be provided as part of the marketing program and information provided to those who purchase tickets.

- Members asked about the plan for snow and ice removal. They wanted to know who would be responsible. Scott replied that he expects this issue will be clarified as part of the management plan.
- It was questioned whether the shuttle system cost would be built into the ticket price or an extra fee. Scott explained that a decision has not yet been made; typically there is either a fee or the cost is spread out among all attendees in the ticket price. He asked the group if there is a preference. One member stated a preference to have the cost distributed among all attendees. Another stated that the choice whether to use the shuttle would depend on weather (for example would use shuttle in cold/rainy weather, but prefer to walk when it's nice out).
- Deb Umberger remarked that people hate to pay for parking and that less people would attend events if they had to pay for parking. For example, many people prefer the free parking at the mall vs. paying for meters downtown. Scott clarified that "free" parking typically means the cost of parking is built into the price of the goods/services you would purchase. Deb stated that one advantage of the Coliseum was you could drive up and have adjacent parking, and it didn't appear to cost you anything (even though it was probably built into the price of the ticket). Chris Presson clarified that the cost was built into the ticket price. He also stated that parking at the perimeter of the Coliseum site would likely mean you were parking further away than four blocks (looks close, but is still a walk). Deb clarified that it is the perception that you are parking close, as well as the fact that you know a parking lot will be cleared of snow, has security, etc. Scott stated that City-controlled parking would be part of the operations plan, but private property is a separate issue to address.
- Steve Stambaugh asked if cabs would be able to drop attendees off at the entrance; Chris Presson said he expected people could be dropped off at the "front door" or the "back door." The drop off location is closer at the Arena than the one at the Kansas Coliseum. Steve suggested that the consultants should work with the cab companies to discuss traffic flow issues. His concern is that if information is not clear, cab companies may not want to come to the area and deal with traffic. This would be a problem for people who require cabs for transportation. Perhaps a cab stand or lane for cabs and busses should be considered.
- Sylvester Michael, a guest, suggested installing road signs on major streets to direct traffic to the Arena. Scott said that road signage is planned to direct people to the Arena and to the four primary parking

lots. Sylvester Michael also asked if any sidewalks would be made wider; Scott said that in areas where sidewalks are being improved, they will have significantly wider sidewalks. Sylvester Michael also remarked that lighting helps people to feel safe while walking. Additionally, he remarked that sometimes traffic lights are not in sync, and this impedes the flow of traffic. Scott replied that the City is working on street lighting improvements in the redevelopment areas. Additionally, the City is also working on a city-wide sync plan for stoplights and that several egress plans for the arena area specifically will be developed based upon event size.

- David Calvert asked about plans for satellite accessible parking in a lot south of Waterman, north of the bus barn, on the other side of the railroad tracks. What is plan for parking and enforcement? Scott clarified that the operational plan has not been developed, and this is why they are asking for stakeholder feedback. A construction plan is in place where 20 accessible spaces will be provided in the far northwest corner of this lot. Additional discussions have taken place regarding scalable expansions of the accessible parking area as needed depending upon event size/parking demand. Enforcement of accessible parking is also a particular concern.
- Lori Lawrence remarked that more people would probably ride their bicycles to the arena if they could do so safely. A number of factors will need to be addressed (traffic, crosswalks, traffic lights, etc.) to ensure bicycle safety.
- Jay Hinkel stated that the City's final transition plan included sections specifically addressing accessible on-street parking in downtown. Since this plan was developed before the Arena was conceived, it will need significant alterations to that plan. In the master planning process, it would be good to include provisions for accessible on-street parking based upon the expected use of downtown parking.
- David Calvert stated that he was really surprised that in the large PDF Walker report, there was virtually no mention of accessible parking. He stated that the City recognizes the obligation to provide provisions for accessible parking, but questioned if the parking consultant also realized this? Do they care about accessible parking in the proposed plan and downtown areas? He wondered why the previous plan did not include discussion of accessible parking. It was recommended that a portion of the updated plan should specifically address accessible parking issues. Scott stated that this is why he is here, to get feedback for updating the plan and addressing these issues.

- David Calvert asked if there was a way to create “accessible” on-street parking that may not be totally ADA compliant (i.e. without access aisles), since access aisles are what make accessible parallel parking difficult due to the additional space needed for access aisles. He described that there are people who are not in wheelchairs who simply need a space close to their place of employment for parking but don’t need an access aisle. Perhaps there could be a method for the city to make a reasonable accommodation for persons with disabilities where they need the close space (on-street) but not the access aisle. This issue is posed as a question for consideration, not an answer to the problem. There is also the problem that these “reserved” spaces would not be accessible to wheelchair users because they would not have the necessary access aisle.
- Craig Perbeck said that if owners have a responsibility to clean snow/ice off sidewalks, it’s hit or miss. He asked if private owners were required to clear a path or to clean the whole sidewalk. Jay Hinkel replied that the ordinance is not specific on the issue (regarding how much of the sidewalk has to be cleared). There is general language about “maintaining” the sidewalk during snow and ice.
- Steve Stambaugh asked if there would be a way to let people know if a parking lot was full or not? Scott replied that many people are now using electronic technology like Garmins or Tom Toms. Is there a way to tie into this technology to let people know this information? There was also a concern about people driving around looking for spaces in lots that are already full.
- Grady Landrum said it might be fair to add a small charge to every ticket for using the shuttle. It could be cumbersome and slow things down by having to wait for people to pay or look in their pockets for money for the shuttle. This would improve the efficiency of the transit system.
- Steve Hinds asked a question about shuttle service – specifically do you have a backup plan for if you arrive at a parking lot and there are five people in wheelchairs when most busses can only accommodate two? David Calvert stated that this is one of the benefits of a satellite accessible parking area by the railroad tracks.
- David Calvert commented that statistically, 15% of cars in Sedgwick County have handicapped tags or handicapped placards. This board recommends looking at parking issues statistically, since we don’t know exactly how everything is going to work once the Arena opens. At the Hartman Arena, there are more than the required number of

accessible parking spaces. However, at a recent event (that was 50% sold out), the accessible parking was already full 45 minutes before the event. He also noticed that there was a lot of “gray hair” at this event that could have contributed to the increased need for accessible parking. His next project is to educate doctors about issuing disabled parking placards.

- Jay Hinkel said that there is really a need to “step up” enforcement on accessible parking to keep people who shouldn’t be using accessible parking out of the accessible spaces.
- Lindsey said that she will send Scott the meeting minutes from this meeting so that he can distribute them to the parking consultants for use in updating their plan.
- Scott said that the updated draft plan will be presented at a City Council workshop in September (9/22). Scott will share the updated report with the board when it becomes available.

V. Consent Agenda to Receive and File Items

A. APS Signal Committee:

1. The APS committee distributed a report prior to the meeting. The committee indicated in item #6 that they would like input from the board regarding a mechanism for enabling the uniform and ordered processing of future requests for APS signal installations. Sanford reported that the committee has not had a chance to fully develop this idea, and they will return to the board with a recommended method. Item deferred.
2. Sanford added that there is a new APS signal at the intersection of 21st and Greenleaf, but only Brian has visited it at this time.
3. A trip to Kansas City to visit with the APS consultant is being planned to coordinate with the schedules of the committee members.

B. Other Committee Updates/Discussion:

1. Lindsey reported that the Communications Committee and the Emergency Communications Committee have merged. They are now a single “Communications Committee.” The committee met earlier in the morning to talk about fire alarms and video phones. Sanford presented the committee’s recommendation to the board: That the board recommend to the City and the County to jointly investigate the issues and possible solutions for developing a system of video phones throughout the region. Sanford explained that if a good solution is developed, then other libraries, etc. could also benefit from the videophone solutions. David Calvert moved that the board recommend to the City and the County, thru their respective ADA Coordinators, that they

work with the various public entities to investigate and encourage the installation of videophones. Steve seconds the motion. Motion passes.

2. Susan Robinson, Transportation Committee:
 - a. Susan reported that the paratransit council has applied for a grant of up to \$2,500 to develop tools to educate people about disability transportation. They are waiting to hear if they will receive any “seed” money from this grant. The committee is working on a website design with the intent to maximize the impact and centralize information.
 - b. Freedom Dollars Update – One of the things they will focus on this time is the urbanized areas, to use these dollars to provide services above and beyond what the ADA provides. They’re looking at evenings and weekends, and utilizing some of the smaller transportation groups who can apply for these dollars. It is about \$100 to \$200 thousand dollars. They plan to organize a summit to pull together all the stakeholders, to identify the important issues and needs, and discuss what services are being provided. It is planned for this fall; proposals and applications will be distributed at that time.
 - c. Lindsey invited Susan to send any updates as these projects develop, and they can be distributed via email. Susan agreed to do so, and remarked that if anybody could identify any stakeholders, ideas, or places interested in providing transportation for people with disabilities (that currently do not have the money to do such projects), please send them to her.

VI. Old Business

Lindsey said there were no old business items to discuss.

VII. Updates

- A. David Calvert brought up that he had just been working on a communications issue involving emergency communications. He was investigating if 911 could become more accessible by using instant messaging and discovered that 911 does not have internet access due to the security threat. He stated that many people who are deaf no longer use TTYs. He found a program called My TTY that you can use with a regular PC that converts the computer into a TTY. Lori said there are other similar programs as well. She also said that 911 here in Wichita/Sedgwick County accepts TTY calls. David asked how someone who is deaf could call 911 if they don’t use a TTY. Lori said you can dial 911 and then lay

down the phone, and someone (police) will come. She also said that video interpreting services have a 316 number that will be received by the local 911 center. David said that he knows the ADA requires direct access to 911 so that someone doesn't have to go through an interpreter; Lori said that we do have this here locally. Lindsey Mahoney stated that either through the SENIORS program (Sheriff's Office) or directly through a 911 program, individuals can set up a "premise warning" for their residence so that 911 and emergency responders know that a person who is deaf (or another disability) lives there.

B. County ADA Update: Lindsey Mahoney

- a. Courtroom Renovation Planning: Lindsey distributed a list of items the County was working on under the County's 2009 CIP work. This work involves just under \$300,000 in ADA improvements that Sedgwick County will be making for 2009. The list identifies the barrier and also a solution that the County is proposing to the barrier. The County previously came to this board with the consultant's recommended transition plan on remedies to barriers. Lindsey will be coming to the board periodically with updates on where they are with the plan, but wanted to present this transition plan report for 2009 work.
- b. One item Sedgwick County would like to get feedback from the board is where they are proposing to make a change to the plan regarding courtroom spaces for 2010 and 2011. There was originally \$141,000 worth of improvements for courtrooms on eight different floors with different improvements for various areas of courtrooms. This approach was kind of piecemeal, sort of hit or miss. Under the original transition plan, items in a courtroom might be completed over various years, but it might take 10 years to be totally complete. In working with the courts on this they have discovered this will be difficult to do, as it will cause much disruption to the courts, and it will take a long time to have a fully accessible courtroom. What she proposes is to use the same amount of funding, but do things a little differently so it's not as piecemeal. They would like to make two courtrooms completely accessible this year and next year, rather than stick to the original plan. This will make it more useful for the courts (that way they know where their accessible courtrooms are), and it also helps with planning and construction. It will be more efficient dollar wise, time-wise, and operationally to do it in this manner.
 - i. This plan covers existing court rooms, not the new construction of family courts on the 4th floor. These accessible courtrooms are being constructed as part of a separate project on the 4th floor.

- ii. Lori commented that this seems like a good idea to her (more efficient and faster).
- iii. Jay Hinkel remarked that Charles chose to do all the City fire stations in a similar matter. He stated that we will find this more economically efficient than a piecemeal process.
- iv. Lindsey said that any money saved on a project doesn't just go away, it can be used for other ADA projects.
- v. David said he would like to make a motion that the board gives approval to move forward with this change to the transition plan and also encourage modification of the spectator galleries in all the courtrooms.
- vi. Lindsey said gallery areas are actually intended to be part of the 2010/2011 plan. The County will not reduce the priority of the public gallery areas; actually they hope to do them earlier.
- vii. David moved that the WSCAAB give its' approval to the proposed modifications to the County's transition plan. Motion was seconded. The Board approved the motion.

C. City Update: Jay Hinkel and Charles Karugu

- a. Jay said he had two items to update. First is a contract update. Charles said they were putting certain contracts out for bid. They are also giving \$20,000 to Street Maintenance for curb cuts.
- b. Jay reminded the board that when Charles is talking about the money he is giving for these changes, he is talking strictly about ADA money for projects that they can't just push into other projects. The City's policy is that if you're going to remodel something, they require ADA updates also to be incorporated into your design.
- c. Charles said it is now the policy of the City that if you are going to do a remodel or renovation, when they prepare plans, they must pull out the ADA transition plan to see what modifications that need to be made so that they can be incorporated into the construction plan.
- d. The second item is about the Solo-Rider Golf Cart. In preparation for putting this out to bid, they discovered that Solo-Rider is not the only provider of this type of equipment, and it may not be the best provider of this product. They are going to change the direct sole source, to a request for proposal process. Jay stated that they will hear presentations from the competitors, and a selection will be made based on the evaluation of all the criteria. And at this time, Jay would like the Board to nominate someone to sit on the selection committee with the City when they evaluate the various products available.

- e. David said that Craig, Grady, and he will form a committee related to this issue. Their committee will nominate someone to serve on the City's selection committee.

Lindsey asked if there was any more public comment and none was made.

Lindsey adjourned the meeting.

The next meeting will be:
Wednesday, September 23, 2009
10:00-11:30 a.m. at ILRC

Meeting minutes prepared by:
Lindsey Mahoney, Sedgwick County ADA Coordinator
Linsey Sipult, City of Wichita Intern