

Pedestrian-Bicycle Transition Plan



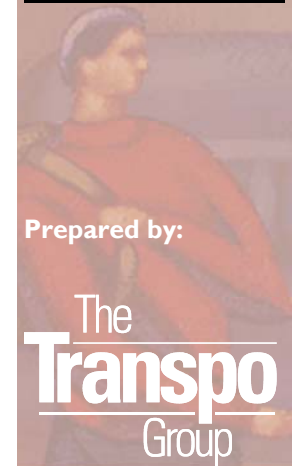
Community Involvement

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OCTOBER 2005



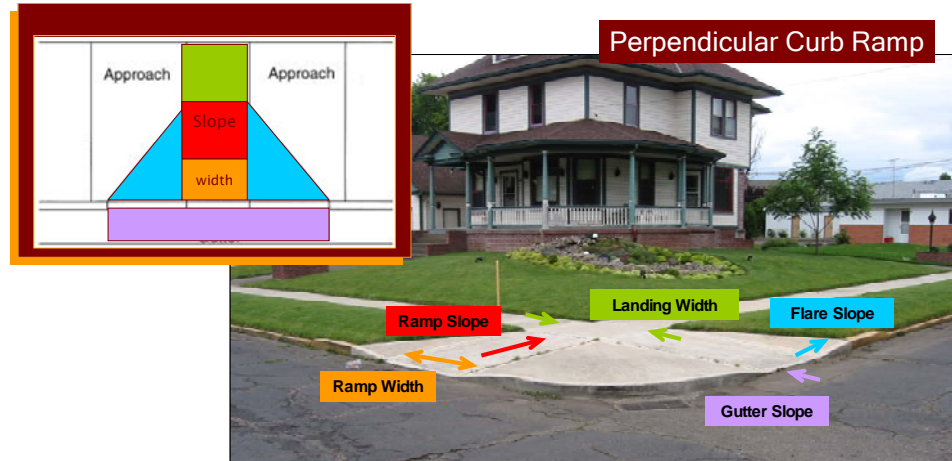
Prepared by:

The
Transpo
Group

In 2004 and early 2005 the Consultant Team coordinated a series of community involvement activities to help facilitate discussion of the PBTP process, including the identification of issues and possible plan improvements. The following highlights are a summary of the activities and results of the community involvement activities conducted as part of the PBTP. A complete description of the activities, list of jurisdictions and stakeholders and detailed workshop results are included in **Appendix A**.

OVERVIEW

The Community Involvement effort was specifically defined to address the regulatory requirements of the ADA. A targeted approach was defined to effectively engage two audiences:



Local Jurisdictions – the various cities within Ada County, together with Ada County, Valley Regional Transit and Idaho Transportation Department (ITD). These are entities that ACHD coordinates with in the development of transportation projects, review and administration of development plans and who may share in responsibility for implementation of some of the Plan’s recommendations.

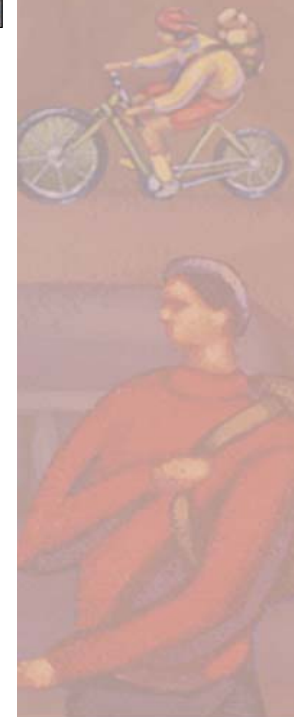
Stakeholders – public and private individuals and organizations that have stated interest in pedestrian

and bicycle travel within Ada County, including mobility- and vision-impaired groups and agencies.

MAILING LIST

A mailing list of stakeholders and jurisdictions was developed for communications during the process; to invite participation and to distribute workshop results and existing conditions assessment highlights, to circulate surveys to generate specific feedback and to solicit general comments on the process and preliminary results.

Curb Ramp Components



The mailing list included over 120 representatives in total; more than 80 stakeholders and group representatives, along with 40 jurisdiction and agency representatives such as cities, county, police, emergency response, planning officials, utilities, school districts, neighborhood associations, and related agencies, such as Valley Regional Transit, COMPASS, etc. The complete mailing list is also included in **Appendix A**.

SURVEY

A written survey was developed and circulated to the complete mailing list (jurisdictions and stakeholders) to solicit specific input on the key issues and concerns regarding the pedestrian and bicycle facilities system, and to generate input regarding the most important issues to be addressed and potential priority order for types of projects and system improvement. The results of the surveys are included in **Appendix A**.

ADDITIONAL PHONE CONTACTS

In addition to the initial mailings, additional phone contacts were made throughout the project to key stakeholder and mobility impaired organization representatives. These additional phone calls and contacts were made to extend every effort to invite and encourage participation and gather individual comments.



Organizations contacted included the National Federation for the Blind, local community senior citizen centers and organizations, Valley Regional Transit, Developmental Disabilities Council, Idaho Commission for the Blind, Council for the Deaf and Hard of

Hearing, Housing and Urban Development, Area 3 Agency on Aging, Living Independent Network Corp, and the Americans with Disabilities Task Force.

JURISDICTION AND STAKEHOLDER WORKSHOPS

Four workshops were held to identify community issues regarding pedestrian and bicycle systems in Ada County. Two separate workshops were initially held with jurisdictions and stakeholders:

Jurisdictions - November 8th, 2004 - to present preliminary conditions assessment results and assist in identification of key issues and concerns

Stakeholders - November 22nd, 2004 - to present preliminary conditions assessment results and assist in identification of key issues and improvement priorities

Two workshops were later held, combining jurisdictions and stakeholders:

December 17th, 2004 – to present further technical data and discuss project priority measuring methods

February 15th, 2005 – present and discuss preliminary study findings and implementation plan

MOBILITY IMPAIRED STAKEHOLDER INTERVIEWS

Individual mobility-impaired stakeholders were invited to attend special interviews so the Consultant Team could help identify specific planning and design issues of the vision- and mobility-impaired community. On January 12th, 2005, a joint interview was held. The interview included a presentation of the *Transition Plan* development process, the existing conditions assessment and highlights of previous workshops. The interview

included considerable opportunity to identify specific issues and concerns from the mobility impaired groups.

The groups invited to participate in the interview included the Idaho Council on Developmental Disabilities, Idaho State Independent Living Council, Americans with Disabilities Task Force, Council for the Deaf and Hard of Hearing and the Housing and Urban Development Agency. Other groups that were contacted, but did not respond included the Area 3 Agency on Aging and the National Federation for the Blind.

Groups participating in the interviews (either in person or via telephone) included the Idaho State Independent Living Council, the Idaho Council on Developmental Disabilities, the Americans with Disabilities Task Force and the Council for the Deaf and Hard of Hearing.

WORKSHOP RESULTS SUMMARIES

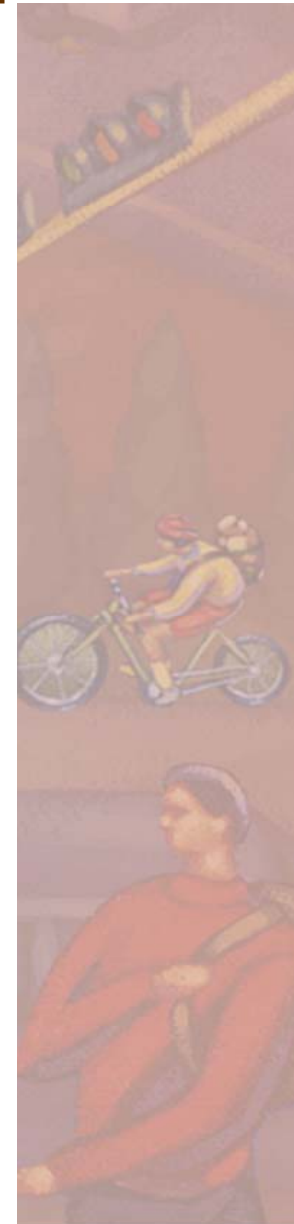
A complete summary of the results from each of the workshops and the mobility impaired interviews was produced following each activity and circulated to the complete mailing list for review and additional comments. These complete results are also included in **Appendix A**.

SUMMARY OF KEY ISSUES, CONCERNS AND COMMENTS

This section includes a general summary of issues identified in the workshops and stakeholder interviews.

SIDEWALK SYSTEM ISSUES

- lack of connectivity for both pedestrian and bicycle facilities
- need for improved and consistent sidewalk conditions
- strong support for separated





- sidewalks and pedestrian facilities
- need to complete sidewalks to provide “safe routes to schools” – work with school districts to define routes and priorities
 - connectivity to the greenbelt is important
 - need collaborative planning for sidewalk use; such as dining, bicycle racks, street trees, street lights, signage, mailboxes, etc.
 - improve connectivity to public facilities; parks, schools, business and retail areas, public buildings, etc.
 - need for additional, enhanced signage and way-finding systems

DESIGN / STANDARDS ISSUES

- desire for more consistent design standards for all city/county/highway district/state operated facilities
- need to reduce / eliminate conflicts and obstructions on

- sidewalks including mailboxes, restaurants, landscaping, street trees, bicycle use, bus stop use, etc. – consistent application
- desire for improvement to pedestrian and bicycle facilities in "safe school routes"
 - support for separate bicycle and sidewalk facilities where feasible
 - integrate pedestrian / bicycle system plans with neighborhood transportation facilities
 - consider / re-address the functional street classification to more closely align the street use with adjacent ped/bike use and facility design
 - evaluate lane standards for safer bicycle use
 - consider locating bicycle lanes off the vehicle lanes
 - bike lanes behind sidewalks may be less safe due to lack of awareness by drivers
 - lack of connectivity due to disconnected street systems,

cul-de-sacs, etc.

- unsafe ped/bike access to big box stores due to large parking areas and lack of sidewalks through the parking areas to store entrances

BICYCLE SYSTEM ISSUES

- lack of connectivity in the overall system
- need for additional, enhanced signage and way-finding systems
- need for improved education regarding the bicycle system location, routes and function
- desire for separated bicycle facility in congested areas
- connectivity to the greenbelt is important

POLICY ISSUES

- need to integrate pedestrian/ bicycle facility design standards into local planning/zoning ordinances

- consider and plan pedestrian and bicycle facilities as part of the overall “transportation network”
- desire for support from ACHD and ITD to local communities in creating development policies that support appropriate pedestrian and bicycle facilities

MOBILITY IMPAIRED ISSUES

- need to improve the number of ADA compliant facilities, especially along arterials, busy streets and at congested and confusing intersections;
- need for vibro / tactile / facility enhancements at busy intersections
- need to provide complete facility connections between residential areas and primary service areas
- need consistent design and placement of sidewalk ramps, approaches and markings

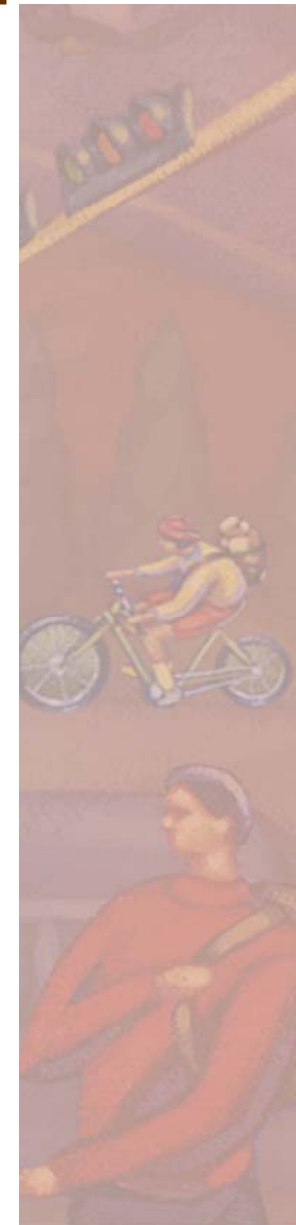
- ACHD needs to confer with mobility impaired users



regarding the placement of truncated domes – suggest using two sets if on a ramp (one set of domes to identify each crossing direction) – explore use of truncated domes and other intersection warning devices for better orientation to mobility-impaired users of intersection layout and approach - placement of truncated domes at the bottom of the ramp is redundant in

providing warning to the curb ramp

- provide the web site address of the federal agency that is setting standards for application of truncated domes to mobility impaired organizations and users so that they might provide comments
- ACHD needs to continue communication with mobility impaired community as plan is implemented
- single ramps that are angled into the middle of the intersection are dangerous as they route mobility impaired users directly into the intersection instead of towards the crossing – standard needs to be changed
- location of light poles in sidewalks and at intersections is not standard and presents a safety hazard for mobility impaired – users don’t know where to expect the lights to be consistently





The above results were generated from the jurisdiction and stakeholder workshops. Direct interviews with the mobility-impaired groups were held in early January 2005. **Table 1-1** summarizes additional specific comments from the mobility-impaired groups.

COORDINATION / EDUCATION / PLANNING ISSUES

- need for improved coordination between cities, county, redevelopment agencies, utilities, school districts, ACHD, ITD and developers to improve facilities design

and consistency

- need for more community-wide signage and way-finding systems regarding bicycle routes
- need for more education regarding bicycle / skateboard / roller blade etiquette to reduce conflicts with pedestrians and mobility impaired

Table 1-1 Mobility-Impaired Interview Results—January 12, 2005

<i>Mobility Impaired Interview Results - Jan 12, 2005</i>
<ul style="list-style-type: none"> • <i>insufficient number of on-street handicapped parking spaces</i> • <i>on-street handicapped parking spaces not close enough to curb ramps</i> • <i>most handicapped parking spaces have obstacles to use of wheelchair lifts; street trees, benches, etc.</i> • <i>insufficient number of curb ramps near public buildings and key service commercial and medical centers</i> • <i>many rough sidewalk surfaces and exposed joints, causing dangerous wheelchair operation</i> • <i>dangerous cross-slopes on sidewalks at driveway crossings</i> • <i>rolled curbs are deemed unsafe as a curb ramp for motorized wheelchair use</i> • <i>unsatisfactory sidewalk maintenance causing difficult or unsafe travel (pedestrians and motorized wheelchairs)</i> <ul style="list-style-type: none"> • <i>snow removal, mud/ debris following rain and runoff, crumbling sidewalks, uneven street/ sidewalk connections following resurfacing</i> • <i>inadequate public transit connections</i> <ul style="list-style-type: none"> • <i>scheduled stops are too infrequent, bus stops are too far from destinations, bus schedule does not run late enough at night to accommodate user needs</i> • <i>prefer separation between pedestrian / mobility impaired facilities and bicycle facilities</i>

- integrate and coordinate with other facility and transportation enhancement plans
- coordinate transition plan implementation with the Americans with Disabilities Task Force
- coordinate with schools to improve integration of ped/bike facilities with new school sites
- consider ped/bike facilities needs as part of an overall “multi-modal” transportation system – not an add-on or optional consideration

The summary and findings of the Community Involvement effort were integrated into the plan process, particularly through the Recommended Measures to Implement the PBTP.

