



Accessibility Transition Plan for 2017

This document proposes changes needed in the City of Winters, based on the 2017 update of the Winters 2009 Accessibility Self-Evaluation Report. The goal is to propose modifying facilities and services to provide access to people with disabilities.

- A. Winters' Most Challenging Sites
- B. Curb ramps and driveway ramps
- C. Sidewalks
- D. Conclusions

A. Winters' Most Challenging Sites

Below are the City's three most challenging sites for accessibility. They offer the biggest obstacles to access to public programs.

1. City Park – no sidewalks along the west and south edges



Sidewalk is needed along the south edge of Abbey Street (along the north side of the park), between Haven street and the bus stop 300 feet east of Haven street. A sidewalk here would connect the network of streets to the baseball field and the existing path, which leads to these three public programs: the public bathrooms in the park, the bus stop and the large Leathers playground.

In addition, the sidewalk along Fourth (between Main and Abbey Streets) was repaired/replaced recently without widening beyond 4 feet. It perhaps should have been widened, depending on a definition of whether it is repair or replacement. Trees there complicate the issue. City "Improvement Standards" line 4-18 ("Sidewalk") states:

"All school, park and commercial developments shall have 8-foot sidewalks along all frontages, with the exception that 6-foot sidewalks may be used along play areas where no access is provided, as determined by the City Engineer." **Recommendations:**



Plan A: All sides of the park need to have eight foot wide sidewalks, with curb ramps at the corners.



Plan B: As an interim measure, sidewalk should be built on the north edge of the park, from the concrete paths at the bus stop on Abbey Street to the existing concrete paths at the corner at Haven.

In addition, the movable bleachers on the Abbey Street side should be positioned and mounted so as not to block access along the ball field fence.

Timeline: Not known.

2. John Clayton Education Center along Edwards

On the west edge of Second Street between Baker and Edwards, there are sections of sidewalk broken by large trees, with no access and no ramps.

Pedestrians either have to walk through a narrow opening between the trees and the school fence, or go out into the street around the tree and then back up onto the sidewalk section. There is no access at all for people using wheelchairs. The City has been working to correct this, but the job is not finished yet. The City, working with the school district, has routed pathways around the trees by redirecting the cyclone fencing at the tree locations. The next steps are removing some of the previous fence posts and paving the route.





Recommendation: Complete the paving to achieve 36" of clearance around the trees.

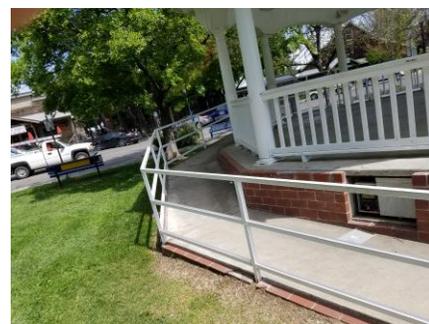
Timeline: August 2017.

3. Rotary Park.

- a. The gazebo needs paths to connect the existing ramp to nearby sidewalks.
- b. The picnic tables are not connected by accessible walkways, and do not have spaces that are wheelchair accessible.

Recommendation:

- 1) Sidewalk should be built connecting the route to nearby sidewalks and to picnic tables.
- 2) The tables will need to be modified.



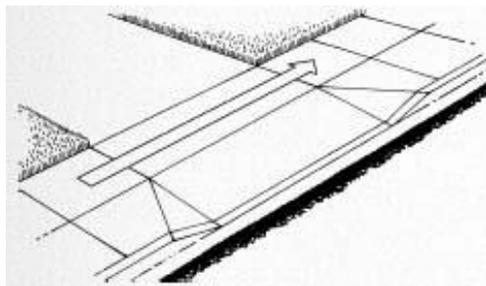
Timeline: November 2017

B. Curb Ramps and driveway ramps

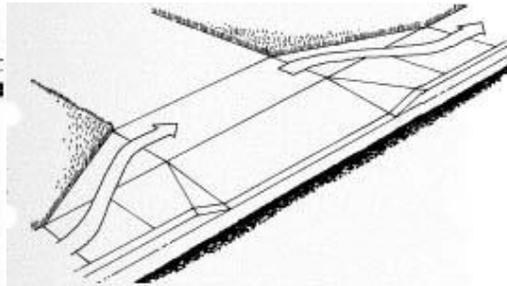
The City has a number of corners without curb ramps, and a number of street edges without sidewalks. City Council member Bill Biasi uses a wheelchair and has pointed out a number of existing routes with curb ramps that are too steep or are otherwise dysfunctional. City crews do repairs to curb ramps and sidewalk surfaces when time is available, and they have an annual budget of \$7,000 for materials.



Older driveway ramps cut through the sidewalk at a steep angle. The newer design solves the problem by reducing the angle (and makes driving in more bumpy). New ramps leave a less than 2 degree slope pathway for pedestrians. The older ramps are a difficult problem to solve. The ramps are numerous, and expensive to redesign and replace, in part because they cross onto private property. The result is that people in wheelchairs tend to travel in the street.



The solution with a wider sidewalk



With a narrow sidewalk

Curb ramp design:

Most residential curb ramps are diagonal, with one ramp pointing to the diagonal opposite corner. The diagonal ramp directs a person in a wheelchair into the intersection, rather than orthogonally to a crosswalk.

The City has recently started using curb ramps of a new design for sidewalks that have no planting strip. This cuts back further from the corner, creating a low flat area at the actual corner. This is a huge improvement, because a person in a wheelchair does not tip at a steep angle when passing around the corner. Samples can be seen at Russell and First and the new work at Waggoner School on Edwards. See drawing 2b.

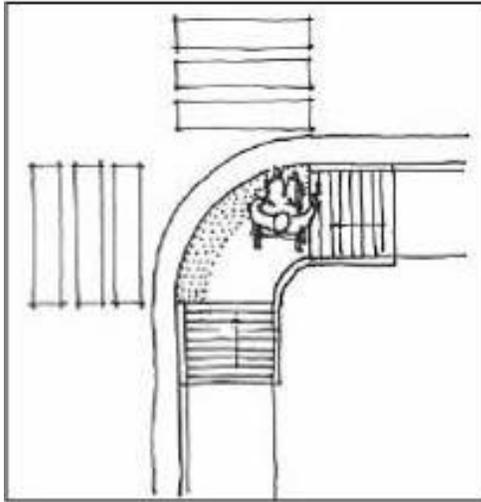
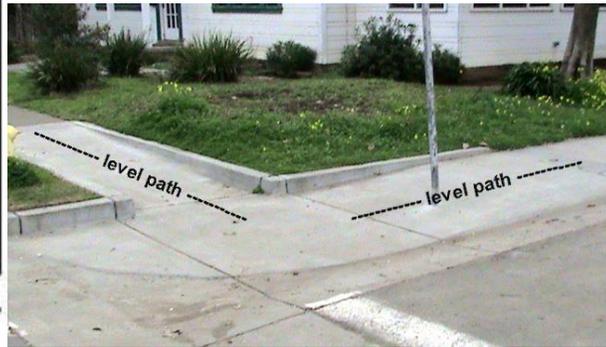


Figure 2b. 10-foot radius, full apex parallel, curbed.



Recommendation: The City should continue to use this design when possible or appropriate.

Specific Curb and Ramp Problems

Biasi has noted a number of the City's accessibility problems:

- a) New curb ramps at Railroad and Grant (Winters Store) are always full of gravel.
- b) Home and business owners allow trees and shrubs to grow into the sidewalk route. Examples: 311 Abbey St. and the west edge of John Clayton Education center site.
- c) Cars and RV's are often parked crossing the sidewalk.
- d) A number of curb ramps are too steep -- they were not built to current specs, which limit the slope angle to 8.3% grade maximum. Often the slope of the street itself compounds the problem. Sometimes this is caused by streets that have a very high dome. In other situations, the asphalt has a bulge where it meets the concrete apron.

Survey of corners without ramps

Haven and Main T

NE needs ramp, too small for "A" type
 NW needs ramp, too small for "A" type, there is a pole

Emery and Main

SW could use a ramp; there is a PG&E box

Wolfskill & First	NE needs a simple
Abbey at Haven	
NW	needs ramp
SW	needs ramp
NE	needs ramp
Edwards at Haven T	
SE	needs ramp
SW	needs ramp
Baker at Second	existing ramps direct across Second SE could use a second ramp SW could use a second ramp, but there is drain and pole NE could use a second ramp, but there is a drain
Baker at First	Could add second ramp across First (drain in middle)
Morgan at Baker	
SW	needs ramp
Baker at RR	
NE	needs ramp in direction across RR
Lenis at Hemenway	
SE	needs ramp
NE	needs ramp
Rosa at Hemenway	all corners need ramps
Lenis at Mermod Place	
NW	needs ramp
SW	needs ramp
Anderson and Mermod Place	
NW	needs ramp
NE	needs ramp
Lincoln at Washington (Major Vista)	
all three at T	needs ramps
Jefferson at Washington (Major Vista)	
all three at T	needs ramps
Jackson at Washington	
south edge of T	needs ramp

C. Sidewalks

1) Sidewalk defects

Like other communities, Winters has many sidewalk defects that are a major obstacle to disabled access. These defects are caused by various impacts, including tree lift, vehicle crossing at driveways, drainage problems, utility cuts, etc. The City keeps an inventory of these defects and city crews do yearly repairs ranging from filling gaps and grinding high spots to complete removal and replacement. The crews are asked to do this work in between other more urgent jobs.

The city budgets \$7,000 per year for materials.

Recommendation:

Public works should give work orders per month for sidewalk repairs, based on the annual materials budget, rather than leaving the repairs unscheduled. Public works should log all repairs done, and a designated city staffer should update the inventory and the log monthly.

2) Road margins without sidewalks, starting with most serious.

- 428 Abbey Street – need to connect two parts of sidewalk.
- Russell Street 416, 426, 435-437, 440, 454, all do not have sidewalk.
- Both the eastern and western edges of Emery Street.
- Biasi commented the new home at 439 Russell St. should have had to install sidewalk along the Emery St. side as well as the frontage on Russell; The city engineer considered this, but it would be a path to nowhere.
- Southern edge of Wolfskill Street to Jauregui residence
- No sidewalk on the south side of Grant Avenue between Main Street and first house on the east.
- No sidewalk on eastern edge of East Street.
- Southern edge of Baker Street between East Street and Morgan Street.
- Repair of some of these sidewalks will be funded through development agreements.
- Most of Major Vista has ramps. Washington Ave. needs curb ramps, except for the intersection with Taylor. Taylor could use curb ramps along its eastern edge, once crosswalks are created.
- South edge of Wolfskill – the north side is ok.
- North edge of Niemann – the south side is ok.

Recommendation: all these need sidewalks, but at the current time there is no mechanism available to demand home owner installation, other than design review with new home construction.

Timeline: Not known.

D. Conclusions

Following is a list of actions the City needs to do to improve access, starting with the highest priority.

- 1) The City should increase its annual funding for materials for sidewalk improvements to \$10,000 per year, starting with the 2018/2019 budget. The highest priority for use of the funds should go to projects that improve accessibility.
- 2) The Public Works Department needs to schedule accessibility improvements according to a monthly plan, giving priority according to projects need. The work should include medium size projects as well as minor sidewalk repairs. Work should be done in consultation with local disabled residents, whose input is extremely valuable.
- 3) The City needs to continue improvements to City Park as described in Part C above.
- 4) The City needs to evaluate the wheelchair ramp at the Gazebo and add accessible paths at the site.
- 5) The City needs to finish modifying the sidewalk along Second St. at the John Clayton Center.
- 6) The city needs to revise this assessment annually, and log improvements as they happen.