

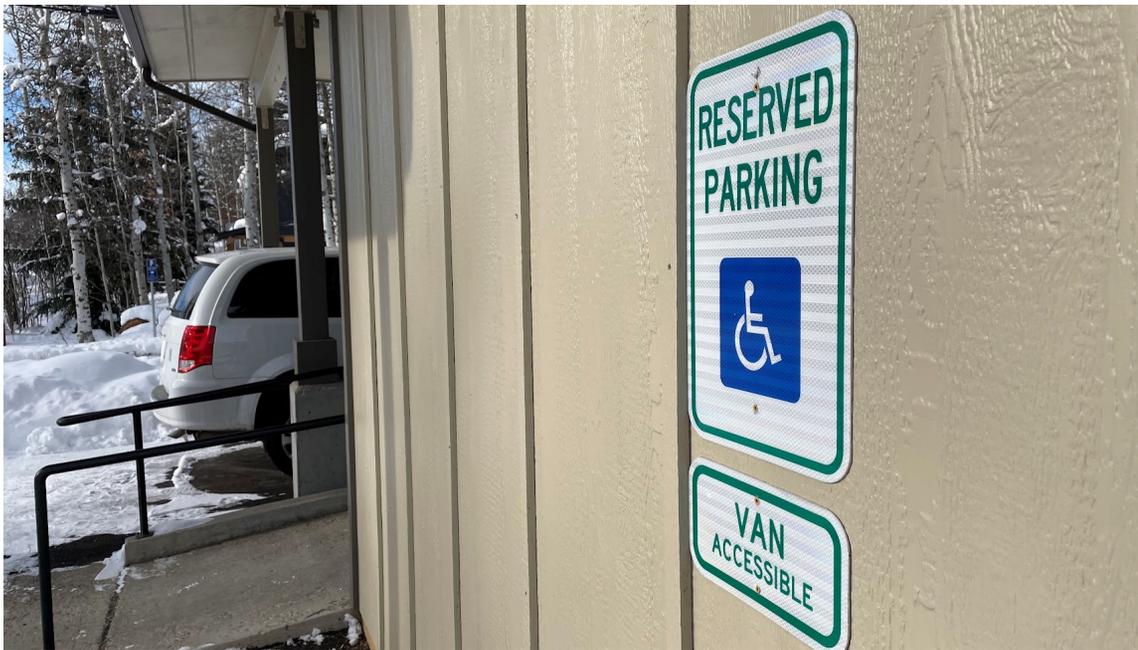
Access McCall

ADA Transition Plan & Self Assessment

FINAL for Adoption
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Executive Summary

Access McCall is the City of McCall's Self Assessment and Transition Plan to fulfill requirements set forth in the Americans with Disabilities Act (ADA) of 1990. More than that, this Plan links other City plans and goals to an overall theme of ensuring McCall's facilities, streets, programs, and policies provide and promote access to everyone who resides in and visits the area.

This Plan is generated through a combination of technical analysis and public input to define priorities for McCall so it can transition its facilities and services into compliance over the next 20 years. Various people and organizations provided input through online surveys, one-on-one interviews, and listening sessions to help identify and prioritize needs for people with disabilities.

Background

The Americans with Disabilities Act (ADA), enacted on July 26, 1990, provides comprehensive civil rights protections to persons with disabilities in the areas of employment, state and local government services, access to public accommodations, transportation, and telecommunications. The ADA is divided into five titles that relate to different facets of public life. These are summarized in Figure ES-1

Title II of the ADA is what *Access McCall* addresses. Title II prohibits state and local governments from discriminating against persons with disabilities by requiring the City to make all programs, services, and activities accessible to persons with disabilities. Title II requires that a public entity conduct self-evaluation of its services, programs, policies, and practices to determine whether they are in compliance with nondiscrimination requirements of the ADA.



Figure ES-1: The Five Titles of ADA

Americans with Disabilities Act

Five Titles

Title I: Employment - Helps people with disabilities access the same employment opportunities and benefits available to people without disabilities.

Title II: Public Services - State and Local Governments - Prohibits discrimination on the basis of disability by public entities such as state and local government agencies.

Title III: Public Accommodations and Services Operated by Private Entities - Prohibits privately-owned places of public accommodation from discriminating against individuals with disabilities.

Title IV: Telecommunications - Requires telephone and Internet companies to provide a nationwide system of interstate and intrastate telecommunications relay services that allows individuals with hearing or speech disabilities to communicate over the telephone.

Title V: Miscellaneous Provisions - Contains a variety of provisions relating to the ADA as a whole, including its relationship to other laws, state immunity, its impact on insurance providers and benefits, prohibition against retaliation and coercion, illegal use of drugs, and attorney's fees.



Title II outlines a two-step process for communicating to the public how an agency intends to meet the requirements of ADA. The two steps are a Self Assessment and Transition Plan. All public agencies with 50 or more employees are required to complete these two steps to fulfill their requirements under ADA. The City previously undertook an effort to meet these requirements in 2011, which resulted in the adoption of Resolution No. 11-14 that officially endorsed a Self Assessment and Transition Plan that was in effect until *Access McCall* was developed to take its place.

Step 1: Self Assessment (or Self Evaluation). The requirement to conduct a Self Assessment of the City of McCall’s facilities, infrastructure, programs, and policies focuses on identifying how the City is addressing requirements of ADA. The Self Assessment helps identifying methods to improve the accessibility of the many services the City provides. To fulfill Self Assessment requirements, the City’s consultants conducted in-the-field data collection for all City buildings, streets, parks, and pathways during the summer of 2022. Additionally, the consultant reviewed City policies, programs, and services to determine how they comply with ADA requirements and how they may be modified to better address the needs of people with disabilities.

Step 2: Transition Plan. The ADA requires that a Transition Plan be prepared, to describe any structural or physical changes required to make facilities accessible. A Self Assessment of programs and facilities feeds the findings of the Transition Plan, which outlines methods by which program, policy, physical or structural changes will be made to affect the nondiscrimination policies described in Title II.

The Transition Plan sections of *Access McCall* is organized in accordance with requirements stemming from ADA and subsequent guidance from the US Access Board, US Department of Justice (DOJ), and US Department of Transportation (DOT).

Figure ES-2 shows steps a City can take to create a more accessible City via this plan, as well as implementation of the Plan’s recommendations and conducting future updates.

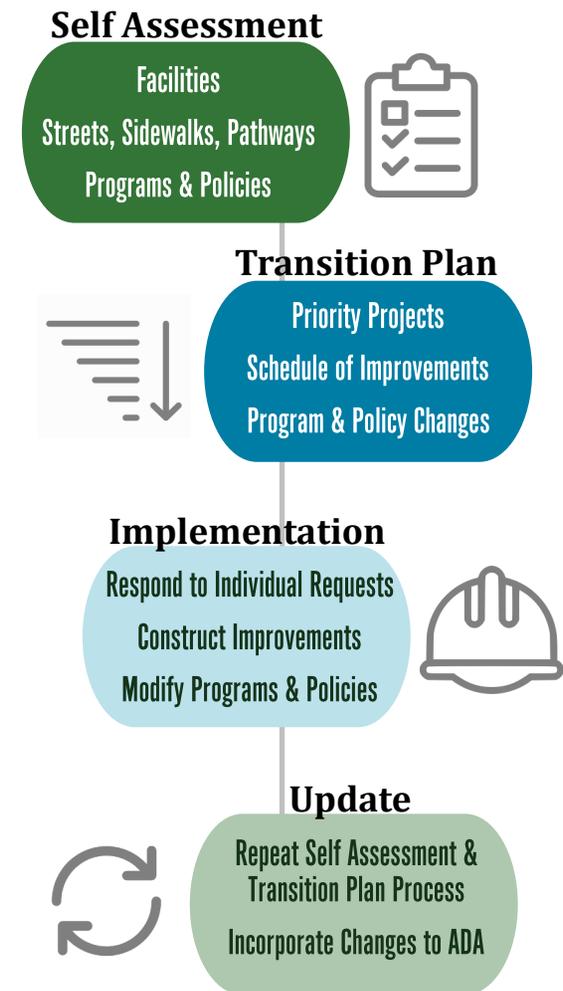
McCall’s People & Plans

An estimated 284 out of 3,453 people in McCall report having a disability, or 1 in 12, residents exclusive of the families and others who serve as caregivers to many with disabilities. Some notable features of that data include:

- Nearly 2 out of 3 McCall residents reporting a disability are female.
- 73% of those reporting a disability are aged 35 to 64, an overrepresentation of that age cohort which comprises 40% of McCall’s population.
- 45% of those reporting a disability have hearing difficulty.
- 32% of those reporting a disability have cognitive difficulty.
- 30% of those reporting a disability have vision difficulty.

The City has recognize the needs of these residents, as well as those of the overall population and visitors throughout several plans adopted by the City in recent years. They point to the need for the City

Figure ES-2: Creating an Accessible City





to continue to improve access for people with disabilities. Incorporating these themes into key community plans greatly helps in defining priorities within the Transition Plan component of *Access McCall*. It also bolsters the case for how accessible facilities and programs are not merely meeting a federal requirements, but making sure the City achieves its stated and adopted goals for residents and visitors. Some of the plans that address these accessibility needs include:

- *McCall in Motion*, the 2018 Comprehensive Plan;
- *McCall in Motion Transportation Master Plan*, adopted in 2017; and
- *Parks, Recreation, and Open Space Plan (PROS)*, under development and slated for adoption in 2023.

Public Input

Input to Access McCall was provided via the following outreach efforts:

- Presentation to City Commissions and Boards;
- Online Survey and social media promotion;
- Listening Sessions; and
- Outreach to individual organizations that work with and represent people with disabilities.

Participants in these forums were asked to provide their thoughts and perspectives on how to make McCall more accessible, with a focus on public buildings, streets, pathways, and City programs and policies. Participants were also allowed to provide input on other ways in which the City could promote accessibility through things like improved business access.

The details and results of this public input are found in Chapter 3 of the full *Access McCall* plan.

Programs & Policies Recommendations

After evaluating the City's various programs and policies through the lens of accessibility, a series of recommended actions were developed to continue to improve on existing conditions. These recommendations include:

- Update resolutions to reference the Access McCall plan as the City's official Transition Plan.
- Continuing to upgrade the City's communication outlets—website, social media, etc—to provide greater accessibility.
- Modifying City Code to provide more details and incorporation of themes related to greater access for people with disabilities.

The City may consider other program and policy measures to continue to improve access for residents and visitors. These could include a sidewalk fee-in-lieu program that would help fund filling of sidewalk and pathway gaps through funds generated by development that occurs on secondary streets that are not likely to have sidewalks in the near future. Another policy idea is an ordinance to promote what is known as "Visitability," which requires certain design features of new single-family homes to make the ground floor, at minimum, accessible to people with disabilities.



Public input included one-on-one listening sessions held at different times of day at the McCall Transit Center. This allowed the Access McCall consultant team the opportunity to have more in-depth discussions with people who are interested in making the City more accessible.



Public Buildings & Facilities

The evaluation of public buildings and facilities, such as parks, revealed that the majority of McCall’s existing facilities have accessible features. This is due to investments in recent years to upgrade City Hall, construct a new Library, and re-construct facilities in Brown Park. The Public Works building and Golf Course Clubhouse access ramp are also slated for a major upgrades in the near future.

The City is already embarking on design efforts for upgrades to two locations identified as priorities—the Civic Campus and the public Boat Dock at Legacy Park (Figure ES-3). While these are under design and ADA needs are being incorporated into them, they are not yet fully funded. The Central Idaho Historical Museum and Gold Glove Park are two other locations identified as priorities for upgrades.

The PROS Plan may result in additional recommendations for upgrades to McCall’s parks, which would then incorporate accessibility needs into the future design. One notable location is Riverfront Park, which is a focus of the PROS Plan. While the Park is currently in a more natural state, plans may show a desire for features such as a recreation center and more pathways.

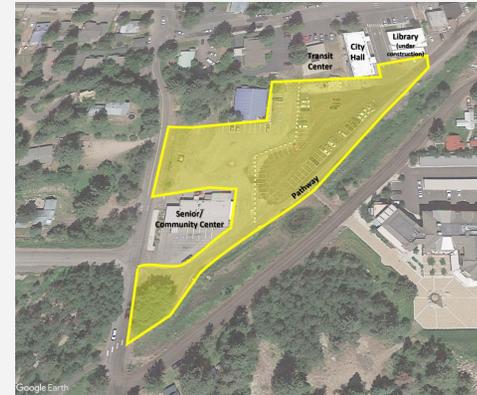
Upgrading other buildings and facilities may also require pursuit of other funds, in the form of grants. The City may also conduct annual citywide efforts to address minor accessibility upgrades to things like public restrooms and buildings. These are typically non-structural upgrades like adjusting the heights of fixtures or modifying door handles to meet ADA requirements.

Public Streets & Pathways

As with many of the City’s public buildings and facilities, the investments in recent years to expand McCall’s sidewalks and pathways system has resulted in infrastructure that is largely accessible. Therefore, the City is recommended to continue expanding its sidewalk and pathway network to provide connectivity to neighborhoods and destinations. Public input confirmed that expanding the system will provide greater accessibility in the near-term than upgrading existing sidewalks and ramps.

When evaluating ADA compliance on sidewalks and curb ramps, the overall needs were features such as sidewalk surface conditions that degrade a higher rate due to McCall’s winter climate. On curb ramps, ADA requirements such as cross slopes, running slopes, and landing areas were predominantly compliant. Features measured to be non-compliant were determined to be the result of realities of constructing new sidewalks and curb ramps adjacent to old streets. This can

Figure ES-3 Priority Public Buildings & Facilities



Civic Campus Access

Recommendations include paving the parking lot to include accessible spaces and transit access, as well as creating a pedestrian access route that links the many public buildings in this area. This, along with the connections to the pathway, will provide greater access to this concentration of public buildings.

Boat Dock Upgrades

Reconstructing this area next to Legacy Park will provide not only access to the lake for people with disabilities but also a more accessible pedestrian route along Lake Street to the newly-reconstructed Brown Park.



Historical Museum

New ramps to the major buildings and upgrading unpaved areas between buildings will provide an accessible route to the first floors while not upsetting the historical significance of the buildings.

Gold Glove Park

The City recently completed upgrades to parking and restroom access. Providing an accessible route to the drinking fountain, playground, and ballfield viewing areas would increase access to a greater degree.





oftentimes result in having to evaluate tradeoffs in building a new curb ramp to meet both existing slopes at the street and the sidewalk. It can be difficult, if not impossible within reasonable cost constraints, to achieve full compliance given these and many other factors. When full compliance is not attainable due to a variety of build and natural environment factors, the City is provided and recommended to use an Accessibility Exceptions Certification Form that documents the conditions that led to a design that while not fully compliant, fulfills requirements of ADA to the maximum extent feasible.

The priority investments identified for sidewalks and curb ramps consist primarily of rebuilding some sidewalk segments and upgrading Detectable Warning Surfaces (aka truncated domes) to the bottom of curb ramps to provide greater detectability to people with vision disabilities. Because of the relatively few locations identified, these upgrades are considered lower priority than the previously-identified public buildings and facilities projects.

For pathways, the primary need for ADA-related upgrades relates to installation of Detectable Warning Surfaces where pathways cross streets. These upgrades may be done when pathways are resurfaced or as part of a separate project.

Transition Plan Schedule

Figure ES-5 (next page) is the combination of recommendations for programs and policies, buildings and facilities, and public rights-of-way, to help McCall transition its network of public places into compliance with ADA. Recognizing the financial realities, this Schedule identifies these aforementioned priorities and groups projects into priority tiers. Programs and policies should be updated soon after adoption of this Plan.

The City is recommended to adopt *Access McCall* as its official ADA Transition Plan and Self-Evaluation to meet federal requirements. With that, it is also recommended that the City establish an annual fund of \$50,000 for priority projects.

Priorities may change over time and the City may be the recipient of grants for specific projects that may cause one priority project to advance in schedule ahead of another. Any changes in schedule should be included in the recommended Annual Progress Report that outlines the progress the City is making each year on implementing the recommendations of *Access McCall*.

The City is recommended to update *Access McCall* in or around 2035 in order to evaluate progress and identify new priorities. It is likely that new ADA requirements will emerge by then and incorporated into a new Self-Evaluation.

Figure ES-4 Priority Public Rights-of-Way Projects



Sidewalk Repair Priorities

Sidewalk surface conditions deteriorate more rapidly in winter climates like those experienced in McCall. The City may choose to pay for these upgrades or assess adjacent property owners (where applicable) for these upgrades. Five (5) segments were identified with City right-of-way as needing upgrades, totaling approximately 1,200 linear feet of sidewalk.

Curb Ramp Upgrades

Detectable Warning Surfaces are the pads at the transition from a curb ramp to a street to help people with vision disabilities know when they are entering a street. These surface may degrade over time or are in need of replacement to cover the full width of the ramp. Thirteen (13) locations were identified in City right-of-way.



Pathway Crossings

The pathway crossings of streets requires accessibility features like those of sidewalks. In McCall, the needs identified were Detectable Warning Surfaces. Other upgrades made be made to ramp slopes when pathways or the adjacent roadway are resurfaced. Approximately 90 locations were identified, with many in areas that provide access to residential areas but not many public buildings/facilities.



Figure ES-5
Transition Plan Schedule

2023	2024	2025	2030	2035	2043
<p>A. Adopt Plan & Conduct Training</p> <p>B. Update City Policies</p> <p>C. Develop Annual Progress Report</p>	<p>D. Establish Transition Plan Implementation Fund</p> <p>E. Update City Website</p> <p>F. Finalize Approach/Policy for Sidewalk Repair</p>	<p>H. Tier 1 Priorities</p> <ul style="list-style-type: none"> • Civic Center Campus • Gold Glove Park • Boat Ramp & Restroom Upgrades 	<p>I. Tier 2 Priorities</p> <ul style="list-style-type: none"> • Central Idaho Historical Museum Upgrades • Priority Sidewalk Upgrade/Repair, Phase I • Priority Curb Ramps 	<p>J. Tier 3 Priorities</p> <ul style="list-style-type: none"> • Priority Sidewalk Upgrade/Repair, Phase II • Sidepath Ramp Upgrades 	<p>K. Update Self-Assessment & Transition Plan.</p> <p>L. Re-Evaluate Progress & Identify New Priorities</p>
<p>G. Proceed with already-programmed CIP projects that improve access to existing public buildings and rights-of-way</p> <ul style="list-style-type: none"> • Brown Park Restrooms • Downtown Core, Phase 3 - Sidewalk & Curb Ramp Projects • Deinhard Lane Sidepath, SH-55 to Spring Mtn Rd • Golf Course Clubhouse Ramp • Public Works Building • Spring Mountain Road Sidepath Surface Repair 					
<p>M. Notify ITD of findings on curb ramps, sidewalks, and push buttons in SH-55 right of way.</p> <p>N. Identify annual ADA repair program for minor upgrades to restrooms, bus stops, etc., to repair concretes, improve non-structural features (e.g. grab bars, door handles)</p> <p>O. Track Federal ADA requirements for changes to ADAAG & PROWAG. Then Update Policies, Programs, Design Standards, as needed.</p> <p>P. Construct other ADA upgrades as part of major alterations projects to buildings and streets.</p>					



1. Introduction & Purpose

Access McCall is the City of McCall's Self Assessment and Transition Plan to fulfill requirements set forth in the Americans with Disabilities Act (ADA) of 1990. More than that, this Plan links other City plans and goals to an overall theme of ensuring McCall's facilities, streets, programs, and policies provide and promote access to everyone who resides in and visits the area.

This Plan is generated through a combination of technical analysis and public input to define priorities for McCall so it can transition its facilities and services into compliance over the next 20 years. Various people and organizations provided input through online surveys, one-on-one interviews, and listening sessions to help identify and prioritize needs for people with disabilities.

Access McCall provides more than recommendations to rebuild or retrofit older infrastructure and modify existing programs and policies, which are foundational elements of ADA compliance. It recognizes, supported by public input, that expanding infrastructure like sidewalks and pathways to provide access to key destinations around the City is a higher, short-term priority than rebuilding existing infrastructure that has relatively minor non-compliant features, most of which are due to constraints and realities related to retrofitting old streets with new ramps and sidewalks. The City already has many of these pathway projects planned in its Capital Improvements Program (CIP) and is working with the Idaho Transportation Department (ITD) to identify options for providing pedestrian facilities along State Highway 55.

These investments, along with upgrading facilities like public restrooms, public parks, and other features, will take time and notable financial resources. The City is already on a path to upgrading many of its building and streets to improve access. These investments include a new Library, recent and upcoming upgrades to Brown Park, a recently-remodeled City Hall, and remodeling the Public Works Building.





For other needs, *Access McCall* provides a generalized schedule of when the City should pursue completing additional facility and infrastructure investments. Meanwhile, the City can more quickly and easily update and amend its existing policies and adapt various programs to comply with ADA and improve access to everyone in McCall.

ADA Summary

The Americans with Disabilities Act (ADA), enacted on July 26, 1990, provides comprehensive civil rights protections to persons with disabilities in the areas of employment, state and local government services, access to public accommodations, transportation, and telecommunications. The ADA is divided into five titles that relate to different facets of public life:

- Title I: Employment
- Title II: Public Services - State and Local Governments
- Title III: Public Accommodations and Services Operated by Private Entities
- Title IV: Telecommunications; and
- Title V: Miscellaneous Provisions

Title II of the ADA is what *Access McCall* addresses. Title II prohibits state and local governments from discriminating against persons with disabilities by requiring the City to make all programs, services, and activities accessible to persons with disabilities. Title II requires a public entity to evaluate its services, programs, policies, and practices to determine whether they are in compliance with the nondiscrimination requirements of the ADA.

Title II Requirements

Title II outlines a two-step process for communicating to the public how an agency intends to meet the requirements of ADA. The two steps are a Self Assessment and Transition Plan. All public agencies with 50 or more employees are required to complete these two steps to fulfill their requirements under ADA. The City previously addressed these requirements in 2011, which resulted in the adoption of Resolution No. 11-14 that endorsed the City's Self Assessment and Transition Plan that was in effect until *Access McCall* was developed to take its place.

Step 1: Self Assessment (or Self Evaluation). The requirement to conduct a Self Assessment of the City of McCall's facilities, infrastructure, programs, and policies identifies how the City is addressing requirements of ADA. The Self Assessment helps identifying methods to improve the accessibility of the many services the City provides. This includes an evaluation of:

- Design and maintenance of existing public buildings, parks, rights-of-way, and other facilities for which the public has regular access.
- Programs, policies, and other practices where it is necessary to avoid discrimination against people with disabilities.
- Communication methods and protocols that make information accessible and available to people with hearing, vision, and speech disabilities.

Figure 1:-1 The Five Titles of ADA

Americans with Disabilities Act

Five Titles

Title I: Employment - Helps people with disabilities access the same employment opportunities and benefits available to people without disabilities.

Title II: Public Services - State and Local Governments - Prohibits discrimination on the basis of disability by public entities such as state and local government agencies.

Title III: Public Accommodations and Services Operated by Private Entities - Prohibits privately-owned places of public accommodation from discriminating against individuals with disabilities.

Title IV: Telecommunications - Requires telephone and Internet companies to provide a nationwide system of interstate and intrastate telecommunications relay services that allows individuals with hearing or speech disabilities to communicate over the telephone.

Title V: Miscellaneous Provisions - Contains a variety of provisions relating to the ADA as a whole, including its relationship to other laws, state immunity, its impact on insurance providers and benefits, prohibition against retaliation and coercion, illegal use of drugs, and attorney's fees.



To fulfill Self Assessment requirements, the City’s consultants conducted in-the-field data collection for all City buildings, streets, parks, and pathways during the summer of 2022. Additionally, the consultant reviewed City policies, programs, and services to determine how they comply with ADA requirements and how they may be modified to better address the needs of people with disabilities.

Step 2: Transition Plan. The ADA requires that a Transition Plan be prepared, to describe any structural or physical changes required to make facilities accessible. A Self Assessment of programs and facilities feeds the findings of the Transition Plan, which outlines methods by which program, policy, physical or structural changes will be made to ensure nondiscrimination policies described in Title II are adhered to.

The Transition Plan sections of *Access McCall* is organized in accordance with requirements stemming from ADA and subsequent guidance from the US Access Board, US Department of Justice (DOJ), and US Department of Transportation (DOT).

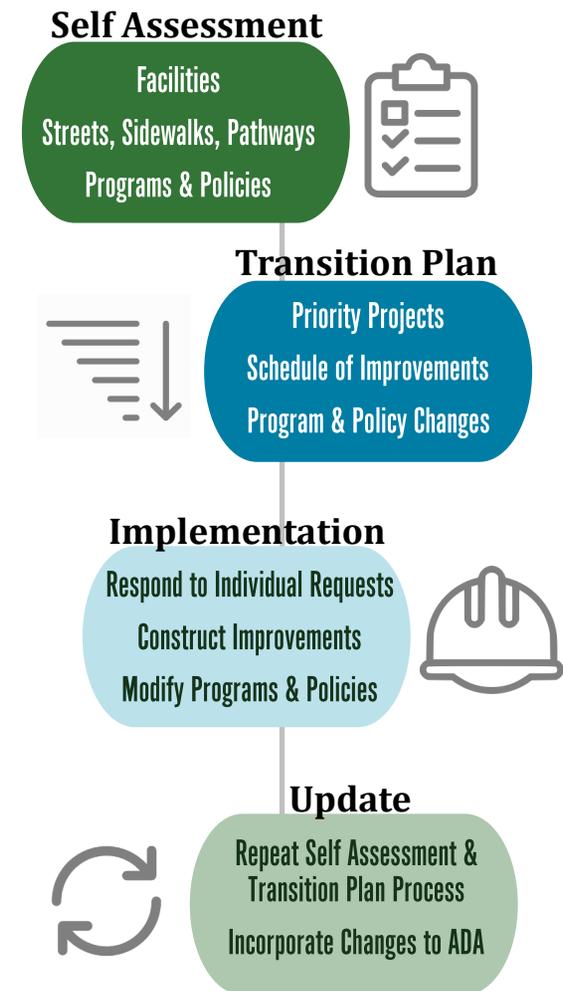
The recommendations contained in the Transition Plan section of *Access McCall* include:

- Identify modifications to existing City policies to ensure the needs of people with disabilities are provided for through the City’s Grievance Policy.
- A proposed schedule of improvements to existing facilities and infrastructure, based on priorities generated by a combination of ADA requirements, public input, and technical expertise.
- Guidance for how new or rehabbed facilities, streets, sidewalks, and pathways constructed by the City or required of private development in City rights-of-way, comply with physical design requirements of ADA and are subject to documentation when design exceptions are necessary.
- Recommended modifications to engineering standards used by the City to construct public right-of-way projects that substantially comply with ADA and contain enough detail to help ensure the final product of the design work is compliant.
- Program-related recommendations for the City to employ that ensures people have access to the various City programs, as well as recommendation practices for management of snow and construction activities that impact sidewalks, curb ramps, and pathways.
- Recognizing already-planned sidewalk/pathways gaps on major streets where the lack of facilities, according to public input, represent a greater barrier to access than the City’s existing sidewalks and curb ramps.

US Civil Rights Laws

In addition to Title II requirements of ADA, Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin in any program or activity that receives Federal funds or other Federal financial assistance. According to DOJ, this means programs that receive Federal funds cannot distinguish among individuals on the basis of race, color or national origin, either directly or indirectly, in the types, quantity, quality or timeliness of program services, aids or benefits that they provide or the manner in which they provide them.

Figure 1-2: Creating an Accessible City





Further, this prohibition applies to intentional discrimination as well as to procedures, criteria or methods of administration that appear neutral but have a discriminatory effect on individuals. The law requires that policies and practices that have such an effect must be eliminated unless a recipient can show that they were necessary to achieve a legitimate nondiscriminatory objective.

The Civil Rights Restoration Act of 1987 further stipulates that agencies receiving federal funds must obey Civil Rights laws in all areas of their organization, not just the department, program, or activity that received funding. Since McCall utilizes federal funds, such as Community Development Block Grant Funds and Transportation Alternatives Program funds, for which this law applies.

Prevailing ADA Standards & Guidance

ADA only stipulates the overall requirements for complying with the law. ADA does not provide details as to how agencies are to implement the law for things such as the design of facilities and infrastructure. There are two sets of standards and guidance that provide this:

- 2010 ADA Standards for Accessible Design, previously referred to as ADAAG or the guidelines; and
- Accessibility Guidelines for the Public Rights-of-Way, commonly called PROWAG.

Note that the 2010 ADA Standards for Accessible Design are the adopted *standards* while PROWAG is referred to as *guidelines*. While the difference in the language is subtle, the importance of understanding the difference between the two words and the applicable ADA designs they cover is crucial to properly complying with ADA. Standards are viewed as requirements while guidelines are viewed as best practices that do not have the same stringent requirements as standards.

2010 ADA Standards for Accessibility. Commonly referred to as the ADA Standards, these are formally adopted and issued by the DOJ and USDOT to cover facilities covered by the ADA in new construction and alterations. While not specific to things like sidewalks and curb ramps along streets, the technical details contained in the ADA Standards are commonly applied to those facilities. The data collection effort that measured and cataloged McCall’s public buildings and facilities for ADA compliance is based on the ADA Standards.

PROWAG. PROWAG contains the technical details for sidewalks, curb ramps, and other features for public rights-of-way, but has yet to be adopted as the formal standard. DOJ and USDOT have formally acknowledged that while PROWAG is guidance, it does represent the best practice when it comes to achieving ADA compliance in public rights-of-way. PROWAG has been pending formal adoption by the federal government for nearly two decades, with that formal adoption of PROWAG as the standards pending in 2023, according to the US Access Board.

Because of the pending action that will make PROWAG the federal standard, the data collection effort for public rights-of-way in McCall is based on PROWAG instead of the ADA Standards. By building things that are compliant with PROWAG, the City of McCall can ensure that things like sidewalks, curb ramps, pedestrian push buttons, and other features are accessible under the law when PROWAG guidelines becomes the standards.

Figure 1-3: Comparing the 2010 ADA Standards for Accessible Design and PROWAG

ADA Standards

Standards for physical access requirements to ensure the civil right to access the goods and services of public buildings and sites for most people with disabilities. Agencies may not adopt local standards that deviate from these.

VS.

PROWAG

Guidelines for physical access for elements located within the public right-of-way. The public right-of-way is the roads, sidewalks, and shared-use paths controlled by a public entity. Agencies may adopt PROWAG as their own standards.

Source: Rocky Mountain ADA Center



2. The People & Plans of McCall

Data provided by the United States Census indicate 1 in 12 (or 284) of McCall’s residents reports having some type of disability. Figure 2-1 at right shows how that compares to Valley County, the State of Idaho, and the United States. Even though that figure is lower in McCall than in other larger geographies, it does not diminish the importance of it. There are other facets of the built environment in McCall where a ratio of 1 in 12 results in substantial discussions and investments on the need to address it.

For example, approximately 1 in 12 motor vehicles traveling through McCall on State Highway 55 are trucks, according to ITD traffic counts. That has prompted the City and ITD to engage in very important discussions on how to best route that roughly 8% of the traffic around the City rather than through it.

Why? For the safety, mobility, and economic opportunity of the people of Idaho and McCall.

Those same safety, mobility, and economic opportunity goals are what drives the City of McCall to address the needs of the 12% of City residents who report having a disability. Figure 2-2 below shows how disabilities affect everyone—those who have a disability, as well as those caring for or serving someone who has a disability. Further, any barrier that excludes or adversely impacts an individual with disabilities also excludes or adversely impacts their family, friends, and colleagues by extension.

Figure 2-1: Percent of Population with a Disability

Geography	% of Population with a Disability
United States	12.7%
Idaho	13.5%
Valley County	13.4%
McCall	8.2%

Source: US Census, American Community Survey, 2020 5-year estimates, Table S1810

Figure 2-2: Percentage of Adults with Functional Disability Types (USA)

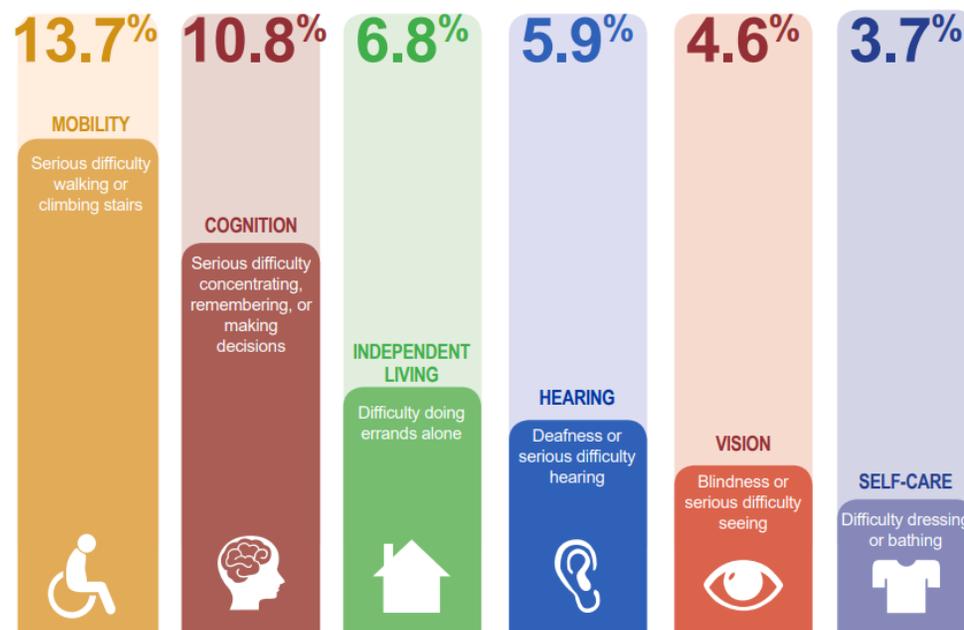


Image Source: CDC, Disability Impacts All of Us



Demographics

Understanding the City’s population is important to understanding the people of McCall as well as informing how projects and programs should be prioritized to improve accessibility. The 2020 Census data provides details on McCall’s population from an age and disability status perspective.

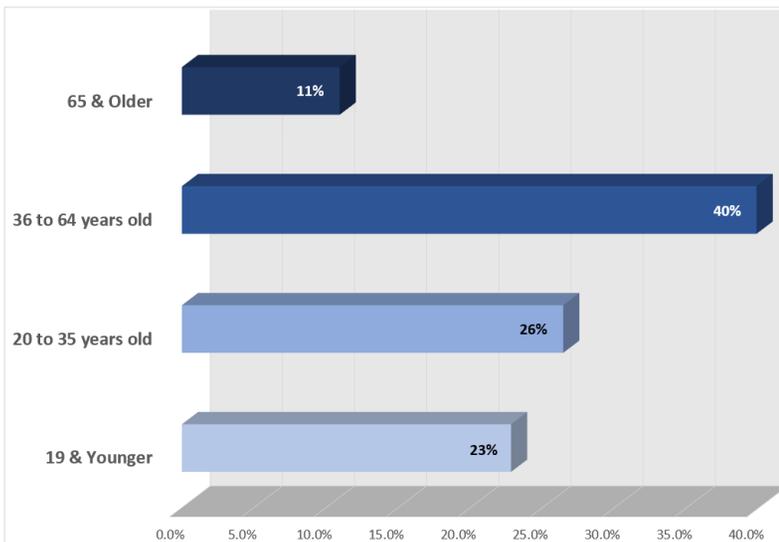
With a 2020 estimated population of 3,453 people, the datasets for McCall are relatively small and subject to higher margins of error. This is particularly true for details related to people reporting a disability. Therefore, data outputs are generalized in the figures corresponding to this section to represent common themes rather than very specific needs or geographic areas of greater need according to population characteristics.

It is important to look beyond the raw figures and understand the context of the data. Figure 2-3 shows how McCall’s overall population is sorted by age group. The figure highlights how people in these different age groups can experience a disability, not only from a personal difficulty standpoint but from the standpoint of how others in their lives who have a disability can influence their own daily life, especially in the form of being a caregiver, which is addressed in the next section.

Additional data on McCall residents reporting a disability are found in Figure 2-4 on the following page. Some notable features of that data include:

- Nearly 2 out of 3 McCall residents reporting a disability are female.
- 73% of those reporting a disability are aged 35 to 64, an overrepresentation of that age cohort which comprises 40% of McCall’s population.
- 45% of those reporting a disability have hearing difficulty.

Figure 2-3: Percentage of McCall’s Population, by Age Group



Older Adults: All people, regardless of disability status, often experience challenging health conditions as they age. For people with disabilities, the impact their disability has on their daily life may become more pronounced as other mobility, sensory, or cognitive challenges emerge. Spouses, partners, or family members often serve as caregivers.

Working Age Adults: Over half of working age adults with a disability experience some difficulty completing their work duties because of their disability. Almost half of all persons with a disability who were not working reported some type of barrier to employment. People in this age group are increasingly serving in a caregiver role to a parent.

Young Adults: Providing young adults with access to City programs and services is critical as they transition from youth as aging out of the school system often results in a loss of the support, therapies, and assistance they received in school. Building systems to meet their needs fosters independence and promotes employment and community integration.

Youth: Providing opportunities for full and equal social, civic, economic, and political participation is beneficial not only to youth with disabilities, but also their surrounding societies, allowing youth to contribute fully to a community’s development and economic growth to the fullest extent of their abilities. Youth who are in a family that is serving as a caregiver to someone with a disability often play a role in that caregiving.



- 32% of those reporting a disability have cognitive difficulty.
- 30% of those reporting a disability have vision difficulty.

Of particular note is the dataset showing no one in McCall reporting a self-care difficulty. This likely reveals the limitations of having a small dataset for a city the size of McCall. Census data for the 5-year period ending in 2012, for example, showed 23 people in McCall having a self-care difficulty. It is unlikely that everyone in that cohort is somehow no longer living in the City and that no one has moved to McCall or developed a self-care difficulty since 2012. The 2020 data for Valley County shows 117 people reporting a self-care difficulty. Approximately 1 in 5 of Valley County residents reporting a disability live in McCall, so it would be reasonable to assume a similar percentage of the county’s total of those reporting a self-care difficulty reside in McCall.

The Role of Caregiving

The Family Caregiver Alliance defines a caregiver as someone with “any relative, partner, friend or neighbor who has a significant personal relationship with, and provides a broad range of assistance for, an older person or an adult with a chronic or disabling condition.” A 2020 AARP report *Caregiving in the U.S.* estimates that more than 1 in 5 Americans are caregivers.

This means that those 1 in 12 people in McCall who have a disability are likely supported by at least one caregiver, meaning approximately 1 in 6 people are likely to have a life experience in McCall that requires access to the City’s facilities, infrastructure, and programs.

AARP notes that “The impact of disease or disability can ripple beyond the caregiver and recipient. Other members of the family or community, such as children in the home, may be called upon to carry out care tasks.” For example, people in the 36 to 64 years old age group have reached an age where their parents are getting older and are more likely to have a disability. This means they may play an increasing role as a caregiver of someone with a disability and rely on their children to assist.

Data from AARP and the Family Caregiver Alliance show the average age of a caregiver is 49 years old and the average age of the person receiving the care is 69 years old. Older adults are more likely to be a caregiver for a spouse or partner, with the average age of a spousal caregiver in the United States being 62 years.

Figure 2-4: Census Data for People with Disabilities in McCall

	People Reporting a Disability	% of Total Population	% of People Reporting a Disability
Population	284	8.2%	-
Male	105	3.0%	37%
Female	179	5.2%	63%
17 & under	0	0.0%	0%
18 - 34 years	44	1.3%	16%
35 to 64 years	207	6.0%	73%
65 to 74 years	0	0.0%	0%
75 years and over	33	1.0%	12%

Reported Difficulty	Total	% of Total Disabled Population
Hearing	127	45%
Vision	85	30%
Cognitive	91	32%
Ambulatory	59	21%
Self-Care	0	0%
Independent Living	33	12%

Source: US Census, American Community Survey, 2020 5-year estimates, Table S1810
 Note: Figures may not equal 100% due to people reporting more than one difficulty.



City & Area Plans

Several of the City of McCall’s key planning documents point to the need for the City to continue to improve access for people with disabilities. Incorporating these themes into key community plans greatly helps in defining priorities within the Transition Plan component of *Access McCall*. It also bolsters the case for how accessible facilities and programs are not merely meeting a federal requirements, but making sure the City achieves its stated and adopted goals for the City’s residents and visitors.

Comprehensive Plan (2018). The City’s Comprehensive Plan—*McCall in Motion*—aligns with this goal as it ties themes like accessibility to the character, economy, and connections desired in McCall. This support begins with the vision:

- “McCall is a diverse, small town united to maintain a safe, clean, healthy, and attractive environment. It is a friendly, progressive community that is affordable and sustainable.”

Other key elements of *McCall in Motion* that relate to accessibility themes are highlighted in Figure 2-5 below. Additionally, the plan refers to the “Main Street” of McCall as Third Street and Lake Street, which are designated as State Highway 55 and managed by ITD. The corridor lacks sidewalks for much of its length within the City. The Plan notes is “home to several popular destinations and is heavily traveled by tourists on foot, bike, and personal car.” This, along with public input on *Access McCall*, recognizes that the absence of sidewalks or pathways poses a barrier to accessibility for people who live in and visit McCall.

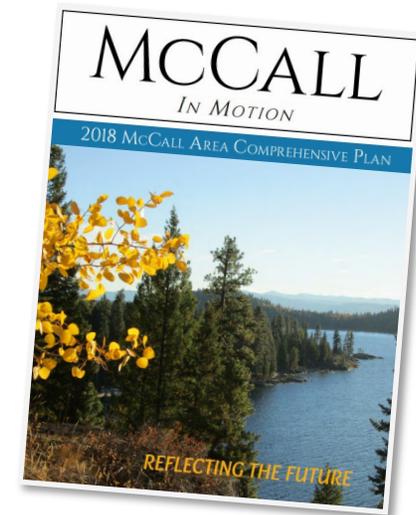


Figure 2-5: McCall in Motion Accessibility Themes

Key accessibility themes identified in *McCall in Motion*

Plan Vision

Encourage walking, biking, and recreational activities through an easily accessible and cohesive transportation system and pathway network. (Page 45)

Commit to walking, biking, transit, and new types of streets to improve resident and visitor mobility. (Page 45)

Our Character

Enhance and protect public access to nature, including Payette Lake and River, the downtown waterfront, parks, and green space. (page 41)

Our Character, Enhance and protect public access to nature, including Payette Lake and River, the downtown waterfront, parks, and green space. (page 41)

Goal 9: Develop accessible community gathering places that encourage interaction and provide places for people of all ages to visit and relax. (page 111)

Goal 4: Protect and enhance public access along Payette Lake and the character of the shoreline. (page 111)

Our Economy

Advocate for the health and wellness of residents through continued, enhanced, and expanded access to healthcare, nutritious food, and active living. (page 43)

Policy 1.6 Continue to provide access to materials and programming from the Public Library for those who are home-bound or otherwise unable to move freely about the community. (page 132)

Our Connections

Goal 1: Foster a transportation system for current and future year-round needs that is safe, convenient, accessible, economical, and consistent with McCall’s character. (page 134)

Goal 2: Ensure critical framework streets provide safe access and circulation for all modes of travel the City, while establishing a sense of place. (page 136)

Policy 2.4 Address motorized and non-motorized uses of the lake and points of access to the lake. (page 143)



Transportation Master Plan (2017). The themes of the Transportation Master Plan that address accessibility are primarily contained in the policy section of the plan, specifically:

- **Our Pathways:** Encourage an accessible and connected pathway system, with safe pedestrian and bicycle routes that serve residents and visitors. (page 13)
- **Parks Pathways vs Streets Pathways:** Pathways typically serve two primary functions: recreation and transportation. Paved pathways designed to meet the requirements associated with ADA are an important part of the transportation network, providing options for people to walk or bike to their destination. (page 31)

Appendix C of the Transportation Master Plan addresses a key accessibility need in places like McCall: Snow Removal. It includes examples from other cities on how they approach this challenging need:

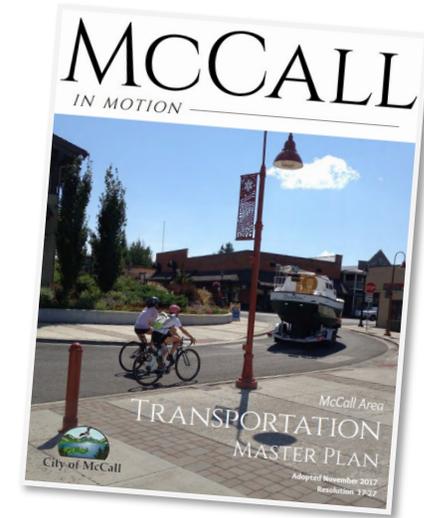
- Having a business association or business improvement district (BID) take responsibility for snow removal. This model is used in Bend, Oregon; Anchorage, Alaska; and Boston, Massachusetts. The Downtown Bend Business Association (DBBA), also loans out snow shovels to downtown businesses, which are responsible for shoveling out their storefronts and curb accesses (the DBBA focuses on clearing the main walkway section of the sidewalk).
- A public agency takes responsibility for snow removal. Jackson, Wyoming hires a contractor for downtown sidewalk snow removal. The Cities of Sandpoint and Ketchum, Idaho, both require adjacent property owners to clear their sidewalks, similar to McCall.

Note that *Access McCall* Chapter 8: Other Strategies to Improve Access includes additional recommendations for policies that will continue to make sidewalks and pathways accessible during winter.

Pathways Master Plan (2012). This plan identifies the goal for a interconnected system of pathways for the City. Goal 2 of the plan is to “increase pathway use for people of all physical abilities, and improve health and fitness of trail users by providing connected pathways for walking and biking. Under that goal, policy 2.1 specifies the need to “provide facilities that meet ADA standards and are easy to find” (page 34). More than 90% of those who completed a survey chose “Gaps in the pathways system,” the highest response rate among eight choices for a question asking about the current barriers or impediments to using pathways more often.

Additional accessibility themes are included in the plan’s sections on:

- **Health Benefits:** Having safe and convenient cycling and walking options for transportation increases the number of people using those options and seeing health-related benefits from physical exercise, basic mobility and accessibility, mental health and social benefits of reduced isolation, and affordability.
- **National Design Guidelines/Standards:** At a minimum, pathway design should adhere to accessibility requirements of the ADA Standards. Street crossings and pathways in a public right-of-way that function as sidewalks should also be designed in accordance with the draft Public Rights-Of-Way Accessibility Guidelines (PROWAG).



“Encourage an accessible and connected pathway system, with safe pedestrian and bicycle routes that serve residents and visitors.”

- McCall in Motion Transportation Master Plan.



PROS: Parks, Recreation & Open Space Plan (2023). The City was engaged in its Parks, Recreation, and Open Space Plan (PROS) while *Access McCall* was developed. The PROS Plan will identify a 10-year vision for development by the City and is scheduled for adoption in late-2023.

The initial inventory for the PROS plan indicated the City has more than 50 acres of developed parkland and another 33 acres of undeveloped parkland. The City also has 26 acres of land maintained by its Parks staff, in addition to more than 101 miles of pathways.

More than 50% of the initial PROS survey respondents said they use McCall's trails, outdoor spaces, and public dock system. One out of three said that lack of access via bike or sidewalk routes was a barrier to participated or utilizing the City's parks.

While much of the PROS Plan is focused on future development of park space, there were inputs related to upgrading existing parks for better access to everyone, even if the subject of the comments were not specific to ADA compliance. A major topic is the future of Riverfront Park, which is currently in a relatively primitive state with no paved access routes for pedestrians. The future of this Park will dictate which upgrades are made for ADA compliance purposes.

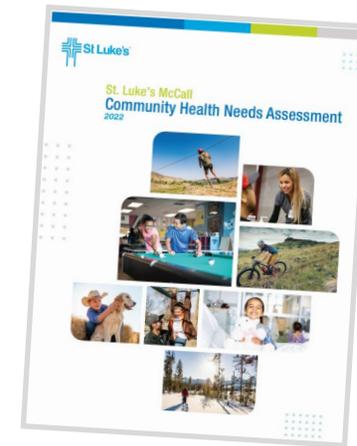
Other City Plans. Other plans adopted by McCall contain additional themes related to accessibility, and vary greatly. The following plans directly and indirectly support themes for providing accessible facilities, infrastructure, and programs:

- Downtown Master Plan (2013)
- Downtown Core Feasibility Study (2017)
- McCall Housing Strategy (2018)
- Civic Campus Master Plan (2019)
- Public Art Plan (2021)
- McCall Area Local Housing Action Plan (2022)

Community Health Needs Assessment

St. Luke's completed a Community Health Needs Assessment (CHNA) for the McCall area in 2022. The CHNA is intended to help St. Luke's understand the most significant health challenges facing people in the McCall area. The physical environment, specifically accessible modes of transportation, is identified as one of four significant health needs in McCall.

St. Luke's notes in the 2022 CHNA: "Communities that work to develop easily accessible, reliable, and varied forms of transportation, including safe options for walking and biking, help boost both physical and mental health of community members as well as reduce air pollution...Ensuring access to safe, healthy, and affordable transportation for all people promotes an increase in health equity by increasing access to healthier food options, medical care, vital services, and employment."



“Communities that work to develop easily accessible, reliable, and varied forms of transportation, including safe options for walking and biking, help boost both physical and mental health of community members as well as reduce air pollution.”

- St. Luke's McCall 2022
Community Health Needs Assessment.



3. Input from the People of McCall

A requirement for Transition Plans is that public entities like the City of McCall provide an opportunity for people with disabilities and other interested individuals or organizations to review and comment on the Self Assessment and Transition Plan.

Recognizing the challenges in providing outreach to people with disabilities in a small city like McCall, the *Access McCall* effort utilized a multi-pronged approach to gathering this input. Figure 3-1 summarizes the different methods used to gather such input.

This comprehensive approach included traditional public meetings (listening sessions) and online surveys to gather input. Additional opportunities for input were provided through citizens who serve on the City's boards and committees (Figure 3-3 on page 15), as well as outreach to individual stakeholders.

The City promoted the survey and listening sessions through its Facebook and Instagram accounts (Figure 3-2, next page). These posts were shared by other City departments who have individual social media accounts, including the Police Department, Library, and Parks and Recreation.

The first round of input occurred from August to October 2022 to gather information and input on priorities and identification of specific barriers people are experiencing from both a public facilities and infrastructure standpoint, as well as with any City-led programs. In all, a total of 25 individuals provided input via the online survey and listening sessions. There was outreach to six individual McCall-area organizations who work with or represent people with disabilities.



Figure 3-1 Public Input Opportunities for *Access McCall*

Opportunities for Input

Listening Sessions: Listening sessions on October 6 and 7, 2022, provided three opportunities for people interested in the Plan to talk with the project's consultants about their own experience with access in and around McCall.

Online Survey: The online survey was live beginning in August 2022 through the October listening sessions. 20 people completed the survey and those who provided their email address were provided additional announcements on the plan's progress throughout the effort.

Promotion through Social Media Outlets: The City's Communications Department promoted the online survey and listening sessions through its social media channels.

Presentation to McCall Boards & Committees: An overview of the *Access McCall* plan goals and process was provided on the publicly-noticed agendas for six of the City's Boards and Committees, including City Council.

Stakeholder Outreach: Organizations who have a specific interest or unique perspective on the needs of people with disabilities were identified by the City staff and consultant and provided opportunities for one-on-one interviews to provide input on the plan.

Adoption: Participants who provided their email address were specifically noticed about the adoption and comment allowed during the Council meeting. Adoption of the Plan was also promoted on the City's social media outlets and website.



Incorporating Input into Recommendations. The input gained from the outreach is used in combination with the detailed data collection of facilities, along with interviews with City departments to develop the priorities contained in Chapter 7: Transition Plan and Chapter 9: Schedule & Implementation Steps. It was important to involve the end users in the *Access McCall* process to generate priorities and solutions in order to ensure the best use of resources in making McCall more accessible.

This input is also critical in ensuring the recommendations in *Access McCall* are defensible in the event of any legal claims arising from how the City implements the Plan. This is because a primary purpose of the Transition Plan component of *Access McCall* is identifying priorities and a schedule to address those priorities. High priority projects, identified through the combination of input and technical analysis, are likely to be addressed first while lower priorities may take longer to correct. These are reflected in the Schedule on page 67 and any project that received specific public input was provided additional points in the project ranking methodology, shown on page 50.

For example, if the City is subject to a complaint regarding a public restroom with inaccessible features the City has yet to address, the reasons for it not being made accessible are not due to a failure to recognize it as a need. Rather, that particular restroom may not have been identified as a top priority through the input and technical analysis due a variety of documented factors. The City may wish, as a result of a complaint, to move that restroom up in its priority to address an individual's need, which is very much in the spirit of ADA.

Figure 3-2: Instagram & Facebook Posts for Online Survey & Listening Sessions

City of McCall
August 12

We are evaluating how sidewalks, pathways, parks, and public buildings are accessible to people with disabilities. We need your input, whether you're a resident or visitor. Please use the survey link below to tell us about any barriers you or someone you care for comes across when trying to navigate McCall. #accessmccall

Survey Link: <https://s.surveypal.com/q78aud5f>
Web: www.mccall.id.us/AccessMcCall

ATTEND ONE OF THREE UPCOMING LISTENING SESSIONS TO PROVIDE INPUT ON MCCALL'S TRANSITION PLAN AND SELF ASSESSMENT.

LISTENING SESSIONS:

- THURSDAY, OCTOBER 6 (11:30 AM TO 1 PM AND 5:30 PM TO 7 PM)
- FRIDAY, OCTOBER 7 (11:30 AM TO 1 PM)

AT THE MCCALL TRANSIT CENTER AT 210 PARK STREET IN DOWNTOWN MCCALL. YOU CAN DROP-IN AT ANY TIME!

You're Invited!

City of McCall
IDAHO

The plan, called Access McCall, identifies facilities, programs, and policy needs for the City to comply with requirements of the Americans with Disabilities Act and make the City more accessible to everyone.

If you are unable to attend, we invite you to take the Access McCall survey at the following link: Survey Link



Summary of Input

Three methods of collecting input on ADA issues were used for the public input process for *Access McCall*. The first was a series of presentations to the City's various boards and committees. The purpose of these presentations was to gather feedback and provide background information on the plan. These presentations are listed in Figure 3-2.

The second method for collecting input was through a public survey. The intent was to give members of the public the opportunity to participate in the process, share their concerns and mobility challenges, and to afford them an outlet to specifically identify problem buildings, corridors, or public facilities.

To this end, a survey campaign was launched in July of 2022 and concluded in October. The survey was available through social media outlets including the City's Instagram and Facebook accounts, as well as through announcements via emailed newsletters.

Twenty-one (21) people replied to the survey in total. Of the 21, 60% identified as full-time residents, 30% part-time residents, 23% identified having a disability, and 41% identified as being without a disability, but concerned about the topic.

The survey was administered using several key topic areas: Public buildings, larger public parks and lake-front, neighborhood and specialty parks, pathways, trails, sidewalks and street crossings, programs, information, and general city policies.

The third method was a series of listening sessions, both in-person and through Zoom, to allow individuals to have focused conversations with the project team about their concerns. The in-person sessions were held October 6 and 7 in a meeting room at the McCall Transit Center. Five (5) people participated in these forums. Individual comments are shown in Figure 3-3 on the next page.

Public Buildings & Streets

The most popular subject among project participants involved the ADA facilities either missing, or in need, at public facilities and buildings. Most of the comments included the identification of park sites or popular public locations. The most common reason for citing such locations was the difficulty of accessing the sites for wheelchair users due to missing sidewalk segments, lack of ramp access, and stairways where those providing input felt they were too steep or unsteady for those able to walk needing assistance.

Additional comments were made regarding the need for pushbuttons to open bathroom doors, lack of accessible parking stalls, and icy surfaces during winter months. Commonly listed facilities included:

- Rotary Park;
- Davis Beach;
- City Library;
- Golf Course;
- Gold Glove Park;

Figure 3-2 List of Presentations to McCall Boards & Committees

Boards & Committees

The following City Boards and Committees received a presentation on *ACCESS McCall* on the dates noted for each. All presentations were publicly-noticed as part of the agenda.

- **Planning & Zoning Commission**, September 6, 2022
- **City Council**, October 6, 2022 & December 16, 2022 Work Session
- **Golf Course Advisory Committee**, October 12, 2022
- **Library Board of Trustees**, September 12, 2022
- **Parks & Recreation Advisory Committee**, October 19, 2022
- **Redevelopment Agency Board**, August 16, 2022



- Riverfront Park;
- Art Roberts Park;
- Lakefront Fishing Dock; and
- Brown Park.

The second most popular topic among participants was the identification of needed sidewalk segments under City control and pathways on the McCall system. Key locations like the airport, Historical Museum, and Wildhorse Park were identified as lacking and thus needing sidewalks. Among McCall streets, Davis Avenue, Lick Creek Road, and Deinhard Lane, were most popular as needing facilities and on both sides of the street. While sidewalk and pathway gaps are not the emphasis of the *Access McCall* Self Assessment and Transition Plan recommendations, the City should consider continue with projects to expand the sidewalk and pathway network on major streets, as well as working with ITD on SH-55 upgrades. Existing City-led projects specifically mentioned in the survey were the Davis and Lick Creek pathway projects.

Figure 3-3 Individual Comments in Public Survey

<p>Public Facilities & Buildings</p> <ul style="list-style-type: none"> • Gold Glove Park is difficult for wheelchair users • Riverfront Park is not wheelchair accessible, dirt path difficult • Rotary Park ramps fall short of the beach • Golf Course clubhouse access difficult and parking lot icy and unsafe during winter • Davis Beach stairs are difficult for those unstable walking • Lakefront Fishing Dock/Pier is difficult to access in wheelchair • Library/Park Street stairs are too tall • Art Roberts Park needs additional handicapped parking near rink • Disc Golf Course/Nature Area is not wheelchair accessible • Handicapped parking spot near Brown Park is sought • More pushbuttons for bathroom doors 	<p>Public ROW & Pathways</p> <ul style="list-style-type: none"> • Middle School to downtown needs a sidewalk • Widths that accommodate a recumbent bike are needed on pathways • Historical Museum needs sidewalks • Airport needs sidewalks • Lick Creek needs sidewalks or pathways • Davis Road needs pathway • Wildhorse Park/Thompson Ave is limited with no sidewalks
<p>Policy & Programs</p> <ul style="list-style-type: none"> • ADA requirements are not being imposed on remodels rendering many restaurants and buildings around town entirely inaccessible to wheelchair users • Shaded side of streets need more attention during winter days • More designated on-street ADA parking is needed 	<p>Private Businesses & State Routes</p> <ul style="list-style-type: none"> • A sidewalk from downtown to Rotary Park is needed (SH-55) • Sidewalk is needed from downtown to Shore Lodge (SH-55) • Sidewalk is needed from Growlers to Ridley's (SH-55) • Lake/3rd Street needs sidewalks throughout (SH-55)



Programs & Policies

Few comments were provided regarding McCall policies or programs. This can be interpreted as either an endorsement of how the City is conducting business related to ADA issues, or a lack of familiarity among the public with the policies governing ADA. Of the few comments that were made, winter maintenance in heavily shaded locations, availability of ADA parking, and rebuilding of private buildings to align with ADA when remodeling or reuse permissions are granted, were suggested.

As the interviews of City departments found, the City's methods to provide access and auxiliary aids to people with disabilities were found to be aligned with ADA requirements and accommodating of the individual needs of people with disabilities.

Private Businesses & State Routes

Lastly, no specific private business was mentioned of the public comments. The only comment made governing private businesses was included in policy considerations for the City.

As it pertains to the ITD's route, State Highway 55 (SH-55), comments were numerous and consistent. Many survey participants specifically listed two segments of roadway currently under management of ITD: 3rd Street from Growlers to Deinhard Lane and Lake Street from Rotary Park to where the sidewalk currently ends. As both segments are portions of the overall SH-55 corridor, they consist of major pedestrian access routes to downtown, commercial and retail hubs, and the primary artery for the movement of pedestrians, bicyclists, and motorists, as well as regional freight movements despite the existence of the alternative truck route.





4. Self Assessment—Programs & Policies

McCall’s programs and policies were subject to a review by the Plan’s consultants to determine the degree to which they comply with ADA and how they may be modified to improve accessibility. Ensuring programs and policies do not result in a denial of access to people with disabilities requires consideration of how someone can perform tasks, such as readily obtaining information the City’s website, has equal access to City programs, and knows where to find information on how to file a complaint or grievance if they feel they were denied access.

Non-Discrimination & Grievance Policies

The City of McCall has addressed requirements of ADA for developing a formal grievance procedure and related non-discrimination policies to provide expectations to the public on the City’s commitment to providing equal access to people with disabilities.

Two adopted resolutions—Non-Discrimination Policy and Effective Community Policy—address these commitments. Additionally, the City adopted a Grievance Procedure via resolution to outline how the City will address ADA-related complaints.

PDF copies of these policies are accessed via the City’s website at: <https://www.mccall.id.us/ADA504>.

Non-discrimination Policy (Resolution 21-07). This policy, approved by the Mayor and Council in February 2021, states the “City of McCall will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs, or activities.” The policy defines additional measures by which the City will ensure it does not discriminate. These sections address:

Figure 4-1: City’s Website for the Americans with Disabilities Act





- Employment;
- Effective communication;
- Modifications to policies and procedures;
- A statement on people requiring auxiliary aid or service for effective communication providing at least 48 hours notice before a scheduled event to allow the City time to accommodate requests;
- Information on where to file a complaint;
- A commitment to not place a surcharge on those with a disability to cover the cost of providing auxiliary services; and
- A commitment to provide information in a format accessible to people with disabilities and people with limited English proficiency.

Effective Communication Policy (Resolution 20-27). This policy, approved by the Mayor and Council in November 2020, states the City’s commitment to “ensure that applicants, participants, and members of the general public who have disabilities are provided communication access that is as equally effective as that provided to people without disabilities.”

It specifies:

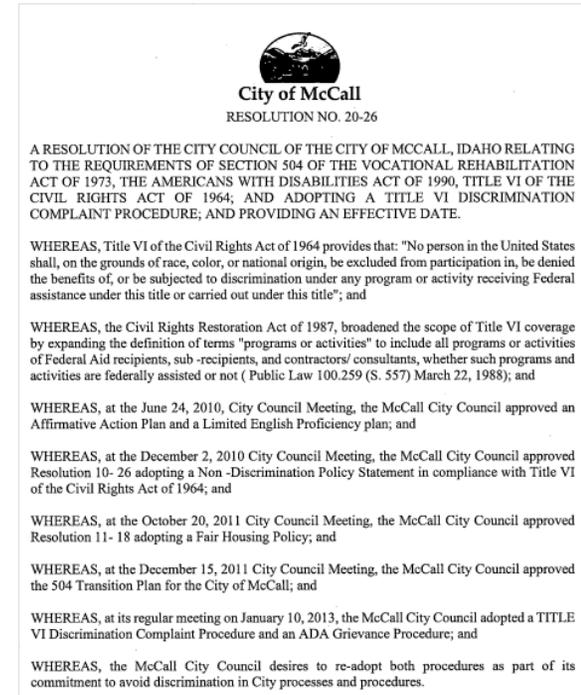
- Effective communication will be achieved through the use of auxiliary aids and services upon request of a qualified person with a disability.
- In choosing equipment or services, the individual requesting the service will first be asked what type of communication aid or service is the most effective.
- If the individual's request cannot be granted, every reasonable effort will be made to find other services or equipment that will be equally effective.
- If for some reason effective communication as requested by the individual cannot be provided, the City outlines additional steps it will take to provide appropriate accommodations.

Grievance Procedure (Resolution 20-26). The City’s website includes information on the grievance procedure and a link to both online and PDF forms for someone to use in filing a complaint. The City’s website also includes contact information for the ADA/Title VI Coordinator. The City states on its website:

- “Any individual who believes he or she has been discriminated against on the basis of disability, in the provision of services, activities, programs, or benefits by the City of McCall can file a grievance in accordance with the grievance procedures below or contact the City's ADA/Section 504 Coordinator.”

The Grievance Procedure clearly outlines timelines and expectations for the City to investigate the grievance and notify other appropriate agencies, such as ITD. Additionally, the policy contains information for people on other complaint procedures that may be carried out through DOJ, the US Department of Housing and Urban Development, the Architectural and Transportation Barriers Compliance Board, and the Equal Employment Opportunity Commission.

Figure 4-2: Grievance Resolution, No. 20-26





Programs

The assessment of how well the City’s programs guard against discrimination was conducted via interviews with several department leaders (see Figure 4-3). The goal of the interviews was to determine how the various departments understand the methods by which accommodations are to be made in the event of a special request from an individual or in the implementation of a program. Programs may represent several City efforts, such as a reading program at the Library, a public presentation at the airport, and the City’s management of construction zones that impact pedestrian routes.

The City’s Police Department may encounter an individual whose disability may require them make special accommodations. For example, if a person is brought in for questioning on a case, the Police Department may have to make special accommodations if areas of the police station that are not normally accessed by the public are not ADA compliant. This may include scheduling a different meeting site or assisting that individual in reaching the room where the interview takes place.

Another example could be a person with a hearing disability requesting a sign language interpreter so they can participate in a City presentation. How would a City department handle that request?

The interviews ranged from 30 to 60 minutes, depending on the degree to which a department may have interaction with individuals who require specific programs are made accessible. Program-specific recommendations are contained in Chapter 7: Transition Plan and focus on making continued upgrades to the City’s websites and public documents, as well as compiling information and auxiliary aids for people who request accommodations for their disabilities to participate in City programs.

City Code

The City’s Code represents the laws of the City of McCall. The City Code was reviewed to identify ways in which it can be amended to better address the needs of people with disabilities. It was also reviewed to identify specific sections of the City Code that could be clarifying to ensure the application of them doesn’t inadvertently result in discrimination or the appearance of discrimination.

The City’s policies that regulate land development are a key component of City Code that can help the City transition its infrastructure and facilities into compliance, as well as provide more concise requirement of new development to ensure access to private businesses is achieved. For example, requiring a new development to build new sidewalks or upgrade non-compliant sidewalks on the property’s street frontage is a reasonable expectation of new development. It helps the City address gaps and non-compliant features of the public right-of-way. Policies related to those types of upgrades should ensure new development is part of the solution and does not place the financial burden on the people of McCall whose access is improved with upgrades along a new development’s street frontage.

Figure 4-4 (next page) includes various policy sections that may be considered for amendment as the City moves forward with other policy changes. Note these recommendations are made strictly through the lens of improving accessibility and may be adjusted in the final adoption to incorporate or consider other City needs not specifically related to ADA compliance or accessibility.

Figure 4-3 List of Interviews with City Departments

Department Interviews

The following City Departments were interviewed to gain an understanding of how they respond to requests from people with disabilities and how they would respond to a situation where someone with a disability required additional accommodations to access a City program or facility.

- **John Powell, Building Dept**, September 19, 2022
- **Emily Hart, Airport**, September 20, 2022
- **Dallas Palmer, Police**, September 20, 2022
- **Nathan Stuart, Public Works**, September 20, 2022 (in-the-field work zone discussion)
- **Kurt Wolf, Parks & Recreation**, September 21, 2022
- **Erin Greaves, Communications**, October 6, 2022.
- **BessieJo Wagner, City Clerk & ADA Coordinator**, November 25, 2022
- **Anette Spickard, City Manager**, December 16, 2022.



Figure 4-4: Recommended Changes to the City Code of McCall

Policy Section	Policy Recommendation
3.2.02 Meaning of Terms	Add definition for "disability" and "person with a disability."
3.4.07 Commercial Zone Design Standards (C.1/2-Pedestrian Scale)	In the Commercial Design Standards section, it refers to many treatments of a building for the purpose of pedestrian appeal. Add language regarding accessibility needs.
3.5.07 Public Improvements for Industrial Zone 3.5.07 Section (B)	Section discusses crosswalks and the permitted use of precast pavers. This may be less than ideal given the likelihood of frost heaving and uneven surfaces.
3.08.06 (D) Parking Provisions, Driveways, Loading Areas	Add reference to ADA parking requirements.
3.8.061 (E) Parking and Internal Circulation Development Standards	Permitted surfaces vary, recommend mentioning ADA compliant surface types.
3.8.061 (F) Parking and Internal Circulation Development Standards	Under internal circulation, pedestrian circulation can be stronger if ADA language such as "less than 2% cross slope" or by permitting a jogged driveway crossing design.
3.8.064 Driveways, (C) Driveway design	Jogged driveway crossing designs are not included; recommend adding.
3.8.16: OTHER REQUIREMENTS: (B) Sidewalks, Curb & Gutter	Sidewalks/pathways are required but if costs are deemed disproportionate, may be waived. This suggests a Fee-In-Lieu of program is necessary as a backstop to help City fill gaps on sidewalks on high priority corridors.
3.16.02: APPLICABILITY (A)	Nothing explicitly states Design Review should look at ADA access. This may be subject to other parts of the City. Should this be part of their review?
3.21.010 Introduction (a) Purpose	While not required, adding language to the description of projects to include curb ramps, ADA compliant sidewalks, or other ADA related facilities is suggested.
3.21.010 Introduction (c) General	The list of projects describe numerous improvements and are related to ADA facilities, but do not explicitly state so. This is recommended as not only a recognition of their need, but also to remind the public of its focus.
8.2.2 Obstructing Public Ways- Street Furniture	Include real estate signs and discuss why obstructing sidewalks is hazardous for the population with a disability.



Figure 4-4, continued: Recommended Changes to the City Code of McCall

Policy Section	Policy Recommendation
8.2.4 Landscaping	Section discusses planting landscaping IN the public ROW but not adjacent to ROW. Suggest adding language about landscaping and maintaining landscaping adjacent to public ROW that may block passage.
8.2.9 Building Construction (A) Permit Required	Section states nothing is permitted to block a sidewalk during construction/alterations. Suggestion would be to cross reference this section with the MUTCD.
8.2.10 Barriers to be Erected	This section needs strength and to reflect MUCTD. Section should state that when a sidewalk is blocked due to construction, a reasonable temporary alternative route shall be provided. A statement about adding a red light seems dated.
8.2.12 Utility Poles	Language does not specify that poles are not to be placed in public right-of-way as to obstruct movement. While highly unlikely, recommend explicitly stating such.
8-5-010 Maintenance of Sidewalks	Recommend under section B, City explicitly state what obligations for snow removal belong to the City to demonstrate the overall commitment of snow removal . Under (C) section should cross reference public right-of-way (Access Board) requirements for walkways to include 1/4" and 1/2" provisions.
8.14.4 Public Parks and Prohibited Uses (B)	Motorized vehicle section states scooter are not permitted on anything except designated roadways. While likely this is a remnant from gas powered scooters, it could pertain to electric power chairs often described as "scooters." Recommend amending the language to distinguish the two and to permit electric wheelchairs or power chairs to access all public park spaces.
8.15.1 McCall Golf Course	While jogging is permitted and walking the course from Nov 15-May 15 is expressly permitted, it should be noted that power chairs and wheelchairs are permitted on the cart paths or course as agreed upon.
9.1.02 Subdivision and Development (H)	Under 2. Nonvehicular circulation, add the word "and accessible" after "provide safe..."



Figure 4-4, continued: Recommended Changes to the City Code of McCall

Policy Section	Policy Recommendation
9.3.02 Blocks: (A-F)	This section could be bolstered to discuss possible marked crossings, using a limited block length of 300 feet for purposes of accessibility.
9.3.04 Streets 5. Half Streets	This policy is unclear as to if a half street is built, are sidewalks required at time of the construction of the half street, or if they are added once the other half is completed.
9.3.08 Snow Storage and Drainage Easements (C)	Owner responsibility is made clear. Municipal responsibility is not made clear. Recommend modifying expectations to require property owners are required to remove the natural snow that falls on sidewalks, thus clarifying that snow that may be plowed onto sidewalks from the adjacent street is not a property owner responsibility.
9.3.103 Parks: Required Improvements (A-B)	Neither of the descriptions of what is required include any ADA accessible features such as pathways, accessible tables, etc. BUT, (A) under Standards, does call out ADA access as being compulsory. Recommend tying two sections together.
9.3.107 In-Lieu Contributions	This section allows a fee in lieu of space for parks and is a model for sidewalks if necessary.
9.4.10 Mobile Homes, Mobile Home Parks, Site Requirements/RV Parks	Sections recommended to address ADA as many patrons and residents will likely utilize the sites who are experiencing a disability. Under 8. Central Facilities, flush toilets are recommended but nothing specifically states they are to be ADA compliant.
9.6.02 Subdivisions and Development Improvements Requirements 7. Street Design	Numerous documents are cited for street design; recommend citing ADA Standards and PROWAG.
9.6.02 Subdivisions and Development Improvements Requirements 7. (N) Landscaping	Section specifies the role of the HOA for landscaping. Recommend language that specifies landscaping responsibilities fall to adjacent property should the HOA cease to exist or become inactive.
9.6.03 Driveways, Residential	(A) 1. states that driveway landings be permitted to 6% grade. This would exceed a 2% cross slope for pedestrians if the driveway was also part of a sidewalk.
9.6.08: MAINTENANCE DURING CONSTRUCTION:	Under section (J) Fencing, section mentions safety for pedestrians, and "inappropriate pedestrian traffic." This can be strengthened with language discussing the safety of people with disabilities.



5. Self Assessment: Public Buildings & Facilities

The Self Assessment (or Self Evaluation, as referred to in Federal law) phase for public buildings and facilities resulted in a cataloging of ADA compliance features within primary function areas and other public-access areas of the facilities identified in Figure 5-1. Any area where people carry out one or more major activities for which a facility is used is considered to be a “primary function area” under ADA.

The data collected on the various features of public buildings with the US Department of Justice’s 2010 ADA Standards for Accessible Design, which became mandatory on March 15, 2012. The cataloging of conditions occurred during the summer of 2022 by a team of two people using various measurement tools and smart phone applications to develop an inventory of these facilities. Approximately 300 person hours of work were dedicated to this cataloging of facilities.

The requirements under the ADA Standards are to be applied during the design, construction, additions to, and alteration of sites, facilities, buildings, and other elements subject to public and employee access. Any newly-constructed facility must be ADA compliant when constructed.

For existing facilities, ADA requirements relate to the alterations of facilities that occur via an addition to a building, the rebuilding of features such as exterior parking lots and access routes, and remodeling or restoration of interior features of the building. DOJ states that alterations that affect or could affect the usability of or access to an area containing a primary function shall be made compliant, to the maximum extent feasible. This includes upgrades to the path of travel to the altered area, including the restrooms,



Figure 5-1: Public Facilities Evaluated for Self Assessment Phase

Public Facilities Evaluated

Public Buildings

- Airport**, 336 Deinhard Lane, Unit 100/101
- Boat Ramp & Dock (at Legacy Park)**, 1120 E. Lake Street
- City Hall**, 216 E. Park Street
- Central Idaho History Museum**, 1001 State Street
- Community/Senior Center**
- Golf Course**, 925 Fairway Drive
- Library**, 218 E. Park Street
- Policy Station** (leased facility), 550 E. Deinhard Lane
- Public Works Building**, 815 N. Sampson Trail

Primary Parks

- Art Roberts Park**, 327 E. Lake Street
- Brown Park**, 1500 E. Lake Street
- Gold Glove Park/Sports Complex**, 720 Fairway Drive
- Harshman Skate Park**, 128 Idaho Street
- Legacy Park**, 1120 E. Lake Street
- Rotary Park**, 1120 E. Lake Street

Other Parks

- Centennial Plaza**, 905 N. 3rd Street
- Veteran’s Memorial Park**, 900 N. 3rd Street
- Disc Golf Course Natural Area**
- Riverfront Park**, 610 S. Mission Street
- Roosevelt Pocket Park**, Railroad Street
- Wildhorse Park**, 708 Thompson Ave



telephones, and drinking fountains serving the altered area, to ensure they are readily-accessible to and usable by individuals with disabilities.

This applies unless such alterations are disproportionate to the overall alterations in terms of cost and scope (20% cap, explained later). Actions such as routine maintenance do not constitute an alteration, thus do not trip the requirements to address the accessibility of a primary function area, although an agency may opt to address some features if determined to have value to the overall project.

Primary Function Areas

The focus of upgrading public buildings and facilities to comply with ADA is what is called the Primary Function Area (PFA, see Figure 5-2). This is to allow the Transition Plan and corresponding schedule to focus on public access areas rather than employee-only areas. The magnitude of costs to make every feature of every building compliant would exceed the City's financial abilities over the next 20 years.

The PFA is an area of a building or facility containing a major public activity for which the building or facility is intended. Within the PFA, ADA defines the following priority order for making upgrades:

- **Priority 1: Approach & Entrance:** Parking, exterior route, curb ramps, building ramps, entrance.
- **Priority 2: Access to Goods & Services:** Interior access routes and ramps, elevators, signs, doors, room and spaces, service counters.
- **Priority 3: Toilet Rooms:** Accessible route, signs, entrance, sinks, lavatory, soap dispensers & hand dryers, stalls.
- **Priority 4: Additional Access:** Drinking fountains, public telephones, fire alarm systems.

This is how the City should prioritize building and facility upgrades when making alterations to a facility. A recent example of this is the exterior upgrades to the Community/Senior Center, which addressed Priority 1: Approach & Entrance features of the facility.

The City should be prepared to respond to accessibility requests from individuals with disabilities in facilities and buildings in low priority PFAs that are not likely to be subject to substantial upgrades in the near-term. This can occur through providing auxiliary services and could result in a specific facility upgrade if the individual(s) making the request frequent the PFA on a regular basis.

The City should be prepared to respond to any individual requests of employees to upgrade or make appropriate accommodations if there is a need identified in an employee area of a building. This could include upgrading a work space or restroom to accommodate the individual's needs.

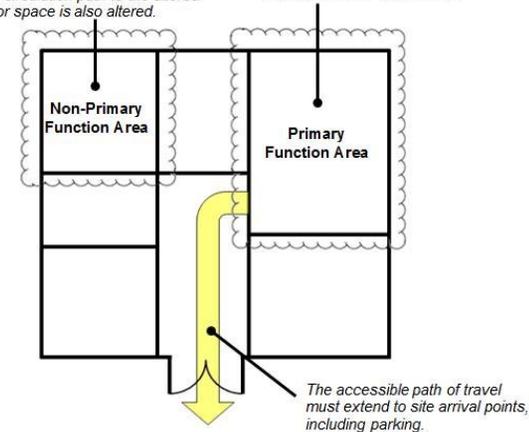
Alterations

Alterations are defined in ADA Standards as "a change in a building or facility that affects or could affect the usability of a building or facility or portion thereof." This applies to all areas of a building, including employee-only areas. Many types of projects are covered as "alterations," including remodeling, renovation, rehabilitation, reconstruction, restoration, resurfacing of circulation paths or vehicular ways, and changes or rearrangement of structural parts, elements, or walls. Normal maintenance, reroofing,

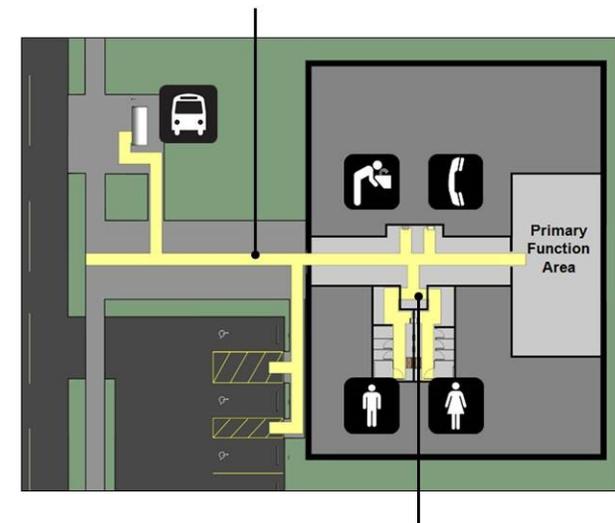
Figure 5-2: Primary Function Areas

Altered elements and spaces are required to comply. In areas not containing a primary function, an accessible route to an altered element or space is required only when the circulation path to the altered element or space is also altered.

Alterations made to areas containing a primary function also require an accessible path of travel to the extent that it is not "disproportionate" to the cost.



The accessible path of travel extends from the altered primary function area to site arrival points (public sidewalks, parking, passenger loading zones, public transit stops located on the site).



Images: United States Access Board



painting or wallpapering, or changes to mechanical and electrical systems are not considered alterations unless they affect a facility's usability. For example, a project limited to an HVAC system that includes the addition of thermostats would affect a facility's usability because it involves elements covered by the standards (thermostats are operable parts).

If alterations are limited only to elements in a room or space, then the standards apply only to the elements altered. If a room or space is completely altered (or built new as part of an alteration), the entire room or space is fully subject to the standards. Compliance is required to the extent that it is technically feasible.

Technically Infeasible. Compliance in an alteration is not required where it is deemed “technically infeasible” by a design professional. Technically infeasible is defined by DOJ as “something that has little likelihood of being accomplished because existing structural conditions would require removing or altering a load-bearing member that is an essential part of the structural frame; or because other existing physical or site constraints prohibit modification or addition of elements, spaces, or features that are in full and strict compliance with the minimum requirements.”

Where technical infeasibility is encountered, compliance is still required to the maximum extent technically feasible. It is crucial for the City to document, in detail, how this determination is made and what elements are not compliant due to technical infeasibility. This documentation should accompany all project files in the event of a future grievance filed on non-compliant features of the facility.

By doing so, the City shows that it was not negligent in designing a non-compliant feature; rather the design that was applied was done so with care and attention to maximize its compliance. An *Accessibility Exceptions Certification Form* was developed through the *Access McCall* Plan effort for the City to use in these situations. It is included in Chapter 10: Appendix.

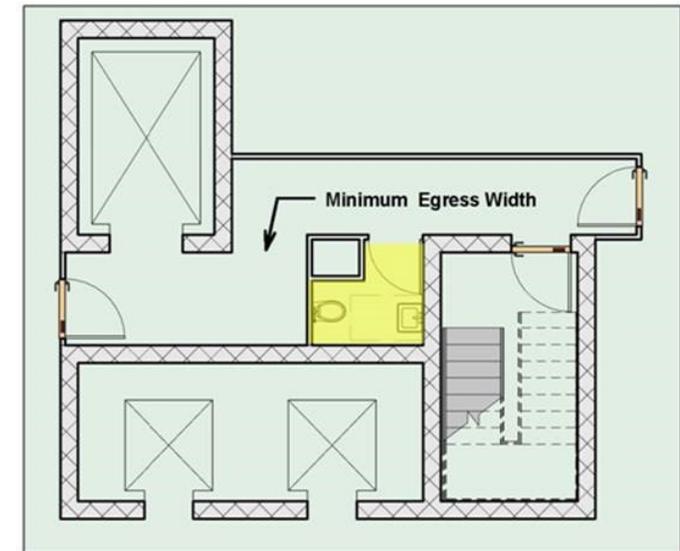
Other examples defined under ADA where compliance could potentially be technically infeasible include:

- Meeting slope requirements on existing developed sites located on steep terrain where necessary re-grading and other design solutions are not feasible;
- Conflicts with applicable building, plumbing, life safety or other codes (such as when combining two toilet stalls to create an accessible stall would violate the plumbing code's required fixture count); or
- Work that would impact load-bearing walls and other essential components of the structural frame, including structural reinforcement of the floor slab.

20% Cost Cap for Disproportionality. The accessible path of travel is required to the extent that it is not “disproportionate” to the total cost. ADA standards define disproportionate as exceeding 20% of the total cost of alterations to the primary function area. The 20% cap applies only to costs associated with the accessible path of travel, including an accessible route to the PFA from site arrival points, entrances, and retrofits to restrooms, telephones, and drinking fountains.

Compliance is required up to the point the 20% cost cap is reached, even where it does not result in a

Figure 5-3: Alterations & Technical Infeasibility



It may be technically infeasible in an alteration to enlarge a restroom confined in size by things such as structural supports, elevator shafts, mechanical rooms and chases, stairways, or required egress routes not affected by the project.

In this case, the restroom must be sized and other requirements, including those for plumbed fixtures, must be met to the maximum extent technically feasible. However, the concept of technical infeasibility remains relative to the planned scope of work. If the entire building is significantly renovated or gutted, constraints of this type would likely not exist.

Image: United States Access Board



fully accessible path of travel. Where costs exceed this cap, compliance is prioritized in this order:

- Accessible entrance;
- Accessible route to the primary function area;
- Restroom access;
- Accessible telephone;
- Accessible drinking fountain; and
- Access to other elements such as parking and storage.

Historic Buildings Requirements

The ADA standards contain specific provisions for qualified historic facilities, such as the Central Idaho Historical Museum. Qualified historic facilities are defined as buildings or facilities that are “listed in or eligible for listing in the National Register of Historic Places or designated as historic under an appropriate state or local law.”

Alterations to qualified historic facilities must comply with section 202.5 to the maximum extent feasible. If it is not feasible to provide physical access to an historic property in a manner that will not threaten or destroy the historic significance of the building or facility, alternative methods of access are permitted by DOJ’s ADA Standards.

Like other existing facilities, the requirements for alterations apply in relation to the scope of work. Alterations provisions and exceptions, including those based on technical infeasibility, and requirements for path of travel to primary function areas, apply to historic facilities with exceptions for circumstances where compliance with the standards would threaten or destroy the historic integrity or significance of a facility as determined by the appropriate State Historic Preservation Official or Advisory Council on Historic Preservation. These exceptions apply to requirements for accessible routes via ADA Standards Section 206.2; entrances via ADA Standards 206.4; and toilet rooms via ADA Standards 213.2.

Parks & Recreation Facilities

A wide variety of ADA requirements apply to parks and recreation facilities. These include features such as play areas, play surfaces, and a variety of sports facilities. In terms of priorities, the same PFA concepts should be applied with regard to the public accessing a park from sidewalks or parking spaces to the park’s features like playgrounds, picnic tables, and sports fields.

Play Areas. ADA play area requirements apply to all newly designed or constructed play areas for children ages 2 and older. This includes play areas located in a public parks and public gathering areas. All newly constructed play areas must comply with ADA.

Alterations provide an opportunity to improve access to existing play areas. Where play components are altered and the ground surface is not, the ground surface does not have to comply with the standards for accessible surfaces unless the cost of providing an accessible surface is less than 20 percent of the cost of the alterations to the play components.

Figure 5-4: Exceptions for Historic Facilities

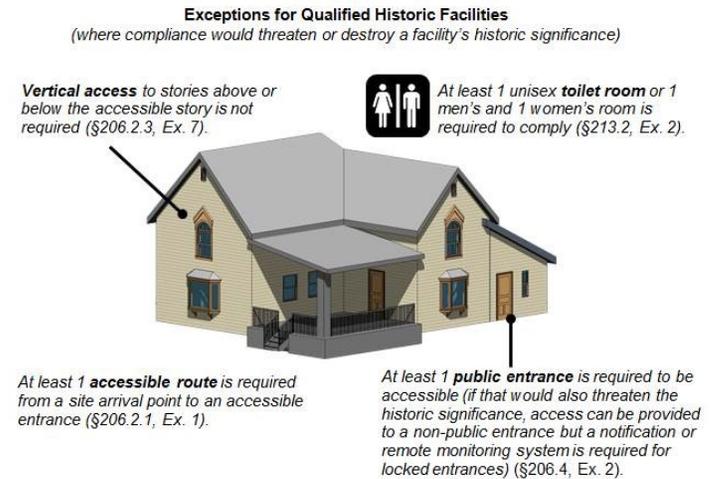


Image: United States Access Board



If the entire ground surface of an existing play area is replaced, then the new ground surface must provide an accessible route to connect the required number and types of play components. Normal maintenance activities such as replacing worn ropes or topping off ground surfaces are not considered alterations. If the entire ground surface of an existing play area is replaced, the new ground surface must provide an accessible route to connect the required number and types of play components.

If play components are relocated in an existing play area to create safe use zones, the standards do not apply, provided the ground surface is not changed or extended for more than one use zone. Replacing the entire ground surface does not require additional play components.

Play Surfaces. The accessibility standards are minimum standards and do not require the entire play surface area to be accessible. The only required accessible surface area includes the accessible route from the entry of the play area, at least one connection to each accessible play component (points of entry and egress) and any clear space requirements adjacent to accessible play components. Children’s play behavior indicates they spontaneously move throughout the play equipment, navigating on their own preferred routes. Designing the entire use zone as a congruent accessible route is recommended as a best practice to accommodate the free play behavior of all children navigating the play space.

No single type of surface material/system is found through extensive research to be the most accessible surface or better than others when comparing its ability to meet the accessibility standards with related to installation and maintenance.

Sport Activities. An “area of sport activity” is a broad term intended to cover a diverse number of indoor and outdoor sports fields and areas. The “area of sport activity” is “that portion of a room or space where the play or practice of a sport occurs.” This includes, but is not limited to basketball courts, baseball fields, running tracks, soccer fields, and skating rinks.

For example, football fields are defined by boundary lines. In addition, a safety border is provided around the field. Players may temporarily be in the space between the boundary lines and the safety border when they are pushed out of bounds or momentum carries them forward when receiving a pass. So in football, that space is used as part of the game and is included in the area of sport activity.

Accessible routes must connect each area of sport activity. Areas of sport activities must comply with all ADA Standards requirements, except that they are exempt from the requirement that surfaces must be stable, firm, and slip resistant, and from the restrictions on carpets, grating, and changes in level. They are also exempt from restrictions on protruding objects. These provisions are not required inside of the area of sport activity since they may affect the fundamental nature of the sport or activity. For example, an accessible route is required to connect to the boundary of a soccer field, but there is no requirement to change the surface of a field to be accessible.

Figure 5-5: Accessible Route Connecting Various Elements of a Park

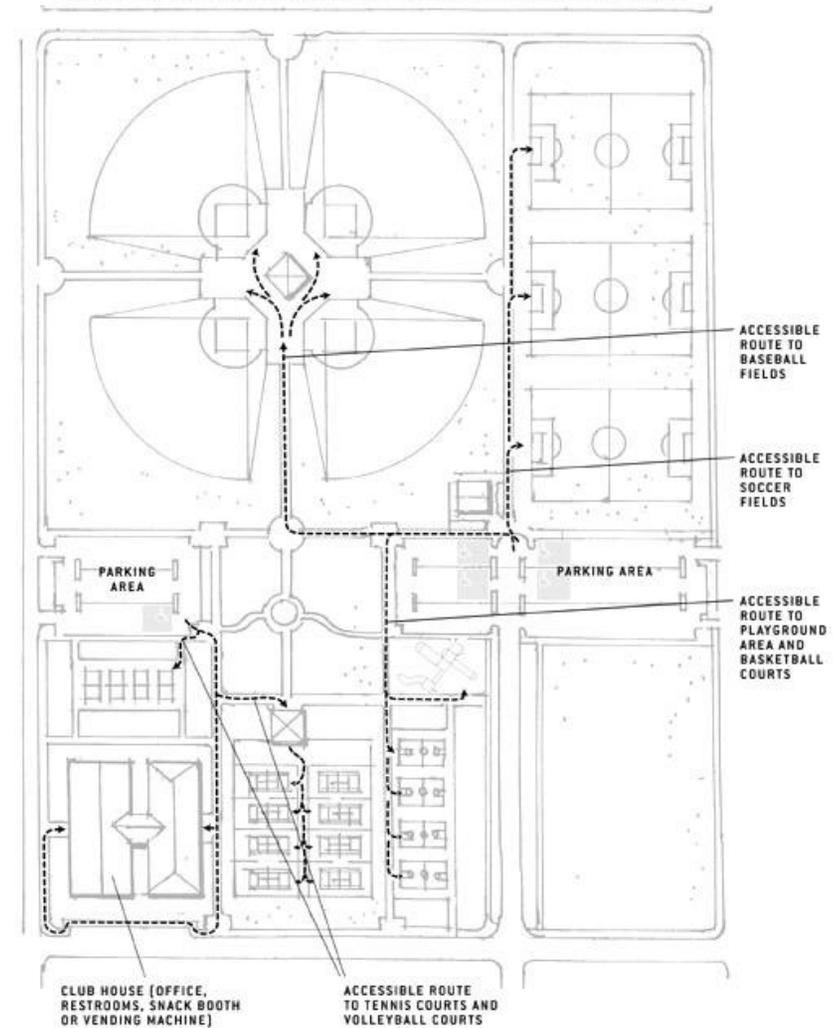


Image: United States Access Board



Where light fixtures or gates are provided as part of a court sport or other area of sport activity, they must comply with ADA Standards provisions for controls and operating mechanisms, and for gates and doors.

Bus Shelters & Stops

McCall has six (6) bus shelters along routes it funds through Treasure Valley Transit, with several bus stops along these routes. These shelters are a common design and were funded through American Reinvestment and Recovery Act. The Self Assessment examined these shelters for compliance.

Transit shelters shall provide a minimum clear space of 4-feet by 4-feet within the shelter to provide space for people with disabilities to dwell while waiting for the bus. Where seating is provided within transit shelters, the clear space shall be located either at one end of a seat or shall not overlap the area from the front edge of the seat. Other requirements, such as cross slopes for access areas and protruding objects apply. Bus stops have fewer requirements than shelters because there are no other facilities associated with the stop other than sidewalks and ramps that are part of the public right-of-way.

Summary of Buildings & Facilities

The following pages contain tables that summarize the findings of the Self Assessment of public buildings and facilities. The summary information contains the results of the findings on the four priority areas for PFAs, with a qualitative measure of the level of upgrade needed to bring these features into compliance.

It is this evaluation that feeds the priority list of improvements contained in the Transition Plan and Schedule chapters of *Access McCall*. The Self Assessment of these facilities includes a detailed database with individual facility reports for public buildings, with a separate report for each of the four PFA priority areas. An example of one of these reports is shown in Figure 5-5. These reports are on-file with the City of McCall, in addition to a GIS database that reflects the Self Assessment’s detailed technical evaluation.

The City may use these reports as the starting point for project specific design, recognizing that changes to facilities may occur as they age or adjustments are made to PFAs, such as changes to a restroom stall. Outdoor access routes are subject to a greater degree of change over time due to weather.

Note: Individual facility compliance reports and the associated upgrades assessment in Figure 5-7 are not intended to be scoping documents. They are for planning and prioritizing purposes only as part of the Transition Plan and Self Assessment. Individual projects must be reviewed, scoped, and engineered through the design process on an alteration project.

Figure 5-5: Sample Facility Compliance Report

ADA Compliance Report
Priority 1 - Approach and Entrance
City Hall top floor

Survey Information
Project: ADA Inspections - McCall, Idaho **Coordinates:** 44.9088308, -116.09951668
Location: City Hall top floor
Survey Date: July 1, 2022
Technician(s): [REDACTED]
Contact Info: [REDACTED]

ADA compliance data was collected using ADA Checklists and Survey123 software. The following report only includes checklist questions that were applicable to the location and/or scenario. **"No" responses indicate ADA non-compliance**, except in the case of questions labeled "Check". **"Yes" responses indicate ADA compliance.**

Site Arrival	
1.1	Is there at least one route from site arrival points that does not require the use of stairs? Describe the location of route: Sidewalk to entrance and parking lot to entrance

Parking	
Check	Note: "Accessible" parking may be referred to as "handicap" parking in this section
	a. is parking provided? Yes
	b. is there another parking area to inspect? No
1.2	a. Are handicap spaces provided? Yes
	b. Are an adequate number of handicap spaces provided? Yes
1.3	a. Of the handicap spaces, is at least one a van accessible space? (Van accessible spaces are designated by signage) Yes

Figure 5-6: Legend for Buildings & Facilities Degree of Need

Legend

- **Major Upgrade:** Requires notable structural work, including ramps, walkways, and interior modifications. Likely requires a dedicated project.
- ◐ **Minor Upgrade:** Requires notable upgrades to fixtures and other features. May be incorporated into annual upgrades
- **No Upgrade Identified**
- ⦿ **See Note for Special Circumstances**



Figure 5-7: Facilities Conditions Summary

Facility	Priority 1: Approach & Entrance	Priority 2: Access to Goods/Services	Priority 3: Toilet Rooms	Priority 4: Additional Access
Airport 336 Deinhard Lane, Unit 100/101 Overall Priority: Low	<input type="radio"/> Door thresholds	<input type="radio"/> Protruding objects, signage, door clearance & handles	<input checked="" type="radio"/> Toilet placement, clear width, operable parts	<input type="radio"/> None
Notes: Limited public use. Bathroom upgrades recommended as part of major alteration or by individual request.				
Boat Ramps & Toilet Rooms 1120 E. Lake Street Overall Priority: High	<input checked="" type="radio"/> Dock ramp, pedestrian route crossing ramp, drainage grates, accessible parking	<input type="radio"/> Bench seating in changing rooms	<input type="radio"/> Signage and operable parts (faucets, toilet handles)	<input type="radio"/> Drinking fountain
Notes: Upgrade dock ramp slopes & transitions, modify PAR across boat ramp driveway, upgrade drainage grates for compliance, upgrade accessible parking.				
Central Idaho History Museum 1001 State Street Overall Priority: High	<input checked="" type="radio"/> Parking space upgrade, replace building ramps, fill in gaps in walkway, resurface walk areas	<input type="radio"/> (Upgrades could impact historic significance.) Protruding objects on interior routes, floor surface, door handle upgrades	<input type="radio"/> Staff configuration (men's), signage, grab bar modifications	<input type="radio"/> None
Notes: Exterior access routes from parking to Warden's House and Garage/Crew Quarters, in addition to ramps to these buildings, are in need of upgrades. The walk routes between these two buildings is also in need of surface upgrades to meet compliance requirements. Neither these ramps nor upgrade of the surface should upset the historical significance of the structures.				
Community/Senior Center 701 1st Street Overall Priority: High	<input type="radio"/> Sidewalk connection from street/pathway to building access ramp	<input type="radio"/> Protruding objects on interior routes, signage, door thresholds, clear space around controls	<input type="radio"/> Signage, grab bars modifications, dispensers	<input type="radio"/> None
Notes: Parking lot reconfiguration, including accessible parking, completed in fall 2022 after original facility self assessment. Findings above reflect conditions post-construction of the parking lot project to show a future phase need for an access route from the sidewalks and nearby pathway to the facility. Portions of this may be incorporate into the overall Civil Center Campus project identified in the Transition Plan section.				



Figure 5-7, continued: Facilities Conditions Summary

Facility	Priority 1: Approach & Entrance	Priority 2: Access to Goods/Services	Priority 3: Toilet Rooms	Priority 4: Additional Access
City Hall 216 E. Park Street Overall Priority: Medium	◐	◐	●	○
	Ramp (see notes), door thresholds, handrails, Accessible van space, surface discontinuities	Protruding objects, signage, door clearance & handles, controls, counter space	Door width, toilet placement, clear space/width, operable parts (see notes)	None
Notes: Remedy surface discontinuities in exterior access routes (sidewalk heaves) as part of a short-term project; consider combining with area sidewalk maintenance. Ramp needs include handrails, while reconfiguration would require substantial structural alterations. City may offer alternative meeting space or accommodation of individuals curbside or in parking lot if requested due to access needs. Bottom floor restrooms require major structural alteration. Upgrade top floor restrooms to improve accessibility and ensure access is provided to first floor restrooms when bottom floor is open for public use.				
Golf Course 925 Fairway Drive Overall Priority: Medium	◐	●	●	○
	Van parking access aisle, handrail upgrades, signage, door clearance	Counter height and depth, access to floors other than main floor	Clear width, handle pressure, sink height, toilet location, signage	None
Notes: Exterior access route upgrades are planned and designed, with construction expected in 2023. Priority and schedule reflect other needs. Upgrade accessible van parking space with restriping or resurfacing project. Make other structural upgrades as part of a major alteration to the interior access routes and restrooms. If golf course pro shop counter height presents a barrier, offer auxiliary service to patrons. Consider providing an accessible outdoor portable toilet as short-term option for restroom access.				
Library 218 E. Park Street	○	○	○	○
	See Notes	See Notes	See Notes	See Notes
Notes: New facility under construction. Future public use of existing library TBD; evaluate needs with future alterations to existing library building based on anticipated use.				
Police Station (leased facility) 550 E. Deinhard Lane	◐	◐	○	◐
	Van access, access ramp slope, door handle	Protruding objects, counter height	None	Public telephone height/clearance
Notes: Inform Valley County of findings. Provide auxiliary services if requested.				
Public Works Building 815 N. Sampson Trail Overall Priority: Low	●	◐	●	○
	Inaccessible main entrance, van access, door clearance	Access route width, protruding objects, door threshold, signage, door handles	Clearance widths for doors & fixtures. sink height, operable parts	None
Notes: Limited public use. Offer auxiliary services for people who cannot access through main door. Upgrade with major alteration project already identified in CIP.				



Figure 5-7, continued: Facilities Conditions Summary

Facility	Priority 1: Approach & Entrance	Priority 2: Access to Goods & Services	Priority 3: Toilet Rooms	Priority 4: Additional Access
Primary Parks				
Art Roberts Parks 327 E. Lake Street Overall Priority: Low	● Access route to waterfront	○ None	● Toilet placement, clear width, operable parts	○ None
Notes: Access route to waterfront has excessive running slope on the grade. Other nearby waterfront facilities provide a comparable experience and access. Sign ramp as having excessive slope. Future alterations may provide a compliant ramp or alternate route from along waterfront from Legacy Park.				
Brown Park 1500 E. Lake Street Overall Priority: Medium	○ None	◐ Install accessible picnic table and paved pad	◌ See Notes	◌ See Notes
Notes: Upgrade a picnic table to provide for access to a paved pad and compliant table. Priority 3 Toilet Rooms and Priority 4 are scheduled for upgrades as part of Phase II of park upgrades completed in 2022.				
Gold Glove Park/Sports Complex 720 Fairway Drive Overall Priority: High	● Route from parking to bleachers, accessible parking, accessible playground	○ None	◐ Fixture upgrades, doorway slope	◐ Access route to drinking fountain
Notes: Accessible routes needed to seating areas, playground, and drinking fountain; can be firm and stable surface other than pavement. Consider accessibility upgrades to playground equipment as part of PROS Plan recommendations.				
Harshman Skate Park 128 Idaho Street Overall Priority: Medium	◐ Surface discontinuities, signage height	○ None	◐ Fixture upgrades	○ None
Notes: Address surface discontinuities with other maintenance projects. Upgrade toilet room fixtures as part of overall effort on non-structural restroom upgrades.				
Legacy Park 1120 E. Lake Street Overall Priority: High	◐ Address dock access ramp transitions	◌ See Notes	◐ Door thresholds, door pulls, fixture upgrades	○ None
Notes: Dock access ramp transition can be included in Boat Ramp project identified in Schedule. Consider a mesh walkway mat to provide beach access from walkway.				



Figure 5-7, continued: Facilities Conditions Summary

Facility	Priority 1: Approach & Entrance	Priority 2: Access to Goods & Services	Priority 3: Toilet Rooms	Priority 4: Additional Access
Rotary Park 1120 E. Lake Street Overall Priority: Medium	● Needs firm/stable walking surface, accessible playground equipment	○ None	◐ Door thresholds, door pulls, fixture upgrades, surface discontinuities	○ None
Notes: Upgrade walking surface and correct surface discontinuities. Upgrade toilet room fixtures as part of overall effort on non-structural restroom upgrades.				

Facility	Notes
Other Parks: Parks listed in this table are either alongside existing sidewalks and offer only pedestrian access routes or are located in a natural setting with primitive facilities. They are low priority projects due to this status (with the exception of Riverfront Park). Future upgrades to parks in natural settings should include firm and stable access routes, a comparable experience, and other accessible features related the addition of restrooms and other facilities. Final results of the PROS Plan may determine other upgrade features and priority of constructing accessible routes. The City should address individual requests for access or auxiliary services in providing access to parks in natural settings.	
Centennial Plaza 905 N. 3rd Street	Install a detectable edge along the base of the 100-year/Centennial informational placard, as it constitutes a protruding object.
Veteran’s Memorial Community Park 900 N. 3rd Street	Address surface discontinuities in brick pavers.
Disc Golf Course Nature Area	There are no ADA requirements that address disc golf in a natural setting. The City may work with local organizations to identify and pilot adaptive equipment that may allow for people who use mobility devices to more easily navigate the natural terrain.
Riverfront Park 610 S. Mission Street	Upgrade portable toilet to be an accessible portable toilet. Evaluate in the context of PROS Plan recommendations to upgrade parking and the accessible route to the bridge to be a firm and stable surface (does not have to be paved).
Roosevelt Pocket Park Railroad Street	Consider accessible route from Roosevelt/Lenora intersection as part of intersection upgrades that are part of the public right-of-way improvements.
Wildhorse Park 708 Thompson Ave	No recommendations.



Figure 5-7, continued: Facilities Conditions Summary

Facility	Notes
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Bus Shelters: The City maintains six bus shelters that serve the local bus system. There are two identified needs for minor upgrades for ADA compliant: Correcting surface discontinuities and either moving or lowering trash bins.

1. Surface discontinuities exist at the transition from paved areas to the shelter; most of these transitions can be fixed by beveling the pavement to create no more than a 1/4-inch change in level.

2. Trash bins are a protruding object due to their height. The leading, bottom edge can be lowered to be less than 27 inches, which makes them cane detectable. Some trash bins that are mounted to the inside area of the shelter restrict access to the area alongside the bench that is a dwelling area for people using a wheelchair and waiting for the bus.





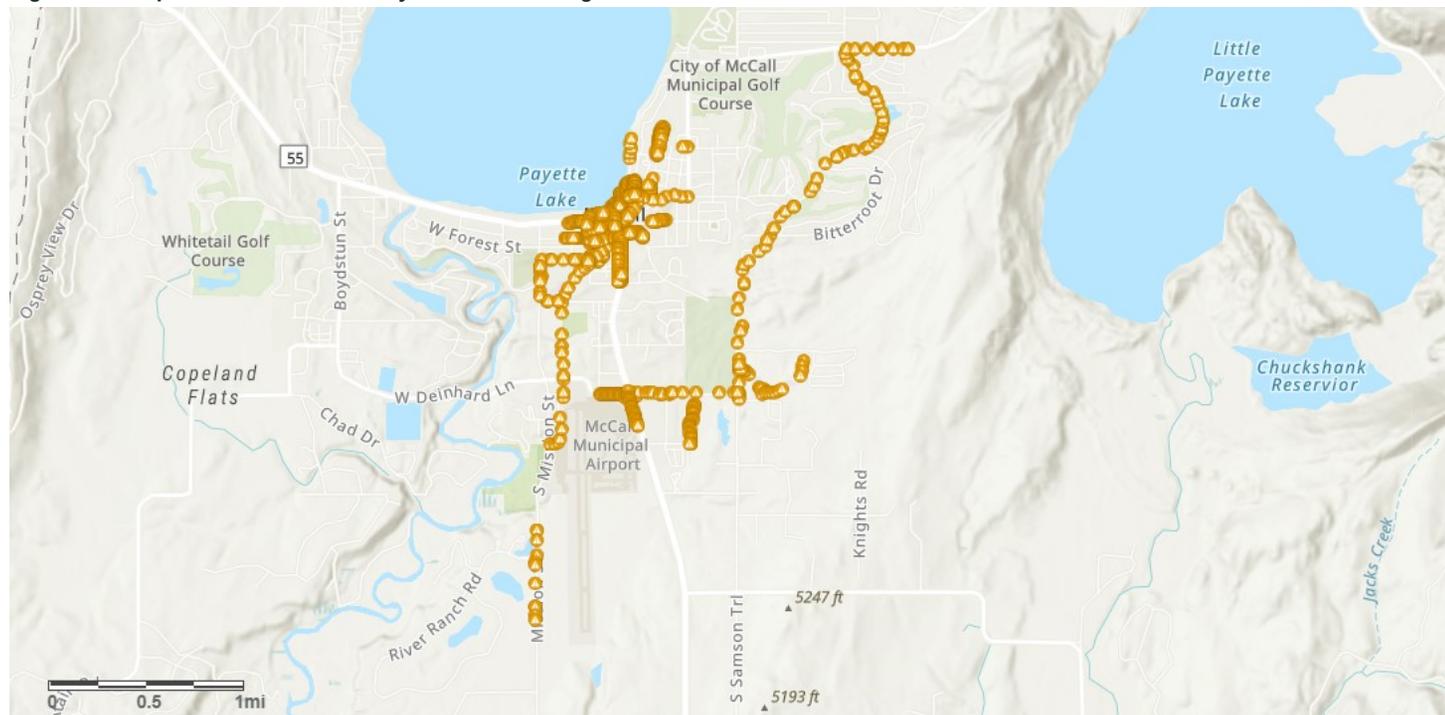
6. Self Assessment: Public Rights-of-Way

The Self Assessment (or Self Evaluation) for public rights-of-way examined sidewalks, curb ramps, driveway crossings, and sidepaths for a variety of factors related to ADA compliance. The data collected for public rights-of-way utilized the Public Right-of-Way Accessibility Guidelines (PROWAG), which is scheduled to become the federal ADA standards in 2023. PROWAG was used instead of the 2010 ADA Standards for Accessible Design to better address public right-of-way needs and align the Transition Plan with PROWAG as it becomes a standard. The City's design standards reflect the Idaho Standards for Public Works Construction (ISPWC), which is largely based on PROWAG guidelines.

Like with buildings and facilities, the cataloging of conditions occurred during the summer of 2022. Approximately 100 person hours of work was dedicated to right-of-way data collection. McCall's overall sidewalk and pathway/sidepath system is relatively modern when compared to cities that had sidewalk networks built prior to ADA requirements. As such, overall findings of the public right-of-way Self Assessment indicate the primary needs are sidewalk repair and repaving and curb ramp upgrades for detectable warning surface (truncated dome) placement.

Figure 6-1 below shows the various data points where ADA-related sidewalk and sidepath conditions were evaluated for compliance. The results of this are used to make street-specific sidewalk/sidepath

Figure 6-1: Map of Sidewalk & Pathway Features Catalogued for the Self Assessment





project recommendations contained in Chapter 7: Transition Plan.

The bullets below outline the priorities locations for where sidewalk and curb ramps upgrades (and potentially, constructing of new pedestrian routes) should be consider to identify priority routes.

- **Priority 1:** Serving areas where a specific accessibility request or need has been identified by persons with disabilities.
- **Priority 2:** Serving facilities such as public service facilities, transportation hubs, hospitals, medical care, schools, public housing, parks, and areas with a high concentration of disabled citizens.
- **Priority 3:** Serving facilities such as shopping malls, supermarkets, strip retail centers, major employment sites and multi-housing complexes.
- **Priority 4:** Serving industrial areas, single family residential areas, and other areas not classified as high priority.

The City has no requests on file from individuals that would indicate any specific street or street corner is a current priority. The City should be prepared to respond to individual requests for ADA compliance upgrades to a sidewalk segment or street corner(s) if an individual with a disability requests it.

Sidewalks

The data collection team catalogued more than 1,100 segments (10-15 feet in length, each) within McCall’s existing sidewalk and pathway network (Figure 6-1). The vast majority are compliant in their existing conditions, with only 23% of the data points catalogued in some need of alteration to bring them into compliance. Figure 6-2 shows the breakdown of each non-compliant sidewalk feature. These data points are used to map where these various conditions exist, then combined to identify

Figure 6-2: Summary of Key Sidewalk Findings

Sidewalks Tallies	
1,100	Sidewalk segments in inventory
115	Segments w/notable cross slope
87	Vertical surface discontinuities
33	Segments w/poor surface condition
18	Driveway Crossing Upgrades
8	Vertical obstruction (ie. tree branch)
5	Priority Sidewalk segments in City right-of-way (approximately 1,200 linear feet)

NOTE: The Self Assessment process resulted in specific measurements on non-compliant features. This does not mean projects were designed or constructed incorrectly; rather most conditions are the result of climate impacts and having to retrofit old streets with new sidewalks.



Sidewalk surface conditions are greatly impacted by McCall’s climate, resulting in deterioration of sidewalk surface and emergence of cracks and heaves.





approximately 2,500 linear feet of sidewalk in need of repair, half of which is within ITD’s SH-55 right-of-way. Most non-compliant features relate to surface conditions brought about by the area’s winter climate.

Curb Ramps

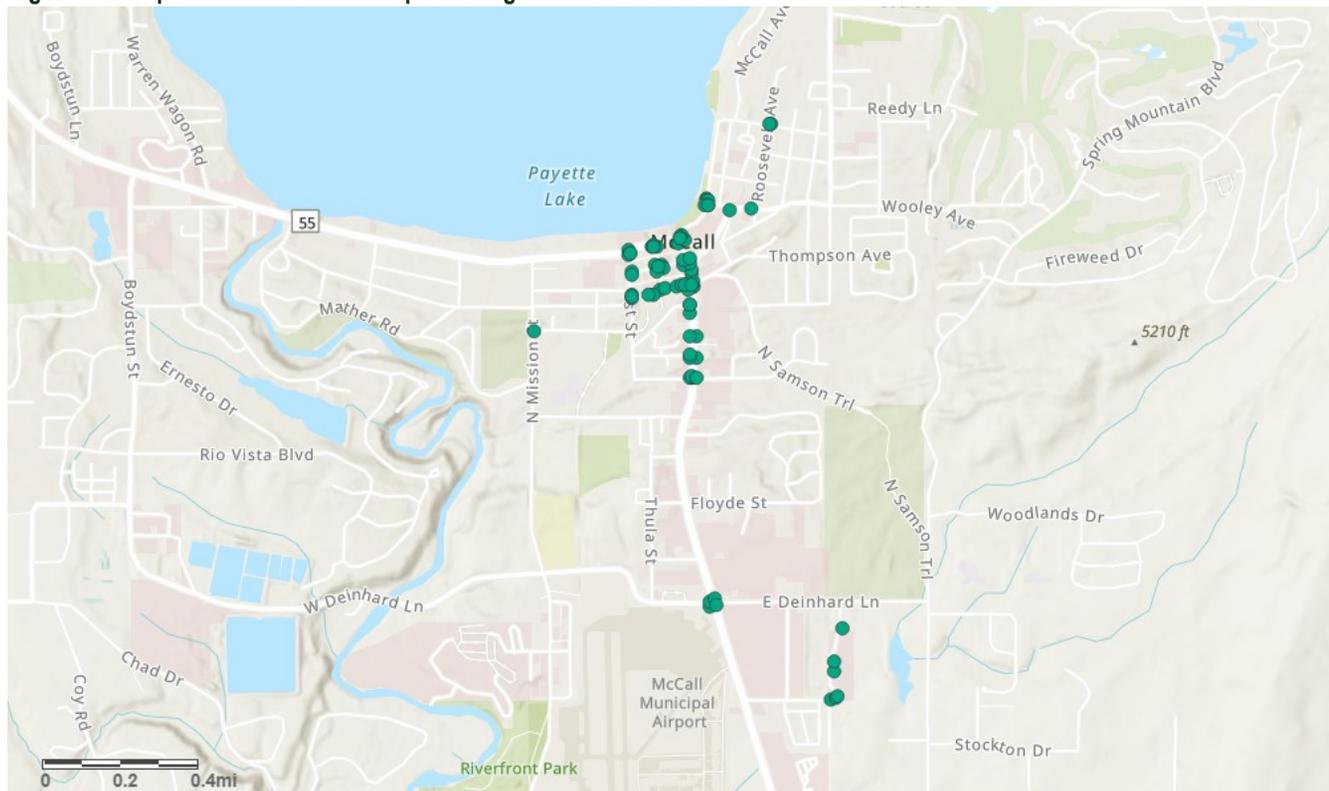
Due to the modern design of McCall’s sidewalks, there are no missing curb ramps at street corners; rather the features identified through the Self Assessment effort for curb ramps relate primarily to features such as cross slopes, running slopes, landing slopes, and detectable warning placement. Figure 6-3 shows general findings on the conditions of the 75 curb ramps that are adjacent to sidewalks in McCall (pathway ramps are addressed in the next section).

While some of these features are identified as non-compliant when measured, features such as ramp cross slopes, landing slopes, and running slopes likely resulted from engineering decisions that had to incorporate many design variables. For example, making features 100% compliant may not always be attainable when retrofitting older streets with new sidewalks and attempting to apply ADA requirements to transitions from the street to the curb ramp to the sidewalk. These transitions

Figure 6-3: Summary of Key Curb Ramp Needs

Curb Ramp Tallies	
75	Total Curb Ramps
38	Ramps lacking 4’x4’ flat landing
31	Cross slope > 2%
21	Detectable Warning Surface upgrade
16	Running slope > 8.3%
2	< 4 width
13	Priority for Detectable Warning Surface upgrades within City right-of-way (~\$30,000 to 40,000)

Figure 6-4: Map of Sidewalk Curb Ramps Catalogued for the Self Assessment





oftentimes require tradeoffs to reach a design that complies with ADA to the maximum extent feasible. Because of these factors, the curb ramps identified in Chapter 7: Transition Plan relate to upgrading ramps to replace Detectable Warning Surfaces (aka truncated domes).

Pathways & Crossings

McCall's paved pathway system consists primarily of shared use pathways of approximately 10 feet in width built alongside existing roadways. These are commonly referred to as sidepaths and are subject to ADA requirements that apply to sidewalks and connecting ramps.

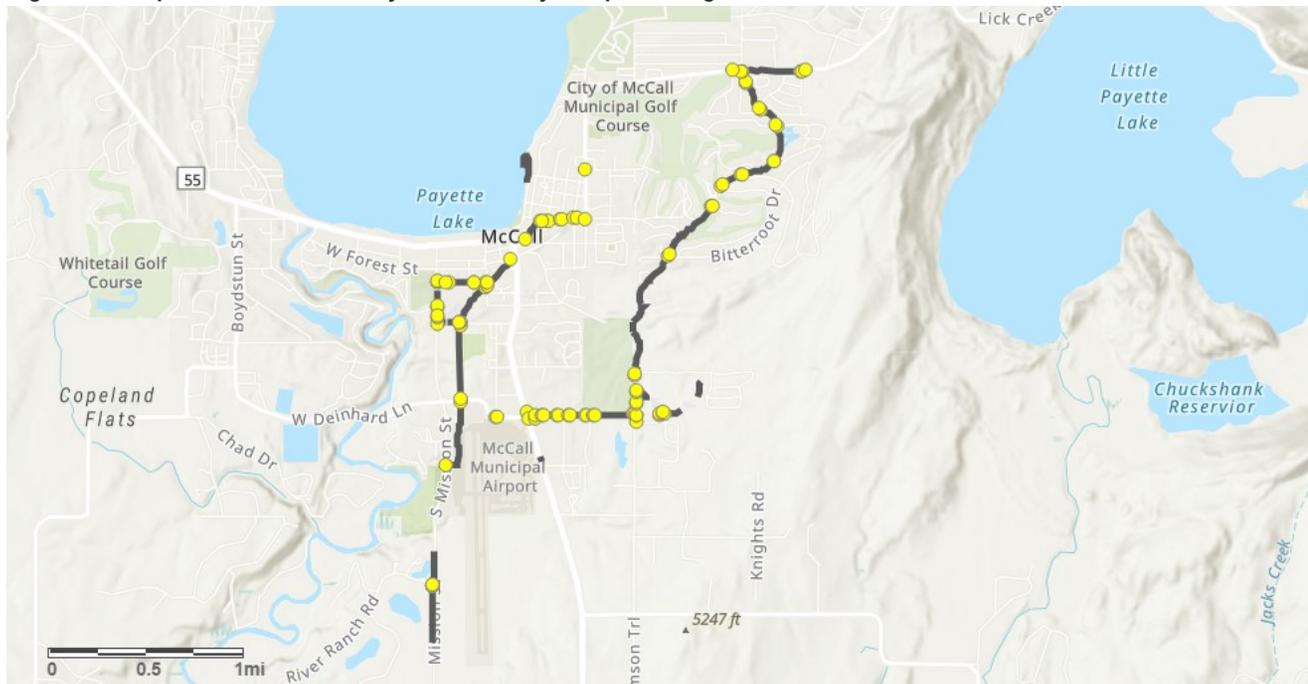
Features such as pathway surface condition, cross slope, running slope, and crossings were evaluated. The City's longest sidepath segment is along Deinhard Lane and Spring Mountain Boulevard, connecting SH-55 to Lick Creek Road via nearly 3 miles of pathway. The other primary segments of pathway are along the old railroad right-of-way from downtown to the airport and Mission Street. Other segments exist near the high school and along Davis and Wooley, as well as along Warren Wagon Road.

Pathway Crossings. Places where McCall's pathway system crosses streets or other vehicular areas (parking lots, trailheads) means these crossings are to have ADA compliant features like those of curb ramps that connect to sidewalks. Design guidance also suggests that pathway ramp width matches the width of the pathway itself so the bidirectional traffic that shared use pathways are designed to accommodate can also occur through the ramp and street crossing. There are 85 total curb ramps



Pathway crossings of streets require detectable warnings and other curb ramps features.

Figure 6-4: Map of Core Area Pathways and Pathway Ramps Catalogued for the Self Assessment





(generally two per street crossing) that are candidates for these upgrades; 14 of those are along Deinhard Lane, east of SH-55, where the City is already planning to make those upgrades as part of an existing CIP project.

The lack of a Detectable Warning Surface is the primary feature needed at these crossings. Some may require more substantial work to be completed to have curb ramp slopes and landing areas that are also compliant. The degree to which these changes are made should be determined when projects are scoped as part of the design process in order to determine the degree to which features such as cross slopes or running slopes are correctable versus those features that result from having to incorporate multiple design considerations to maximize compliance when factors may preclude full compliance.

Other Features: Driveways, Push Buttons, State Highway 55

Driveways. There are 78 driveway crossings of sidewalks and sidepaths catalogued for the Self Assessment, with 10 identified as candidates for upgrade. Sidewalks or sidepaths that cross driveways should be considered a pedestrian route first and a driveway second, which means features such as cross slope of a minimum width Pedestrian Access Route (PAR) is required. Curb ramps that lead to driveway crossings should be designed with the same compliant features as other curb ramps.

Push buttons. Pedestrian push buttons require a person using the sidewalk to access the button in order to get a “WALK” signal. If these features are inaccessible to people with disabilities, then they may not be able to obtain legal permission to cross the street. The only pedestrian pushbuttons in McCall are on SH-55 at Deinhard and Mission Street. None of the push buttons are considered Accessible Pedestrian Signals (APS), which provide audio and vibro-tactile indicators to people with vision disabilities. These are the responsibility of ITD. The City may request ITD upgrade them or have the City reimbursed by ITD for City-led projects that upgrade them for compliance. APS is recommended with any upgrades.

State Highway 55. This route through McCall is under the jurisdiction of ITD. Thirteen (13) of the ramps catalogued and showing a potential need for replacement are within ITD’s right of way. The City may pursue an ITD grant to upgrade them or work with ITD to identify other methods of upgrading them to comply with ADA.



The only pedestrian push buttons in McCall are at signalized intersections along SH-55. None comply with ADA requirements due to lack of an accessible route to them (top image) or push button heights being too low or poorly configured in relation to curb ramps (right image). Because these are on the ITD system, the City is not obligated to bring them into compliance but may request ITD to make them compliant.



Sidewalks that cross driveways are subject to PAR width and cross slope requirements. Sidewalks with a buffer from the street, like shown at left, are recommended in order to maintain maximum compliance. Sidewalks that lack buffers require different design considerations to allow motorist to transition from the street to the driveway while maintaining PAR and cross slopes that comply with ADA.



7. Transition Plan

The Transition Plan component of *Access McCall* is developed using the information obtained in the Self Assessment phase and public input. This included the review of programs and policies, and analysis of the data collected for public facilities and buildings, as well as public rights-of-way.

Transition Plans are required by law to include the list of physical barriers that limit the accessibility of programs, activities, or services in McCall, as well as methods to remove the barriers and make the facilities accessible. With that, a Schedule to complete the work or transition public facilities and infrastructure to be compliant is also required along with identifying the name of the official(s) responsible for the Plan's implementation. It is included in Chapter 9: Schedule & Implementation Steps.

List of Physical Barriers. The Self Assessment sections of this document constitute the primary listing of physical barriers that limit accessibility to programs, activities, and services in McCall. The City of McCall has detailed PDF reports and a GIS database for each facility that was subject to analysis under the Self Assessment phase. These reports should be used as a starting point for design on future projects.

Methods to Remove Barriers & Make Facilities Accessible. This Transition Plan chapter identifies the method by which programs and policies are recommended to be updated to provide for compliance and maximize opportunities for people with disabilities. This allows them equal access to programs, activities, and services offered by the City. Following that is identification of public facilities and infrastructure projects prioritized for transitioning to compliance through the Self Assessment and public input.

Schedule. The final section of this chapter provides a schedule for the 10 years following adoption of *Access McCall*. It includes identifying program and policy changes that are recommended to occur in 2023 and 2024, as well as establishing a dedicated annual budget goal of \$50,000 for priority upgrades specifically identified in the Transition Plan. The detailed schedule is included in Chapter 9.

Documenting Schedule Changes. It is not reasonable to expect the Schedule identified as part of the Transition Plan be strictly adhered to on a year-to-year basis. Economy, weather, project bidding, and location can impact how the City of McCall will be able to accomplish the recommended schedule of program, policy, and project-specific upgrades.

A key factor in the implementation schedule of projects is the availability of contractors and the quality of bids the City receives for these projects. McCall's location makes it more challenging for contractors to mobilize people and other resources for projects, which oftentimes results in a delay in project implementation while the City rebids a project. The scale of project also impacts the bidding of projects as contractors are less likely to bid on projects with smaller budgets.

The important step to take each year is to update the schedule and document why things changed by incorporating that into the Annual Progress Report as a formal amendment to the Schedule. By doing this, the City limits its legal exposure if someone were to file a grievance challenging the City's delay of a project or its inability to meet the Schedule's recommendations.



Responding to individual requests is the top priority for ADA implementation. The City should work to find solutions to individual requests for accessibility improvements, even when a project is not identified as a top priority in *Access McCall*. The spirit of this was applied in the construction of a temporary ramp along the Deinhard Lane pathway.



Programs & Policies

Non-Discrimination & Grievance Policies. The City of McCall has addressed requirements of ADA for developing a formal grievance procedure and related non-discrimination policies to provide expectations to the public on the City's commitment to providing equal access to people with disabilities. Two adopted resolutions—Non-Discrimination Policy and Effective Community Policy—address these commitments. Additionally, the City adopted a Grievance Procedure via resolution to outline how the City will address ADA-related complaints. PDF copies of these policies are accessed via the City's website at: <https://www.mccall.id.us/ADA504>.

- **Recommendation:** Upgrade the Non-Discrimination Policy upon adoption of *Access McCall* to reference the new Transition Plan.

Information & Communications. The City is working on upgrades to its website to provide better information and access to everyone accessing the site. Part of this upgrade includes an updated website platform that aligns with the *Web Content Accessibility Guidelines (WCAG)* that identify access needs for people with disabilities. The City has incorporated closed captioning into its online meetings. Additionally, the City is working to streamline processes across City departments to provide consistent content as it pertains to accessibility features such as alt-text on images and accessible documents.

- **Recommendations:** Complete website upgrades, then work with an organization such as Idaho Access Project to review it for any inconsistencies. Incorporate language on alt-text and other accessibility features into contracts where consultants or other firms are documents on behalf of the City. Conduct a training of staff on making public documents accessible, including features such as alt-text, creating accessible hyperlinks, and using appropriate font format and color.

Annual Implementation Fund. The findings of the Self Assessment and identification of priorities to transition the City's facilities and infrastructure to compliance will benefit from an annual budget allocation for priority projects identified in the Schedule. This annual budget amount should be considered an annual goal, recognizing that two or more years of the allocation may be combined into a single year due to project scopes that eclipse the \$50,000 mark or other factors such as challenges in the bidding of projects. Expenditures from this fund should be limited to those identified as high priority, recognizing that the City may find opportunities to upgrade lower priority facilities or infrastructure if it is determined it would align with a high priority investment.

- **Recommendation:** Dedicated \$50,000 from the City's general fund, beginning in fiscal year 2024.

Programs. The assessment of how well the City's programs guard against discrimination was conducted via interviews with several City of McCall staff, primarily department leaders. Programs may represent several City efforts, such as a reading program at the Library, a public presentation at the airport, and the City's management of construction zones that impact sidewalks. The City's Police Department may encounter an individual whose disability may require them make special accommodations.



McCall has made substantial upgrades to public facilities and already ensures that access to many public facilities, including restrooms and pathways, remain accessible during winter.



In general, the City's department leaders are knowledgeable about accessibility needs of people wishing to access various programs. A key tenet of this is providing for individual accommodation, especially when people address the needs for auxiliary accommodations to access a meeting, a library program, or attend a special event. City sidewalk programs are addressed in the public right-of-way section.

- **Recommendations:** Purchase two wheelchairs for the City to use to respond to requests for accessibility. Compile a list of sign language (ASL) interpreters who can serve the needs of people with hearing disabilities; with that, have a laptop computer available for an interpreter to join remotely if the City is not able to secure someone to provide these services onsite.

City Code & Engineering Standards. The City Code and Engineering Standards were reviewed to identify ways in which it can be amended to better address the needs of people with disabilities. It was also reviewed to identify specific sections of the Code and Standards that could be clarifying to ensure the application of them does not inadvertently result in discrimination or the appearance of discrimination.

Policies that regulate land development are a key component of City Code that can help the City transition its infrastructure and facilities into compliance, as well as provide more concise requirement of new development to ensure access to private businesses is achieved. A detailed table of policy recommendations is included in Chapter 4: Self Assessment—Programs & Policies.

- **Code Recommendations:** Consider policy changes identified in Chapter 4. Clarify other elements of City Code to specify what may or may not occur with regard to allowing access to, or improving safety, for people with disabilities.
- **Standards Recommendations:** The consultant made several minor recommendations for the City to modifying existing standard drawings, as well as developing (in coordination with statewide efforts) a standard drawing for curb ramps at shared use pathways. The City is working on incorporating those into its own standards, as well as considering coordination with the developers of the Idaho Standards for Public Works Construction (ISPWC) to modify or create standard drawings for shared use pathways, which would benefit all of Idaho.

Construction Zones & Snow Management. The City of McCall, as part of the *Access McCall* effort, already began updating contract language to ensure that contractors working in public rights-of-way comply with ADA requirements in work zones. These requirements are contained in Section 6 of the Manual on Uniform Traffic Control Devices (MUTCD).

The City budgets for snow removal on most sidewalks and pathways to ensure consistency in the application of these techniques and provide for maximum accessibility in the challenging winter environment of McCall. Elsewhere, the City relies on property owners to clear sidewalks and ramps of snow. The City may continue funding snow management on all pedestrian routes. As the sidewalk and pathway system expands, the City may consider identifying priority routes for snow clearing if the system's size and funding availability do not allow for clearing of every route.



Snow management and associated policies, as well as management of work zones that affect pedestrian movements on public sidewalks and pathways are, by definition, City programs that can influence accessibility.



Documenting Exceptions. Achieving full compliance with ADA is not always possible given the potential for environmental and budgetary constraints to arise as projects are designed and constructed. The important step to take in ensuring projects are designed to be compliant to the maximum extent feasible is documenting why an design exception was applied.

Figure 7-1 is an Accessibility Exception Certifications form contained in Chapter 10: Appendix. This form serves an important role in documenting design features that may not be compliant and what decisions led to a design exception being made.

The City can help shield itself from claims related to non-compliance in the future if such exceptions are well-documented and justified. For example, if upgrading a restroom to achieve full compliance during the renovation of an existing building is determined infeasible due to structural constraints, designers should document what led to a decision being made to make the restroom compliant to the maximum extent feasible. By documenting such exceptions, the City shows it was not negligent or ignorant in a design decision that did not result in full compliance; rather the decision with made with reason and justifiable intent.

Use of the Accessibility Exceptions Certification form should be viewed as a last resort when it comes to compliant design. It should not be used to justify non-compliance when other comparable design alternatives are available and within the confines of the 20% budget maximum for things like building renovations.

Transition Plan Training. The City and the consultants who led the *Access McCall* effort planned and budgeted for a one-day training to occur following adoption of the Plan. This training will outline the requirements of ADA and link them to the findings of the Self Assessment and Transition Plan. Attendees are anticipated to be key City staff, the City's on-call consultants, and other area stakeholders, contractors, and organizations that may have an interest in assisting the City in implementing the Plan. The training is scheduled to occur in spring 2023.

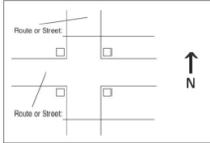
Annual Progress Report. The City should compile an annual summary of the previous year's progress in making McCall more accessible. Not only does the annual report showcase the City's commitment to the public, but it also serves as a way to document changes to the implementation schedule. The Annual Report should include a summary of actions taken to modify or modernize policies and programs, as well as any City-specific projects that addressed accessibility needs. The City Council should review and adopt the report. The report may reflect either fiscal year or calendar year progress, as determined by the City

This should include an estimate of the cost incurred by the City in terms of both human and financial resources to take these actions. In some cases, only a percentage of a project like a park upgrade will be accessibility-related. In those instances the City should compile a generalized estimate of the accessibility-specific improvement. For public rights-of-way, the City should compile a list of curb ramp, sidewalk, and pathway upgrades that occurred through both City-led projects and by development/ redevelopment or other private property owners actions along public streets.

Figure 7-1: Accessibility Exceptions Certification Form

City of McCall Accessibility Exceptions Certification

Agency/Contractor: [Click or tap here to enter text.](#) Project #/Reference: [Click or tap here to enter text.](#)
Project Description/Title: [Click or tap here to enter text.](#)

Route or Street:  Site Diagram: 

As the registered professional engineer or landscape architect responsible for the design of this project, I do hereby verify the project above has been designed to meet the Americans with Disabilities Act accessibility requirements, except as indicated below.

Full compliance has been determined to be structurally impracticable for newly constructed facilities in the following specific locations for the following reasons:

Full compliance has been determined to be technically infeasible for altered existing facilities in the following specific locations for the following reasons:

Full compliance would create an unsafe situation in the following specific locations for the following reasons:

Additional supporting documentation, including drawings, calculations, or other information as appropriate is attached.

Name: [Click or tap here to enter text.](#) Signature: [Click or tap here to enter text.](#)
License Number: [Click or tap here to enter text.](#) Date: [Click or tap here to enter text.](#)



Identifying Priority Projects

The inventories of public buildings/facilities and public rights-of-way were narrowed down to a list of priority projects (or grouping of projects for curb ramp and sidewalk upgrades). These were identified through technical data, public input, and the consultant team’s analysis of project needs, public use, and project location. Figure 7-2 shows the selection of nine (9) projects identified for consideration as priorities for McCall to aim to implement in the 20 years after adoption of *Access McCall*. Accompanying each project is a total project score that was used to determine priority tier. To the right of the Total Score are the six (6) criteria used to compile this score. Each project was scored through qualitative evaluation, based on a maximum number of points per project. These scores reflect:

- **Technical Need:** Level of identified needs based on field inventory.
- **Public Input:** Degree to which project (or project type) was specifically mentioned via public input.
- **Proximity to Primary Public Buildings:** Project’s location relative to high priority public access.
- **Proximity to Public Parks:** Project’s location relative to existing, high use public parks.
- **Proximity to Other Key Destinations:** Project’s location relative to grocery stores, schools, other public gathering areas not considered public buildings/facilities; and
- **Ease of Implementation:** Complexity of project and how easily funding is attainable to implement.

Figure 7-2: Project Priorities

Priority Tier	Project	Total Score	Technical Need (max 20 pts)	Public Input (max 20 pts)	Proximity to Primary Public Buildings (max 20 pts)	Proximity to Public Parks (max 10 pts)	Proximity to Other Key Destinations (max 10 pts)	Ease of Implementation (max 20 pts)
1	Civic Center Campus Upgrades	70	20	15	20	5	5	5
	Boat Ramp & Restrooms Upgrades	70	15	20	5	10	5	15
	Gold Glove Park, Access Route	70	20	20	5	10	0	15
2	Historical Museum Upgrades	58	15	0	15	10	3	15
	Sidewalk Upgrades, Phase I	55	5	0	15	5	10	20
	Curb Ramp Upgrades	52	5	0	15	7	10	15
3	Sidewalk Upgrades, Phase II	44	5	0	5	7	7	20
	Sidepath Ramp Upgrades, Phase I	29	15	0	5	1	3	5
	Sidepath Ramp Upgrades, Phase II	29	15	0	5	1	3	5



The results of the project ranking are incorporated into the Transition Plan schedule in Chapter 9, with Tier 1 projects considered highest priority, followed by Tier 2 and Tier 3. In total, there are four public buildings/facilities (including one City park), with three of them identified in Tier 1 and one in Tier 2.

There are five (5) projects that comprise a grouping of curb ramps, sidewalk segments, and sidepath ramps. Sidewalk and sidepath projects are divided into two phases to account for budget constraints that may be present during a year in which that project is chosen for implementation.

These priorities provide the City with the foundation for how to proceed in upgrading existing facilities, recognizing that new buildings, curb ramps, and sidewalks will also be constructed to improve access to other areas of McCall. The overall priorities are subject to change as project schedules, funding sources, and other intangibles influence implementation feasibility.

Public Buildings & Facilities Priorities

The four priority buildings and facilities are profiled in more details on the following pages, including:

- **Civic Campus Access Upgrades:** A parking lot and walkway construction project in the area located behind City Hall, the Library, the Transit Center, and Community/Senior Center. This project will improve access to these buildings from new accessible parking spaces, as well as nearby sidewalks and pathways.
- **Boat Ramp & Toilet Rooms:** Upgrades to the ramps are already being pursued by the City. Adding access route and toilet room upgrades to that project would address needs for this location.
- **Brown Park Access Routes:** Constructing paved or firm/stable surface routes between the accessible parking area, restrooms, ballfield viewing areas, and the playground are recommended.
- **Central Idaho Historical Museum:** Upgrades to the ramps and pedestrian access routes to and around the two main buildings on the museum campus are recommended.

ADA Features Repair Program for Public Buildings/Facilities. Beyond building-specific upgrades, there are several, relatively low cost accessibility needs identified in other public buildings/facilities. These include upgrades to restroom features, parking spaces, and bus shelters. The City is recommended to combine these upgrades as part of an annual program where either City staff make the upgrades (e.g. restroom grab bars, door knob replacement, restroom soap/paper dispensers) to several facility or the annual implementation fund is used for a larger package of upgrades.

Already-Programmed Projects. The City's Capital Improvement Plan (CIP) includes other buildings/facilities upgrades that will greatly improve access but were not identified as high priorities in the *Access McCall* effort. Since they were already programmed through the CIP, they do not have a priority tier or specific schedule in *Access McCall*. For public buildings/facilities these include:

- **Brown Park Restrooms (\$125,000, 2024):** Phase II of park upgrades that occurred in 2022.
- **Golf Course Access Ramp (\$70,000; 2023):** Reconstruction of ramp and stairs to clubhouse.
- **Public Works Facilities Improvements (\$2.5m, 2021-2025):** Addresses building ingress/egress for ADA, and other internal ADA needs, as part of the building's remodel.

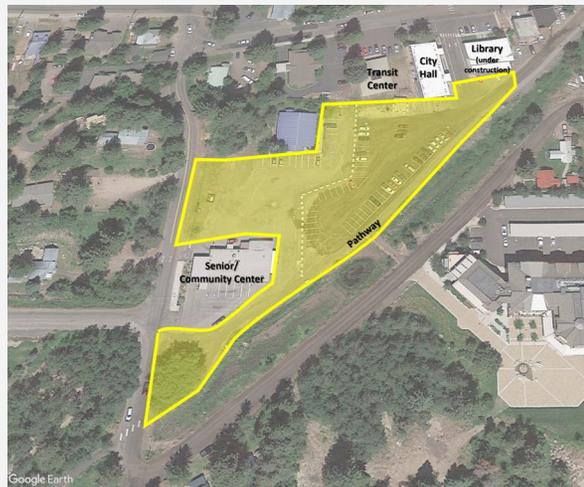


Access to public boating facilities is a unique feature of McCall. Accessibility needs on boat docks relate primarily to width and maneuverability for people who use mobility devices, as well as transitions from ramps to docks that are subject to repeated movement as the water shifts beneath them.



Figure 7-3 Buildings/Facilities Priority Project Civic Campus Access Upgrades

Continuing to upgrade the Civic Campus between Park Street and the pathway is the top public building/facility priority identified in the Transition Plan (outlined in yellow). In 2022, the City made parking lot upgrades around the Senior/Community and is underway on constructing the new Library.



The remainder of the Civic Campus would benefit from accessibility upgrades to provide improved parking for people with disabilities; transit access on the parking lot side of the transit center; a pedestrian access route around the northern periphery of the parking area; a pedestrian route connection to the pathway; and sidewalks along 1st Street (planned as part of a separate city project). In totality, these upgrades would help maximize access to this hub of public facilities, as well as the programs and services in these buildings.

Estimated Cost: \$250,000 (new estimate pending with City-led design)



Figure 7-4 Buildings/Facilities Priority Project Boat Ramp & Toilet Rooms



The City has obtained a grant from Idaho Parks and Recreation to make substantial upgrades to the boat ramp area, including upgrades to the docks to improve access.

Additional improvements include upgrading the Pedestrian Access Route (PAR) for the link between the sidewalk and walking lane on Lake Street. This includes modifying the drainage grates, if they remain in the PAR, to an accessible design that allows people who use wheelchairs and other mobility devices to safely pass over them or avoid them.

Additional minor upgrades are needed to the restroom facilities and changing room at the facility's parking lot.

Estimate Cost: \$40,000 to \$60,000 (in addition to planned \$220,000 upgrade)

Priorities	Upgrade	Note
1. Approach & Entrance	●	Upgrade dock ramp slopes & transitions, modify PAR across boat ramp driveway, upgrade drainage grates for compliance, upgrade accessible parking.
2. Access to Goods/Services	◐	Upgrade bench seat in changing room.
3. Toilet Rooms	◐	Signage, excess pressure required to use sinks/toilets
4. Additional Access	◐	Drinking fountain modifications.



Figure 7-5 Buildings/Facilities Priority Project
Gold Glove Park Access Routes



The City made recent upgrades to accessibility features for parking and restroom access. This project is recommended to extend the access routes from the already-paved areas around the restrooms to the viewing areas around the ballfields, as well as to the playground, drinking fountain, and picnic areas.

While these upgrades do not require a paved surface, if the City chooses a natural surface access route then it must be made of a firm and stable surface and maintained in that condition.

Minor upgrades were identified for the restrooms, primarily to fixtures (PSI required to operate faucet in both restrooms; sink height in men’s restroom, grab bars in men’s restroom).

Estimated Cost: \$30,000 to \$50,000

Priorities	Upgrade	Note
1. Approach & Entrance	●	Access route from parking area to ballfield viewing areas, picnic tables, and playground; consider accessible playground equipment.
2. Access to Goods/Services	○	None identified.
3. Toilet Rooms	◐	Fixture upgrade. Evaluate doorway slope.
4. Additional Access	◐	Access route to drinking fountain.

Figure 7-6 Buildings/Facilities Priority Project
Central Idaho Historical Museum



Upgrades to historical facilities are challenging. ADA requires comparable access to first floor spaces but does not require upgrades that impact the historical nature of the facility. Design should be done in a way that maximizes the experience people with disabilities.

Priority 1– Approach and Entrance needs include improved designation of accessible parking, upgrades to ramps that access buildings to include a firm and stable surface (Fire Warden’s and Bunkhouse), and filling discontinuities in walkways around the site, including paving between the Warden and Bunkhouse buildings. More substantial upgrades are needed to provide an accessible toilet room for men. Any improvements deemed to upset historical significance, therefore not subject to compliance upgrades, should be documented as project is designed.

Estimated Cost: \$50,000 to \$70,000

Priorities	Upgrade	Note
1. Approach & Entrance	●	Parking space upgrade, replace building ramps, fill in gaps in walkway, resurface walk areas.
2. Access to Goods/Services	◌	(Upgrades could impact historical significance.) Protruding objects on interior routes, floor surface, door handle upgrades.
3. Toilet Rooms	◐	Stall upgrade(men’s), signage, grab bar modifications.
4. Additional Access	○	None identified.



Public Rights-of-way Priorities

The priorities for public rights-of-way are organized into three different project categories—curb ramps, sidewalks, and sidepath ramps/crossings—to reflect the three distinct types of infrastructure upgrades to make existing facilities accessible. The Transition Plan Schedule in Chapter 9 divides sidewalk and sidepath categories into two phases apiece, recognizing that if the City applies the recommended annual Transition Plan implementation fund of \$50,000, it would take approximately two years of funding for each category of the curb ramp and sidewalk upgrades.

Priority Curb Ramp Upgrades. Of the 75 existing curb ramps, 12 of these in City right-of-way are considered high priority and shown in purple the map in Figure 7-7. These ramps were identified based on the need for upgraded Detectable Warning Surfaces (DWS). It was determined that, while other ramps had features that were technically non-compliant (e.g. cross slope), these were likely the result of engineering decisions made when they were constructed to tie ramp transitions from the street to the ramp itself, to the ramp landing, and to the sidewalk. The realities of retrofitting older streets with these features means full compliance is rarely possible when it comes to making all ramp feature align with one another. When the City proceeds with a project to upgrade DWS, it should determine if features such as ramp cross slope or running slope can be remedied to be more compliant given factors in the nature and built environments.

Priority Sidewalk Upgrades. Figure 7-8 identifies nearly 2,500 linear feet of sidewalks along seven different street segments that are candidates for repair or rebuilding; 1,200 feet in City right-of-way. The non-compliant features on these segments are primarily surface condition or surface discontinuities. Some have sidewalk cross slopes that are in excess of 2%. Like with the ramps, final sidewalk upgrade needs must be determined when the project is scoped as a construction timeline is known.

Sidepath Ramps/Crossings. Pathway crossings require upgrades, primarily DWS, to be compliant. There are 85 total curb ramps (generally two per street crossing) that need upgrades; 14 of those are along Deinhard Lane, east of SH-55, where the City is already planning improvements. While the overall priority in the Transition Plan suggests these would not be subject to upgrades prior to 2035, adjacent street resurfacing and other pathway upgrades provide opportunities to upgrade these ramps as such projects occur. The City may identify pathway crossings in close proximity to other high priority ramp projects and consider adding them to the project if budget and timeline allow.

Figure 7-7 Public Right-of-Way Priority Projects
Priority Curb Ramp Upgrades

The map shows 12 curb ramps in City right-of-way that are in need of upgrades to Detectable Warning Surfaces (DWS). They are grouped as a single Tier 2 Priority to address the ramps that have DWS needs. The City may group ramps differently if it is determined that their locations are in close proximity or there are other factors that would make their upgrade more economical to combine with other projects. Several of the priority ramps have features that should be evaluated at the time of design for full rebuild based on how correctable other features such as cross slope, running slope, and landing slope are in consideration of other street configurations.

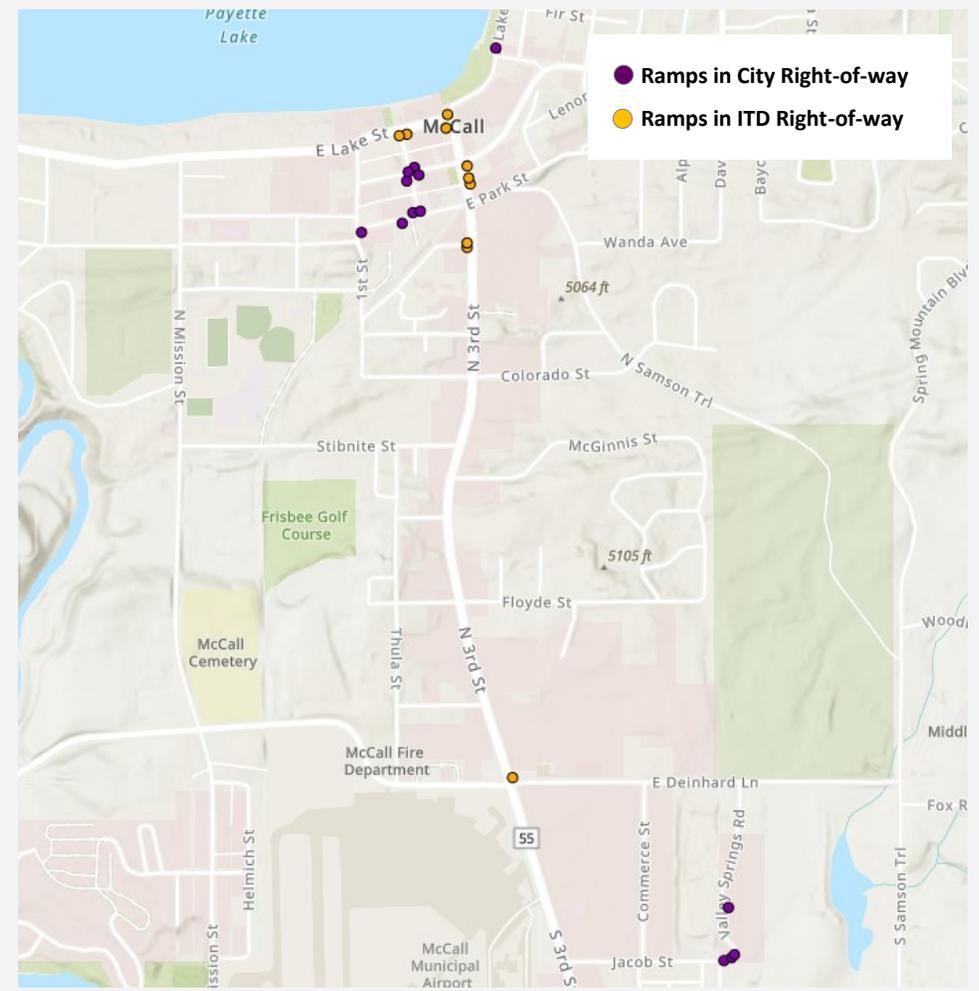




Figure 7-8 Public Right-of-Way Priority Projects
Sidewalk Upgrades

Five (5) sidewalk segments in City right-of-way have surface conditions that indicate a need to resurface or rebuild them. They may be combined with ramp projects or others projects if similar work is being done nearby. The City is recommended to determine how it will proceed for these and other sidewalk repairs, as current City Code requires property owners to pay for sidewalk maintenance. This may change if the City determines to use its own Transition Plan Implementation Fund for these sidewalk segments or establish a funding mechanism to address these and other sidewalk needs.

The priority segments in City right-of-way are shown in the map below:

1. 1st St, Lake St to Park St- West and east side, alternating sides, 300 LF
2. Lake St, 3rd St to Marina - South side and west side, alternating sides 550 LF.
3. Mill Rd, Pine St to Fir St - East side, 350 LF

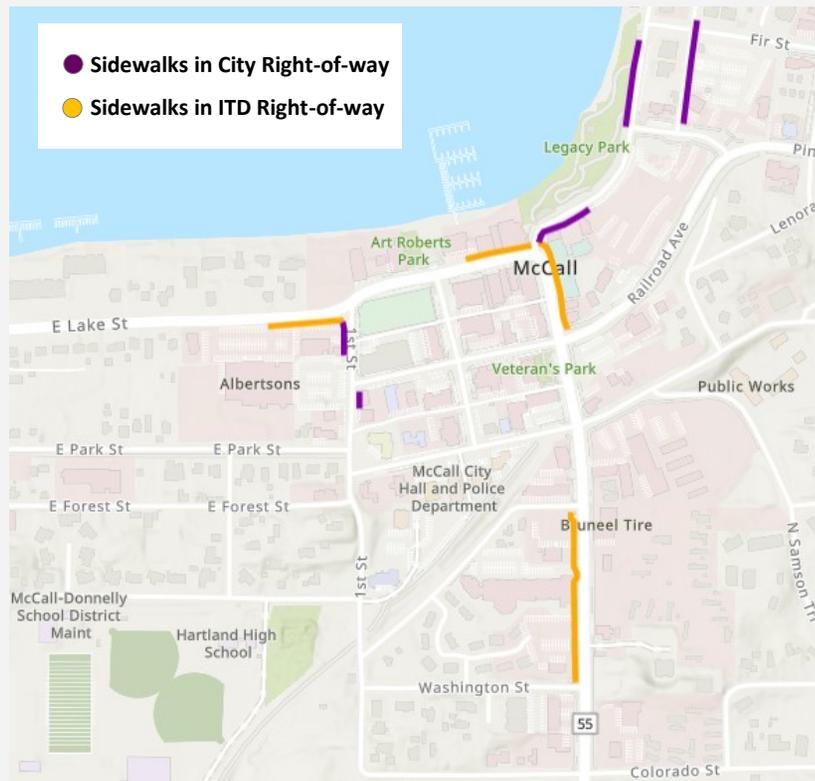
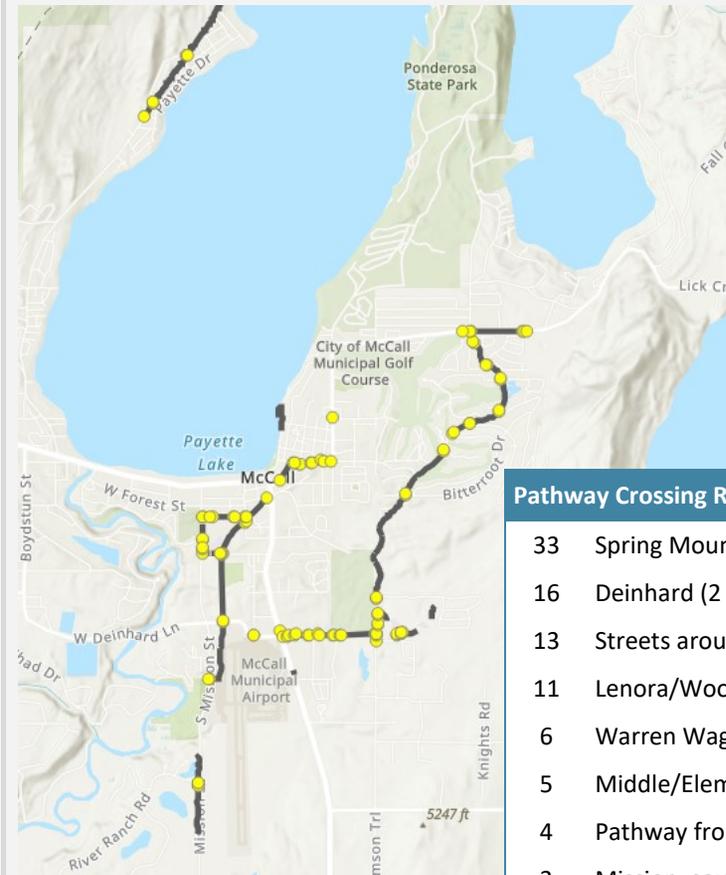


Figure 7-9 Public Right-of-Way Priority Projects
Sidepath Ramp/Crossing Upgrades

Sidepath ramps are most in need of detectable warning surfaces where they cross streets or driveways that have curb returns like those of streets. Given these are lower in priority, they are not divided into priority tiers at this stage. The City is reconstructing several of the ramps along Deinhard. Ramps located near other high priority curb ramp or sidewalk projects may be constructed with those improvements, if budget and construction timelines allow. Future upgrades should be prioritized based on the overall use of the pathway, as well as its proximity to other major pathway trip generators such as downtown, the lakefront, parks, and other pathway linkages.



Pathway Crossing Ramp Upgrades	
33	Spring Mountain/Lick Creek
16	Deinhard (2 west of SH-55)*
13	Streets around High School
11	Lenora/Wooley/Davis
6	Warren Wagon
5	Middle/Elem School
4	Pathway from Park to 1st
2	Mission, south of Deinhard



Programming Improvements. The City should not feel confined to the specific ramps or sidewalk segments identified in the various phases of the Schedule on page 61. The Schedule is there as a starting point and does not serve as a scoping document.

Therefore, if the City is doing substantial street work in one area of town and it is advantageous to add a selection of high priority ramps or sidewalk segments to that separate street project to maximize potential bids and achieve economies of scale, then the City should pursue it. By doing so, the City is still showing progress in transitioning its system to compliance and doing so in a way that best serves the taxpayers of McCall.

Sidepath ramps and crossings may require more substantial funding, however, these are listed as Tier 3 priorities and may not be subject to upgrades until after 2035. By that time, some ramps may have already been replaced due to adjacent street resurfacing or through other projects. Conditions may also change substantially on these corridors over that time frame due to new development, winter weather, and other factors.

The City may find grant opportunities that could lead to a packaging of ramp and sidewalk projects, particularly on routes like the pathway system. A unique funding opportunity is a justifiable reason to move projects up in the Schedule, potentially ahead of other priority projects. The City should not feel compelled to pass on a funding opportunity for a certain type of project just because there is a higher priority. If the City encounters these or other circumstances that cause projects to leapfrog others or be delayed, it is necessary to explain such changes in the *Annual Progress Report*, updating the Schedule accordingly.

Street Resurfacing & Low Priority Improvements. Curb ramps are required by federal law to be upgraded to meet current ADA requirements when a street is subject to a major alteration. Alterations of streets, roads, or highways include activities such as reconstruction, rehabilitation, resurfacing, widening, and projects of similar scale and effect. Maintenance activities on streets, roads, or highways, such as filling potholes, crackseals, and chipseals, are not alterations.

This does not require that the resurfacing and curb ramp work be done as part of the same contract. Some agencies choose to design and bid resurfacing and adjacent curb ramp repairs as two separate projects since one requires substantial asphalt work while the other requires substantial concrete work. If the City chooses to decouple these projects to maximizing bidding and cost opportunities, it should document how this was done. Construction should be as concurrent as possible.

The City is likely to resurface streets adjacent to ramps that are not identified as a priority but may have non-compliant features. The Transition Plan Implementation Fund for curb ramp upgrades should not be applied to such ramps that are upgraded as a result of resurfacing unless they are part of the priority list of ramps.

The Annual Progress Report should identify the locations and cost of non-priority ramps that are upgraded as part of resurfacing projects as this also shows the City is transitioning its system to



McCall's pathway network serves both pedestrians and bicyclists along major traffic routes, with expansion planned on routes like Davis Avenue (above). Expansion of this system to fill gaps along existing streets was identified through public input and technical analysis as a higher priority for accessibility to the people of McCall than retrofitting or rebuilding sidewalks and curb ramps.



compliance. Although not required, the City may consider upgrading adjacent sidewalk segments and non-compliant driveways as part of resurfacing projects.

New Sidewalk & Pathway Segments. The public input for *Access McCall* revealed a desire to expand the sidewalk and pathway network to make new connections. Sidewalks on SH-55 were also mentioned frequently in the public feedback.

Any new segments provide even greater accessibility to McCall's residents and visitors and they serve corridors that are also subject to higher volumes of motor vehicle traffic. The City has several projects identified in its CIP to expand the pathway network. These include:

- Davis Ave Pathway, Wooley to Ponderosa State Park;
- Mission Street Pathway, Deinhard Lane to City Limits;
- Lick Creek Road Pathway, Davis Ave to Spring Mountain Road; and
- Wooley Separated Pathway, Davis Ave to Denali Court.

While there are no existing facilities along these segments to assess for ADA compliance, each segment will function as a type of sidewalk given it is adjacent to a roadway. Therefore, features such as cross slopes, curb ramps, running slopes, and detectable warnings should comply with ADA when constructed unless there are documented reasons related to technical infeasibility.

The City is also likely to have its sidewalk network expanded as new development occurs along streets and developers are required to construct (or reconstruct) sidewalks on their frontage. Any new construction should comply with ADA, to the maximum extent feasible, and the City should require existing sidewalks, driveways, and ramps be reconstructed to be compliant once built. Any development-led project that does not fully comply with ADA should be required to document the reasons why the facility is built to the maximum extent feasible for compliance.

All additions to the sidewalk and pathway network should be identified, with cost estimates, in the *Annual Progress Report* to show the City's continued commitment to making its streets more accessible.

State Highway 55 Curb Ramps and Sidewalks. Several curb ramps and sidewalk segments within ITD's right-of-way along SH-55 were identified. The City may inform ITD of these findings and request they be incorporated into ITD's own Transition Plan and future projects. These are shown in the priority maps in Figures 7-7 and 7-8 as an indicator of their location in relation to ramps and sidewalk segments in City right-of-way.



Expansion of McCall's sidewalk network will occur through both City-led projects and private development, like those shown above on Forest Street. These development-led additions to the system should be tracked with an estimated value to incorporate into the City's Annual Progress Report on Transition Plan implementation.



8. Other Strategies to Improve Access

This chapter includes other strategies for the City of McCall to consider in making the City more accessible, not just within City-owned buildings and facilities and City-managed rights-of-way. Some of these strategies are intended to ensure the City's future investments are ADA-compliant when constructed so they do not create an additional, unnecessary backlog of upgrades that would be subject to future Self Assessment and Transition Plan findings. Other strategies include ideas for expanding the system of accessible sidewalks and pathways, including those along ITD's State Highway 55.

Contracts

Contracts for professional design services, construction, and construction engineering/inspection should be reviewed to identify how the City's expectations for ADA compliance during construction and when a project is complete are clear. Clarifying these topics in contract language also helps shield the City from liability stemming from non-compliant outcomes that could occur from these design and construction activities. While no strategy can fully absolve the City of liability from a public works contract setting, stipulating that private firms and contractors are responsible for providing ADA-compliant outcomes provides the City with an enforcement mechanism when issues are identifying or if the City is subject to a future claim.

Taking this step is even more crucial for a small city like McCall where the City lacks the resources to have ADA-specific designers and inspectors among the City staff. It's also important for contracts that involve things like work zone traffic control for pedestrians when sidewalks are impacted. Contractors that conduct this work are oftentimes working as subcontractors to the prime contractor and have personnel who oftentimes come from the Boise area or other regions.

This means they may not be on-site on a regular basis to ensure ADA requirements are adhered to. While the City may discover these or its contract-based construction engineer may identify them, traffic control contractors may not be slated to be on-site for several days or weeks. Contract language establishing expectations and responsibilities for review and inspection of projects, as well as correction of issues, will provide a better response to things like construction zone issues.

Leases

The City of McCall currently has a lease with Valley County for the City's police station. The facility was found to have ADA compliance needs that require more than relocating things like public telephones or furniture. It is important for the City to identify ADA compliance needs in facilities it is leasing and determine if a programmatic response is adequate to address the situation (e.g. providing auxiliary services, as requested) or if more substantial upgrades are needed.

Identifying these up-front as part of a lease agreement can also help reduce the City's liability if a claim were to be filed for a non-compliant facility. The City may then come to an agreement with the lessor on how to address ADA compliance needs.



Clarifying contract language to specifically denote the roles and responsibilities for contractors when it comes to ADA compliance in things like construction zones will help the City achieve a higher level of compliance and can help protect the agency from liability stemming from a potential complaint.



If the City pursues leasing its own properties to private businesses or public agencies, it is important to understand the ADA compliance needs of the facility and work with the lessee to determine how auxiliary services can be provided if the compliance needs are substantial and require major capital alterations. The City may negotiate terms within the lease agreement to address the needs or determine if the lessor or lessee is responsible for providing an auxiliary service.

As with many ADA-related concerns, documenting why decisions were made is important in the event of someone filing a formal complaint. If the decision that is ultimately reached is reasonable and intended to best serve the needs of people with disabilities, then the City's liability is likely to be substantially reduced in the event of a complaint.

Sidewalk/Sidepath Gaps

A small percentage of the City's streets have sidewalks, which means any projects to provide sidewalks or shared use pathways along or parallel to major streets will provide increased accessibility to existing sidewalks and pathways, parks, and public buildings. Major streets such as Davis and Lick Creek Road are planned to have pathways built alongside them, which will fill major gaps in the network east of SH- 55.

Through the *Access McCall* analysis and public input, the City may consider amending the Transportation Master Plan (Figure 8-1) to add the following sidewalk or pathway links:

- **Forest Street, Mission to State Street:** Connections to St. Luke's and the Central Idaho Historical Museum;
- **Jacob Street, Deinhard to Heartland Hunger Center:** Fill sidewalk gap in this short segment along the frontage of the existing Policy Station.
- **Fairway Drive, Davis Ave to Suitor Lane:** Serves Gold Glove Park and housing east of the park, with connection to planned pathway along Davis.
- **Deinhard/Boydston, Lake St (SH-55) to Treatment Ponds:** Provides linkage along major arterial to existing and planned pathways, sidewalks, and neighborhoods along this route.

Figure 8-1: Desired Sidewalks & Pathways in the Transportation Master Plan





Sidewalk Fee in Lieu

The construction or upgrading of sidewalks, pathways, and curb ramps is currently limited to two primary implementation methods:

- Funding sources that typically address larger projects; or
- Through development-based policies that require on-site improvements.

A program for McCall to consider to diversify these methods is a Sidewalk Fee in Lieu program and associated ordinance. The purpose of such an ordinance is to capture funds for needed proximate infrastructure improvements when constructing a sidewalk on-site of development might not be prudent. The City currently has a fee-in-lieu program for parks as part of its Subdivision Design Standards policy where the City may accept voluntary cash contributions in lieu of park land dedication and park improvements.

For sidewalks, a new development or infill property may be required by City ordinance to construct a new sidewalk. The result is oftentimes an “island” of sidewalks on one or two properties. The usefulness of this requirement is suspect, especially given that any full scale sidewalk project on a street will likely require the existing sidewalk to be demolished in order to account or stormwater and roadway profile needs. Further, years of winter weather will likely degrade the condition of this sidewalk before a full-scale improvement occurs.

Instead of being required to construct this sidewalk “island,” the property owner may instead provide the City with payment for the estimated cost of that construction in lieu of building the sidewalk. The funds are then kept by the City and combined to help fill higher priority sidewalk gaps on other streets.

A similar philosophy can be applied to larger developments, as occurs in Lewiston, Idaho (see Figure 8-2). Developers have the option of constructing sidewalks on only one side of local, residential streets and providing a fee in lieu of construction of sidewalks on the other side of the street. The City of Lewiston enacted this in recognition of the number of arterial and collector streets that lack sidewalks and decided it was more important to have a fund to construct these linkages rather than requiring local subdivision streets to have sidewalks on both sides.

For property owners and developers, such an ordinance means paying a fee comparable to sidewalk costs at the time of development but not having to build the infrastructure and possibly even recapturing property otherwise put into a sidewalk easement. For cities, this allows higher priority projects to be funded at a quicker pace through private funds while delivering a more impactful project for the benefit of the community. This process can be seen as a middle ground between the often absolute of either building a sidewalk or granting a waiver.

With respect to ADA, such a program is not only a conduit for building new sidewalks or pathways, it can also help accelerate the reconstruction of curb ramps and sidewalk segments. Such an ordinance has been adopted in many cities throughout the nation and varies considerably in language and scope.

Figure 8-2: Lewiston, ID, Sidewalk Fee In-Lieu Policy

City of Lewiston, Idaho Sidewalk Fee In-Lieu Program

Article II. Curbs & Sidewalks; Division 1. Generally, Sec. 31-51.

Purpose:

Money collected through the “in-lieu-of” program shall be used by the city to construct sidewalks within the same neighborhood, as defined in the comprehensive plan, as the fees were generated from, in accordance with the sidewalk master plan

Key Exemptions of Sidewalks for Fee Option:

At the request of the property owner, payment of a fee, in lieu of sidewalk construction, shall be allowed under the following circumstances:

- (1) The street in question is a local residential road; and
- (2) The side of the street on which the development is occurring has not been identified in the sidewalk master plan as a priority, or desirable for sidewalk installation; and
- (3) Sidewalks or postponement agreements do not exist within one (1) block on the same side of the street of the parcel on which development is occurring; and
- (4) Curbs and gutters have been postponed; and
- (5) The right-of-way is insufficient, cannot be dedicated, and the city is unable or does not desire to purchase adequate right-of-way; and
- (6) Where the director of public works determines a hazard may be created by such installation.

Fees are Determined by:

The in-lieu fee shall be assessed per lineal foot of street frontage. The cost per lineal foot shall be determined by February 1st each year for all fees paid for the next twelve (12) months.



Fee In Lieu Framework. In the event the City of McCall adopts a fee in lieu of sidewalk ordinance, several specific elements need to be drafted and inserted into code.

- Establish what the policy's purpose is and why it is necessary. If the primary objective is to fulfill the projects identified in the *McCall in Motion Transportation Master Plan* and *Access McCall*, generating a purpose statement to support that goal is advised to further strengthen its legal standing.
- Determine when it is applicable for a property owner to choose the fee instead of construction. This is the list of exemptions for building a curb, gutter, and sidewalk.
- Distinguish between permit types and the actions necessary under each permit type. (i.e. a rezone, remodel, PUD, or subdivision)
- Define how the sidewalk fee is calculated and allow the fee to match market prices.
- Determine a timeframe expectation of when fees are to be spent.
- Identify zones to which the fees are to be applied. For a city like McCall, having two zones, one east of 3rd Street (SH-55) and one west of 3rd Street may suffice.
- Identify project selection criteria tied to the City's various plans.

Shared Use Pathway Design

McCall's *Transportation Master Plan* calls for shared use pathways instead of sidewalks on many major traffic routes. This is a reasonable approach given the limited right-of-way and a desire to have bicyclists use protected pathways instead of bike lanes or shared travel lanes. From an ADA perspective, pathways that run alongside streets (aka sidepaths) should be designed as if they were sidewalks.

This means that cross slopes, running slopes, and curb ramps must comply with ADA requirements as if they are sidewalks. The major difference is these pathways are typically 10-feet wide, which means that accommodating compliant ramps at street corners will require more space than if they were ramps connecting to 5-foot wide sidewalks.

Three primary design guides provide direction the City when it comes to designing these facilities. It is recommended that the City maintain a copy of each of these guidelines (and future updates) to refer to its design consultants. These guidelines are endorsed by the Federal Highway Administration and oftentimes, but not always, used by agencies like ITD. The existing Idaho Standards for Public Works Construction (ISPWC) does not contain standard drawings for pathways and pathway ramps. The City may consider working through ISPWC to add such standard drawings to the document so that it serves everyone in Idaho. The three design guides are summarized below and links are provided in Chapter 10: Appendix:

- **AASHTO Guidelines for the Development of Bicycle Facilities (4th edition, 2012):** Chapter 5 addresses design for shared use pathways and includes recommendations for curb ramp design, vertical barriers and horizontal buffers, and bridges. A new edition is under review as of early 2023 but no timeline for adoption is established. ITD is signatory to this guide and sits on the AASHTO committees that develop and endorse it.



Accessibility needs for shared use pathways are not always addressed in prevailing engineering standards and oftentimes require designers to understand accessibility features like curb ramps slopes and landings, as well as signal push buttons, and how to design them to be compliant.

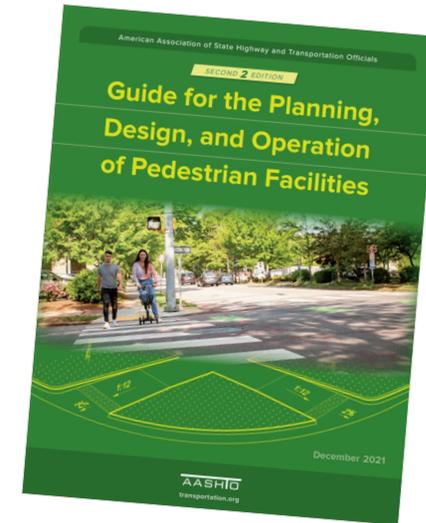


- **FHWA’s Designing Sidewalks and Trails for Access (2001):** Chapters 12 through 18 address numerous topics for trails, pathways, trail crossings, and other specialized facilities. This is a go-to resource to understand the various tolerances allowed with regard to things like running slopes, providing a firm and stable surface, and changes in level.
- **United States Access Board Supplemental Notice on Shared Use Pathways (2011):** This publication is part of the overall proposed PROWAG policies. While not an official standard for shared use pathways, this supplemental notice provides references to PROWAG-specific sections that apply to these facilities. The AASHTO bicycle guide referenced above is cited in this document. It may serve as a resource for determine the best-fit design for an accessible shared use pathway. If the City uses it for these purposes, then documenting why it was used and what elements of it are used will help guard against future liability resulting from a complaint.

Pathways on Only One Side of a Street. Right-of-way constraints likely mean McCall’s pathways will be constructed on only one side of a street, with the other side lacking a corresponding pathway or sidewalk. This approach is reasonable given the various constraints, however, to provide access to destinations on the opposite side of the street the City may consider providing more frequent crossing opportunities and evaluate the need for short sidewalk or pathway connections to key destinations located opposite of where a pathway is constructed. These crossings may come in the form of marked crosswalks with ramps, Rectangular Rapid Flashing Beacons (RRFBs), Pedestrian Hybrid Beacons (PHBs), or full traffic signals.

AASHTO’s *Guide for the Planning, Design, and Operation of Pedestrian Facilities* (2nd edition, 2021) provides detailed guidance on how to plan for spacing of these crossings. Like with the AASHTO bicycle facilities guide, ITD is signatory to the document and therefore can be expected to apply its concepts when reviewing things like grant applications for federal funds or frequency of crossings on SH-55. The AASHTO pedestrian guide states (emphasis added):

- “Pedestrians should be able to cross streets and highways at regular intervals and consideration should be given to facilitating crossings at key high-use locations. Unlike motor vehicles, **pedestrians cannot be expected to go more than a half a block out of their way to take advantage of a controlled intersection.**”
- “Pedestrians have a strong desire to cross streets at locations close to their intended path—that is, they do not want to go out of their way any more than necessary to reach their destination. To encourage compliance, **midblock crossings should be considered where intersection crossings are widely spaced and natural pedestrian paths exist.** Examples include: Where spacing between adjacent signalized intersections exceeds 600 ft; where a shared-use path intersects or crosses a street; where a new development that will generate pedestrian traffic is planned at a midblock location.”



“Unlike motor vehicles, pedestrians cannot be expected to go more than a half a block out of their way to take advantage of a controlled intersection.”

- AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities.



State Highway 55

Comments on the lack of sidewalks along much of SH-55 within the City limits of McCall were common in the public outreach conducted for *Access McCall*. It is not the City's responsibility to fund and construct sidewalks on a state-managed route. Partnerships may be required with ITD to provide this critical accessible feature to the City's residents and visitors. The City may consider incorporating these findings from *Access McCall* into its discussions with ITD, as the corridor being identified as a major barrier to accessibility in McCall could carry more weight if the project has to compete for funding with other projects across Idaho or the United States.

Additionally, several existing curb ramps, sidewalk segments, and pedestrian push buttons inventoried along SH-55 for the *Access McCall* effort were found to be non-compliant. These are included in the City's project database and associated GIS files for reference. They are also shown in the Chapter 7: Transition Plan maps to illustrate their proximity to sidewalk segments and curb ramp priorities in City right-of-way. The City may consider requesting ITD to upgrade existing curb ramps, sidewalks, and pedestrian push buttons within the SH-55 right-of-way to comply with ADA.

Business Support

Comments from both the public and City staff indicated that a concern they frequently hear from residents and visitors is the lack of accessible businesses, especially in McCall's downtown. The Police Department noted in their interview for *Access McCall* that accessible businesses are one of the most frequent calls they get during the busy summer season.

The Downtown McCall Master Plan states:

- "As the 'Heart' of the City, McCall's Downtown is an essential physical component of the City providing a gathering place for the community and a sense of arrival for visitors...Downtown McCall is not only an important physical element of the community; it is also an important economic catalyst for attracting new businesses, residents, and visitors to McCall."

A business hoping to make downtown their home and fulfill the City's vision can be met with a costly upgrade to comply with ADA requirements, such as constructing an exterior ramp so people who use mobility devices can access the business. While City policies and building codes will prompt upgrades to private businesses to make them accessible as part of a major renovation or redevelopment, this is not likely to occur for some properties and for others the cost to make them accessible can be of a scale that it makes business start-up cost-prohibitive. These same challenges are not often present when businesses decide to occupy or construct a new building in areas outside of downtown.

To help level this playing field, the City may consider working with partners such as McCall Redevelopment Agency (for properties within its districts' boundaries) to provide incentives in the form of funding to construct ADA-related upgrades for things like external access to buildings. Providing businesses with information on tax incentives available to them to make certain upgrades is also advised as many businesses are unaware that these incentives exist.



Pedestrian push buttons at the intersection of SH-55 and Mission Street are inaccessible to a person with a disability. The situation is compounded by the fact that a person has to push the button in order to get the "WALK" signal, otherwise they are crossing the street illegally.



A step that converts to a ramp is one of the innovative ways business access can be improved.

Image: Ramp Up Idaho



Another resource for ideas and technical assistance is *Ramp Up Idaho*, which is a group of business, transportation, housing, community and economic development professionals who promote the economic impact of accessible retail, commercial and housing infrastructure throughout Idaho. *Ramp Up Idaho* realizes that a step represents more than a physical barrier; it's also a barrier to commerce. When people and/or their friends can't get through the door, they aren't customers.

“Visitability” Policies for Single-Family Housing

Visitability is defined by the National Council on Independent Living as a movement to change home construction practices so that virtually all new homes—not merely those custom-built for occupants who currently have disabilities—offer a few specific features making the home easier for mobility-impaired people to live in and visit. Currently, nearly all single-family subdivisions are built with stepped entries at the front, side and rear doorways—even a step between the garage and living space.

Imagine the experience of people living in a neighborhood and using a mobility device such as a wheelchair. Can they access their home from the garage? Can they visit their neighbors to have dinner or watch a movie? Can they access the sidewalk from their house? Can they age in place in their home, even when they reach an age where they need to use a mobility device?

Ensuring the answers to all these questions is “yes!” requires homes in a neighborhood to have design features that include at least one zero threshold entrance, doors that are at least 32" wide, and a bathroom on the first floor that a person using a wheelchair can access.

When incorporated into the initial design of a house, there is no cost impact to the builder. When visitability practices are not part of the initial construction of a house, then future residents with disabilities may have to make costly upgrades to their home just to access it and still may not be able to enjoy a night out with friends at other homes in their neighborhood.

The City of McCall may consider a Visitability ordinance that would require new single family homes to have the design features listed above. Given McCall's context and the number of homes that are vacation rentals and do not serve as primary residences, such an ordinance would provide increased options for people with disabilities who travel to the area. People with disabilities are often challenged in finding vacation rentals that provide them with accessible accommodations. It would also allow more McCall residents to stay in their home as they age.

If the City pursues a Visitability ordinance, engaging local homebuilders and organizations like Idaho Access Project can improve the chances for success as it serves as a forum to develop clear objectives, dispel myths about such an ordinance, and promote a cohesive understanding of why such a policy would be beneficial to current and future City residents, as well as visitors.

The Council for Independent Living has a website dedicated to the topic, including policies from cities who have enacted Visitability ordinances. Some of these cities include: Cortland, NY; Pima County and Tucson, AZ; Bolingbrook, IL; Iowa City, IA; and Toledo, OH.



Providing zero step entries can occur in many ways. The top image shows a zero step front door entry while the middle images shows a ramp built to access the rear entry of a house. The bottom image shows a raised alley that leads to zero step entrances via attached garages.

Images: National Council on Independent Living



9. Schedule & Implementation Steps

Federal law requires the Transition Plan to have a schedule that shows how the City will address its priorities for accessibility in order to transition its facilities and infrastructure to ADA compliance, over time. The City of McCall's ADA Coordinator is responsible for ensuring the Schedule is managed and updated over time as part of the recommended *Annual Progress Report*.

Figure 9-1 on the following page includes a schedule for implementation of various policy changes, program modifications, and projects. The schedule includes update to policies, programs, and online information in years 2023 and 2024, while establishing the recommended Transition Plan Implementation Fund to begin design and/or construction of projects thereafter. The projects identified as Tier 1, Tier 2, and Tier 3 priorities address the greatest needs for McCall as determined through the Self Assessment phase of *Access McCall*, including public input.

There is no financial pathway for the City to completely upgrade every area of every public building and every public street over the next 20 years. By focusing on the Primary Function Areas (PFA) of public buildings/facilities, as well as priority ramps and sidewalks in public rights-of-way, the City will substantially improve accessibility to the greatest number of people within its fiscal realities. Beyond existing facilities, the City is planning substantial expansion of its pathway network along primary streets in McCall, including Davis Avenue, Wooley Avenue, and Lick Creek Road.

Beyond what is identified in the Schedule, the City should be willing to respond to requests from individuals who have a specific access need accessing a building or street. The same applies to any City employee who identifies an access need for their daily routines in a sector of a building that is not a PFA. Individual requests may be accommodated through the recommended \$50,000 annual Transition Plan Implementation Fund.

It is recommended that the City begin incorporating Tier 1 projects into the next update of its CIP to identify a more specific schedule that identifies years in which design and construction could occur. The City may decide to pursue outside funding via grants or other sources to implement these priority projects and supplement the annual implementation fund allocation.

The availability of funding or the need to pursue outside funding for implementation may impact the scheduling of projects. If a project is advanced to an earlier timeframe in the Schedule, or delayed to a later timeframe, the City should reflect this change as part of its *Annual Progress Report*.

These priorities are not intended to usurp current projects already planned through McCall's Capital Improvements Plan (CIP). Factors such as bids and schedules for other CIP projects may impact the City's overall budget, thus impacting the implementation schedule of ADA-specific projects.

Figure 9-2 (pages 67 and 68) includes more details on the efforts identified in the Schedule. It is recommended that the City include this table as part of its *Annual Progress Report* to incorporate updates on the status of these actions and chart progress on implementing these measures.



The City will continue to make substantial upgrades to its facilities to improve access, like the recent reconstruction of Brown Park and pending upgrade of its restrooms. Some of these projects will be done for purposes other than addressing ADA requirements and should be tracked as part of an Annual Progress Report on the implementation of *Access McCall*.



Figure 9-1
Transition Plan Schedule

2023	2024	2025	2030	2035	2043
<p>A. Adopt Plan & Conduct Training</p> <p>B. Update City Policies</p> <p>C. Develop Annual Progress Report</p>	<p>D. Establish Transition Plan Implementation Fund</p> <p>E. Update City Website</p> <p>F. Finalize Approach/Policy for Sidewalk Repair</p>	<p>H. Tier 1 Priorities</p> <ul style="list-style-type: none"> • Civic Center Campus • Gold Glove Park • Boat Ramp & Restroom Upgrades 	<p>I. Tier 2 Priorities</p> <ul style="list-style-type: none"> • Central Idaho Historical Museum Upgrades • Priority Sidewalk Upgrade/Repair, Phase I • Priority Curb Ramps 	<p>J. Tier 3 Priorities</p> <ul style="list-style-type: none"> • Priority Sidewalk Upgrade/Repair, Phase II • Sidepath Ramp Upgrades 	<p>K. Update Self-Assessment & Transition Plan.</p> <p>L. Re-Evaluate Progress & Identify New Priorities</p>
<p>G. Proceed with already-programmed CIP projects that improve access to existing public buildings and rights-of-way</p> <ul style="list-style-type: none"> • Brown Park Restrooms • Downtown Core, Phase 3 - Sidewalk & Curb Ramp Projects • Deinhard Lane Sidepath, SH-55 to Spring Mtn Rd • Golf Course Clubhouse Ramp • Public Works Building • Spring Mountain Road Sidepath Surface Repair 					
	<p>M. Notify ITD of findings on curb ramps, sidewalks, and push buttons in SH-55 right of way.</p> <p>N. Identify annual ADA repair program for minor upgrades to restrooms, bus stops, etc., to repair concretes, improve non-structural features (e.g. grab bars, door handles)</p> <p>O. Track Federal ADA requirements for changes to ADAAG & PROWAG. Then Update Policies, Programs, Design Standards, as needed.</p> <p>P. Construct other ADA upgrades as part of major alterations projects to buildings and streets.</p>				



Figure 9-2: Transition Plan Schedule Details

Action Item	Schedule	Notes	Status (Updated through the Annual Progress Report)
A. Adopt the <i>Access McCall</i> Plan & Conduct Training	2023	City Council action on February 9, 2023 to adopt the Plan. Training slated for spring 2023.	Adopted, with Training scheduled in spring 2023.
B. Update City Policies	2023	Update Grievance Policy to reference <i>Access McCall</i> Plan. Proceed with other City Code amendment, which can occur with other Code changes not related to <i>Access McCall</i> .	
C. Develop Annual Progress Report	2023	Document City-led projects, as well as any changes to project schedule. Include upgrades made to public right-of-way by private development	
D. Establish Transition Plan Implementation Fund	2024	Work through FY 2024 budget to identify \$50,000 to dedicate annually for implementation of <i>Access McCall</i> priorities. This annual fund may be used to build up a fund reserve over multiple years to help address priority projects.	
E. Update City Website	2024	Ensure new website aligns with Web Content Accessibility Guidelines. Conduct training for staff on making web content and documents accessible.	
F. Finalize Approach/Policy for Sidewalk Repair	2024	Determine how the Council desires to proceed with sidewalk repairs in terms of assessing property owners or setting up new policies. Once determined, City may then decide how to proceed on priority sidewalk rebuild projects and other public rights-of-way need, including expanding the sidewalk system.	
G. Proceed with already-programmed CIP projects that Improve Access	2023-2027	Already-programmed projects that improve access for the people of McCall should not be delayed as a result of the priorities identified in <i>Access McCall</i> .	
H. Tier 1 Priority Projects	2025-2030	Begin scheduling the design and construction of these three projects in updates to the CIP. Determine how Implementation Fund will be allocated to these projects, sometimes in combination with other funding sources.	Civic Center Campus and Boat Ramp Upgrades are being designed.
I. Tier 2 Priority Projects	2030-2035	Determine if grants are available to make ADA-related upgrades to historical facilities like the Central Idaho Historical Museum. Some priority curb ramp and sidewalk upgrades may occur through resurfacing of an adjacent street or by redevelopment of a parcel. These should be tracked and identified in the Annual Progress Report.	
J. Tier 3 Priority Projects	2035-2043	Some priority curb ramp and sidewalk upgrades may occur through resurfacing of an adjacent street or by redevelopment of a parcel. These should be tracked and identified in the Annual Progress Report. Sidepath ramp upgrades may occur through pathway or adjacent street resurfacing projects.	



Figure 9-2, continued: Transition Plan Schedule Details

Action Item	Schedule	Notes	Status (To Be Completed With Annual Progress Report)
K. Update Self Assessment & Transition Plan	2035	An update in 2035 would occur approximately 10 years after implementation steps are enacted from the findings of <i>Access McCall</i> . By this time, City facilities and rights-of-way will change substantially and ADA requirements may evolve by then.	
L. Re-evaluate Progress & Identify New Priorities	2035	The update of this Plan will result in new needs and priorities. Tier 3 priorities that are not addressed may be included in this re-evaluation to determine their priority relative to newly-identified needs or changes in ADA.	
M. Notify ITD of findings on SH-55	2023/2024	Produce a letter to ITD identifying findings on SH-55. The inventory for <i>Access McCall</i> took more detailed measurements of SH-55 than ITD did through its own 2021 Transition Plan. ITD District 3 will be working on their own priorities in the coming years stemming from ITD’s Transition Plan. The City may be able to work with District 3 to identify priorities for SH-55, including expanding the sidewalk network along the route to provide access to destinations along it.	
N. Identify ADA Annual Repair Program	2024	In addition to the \$50,000 Implementation Fund, the City should identify smaller-scale projects and efforts to address non-structural ADA needs on PFAs, in restrooms, and at bus shelters. This could be something like having City crews adjust restroom fixtures like grab bars and soap dispensers, as well as installing insulation on exposed pipes under restroom sinks. The City may also choose to use a portion of the Annual Implementation Fund for these smaller scale projects.	
O. Track Federal ADA Requirements	Annually	Agencies like the US Access Board, US Department of Justice, and US Department of Transportation are routinely issuing new reports and memoranda clarifying or alerting agencies to changes in ADA requirements or interpretation of those requirements. The ADA Coordinator should join some of the national newsletters and listservs to keep apprised of any changes.	
P. Construct Other ADA Upgrades as Part of Major Alterations	Varies	The City will continue to upgrade its buildings, parks, and infrastructure in locations that are not identified as priorities in the <i>Access McCall</i> Plan. These will result in improved accessibility to these facilities and should be incorporated into the Annual Progress Report with a cost estimate of the accessibility-specific improvements.	



10. Appendix

Appendix A: Reference Manuals

Below are links to the many federal design guidelines the City can use and reference to ensure a more accessible and safe sidewalk network. No single design guide can address every issue and there are numerous, flexible design practices the City may use that are not contained in documents such as the City's Standard Drawings, Idaho Standards for Public Works Construction or the Idaho Transportation Department Roadway Design Manual. Links are current as of January 2023. The title reflects the terms that can be used in a search engine to find the appropriate guidance.

- **ADA Coordinator Training Certification Program (ACTCP) - Great Plains ADA Center**
 - <https://www.adacoordinator.org/>
- **American Association of State Highway and Transportation Officials (AASHTO) *Guide for the Planning, Design, and Operation of Pedestrian Facilities* (2021; purchase) and *Guide for the Development of Bicycle Facilities* (2012; purchase)**
 - <https://store.transportation.org/>
- **Federal Highway Administration (FHWA) *Designing Sidewalks & Trails for Access* (1999; free download)**
 - Part I of II: https://safety.fhwa.dot.gov/ped_bike/docs/ada.pdf
 - Part II of II: https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/sidewalk2/contents.cfm
- **FHWA *Pedestrian Accommodation in Work Zones* (2018, free access).**
 - https://workzonesafety-media.s3.amazonaws.com/workzonesafety/files/documents/training/fhwa_wz_grant/artba_pedestrian_accommodation_wz.pdf
- **FHWA Memorandum—*Bicycle and Pedestrian Facility Design Flexibility* (2013; free access). Memo provides formal FHWA endorsement of guidelines published by AASHTO, ITE, and NACTO for use by cities, state DOTs, consultants, and others.**
 - https://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design_flexibility.cfm
- **FHWA *Small Town and Rural Multimodal Networks Guide* (2017; free download). Includes federally-endorsed design treatments for low speed and low volumes roadways that include low cost, high impact safety projects for people who walk and bike.**
 - https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/
- **Great Plains ADA Center. Resource for training, webinars, and ADA slides shows on various facets of compliance.**
 - <https://www.gpadacenter.org/>
- **Institute of Transportation Engineers (ITE) Recommended Practice *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach* (2010; free download)**
 - https://nacto.org/docs/usdg/designing_walkable_urban_thoroughfares.pdf
- **Manual on Uniform Traffic Control Devices (MUTCD); *Chapters 3B, 4E, 4F, 6D, 7* for accessibility– and pedestrian-focused elements. (2009; free download)**
 - http://mutcd.fhwa.dot.gov/hdm/2009r1r2/html_index.htm
- **National Association of City Transportation Officials (NACTO) *Urban Street Design Guide* (2013; free access)**
 - <https://nacto.org/publication/urban-street-design-guide/>
- **Northwest ADA Center. Resource for training and technical feedback. Based on the University of Washington with affiliates in Idaho.**
 - <https://nwadacenter.org/>
- **US Access Board *2010 ADA Standards for Accessible Design*, (2010; free access)**
 - <https://www.access-board.gov/ada/#department-of-justice-ada-standards-2010>
- **US Access Board *ADA Guides* (free download). Provides easy-to-understand diagrams and illustrations that help interpret the ADA Standards.**
 - <https://www.access-board.gov/ada/guides/>
- **US Access Board *Public Right of Way Accessibility Guidelines* (2011; free access)**
 - <https://www.access-board.gov/guidelines-and-standards/streets-sidewalks/public-rights-of-way>
- **US Access Board *Planning and Design for Alterations* (2007; free download)**
 - <https://www.access-board.gov/files/prowag/planning-and-design-for-alterations.pdf>
- **US Access Board *Other Guidance and Research* (free access). Includes links to reports and research on Building Elements and Spaces, Communication and Information, Exterior Surfaces, Human Measures & Mobility Aids, Accessible Pedestrian Signals, detectable warnings, etc.**
 - <https://www.access-board.gov/research/>
- **US Access Board & National Center on Accessibility, *National Trail Surfaces Study* (2014)**
 - <https://www.americantrails.org/resources/national-trail-surfaces-study>
- **US Department of Agriculture, *Accessibility Guidebook for Outdoor Recreation and Trails* (2012, free download)**
 - <https://www.fs.usda.gov/sites/default/files/Accessibility-Guide-Book.pdf>
- **Web Content Accessibility Guidelines:**
 - <https://www.w3.org/WAI/standards-guidelines/wcag/>



Appendix B: Accessibility Certification Exceptions Form

Sample form for reference. Dynamic form in Microsoft Word format on-file with City of McCall.

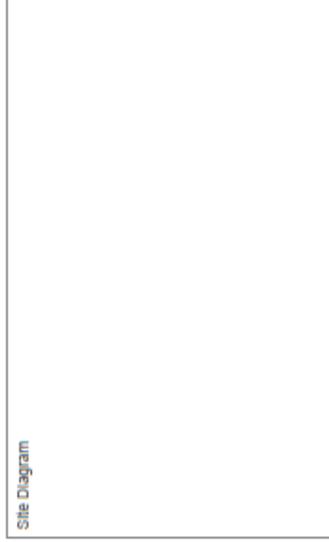
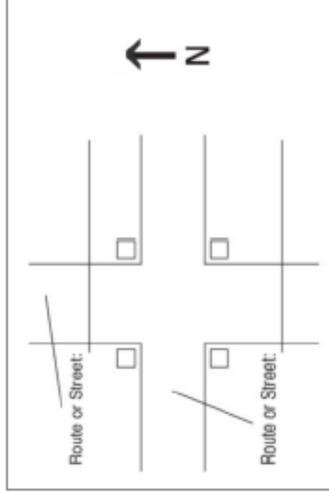


Accessibility Exceptions Certification

City of McCall

Agency/Contractor: [Click or tap here to enter text.](#) Project #/Reference: [Click or tap here to enter text.](#)

Project Description/Title: [Click or tap here to enter text.](#)



As the registered professional engineer or landscape architect responsible for the design of this project, I do hereby verify the project above has been designed to meet the Americans with Disabilities Act accessibility requirements, except as indicated below.

- Full compliance has been determined to be structurally impracticable for newly constructed facilities in the following specific locations for the following reasons:

- Full compliance has been determined to be technically infeasible for altered existing facilities in the following specific locations for the following reasons:

- Full compliance would create an unsafe situation in the following specific locations for the following reasons:

Additional supporting documentation, including drawings, calculations, or other information as appropriate is attached.

Name: [Click or tap here to enter text.](#) Signature: [Click or tap here to enter text.](#)

License Number: [Click or tap here to enter text.](#) Date: [Click or tap here to enter text.](#)



Appendix C: Detailed Public Survey Responses



Access McCall: ADA Transition Plan & Self-Assessment

The City of McCall is updating its plan that guides how the city provides access for people with disabilities. We welcome residents and visitors to McCall as the City's many public facilities are open to everyone. We also welcome caregivers, friends, and family members of people who have disabilities to complete this survey and describe their experiences.

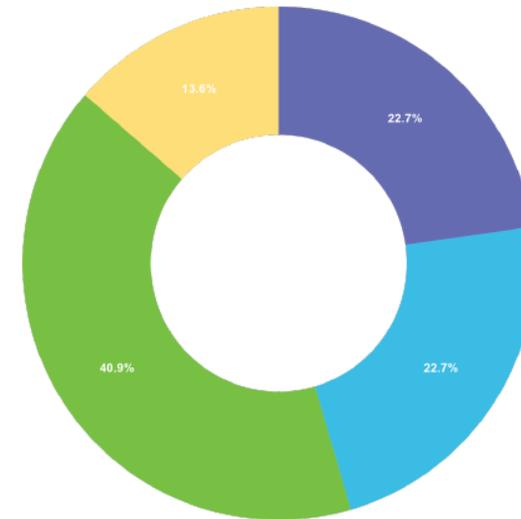
Questions are organized by the different types of public facilities. These include:

- Public buildings
- Parks, Pathways, and Lakefront
- Sidewalks and Streets.
- Programs
- Information
- Policies

We hope you consider providing your email address so we can alert you to the next round of public input and to the plan's recommendations. We will not share your information and you will only receive two or three emails between now and winter 2023.

Screen-reader users may hear a listing of questions before the survey begins.

Q1 Which of the following best describes you?

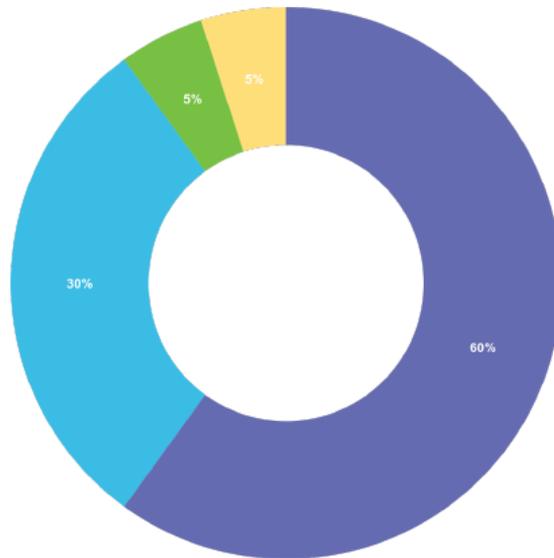


Answered: 20 Unanswered: 1

Choice	Total
Individual with a disability	5
Family member, friend or caregiver to a person with a disability	5
Don't have a disability, but have concerns over access to public facilities, pathways, and sidewalks.	9
Other	3



Q2 Which of the following best describes the time you spend in McCall?



Answered: 20 Unanswered: 1

Choice	Total
Full-time resident of McCall	12
Part-time resident of McCall	6
Resident of Valley County outside of McCall	1
Visitor to McCall	1

Q3 Public Buildings: Please share the locations and concerns where you have experienced barriers to accessing public buildings in McCall. This includes facilities such as City Hall, the Library, the Golf Course, the Airport, the Historical Museum, and any other public building owned by the City. List specific barriers in the comment space below each facility.

Monday, October 17, 2022, 5:27 PM UTC

Other: 3rd Street, needs sidewalks from Deinhard all the way in to town, and Lake Street clear to Boydston

Saturday, October 15, 2022, 1:52 AM UTC

City Hall - 216 Park Street: Hate thecntry

Thursday, September 29, 2022, 8:18 PM UTC

Other: The lack of sidewalks through McCall on main street / 3rd street, limit the pathways and routes for those with disabilities and alternate modes of transportation. Wheelchairs or other wheeled devices barely or do not fit along the bike path on the side of the roads or the gravel sides of the roads is dangerous.

Thursday, September 29, 2022, 12:46 AM UTC

City Hall - 216 Park Street: none
Library - 218 Park Street: none
Golf Course - 925 Fairway Drive: none
Historical Museum - 1001 State Street: none
Airport - 336 Deinhard Lane: none

Thursday, August 25, 2022, 3:33 PM UTC

Golf Course - 925 Fairway Drive: Ramp to club house is cracked with large depressions



Q4 Public Parks and Lakefront: Please share the locations and concerns where you have experienced barriers to major public parks and the public lakefront in McCall. List specific barriers in the comment space below each facility. Park facilities not listed in this question are included in the next question on Neighborhood and Specialty Parks.

Thursday, September 29, 2022, 12:46 AM UTC

Art Roberts Park - 327 East Lake Street: none

Brown Park - 1500 East Lake Street: none

Centennial Plaza - 905 North 3rd Street: none

Davis Beach - 590 Lick Creek Road: none

Legacy Park - 1120 East Lake Street: none

Riverfront Park - 610 South Mission: none

Rotary Park - 333 West Lake Street: none

Veteran's Memorial Park - 900 North 3rd Street: none

Thursday, August 25, 2022, 3:33 PM UTC

Art Roberts Park - 327 East Lake Street: Plaza And restroom are very accessible but steep grade makes accessing Lakeside difficult

Brown Park - 1500 East Lake Street: Bravo! Well done, but how about accessible parking place is close to the access ramp. The one handicap spot seems to have disappeared during remodel.

Centennial Plaza - 905 North 3rd Street: Easy enough to get to

Davis Beach - 590 Lick Creek Road: Impossible to access. At one time there was one handicapped parking spot I think at the end of diamond Street but even with parking wheelchair users or even those with impacted mobility cannot get down to the beach.

Legacy Park - 1120 East Lake Street: Great access to beach and bathrooms

Riverfront Park - 610 South Mission: Dirt pathways make access for chaired users difficult

Rotary Park - 333 West Lake Street: Great access to restrooms. Ramp gets close to the beach but not quite there.

Veteran's Memorial Park - 900 North 3rd Street: No issues

Saturday, August 20, 2022, 12:39 PM UTC

Art Roberts Park - 327 East Lake Street: Never go there

Brown Park - 1500 East Lake Street: Never go there

Centennial Plaza - 905 North 3rd Street: sidewalks

Davis Beach - 590 Lick Creek Road: Never go there

Legacy Park - 1120 East Lake Street: Never go there

Riverfront Park - 610 South Mission: Never go there

Rotary Park - 333 West Lake Street: It is not very available. Too many vehicles overstaying

Veteran's Memorial Park - 900 North 3rd Street: Never go there

Saturday, August 13, 2022, 11:47 PM UTC

Davis Beach - 590 Lick Creek Road: Parking is vey limited

Saturday, August 13, 2022, 2:45 AM UTC

Rotary Park - 333 West Lake Street: We live 0.7 miles from rotary park and it is unsafe to travel by bike or walking to the park. Boydston and lake street need safer bike lanes



Q5 Neighborhood and Specialty Parks: Please share the locations and concerns where you have experienced barriers to the neighborhood and specialty parks in McCall. List specific barriers in the comment space below each facility.

Thursday, September 29, 2022, 8:18 PM UTC

Wildhorse Park - 708 Thompson Ave: Limited to no sidewalks- the turn/hill of Thompson street that goes up by Father's place is dangerous with cars and no side room for wheelchair accessibility.

Thursday, September 29, 2022, 12:46 AM UTC

Disc Golf Course Nature Area - near McCall-Donnelly High School: none

Gold Glove Park - 720 Fairway Drive: none

Harshman Skate Park and McCall Skills Pump Park - 128 Idaho Street: none

Roosevelt Pocket Park - Railroad Street: none

Wildhorse Park - 708 Thompson Ave: none

Thursday, August 25, 2022, 3:33 PM UTC

Gold Glove Park - 720 Fairway Drive: Traveling Overturf via wheeled chair is difficult. Would be nice to have some paved path entry

Sunday, August 21, 2022, 6:20 AM UTC

Disc Golf Course Nature Area - near McCall-Donnelly High School: Not wheel chair accessible

Saturday, August 20, 2022, 12:39 PM UTC

Disc Golf Course Nature Area - near McCall-Donnelly High School: Pretty good on bike

Gold Glove Park - 720 Fairway Drive: Never go there

Harshman Skate Park and McCall Skills Pump Park - 128 Idaho Street: Never go there

Roosevelt Pocket Park - Railroad Street: Never go there

Wildhorse Park - 708 Thompson Ave: Never go there

Q6 Pathways and Trails: Please select the type of barriers or challenges you experienced when using a pathway or trail and identify the location.

Thursday, September 29, 2022, 12:46 AM UTC

Trailhead: none

Trail width: none

Trail grade: none

Trailhead Parking: none

Restrooms or other amenities along the trail: none

Saturday, August 20, 2022, 12:39 PM UTC

Trailhead: All good from my perspective

Trail width: All good from my perspective

Trail grade: All good from my perspective

Trailhead Parking: limited generally

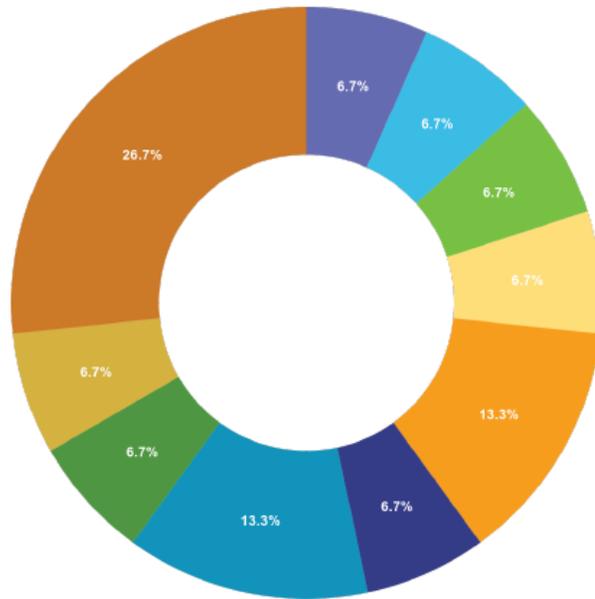
Restrooms or other amenities along the trail: never use

Friday, August 12, 2022, 7:59 PM UTC

Trail width: Trail widths that accommodate my husbands recumbent bike are hard to find- it's 36" wide



Q7 Parks, Pathways and Lakefront: Please select the type of barriers or challenges you experienced when using a park or pathway.



Answered: 8 Unanswered: 13

Choice	Total	Choice	Total
● Parking	1	● Bench	0
● Restroom	1	● Boat dock or slip	1
● Trailhead	1	● Fishing dock or pier	2
● Picnic table	1	● Drinking fountain	1
● Playground equipment	2	● Stairway or ramp	1
		● Other	4



Q8 Sidewalks and Street Crossings: Please share the locations and concerns where, as a pedestrian, you have experienced barriers to accessing public facilities, such as parks, schools, bus stops, government buildings, via the sidewalk and street network.

Thursday, September 29, 2022, 8:18 PM UTC

3rd street/main street throughout McCall has limited to no sidewalks to allow for safe travel of those in wheelchairs. The side of the street is not large enough or gravel which is difficult to N/A for those to access in wheelchairs.

Thursday, September 29, 2022, 12:46 AM UTC

None

Saturday, August 20, 2022, 12:39 PM UTC

Mostly downtown.

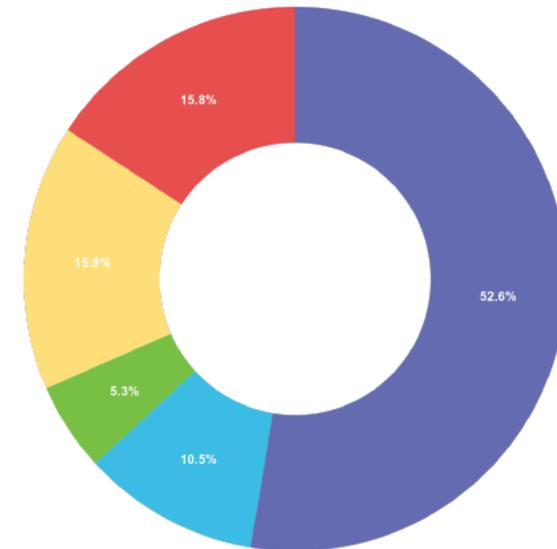
Sunday, August 14, 2022, 8:00 PM UTC

Hwy 55-3rd street. Why the heck do we not have sidewalks from Rideys to downtown. This drives me insane. So many people walking, biking, on the hwy and so scary. Its like McCall is waiting for someone to get hit or killed before this is addressed. This should be a priority. We need a sidewalk from ridleys to down town.

Saturday, August 13, 2022, 11:47 PM UTC

There is very limited parking near retail buildings.

Q9 Sidewalks & Street Crossings: Please select the type of barriers or challenges you experienced on a sidewalk or street crossing.



Answered: 13 Unanswered: 8

Choice	Total
Sidewalks	10
Curb ramp or lack of curb ramp	2
Push button	1
Crosswalk	3
Driveway	0
Other	3



Q10 Programs: Have you experienced any barriers to access to programs offered by the City of McCall? These could include special events at public facilities, public meetings, city council and committee meetings, library events, etc.

Thursday, September 29, 2022, 12:46 AM UTC

No, none

Thursday, August 25, 2022, 3:33 PM UTC

This does not exactly apply but clearly in approving building or remodel plans for businesses, the city has not imposed any ADA requirements rendering many of the restaurants and buildings around town entirely inaccessible to wheelchair users. I realize that on the one hand requiring ADA access increases the cost for business owners and discourages improvement but some accommodation requirements need to be introduced to allow everyone to gain access, Or at least provide an incentive to business remodelers to include access with breaks on timelines or fees or some kind of credit.

Saturday, August 20, 2022, 12:39 PM UTC

no, mostly store access

Saturday, August 13, 2022, 11:47 PM UTC

Have not tried.

Friday, August 12, 2022, 5:57 PM UTC

None

Q11 Information: Have you experienced any barriers to accessing information and policies by the City of McCall? Information barriers could be challenges reading the City's website, the City's social media accounts, or receiving public alerts or notifications.

Thursday, September 29, 2022, 12:46 AM UTC

No, nine

Saturday, August 20, 2022, 12:39 PM UTC

none

Saturday, August 13, 2022, 11:47 PM UTC

No

Friday, August 12, 2022, 5:57 PM UTC

Nope



Q12 Policies: Have you experienced any issues with the City's policies as they relate to addressing the needs of you or someone you know or care for who has a disability?

This could include reporting of access issues, filing complaints, or any part of the City's ordinances that could create or fail to remedy a barrier to access when implemented.

Saturday, October 15, 2022, 1:52 AM UTC

I have found McCall has great yellow curb ramps in appropriate quantity. I am concerned that crosswalks that have been abandoned in the core downtown do not have signs that state "no crossing, here" only striping removed as well as green flags.

Thursday, September 29, 2022, 12:46 AM UTC

Not applicable

Saturday, August 20, 2022, 12:39 PM UTC

no

Friday, August 12, 2022, 5:57 PM UTC

No



October 2022 Listening Sessions Sign-In Sheet

Name	Email	Address	Phone
Diane J Peterson	dppeterson05.dpe	[REDACTED]	[REDACTED]
Suzie Rohnert	Suzie@[REDACTED]	[REDACTED]	[REDACTED]
TERESA Lynch	Teresaallred	[REDACTED]	[REDACTED]
Katie Guinn	dkGuinn	[REDACTED]	[REDACTED]