On July 17th, 2019, America Walks hosted the webinar, “Partnering for Engagement: Accessibility of Public Spaces”, where we explored human-centered mobility and how it applies specifically to people with disabilities, featuring national experts on accessibility and public space.

It featured Dr. Rene Cummins, a Researcher with the Southeast ADA Center in Atlanta, Georgia, Carol Tyson, DC-based Government Affairs Liaison for the Disability Rights Education and Defense Fund (DREDF), Rebecca Williams, lead Information Specialist for the Southeast ADA Center, a project of the Burton Blatt Institute (BBI) at Syracuse University, and Patrick Wojahn, Rails-To-Trails Director of Government Relations and Mayor of City of College Park. Our inspiring panelists shared their own experiences in human-centered mobility and shared lessons, resources, and practices for you to get started on the path.

America Walks received many questions and comments from attendees. Panelists Carol Tyson, Rebecca Williams, and Patrick Wojahn took time to offer their expert answers, to continue the conversation and provide further insight on best practices used for creating safe, accessible, and enjoyable walking conditions in their work, so you can too.

**With some research saying our motorized vehicles will be 50% or more electric in the next 25 years, how do you think transportation infrastructure will be paid for (not being gas). What effects will this have on non-motorized travel infrastructure?**

**Patrick:** Rails-to-Trails Conservancy does not take any specific position on funding sources for transportation infrastructure. Overall, though, active transportation infrastructure is a small piece of the overall cost of transportation infrastructure around the country, and a relatively small amount of additional funding could make a significant difference in making our infrastructure safer for walking and bicycling, and any increase in funding should run, at minimum, proportionately to active transportation infrastructure.

**Carol:** Funding was an issue addressed in a 2017 Forum on Disability and Transportation. The discussion and potential solutions are compiled in a report and include local ballot measures, ADA litigation for PROW accessibility compliance and private sector funding.

**We are the only Massachusetts town that is permitting a motorized scooter trial, and it certainly IS trying. Our seniors are terrified. Scooters are left where the visually-impaired will certainly trip over them. Please address scooters.**

**Carol:** I'd encourage you to take a look at the NACTO Policy 2018 Guidelines for Shared Active Transportation and the National League of Cities Micromobility in Cities report. Both reports provide background and public rights of way solutions that cities are adopting.
Patrick: As the speakers discussed in the webinar, it is important that scooters be regulated and controlled in a way to keep them out of the way of all pedestrians, including people with visual impairments. The speakers discussed ways that this is being done.

*Seems that this topic is related to a mobility management network that a state or region may have. Can the presenters please address how the work around accessibility and public spaces can also integrate in work going on related to mobility management.*

Patrick: All mobility efforts should be designed with accessibility in mind in every step of the process. This includes providing a variety of interface methods besides just through smart phone apps, access to vehicles that are accessible to people using wheelchairs, and ensuring that information is provided in a way that is readable for people with audio and visual impairments.

Carol: I’m hopeful mobility managers can become advocates for accessible public spaces, calling for accessible PROW so that their clients are able to make a complete trip.

*Do you have any recommendations for one-stop reference for universal accessibility design guidance... ada; prowaag; access board; aashto; nacto; fhwa etc. all seem to have good references but it’s not all in one place.*

Patrick: I don’t believe this exists but I’ll defer to the panelists.

Carol: The closest I can find is [the FHWA’s webpage on accessibility](http://www.fhwa.dot.gov/).

*There are also ASTM standards for rough surfaces because it can cause damage.*

Rebecca: The United States Access Board has conducted studies on surface materials.

- Accessible Exterior Surfaces (1999)
- Play Surfaces: Installation and Serviceability Results (2004)
- Accessible Trails: Installation and Serviceability Results (2006)
- A Longitudinal Study of Playground Surfaces to Evaluate Accessibility (2013) National Center on Accessibility
- National Trail Surfaces Study: Final Report (2014) National Center on Accessibility

*Is there anyone that checks up on municipalities for compliance with things like have ADA transition plans?*

Rebecca: Enforcement of the ADA is complaint driven. If someone feels their municipality’s facilities, programs and services are not ADA compliant they can either file a complaint with the appropriate, designated federal agency [usually the Office of Civil Rights in the Department of Justice] or file a civil lawsuit. The Department of Justice has not given enforcement authority to any other organizations or agencies.
Patrick: The state protection and advocacy network organizations often monitor these through the Protection and Advocacy for Individual Rights (PAIR) program for people with disabilities. More information about the Protection and Advocacy network in general and specific state organizations is available here.

Carol: Not to our knowledge. It’s up to local advocates to review and raise with DOJ if there are problems.

*Why would scooter parking work? Dockless is the advantage.*

Patrick: I’d encourage you to take a look at the NACTO Policy 2018 Guidelines for Shared Active Transportation and the National League of Cities Micromobility in Cities report. Both reports provide background and public rights of way solutions that cities are adopting. Scooters parking can range from having permanent or moveable docks to painted corrals on a street. Some cities require scooters to have a mechanism that allows them to be locked to an object to keep them out of the public right of way.

Rebecca: By “parking” dockless scooters folks typically mean a designated area on a sidewalk or at a building entrance where scooters can be placed that will keep the scooters from blocking the accessible route and from being protruding objects.