



City of Kenmore

Right-of-Way ADA Transition Plan

June 2022

Prepared by:

transpogroup 
WHAT TRANSPORTATION CAN BE.



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EXECUTIVE SUMMARY

This Americans with Disabilities Act Self-Evaluation and Transition Plan establishes Kenmore's ongoing commitment to providing equal access for all, including those with disabilities. In developing this plan, the City of Kenmore has undertaken a comprehensive evaluation of its facilities and policies related to the public rights-of-way to determine what types of access barriers exist for individuals with disabilities. This plan will be used to help guide future planning and implementation of necessary accessibility improvements.

Both the Self-Evaluation and the Transition Plan are required elements of the federally mandated ADA Title II, which requires that government agencies provide equal access to programs and services they offer. While the ADA applies to all aspects of government services, **this document focuses on City of Kenmore's facilities within the public right-of-way. This includes attributes for pedestrian facilities such as sidewalks, curb ramps, and pedestrian pushbuttons as these are some of the facility types inventoried.**

This document summarizes the Self-Evaluation, which includes an accessibility assessment of pedestrian facilities as well as practices and procedures which relate to them. It also contains a Transition Plan, which identifies a schedule for the removal of barriers and identifies how the City will address requests for accommodations in a consistent manner.

The City's objective is to remove physical barriers associated within the public right-of-way using the Capital Improvement Program, overlays, and ADA replacement program. The City is committed to removing these barriers and in future years will implement projects to remove barriers identified in this plan. In addition, the City is continually working towards maintaining ADA compliance for all future permitted development and any other right-of-way construction projects.

1 PLAN INTRODUCTION

1.1 PLAN REQUIREMENT

The Americans with Disabilities Act (ADA) was enacted on July 26, 1990 and provides comprehensive civil rights protections to persons with disabilities in the areas of employment, state and local government services, and access to public accommodations, transportation, and telecommunications.

Cities and other government agencies are required to have an ADA self-evaluation and transition plan when they grow beyond a threshold of 50 employees. Accessibility requirements extend to all public facilities. The scope of this plan is focused on accessibility within the public rights-of-way.

The City completed an inventory of some of its pedestrian facilities and this plan allows the City to prioritize removal of barriers and update procedures as they relate to the public right-of-way.

There are five titles, or parts, to the ADA of which Title II is most pertinent to travel within the public right-of-way and government owned buildings. Title II of the ADA requires public entities to make their existing "programs" accessible "except where to do so would result in a fundamental alteration in the nature of the program or an undue financial and administrative burden." Public right-of-way, public government buildings, and public parks all fall within the City's programs.

This effort was initiated by the Kenmore to satisfy the requirements of ADA Title II Part 35, Subpart D—Program Accessibility § 35.150 (d)(3) which states:

The plan shall, at a minimum:

- i. Identify physical obstacles in the public entity's facilities that limit the accessibility of its programs or activities to individuals with disabilities;
- ii. Describe in detail the methods that will be used to make the facilities accessible;
- iii. Specify the schedule for taking the steps necessary to achieve compliance with this section and, if the time period of the transition plan is longer than one year, identify steps that will be taken during each year
- iv. Indicate the official responsible for implementation of the plan.

To determine the physical obstacles in a public entity's facility, the proper standards and guidance must be identified for each feature type.

The *2010 ADA Standards for Accessible Design (ADAS)*, is the standards document in which all Federal ADA standards are collectively held. The 2010 ADAS and regulations from the 28 CFR Part 36 replaced the 1991 ADA (ADA Accessibility Guidelines (ADAAG)).

The *Revised Draft Guidelines for Accessible Public Rights-of-Way* was published by the United States Access Board in 2005 to provide guidance on establishing accessible facilities within the right-of-way. The United States Access Board's *Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way*, or PROWAG, was then published for comment in 2011 as a revised set of guidelines for right-of-way pedestrian facilities. Both the 2005 and 2011 guidelines have not yet been adopted as federal standards. Despite this delay, many public entities currently use the 2005 draft PROWAG as 'best practice' for features within the public rights-of-way. This practice has been endorsed by the Federal Highway Administration (FHWA), the US Access Board, and is the standard the Washington Department of Transportation adheres to.

The public right-of-way facilities evaluated under this plan were evaluated against 2011 PROWAG as this is the latest guideline developed by the Access Board. See Figure 1-1: ADA Requirements for how the ADA standards and guidelines are interconnected.

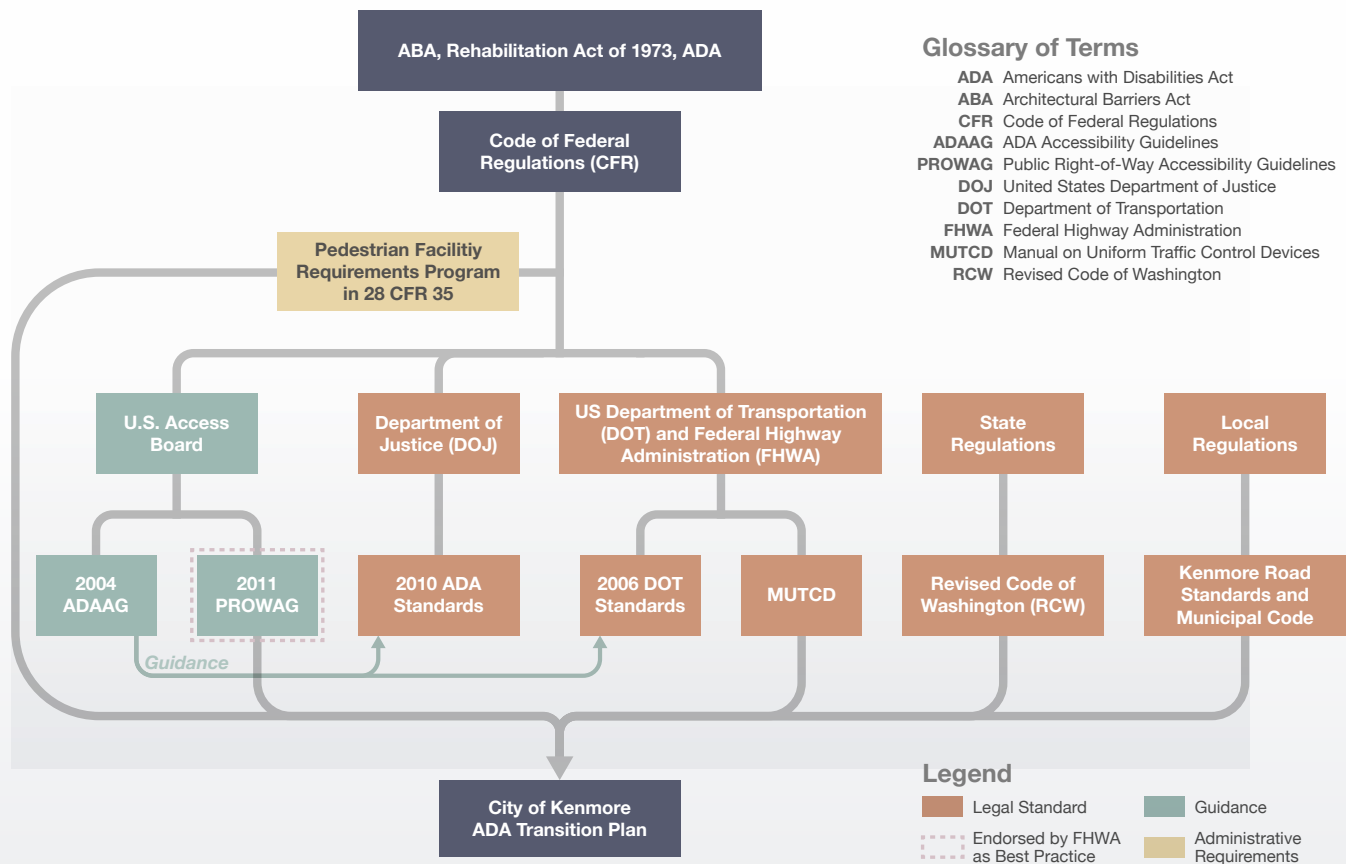


Figure 1-1 ADA Guidance and Standards

1.2 PLAN STRUCTURE

The structure of this plan was organized to closely follow federal ADA transition plan requirements. This includes:

Chapter 1: Introduction

Chapter 2: Self-Evaluation Documents Self-evaluation methods and findings for policies, practices, design standards, and pedestrian facilities that result in accessibility barriers.

Chapter 3: Stakeholder Engagement Documents public engagement methods and findings.

Chapter 4: Pedestrian Barrier Removal Methods and Schedule Provides an overview of existing barrier removal approaches employed by the City, describes barrier removal priorities, and develops a total planning level cost estimate for the removal of existing pedestrian barriers and an accompanying schedule.

Chapter 5: Recommendations and Next Steps Provides a set of recommendations to inform the implementation of this Transition Plan and ongoing removal of pedestrian barriers.

Several associated appendix items are included to supplement this plan.

2 SELF-EVALUATION

Title II of the Americans with Disabilities Act (ADA) requires that jurisdictions evaluate services, programs, policies, and practices to determine whether they comply with the nondiscrimination requirements of the ADA.

This chapter describes the methods and findings of the Self-Evaluation.

Section 2.1 provides an overview of ADA-related City policies. Next, Section 2.2 reviews City practices and design standards. Finally, Section 2.3 summarizes the Self-Evaluation's field data collection methods and findings regarding existing pedestrian facilities, such as sidewalks and curb ramps.

2.1 POLICY REVIEW

The City of Kenmore primarily addresses pedestrian facilities in the City of Kenmore Road Standards. The City of Kenmore Comprehensive Plan also includes goals and policies that address pedestrian facilities.

The policies and standards were reviewed against the Access Board's *Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way*, PROWAG 2011 and recommendations were provided to fill gaps as they relate to the ADA.

2.1.1 METHOD

These documents were reviewed for content that relate to existing ADA programs, policies, and practices.

2.1.2 FINDINGS

The City of Kenmore develops a Comprehensive Plan in order to complete long range planning for the city. At the time of this ADA transition plan's development, the latest version of this plan was completed in June 2015. The plan covers topics including land use, transportation, natural environment, housing, economic development, parks, public services, and capital facilities.

Goals and policies connected to transportation, specifically pedestrian facilities, within the Comprehensive Plan generally include the following:

- Provide a transportation network that service local and regional circulation and safely accommodates all users.
- Encourage public transportation and non-motorized travel.
- Create a sidewalk and pedestrian trail network linking neighborhoods, the downtown, and key community destinations.
- Prioritize future pedestrian facility improvements that increase pedestrian safety, link to key destinations, promote multi-modal trips, improve conditions for the elderly and person with disabilities, main safe condition of existing sidewalks.

2.2 PRACTICES AND DESIGN STANDARDS

Practices and design standards that meet accessibility standards are essential to ensure that new or upgraded pedestrian facilities are accessible and therefore reduce the number of accessibility barriers throughout the city.

This section summarizes a review of the City of Kenmore 2021 Road Standards and Kenmore Municipal Code (2021) to identify any barriers to accessible design. The review was conducted in October 2021.

2.2.1 METHOD

The City of Kenmore Road Standard and Kenmore Municipal Code were reviewed for compliance with ADA guidelines found in the 2011 *Proposed Guidelines for Pedestrian Facilities in the Public Right-of Way (PROWAG)*.

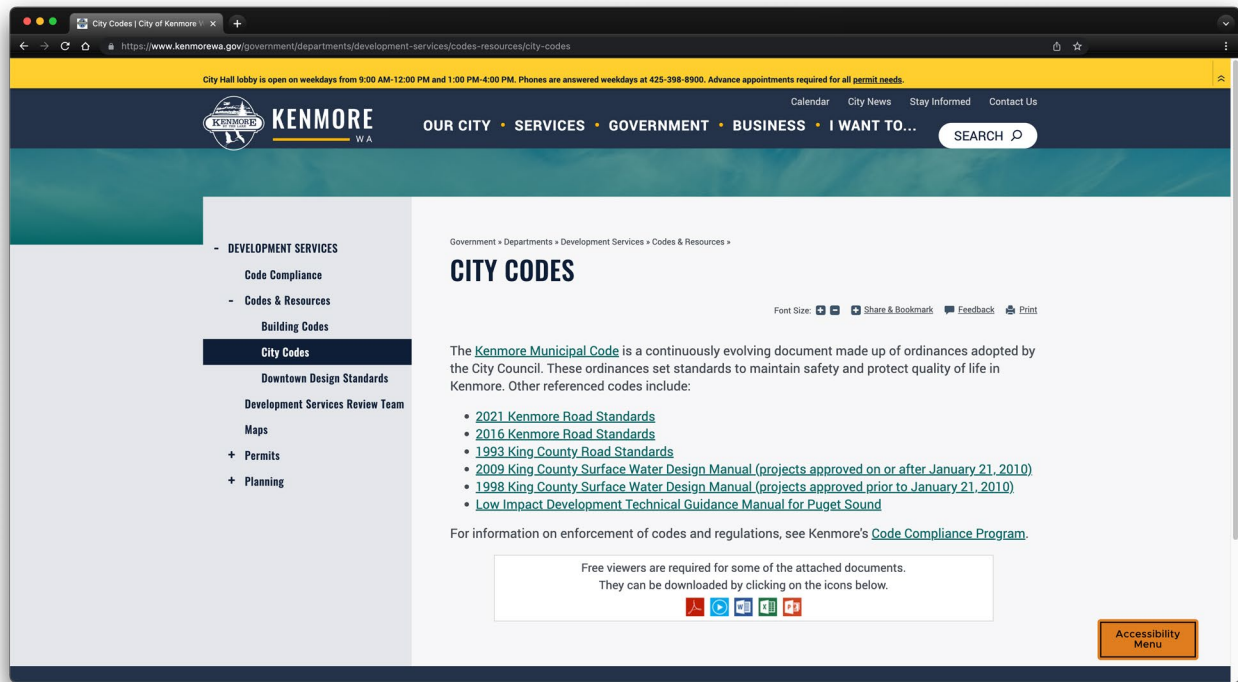


Figure 2-1 City of Kenmore Municipal Code and Road Standards web page

2.2.2 FINDINGS

The City of Kenmore maintains adopted design standards for sidewalks, pathways, crossings, curb ramps, and driveways. Figure 2-1 shows the webpages where the standard plans and municipal code can be accessed. The City's municipal code contains additional guidance on objects protruding into pedestrian facilities and parking facility guidance.

Most recommendations to the City standards were intended to improve clarity, increase consistency across figures, and provide a greater level of detail for design elements that have not yet been addressed. For greater detail on the practices and standards review, including recommendations for additions and revisions, see the barrier audit review memorandum in Appendix A.

2.3 EXISTING PEDESTRIAN FACILITIES

The Self-Evaluation inventoried barriers to access associated with existing pedestrian facilities, including curb ramps, sidewalks, pedestrian pushbuttons, crosswalks and parking, as required by ADA Title II Part 35, Subpart D-Program Accessibility § 35.150

(d)(3). Each facility and associated barriers were field inventoried and cataloged within the project's geospatial (GIS) database. Field data was collected by both City and Transpo Group staff. Field data was collected from 2018 through early 2022.

Many existing pedestrian features within Kenmore right-of-way contain barriers and require improvements to meet current ADA standards. It is important to note that many of these facilities were constructed before the adoption of current ADA standards, and likely met applicable state and federal standards at the time of construction. Additionally, it is important to note that ADA regulations require facilities to be made accessible to "the maximum extent feasible," (MEF) in "circumstances when the unique characteristics of terrain prevent the incorporation of accessibility features" (U.S. Department of Justice, 28 CFR § 35.151 New construction and alterations). These circumstances are often a result of adjacent topography or otherwise constrained locations, which are common to the Kenmore road system. This plan's Self-Evaluation examined whether facilities were compliant with current ADA design requirements; it did not examine whether non-compliant facilities were built to the maximum extent feasible or practical.

Additional detail regarding the Self-Evaluation's findings is provided in the following sections.



Curb Ramps



Pushbuttons



Parking



Hazards



Crosswalks



Sidewalks

Figure 2-2 Examples of Inventoried Facilities

2.3.1 METHOD

The physical inventory of pedestrian facilities, as shown in Figure 2-2, included:

- 2,642 sidewalk segments, totaling approximately 45 miles
- 954 existing curb ramps
- 236 missing curb ramps
- 129 signal pushbuttons
- 120 marked crosswalks
- 6 parking blocks
- Over 900 hazards

Inventory maps of collected pedestrian features can be found in Appendix B.

Curb Ramps

Field data was collected for existing curb ramps and evaluated for their compliance with ADA standards. Figures 2-3 and 2-4 show the major components of typical perpendicular and parallel curb ramps, respectively, two common types of curb ramps. Less common ramp types, such as ramps that provide a transition from the end of a sidewalk to the road shoulder are also located in the city.

Each curb ramp was reviewed for compliance, then scored based on the degree to which the barrier impeded accessibility. These scores are referred to as the Accessibility Index Score (AIS). Curb ramps that were a non-compliant type or the City determined was an overall non-compliant curb ramp received a score of 30 and were considered significantly non-compliant. All other curb ramp attributes were given a lower score if found to be non-compliant. Criteria included attributes such as cross slope, running slope, turning space, flare slopes, detectable warning surfaces (DWS), obstructions, and counter slope. Scoring and compliance criteria are discussed in more detail in Section 4.2.1 and in Appendix C.

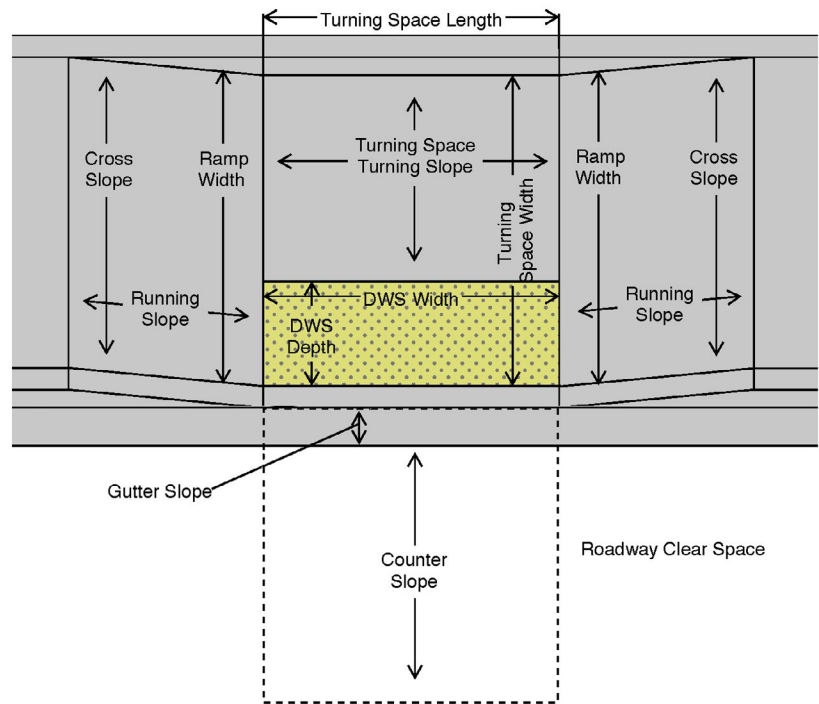


Figure 2-3 Perpendicular Curb Ramp Attributes

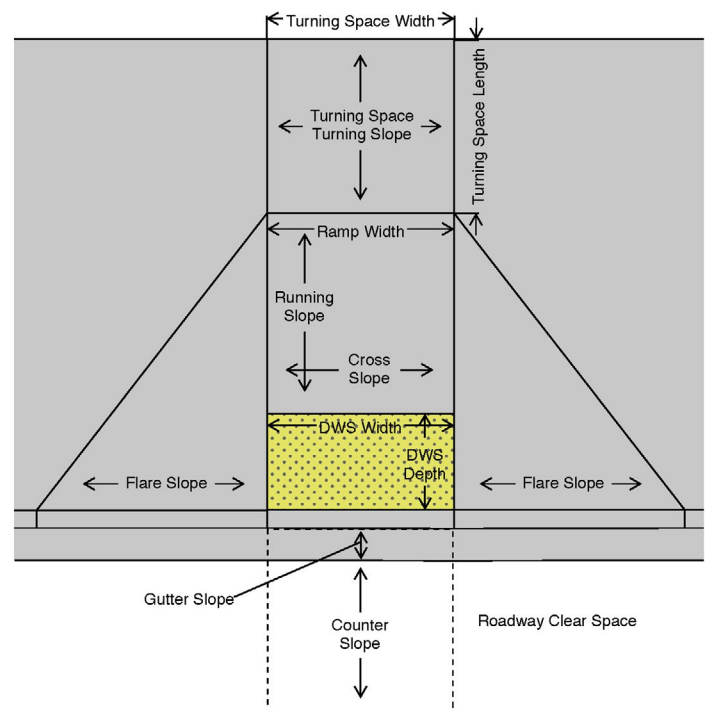


Figure 2-4 Parallel Curb Ramp Attributes

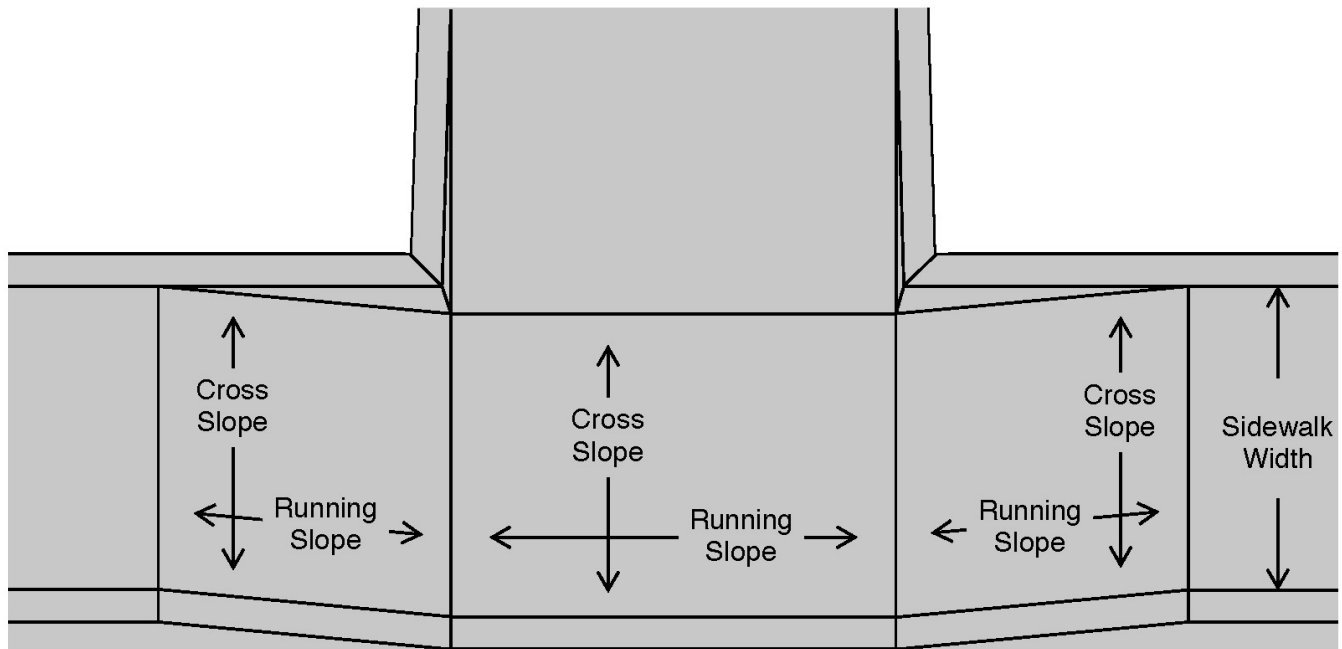


Figure 2-5 Sidewalk Attributes

Sidewalks

Field data was collected for sidewalks and completed along the length of each segment and then evaluated for their compliance with ADA standards. Common attributes for sidewalks are shown in Figure 2-5.

Each sidewalk was reviewed for compliance, then scored based on the degree to which the barrier impeded accessibility. These barriers include:

- Sidewalk Width, i.e., the sidewalk is too narrow,
- Running Slope, i.e., the running slope is too steep and doesn't match roadway grade
- Cross Slope, i.e., the cross slope is too steep
- Number of hazards along segment

Scoring and compliance criteria are discussed in more detail in Section 4.2.1 and in Appendix C.

Signal Pushbuttons

Accessible pedestrian signals and pushbuttons (APS) provide integrated visual, audible, and vibrotactile information to help pedestrians cross signalized intersections. Some pushbuttons can be programmed to request an extended crossing time or to make the name of the street being crossed audible when pushed for a longer time.

Data collectors recorded location and design attributes for each pushbutton. Location attributes included reach distance to the button, availability of a clear and level area at the button, and the location relative to the intersection and corresponding crosswalk (see Figure 2-6). Design attributes included visual and tactile elements, such as a raised arrow pointing to the crossing, as well as features that provide audible and vibrational feedback.

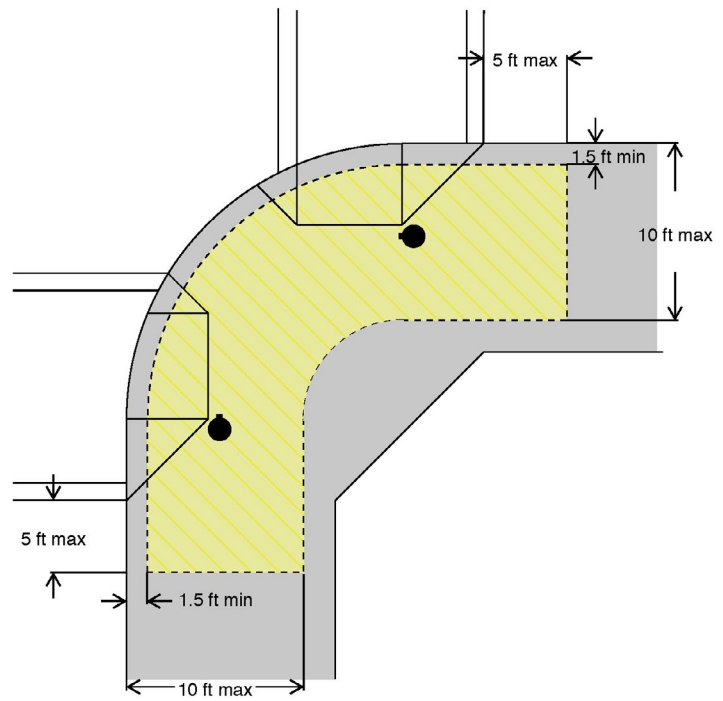
Each pedestrian pushbutton was reviewed for compliance using fifteen criteria, then scored based on the degree to which the barrier impeded accessibility. Scoring and compliance criteria are discussed in more detail in Section 4.2.1 and in Appendix C.

Crosswalks

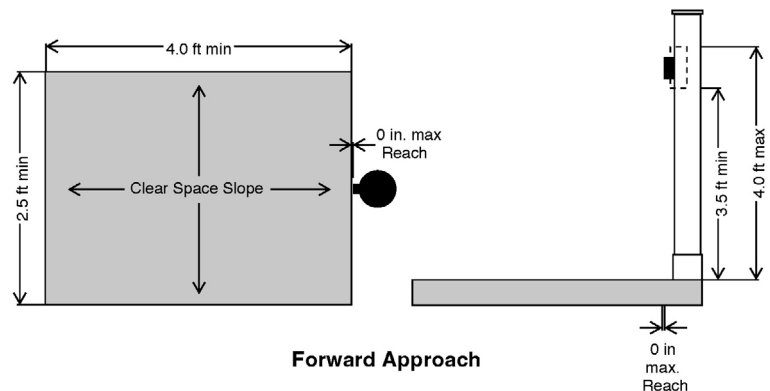
Data was collected for marked crosswalks located across the city. Features measured included width, running slope, cross slope, and obstructions.

Each crosswalk was reviewed for compliance. Crosswalks were not given a score related to accessibility as they will be upgraded as larger roadway projects are implemented. These barriers include:

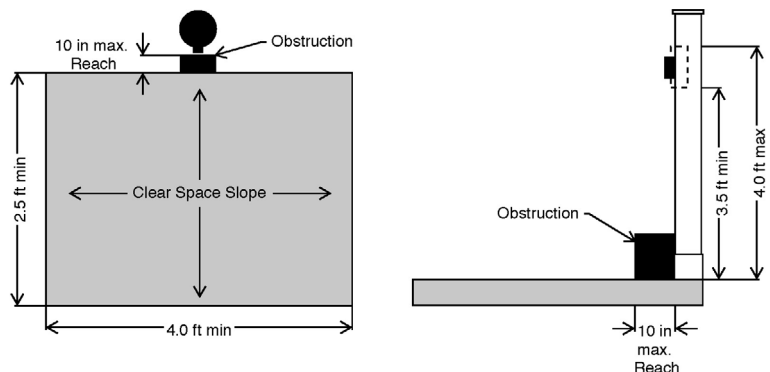
- Running slope, i.e., the running slope is too steep.
- Cross Slope, i.e., the cross slope is too steep.
- Obstructions, i.e., obstacles such as a manhole lacking slip-resistant lids within crosswalk.



Pushbutton Location Area



Forward Approach



Parallel Approach

Figure 2-6 APS Pedestrian Pushbutton Location Attributes



2.3.2 FINDINGS

Curb Ramps

Approximately 85% of the 947 existing curb ramps do not meet ADA standards and 236 curb ramps are missing (see Table 2-1 and Figure 2-7 for existing and missing curb ramps).

As discussed in Section 2.3.1, non-compliant ramps are those that have:

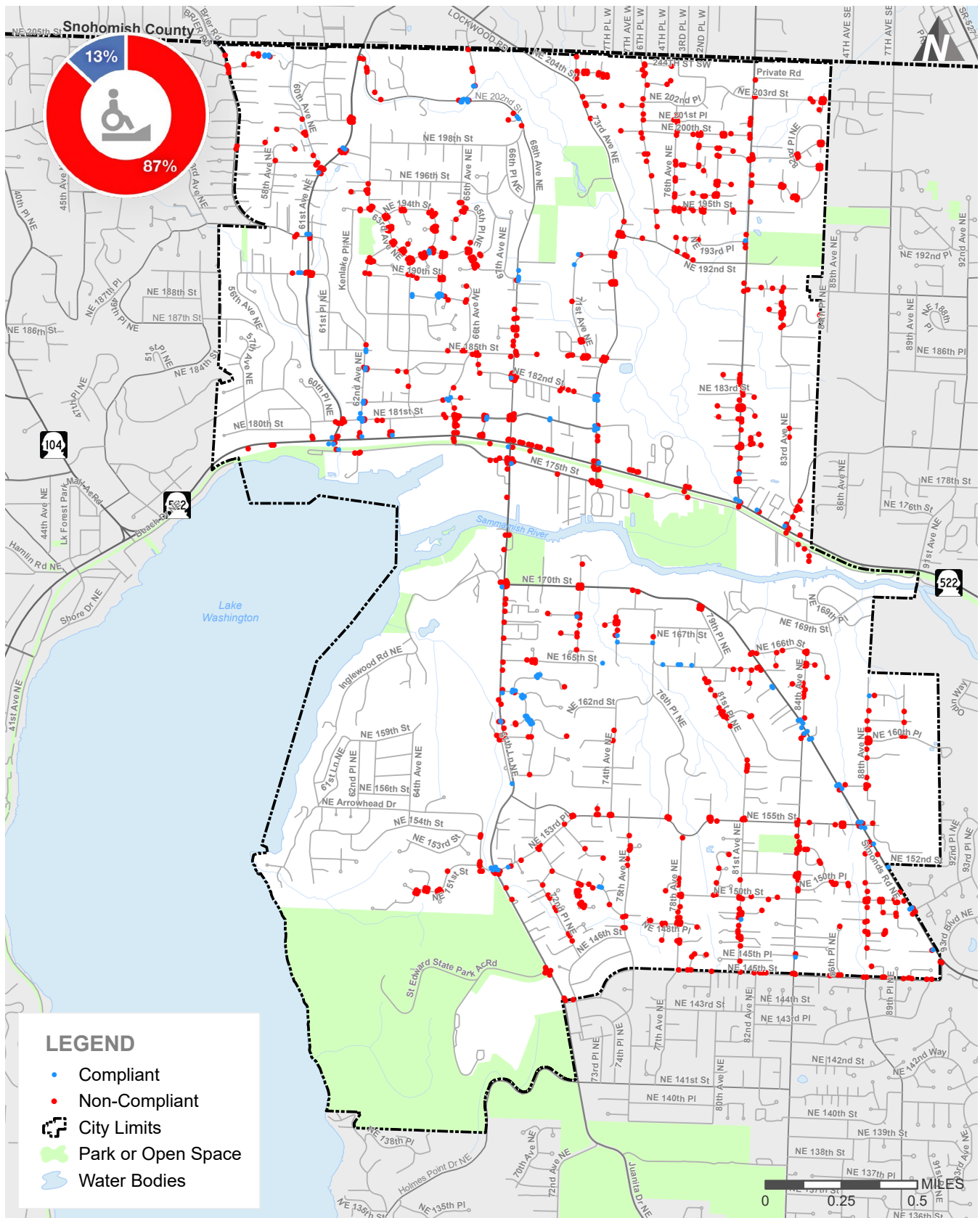
- Non-compliant ramp width, i.e., the ramping area is not present or too narrow (Figure 2-8). Approximately 5% of existing curb ramps fall into this category.
- Non-compliant running slope, i.e., the ramp running slope is too steep (Figure 2-9). Approximately 25% of existing curb ramps have running slopes greater than 8.3%.
- Non-compliant cross slope, i.e., the cross slope is too steep (Figure 2-10). 369 curb ramps have cross slopes greater than 2%, 231 of which have cross slopes greater than 3%.
- Several minor non-compliant features.

Curb ramps are designed and constructed to tie into the existing roadway. As noted previously, steep or otherwise constrained locations may make it infeasible to meet ADA grade standards. When it is not feasible to remove all curb ramp barriers, ramps may be built to the maximum extent feasible (MEF) to satisfy ADA requirements. This planning level Self-Evaluation did not examine whether non-compliant ramps were built to the maximum extent feasible. See Section 5.1 for additional information regarding MEF documentation.

Table 2-1 Curb Ramp Compliance

Curb Ramp Compliance	Existing Ramps	% of Total
Non-Compliant	805	85%
Compliant Ramps	149	15%
Total¹	954	

¹. Curb ramp total excludes 236 missing curb ramps.



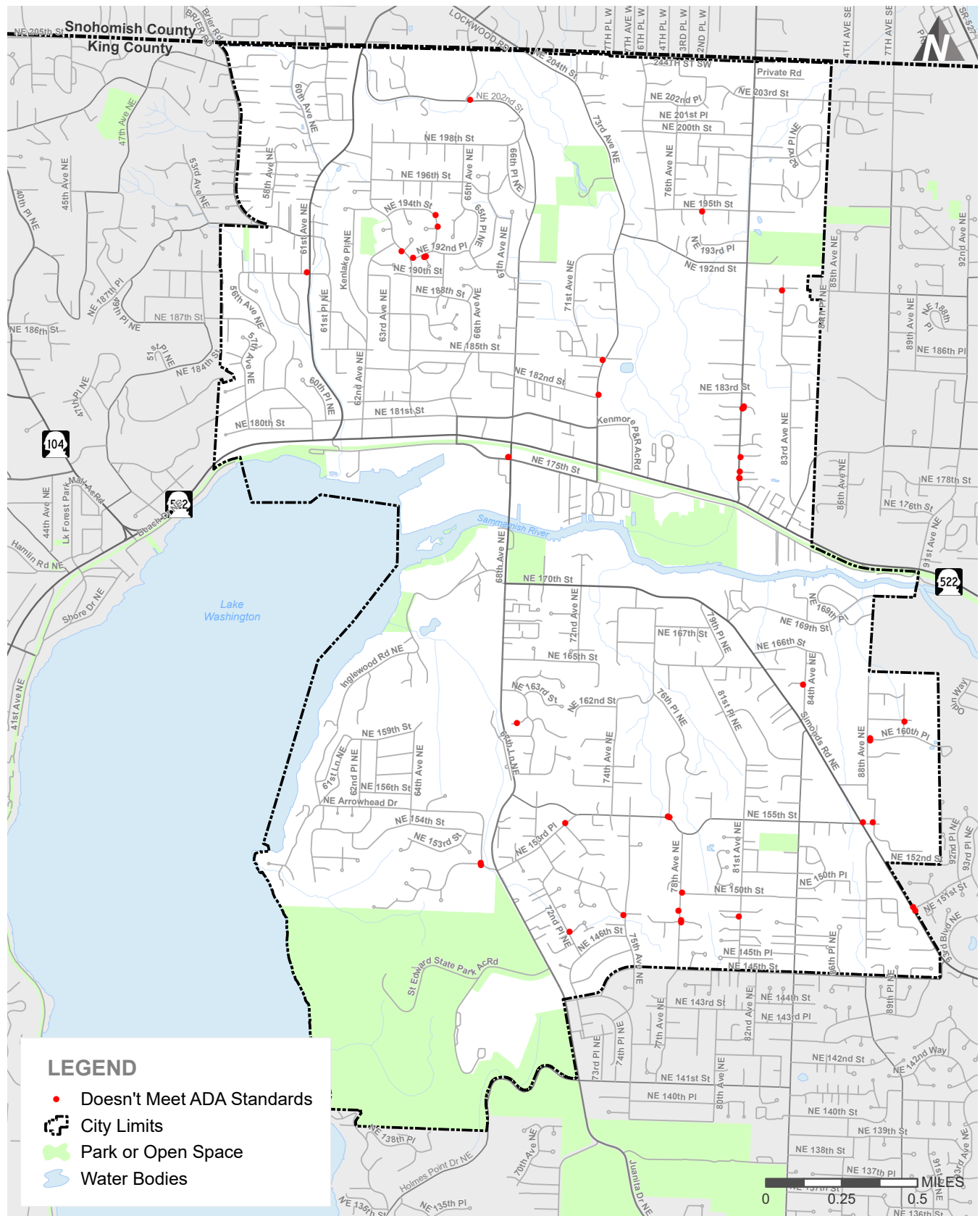
Non-Compliant Curb Ramp

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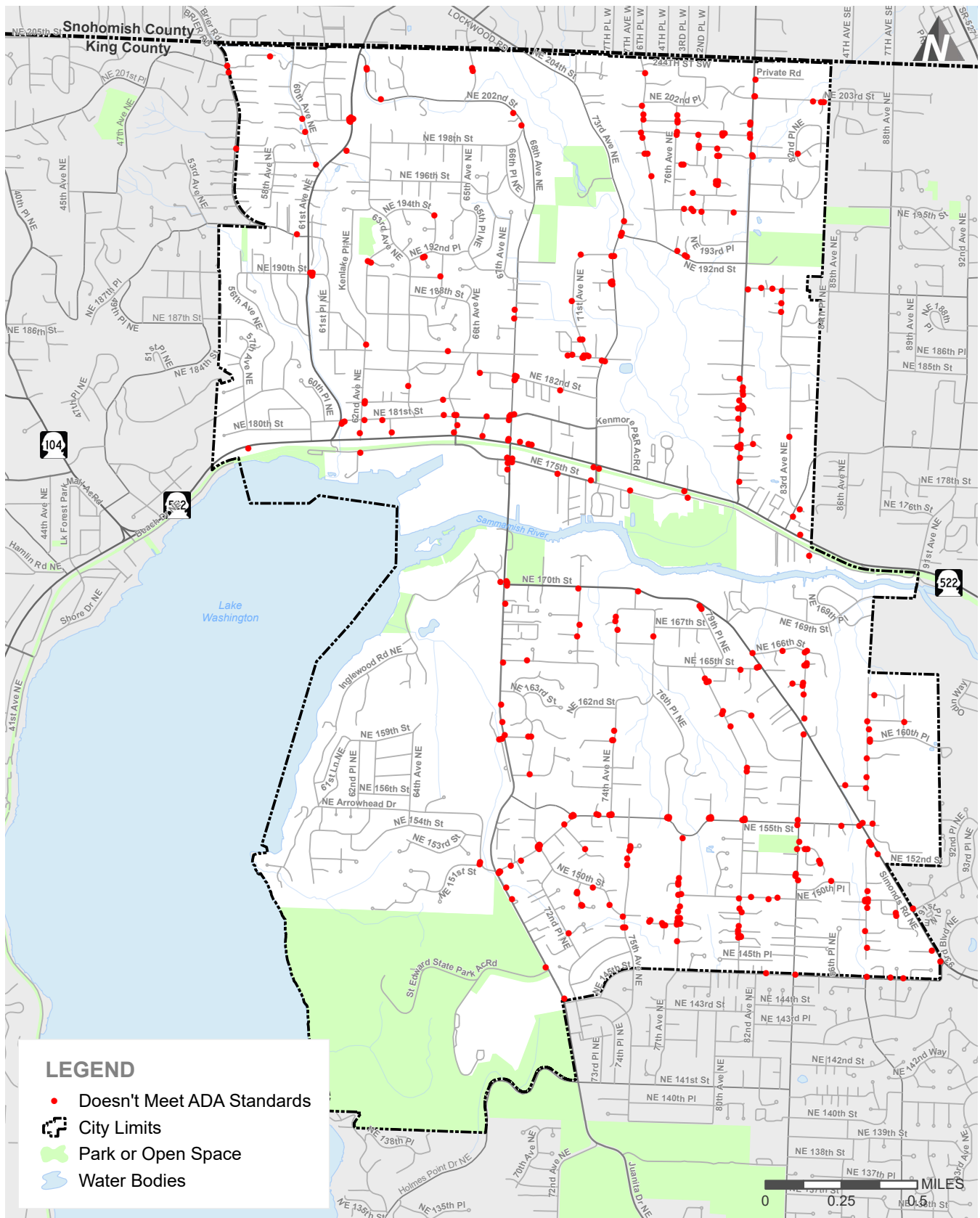
FIGURE

2-7



Curb Ramp Width City of Kenmore ADA Transition Plan





Curb Ramp Cross Slope

City of Kenmore ADA Transition Plan



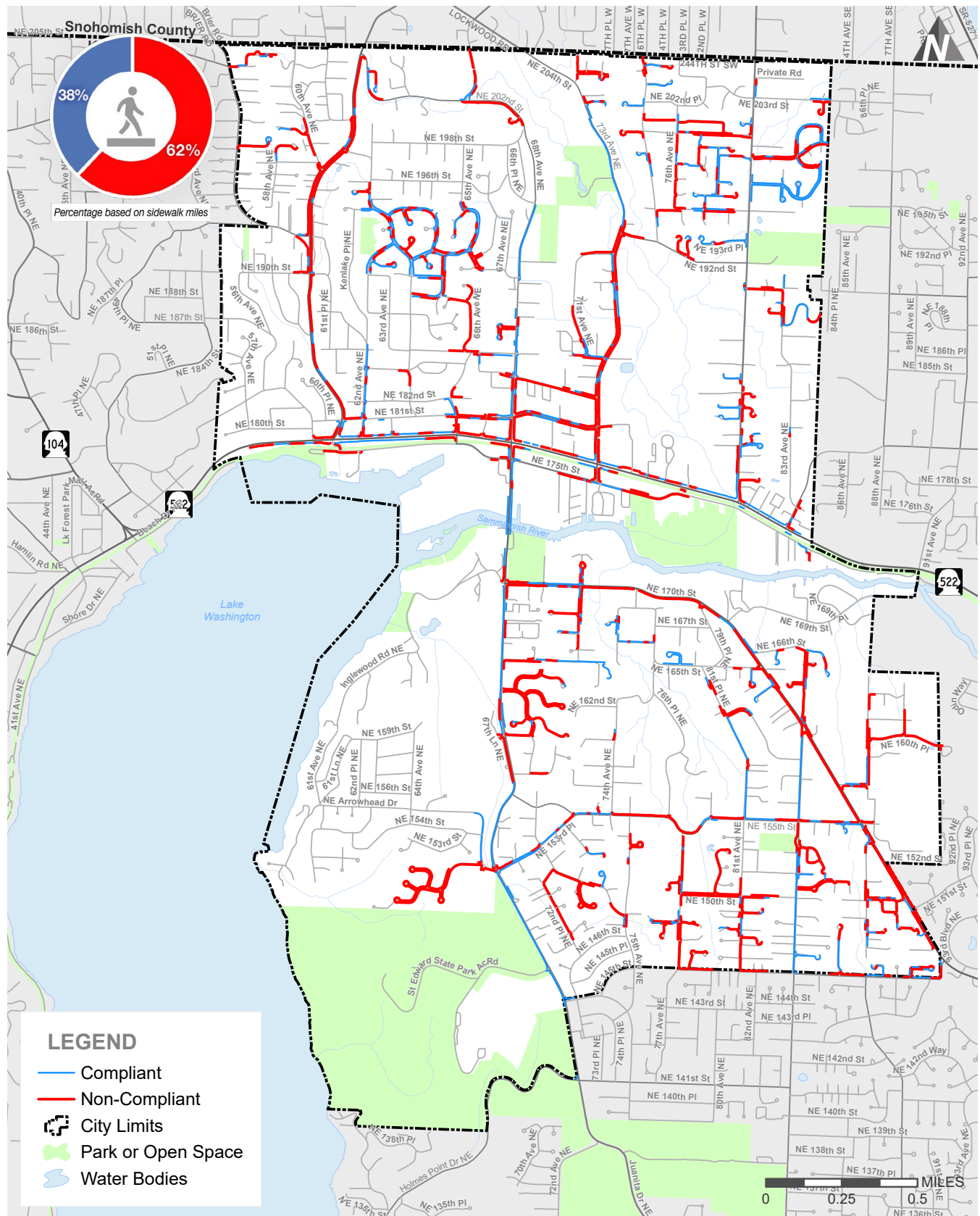
Sidewalks

Approximately 45 miles of sidewalk were inventoried where approximately 60% of sidewalk miles did not meet at least one ADA requirement (see Table 2-2 and Figure 2-11). Grinding, patch repair, and full reconstruction are potential solutions for removing the sidewalk barriers depending on the severity of the barrier.

Figure 2-12 shows which sidewalk segments have widths less than 48 inches or are less than 60 inches and do not have pullouts. Figure 2-13 shows sidewalks with cross slopes greater than 2% and Figure 2-14 shows where sidewalk barriers are located. Types of barriers fall into six categories: vertical discontinuities, horizontal discontinuities, fixed obstacles, protruding obstacles, and other obstacles.

Table 2-2 Sidewalk Compliance

Sidewalk Compliance	Miles	% of Total
Non-Compliant	28.1	62%
Compliant	17.1	38%
Total	45.2	

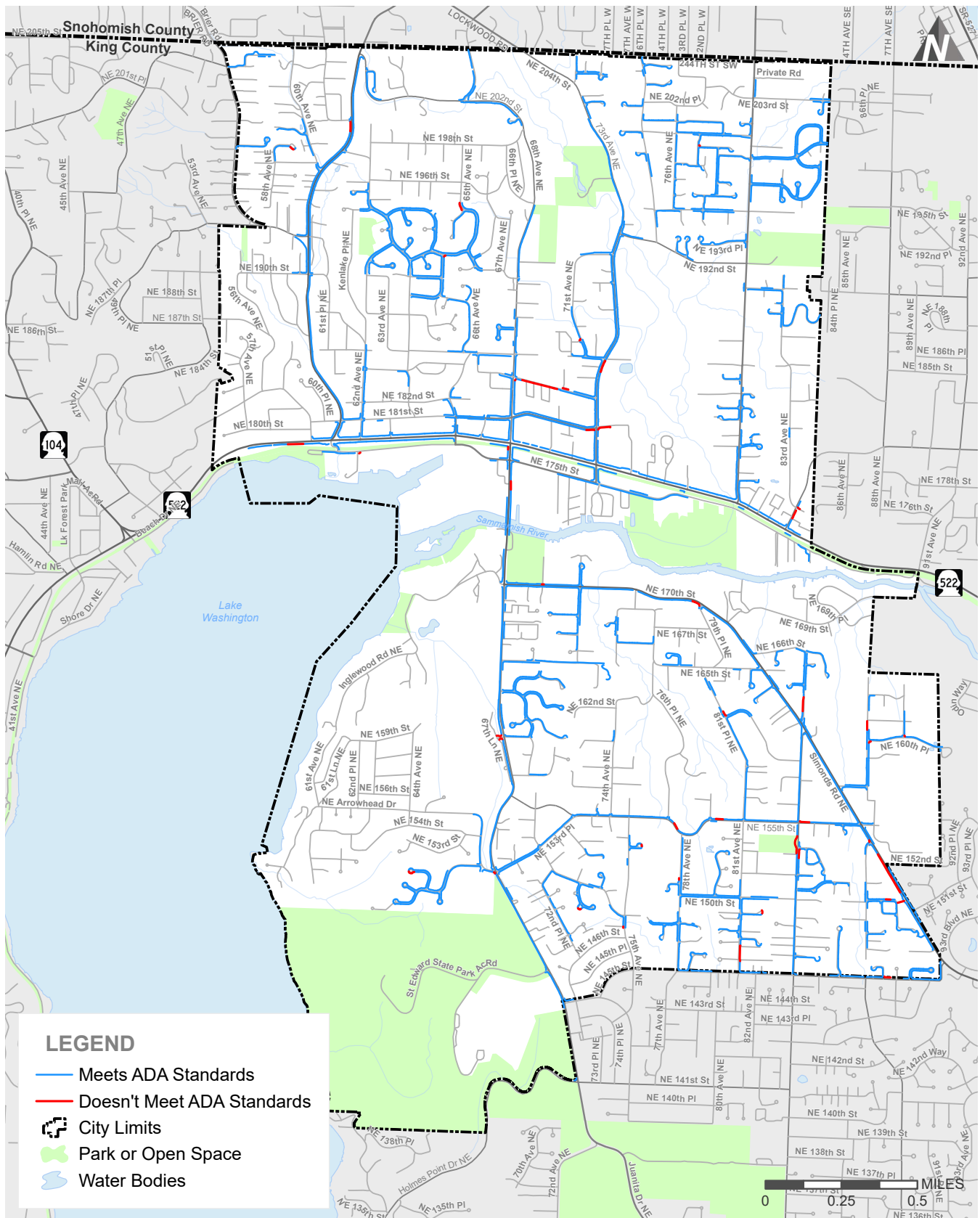


Non-Compliant Sidewalk

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FIGURE

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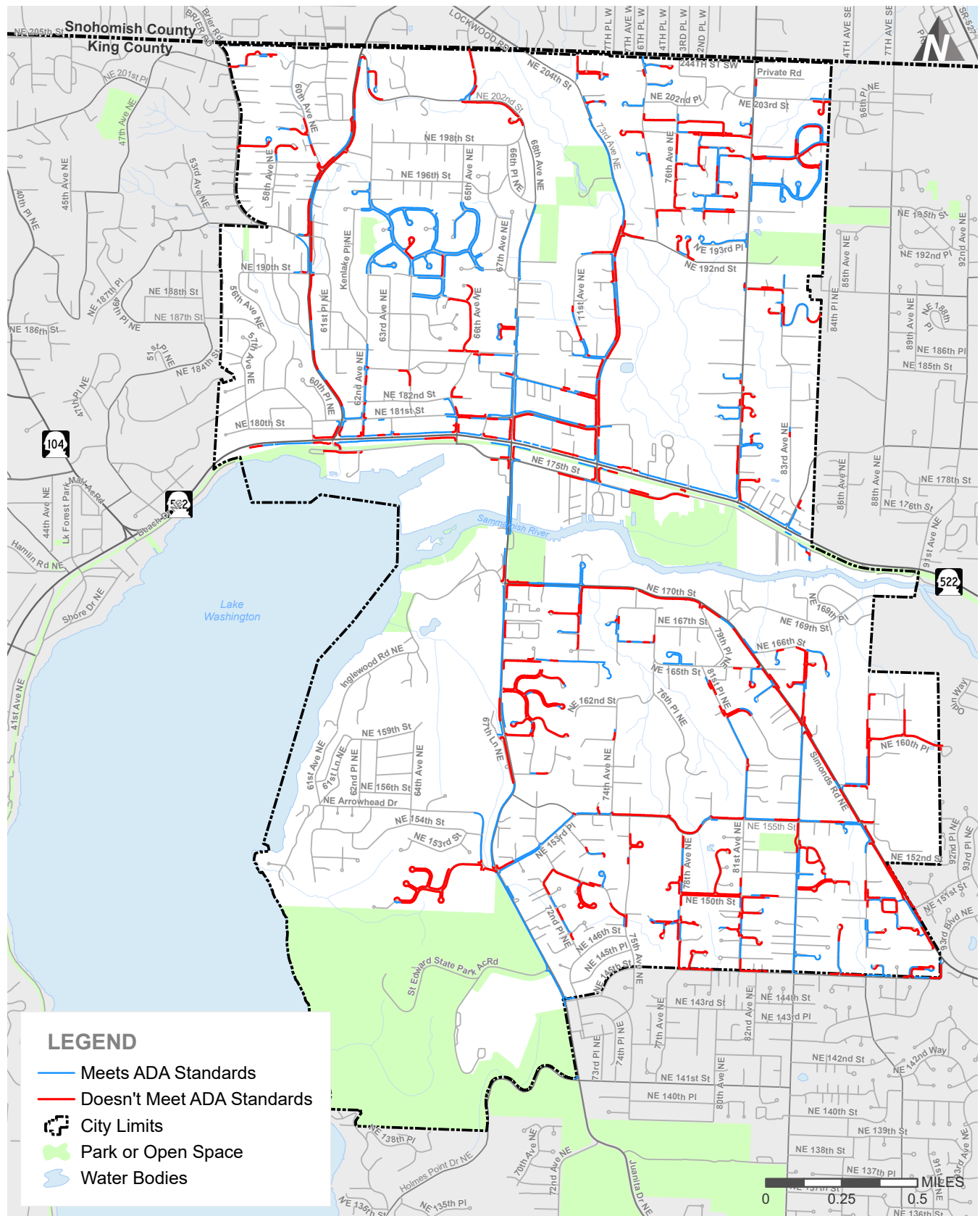
Sidewalk Width

City of Kenmore ADA Transition Plan

FIGURE

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2-12



Sidewalk Cross Slope

City of Kenmore ADA Transition Plan





Figure 2-15 “H-style” (left) and APS-style pedestrian pushbutton (right)

Signal Pushbuttons

Almost all pedestrian pushbuttons are not fully ADA compliant. The non-compliant pedestrian pushbuttons include non-APS style buttons to be replaced and APS-style buttons to be reprogrammed or relocated. 33 pushbuttons are currently identified for replacement in active or upcoming construction projects.

Approximately 40% of pedestrian pushbuttons in the city are an older “H-style” design (see Figure 2-15, left). This style of pushbutton can be upgraded to increase accessibility but must be fully replaced with an accessible pedestrian signal (APS)-style pushbutton to achieve full ADA compliance (see Figure 2-15, right).

The requirement to use APS-style pushbuttons is relatively new and lack of compliance is typically due to a crossing not being upgraded over time to reflect evolving requirements. Pushbuttons are typically upgraded to APS-style in groups rather than individually. As a result, APS-style additions and upgrades usually occur on an intersection-by-intersection basis.

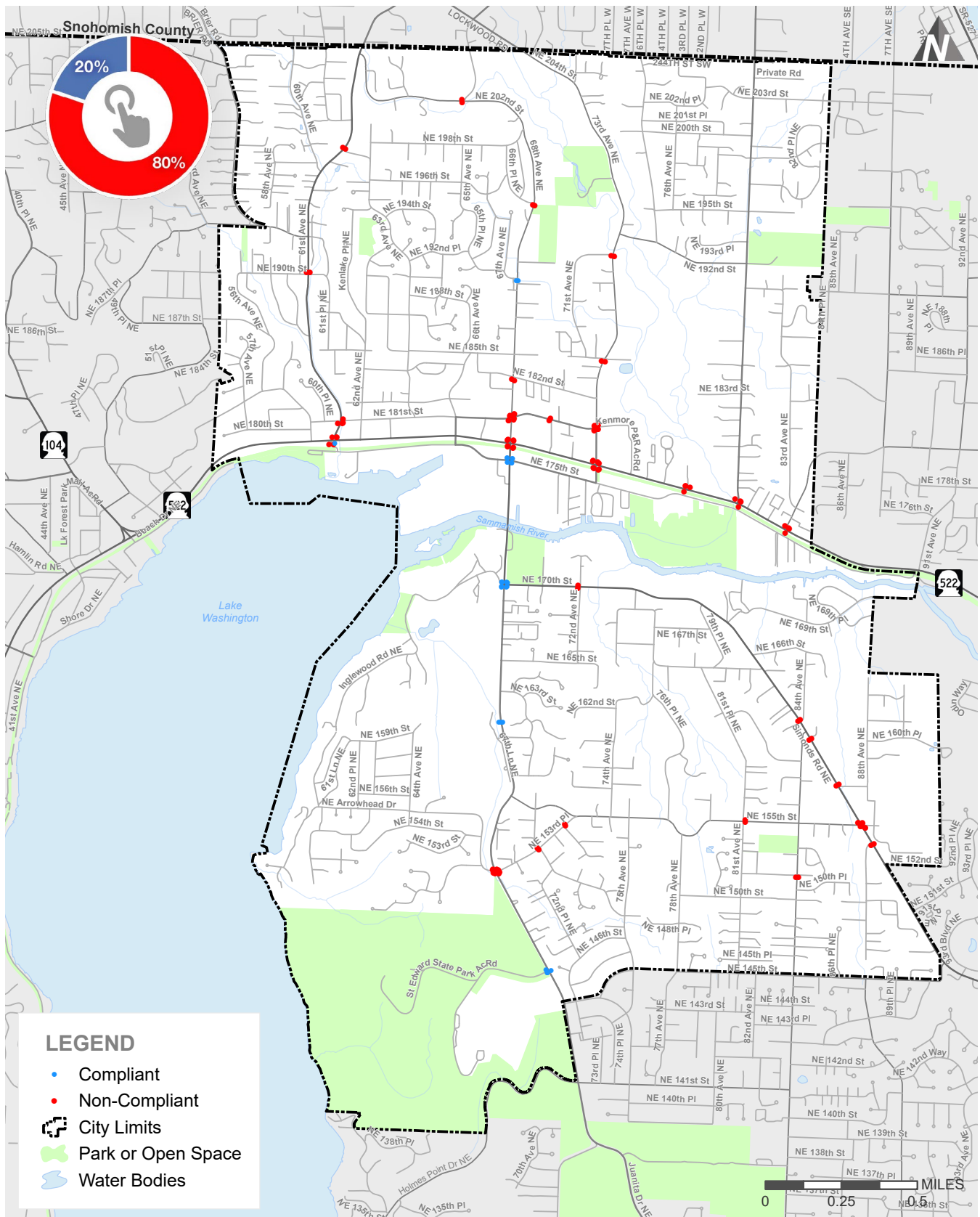
Figure 2-16 demonstrates the type and location of pushbuttons throughout the city.

Crosswalks

There were 120 crosswalks collected. Of these crosswalks, 57 were found to have a minimum of one non-compliant feature. The most common issues found were cross slopes greater than two percent (38 crosswalks) and steep running slopes (33 crosswalks).

Parking

There were six block perimeters identified with marked on-street parking within the City. Accessible parking stalls are required to be provided on each block perimeter with marked or metered parking. All block perimeters found provided under 25 parking stalls which correlates to needing one accessible stall per block perimeter. No accessible stalls were located in the data collection process.



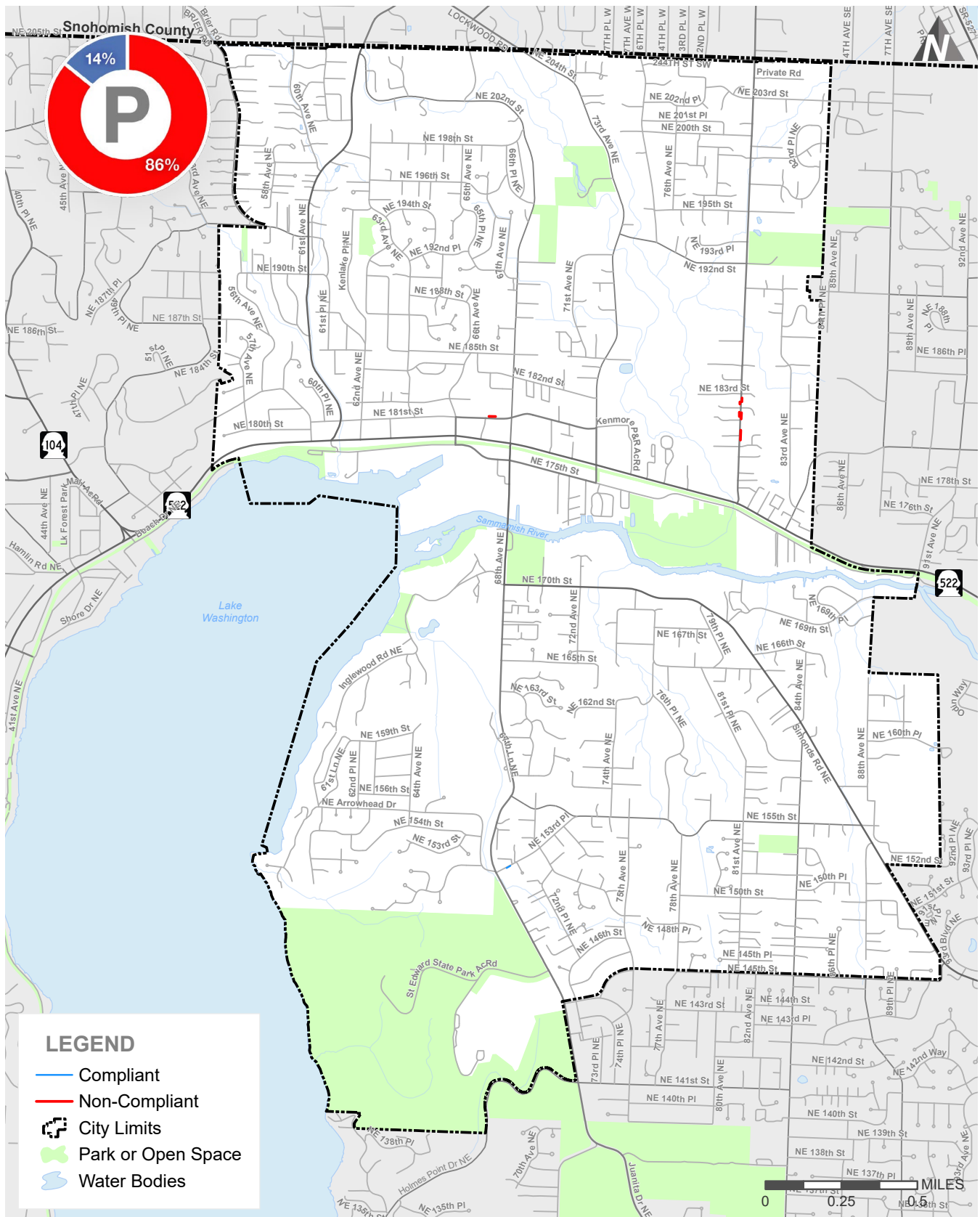
Non-Compliant Signal Push Button

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FIGURE

2-16



Non-Compliant Parking Block

City of Kenmore ADA Transition Plan

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FIGURE

2-18

3 STAKEHOLDER ENGAGEMENT

Public and stakeholder input is an essential element in the transition plan development and self-evaluation processes. ADA implementation regulations require public entities to provide an opportunity to interested persons, including individuals with disabilities or organizations representing individuals with disabilities, to participate in the self-evaluation process and development of the transition plan by submitting comments (28 CFR 35.105(b) and 28 CFR 35.150(d)(1)).

There were three primary goals for the public outreach activities prior to adopting the plan:

- Inform the public about the City's plan and processes regarding removal of barriers to accessibility within the right-of-way. Provide information to assist interested parties to understand the issues faced by the City, alternatives considered and planned actions.
- Obtain public comment to identify any errors or gaps in the proposed accessibility transition plan for the public rights-of-way, specifically on prioritization and grievance processes.
- Meet Title II requirements for public comment opportunity.

3.1 ENGAGEMENT METHODS

To generate public involvement and capture public feedback on the ADA Transition Plan, the City used two methods: an engagement survey and online mapping tool via a virtual open house. The survey was promoted from March 2021 through August 2021. The survey was kept online and open for public input through the development of the draft transition plan. Outreach efforts including contacting members of the visually impaired community, a Certified Orientation and Mobility Specialist, promoting on the City's website and social media channels, posting of information at the local library, community centers, and at all city traffic signals.

The City of Kenmore developed a project website (www.kenmorewa.gov/ada) for easy online access to project information and ways to provide feedback.

3.1.1 ENGAGEMENT SURVEY

An online survey and reporting tool were provided for the public to give feedback on gaps and barriers at specific locations.

The surveyed contained questions focusing on the following areas.

- Whether they have a disability or support someone with one;
- Which type of accessibility barriers they currently experience;
- How they travel within the city;
- Where facilities should be prioritized when removing accessibility barriers.

The City received 128 responses from this survey. The survey respondents identified their first and second priorities for improving pedestrian facilities within the city. The following three categories were highest priorities:

- Neighborhoods
- Transit Facilities
- Retail Services

Detailed information regarding the priorities and locations identified through the survey and online mapping tool are included in Appendix D.

4 PEDESTRIAN BARRIER REMOVAL

Chapter 4 provides a summary of barrier removal methods and priorities to guide implementation of this plan. This chapter presents a total planning level cost estimate for the removal of existing pedestrian barriers. Finally, a schedule is presented that outlines the steps necessary to achieve compliance with current ADA standards.

4.1 BARRIER REMOVAL METHODS

The City currently has a variety of barrier removal methods that are funded from sources that include capital projects, street overlays, and the sidewalk gap/ADA replacement program. Certain programs provide continual means of barrier removal while others vary based on outside influences such as permitted development and grants. The manner in which an existing pedestrian barrier is removed is typically a function of its complexity and cost. Less complex pedestrian barriers, such as trimming protruding bushes and branches, can be improved through maintenance programs. More complex barriers, such as barriers associated with ramp or sidewalk design, typically require additional engineering as part of a more costly capital construction project.

For these methods to be effective, City practices and design standards must comply with federal ADA guidance. If standards are not updated and enforced, new or reconstructed pedestrian facilities may not be constructed to accessible standards, requiring costly revision, and increasing the duration it will take the City to remove accessibility barriers.

The following sections provide additional detail regarding programs such as capital projects, the overlay program, and the sidewalk gap/ADA replacement program.

4.1.1 CAPITAL PROJECTS

The Capital Improvement Program (CIP) defines projects and identifies funding for different elements of the government. Transportation related projects are typically selected based on the Transportation Improvement Plan (TIP), comprehensive plan, grant competitiveness, safety, and operational issues. Transportation projects can range from minor street widening to street extension projects. A variety of short and long-range plans, studies and individual requests help identify projects which are then included and prioritized. The City of Kenmore updates its TIP annually and forecasts projects for a six-year period. ADA compliant improvements (new or replacement) are often included as a component of these projects. With this transition plan, accessibility barriers are now easier to identify and include in TIP projects.

4.1.2 STREET OVERLAY PROGRAM

The Street Overlay Program is used to maintain the current roadway system by providing street overlays, pavement rehabilitation, and curb and sidewalk repair. When a street overlay is being conducted in areas adjacent to ADA features, the curb ramps will be retrofitted or replaced to meet current standards if found to be non-compliant. This program is funded through the real estate excise tax and general fund dollars.

4.1.3 SIDEWALK GAP/ADA REPLACEMENT PROGRAM

This program helps to improve areas with missing sidewalks and existing sidewalks that provide barriers to users. The projects identified for this program are selected based on public need and the severity of barrier and its location within the city. Funding for this program comes from the real estate excise tax.

4.1.4 GRANT FUNDING

The City has received funding from grants provided at local, state, and federal levels, some of which directly remove ADA barriers. Application for grants typically occur once a year to every third year. Historically, the City has been competitive for and qualified for the following grants:

- WSDOT Ped/Bike
- Safe Routes to Schools
- WSDOT TAP
- TIB Sidewalk Program
- TIB UAP
- HSIP

4.1.5 PERMITTED DEVELOPMENT

Redevelopment of properties such as construction of new housing or commercial buildings or major remodels can provide a valuable boost to barrier removal efforts. At times, private development results in street frontage improvements as a function of construction permit requirements. All such improvements are designed and built to meet City and ADA standards. This approach to barrier removal is incremental and depends on the outside influence of developers, and therefore was not included in the City's funding estimate forecast.

4.1.6 ACTIVE PROJECTS

The City currently has active projects that will install new facilities and upgrade existing facilities. The following list includes these projects and the types of pedestrian improvements included with the project:

W Sammamish River Bridge Replacement Project (68th Ave NE between 170th-175th) (2022 completion)

- New sidewalks on both sides of 68th (except on the NB bridge)
- New curb ramps at 170th and 175th
- New pedestrian push buttons at NE 175th

Juanita Dr Ped/Bike Project (143rd Ave-170th Ave) (2022 completion)

- New sidewalk on east side of street
- New curb ramps at corners and where barriers exist

68th Ave Ped/Bike Project (182nd St-61st Pl) (2022 completion)

- New curb ramps at all corners where needed
- Sidewalk on east side of 68th between 182nd and 185th
- Sidewalk on both sides of 68th from 185th to 187th
- Sidewalk on west side of 68th from 187th to 198th
- Sidewalk on north/east side of 202nd/62nd Ave from 66th Ave to 181st

73rd Ave NE Overlay (182nd-192nd) (2023 completion)

- Overlay from 181st-192nd
- Curb ramp replacement at corners from 181st-192nd as needed
- Sidewalk panel replacement from 181st-192nd

61st Ave Sidewalk Panel Replacement (184th-62nd) (2024 completion)

- Replace curb ramps at all corners as needed
- Replace sidewalk panels on east side
- Sidewalk replacement on both east and west sides of 61st Ave

4.2 BARRIER REMOVAL PLAN AND SCHEDULE

The ADA requires agencies to specify a schedule for taking the steps necessary to make existing facilities ADA compliant. This plan section summarizes the three-step process used to develop a barrier removal implementation plan and schedule, consistent with ADA transition plan requirements:

1. **Prioritization of pedestrian barriers.** Physical barriers identified through the Self-Evaluation were prioritized based on the degree to which they physically impacted accessibility and their proximity to key pedestrian destinations. Community input received through stakeholder engagement informed the prioritization process.
2. **Estimation of planning level costs to remove pedestrian barriers.** Unit costs were applied to the barrier inventory to generate a total planning level cost estimate to remove Self-Evaluation identified barriers. This planning level cost estimate is the total estimated 'need' for barrier removal.
3. **Development of a schedule for barrier removal.** An estimate of available financial resources was generated and compared to the total estimated need to develop a schedule for barrier removal.

4.2.1 PRIORITIZATION OF PEDESTRIAN BARRIERS

To inform the City's future project selection and understand the impact of barrier removal programs, a prioritization system was developed and used to score each pedestrian facility. This system was informed by the Self-Evaluation data, the community engagement

process, and technical expertise. It reflects both a facility's physical characteristics and its importance to pedestrian travel. Under the prioritization system, each barrier was scored independently on two factors:

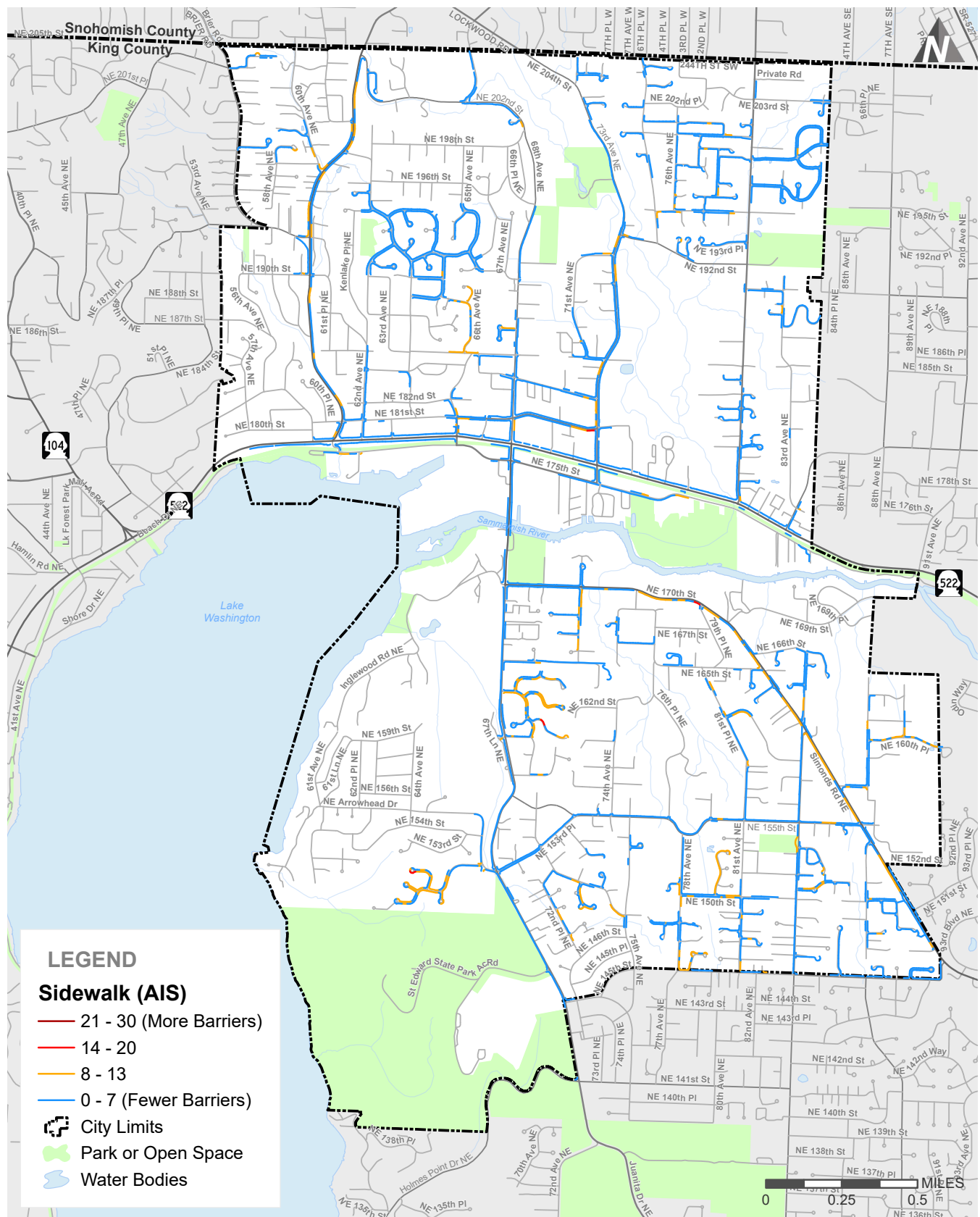
- Physical impact to accessibility
- Proximity to key pedestrian destinations, such as transit stops and schools.

The two resulting scores were added together to incorporate both factors into a single score for prioritization. Based on each facility's score, it was categorized as very high, high, medium, or low priority for barrier removal. Under this system, facilities that present greater barriers to accessibility and are located near multiple key pedestrian destinations are considered a high priority, while facilities with less significant physical barriers located farther from key pedestrian destinations are considered a low priority. Prioritization scoring factors are described below.

Physical Impact to Accessibility: Accessibility Index Score (AIS)

The Accessibility Index Score describes the degree to which each facility presents a physical barrier to accessibility. Criteria and weights were developed for each facility type. These criteria and weights are shown in Appendix C.

Potential scores for each facility range from 0 (compliant) to 30. Each facility's Accessibility Index Score is the sum of the individual criteria scores. Figures 4-1 through 4-5 show the AIS values for features throughout the city.



Accessibility Index Score Composite (Sidewalk)

City of Kenmore ADA Transition Plan

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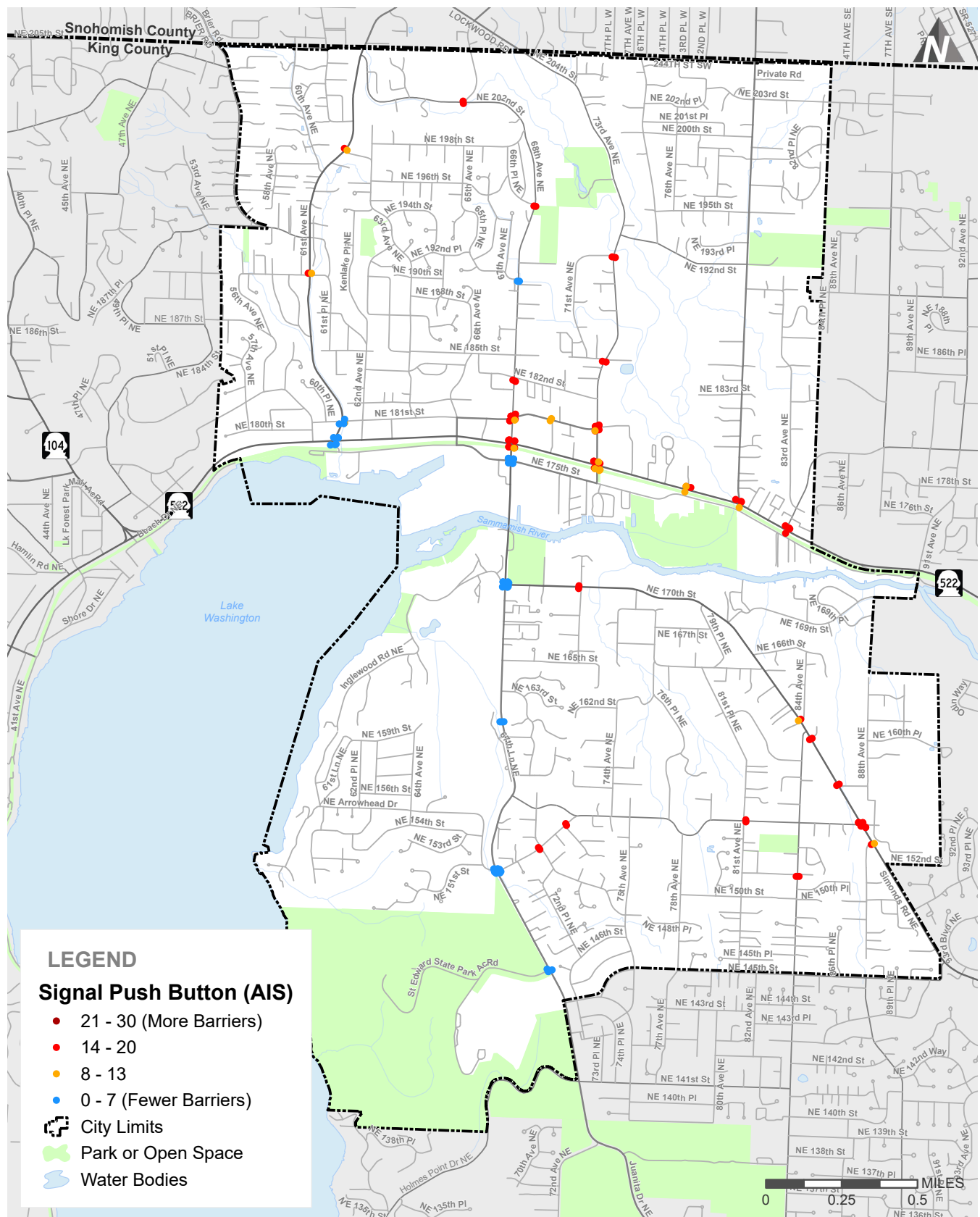
FIGURE

4-1

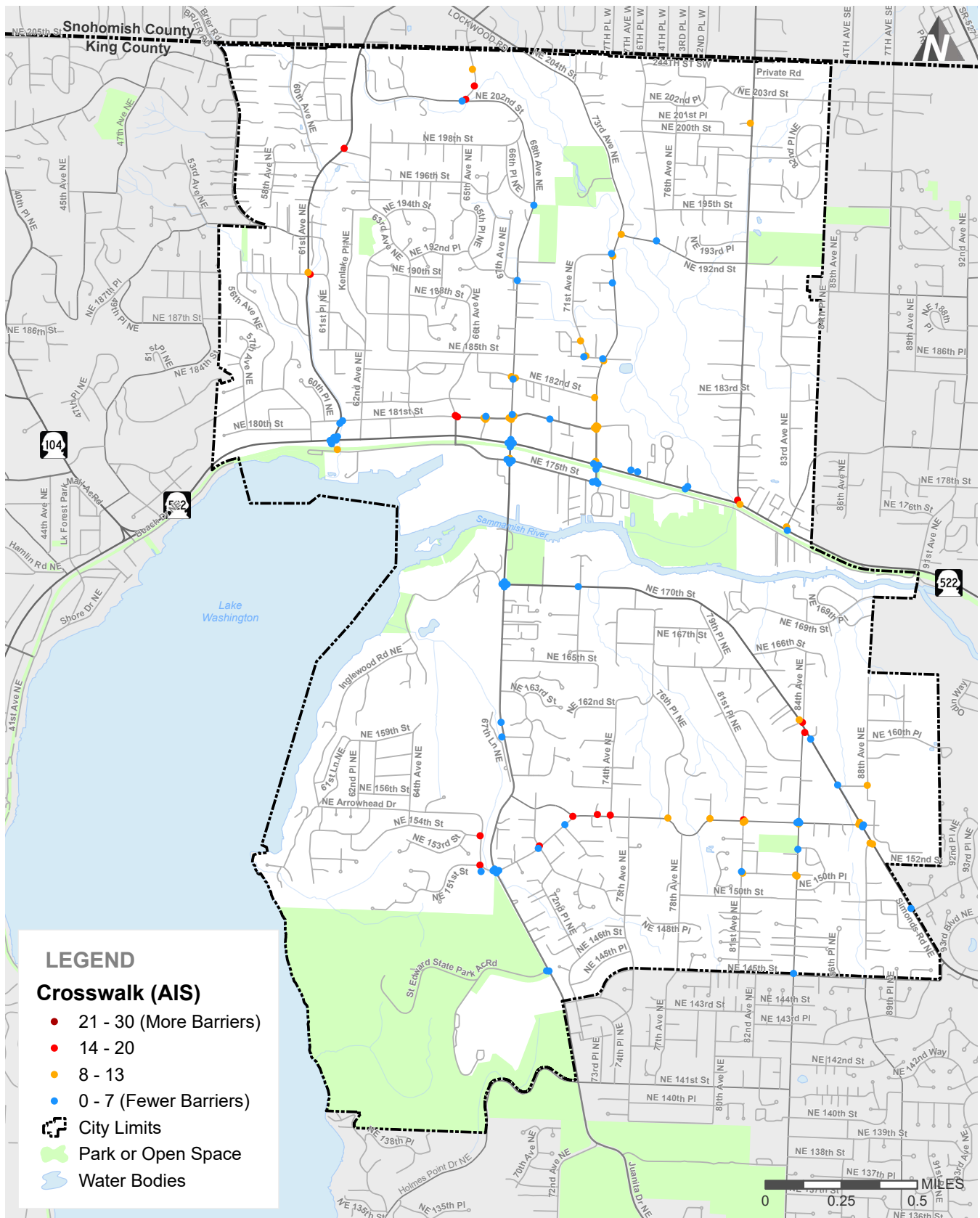


City of Kenmore ADA Transition Plan

4-2



Accessibility Index Score Composite (Signal Push Button) FIGURE 4-3
 City of Kenmore ADA Transition Plan
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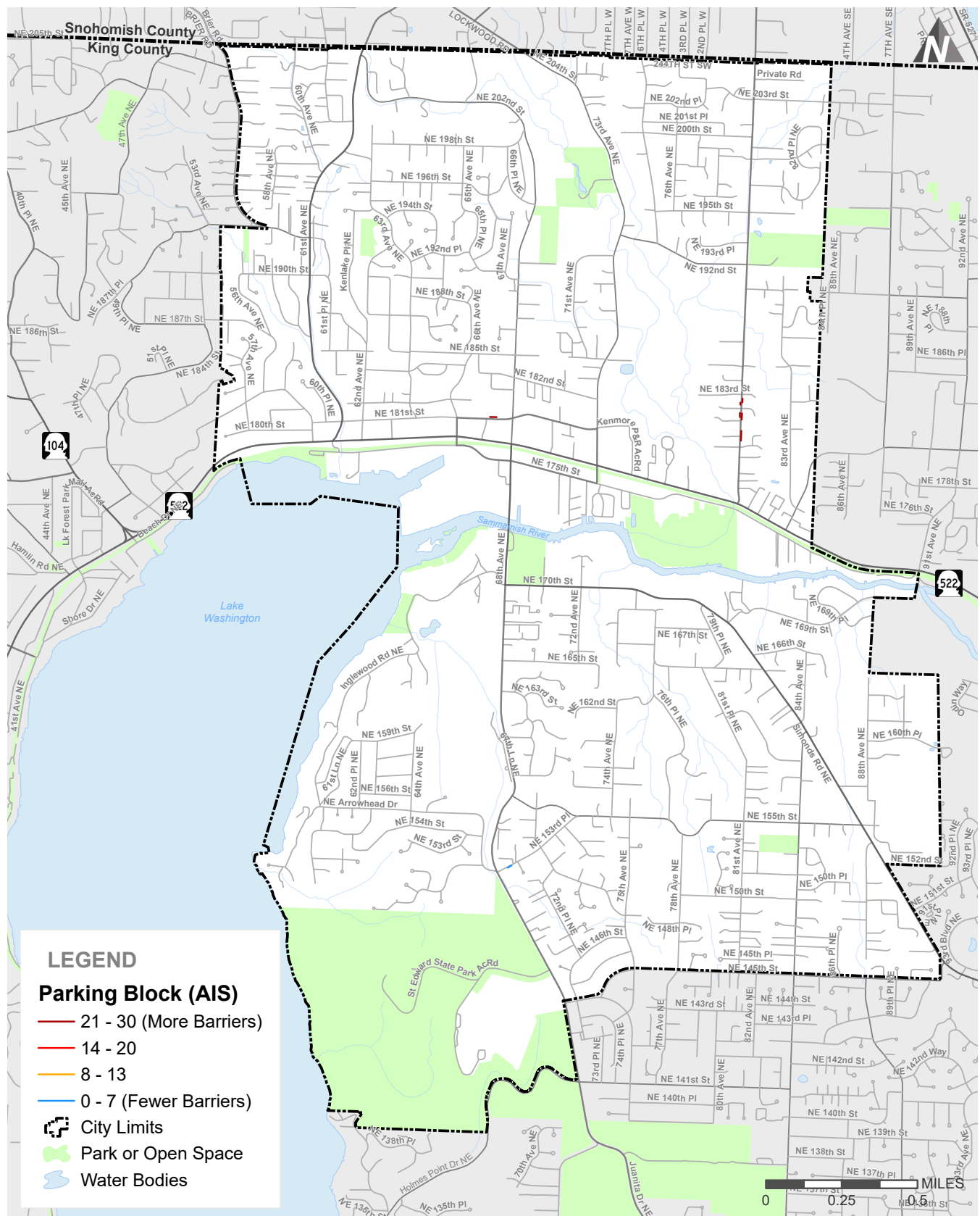
Accessibility Index Score Composite (Crosswalk)

City of Kenmore ADA Transition Plan

transpogroup

FIGURE

4-4



Accessibility Index Score Composite (Parking Block) **FIGURE 4-5**

City of Kenmore ADA Transition Plan

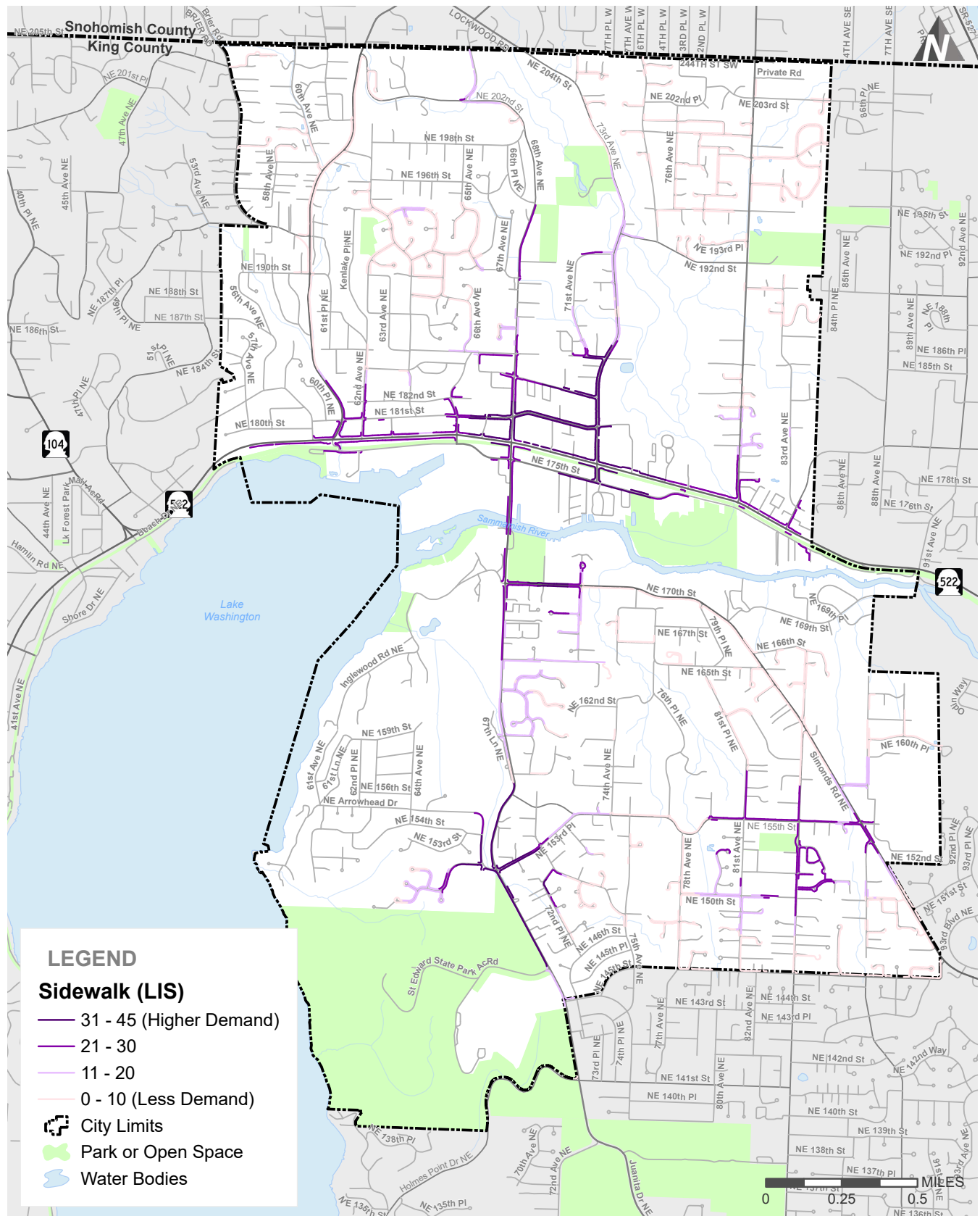
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Proximity to Key Pedestrian Destinations: Location Index Score (LIS)

The Location Index Score describes the importance of the pedestrian facility to accessing key pedestrian destinations. Each existing pedestrian facility was scored based on its proximity to schools, parks, transit facilities, signals or roundabouts, public buildings, and downtown or commercial business centers. Facilities near neighborhoods, transit facilities, and retail services received a higher score to reflect feedback received through the public engagement survey.

Location Index Scores reflect the number of types of key pedestrian destinations within a defined radius. The full score for each type of destination is assigned if at least one facility of that type is nearby; scores do not increase if a facility is within the radius of multiple destinations of the same type. For example, a facility within one-eighth mile of two parks will receive a score of 5, while a facility within one-eighth mile of a park and a school will receive a score of 10.

Total Location Index Scores ranged from 0 to 45. Location scoring criteria and weights are shown in Appendix C. Figures 4-6 through 4-10 show the LIS values for features throughout the city.



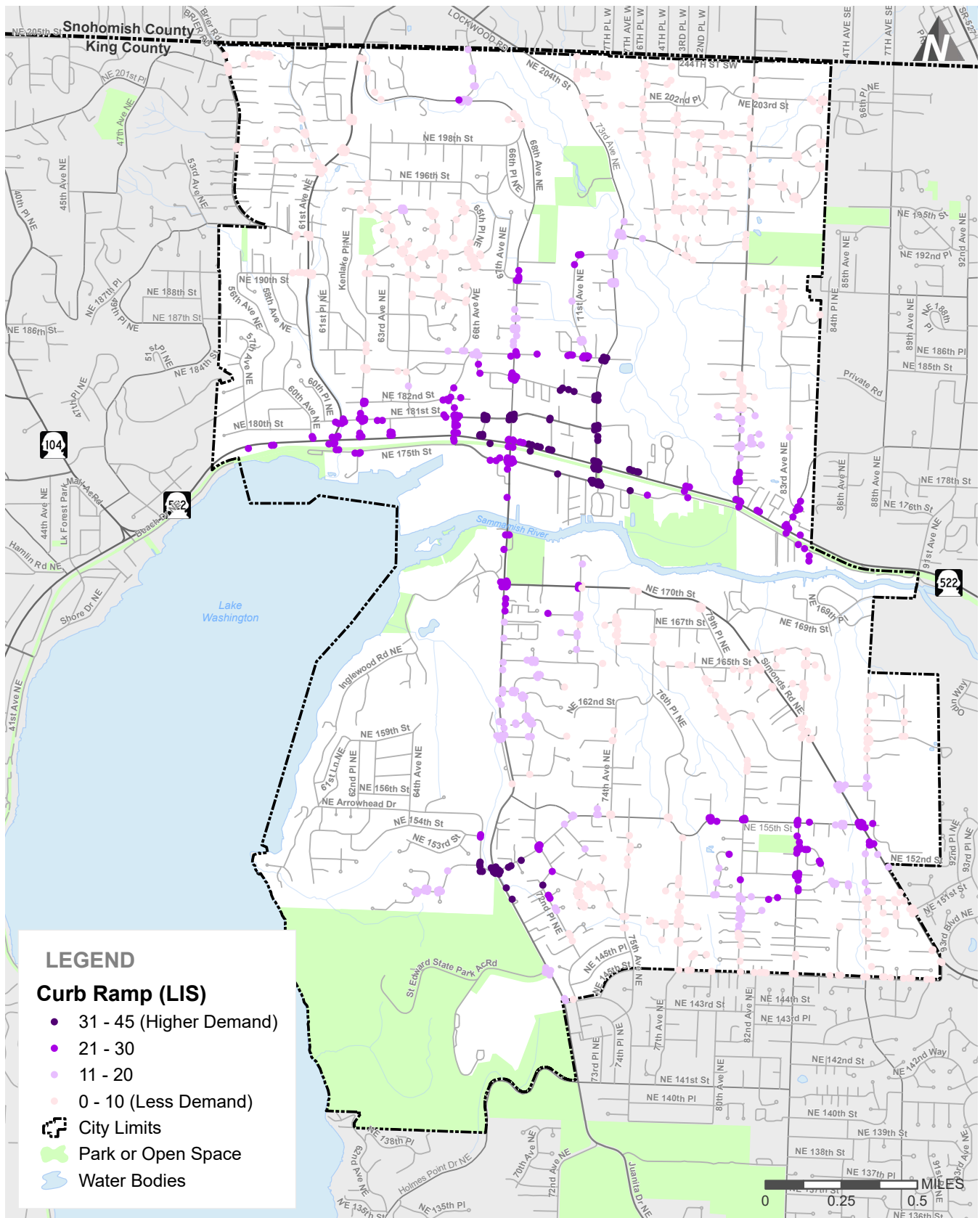
Location Index Score Composite (Sidewalk)

City of Kenmore ADA Transition Plan

transpogroup

FIGURE

4-6



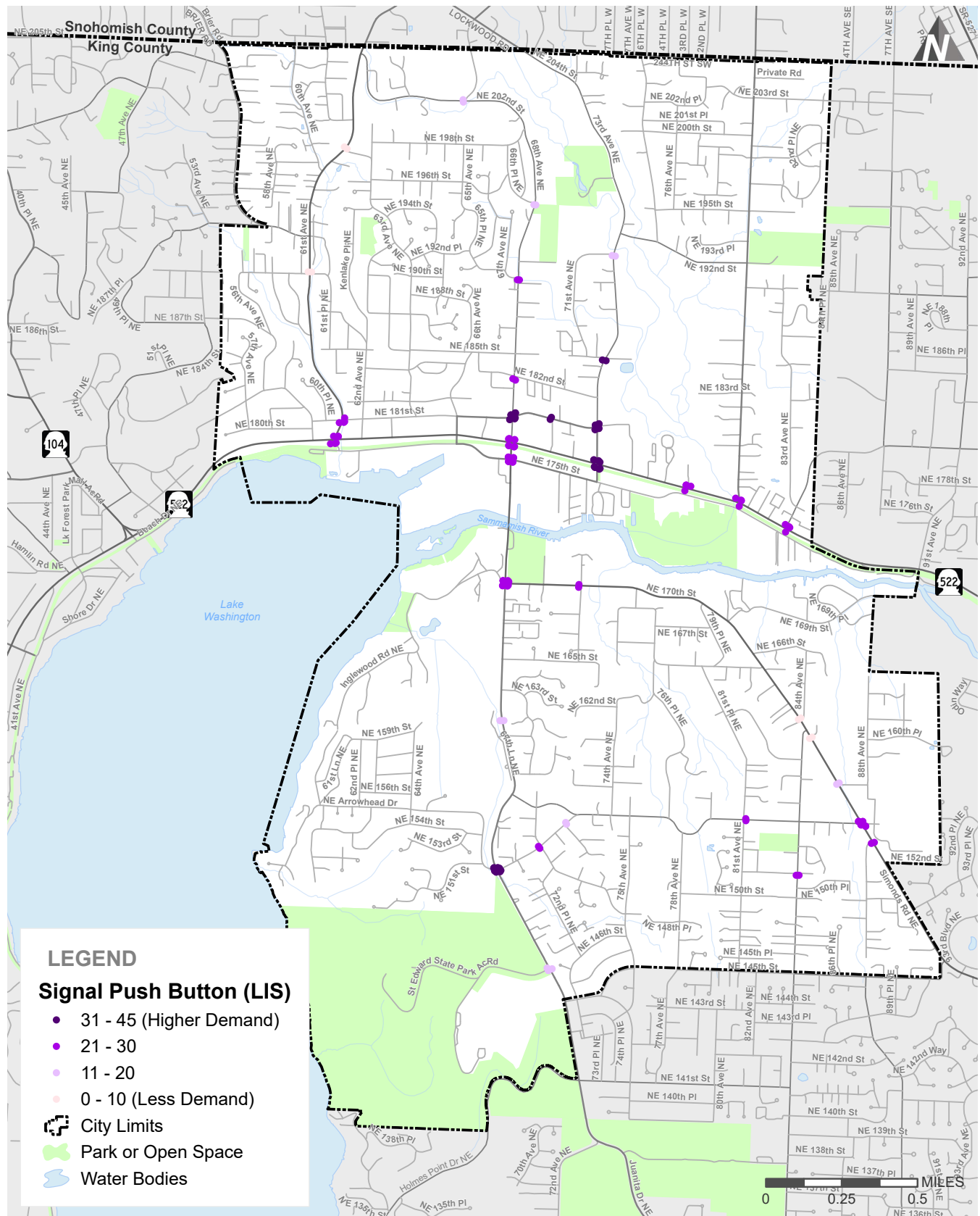
Location Index Score Composite (Curb Ramp)

City of Kenmore ADA Transition Plan

FIGURE

4-7

transpogroup



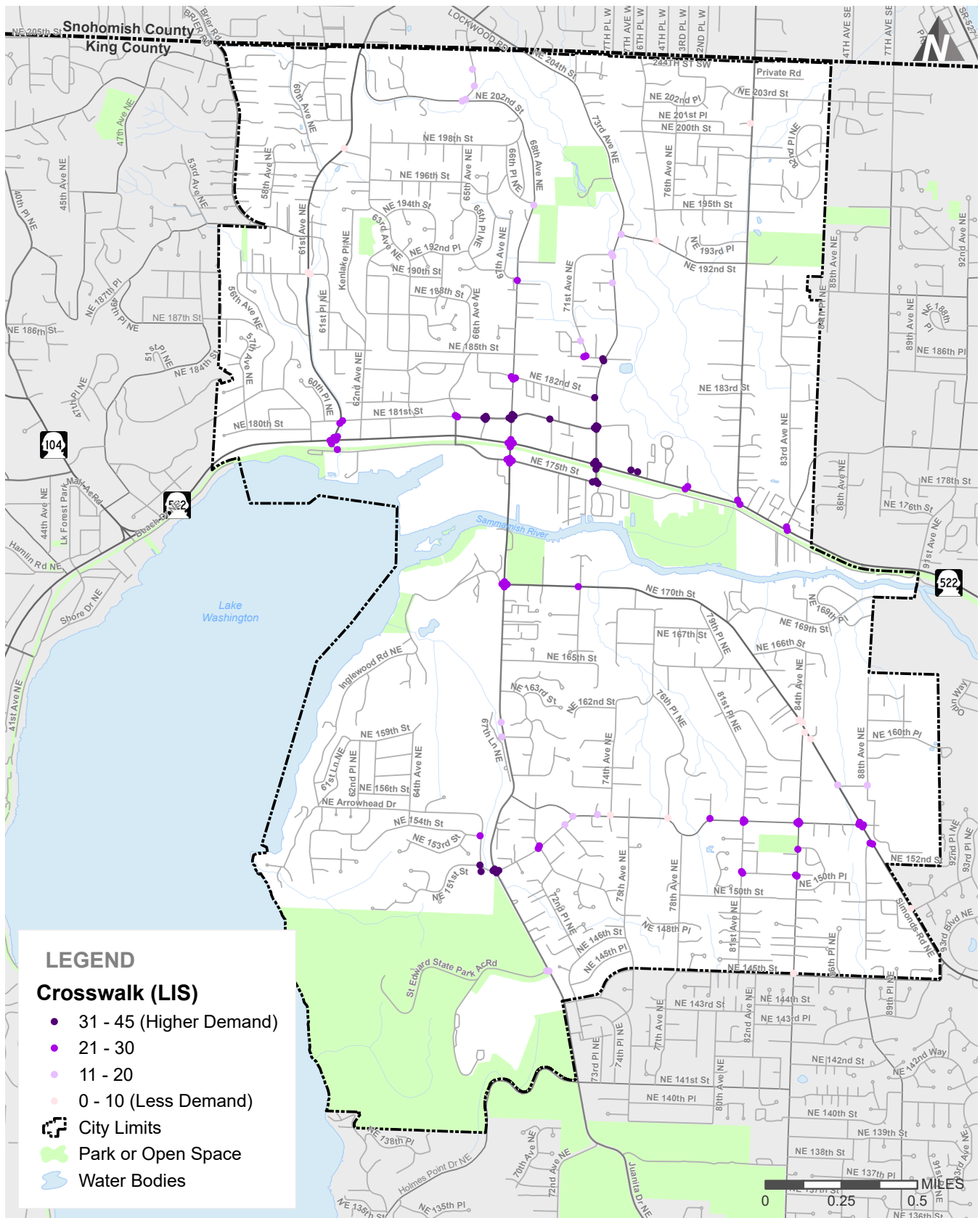
Location Index Score Composite (Signal Push Button)

City of Kenmore ADA Transition Plan

transpogroup

FIGURE

4-8



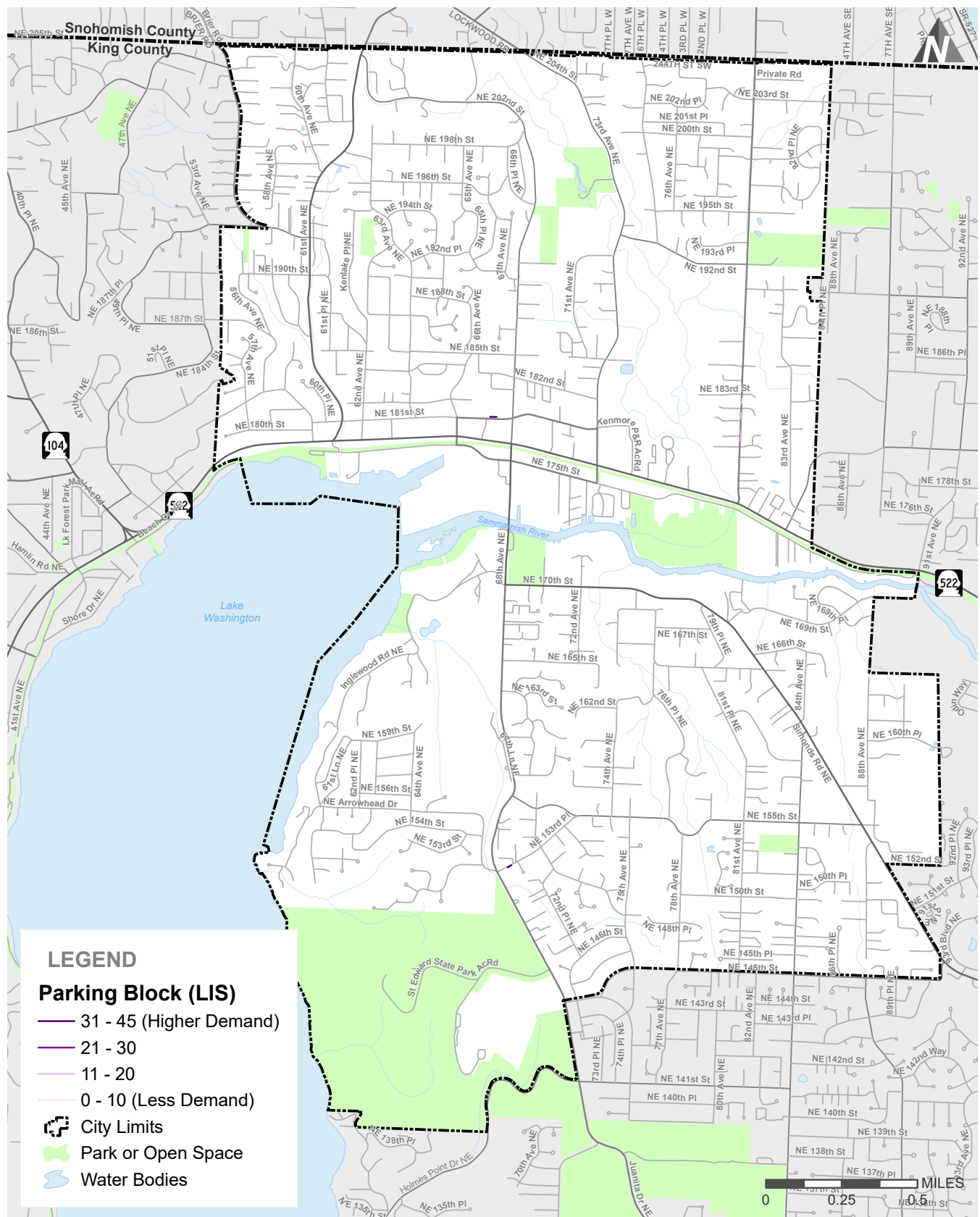
Location Index Score Composite (Crosswalk)

City of Kenmore ADA Transition Plan

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FIGURE

4-9



Location Index Score Composite (Parking Block)

City of Kenmore ADA Transition Plan

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FIGURE

4-10

Combined Index Score

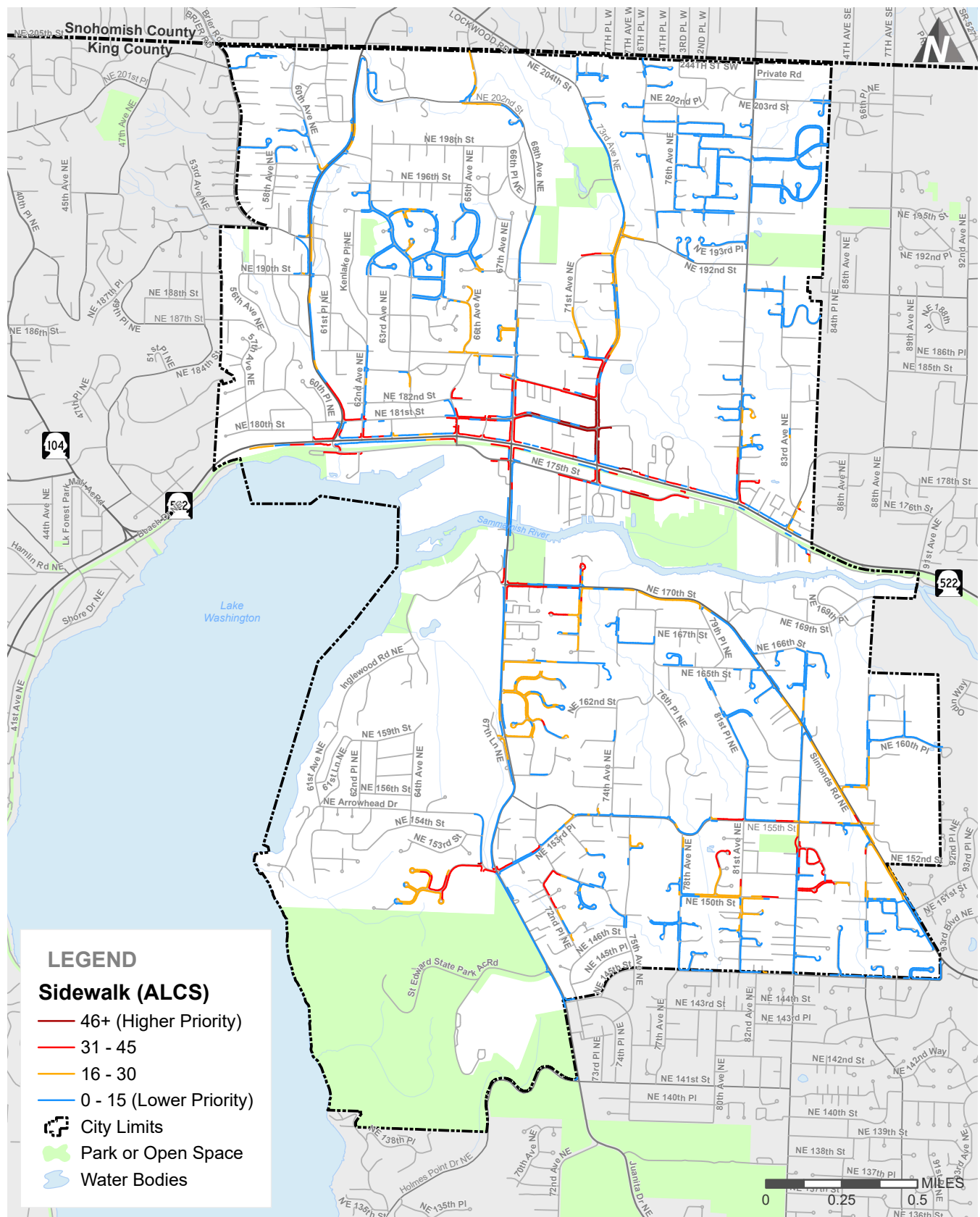
The Combined Index Score sums the Accessibility Index Score and Location Index Score to prioritize facilities with accessibility barriers in areas where pedestrians would be expected.

Scores were grouped into four categories:

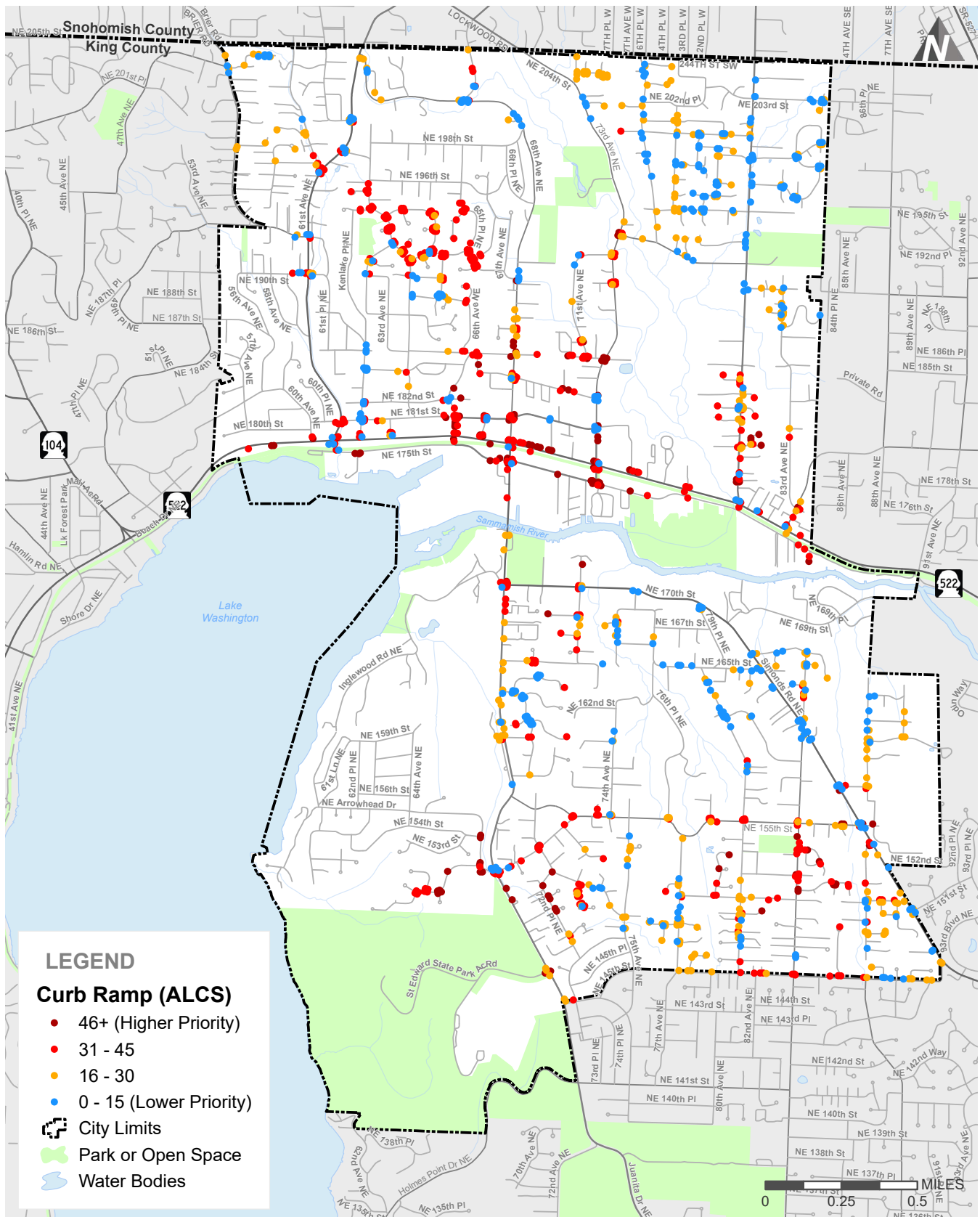
- Very High: significant physical barriers in high-demand areas: 46-75 points
- High: 31-45 points
- Medium: 16-30 points
- Low: minor barriers in low-demand areas: 1-15 points

Scores reflect relative priority within each facility type; they do not indicate relative priority between facility types (ex., the importance of addressing a curb ramp barrier versus a sidewalk barrier).

Combined index scores provide planning level context to barrier removal and overall accessibility needs within the city. As this Transition Plan is implemented, barrier removal will be guided by multiple factors, including funding availability, location of capital projects that include pedestrian elements, construction efficiency, project-level analysis, etc. Barriers of all priority levels will be removed over time. Figures 4-11 through 4-15 show the combined index scores for features throughout the city.



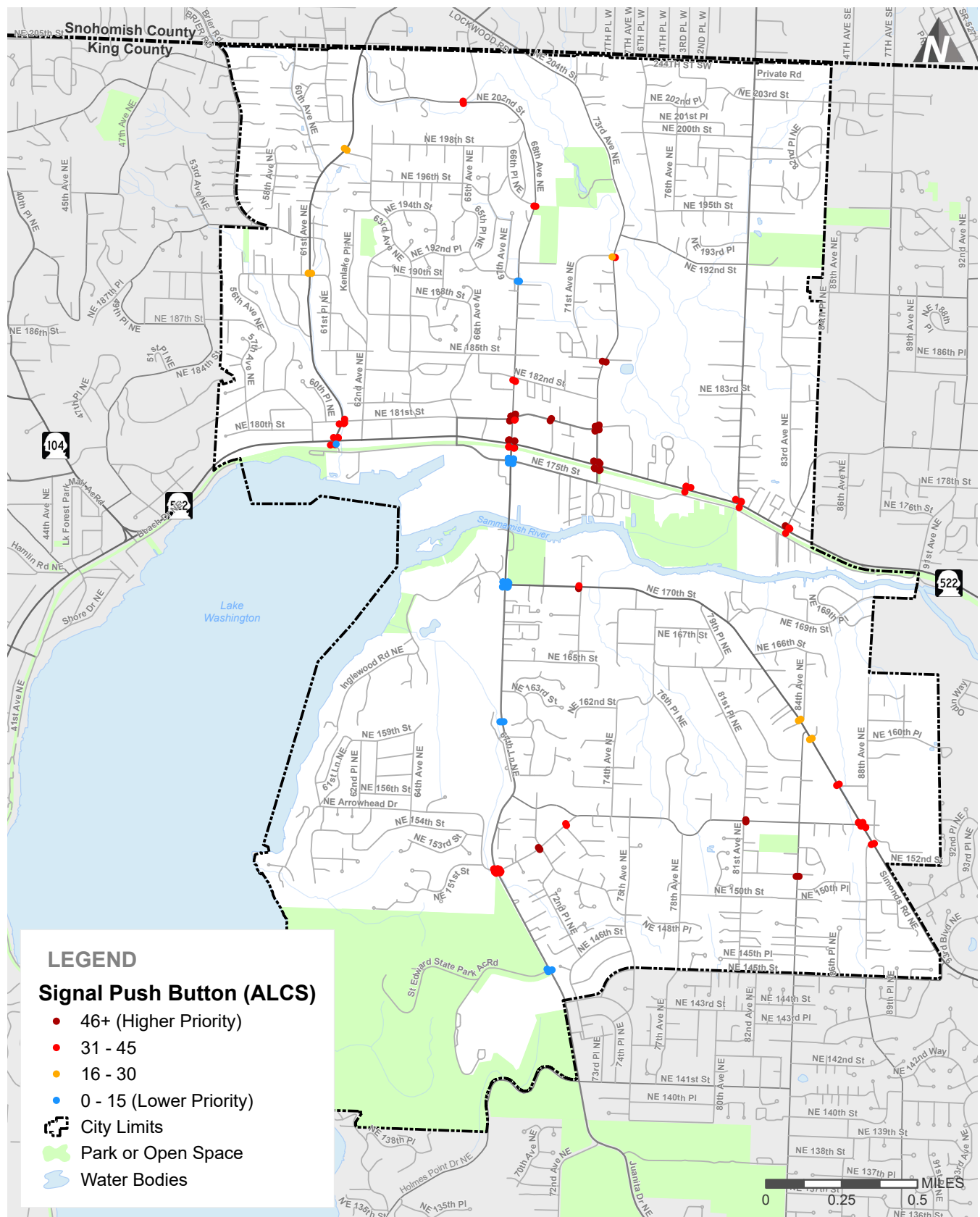
Accessibility (AIS) & Location (LIS) Combined Score (Sidewalk) FIGURE
City of Kenmore ADA Transition Plan





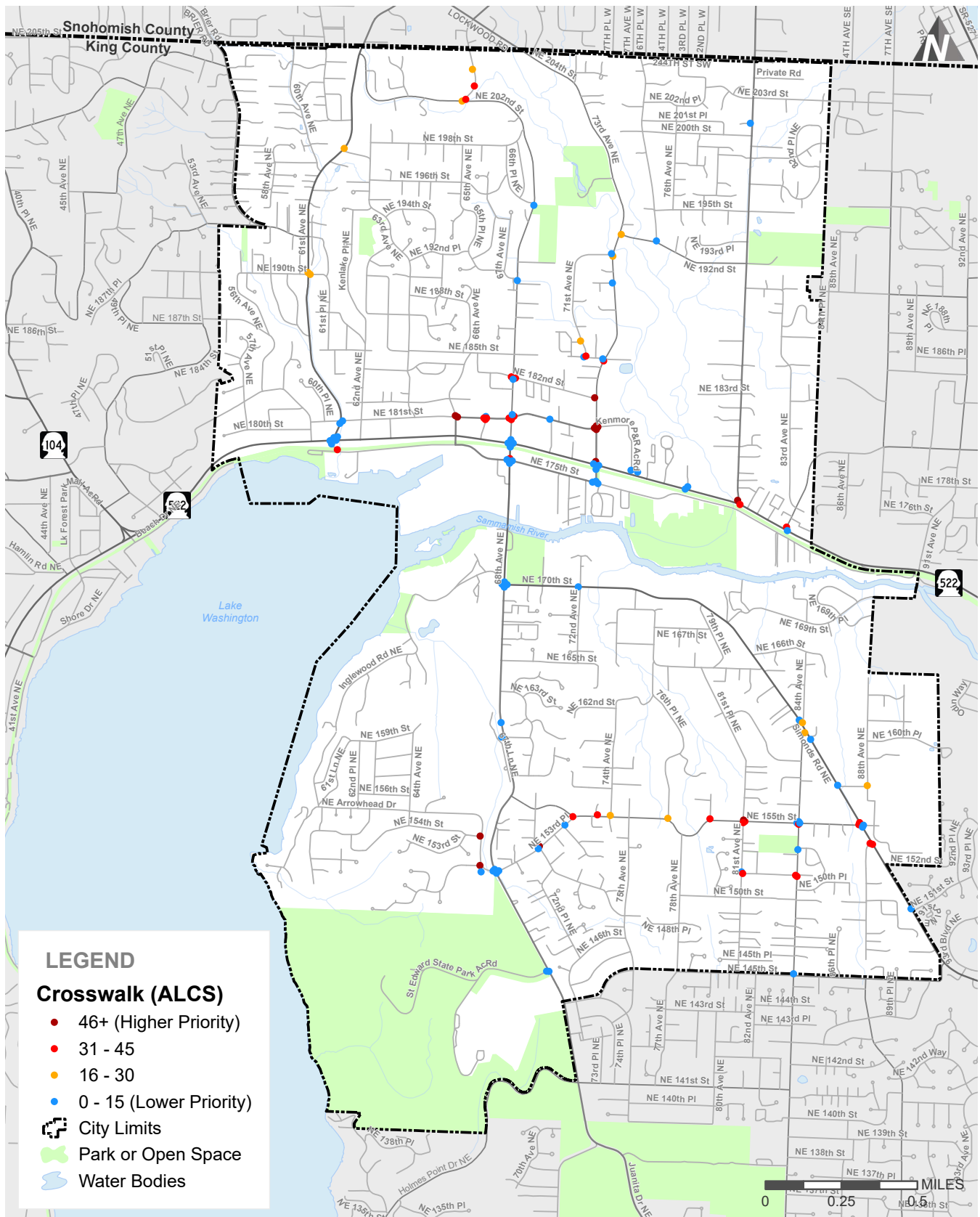
Accessibility (AIS) & Location (LIS) Combined Score (Curb Ramp) FIGURE

City of Kenmore ADA Transition Plan

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 **Accessibility (AIS) & Location (LIS) Combined Score (Signal Push Button) FIGURE**
 City of Kenmore ADA Transition Plan  **4-13**

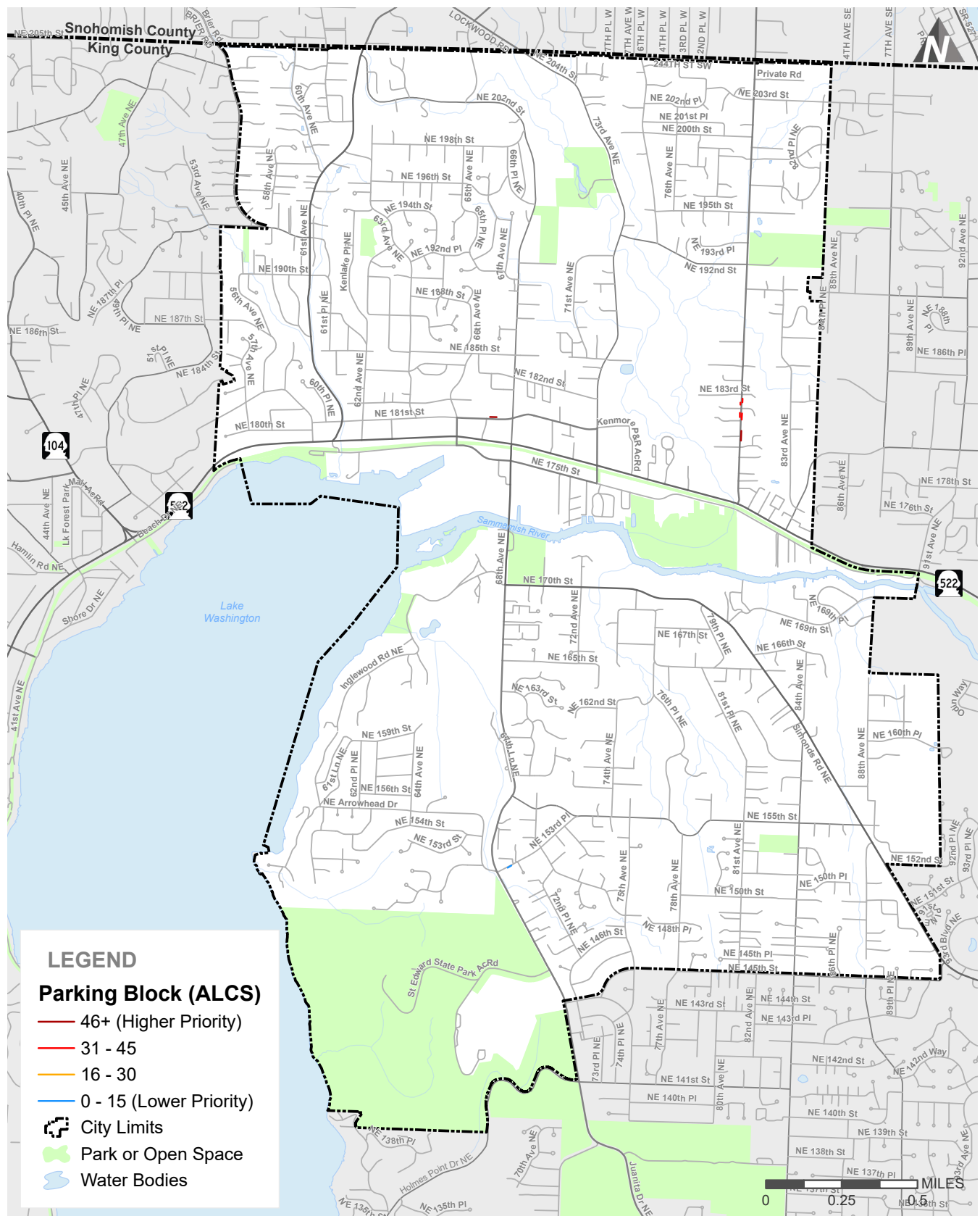


Accessibility (AIS) & Location (LIS) Combined Score (Crosswalk) FIGURE

City of Kenmore ADA Transition Plan

transpogroup

4-14



Accessibility (AIS) & Location (LIS) Combined Score (Parking Block)

FIGURE

City of Kenmore ADA Transition Plan

transpogroup

4-15

4.2.2 PLANNING LEVEL COST ESTIMATES TO REMOVE PEDESTRIAN BARRIERS

To meet the ADA transition plan requirement of demonstrating how barriers are to be removed over time, annual available financial resources were estimated and compared to the total estimated barrier removal costs.

Process

Unit costs were developed for the improvements needed to address the pedestrian barriers inventoried through the Self-Evaluation. Unit cost estimates for each barrier type were developed using recent WSDOT and other construction bid tabulations, input from subject matter experts, and planning level cost assumptions. Unit cost estimates assumed contract-based construction, instead of use of in-house crews.

Unit cost estimates were applied to the inventoried barriers, with adjustments made to account for construction efficiencies and to avoid applying redundant improvements to the same facility. All cost estimates are in 2022 dollars. Cost estimate assumptions are detailed in Appendix E.

Barrier removal construction cost estimates account for contingency, design, right-of-way, mobilization, temporary erosion control, traffic control, and construction management. Sales tax, structural impacts to buildings, permit fees, inflation, and potential changes to accessibility standards are not assumed in the cost estimate.

This planning level cost analysis did not assess whether non-compliant pedestrian facilities had been built to the maximum extent feasible. Therefore, this cost estimate may overstate the amount of feasible improvements.

The total planning-level cost estimate, or total need, to remove **all identified pedestrian barriers is approximately \$20,042,000** (in 2022 dollars). Cost estimates by facility and improvement type are shown in Table 4-1.

Table 4-1 Planning Level Cost Estimate

Ada Deficiency	Improvement Types	Quantity	Total Price
Sidewalks			
Non-Compliant Sidewalk	Reconstruct existing sidewalk.	20,178 SY	\$2,926,000
Maintenance/Miscellaneous			
Non-Compliant Vertical Discontinuity	Sidewalk grinding (5 LF of sidewalk)	465 EA	\$117,000
Non-Compliant Horizontal Discontinuity	Sidewalk crack sealing/grouting (5 LF of sidewalk per horizontal discontinuity)	1,615 LF	\$41,000
Fixed Obstacles	Relocation of obstacles including utility covers, poles, tree roots, signs, etc.	128 EA	\$384,000
Moveable Obstacles	Relocation of obstacles including tree/bush (prunable), message boards, parked cars, etc.	2 EA	\$1,000
Protruding Obstacles	Relocation of obstacles including of mailbox, bush/tree, signs, awnings etc.	80 EA	\$40,000
Other Obstacles	Replacement of driveway, increase clearance from obstacle, etc.	9 EA	\$135,000
Subtotal			\$718,000
Curb Ramps			
Missing Curb Ramps	Install new curb ramp	236 EA	\$1,416,000
Non-Compliant Curb Ramp	Reconstruct existing ramp.	800 EA	\$4,800,000
Non-compliant or missing detectable warning surface (DWS)	Install or replace detectable warning surface.	5 EA	\$6,000
Subtotal			\$6,222,000
Pushbuttons			
Non-APS pushbutton and pushbutton is located incorrectly.	Install new APS pushbutton AND Install new pole.	52 EA	\$349,000
APS pushbutton that has non-compliant dimensions and/or programming and located incorrectly.	Reprogram pushbutton, reorient pushbutton, and/or install tactile arrow AND Install new pole and relocate pushbutton.	45 EA	\$203,000
APS pushbutton located incorrectly.	Install new pole and relocate pushbutton.	4 EA	\$18,000
APS pushbutton that has non-compliant dimensions and/or programming	Reprogram pushbutton, reorient pushbutton, and/or install tactile arrow.	2 EA	\$1,000
Subtotal			\$571,000
Total			\$10,437,000
Contingency @ 20%			\$2,088,000
Design @ 12%			\$1,253,000
Mobilization @ 8%			\$835,000
TESC + Traffic Control @ 12%			\$1,253,000
Construction Management @ 20%			\$2,088,000
Right-of-Way @ 20%			\$2,088,000
TOTAL 2022 DOLLARS			\$20,042,000

4.2.3 BARRIER REMOVAL FUNDING

A requirement of this plan is to forecast available funding that may be used to support plan implementation. Based upon current city funding, approximately \$200,000 per year is available to address barrier removal. With the current estimated cost to remove all barriers, this results in 101 transition years.

To accommodate barrier removal in a reasonable time period, it is recommended that a total minimum annual funding of \$600,000 per year be allocated for pedestrian barrier removal. A breakdown of the annual budget resources proposed to support implementation is as follows:

- Street Overlays, \$100,000
- ADA Replacement Program, \$500,000

See Section 4.1 for details on these programs. These improvements may address low, medium, high, and very high priority barriers based on the location of a proposed larger project or maintenance program. It was assumed that the available funding would be distributed towards the different priority levels as follows.

- Very high, 40%
- High, 30%
- Medium, 20%
- Low, 10%

4.2.4 SCHEDULE

Based upon the Self-Evaluation, planning-level cost estimates, identified barrier removal methods, and proposed budgetary resources that may be available, a barrier removal budget and schedule was developed. Due to the large investment needed to remove accessibility barriers, it is important to identify the highest priority barriers and focus resources to remove them first.

An analysis of the barrier prioritization was completed to determine how many barriers found during the self-evaluation process are classified as 'very high' and 'high', 'medium', and 'low' priority as defined in Section 4.1. Highest priority level represents a significant barrier to accessibility in areas with higher pedestrian demand. Lower priority levels represent lesser barriers to accessibility in areas with lower pedestrian demand. Although some facilities will receive low ratings, all barriers associated with them will still need to be removed and be determined to have been built to the maximum extent feasible.

The City should aim to remove the highest priority barriers first as targetable funding becomes available. This will support the goal of providing better access to the most needed programs in the shortest timeframe possible.

With the recommended City funding allocation, approximately 35 transition years would be required to remove all identified barriers.

This schedule will vary as improvements are made and existing facilities deteriorate.

The City should create a two to five-year barrier removal plan with a list of projects to remove specific barriers. This program should focus on the highest priority barriers as funding allows. The purpose of the repeated program is to make progress in barrier removal but also to provide a way to reassess the 35 year plan and measure incremental progress. In order to inform the two-to-five-year program, a scoping effort should occur that includes site visits for areas identified as a high priority to determine the severity of the barrier and to brainstorm possible solutions to fix the issue. When selecting projects, site conditions and improvement feasibility should be taken into account. Areas with multiple barriers within close proximity can be grouped together to achieve cost savings. As areas are identified, additional data collection should be completed in the vicinity of the proposed project and added into the facility's GIS database. The additional information will be able to provide the remaining attributes necessary to determine if a facility fully meets PROWAG requirements.

Following completion of each two to five-year plan implementation cycle, lessons learned regarding costs, methods, schedule, and outcomes shall be evaluated to inform the next two-to-five-year cycle of pedestrian barrier removal investments. If progress is slower than anticipated, additional funding may be required. If progress is faster than anticipated, a shorter timeline may be achievable. Several factors may contribute to differences between the estimated transition schedule and the actual rate and cost of implementation. Some of these factors include actual funding acquired, individual project cost, site specific design savings, additional deterioration of pedestrian facilities, and unanticipated capital projects. In addition, it may be determined that some barriers identified through this transition plan are on facilities that have been built to the maximum extent feasible as discussed in Section 5.1. Each project to remove barriers should be evaluated to determine if improvements to the facility are feasible in the engineering design phase.

5 RECOMMENDATIONS AND NEXT STEPS

5.1 RECOMMENDED ACTIONS

This chapter provides a set of recommendations intended to inform the implementation of this Transition Plan and ongoing removal of pedestrian barriers. Recommendations are not presented in priority order and represent near-term and longer-term Transition Plan implementation workplan tasks.

Recommendations identified as Pending require additional action from the City to implement. Underway recommendations are in progress at this time. On-going recommendations have been previously established and are continually in progress. Complete recommendations have been completed but may require additional action based on adjustments noted in this section.

RECOMMENDATION 1

Update City design standards to match ADA Standards

Status: Underway

A detailed audit of City design standards using Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way 2011 (PROWAG) was conducted to inform Chapter 2. This audit, included in Appendix A, recommends specific changes and additions to the City's standard plans and municipal code. The City has been updating these documents to meet PROWAG standards.

RECOMMENDATION 2

Identify an official responsible for Transition Plan implementation within the Public Works Department

Status: Complete

The City's ADA Coordinator has been identified. This position, is one of the four major federal requirements for every ADA transition plan. The current ADA Coordinator is the City Engineer. The ADA Coordinator is responsible for facilitating transition planning such as responding to grievance requests. They also function as a central figure for organizing the various programs within the City to maintain a consistent approach to barrier removal and achieving ADA standards across capital, maintenance, and operational activities.

Official Responsible for Plan Implementation:

John Vicente, ADA Coordinator, City Engineer
18120 68th Ave NE
Kenmore, WA 98028

425-398-8900

TTY Relay Service: 711

jvicente@kenmorewa.gov

RECOMMENDATION 3

Establish a Citywide Accessible Pedestrian Signal (APS) policy

Status: Pending

Accessible Pedestrian Signal (APS) policies serve as a means for cities to be consistent with ADA requirements at traffic signals. The APS policy covers when installation of APS devices that “communicate information about pedestrian timing in nonvisual formats such as audible tones, verbal messages, and/or vibrating surfaces” (MUTCD) is required. The City should establish an APS policy. A template for the APS policy is included in Appendix F. See PROWAG Section R209 for additional guidance.

RECOMMENDATION 4

Educate City staff, consultants, and contractors on ADA standards

Status: On-going

Transition plans are often a learning experience for City staff, consultants, and contractors alike since they change existing practices and expectations. The City should use updates to the City’s design standards as an opportunity to teach and learn about accessibility and the barriers that those with limited mobility or sight experience when traveling in the City’s public right-of-way. This should include clarifying guidance from the Department of Justice, for example, that when pedestrian facilities (curb ramps, sidewalks, crosswalks, pedestrian signals, etc.) within the public right-of-way are altered, they must be revised/replaced to meet current ADA standards. Education can take many forms from review of updated design standards with key individuals such as field inspectors and contractors, development and review of City specific design standards or checklists with City engineers, or training from groups that serve those with disabilities.

RECOMMENDATIONS 5

Develop a standard grievance process for barriers to accessibility

Status: Pending

Public entities subject to Title II of the ADA are required to adopt and publish a grievance procedure as part of their transition plan. A grievance process allows community members to formally report denial of access to a City facility, program, or activity on the basis of disability.

Currently, the City has an established a method for reporting a concern via the City of Kenmore website. A concern can be submitted at the following website: <https://www.kenmorewa.gov/i-want-to/report-a-concern>. Photos and videos can be uploaded to provide greater context to the concern.

It is recommended that the City establish a grievance procedure specifically for ADA accessibility barriers. A template for an example grievance procedure specific to accessibility barriers can be found in Appendix G.

A process like this could include a two-step approach to comply with the requirement for grievance procedures. The first step of the process would be to “Report of Concern” which is currently available through the City website and the second step to file for a “Grievance”.

The “Report a concern” process allows the public to request accommodations or barrier removal. A request should be possible in-person, by telephone, by mail, or via e-mail and should be recorded in the City of Kenmore. Information on how to file this should be easily accessible. The recording of the request is critical for recordkeeping and to evaluate the Department’s response to ADA-related requests.

The second step, a Grievance, is used to report denial of access to a city facility, activity, or program. A Request for Service should be required prior to submitting a grievance. The City should then acknowledge, review the filing, and respond within a set number of days upon receipt. A clear process for appeal of a Grievance decision should be communicated if a denial is issued.

RECOMMENDATION 6

Develop a consistent and centralized MEF documentation database

Status: Completed

The ADA dictates that alterations that could affect the usability of a facility must be made in an accessible manner to the maximum extent feasible (MEF). ADA Standards for Accessible Design (2010) dictates that:

Each facility or part of a facility altered by, on behalf of, or for the use of a public entity in a manner that affects or could affect the usability of the facility or part of the facility shall, to the maximum extent feasible, be altered in such manner that the altered portion of the facility is readily accessible to and usable by individuals with disabilities, if the alteration was commenced after January 26, 1992.

The City currently documents newly constructed or altered facilities that have been built to the maximum extent feasible rather than full ADA standards using standard template. The template for recording MEFs is included in Appendix H. Each project is to be evaluated to determine if improvements to the facility are feasible in the engineering design phase.

The reason for any variation from accessibility standards when it is infeasible to fully remove any barriers should be documented. To help organize MEF documentation, a central location for all MEF documentation can be established and geocoded to the facility location and ensure consistency of data for facilities designed and constructed by others. Consolidation of past MEF records into this data is also recommended.

RECOMMENDATION 7

Develop performance measures and processes to track removal of barriers

Status: Pending

The primary purpose of an ADA transition plan is to develop a plan for removal of accessibility barriers. To show progress towards this requirement, the City should develop a process of tracking barrier removal on an annual basis. It is recommended that the City actively update the GIS ADA self-evaluation database developed for this plan, tracking how and when ADA barriers are removed. This data can be used to provide two-to-five-year updates on progress and demonstrate to the public as well as federal regulators that the City is making progress to meet Title II requirements. These updates should coincide with the two-to-five-year planning efforts completed to outline future barrier removal efforts.

RECOMMENDATION 8

Evaluate all City Programs and Activities as they relate to the ADA

Status: Pending

The focus of the initial self-evaluation was on ADA barriers related to the public right-of-way within the City. Although this plan focused on the public right-of-way, the requirements for accessibility found in Title II of the ADA also apply to physical facilities including City-owned buildings and parks. In addition, Title II ADA requirements apply to many functions, programs, and activities the City may provide or engage in such as community gatherings, recreational groups, and City-sponsored events. In addition to the public right-of-way, self-evaluation and transition planning related to activities such as hiring communications, recreational programs, physical facilities, etc. should be performed to identify barriers within these City buildings, parks, programs, and activities.

**CITY OF KENMORE
RIGHT-OF-WAY
ADA TRANSITION PLAN
APPENDICES**

APPENDIX A: STANDARDS REVIEW



TECHNICAL MEMORANDUM

Date:	April 4, 2022	TG:	1.19347.01
To:	John Vicente, City of Kenmore		
From:	Patrick Lynch, AICP, Transpo Group		
cc:			
Subject:	Barrier Removal Audit – City of Kenmore ADA Transition Plan		

The City of Kenmore maintains road design standards and municipal code covering pedestrian facilities. The design standards are used for City funded projects as well as privately designed and constructed projects within City public right-of-way. This memorandum describes design guidelines that meet the requirements of the Americans with Disabilities Act (ADA), common accessibility design issues, and references to specific design guidelines. The audit of the City's roadway design standards and municipal code as they relate to pedestrian features within the public right-of-way include the City of Kenmore 2021 Road Standards (COK Std.) and Kenmore Municipal Code (KMC). The 2021 Road Standards include standard figures. Draft revisions to these figures are actively being developed by the City. The draft version of these figures were evaluated in this review effort.

Design Guidelines

There are several key design measurements that ADA design guidelines address. These measures are used because they are important to the accessibility and safety of the facility. When pedestrian facility designs cannot be constructed to full design requirements, they should be built to conform to the maximum extent feasible. When this arises, the City should identify the location this occurs, provide justification, and document for future reference. The COK Stds. define a process for documenting designs that are proposed to meet ADA standards to the maximum extent feasible. This process includes identifying components of ramps that are not fully compliant, justification for why they are out of compliance, a stamp from a licensed engineer, and approval from the City Engineer.

Several guidelines and references are available to assist the City of Kenmore in adhering to accessible design standards based on the needs for various projects. There are many opportunities to improve pedestrian conditions by identifying areas of need and establishing the appropriate accessibility design requirements.

2010 ADA Standards for Accessible Design (ADAS) (September 2010)

The Department of Justice published revised regulations for Titles II and III of the Americans with Disabilities Act of 1990 "ADA" in the Federal Register on September 15, 2010. These regulations adopted revised, enforceable accessibility standards called the 2010 ADA Standards for Accessible Design "2010 Standards". The 2010 Standards set minimum requirements – both scoping and technical – for newly designed and constructed or altered State and local government facilities, public accommodations, and commercial facilities to be readily accessible to and usable by individuals with disabilities.

Proposed Guidelines for Pedestrian Facilities in the Public Right-of Way (PROWAG) (November 2011)

The United States Access Board is the rule making body that guides ADA compliance across the US. Since the late 2000's the US Access Board has been in the process of updating its Guidelines for Pedestrian Facilities in the Public Rights-of-Way. These draft guidelines focus on accessibility of sidewalks, curb ramps and in the soon to be released versions address shared-use trails. The draft guidelines cover legislative background, administration requirements, and design requirements.

Many public entities currently use the 2005 draft PROWAG as 'best practice' for features within the public right-of-ways. This practice has been endorsed by the Federal Highway Administration (FHWA), the US Access Board, and is the standard the Washington Department of Transportation adheres to. The City's standards and codes were evaluated against 2011 PROWAG as this is the latest guideline developed by the Access Board. PROWAG

sections referenced in this memo refer to 2011 PROWAG sections. When these standards conflicted with the 2010 ADA, the PROWAG standard is recommended.

Design Requirements

Although the City of Kenmore has standards in place it is important for the standards to be consistent and compliant with the above standards and guidelines. To that end, this memo will provide recommendations to improve and clarify the existing city documents. Recommended actions are included where necessary to meet ADA design standards and best practice. The tables below describe requirements for specific design elements, how they are addressed in City standards, and recommendations for modifications. In addition to the following tables, Attachment A includes markups on the city standard figures to expand on the recommendations below.

Per COK Std. Section 7.07, "all pedestrian accommodations must be designed to meet current ADA standards". COK Std. Section 1.03 also describes companion documents to the city standards that add greater detail for items not specifically addressed in the city standards. Relevant documents to the ADA standards include, *King County Road Design and Construction Standards* (KCRS), *WSDOT Design Manual, Specifications, and Standard Plans*, *ADA Accessibility Standards and Public Rights-of-Way Accessibility Guidelines 2011*, and *Manual on Uniform Traffic Control Devices* (MUTCD). Within the following sections, recommendations are still provided where there is little to no direct description of standards for a given facility type. This process is designed to provide greater clarity on where someone using the standards can go to find guidance on a specific pedestrian feature.

Sidewalks and Pathways

Sidewalks are mentioned in the 2021 Road Standards as well as the standard figures. Per COK Std. Section 8.03 "Sidewalk shall be constructed in compliance with current ADA Standards". These standards cover desired dimensions and materials to be used for construction of these facilities. Sidewalks are a common element found in a pedestrian access route (PAR).

Design Element	Requirement	Review	Recommendations
Pedestrian Access Route (PAR) and Pedestrian Circulation Path (PCP)	Various	No fixed object may be placed within the sidewalk that restrict the sidewalk width to less than 6 ft. (COK Std. 8.01).	N/A
Sidewalk Width	Minimum clear width of PAR is 4 ft. excluding the curb; however, on PAR less than 5 ft. wide, passing space of 5 ft. by 5 ft. is required every 200 ft. minimum (PROWAG R302.3 and R302.4)	6 ft. minimum sidewalk width for arterial, collector, and local roads (COK Std. Table 6.1). 6ft. minimum sidewalk width with 4 ft. wide amenity zone for downtown sidewalk identified as Standard 2, 3, 4, or 5 (COK Std. Section 2.08).	N/A
Sidewalk Running Slope	Where the PAR is contained within a street or highway right-of-way, its grade shall not exceed the general grade established for the adjacent street or highway. When the PAR is not contained within the street or highway right-of-way, the grade of shall not exceed 5 percent (PROWAG R302.5).	Not mentioned.	Add to COK Std. Section 8.01, the running slope for a sidewalk along the roadway shall not exceed the general grade of the roadway. Sidewalks not adjacent to a roadway shall not having a running slope greater than 5%.
Sidewalk Cross Slope	The cross slope of a PAR shall be 2 percent maximum (PROWAG R302.6).	Sidewalks shall be designed per KSD 8-001 and 8-008 (COK Std. 8.01).	N/A
Protruding Objects	Objects mounted on free-standing posts or pylons more than 2.25 ft. and not more than 6.7 ft. above the finish surface shall overhang pedestrian circulation paths 4 in. maximum measured horizontally from the post or pylon base. The base dimension shall be 2.5 in. thick minimum. Where objects are mounted between posts or pylons and the clear distance between the posts or pylons is greater than 1.0 ft, the lowest edge of the object shall be 2.25 ft. maximum or 6.7 ft. minimum above the finish surface (PROWAG R402.3).	No fixed objects can be placed within a sidewalk that restricts the sidewalk width to less than 6 ft. (COK Std. Section 8.01). A minimum of 6ft. clearance must be maintained around all portions of mailbox within a sidewalk, shoulder, or walkway (COK Std. Section 8.13C). Maintenance of planting strips that protrude over the road and sidewalk is the responsibility of the abutting property owner. Protruding landscaping up to 8ft above the pedestrian traveled way is to be maintained. (KMC 12.70.040). A stall shall be located on a sidewalk or near a storefront consistent with barrier-free regulations. At least four feet of	Consider adding to COK Std. Section 8.01 a subsection that discusses how far objects can protrude when they are between 2.25 ft and 6.7 ft above the finished service or refer to WSDOT Design Manual Chapter 1510 for protruding Object requirements. Add a horizontal dimension to bottom sign showing the maximum protrusion into pathway the sign can extend (COK Std. Figure 6-002). Add a vertical dimension from the amenity zone to the bottom of the collection box unit that is maximum 2.25 ft. (COK Std. Figure 6-004). Add to the mailboxes a cane detectable piece that allows the mailboxes to be detectable and limits protrusion into the pedestrian

Sidewalks and Pathways

Design Element	Requirement	Review	Recommendations
		<p>unobstructed sidewalk between the stand and the sidewalk edge should be maintained (KMC 18.22.010 & 18.29.040).</p> <p>Bottom of top sign should be mounted at 7 ft. (COK Std. Figure 6-002).</p> <p>Distance from amenity zone to bottom of mailbox should be 44 in. (COK Std. Figures 6-001 and 6-005).</p>	circulation path (COK Std. Figures 6-001 and 6-005).
Surface Discontinuities	<p>Vertical surface discontinuities shall not exceed 0.5 in. maximum. Vertical discontinuities between 0.25 in. and 0.5 in. maximum shall be beveled not steeper than 50 percent (PROWAG R302.7.2)</p> <p>Horizontal openings shall not permit passage of a sphere more than 0.5 in. in diameter. Elongated openings in grates shall be placed so that the long dimension is perpendicular to the dominate travel direction (PROWAG R302.7.3).</p>	<p>All utility lids within the sidewalk surface shall not exceed 1/8 inch in vertical (lip) and 3/8 inch in horizontal (gap) discontinuity and shall be coated with a slip resistant coating.(COK Std. Section 8.01).</p> <p>Expansion joints shall be 1/4 in. to 3/8 in. full depth (COK Std. Figures 8-002, 8-003, 8-004, 8-005, 8-006, and 8-007).</p> <p>Concrete panels shall be flush with adjacent concrete panels with no greater than 1/8 in. vertical difference (COK Std. Figures 8-002, 8-003, 8-004, 8-005, 8-006, and 8-007).</p> <p>Removal of snow, ice, and trash is to be the responsibility of the abutting property owner (KMC 12.70.050).</p>	N/A

Sidewalks and Pathways

Crossings

Crosswalks are part of the PAR at intersections, midblock crossings, and pedestrian refuge islands. These are important connections across streets to enable pedestrians travelling from one side to the other.

Design Element	Requirement	Review	Recommendations
Crosswalk Running Slope	The running slope shall be 5 percent maximum, measured parallel to the direction of pedestrian travel in the crossing (PROWAG R302.5.1).	Crosswalks shall be designed with maximum 5.0% running slope (COK Std. Figure 4-001).	N/A
Crosswalk Cross Slope	<p>Crosswalk cross slope at crossings without yield or stop control shall be 5 percent maximum (PROWAG R302.6.1).</p> <p>Crosswalk cross slope at yield or stop control crossings shall be 2 percent maximum (PROWAG Advisory R302.6.1).</p> <p>Crosswalks cross slope at midblock crossings shall be permitted to equal the street or highway grade (PROWAG R302.6.2).</p>	<p>Crosswalk cross slopes shall be as follows:</p> <ul style="list-style-type: none"> Controlled crossing: 2.0% max. Uncontrolled crossing: 5.0% max. for new construction Uncontrolled crossing: match slope of road for alterations Mid-block crossing: match slope of road <p>(COK Std. Figure 4-001).</p>	Relabel crossing type categories as shown in Attachment A, COK Std. Figure 4-001.
Refuge Islands	<p>Detectable warning surfaces at cut-through islands shall be located at placed at the edges of the pedestrian island and separated by a 2.0 ft. minimum length of surface between detectable warning surfaces (PROWAG R305.2.4).</p> <p>The clear width of a PAR with median and pedestrian refuge islands shall be 5.0 ft. minimum (PROWAG R302.3.1).</p>	Not mentioned.	Refer to WSDOT Design Manual Chapter 1510 for refuge island standards in COK Std Section 7.07.

Curb Ramps

Curb ramps are the immediate junctions between the sidewalk and street crosswalk. Perpendicular and diagonal curb ramps have a running slope that cuts through the curb at right angles, while parallel curb ramps have a running slope that is in-line with the sidewalk. Combination ramps include elements of both parallel and perpendicular curb ramps.

Design Element	Requirement	Review	Recommendations
Ramp Width	The clear width of curb ramp runs and blended transitions, excluding flares, shall be 4.0 ft. minimum (PROWAG R304.5.1).	Curb ramp run width shown as 4ft. minimum for curb ramps excluding flares (COK Std. Figure 8-002). Curb ramp run width shown as 6ft. minimum for curb ramps excluding curb (COK Std. Figures 8-003 and 8-004).	Add a minimum curb ramp width to COK Std. Figure 8-005.
Running Slope	The running slope shall be 5 percent minimum and 8.3 percent maximum but shall not require the ramp length to exceed 15.0 ft. (PROWAG R304.2.2). The running slope of blended transitions shall be 5 percent maximum (PROWAG R304.4.1).	Curb ramp running slope is shown as 8.0% maximum (COK Std. Figures 8-002, 8-003, 8-004, and 8-005).	Consider adding note to COK Std. Figures 8-002, 8-003, 8-004, and 8-005 that states "Curb ramp running slope shall not require the ramp length to exceed 15 feet. When applying the 15-foot max. length, the running slope of the curb ramp is allowed to exceed 8.3%. Use a single constant slope from the bottom of ramp to top of ramp." Document the use of 15-foot max length as means for meeting standards to the Maximum Extent Feasible.
Cross Slope	The cross slope shall be 2 percent maximum. At pedestrian street crossing without yield or stop control and at midblock pedestrian street crossings, the cross slope shall be permitted to equal the street or highway grade (PROWAG R304.5.3).	Curb ramp cross slope is shown as 1.5% +/- 0.5% (COK Std. Figures 8-002, 8-003, 8-004, and 8-005).	Consider adding allowance for cross slope of curb ramps to match roadway grade for street crossings without yield or stop control and at midblock crossings.
Flared Sides	Flared sides with a slope of 10 percent maximum, measured parallel to the curb line, shall be provided where a pedestrian circulation path crosses the curb ramp (PROWAG R304.2.3).	Flare slope is shown as 10% maximum and 15% maximum (COK Std. Figure 8-002).	Show both flare slopes with a maximum of 10% slope (COK Std. Figure 8-002).
Direction	Perpendicular curb ramps shall have a running slope that cuts through or is built up to the curb at right angles or meets the gutter grade break at right angles. Parallel curb ramps shall have a running slope that is in-line with the direction of sidewalk travel (PROWAG Advisory R304.1).	Curb ramp figures labeled correctly for the type of curb ramps shown (COK Std. Figures 8-002, 8-003, 8-004, and 8-005). Crosswalk should be centered on centerline between opposing curb ramps (COK Std. Figure 4-001).	N/A

Curb Ramps

Design Element	Requirement	Review	Recommendations
Counter Slope	The counter slope of the gutter or street at the foot of curb ramp run, blended transitions, and turning space shall be 5 percent maximum (PROWAG R304.5.4).	Counter slope is shown as 5% maximum (COK Std. Figures 8-002, 8-003, and 8-004).	N/A
Grade Breaks	Grade breaks at the top and bottom of curb ramps shall be perpendicular to the direction of ramp run. Grade breaks shall not be permitted on the surface of ramp runs and turning spaces. Surface slopes that meet at grade breaks shall be flush (PROWAG R304.5.2).	<p>The following notes are included "DWP and grade breaks shall be perpendicular to direction of pedestrian travel." and "Ramp and turning space shall not have any expansion joints except along borders." (COK Std. Figures 8-002, 8-003, and 8-004).</p> <p>The following note is included "Ramp and turning space shall not have any expansion joints except along borders." (COK Std. Figure 8-005).</p>	Add the following note to COK Std. Figure 8-005, "Grade breaks shall be perpendicular to direction of pedestrian travel."
Turning Space/Landing Size	<p>For perpendicular curb ramps, a turning space 4.0ft. by 4.0ft. minimum shall be provided at the top of the curb ramp. If the turning space is constrained at the back of sidewalk, the turning space shall be 4.0ft. by 5.0ft. minimum. The 5.0ft. dimension shall be provided in the direction of the ramp run. (PROWAG R304.2.1).</p> <p>For parallel curb ramps, a turning space 4.0ft. by 4.0ft. minimum shall be provided at the bottom of the curb ramp. If the turning space is constrained on 2 or more sides, the turning space shall be 4.0ft. by 5.0ft. minimum. The 5.0ft. dimension shall be provided in the direction of the pedestrian crossings. (PROWAG R304.3.1).</p>	<p>Turning space required to be 4ft. by 4ft. minimum (COK Std. Figures 8-002 and 8-005).</p> <p>Turning space required to be 4ft. by 6ft. minimum (COK Std. Figures 8-003 and 8-004).</p>	<p>Add note to discuss landing dimensions for when a landing is constrained to curb ramp standard figures.</p> <p>Perpendicular and Combination Curb Ramps and Transitions to Shoulders: If the turning space is constrained at the back of sidewalk, the turning space shall be 4.0ft by 5.0ft minimum. The 5.0ft dimension shall be provided in the direction of the ramp run (COK. Std. Figures 8-002, 8-004, 8-005).</p> <p>Parallel Curb Ramps: If the turning space is constrained at the back of sidewalk, the turning space shall be 4.0ft by 5.0ft minimum. The 5.0ft dimension shall be provided in the direction of the pedestrian crossing (COK. Std. Figure 8-003). Recommend including a 5.0ft. by 5.0ft turning space for parallel curb ramps as the dimension of the turning space that should be 5.0ft is ambiguous in the guidelines.</p>
Turning Space/Landing Slope	<p>The running slope of turning spaces shall be 2 percent maximum (PROWAG R402.2 & PROWAG R304.3.2).</p> <p>The cross slopes of turning spaces shall be 2 percent maximum. At pedestrian street crossings without yield or stop control and at midblock pedestrian street crossings, the cross slope shall be permitted to equal the street or highway grade. (PROWAG R304.5.3).</p>	Landing cross slope and run slope for curb ramps shown as 1.5% +/- 0.5% (COK Std. Figures 8-002, 8-003, 8-004, and 8-005).	Consider adding allowance for cross slope of turning spaces to match roadway grade for street crossings without yield or stop control and at midblock crossings.

Curb Ramps

Design Element	Requirement	Review	Recommendations
Clear Space	Beyond the bottom grade break, a clear space 4.0ft. by 4.0ft. minimum shall be provided within the width of the pedestrian crossing and wholly outside the parallel vehicle travel lane (R304.5.5).	Clear space shown as 4ft. minimum outside of parallel travel lane (COK Std. Figure 4-001).	N/A
Detectable Warning Surfaces	<p>Detectable warning surfaces shall extend 2.0 ft. minimum in the direction of pedestrian travel and the full width of the curb ramp (exclusive of flares), the turning space, or the blended transition. (PROWAG R305.1.4).</p> <p>The truncated domes in a detectable warning surface shall have a base diameter of 0.9 in minimum and 1.4 in. maximum, a top diameter of 50 percent of the base diameter minimum and 65 percent of the base diameter maximum, and a height of 0.2 in. (PROWAG R305.1.1)</p> <p>The truncated domes shall have a center-to-center spacing of 1.6 in. minimum and 2.4 in. maximum, and a base-to-base spacing of 0.65 in. minimum, measured between the most adjacent domes (PROWAG R305.1.2)</p> <p>Detectable warning surfaces shall contrast visually with adjacent gutter, street or highway, or walkway surfaces, either light-on-dark or dark-on-light (PROWAG R305.1.3).</p>	Following note included "DWP shall be compliant with ADA guidelines and be composed of polymer material only. Color shall be yellow matching federal standard 595 color number 33538. Color shall be throughout (surface coatings only not allowed). DWP shall be cast in place, surface mount DWP are not allowed." (COK Std. Figures 8-002, 8-003, 8-004, and 8-005).	N/A

Curb Ramps

Design Element	Requirement	Review	Recommendations
Detectable Warning Surface Placement	<p>On perpendicular curb ramps, detectable warning surfaces shall be placed as follows:</p> <ul style="list-style-type: none"> Where the ends of the bottom grade break are in front of the back of curb, detectable warning surfaces shall be placed at the back of curb. Where the ends of the bottom grade break are behind the back of curb and the distance from either end of the bottom grade brake to the back of curb is 5.0 ft. or less, detectable warning surfaces shall be placed on the ramp run within one dome spacing of the bottom grade break. Where the ends of the bottom grade break are behind the back of curb and the distance from either end of the bottom grade brake to the back of curb is more than 5.0 ft, detectable warning surfaces shall be placed on the lower landing at the back of curb. (PROWAG R305.2.1). <p>On parallel curb ramps, detectable warning surfaces shall be placed on the turning space at the flush transition between the street and sidewalk at the back of curb. (PROWAG R305.2.2).</p> <p>On blended transitions, detectable warning surfaces shall be placed at the back of curb. Where raised pedestrian street crossings, depressed corners, or other level pedestrian street crossings are provided, detectable warning surfaces shall be placed at the flush transition between the street and the sidewalk (PROWAG R305.2.3).</p>	<p>Following note included, "DWP shall be within 5 feet of curb." (COK Std. Figures 8-002, 8-003, and 8-004).</p>	<p>Revise note to refer WSDOT Std. Plan F-45.10-02 for detectable warning surface placement details on COK Std. Figures 8-002, 8-003, and 8-004.</p> <p>Include a detectable warning surface and associated notes for transition ramps, COK Std. Figure 8-005.</p>
Receiving Ramp	<p>A crosswalk served by a curb ramp must also have an existing curb ramp in place on the receiving end unless there is no curb or sidewalk on that end of the crosswalk Revised Code of Washington (RCW) 35.68.075.</p>	<p>Where a ramp is constructed on one side of the street a sidewalk or raised pedestrian facility exists on the opposite side of the street, a receiving ramp shall also be provided on the opposite side of the street (COK Std. Section 8.05).</p>	N/A

Signals

Signals are important connections in the pedestrian network that provide crossings at intersections for all roadway users. Where pedestrian signals are provided at pedestrian street crossings, they shall include accessible pedestrian signals and pedestrian pushbuttons complying with sections 4E.08 through 4E.13 of the MUTCD (PROWAG R209.1).

Design Element	Requirement	Review	Recommendations
Accessible Pedestrian Signals and Pedestrian Pushbuttons	Where pedestrian signals are provided at pedestrian street crossings, they shall include accessible pedestrian signals and pedestrian pushbuttons complying with sections 4E.08 through 4E.13 of the MUTCD. An accessible pedestrian signal and pedestrian pushbutton is an integrated device that communicates information about the WALK and DON'T WALK intervals at signalized intersections in non-visual formats (i.e., audible tones and vibrotactile surfaces) to pedestrians who are blind or have low vision. (PROWAG R209.1). Existing pedestrian signals shall comply with R209.1 when the signal controller and software are altered, or the signal head is replaced (PROWAG R209.2).	Pedestrian pushbuttons on the same corner of an intersection should be separated by 10ft minimum (COK Std. Figure 4-001).	Refer to WSDOT Design Manual Chapters 1330 and 1510, and MUTCD for APS standards in COK Std. Section 7.07.
Accessible Pedestrian Pushbuttons Clear Space	Clear spaces shall be 2.5 ft. minimum by 4.0 ft. minimum with additional space needed if it is confined on all or part of three sides (PROWAG R404.3). One full unobstructed side of a clear space shall adjoin a pedestrian access route or adjoin another clear space (PROWAG R404.6).	Not mentioned.	Refer to WSDOT Design Manual Chapters 1330 and 1510, and MUTCD for APS standards in COK Std. Section 7.07.
Accessible Pedestrian Pushbutton Reach Ranges	Where a forward reach is unobstructed, the high forward reach shall be 4.0 ft. maximum and the low forward reach shall be 1.25 ft. minimum above the finish surface. Forward reach over an obstruction is not permitted (PROWAG R406.2). Where a clear space allows a parallel approach to an element and the side reach is unobstructed, the high side reach shall be 4.0 ft. maximum and the low side reach shall be 1.25 ft. minimum above the finish surface. An obstruction shall be permitted between the clear space and the element where the depth of the obstruction is 10 in. maximum (PROWAG R406.3).	Not mentioned.	Refer to WSDOT Design Manual Chapters 1330 and 1510, and MUTCD for APS standards in COK Std. Section 7.07.

Signals

Design Element	Requirement	Review	Recommendations
Pedestrian Crossing Times	All pedestrian signal phase timing shall comply with section 4E.06 of the MUTCD, shall be based on a pedestrian clearance time that is calculated using a pedestrian walking speed of 3.5 ft./s. or less (PROWAG R306.2).	Not mentioned.	Refer to WSDOT Design Manual Chapters 1330 and 1510, and MUTCD for APS standards in COK Std. Section 7.07.
At Roundabouts	At roundabouts with multi-lane pedestrian street crossings, a pedestrian activated signal shall be provided for each multi-lane segment of each pedestrian street crossing, including the splitter island (PROWAG R306.3.2).	Not mentioned.	Refer to WSDOT Design Manual Chapters 1330 and 1510, and MUTCD for APS standards in COK Std. Section 7.07.
At multi-lane channelized turn lanes	At signalized intersections and roundabouts with multi-lane channelized turn lane crossings, pedestrian activated signals shall be provided (PROWAG R306.4 & PROWAG R306.5).	Not mentioned.	Refer to WSDOT Design Manual Chapters 1330 and 1510, and MUTCD for APS standards in COK Std. Section 7.07.

Other Pedestrian Areas

Other pedestrian areas include transit stops and work zones. Transit provides a critical lifeline of access and independence for those with limited mobility or vision. Transit stops have additional width requirements for boarding and alighting passengers, and work zones should provide the same level of accessibility as permanent pedestrian facilities.

Design Element	Requirement	Review	Recommendations
Transit Stops			
Boarding and Alighting Area Dimensions	Bus stop boarding and alighting areas shall provide a clear length of 8.0 ft. minimum, measured perpendicular to the curb or vehicle street or highway edge, and a clear width of 5.0 ft. minimum, measured parallel to the vehicle street or highway (PROWAG R308.1.1.1)	Not mentioned.	Add reference in COK Std. Section 8.01 to follow WSDOT Design Manual Chapter 1510 for transit stop requirements.
Boarding and Alighting Area Slopes	Parallel to the street or highway, the grade of the bus stop boarding and alighting areas shall be the same as the street or highway, to the extent practicable. Perpendicular to the street or highway, the grade of the bus stop boarding and alighting areas shall not be steeper than 2 percent (PROWAG R308.1.1.2)	Not mentioned.	Add reference in COK Std. Section 8.01 to follow WSDOT Design Manual Chapter 1510 for transit stop requirements.
Transit Shelters	Transit shelters shall be connected by PARs to boarding and alighting areas. Transit shelters shall provide a minimum clear space complying with R404 entirely within the shelter. 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 within 1.5 ft. from the front edge of the seat (PROWAG R308.2).	Not mentioned.	Add reference in COK Std. Section 8.01 to follow WSDOT Design Manual Chapter 1510 for transit stop requirements.
Parking			
Parking Spaces	Where parking spaces are marked with lines, width measurements of parking spaces and access aisles shall be made from the centerline of the markings (ADAS 502.1).	Per COK Std. Section 5.05, where on-street parking or parking within the right-of-way is to be counted toward parking stall requirement, the dimensions shall comply with KMC 18.40. Does not define dimensions for ADA parking stalls.	Add dimension requirements for ADA parking stalls to COK Std. Section 5.05.
Parking Access Aisles	Two spaces are permitted to share a common access aisle (PROWAG R309.3). Where perpendicular or angled parking is provided an access aisle (8.0ft) wide shall be provided (PROWAG R309.3). Access aisles shall extend the full length of the	Per COK Std. Section 5.05, where on-street parking or parking within the right-of-way is to be counted toward parking stall requirement, the dimensions shall comply with KMC 18.40. Does not define dimensions for ADA parking stalls.	Add dimension requirements for ADA parking stalls to COK Std. Section 5.05.

Other Pedestrian Areas

Design Element	Requirement	Review	Recommendations
	<p>parking spaces they serve (PROWAG R309.3).</p> <p>Access aisles shall be marked so as to discourage parking in them (PROWAG R309.3).</p>		
Parking identification.	Accessible parking spaces shall be identified by signs displaying the International Symbol of Accessibility (PROWAG 211.4).	Per COK Std. Section 5.05, where on-street parking or parking within the right-of-way is to be counted toward parking stall requirement, the dimensions shall comply with KMC 18.40. Does not define dimensions for ADA parking stalls.	Add signage requirements for ADA parking stalls to COK Std. Section 5.05.
Parallel Parking Spaces	<p>Where the width of the adjacent sidewalk or available right-of-way exceeds 14.0 ft, an access aisle 5.0 ft. wide minimum shall be provided at street level the full length of the parking space and shall connect to a pedestrian access route. The access aisle shall comply with R302.7 and shall not encroach on the vehicular travel lane (PROWAG R309.2.1).</p> <p>In alterations where the street or sidewalk adjacent to the parking spaces is not altered, an access aisle shall not be required provided the parking spaces are located at the end of the block face (PROWAG R309.2.1.1).</p> <p>An access aisle is not required where the width of the adjacent sidewalk or the available right-of-way is less than or equal to 14.0 ft. When an access aisle is not provided, the parking spaces shall be located at the end of the block face (PROWAG R309.2.2).</p>	Per COK Std. Section 5.05, where on-street parking or parking within the right-of-way is to be counted toward parking stall requirement, the dimensions shall comply with KMC 18.40. Does not define dimensions for ADA parking stalls.	Add dimension requirements for ADA parking stalls to COK Std. Section 5.05.
Perpendicular or Angled Parking Spaces	Where perpendicular or angled parking is provided, an access aisle 8.0 ft. wide minimum shall be provided at street level the full length of the parking space and shall connect to a pedestrian access route. The access aisle shall comply with R302.7 and shall be marked so as to discourage parking in the access aisle. Two parking spaces are permitted to share a common access aisle (PROWAG R309.3).	Per COK Std. Section 5.05, where on-street parking or parking within the right-of-way is to be counted toward parking stall requirement, the dimensions shall comply with KMC 18.40. Does not define dimensions for ADA parking stalls.	Add dimension requirements for ADA parking stalls to COK Std. Section 5.05.
Alternative Pedestrian Access Routes			
Alternate Pedestrian Access Route	When a pedestrian circulation path is temporarily closed by construction, alterations, maintenance operations, or other	"Where a development or construction activity will obstruct an existing Pedestrian walkway, including formal sidewalk,	N/A

Other Pedestrian Areas

Design Element	Requirement	Review	Recommendations
	conditions, an alternate pedestrian access route complying with sections 6D.01, 6D.02, and 6G.05 of the MUTCD shall be provided. Where provided, pedestrian barricades and channelizing devices shall comply with sections 6F.63, 6F.68, and 6F.71 of the MUTCD (PROWAG R205).	maintained trail, worn (unmaintained) foot trails, shoulder, or other forms of pathway regularly used by pedestrians, a pedestrian circulation plan shall be required prior to beginning any construction activity." "Where existing pedestrian facilities exist outside the limits of the work zone, they may be utilized as the alternative pedestrian path provided that pedestrian connections with the existing pedestrian path can be made at safe and legal locations and appropriate signage is provided, in compliance with MUTCD, to direct pedestrian movements to the alternative routes. All pedestrian connections shall be ADA compliant to the maximum extent feasible/practical. Where existing pedestrian facilities cannot move pedestrians around a work zone, a temporary alternative pedestrian pathway must be provided and must be compliant with current ADA standards, including, but not limited to, temporary ramps where required and continuous cane-detectable barriers around the revised pedestrian route." (COK Std. Section 4.09).	
Driveways			
Driveways	The cross slope shall be 2 percent maximum (PROWAG R304.5.3). The running slope shall be 5 percent minimum and 8.3 percent maximum but shall not require the ramp length to exceed 15.0 ft. (PROWAG R304.2.2).	Sidewalk cross slope crossing driveways are 1.5% +/- 0.5% (COK Std. Figures 8-006 and 8-007). Ramp running slope in driveway shown as 8.0% maximum (COK Std. Figure 8-007).	Add note to COK Std. Figure 8-007 that states "Ramp running slope shall not require the ramp length to exceed 15 feet. When applying the 15-foot max. length, the running slope of the curb ramp is allowed to exceed 8.3%. Use a single constant slope from the bottom of ramp to top of ramp." Document the use of 15-foot max length as means for meeting standards to the Maximum Extent Feasible.
Ramps			
Ramp Width	The clear width of a ramp run and, where handrails are provided, the clear width between handrails shall be 3.0 ft. minimum (PROWAG R407.4).	Not mentioned.	Add reference to COK Section 8.01 to follow WSDOT Design Manual Chapter 1510 for ramp requirements in the public right-of-way.

Other Pedestrian Areas

Design Element	Requirement	Review	Recommendations
Running Slope	Ramp runs shall have a running slope between 5 percent minimum and 8.3 percent maximum (PROWAG R407.2).	Not mentioned.	Add reference to COK Section 8.01 to follow WSDOT Design Manual Chapter 1510 for ramp requirements in the public right-of-way.
Cross Slope	The cross slope of ramp runs shall be 2 percent maximum (PROWAG R407.3).	Not mentioned.	Add reference to COK Section 8.01 to follow WSDOT Design Manual Chapter 1510 for ramp requirements in the public right-of-way.
Rise	The rise for any ramp run shall be 2.5 ft. maximum (PROWAG R407.4).	Not mentioned.	Add reference to COK Section 8.01 to follow WSDOT Design Manual Chapter 1510 for ramp requirements in the public right-of-way.
Landing Size	<p>Ramps shall have landings at the top and the bottom of each ramp run (PROWAG R407.6).</p> <p>The landing clear width shall be at least as wide as the widest ramp run leading to the landing (PROWAG R407.6.2).</p> <p>The landing clear length shall be 5.0 ft. long minimum (PROWAG R407.6.3).</p> <p>Ramps that change direction between runs at landings shall have a clear landing 5.0 ft. by 5.0 ft. minimum (PROWAG R407.6.4).</p>	Not mentioned.	Add reference to COK Section 8.01 to follow WSDOT Design Manual Chapter 1510 for ramp requirements in the public right-of-way.
Landing Slope	Landing slopes shall be 2 percent maximum in any direction (PROWAG R407.6.1).	Not mentioned.	Add reference to COK Section 8.01 to follow WSDOT Design Manual Chapter 1510 for ramp requirements in the public right-of-way.
Stairways			
Stairway Treads and Risers	<p>All steps on a flight of stairs shall have uniform riser heights and uniform tread depths. Risers shall be 4 in. high minimum and 7 in. high maximum. Treads shall be 11 in. deep minimum (PROWAG R408.2).</p> <p>Open risers are not permitted (PROWAG R408.3).</p> <p>The radius of curvature at the leading edge of the tread shall be 0.5 in. maximum. Nosings that project beyond risers shall have the underside of the leading edge curved or beveled. Risers shall be permitted to slope under the tread at an angle of 30 degrees maximum from vertical. The permitted projection of the nosing shall extend 1.5 in. maximum over the tread below (PROWAG R408.5).</p>	Not mentioned.	Add reference to COK Section 8.01 to follow WSDOT Design Manual Chapter 1510 for ramp requirements in the public right-of-way.
Handrails			

Other Pedestrian Areas

Design Element	Requirement	Review	Recommendations
Handrails	<p>Stairways shall have handrails (PROWAG R408.6).</p> <p>Handrails are required on ramp runs with a rise greater than 6 in. and on certain stairways (PROWAG R407.8).</p> <p>Edge protection complying shall be provided on each side of ramp runs and landings (PROWAG R407.9).</p> <p>Where required handrail shall be provided on both sides of ramps and stairways (PRWOAG R409.2).</p> <p>Top of gripping surfaces of handrails shall be 2.8 ft. minimum and 3.2 ft. maximum vertically above walking surfaces, ramp surfaces, and stair nosings. Handrails shall be at a consistent height above walking surfaces, ramp surfaces, and stair nosings (PROWAG R409.4).</p> <p>Clearance between handrail gripping surfaces and adjacent surfaces shall be 1.5 in. minimum (PROWAG R409.5).</p> <p>Handrail gripping surfaces shall be continuous along their length and shall not be obstructed along their tops or sides. The bottoms of handrail gripping surfaces shall not be obstructed for more than 20 percent of their length. Where provided, horizontal projections shall occur 1.5 in. minimum below the bottom of the handrail gripping surface (PROWAG R409.6).</p>	Not mentioned.	Add reference to COK Section 8.01 to follow WSDOT Design Manual Chapter 1510 for handrail requirements in the public right-of-way.
Handrail Extension on Ramps	Ramp handrails shall extend horizontally above the landing for 1.0 ft. minimum beyond the top and bottom of ramp runs. Extensions shall return to a wall, guard, or the landing surface, or shall be continuous to the handrail of an adjacent ramp run. (PROWAG R409.10.1).	Not mentioned.	Add reference to COK Section 8.01 to follow WSDOT Design Manual Chapter 1510 for handrail requirements in the public right-of-way.
Handrail Extension on Stairways	<p>At the top of a stair flight, handrails shall extend horizontally above the landing for 1.0 ft. minimum beginning directly above the first riser nosing. Extensions shall return to a wall, guard, or the landing surface, or shall be continuous to the handrail of an adjacent stair flight (PROWAG R409.10.2).</p> <p>At the bottom of a stair flight, handrails shall extend at the slope of the stair flight for a horizontal distance at least equal to one tread</p>	Not mentioned.	Add reference to COK Section 8.01 to follow WSDOT Design Manual Chapter 1510 for handrail requirements in the public right-of-way.

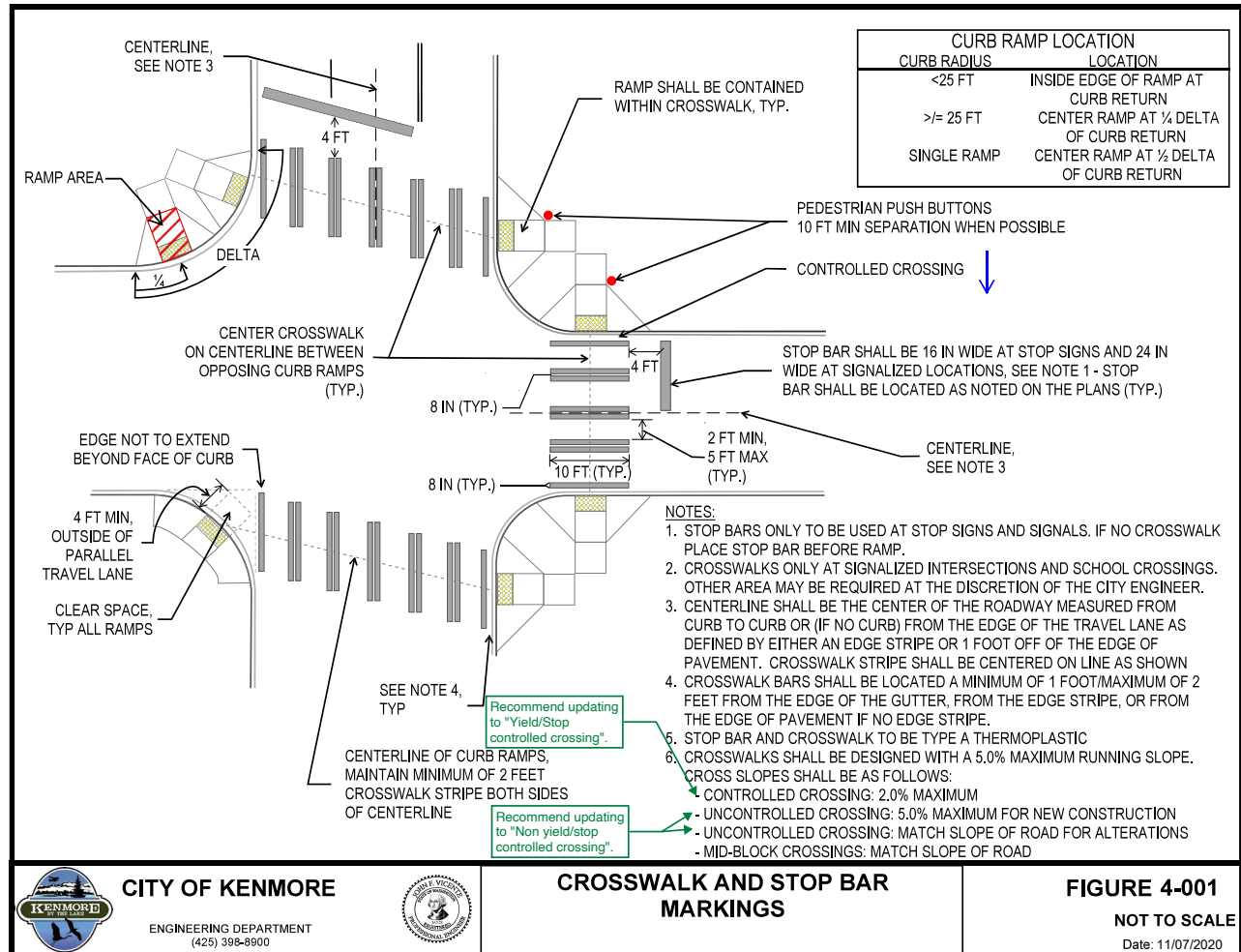
Other Pedestrian Areas

Design Element	Requirement	Review	Recommendations
	depth beyond the last riser nosing. Extensions shall return to a wall, guard, or the landing surface, or shall be continuous to the handrail of an adjacent stair flight. (PROWAG R409.10.3).		
Handrail Cross Section	<p>Handrail gripping surfaces with a circular cross section shall have an outside diameter of 1.25 in. minimum and 2 in. maximum (PROWAG R409.7.1).</p> <p>Handrail gripping surfaces with a non-circular cross section shall have a perimeter dimension of 4 in. minimum and 6.25 in. maximum, and a cross-section dimension of 2.25 in. maximum (PROWAG R409.7.2).</p>	Not mentioned.	Add reference to COK Section 8.01 to follow WSDOT Design Manual Chapter 1510 for handrail requirements in the public right-of-way.
Railways			
Railroad Flangeway Gaps	Flangeway gaps at pedestrian at-grade rail crossings shall be 2.5 in. maximum on non-freight rail track and 3 in. maximum on freight rail track (PROWAG R302.7.4).	Not mentioned.	No recommendation as there are few to no railroad crossings with pedestrian facilities in Kenmore. General note referencing WSDOT standards for areas not covered in standards is sufficient.
Detectable Warning Surfaces at Rail Crossings	At pedestrian at-grade rail crossings not located within a street or highway, detectable warning surfaces shall be placed on each side of the rail crossing. The edge of the detectable warning surface nearest the rail crossing shall be 6.0 ft. minimum and 15.0 ft. maximum from the centerline of the nearest rail. Where pedestrian gates are provided, detectable warning surfaces shall be placed on the side of the gates opposite the rail. (PROWAG R305.2.5).	Not mentioned.	No recommendation as there are few to no railroad crossings with pedestrian facilities in Kenmore. General note referencing WSDOT standards for areas not covered in standards is sufficient.
Detectable Warning Surfaces at Rail Boarding Areas	<p>At boarding platforms for rail vehicles, detectable warning surfaces shall be placed at the boarding edge of the platform (PROWAG R305.2.6).</p> <p>At boarding and alighting areas at sidewalk or street level transit stops for rail vehicles, detectable warning surfaces shall be placed at the side of the boarding and alighting area facing the rail vehicles (PROWAG R305.2.7).</p>	Not mentioned.	No recommendation as there are few to no railroad crossings with pedestrian facilities in Kenmore. General note referencing WSDOT standards for areas not covered in standards is sufficient.

Other Pedestrian Areas

Attachments:

Attachment A: Draft City of Kenmore Standard Figure Markups



CITY OF KENMORE

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(425) 398-8900

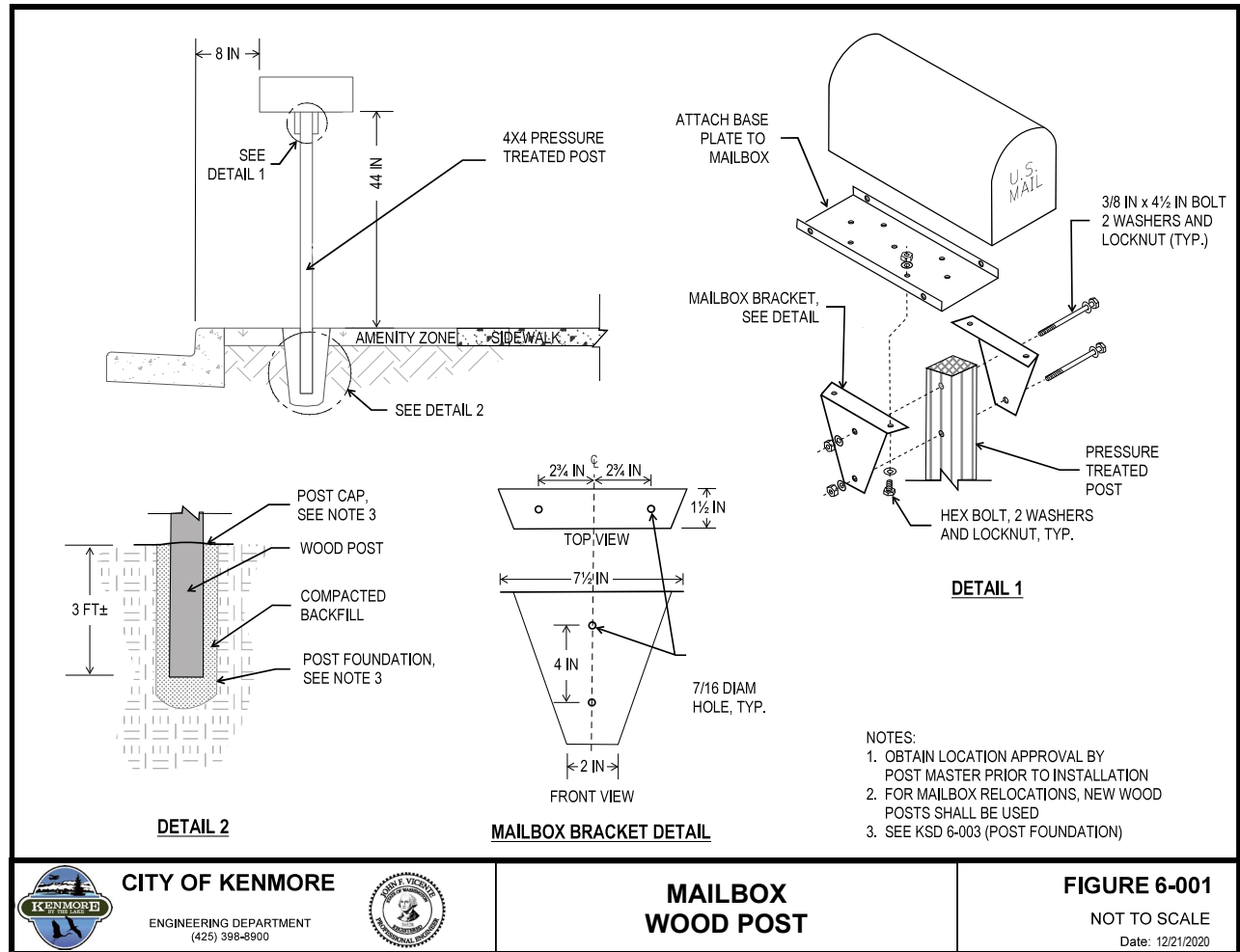


CROSSWALK AND STOP BAR MARKINGS

FIGURE 4-001

NOT TO SCALE

Date: 11/07/2020



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ENGINEERING DEPARTMENT
(426) 398-8900

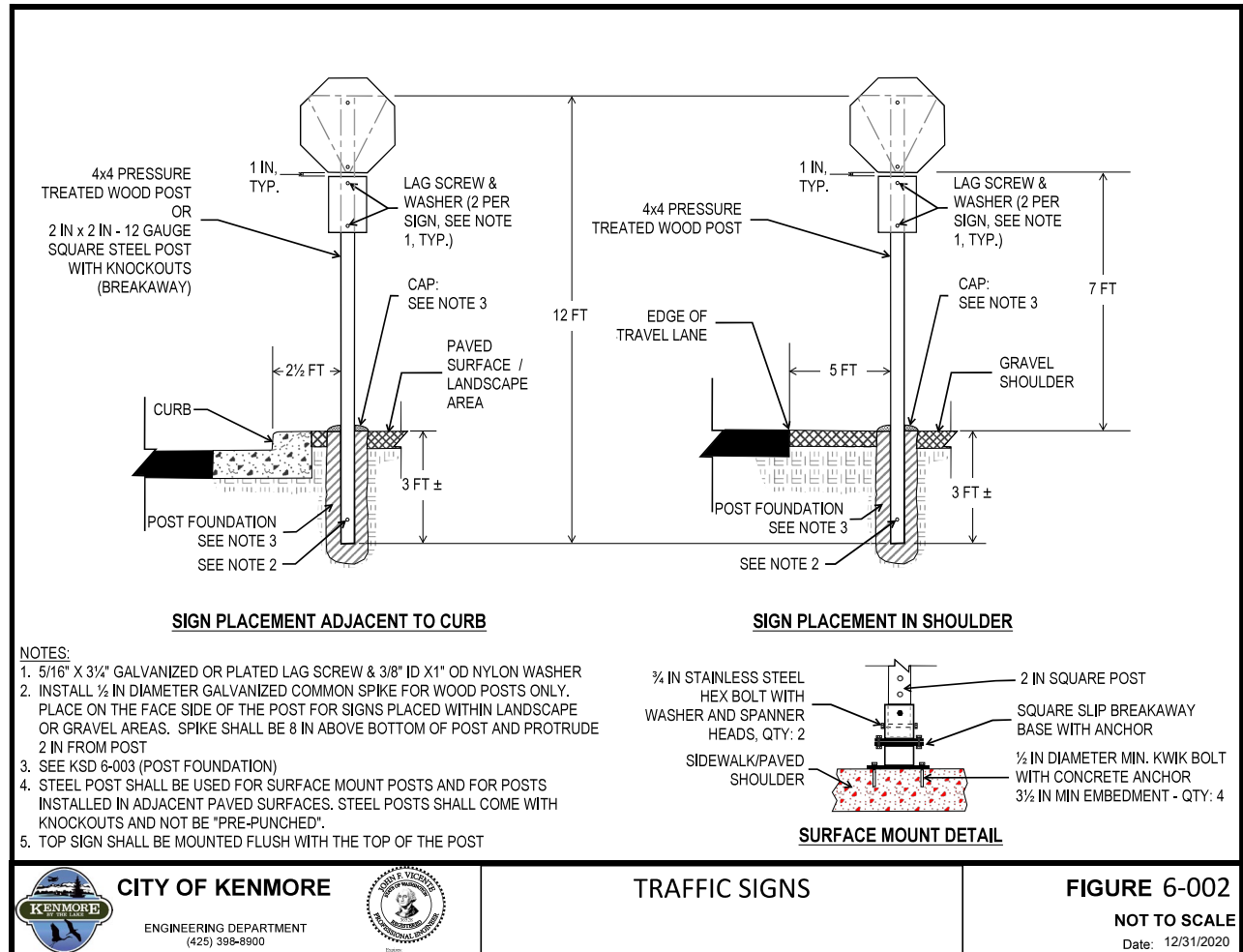


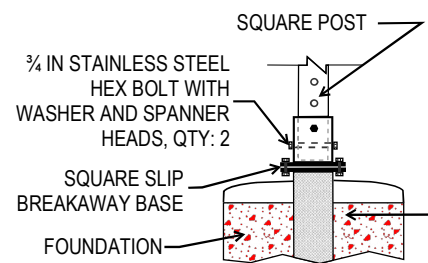
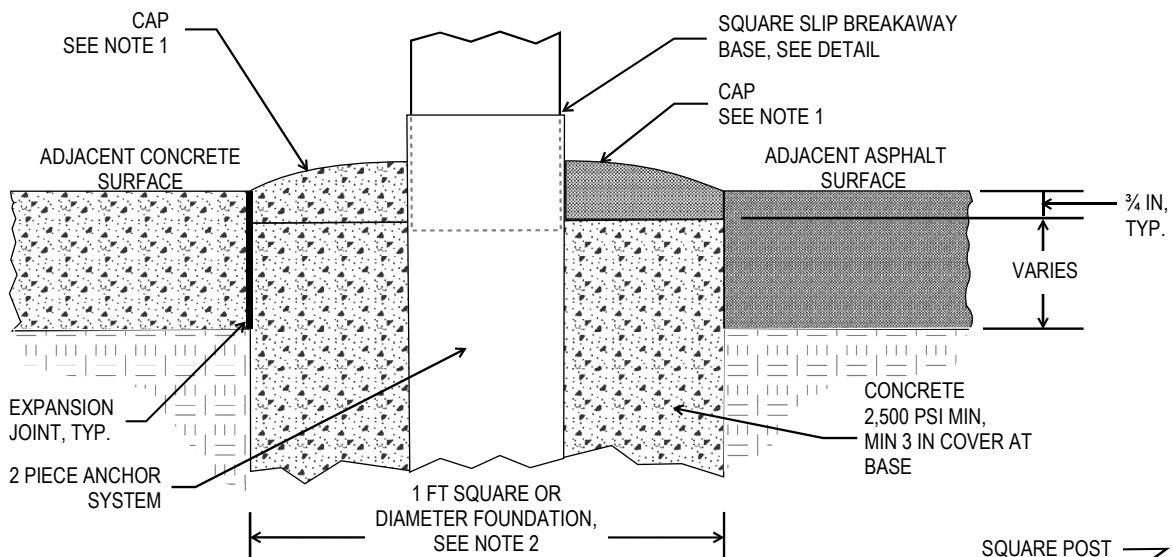
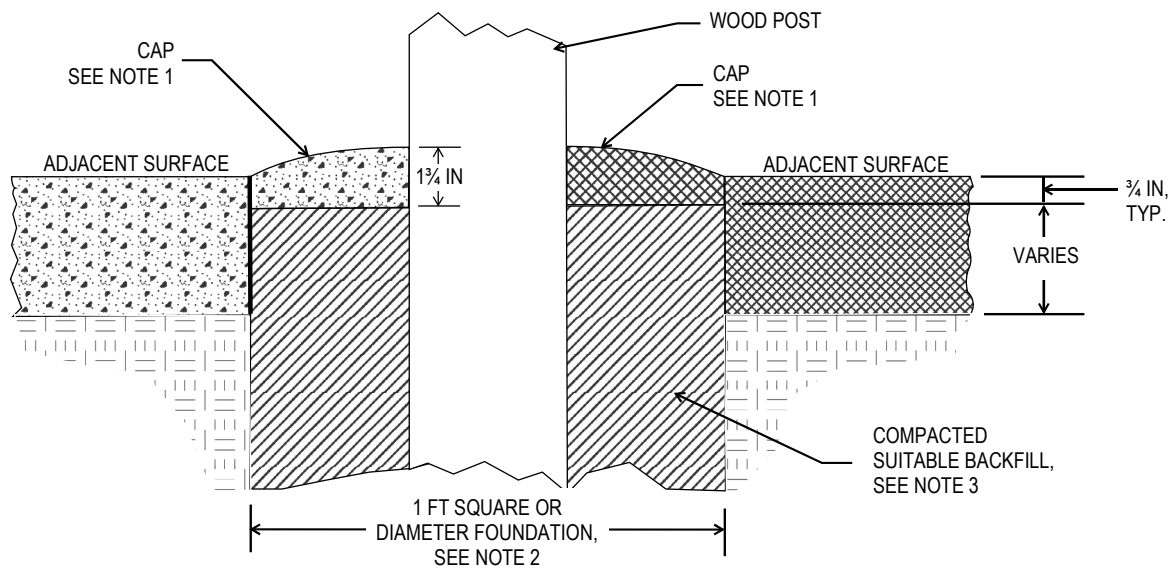
MAILBOX WOOD POST

FIGURE 6-001

NOT TO SCALE

Date: 12/21/2020





NOTES:

1. CAP SHALL BE MADE OF THE SAME MATERIAL AS THE SURROUNDING SURFACE AND SHALL BE MOUNDED TO DRAIN AWAY FROM POST.
2. BLOCKOUTS SHALL BE PROVIDED FOR POST LOCATIONS WHERE NEW CONCRETE PAVEMENT SURROUNDS POST
3. BACKFILL MATERIAL SHALL BE SELECT BORROW OR GRAVEL BORROW PER WSDOT STANDARD SPECIFICATIONS 9-03.14



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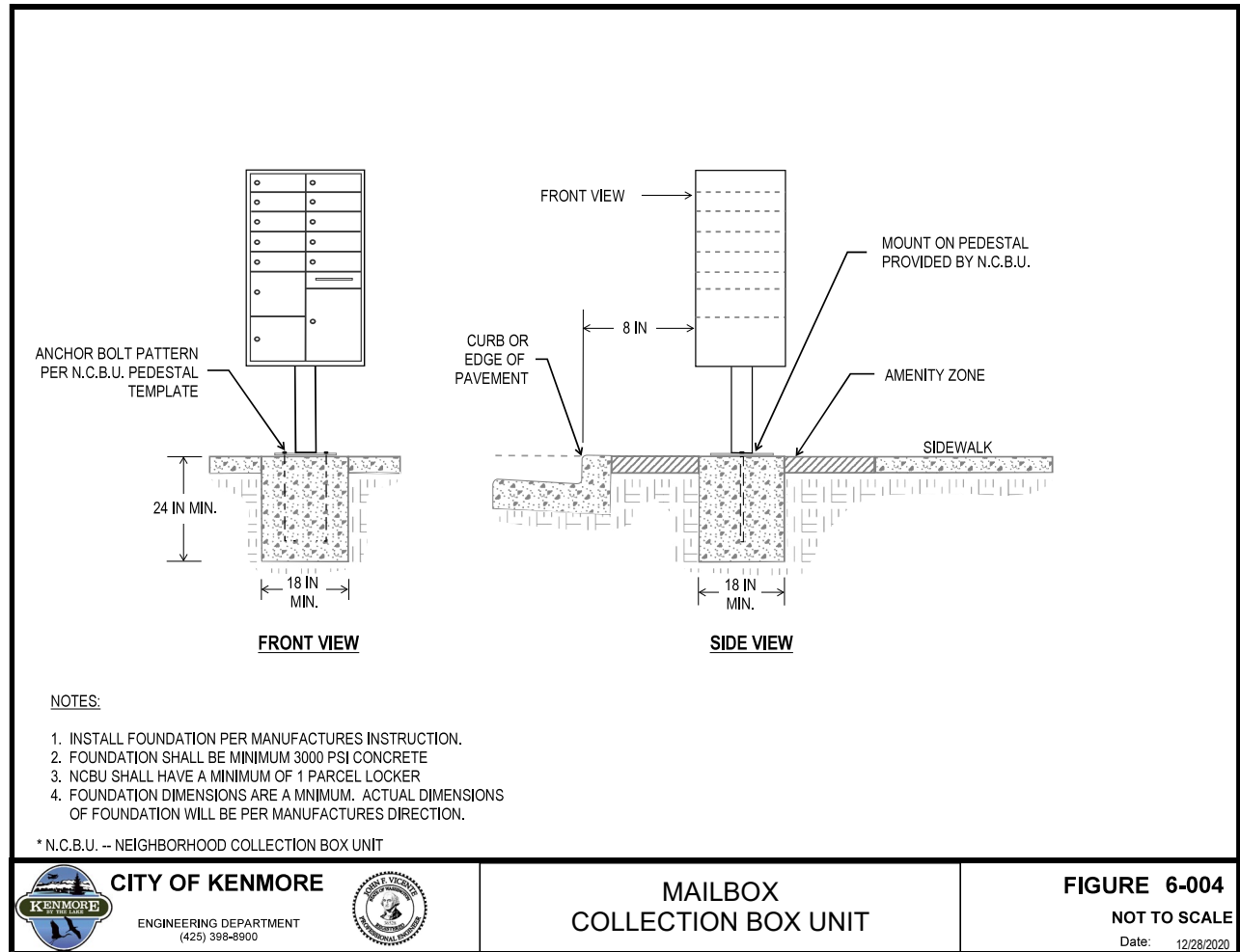


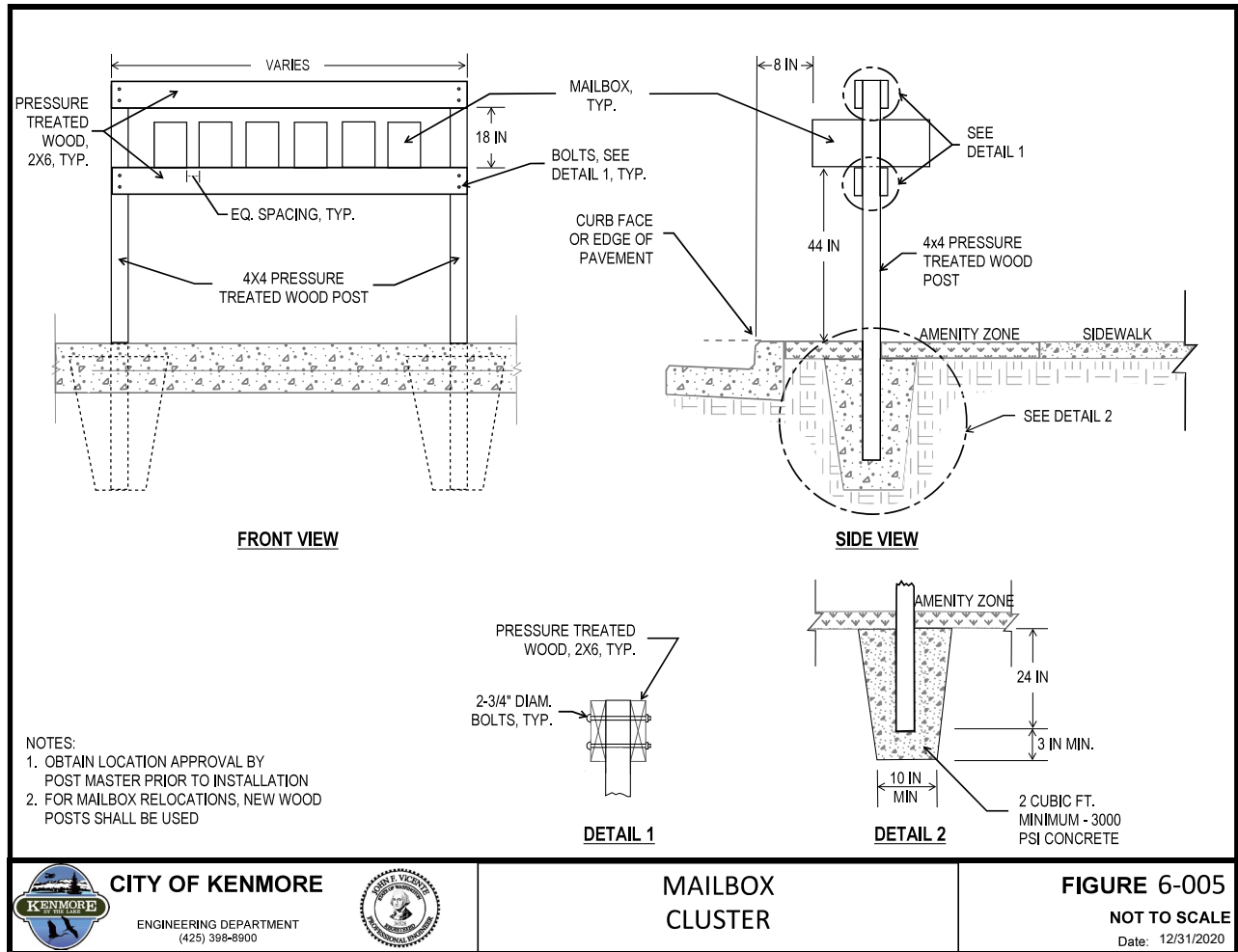
POST FOUNDATION

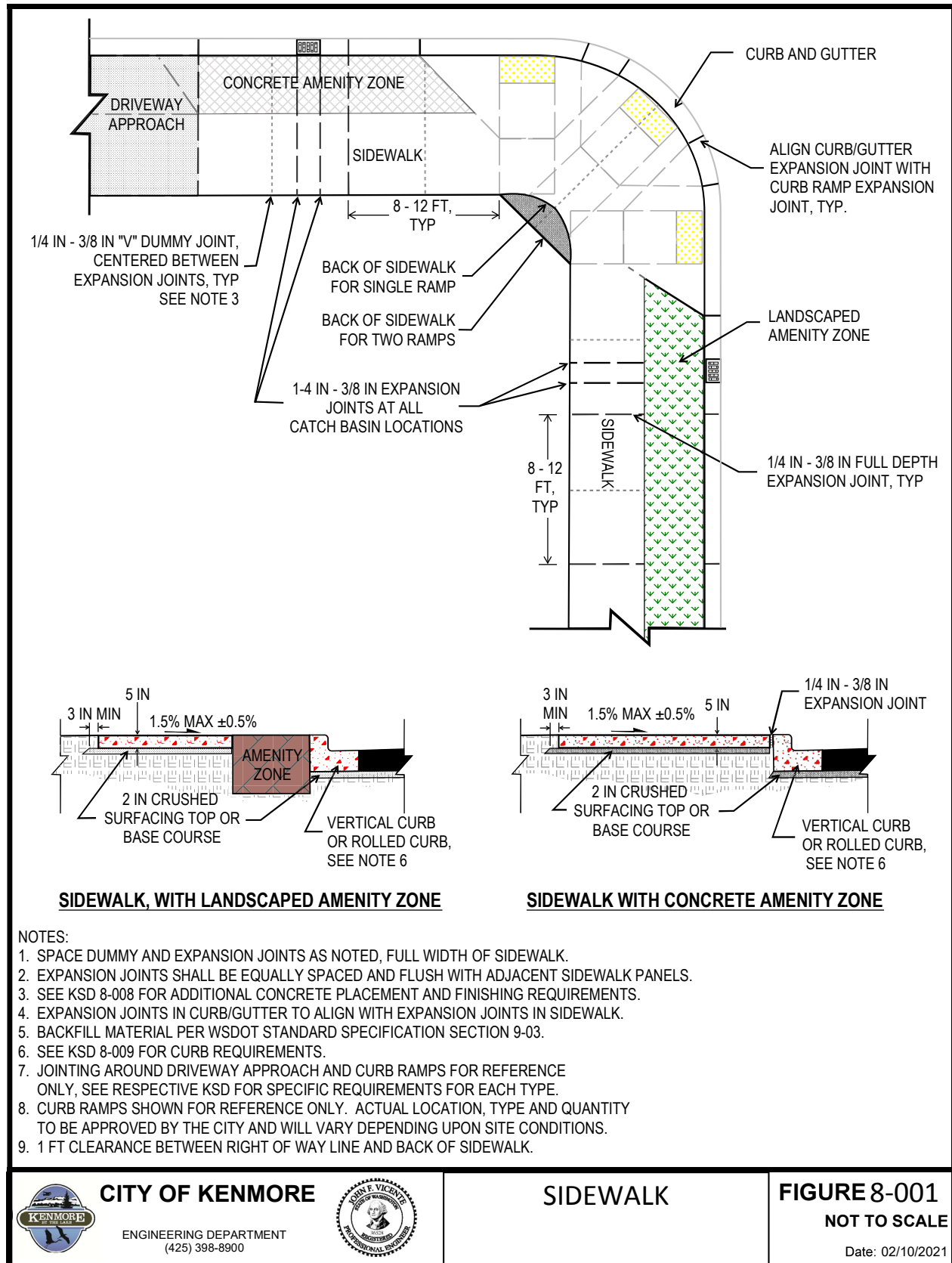
FIGURE 6-003

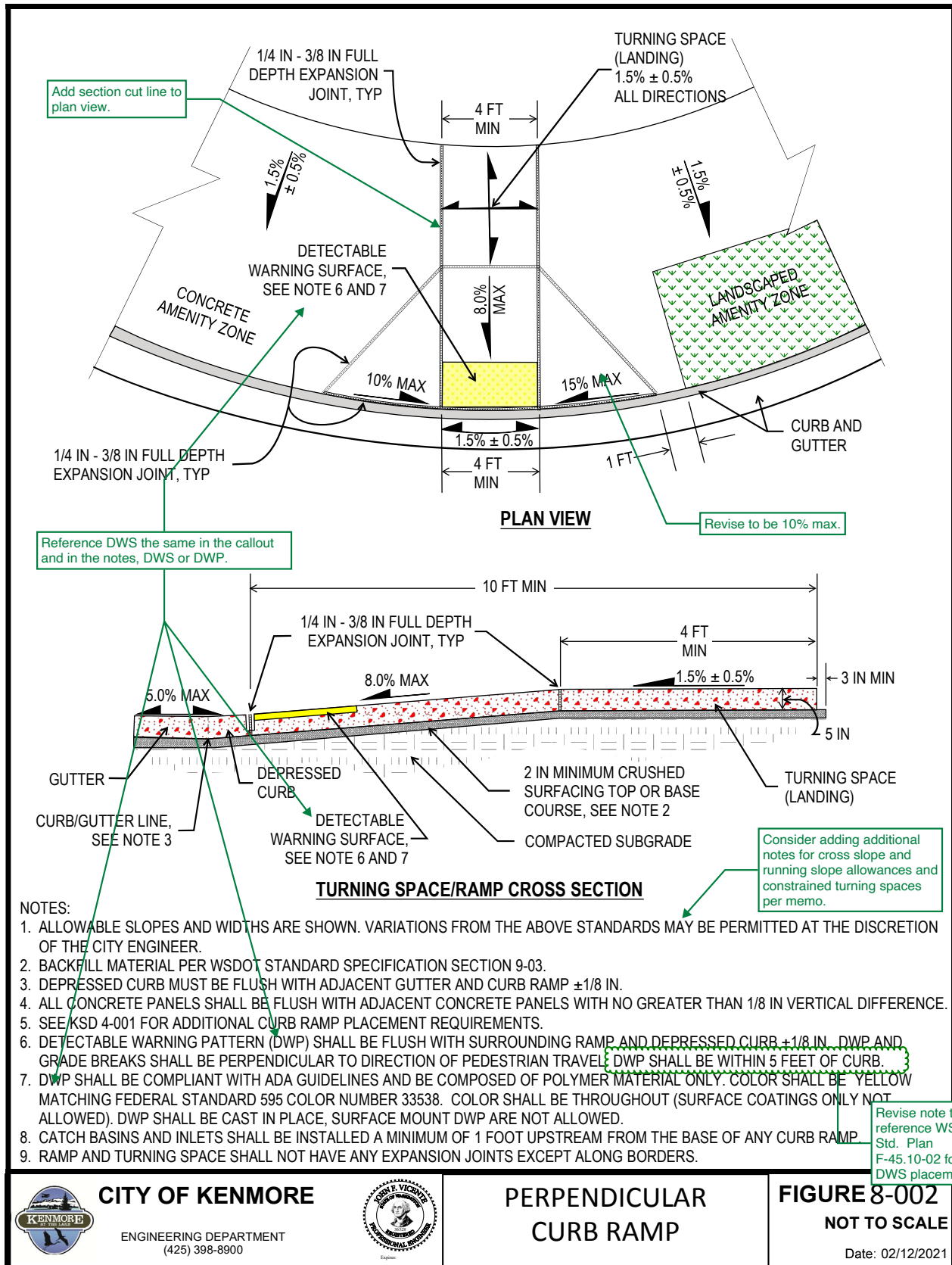
NOT TO SCALE

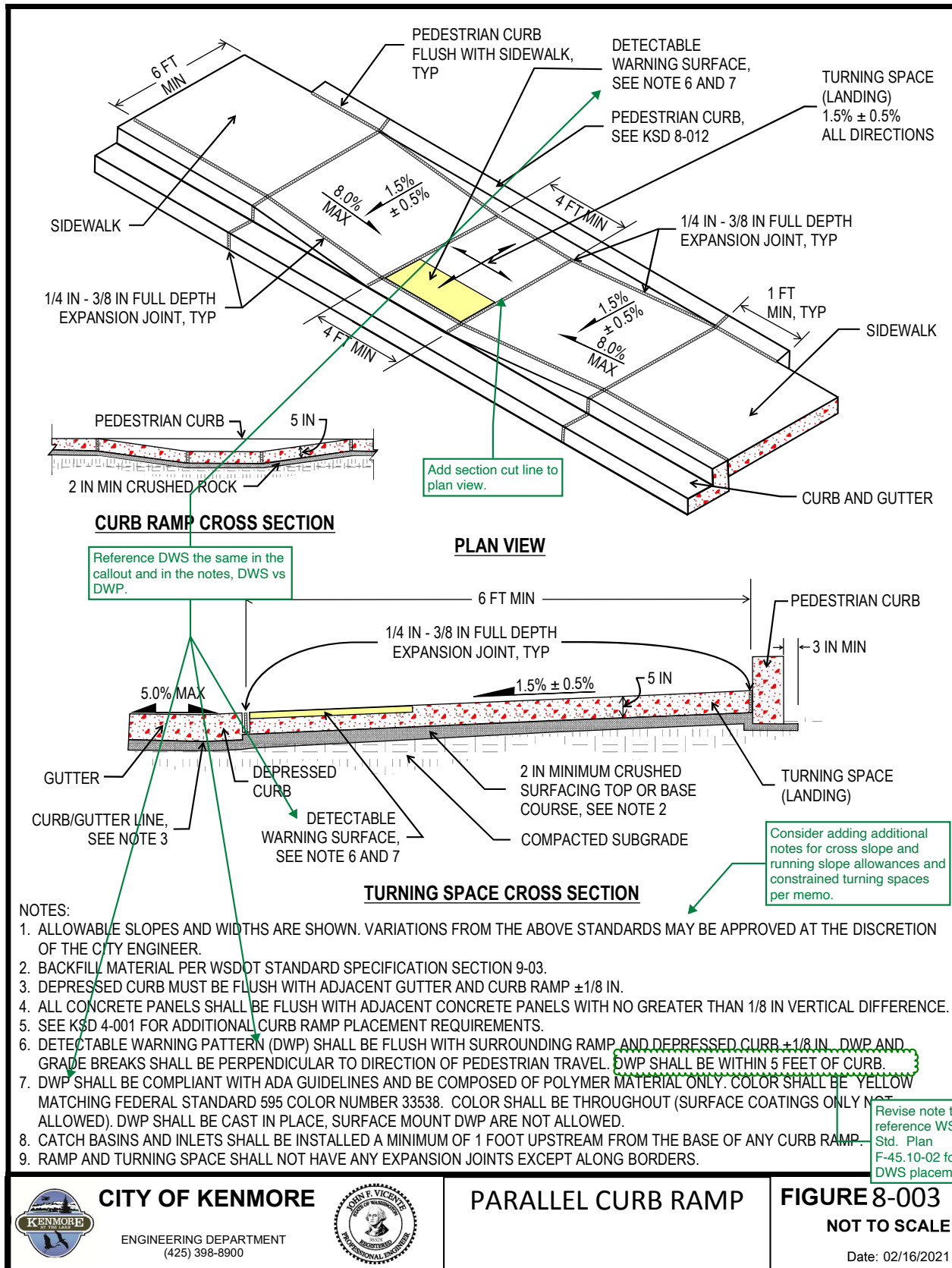
Date: 12/31/2020

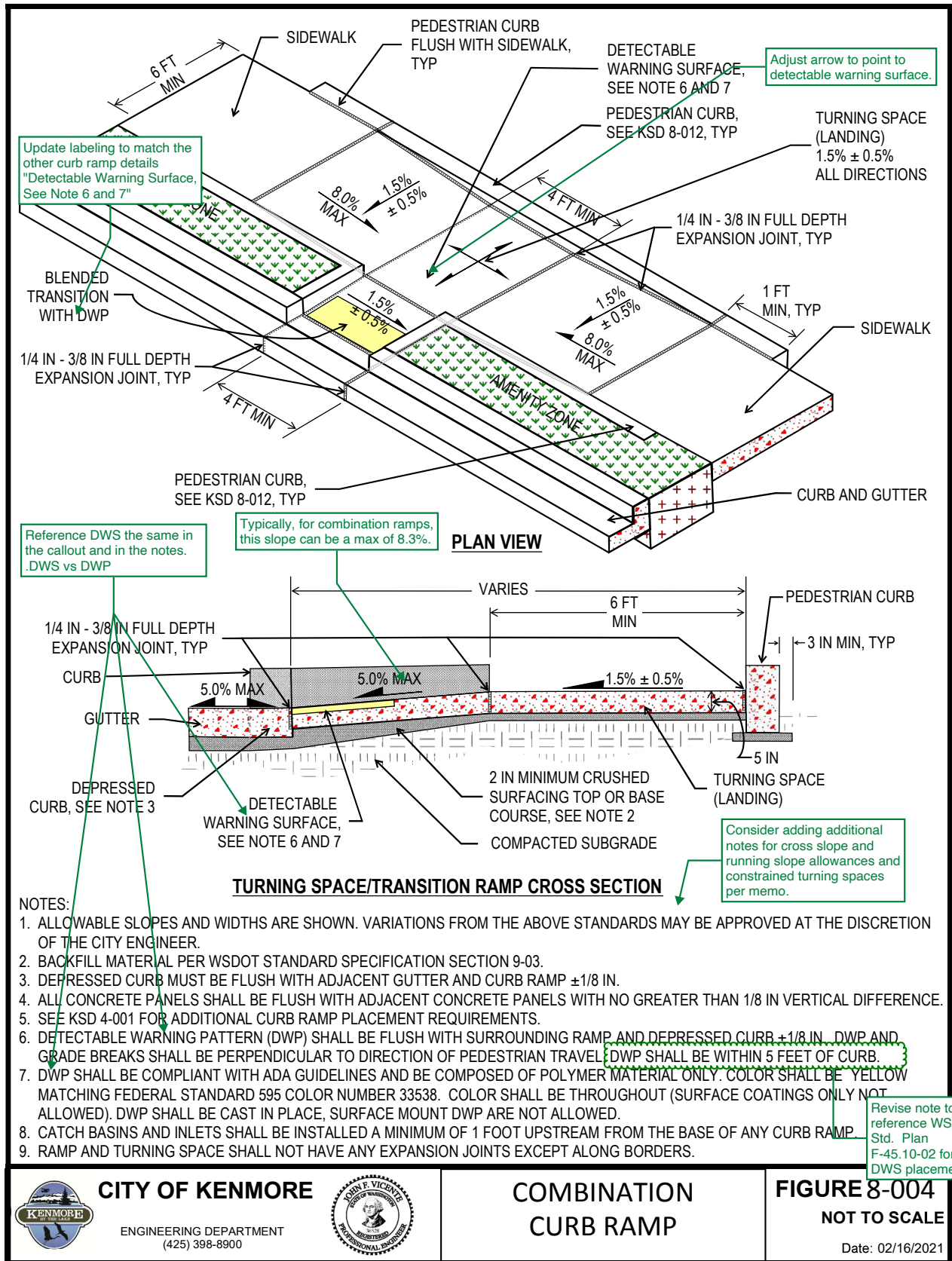


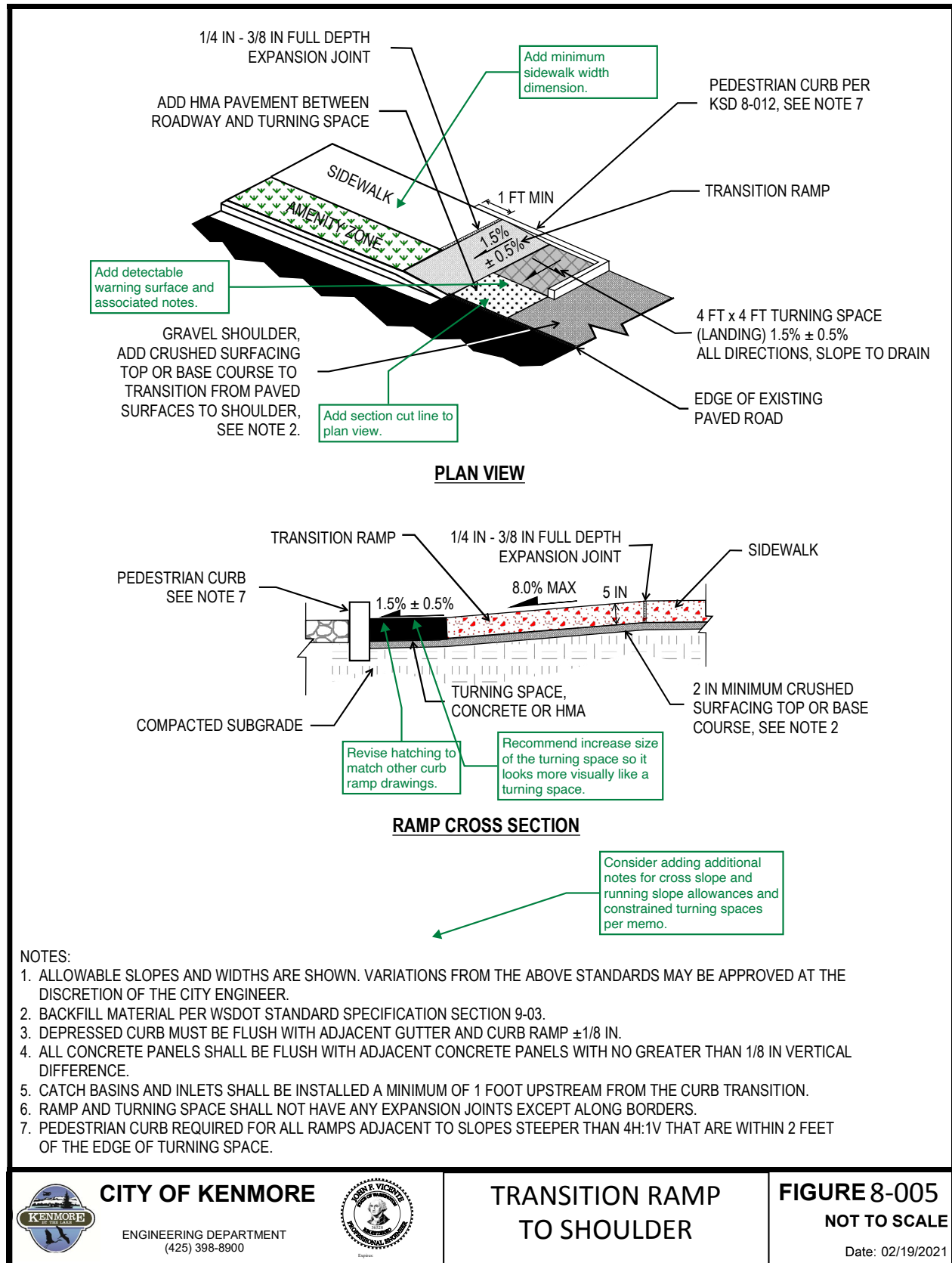


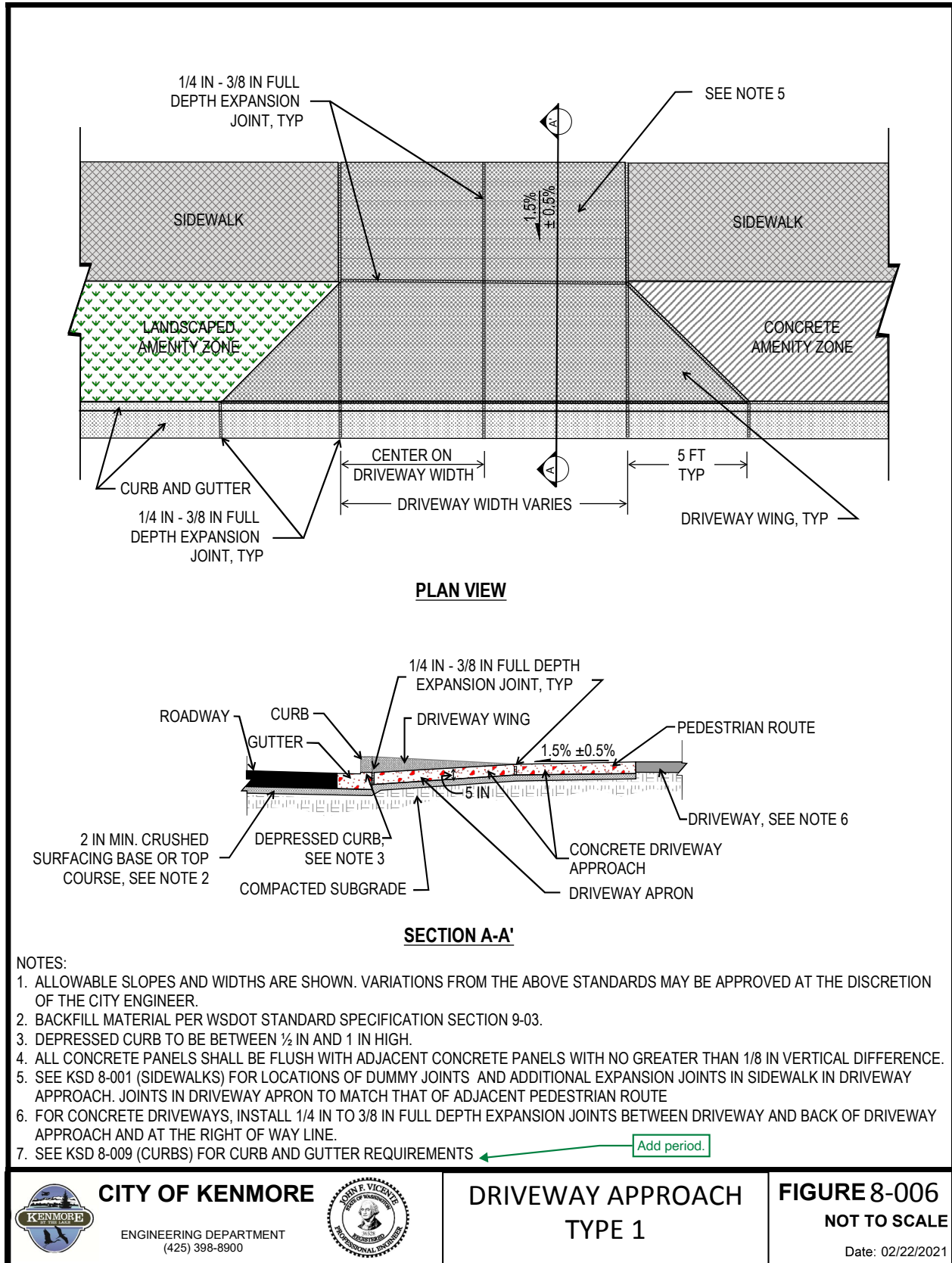


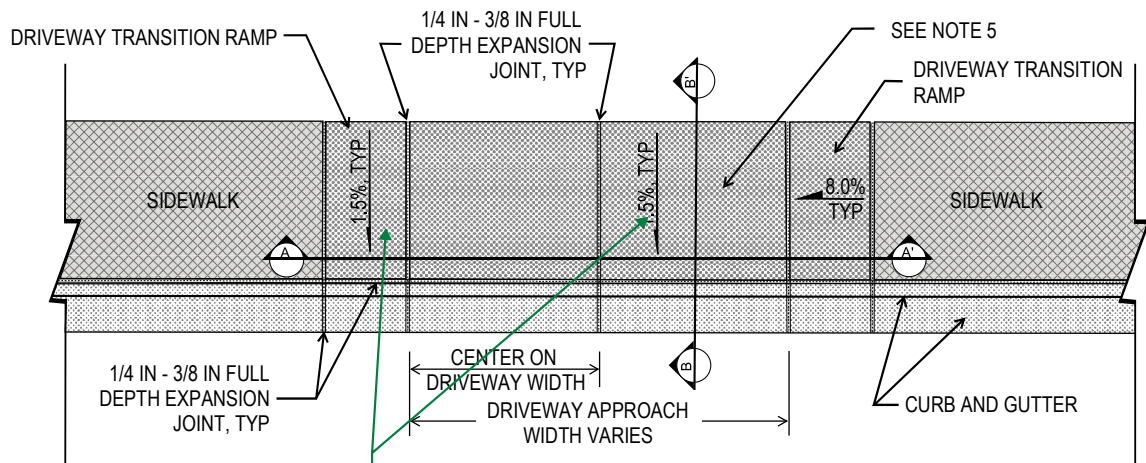
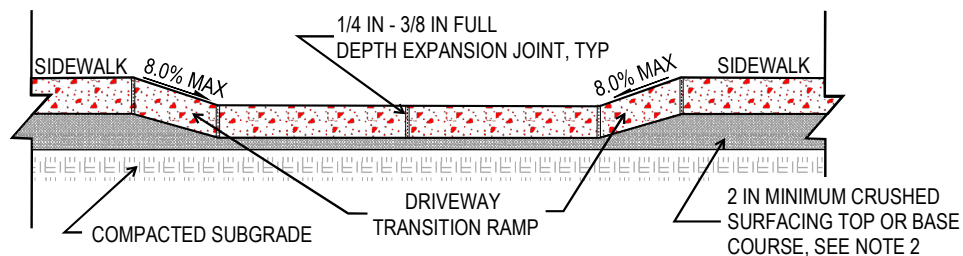
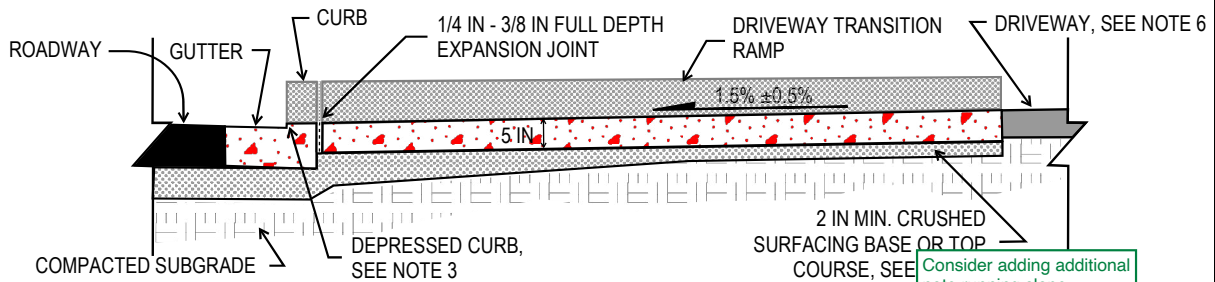











PLAN VIEW

SECTION A-A'

SECTION B-B'
NOTES:

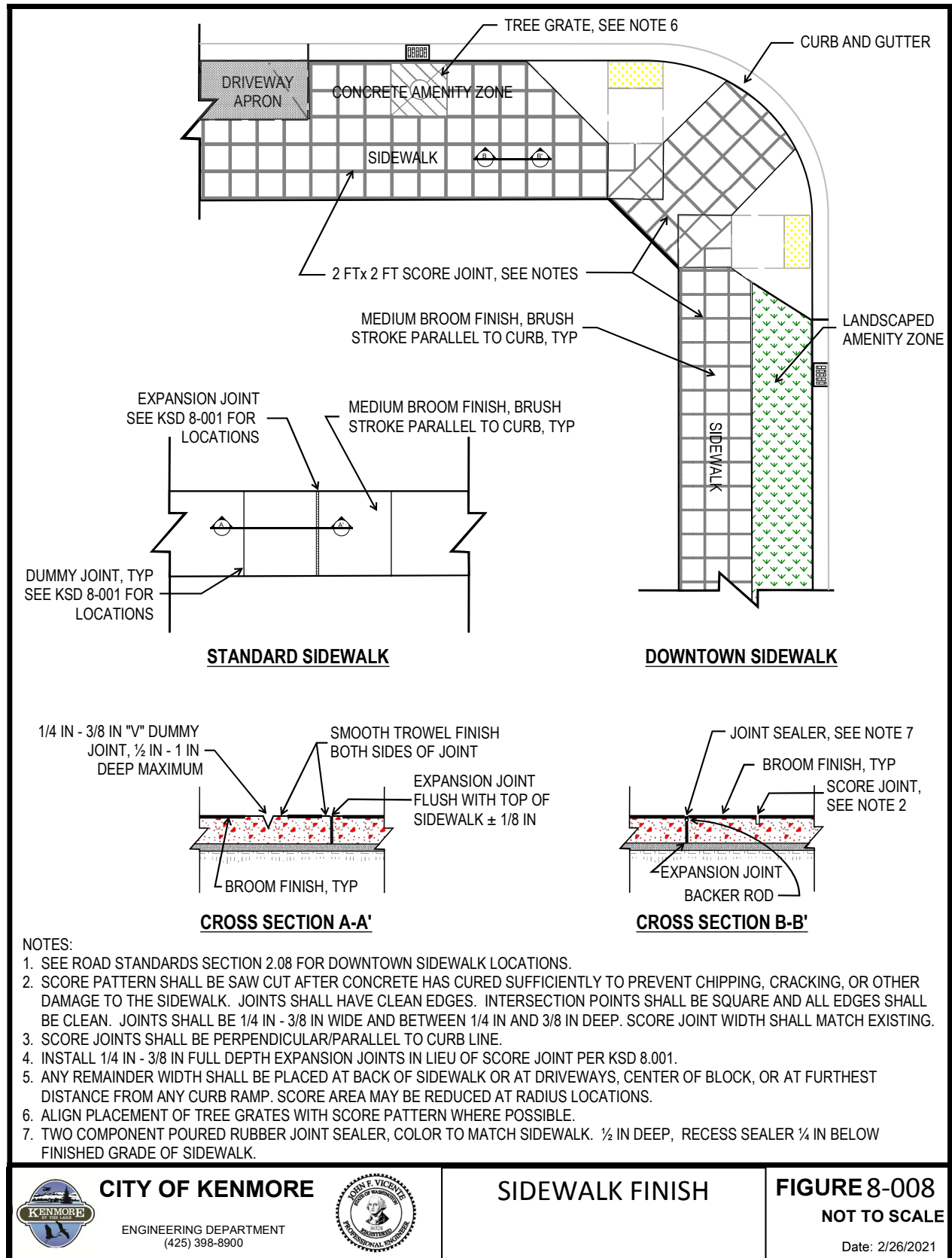
1. ALLOWABLE SLOPES AND WIDTHS ARE SHOWN. VARIATIONS FROM THE ABOVE STANDARDS MAY BE APPROVED AT THE DISCRETION OF THE CITY ENGINEER.
2. BACKFILL MATERIAL PER WSDOT STANDARD SPECIFICATION SECTION 9-03.
3. DEPRESSED CURB TO BE BETWEEN 1/2 IN AND 1 IN HIGH.
4. ALL CONCRETE PANELS SHALL BE FLUSH WITH ADJACENT CONCRETE PANELS WITH NO GREATER THAN 1/8 IN VERTICAL DIFFERENCE.
5. SEE KSD 8-001 (SIDEWALKS) FOR LOCATIONS OF DUMMY JOINTS AND ADDITIONAL EXPANSION JOINTS IN DRIVEWAY APPROACH.
6. FOR CONCRETE DRIVEWAYS, INSTALL 1/4 IN TO 3/8 IN FULL DEPTH EXPANSION JOINTS BETWEEN DRIVEWAY AND BACK OF DRIVEWAY APPROACH AND AT THE RIGHT OF WAY LINE.
7. SEE KSD 8-009 (CURBS) FOR CURB AND GUTTER REQUIREMENTS


CITY OF KENMORE

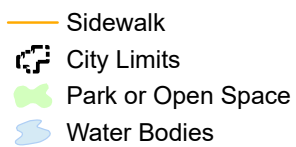
ENGINEERING DEPARTMENT
(425) 398-8900

**DRIVEWAY APPROACH
TYPE 2**
**FIGURE 8-007
NOT TO SCALE**

Date: 02/25/2021

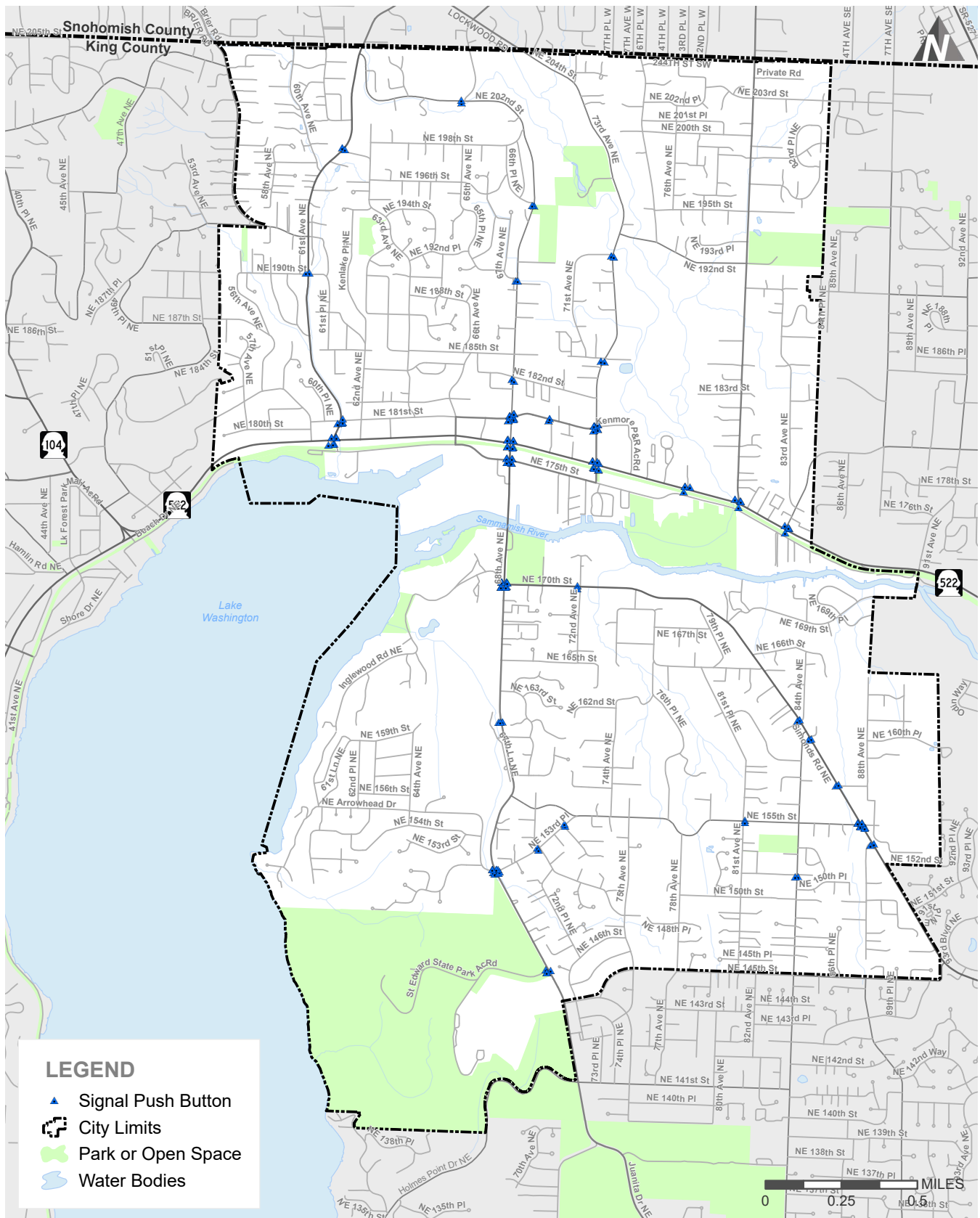


APPENDIX B: EXISTING DATA INVENTORY



City of Kenmore ADA Transition Plan

1-2



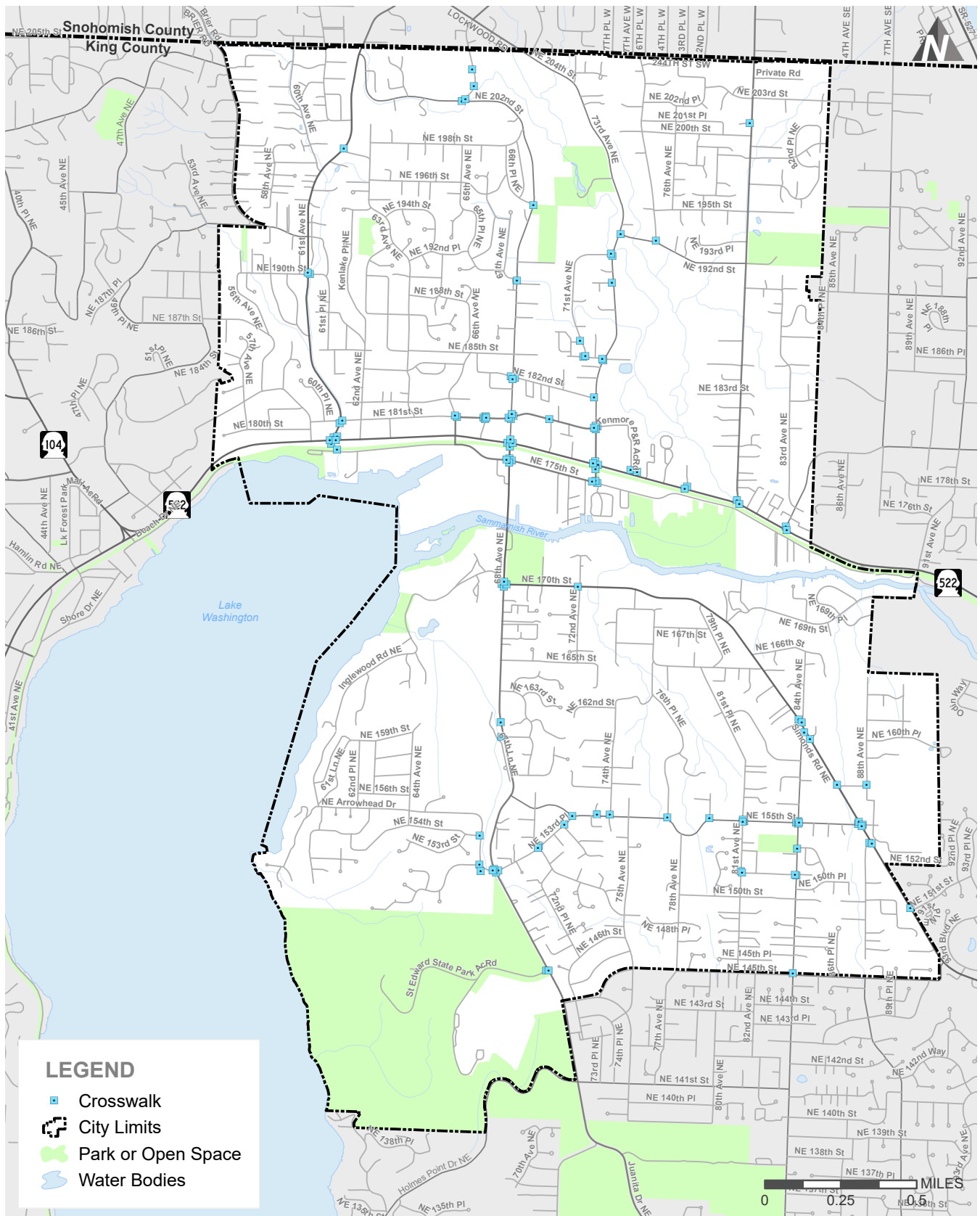
Inventory Signal Push Button

City of Kenmore ADA Transition Plan

transpogroup

FIGURE

I-3

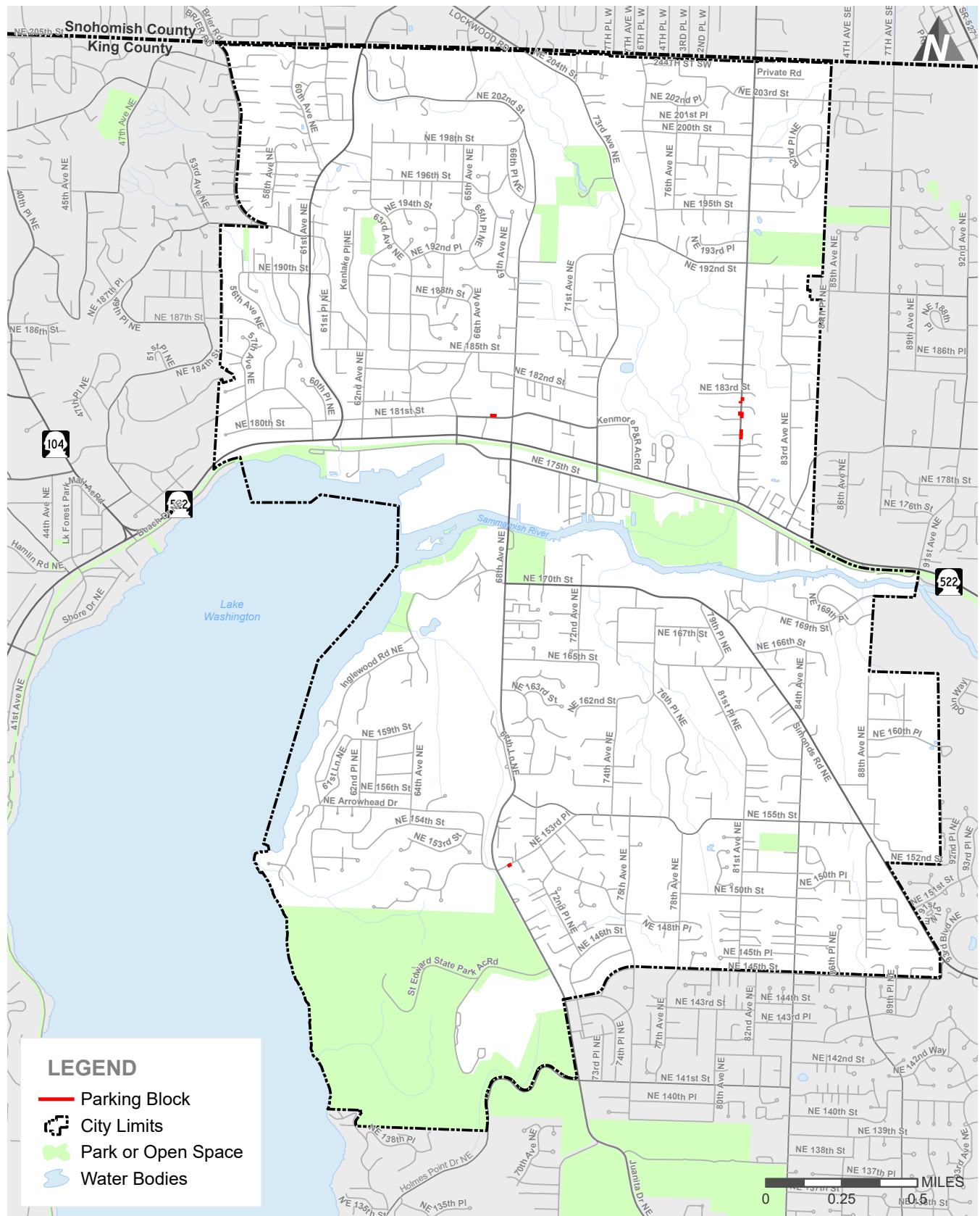


Inventory Crosswalk

City of Kenmore ADA Transition Plan

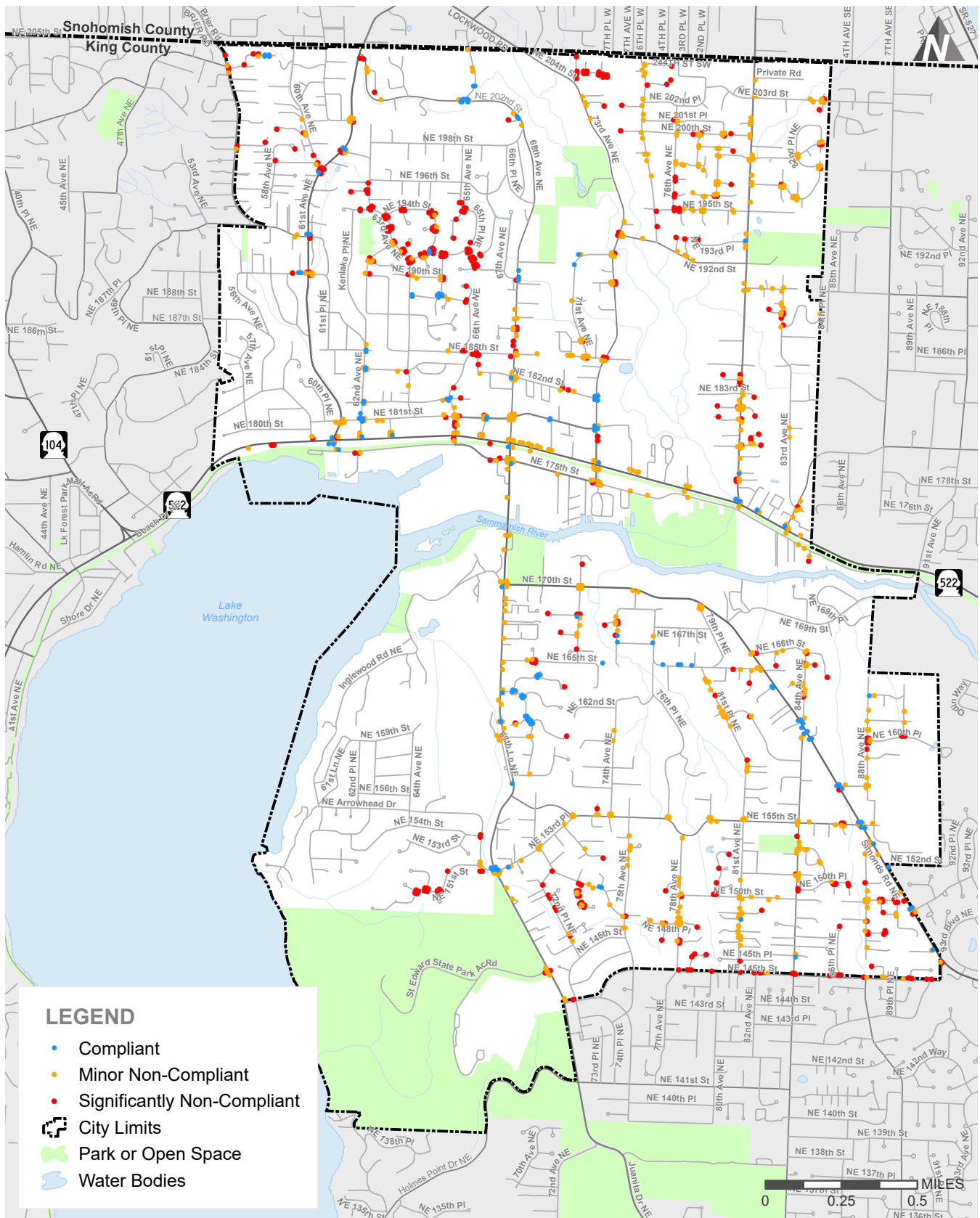
FIGURE

I-4



Inventory Parking Block
City of Kenmore ADA Transition Plan

transpogroup **7**



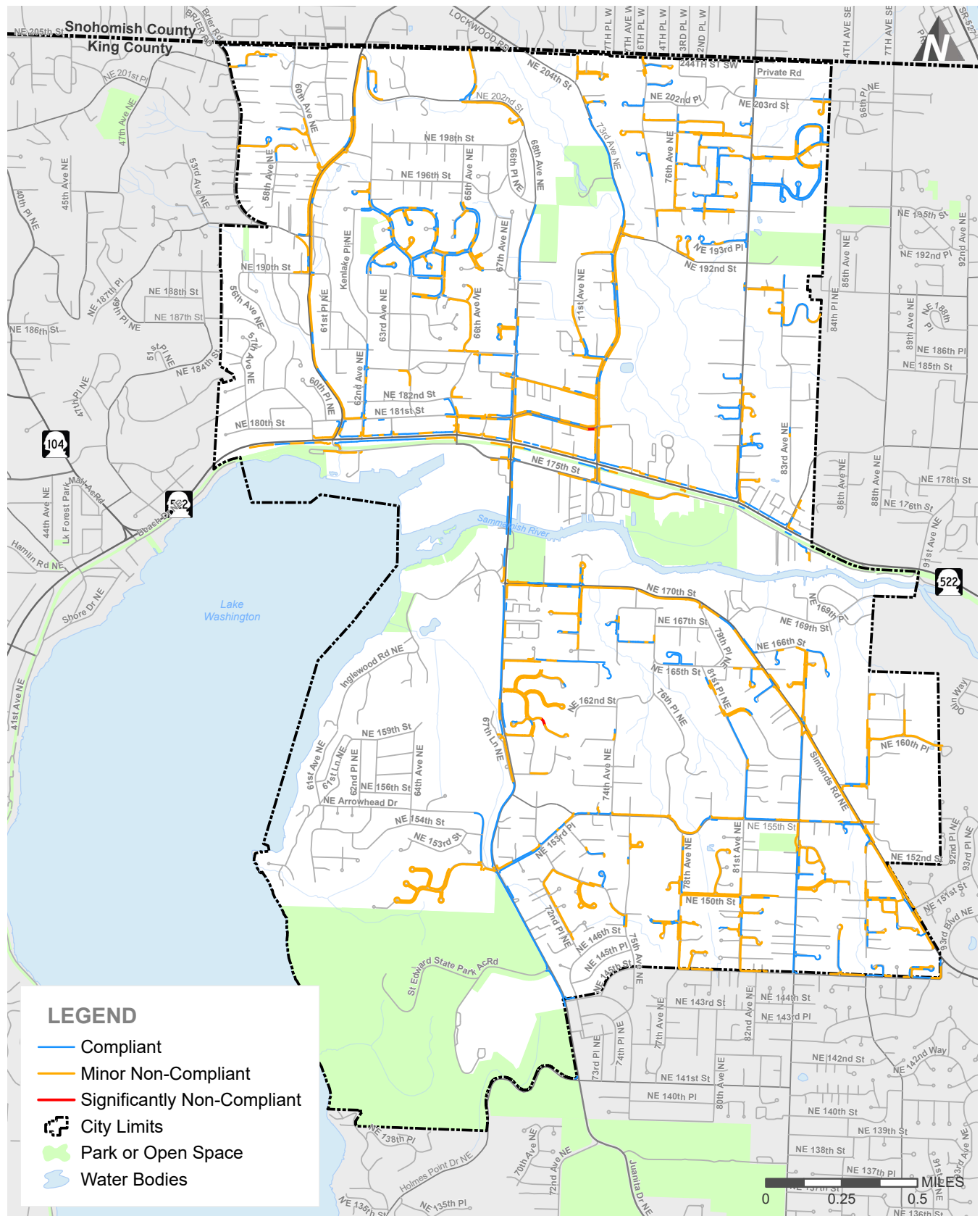
Non-Compliant Curb Ramp (Previous Version)

City of Kenmore ADA Transition Plan

transpogroup

FIGURE

A-1



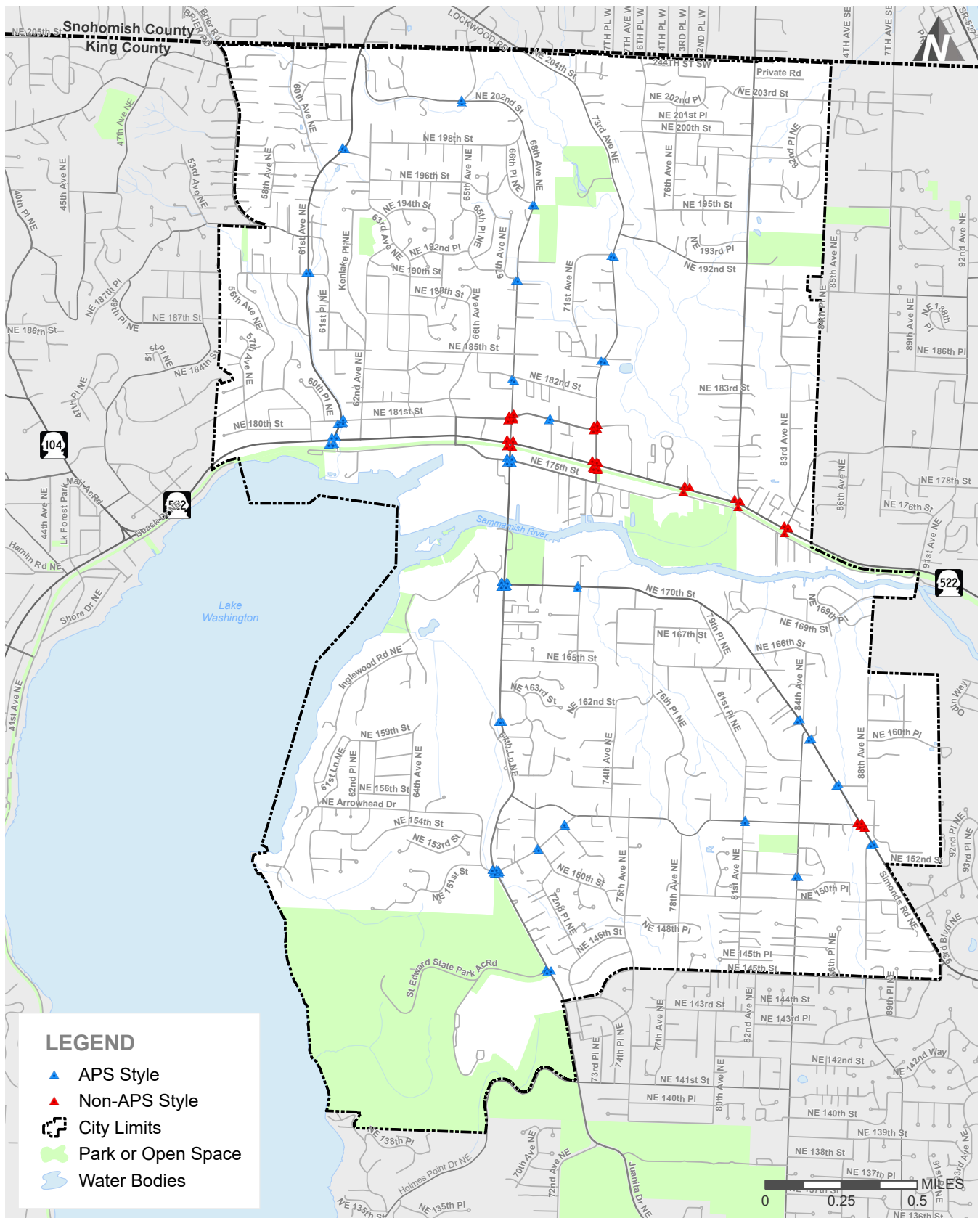
Non-Compliant Sidewalk (Previous Version)

City of Kenmore ADA Transition Plan

transpogroup

FIGURE

A-2



Signal Push Buttons: APS and Non-APS

City of Kenmore ADA Transition Plan

transpogroup

FIGURE

A-3

APPENDIX C: PRIORITIZATION CRITERIA

Kenmore ADA Transition Plan Prioritization Process

Public Right-of-Way

To focus efforts toward facilities that pose the largest barrier within the public right-of-way, an analysis of the accessibility of each pedestrian facility and its proximity to public destinations such as schools, libraries, parks, transit, and city buildings will be completed. The result of this analysis is a prioritized list of projects, with the highest benefit projects identified for removal first.

To complete this assessment, a multi-criteria analysis is conducted to determine which facilities do not meet existing sidewalks and curb ramp standards. Each attribute collected in the field is compared against PROWAG requirements.

If the facility does not meet PROWAG criteria or is located near public destinations, points are assigned, with the number of points dependent on the relative importance or proximity. Sidewalks or curb ramps with poor PROWAG compliance and a number of proximate destinations receive a high score and are prioritized for removal while PROWAG compliant ramps far from public destinations have a score of zero. Missing curb ramps are assigned the greatest number of points.

Accessibility Prioritization (aka Accessibility Index Score)

A number of criteria are used to establish the extent to which each pedestrian facility did or did not present a barrier to accessible mobility. Table shows these criteria, the threshold used to identify them as a barrier, and the score used to indicate the severity of each barrier relative to each other. Pedestrian facilities with a higher Accessibility Index Score (AIS) presented a large accessibility barrier and have a higher score. Facilities with fewer or no barriers have a lower score.

Below is an example of typical weighted values to equal a total possible score of 30.

FACILITY	CRITERIA	THRESHOLD	SCORE	MAX. POSSIBLE SCORE
Sidewalks	Width	<36 inches	4	6
	Width	<= 48 inches or >= 48 - <60 inches w/ out pullouts	2	
	Run Slope	> 5% (and not similar to roadway grade)	5	5
	Cross Slope Issue	> 2%	2	7
	Cross Slope Issue	> 2.4%	2	
	Cross Slope Issue	> 3%	3	
	Vertical Discontinuity Issue	Present	2	2
	Horizontal Discontinuity Issue	Present	2	2
	Fixed Obstacles	Present	2	2

FACILITY	CRITERIA	THRESHOLD	SCORE	MAX. POSSIBLE SCORE
	Moveable Obstacles	Present	2	2
	Protruding Obstacles	Present	2	2
	Other Obstruction	Present	2	2
	Maximum Sidewalk (AIS) Score			30
Curb Ramp (Max. Score)	Curb Ramp Type	Non-Compliant Type	30	30
	Non-Compliant as Determined by City	City Determined	30	30
Curb Ramps	Ramp Width	< 48 inches	6	6
	Ramp Running Slope	> 8.3% (less than 15-ft) or >5% (Blended)	6	6
	Ramp Cross Slope Issue	> 2% - <=3%	3	6
	Ramp Cross Slope Issue	> 3%	3	
	Turning Space	None or width < full width of ramp or length < 48 inches	2	2
	Turning Space Slope	>2%	4	4
	Flare Slope	>10%	1	1
	Truncated Domes (DWS) Present and Compliant	No	2	2
	Counter Slope	>5%	1	1
	Gutter Slope	>2%	1	1
	Curb Ramp Obstruction	Present	1	1
	Maximum Curb Ramp (AIS) Score			30
Signal Pushbuttons	Curb Distance	Pushbutton less than 10 feet from curb = No	2	2
	Crosswalk Extension Distance	Pushbutton less than 5 feet from the extension of the crosswalk line = No	2	2
	Force Less Than 5lbs	Pushbutton Force less than 5 pounds = No	2	2
	Vibe Feedback	Pushbutton provides vibratory feedback when pushed = No	2	2
	Button Size and Visual Contrast	Pushbutton size meets minimum 2-inch diameter with visual contrast from housing = No	2	2
	Distance of 2 Buttons on Same Corner	Distance between pushbuttons on the same corner less than 10 feet and audible indication of WALK interval in speech = No	2	2
	Reach Depth from Landing	Reach depth from pushbutton to the landing	2	2

FACILITY	CRITERIA	THRESHOLD	SCORE	MAX. POSSIBLE SCORE
		is less than 10 inches = No		
	Mounting Height	Mounting height of pushbutton from landing area is < 42 inches or > 48 inches	2	2
	Tactile Arrow	Tactile Arrow provided = No	2	2
	Directional Arrow	Directional arrow on pushbutton face, housing, or mounting & pushbutton with parallel orientation to crosswalk direction = No	2	2
	Level Clear Space	Level clear space provided at pushbutton (min. 30" x 48") landing area provided with less than a 2% cross slope in any direction = No	2	2
	Both Audible Tone during "Walk" Cycle and Audible Speech during "Walk" Cycle	Audible indication of WALK interval in tone = No and Audible indication of WALK interval in speech = No	2	2
	Locator Tone during "Don't Walk" Cycle	Locator tone operates during DON'T WALK and flashing DON'T WALK intervals = No	2	2
	Braille Street Name	Braille correctly showing street name = No and audible indication of street name at any time = No	2	2
	APS Style Housing	Housing is APS Style = No	2	2
	Maximum Signal Pushbutton (AIS) Score			30
Crosswalks	Width	< 6 feet	6	6
	Run Slope	> 5%	8	8
	Cross Slope	> 5% at Non-Stop/Yield Controlled Intersections or > 2% at any other type except for mid-block crossings	8	8
	Crosswalk Obstruction	Present	8	8
	Maximum Crosswalk (AIS) Score			30

Location Prioritization (aka Location Index Score)

A number of destinations are used to identify high priority pedestrian facilities within the City. This is done by identifying public destinations such as public buildings, transit and parks and identifying pedestrian facilities within close proximity of one or more of these destinations.

Pedestrian facilities within the identified proximity were assigned points based on each destination they were close to, as shown in Table. This measure is called the Location Index Score (LIS), which identifies high pedestrian generating overlapping areas. Ultimately the more pedestrian generating areas an asset is within, the higher number. Community Defined Destinations criteria is added to the Location Index Score (LIS) following comments and results received from open house attendees, City staff, other stakeholders during engagement and public outreach. This assists in factoring in what's important to the citizens and community to help with the overall prioritization.

Below is an example of typical weighted values to equal a total possible score of 45

LOCATION CRITERIA	RATING CRITERIA	POSSIBLE SCORE
Schools		
Proximity to Schools	Within 1/4-mile radius of school	5
Walk-To-School Route Proximity	Within 1/4-mile radius of school	5
Parks	Within 1/8-mile radius of park	5
Transit		
Park and Ride	Within 1/2-mile of park and ride	5
Bus Stops	Within 1/4-mile of transit stop	5
Traffic Signal/Roundabout	Within 1/8-mile of signal or roundabout	5
Public Buildings	Within 1/8-mile of location	5
Downtown / Urban / Commercial Business Centers	Within 1/4-1/8mile radius of Downtown, Urban and Commercial Business Center Zoning	5
Community Defined Destinations (defined by Stakeholder/Public Engagement*)	Within 1/4-1/8mile of location	5
TOTAL LOCATION INDEX SCORE (LIS)		45

* Note: Community Defined Destinations to be identified based on public outreach, ADA surveys, etc. on what locations are more important, thus giving extra weight to those community defined destinations. (To be determined)

Barrier Removal Priorities (Combined Composite Index Score)

By combining the Accessibility Index Score and Location Index Score, a Combined Composite Index Score was developed. Together, these measures prioritize barrier removal at locations where pedestrian facilities present a barrier and where pedestrians would be expected.

Facilities with the highest score should be addressed first (46+ points) and represent facilities that present a clear physical barrier and are in high-demand areas. Facilities with lower scores should be address last (0 to 15 points), have minor barriers, and are in locations where pedestrian demand would be expected to be lower. These scores are relative, comparing one facility to the other. The ranges for medium and high priority were defined based on review of the identified barriers and assessment of the relative barrier they present. It should be noted that while some barriers have a lower priority, they still should be removed.

APPENDIX D: COMMUNITY ENGAGEMENT

MEMORANDUM

Date:	April 4, 2022	TG:	1.19347.01
To:	John Vicente – City of Kenmore		
From:	Patrick Lynch, AICP – Transpo Group Francesca Liburdy, PE – Transpo Group		
Subject:	Kenmore ADA Transition Plan Stakeholder Engagement		

The following document summarizes the Kenmore ADA Transition Plan stakeholder engagement process and identifies trends and priorities based on the community's responses.

Public and stakeholder input is an essential element in the transition plan development and self-evaluation processes. ADA implementation regulations require public entities to provide an opportunity to interested persons, including individuals with disabilities or organizations representing individuals with disabilities, to participate in the self-evaluation process and development of the transition plan by submitting comments (28 CFR 35.105(b) and 28 CFR 35.150(d)(1)). The City's three primary goals for conducting public outreach activities prior to adopting the plan include the following:

- Inform the public about the City's plan and processes regarding removal of barriers to accessibility within the rights-of-way. Provide information to assist interested parties to understand the issues faced by the City, alternatives considered and planned actions.
- Obtain public comment to identify any errors or gaps in the proposed accessibility transition plan for the public rights-of-way, specifically on prioritization and grievance processes.
- Meet Title II requirements for public comment opportunity.

Engagement Survey

The engagement survey was promoted by the City of Kenmore between late March 2021 and late August 2021 to request responses via the City's virtual open house website and social media channels, including four Facebook posts on the City's page in June and July 2021. In addition, the City promoted the engagement survey through postcards and flyers to local residents. The City also conducted interviews with members of the visually impaired community as well as a Certified Orientation and Mobility Specialist in May 2021 and August 2021.

An online survey was made available to residents through the City of Kenmore's website, <https://www.kenmoreada.com/survey>. The online open house provides context on the City's ADA Transition Plan process and allows viewers to respond to the feedback survey. The feedback survey asked respondents to provide input on their disability status, travel modes, barriers to travel that they experience, and priorities for improving ADA facilities. The survey contained several sections that asked the responder to comment on the following subtexts:

1. Whether they have a disability or support someone with one;
2. Which type of accessibility barriers they currently experience;
3. How they rate the accessibility conditions of existing right-of-way facilities; and,
4. What facility types they believe should be prioritized when removing accessibility barriers.

A full account of the survey findings can be found in Attachment A. In addition to the online survey, an interactive map was available for respondents to identify areas of concern.

The online survey received 128 respondents. Out of the 128 responses, 94 percent were residents of Kenmore. Other respondents either worked or frequented Kenmore for recreation, medical appointments, or shopping. Of all respondents, 21 percent (27 respondents) indicated they have a disability that impacts the way they travel and 12 percent (15 respondents) reported supporting someone with a disability. Three

of these respondents reported that they both have a disability and support someone with a disability. A summary of respondents' disability status is shown on Figure 1.

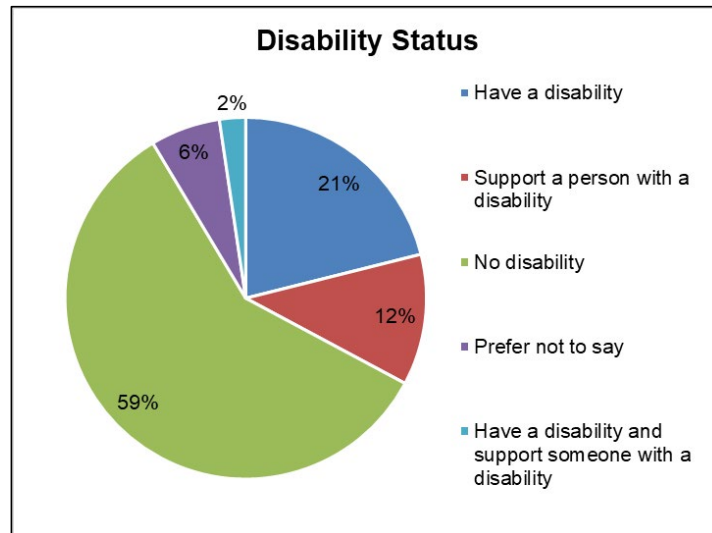


Figure 1 Disability Status

The survey asked respondents to evaluate their use of frequent travel modes through the city, including driving, transit or paratransit shuttle, wheelchair, bike, or walk. Respondents were able to indicate if they use multiple travel modes.

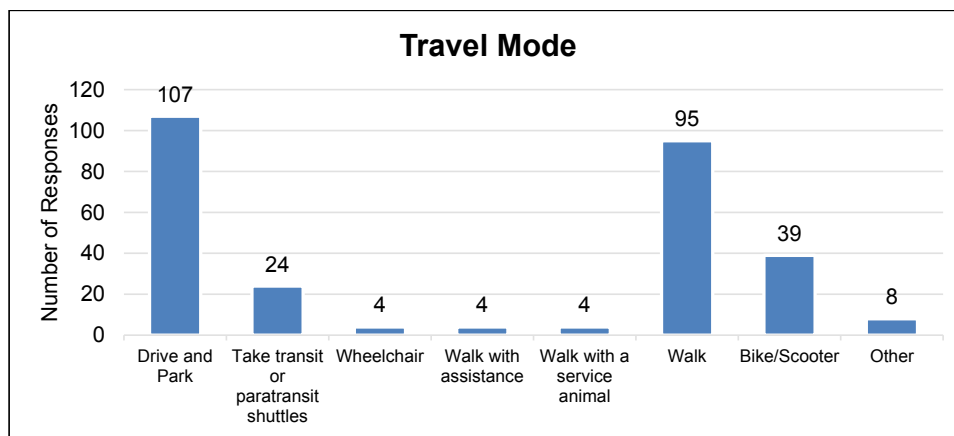


Figure 2 Travel Mode

As shown in Figure 2, 107 of the 128 total respondents (84 percent) drive, 95 respondents (74 percent) walk, and 39 respondents (30 percent) bike/scooter, while 24 respondents (19 percent) indicated use of transit or paratransit shuttles. Four respondents use a wheelchair, walk with assistance, or walk with a service animal.



Survey respondents were asked to identify barriers in the public right-of-way that limit participation and access to services in the City of Kenmore. As shown on Figure 3, several barriers received significant response from the survey, with lack of sidewalk, sidewalk barriers, and pedestrian crosswalk issues being selected 33, 20, and 11 times, respectively. 13 respondents identified barriers in the Other category, with responses that ranged from lack of ADA parking enforcement, lack of gender-neutral bathrooms, lack of low-light sensory rooms in public spaces, and steep slopes or stairs that pose mobility challenges. In addition, lack of ADA parking, curb ramp barriers, and access to push-buttons were identified as challenges.

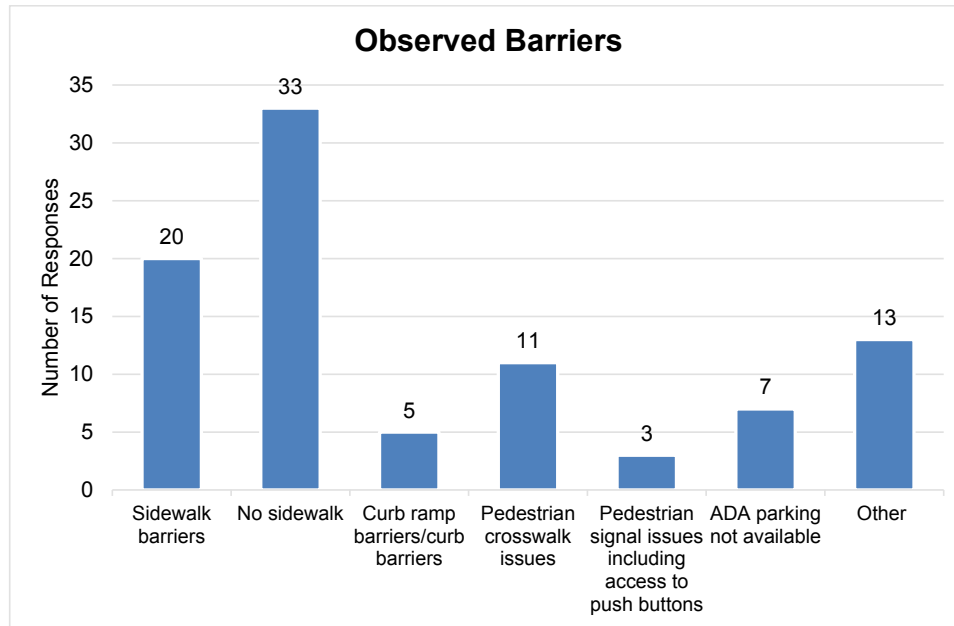


Figure 3 Observed Barriers in Public Right-of-Way

Improvement Priorities

The survey respondents both identified and ranked their accessibility priorities within the City's public right-of-way. Respondents ranked areas within City right-of-way as first and second priority. Ranking an item as a first priority improvement was given a greater weight than second priority to emphasize the improvement's importance. A first priority ranking scored 3 points in the weighted scoring system, while a second priority ranking scored one point. The first and second priority survey responses are shown in Figure 4.

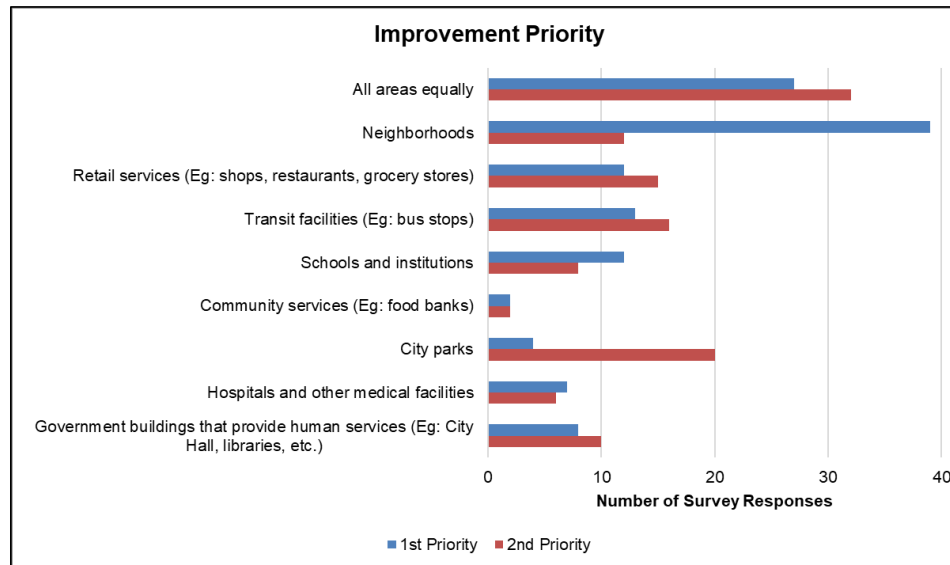


Figure 4 Unweighted First and Second Improvement Priority Ranking

When considering weighted scores, the top three priorities among survey respondents were neighborhoods, all areas equally, and transit facilities. A summary of the weighted ranked priority locations is included in Figure 5. These weighted ranked priorities were utilized in the prioritization of barrier removal in the City's transition plan.

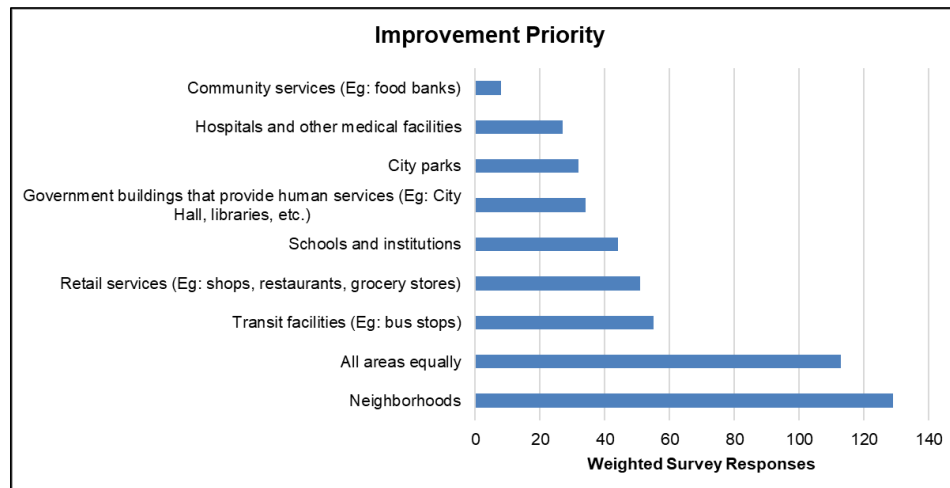


Figure 5 Weighted Improvement Priority Ranking

In addition, when examining the priorities of respondents whose disability status includes having a disability that impacts travel, the highest weighted priorities include all areas equally, neighborhoods, and city parks.



Respondents were also given the opportunity to identify locations where they have experienced mobility or accessibility challenges in the City of Kenmore. Locations were identified via written survey responses. Key locations identified via written survey results and the online mapping tool are summarized in Table 1. Lack of sidewalk or uneven sidewalks were identified as the most common barriers among the locations identified in Table 1. Many acknowledgements were given to the lack of sidewalk or uneven sidewalk along Simonds Road NE, Juanita Drive, 61st Avenue NE, and 68th Avenue NE.

Table 1. Identified Accessibility Barriers

City Locations and/or Landmarks	City Roadways or Roadway Segments
Stoup Brewing on NE 181st Street	Simonds Road NE
Zeek's Pizza on NE 181st Street	Juanita Drive
Lake Washington Physical Therapy on NE 181st Street	61st Avenue NE
Town Market	68th Avenue NE
Log Boom Park	NE 155th Street
Wallace Swamp Creek Park	NE 185th Street
Moorlands Park neighborhoods	64th Ave NE
Kenmore Park & Ride	63rd Ave NE
Citywide neighborhoods	73rd Ave NE
	NE 192nd St
	80th Ave NE
	NE 150th Street
	71st Avenue NE
	83rd Ave NE
	NE 181st St
	NE 169th St
	55th Ave NE
	81st Ave NE
	84th Ave NE
	78th Ave NE
	75th Avenue NE

In addition to the online survey, locations with mobility and accessibility barriers were identified by respondents via an online mapping and reporting tool. An example of the reporting tool is shown in Figure 6. See Attachment B for further detail on responses using the online mapping and reporting tool.

Kenmore ADA Concerns/Preocupaciones/肯莫尔市《美国残疾...

We'd like to know where you are experiencing barriers to travel on our City's sidewalks and pedestrian paths. Do you have a specific location that makes travel difficult for you or prevents you from accessing programs or activities? Please take a moment and tell us more about that location.

Nos gustaría saber dónde está experimentando barreras para viajar en las aceras y caminos peatonales de nuestra ciudad. ¿Hay una lugar específica que eras dificulta para ti viaje o le impide acceder a programas o actividades? Por favor describir los lugares.

我们想知道您在本市的人行道和行人路线上哪些地方遇到过出行障碍。是否有特定的地方导致您难以出行或者参加一些项目和活动？请告诉我们关于这些地点更详细的信息

Enter a Location/Ingrese una ubicación/输入一个地点

Enter the address of the location where you have an ADA accessibility issue. To mark multiple areas, please submit one form per location.

Ingrese la dirección de la ubicación donde tiene un problema de accesibilidad ADA. Para marcar varias áreas, envíe un formulario por ubicación.

输入您遇到出行障碍问题的具体地址。如要标记多个地址，请为每个地点提交一份报告表单。

Figure 6 Online Reporting Tool

As shown in Figure 6, respondents could indicate specific locations with accessibility barriers or concerns and provide a description or photo of the barrier. Barriers identified via the mapping tool are consistent with the survey responses, including inaccessible sidewalks, missing sidewalks, missing curb cuts, and lack of resting places along inclined walking areas. Specific locations identified via the mapping tool are summarized in Table 1.

Meeting ADA Standards

Per 28 CFR 35.150(d)(1), public involvement is required as follows: A public entity shall provide an opportunity to interested persons, including individuals with disabilities or organizations representing individuals with disabilities, to participate in the development of the transition plan by submitting comments. A copy of the transition plan shall be made available for public inspection.

The City has engaged with the public for feedback on developing the ADA transition plan in a manner that meets Title VI of the Civil Rights act. Title VI of the Civil Rights Act of 1964 is a Federal statute and provides that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance. This includes matters related to language access or limited English proficient (LEP) persons.

Additional Outreach

A draft version of the ADA transition plan will be made available for public comment. Notice will be sent out via a mailer to all address in the City, City e-news, and the City newsletter that will inform people how to view the plan and provide any comments.



Attachment A: Survey Response Data



Kenmore ADA Survey Response Data Summary

1. Why do you travel in Kenmore?

Answer	Count
I live in Kenmore	120
I work in Kenmore	20
Attend school/college	5
Recreation/recreational activities	49
Medical appointments	26
Shopping	54
Other community or social services	15
Other value (Exercise, visit family)	2
	128

2. Please tell us about yourself (select all that apply)

Answer	Count
I have disabilities that impact how I travel (please describe in Question #3)	27
I support a person with disabilities (please describe in Question #3)	15
I have no disability	75
I prefer not to say	8
Have a disability and support someone with a disability	3
<i>Subtotal</i>	128

3. Please describe your disability/disabilities or those of the person you support (select all that apply)

Answer	Count
Physical, mental, or emotional condition that limits learning, memory, or concentration	17
Blindness or serious difficulty seeing when wearing glasses	5
Condition that substantially limits one or more physical activities such as walking, climbing stairs, reaching, lifting, or carrying	27
Deafness or hearing difficulty	4
Use mobility device(s)	14
Use a wheelchair	7
Use assistive software technology such as a screen-reader	5
Use hearing aids or hearing assistive devices	6
Use a service animal	5
Other	3

4. What resources do you use to find information on ADA issues? (select all that apply)

Answer	Count
Washington State Department of Social and Health Services (DSHS)	24
Washington State Department of Services for the Blind (DSB)	3
City of Kenmore	18
Transit Service	12
Department of Veterans Affairs	2
Other	5

5. Please Provide your five-digit sip code.

Answer	Count
33053	1
97984	1
98020	1
98023	2
98027	1
98028	103
98034	1
98037	1
98104	1
98117	2
98155	1
98208	1
98296	1

6. How often do you travel in the City of Kenmore? (pre-pandemic)

Answer	Count
Less than weekly	6
1-2 days per week	7
3-4 days per week	13
5-7 days per week	102

7. How do you travel within the City of Kenmore?

Answer	Count
Drive and Park	107
Take transit or paratransit shuttles	24
Wheelchair	4
Walk with assistance	4
Walk with a service animal	4
Walk	95
Bike/Scooter	39
Other	8
<i>Subtotal</i>	<i>128</i>

8. If you use transit, how often do you use it in a typical week?

Answer	Count
Less than weekly	65
1 day per week	6
2-4 days per week	10
5 or more days per week	7

9. If you walk, how far are you willing/able to walk to your destination?

Answer	Count
Less than 1/2 mile	22
1/2 mile	12
1 mile	41
2 miles	22
More than 2 miles	18

10. Are you now or were you ever unable to participate in an event or obtain services in the City of Kenmore?

Answer	Count
No	96
Yes	24

11. Which of the following barriers in the public right-of-way are reasons you could not participate?

Answer	Count
Sidewalk barriers	20
No sidewalk	33
Curb ramp barriers/curb barriers	5
Pedestrian crosswalk issues	11
Pedestrian signal issues including access to push buttons	3
ADA parking not available	7
Other	13

12. What areas would be your first priority in improving pedestrian facilities?

Answer	Count
Government buildings that provide human services (Eg: City Hall, libraries, etc.)	8
Hospitals and other medical facilities	7
City parks	4
Community services (Eg: food banks)	2
Schools and institutions	12
Transit facilities (Eg: bus stops)	13
Retail services (Eg: shops, restaurants, grocery stores)	12
Neighborhoods	39
All areas equally	27

13. What areas would be your second priority in improving pedestrian facilities?

Answer	Count
Government buildings that provide human services (Eg: City Hall, libraries, etc.)	10
Hospitals and other medical facilities	6
City parks	20
Community services (Eg: food banks)	2
Schools and institutions	8
Transit facilities (Eg: bus stops)	16
Retail services (Eg: shops, restaurants, grocery stores)	15
Neighborhoods	12
All areas equally	32

14. Please list up to three locations where you have experienced (or noticed) mobility challenges, accessibility challenges, trip hazards, etc. in the City of Kenmore. For these open-ended questions, please provide the location/s where you have experienced challenges with pedestrian facilities as well as a description of the problem/s you encountered.

For example:

Location: sidewalks on NE 170th St east of Juanita Dr NE.

Description: Sidewalk is raised creating a trip hazard

Location	Description
KENMORE Simonds Rd NE going downhill towards 100th Ave NE No sidewalks on Juanita drive KENMORE	61st Ave NE where it starts at heading west off of 61st Place NE (approximately 200th) and bends north until it reaches the county line. This is heavily traveled by car and walkers. People out walking, with pet or children. Need to bail out into the weeds or a ditch, every time a car goes by. Cars must swerve into the oncoming lane to avoid hitting pedestrians. This is not just dangerous, but a huge liability for Kenmore. This doesn't require cement sidewalks, but proper trail on one side of the street or the other would solve this serious hazard. There is really no sidewalk but rather only a raised curb. A lot of children walk in that area and should be better protected
sidewalk on 68th NE south of NE 182nd st	A pillar next to the exit from EvergreenHealth blocks the ability of exiting drivers see pedestrians approaching from the south Sidewalks end, bike lane is crooked (whoever you hired to paint that line don't use them ever again their work is HORRIBLE) The street at the top of the hill is too narrow for cars, bike lane, and parking, so people have to walk in the street
185th street 73rd Ave NE Log Boom park alarm Sidewalks on NE 150th St Bridge on 68th	No side walk to get to Swamp Creek Park Uneven sidewalk - tree root up upheaval. Tripped. Smacked large to my head. People put their garbage and recycle bins on the sidewalks on pickup days Too narrow
68th and 181st Lack of appropriate sidewalk 71st Ave to K. Elementary Schoo Neighborhoods around Moorlands park 61st Ave NE; 68th Ave NE; Simonds road; Saint Edwards	Seems to be difficult for drivers to see pedestrians in the crosswalk between City Hall and Diva espresso specifically when they are crossing away from City Hall approaching Diva Espresso. Broken concrete slabs attempting to define a sidewalk to the school. Very ineffective and dangerous. Sidewalks are inconsistent and you often have to cross the road to stay in a sidewalk.
73rd Ave NE from NE 181st to bridge	Sidewalks on both sides are very uneven due to tree roots. Unsafe for visually impaired. Very hard to navigate with scooter.
sidewalks on 80th St between NE179 and NE177th North bound.	There is no side walk nor enough space for people to walk. Many people use 80th to get to the bus stop and grocery store (Grocery Outlet, starbucks etc), and dog walking. Especially, people on 80th do not need to go to P&R to get a bus because of the easy access to a bus stop on 522.
Parking lot at Zeka Hair Salon and Masers Pet Store	Sidewalks in poor condition and too steep There is no sidewalk on either side of the road south of the property located on 18215 64th Ave NE. There are multiple handicapped & elderly neighbors in this area, and this situation makes them more vulnerable to falls and accidents
6th Ave NE between NE 182nd St & NE 184 St. 18215 64th Ave NE 80th Ave NE Just north of the northeast corner of 86th Ave NE & 522 Side walks on NE 80th St	No sidewalk and uneven surface. Lack of sidewalks make it difficult to walk instead of drive to destinations The metal utility access plate on the sidewalk is not secure, so when walking across it rocks back and force to an obsessive degree. Limited sidewalks with fast traffic No sidewalk on either side of entrance, so very hard to walk to. There'd be no room for wheelchairs and no safe access for blind or limited sight. A few very close calls when trying to walk to this park.
Roads to access Wallace swamp creek park sidewalks on NE 181st St east of NE 182nd St	No sidewalk to walk on heading north Simonds way at NE169th has no sidewalk on the North side of the road. For the many who live in the neighborhood between the river and Simonds, we must cross a busy road with no walk signal or walk a short distance on a very narrow sidewalk, with speeding cars coming at us. Either a light should go in there or the walk path needs to be improved on that north side of Simonds Rd. The way it is set up now it is especially dangerous for one who has difficulty walking as they can't move fast enough for the cars. It's also dangerous for the school kids catching and being dropped off from the bus at that location.
NE 169th St and Simonds Road Kenmore 61st Ave NE between 522 and 193 Cross walk going to Spencer 68 to the skate park Ingelmore h.s. south of 73rd and 192nd fix sidewalk on east side	haven't experienced any mobility challenges and/or any other challenges Still dangerous for biking. Sidewalk is uneven It is hard to see if cars are coming (especially if in a car) Kids walking on simonds road because no sidewalk on the east side of the road roots made it bumpy Love the Burke-Gilman Trail but the bicyclists are very aggressive to walkers. I am afraid to take my grandchildren with me there.
Kenmore All along 68th	Lack of sidewalk or safe shoulder to travel, lack of crosswalks

Simmonds Road Sidewalks on 61st Ave NE, north of NE 181st ST NE 181st (Remington)	REAL Raised sidewalks are needed the WHOLE length of Simmond Road on BOTH sides. You may use space from the the oversized bike lanes! Sidewalk is raised in many areas due to tree roots No sidewalks anywhere, it's terrible. cars and trash receptacles regularly block sidewalk use; cars are permitted to park half (or more) on the sidewalk and force pedestrians onto the street; almost impossible for a disabled or mobility-challenged person to pass
sidewalks on 78th Ave NE	
NE 175th st to Calportland facility Sidewalk on 61st St between 522 and 175th Ave	pedestrian walking between 68th AVE NE and the Calportland facility. No sidedwalk or enough area to walk. Hazardous traffic traveling in this section of road. Large trucks with heavy loads. VERY VERY STEEP HILL with railing only on one side
Burke Gilman trail access and Northeast 68th 73rd	Sidewalk ramps are covered in paint and raised bumps that are challenging for people who are using wield items like wheelchair knee scooter, and are dangerous to Bicycles even when it's dry no shoulder/sidewalk My daughter who is visually impaired has gotten hurt multiple times. Both side of the sidewalk they let trees grow and their roots messed up the sidewalk. She has no depth perception and has fallen.
73rd both sides of the sidewalk	despite reporting that the soap dispenser was mounted to high for a little person to use, several times, nothing was done. This make the bathrooms not useable and that makes the park not useable. Please include EVERYONE
logboom park 181st Street...west of library Sidewalks on 61st from Bothell Everett Highway past 197th	Sidewalks Raised sidewalks in several places up to 61st & 197th causing extreme trip hazards and no accessibility for wheelchairs. Uplake area. For pedestrians who cannot move quickly (and even those who can) this is dangerous. Speeding cars cut through here and no sidewalk. Parked cars take up the side area where one could safely walk forcing pedestrians to walk on the street. Missing sidewalks on a very busy street and a narrow section
NE 181st Street, east of 60th Ave NE NE 145th st. between 84th and 78th	
Sidewalks on 61st Ave NE	Portions of sidewalks completely unusable due to tree roots raising and cracking sidewalks. Several locations just in front of our house on 61st Ave NE are full of sidewalks that have been destroyed and displaced by tree roots. Several other sections of the road on both sides either completely lack sidewalks or have very broken sidewalks. It only improves once you get towards the Bothell Everett Hwy intersection.
Sidewalks on 61st Ave NE Sidewalks on 73rd Ave NE	Sidewalks has multiple tripping hazards. Sidewalk on both sides of street is in poor condition and presents tripping hazards even for people without disabilities
61st Ave NE Sidewalk on 80th st	
Side walk On 80th street Where NE 150th turns into 74th PL NE 150th st and 74 pl ne Kenmore 68th Ave sidewalks on locust way Lack of walking space on 61st NE	There are no sidewalks that cover the entire 80th street. There are some where you enter into neighborhoods including my neighborhood (windfyld meadows) however most of it is unsafe. I sometimes run down the street and I am very close to the cars while using the bike/side lanes. It would be much appreciated if there are sidewalks built on 80th street. Lack of side walks Sidewalks missing Sidewalks on NE 175th Street east of 73rd Ave no sidewalks or bike lanes no/few sidewalks on locust way, from lynnwood to kenmore. More sidewalks are needed. Speed bumps could slow traffic before the curves. Tree roots have forced their way up though the sidewalks...walkn with a stroller is frustrating, so I can only imagine someone with a physical disability not being able to do it. No smooth pavement for wheelchairs
Sidewalks on 61st Ave NE 182nd Street	
No side walks in many neighborhoods	I live and work around arrow head elementary ad there are no sidewalks in the neighborhood.
Sammanish River bridge crossing at 68th	It is tight to cross on a bike; however, know this will be remedied when new bridge is in place. Sidewalk along 190th is broken up and cannot access with wheelchair. Curb ramps are good but can't get access down sidewalk.
19004 65th Ave NE Kenmore New Performing Arts Center at Inglemoor High School Sidewalk on 61st Ave NE from NE 181st St to NE 190th St	We live six blocks from the center, but all I see is stairs going up from 88th Ave NE. I don't want to have to drive to go to a performance when we could "walk" there. Vegetation including blackberries and uneven sidewalk are hazardous to both pedestrians and wheelchairs. Lighting could be improved. snow is rare, but when we get it the street plows pile it up all over the 61st street sidewalk making it nearly impossible to navigate. This is the only means for foot traffic to reach 522 and public transit. Anyone physically challenged would be unable to reach public transit, and anyone even slightly concerned with balance would find it treacherous.
sidewalk on 61st Ave in snowy weather	
80th AVE NE Juanita Drive sidewalks on 61 AVE NE, north of NE 190 ST, east side Kenlake place NE	Intermittent sidewalks and several miles with no separation between cars/bicycles/pedestrians. The whole length of this major arterial. sidewalks are raised due to tree roots and are challenging to walk on no sidewalks

Intersection between NE 198th St and NE 202nd St	There is no crosswalk sign. There have been multiple occasions when a car does not stops for the school bus and almost runs over the children. The flashing sign can help in this kinds of situations.
Kenmore neighborhoods SW side of 58th Ave NE ; 56th Ave NE and NE 190th St	Poorly maintained or nonexistent sidewalks. Lack of maintenance of access trails and walking paths in neighborhoods. Careless and lackadaisical attitude toward residents placement of trash carts on the sidewalks weekly, throughout entire neighborhoods, necessitating pedestrians to walk in the streets. No enforcement for vehicles parked on the sidewalks or blocking crosswalks. People who walk pretty much have to always walk in the street with passing cars. Sidewalks that end randomly. Lack of continuous sidewalks and paths. Lack of walking trails between neighborhood and retail services. People have to walk in the street. I walk a LOT. For both exercise and leisure, and I would love to walk more. To and fro the store, post office, etc. But the city makes it incredibly difficult and at times it can be unsafe when walking in the street is necessary. The "bike lane" on 185th street is hands down THE most ridiculous thing I've ever seen and has made the road highly unsafe for both pedestrians and vehicles. Just put in a sidewalk that continues the length of the whole road! And someone needs to remeasure the width of the street, and fix it, it is incredibly dangerous!
No sidewalks, narrow, dark, on 75th Avenue NE	Streets with no sidewalk and no shoulder, especially around inside of blind curves. Occurs all over the place too. Makes it dangerous to walk on inside curve. No sidewalks, narrow, dark, on 75th Avenue NE, between Simonds Road NE and NE 169th Street
Simonds Road, south of 84th Ave NE, west side of street	Sidewalks are treacherous - tree roots and other have caused rises as much as 3-4" very easy to tip over - particulary when leaves are on sidewalks and these spots cannot be seen.
In Front of Jay's Cafe'	Sidewalk is raised and has areas of narrow to where the trees are causing the ground to rise
68th street from Bothell Lake City Way towards Brier Bothell Way NE and 67th Ave NE	Lack of shoulder/sidewalk and bike lane make it a scary walk, both for myself as an adult and for my teenage son to independently bike or walk to Safeway, Diva, etc
All Neighborhood Creek Bridges Parts of NE 181st Street in Kenmore	Sidewalk is raised creating a trip hazard Neighborhood Bridges in Kenmore are two lane only with no protected pedestrian or bicycle ways to cross. Lack of sidewalks so you have to walk in the road and dodge cars. The walkway that is provided is right next to the traffic. Bicyclists tend to overtake that area in the more clement, but even in the off season I do not feel safe walking along the traffic in a lane that is not curbed.
Waking along Juanita Drive south of Simonds Road Sidewalk 78th Ave NE & 50 feet south of NE 148th St east side	A portion of the sidewalk is raised causing a trip hazard. Two years ago I tripped, fell and injured myself causing nerve damage in my leg.
61st ave ne	has extremely dangerous sidewalk due to tree roots and stream washign out sidewalk edge
Town Market on 181st steet	The building is not wheelchair accessible (high step), but the owner/worker has come out to wait wait on me.
61st st sidewalks	Sidewalk is raised, creating trip hazard.
From Bothell Way heading N on 73rd sidewalk	The sidewalks are uneven and the small hill by Mary's Place is very hard to push chair up.
Log Boom Park	Lack of benches along many parts of trail
Kenmore	Sidewalks along 61st Ave are terribly uneven due to tree roots from large trees. The trees are beautiful, but the navigation along this street is terrible. I don't have a disability, but even with a stroller it's a tough walk. I wish it were better so more people who live along there could use it as a walking route to Bothell Way businesses/transportation and/or Burke Gilman/Log Boom Park.
Kenmore	61st NE sidewalks from NE 198 to NE 182nd. Uneven walkways, and in some areas too close to traffic or creek embankment.
80th Ave NE KENMORE Kenmore	We often like to walk to the shops along SR 522 but do not have a safe route to get there. 80th ave NE has sidewalks that start and stop. We have to walk in the bike lane which is sometimes has cars parked on the side. Do not have a safe route to get to our house to a bus stop.
61st Street Sidewalks north of Bothell Way	uneven sidewalks due to tree roots A lot of high schoolers walk this area and there are no sidewalks on both sides of the road.
NE 155th St west of Simonds Rd	Sidewalks are very important to keep children safe.
Sidewalks on 68th street	Sidewalks only on one side of street need sidewalk on both sides
NE 192nd St	Only partial side walks
Simonds and 172 crosswalk	Better with Ped flashers. But cars speed. Don't Stop. I
Road toward Log Boom park, no side walks.	None
Wallace Swamp Creek Park on 73rd Ave NE	No sidewalks leading to park. Unsafe to ride [scooter] on the street.
Seaplane Restaurant (before it was Stoup)	Inadequate disabled parking. Also disabled parking is not close to the entrance.
No sidewalk on 182nd St. between 64th Av NE & 66th Ave NE	There is no sidewalk on either side of the road at this location. There are multiple handicapped & elderly neighbors in this area, and this situation makes them more vulnerable to falls and accidents
NE 203rd st	Lack of sidewalks make it difficult to walk instead of drive to destinations
83rd Ave NE	No sidewalks- very scary for walking

NE 169th St, between Sammamish River and Simonds	This is a long, windy road with no speed bumps, sidewalks, or walking designation. Walking is at one's own risk as cars are allowed to go at full arterial speed. If one isn't able to move out of the way quickly of a car it could be especially dangerous
NE 169th St, between Sammamish River and Simonds	This is a long, windy road with no speed bumps, sidewalks, or walking designation. Walking is at one's own risk as cars are allowed to go at full arterial speed. If one isn't able to move out of the way quickly of a car it could be especially dangerous
55th Ave NE between 193rd and 198th	No sidewalk on either side of the road
522, entire length of city	Not enough crosswalks or ways to get across for anybody not in a car
log boom park trail west of playground bumps	difficult for visually impaired and those in wheelchairs.
68th NE Street.	From Bothell Way south on 68th ST to St. Edwards Park there is no sidewalk. From Bothell Way North on 68th ST there are no sidewalks but I believe that new construction there may fix that.
skatepark	Hope so.
81st	REAL Raised sidewalks are needed the whole length of 81st. on both sides!
Sidewalks on 73rd Ave NE, north of NE 181st St	Sidewalk is raised in some areas due to tree roots
Crossing Bothell Way, particularly at 68th	It's terrible. We need an underpass like on 68th itself. That'd be a huge improvement
	trash receptacles are placed on the sidewalk rather than the street and are regularly not removed by the next day; the obstacles makes use of the sidewalk difficult for pedestrians and nearly impossible for the mobility-challenged
east of intersection of 82nd pl NE and NE 198th St	no sidewalk or designated walking other than shoulder of road. Hi traffic with large trucks, uneven surfaces to get from 68th to location where sidewalks start. Heavy parking through this section
From 68th Ave NE, NE 175th to Plywood supply	where if forces pedestrians to walk into the street to get through this section.
189th Ave between 61st St and 68th St	Safest way to walk from Uplake neighborhood, Log Boom Park and or MarinaCove/Harbor Village - but busy street with NO sidewalks
Bike lane on North E. 68th St.	Bike lane on North E. 68th St. Ends at an intersection and across from the intersection is a ditch so you have to be able to quickly merge into traffic which is dangerous.
61st	interrupted bike lane/sidewalk. dangerous co travel with speeding cars.
Bothell way	Multiple parts have no sidewalk. It also is not marked for the blind at all crosswalks
various	after being completely ignored despite attending a community open house and sending several emails, I stopped reporting problems to the cite.
Sidewalks on 61st Ave North of 190th	Tree roots raise sidewalk and create tripping hazards.
Wallace swamp creek park	Path from 68th to 73rd has many trip hazards
Between NE 175th St and 522	Prime real estate with views. Could be converted into pedestrian access retail via Burke Gilman Trail and vehicle access via 522.
Upper Waterfront along Bothell way	Prime realestate with views! Upper Waterfront along Bothell way should be waaaaa more developed and could bring in a ton of revenue with a couple of the right restaurants and local shops! Make bike and walk in available from trail
61st Ave	bumpy sidewalks
Sidewalk concerns on Locust Way leading to Lockwood Elem	Pretty sure this is technically Bothell, but would ask for support for our Kenmore kiddos in my neighborhood who attend Lockwood. Walking up 61st trying to get to Lockwood is frustrating.
Juanita drive	Perhaps a convo with Bothell. No kiddo or parent with ADA needs could get there that way. Dangerous walk without sidewalks
Boat Launch at Rhododendron Park	I do Plein Air painting and we enjoyed going to the boat launch to paint the wildlife. I understand construction is going on, but will there be room for my wheelchair in the area when it's done?
NE 192nd ST	No sidewalks at all, no shoulder to speak of, pedestrians at hazard of being struck by vehicles.
Bothell Way	the areas between bus stops, where there is no sidewalk
Retail areas	I would like to see complete connections between neighborhoods and retail areas. It does no good to focus on the retail areas and neglect to consider how people will get there from their homes on foot.
Poor visibility on corner NE 169th Street and 74th Avenue NE	Poor visibility (pedestrians/cars) on corner of NE 169th Street and 74th Avenue NE
NE 155th Street between 81st and 74th, north side of street	Driveways that have been carved out to provide auto access are a hazard for wheelchairs. Also, easy to fall if a person is not alerted to watch for these driveways.
Park and Ride (going to Seattle direction)	The area is unstable and narrow. When trying to get through there while using walking assistance often have a hard time.
73rd from Bothell Lake City way towards Kenmore Elem	Lack of bike lane and shoulder make it unsafe to bike or walk. I've observed many cars going too fast and drifting onto the shoulder
68th Ave NE and Bothell Way Pedestrian Signal	As a disabled person, the light barely gives you enough time to walk across Bothell Way NE to get to Rite Aid
Crosswalks in all 3-4 way neighborhood intersections	Rarely if ever have crosswalks marked at all 3-4 crossing points.
Juanita Way	I know that work is now being done, but walking / biking from downtown Kenmore toward Kirkland has no sidewalk most of the way and bikes are forced to share the road in a way that is a bit dangerous.
Wallace swamp creek park	tree roots lifting trail
sidewalk/road slopes and 175th	The steepness of the slopes cause my powerchair battery to go down and jolt my arthritic back. I avoid the sidewalks and slopes by traveling on the roadway.
61st St sidewalks	Not enough crosswalks and it makes it harder to Cross
NE 187th St near Aqua Club	Lack of sidewalks, some areas where there is no shoulder to the road even along a curve

NE 197th from 61st NE to NE 196th and 62nd NE. Burke Gilman Trail	No sidewalk. Must walk in the roadway because of parked cars and a hazardous ditch on NE 197th. This short segment connects the 61st NE sidewalk system to the Northshore Summit sidewalk systems. This location, 61st and NE 197th, is also a school bus stop location. Roots under the asphalt make it too bumpy Lack of sidewalks, trees blocking walking areas, vehicles parked on sidewalks, trash carts blocking sidewalks on Tuesdays No side walks to get to Sheldon Park Parking lot space too close to road
64th ave NE & 63r Ave NE 80th Ave NE Yakima fruit market	The traffic coming downhill (east) on NE 182nd St does not have a reference of where to stop at the stop sign. They usually end up stopping in the middle of the intersection, if they stop at all. The traffic turning west at 66th Ave and NE 182nd St usually turns left and invades the left hand of the road. It would be best if there were lines painted on the asphalt to guide drivers and prevent loss of life or property. Lack of sidewalks make it difficult to walk instead of drive to destinations No sidewalks Needs a protected bike lane
Corner of NE 182nd Street & 66th Ave NE. NE 205th ST NE 192nd St 68th bridge north and south	
south of 73rd and 192nd fix sidewalk on west side NUD 84th	sidewalk is bumpy and blackberries and in the sidewalk by oreilys too Needs 4 way stop or roundabout REAL Raised sidewalks are needed the whole length of 84th on both sides! Dangerous as hell. People speed through and you've made it a de facto artery for people bypassing the stoplight at 61st and Bothell Way. I HAVE BEEN HIT BY A CAR THERE by a driver cruising through the stop sign into the (unmarked but legal) crossing area. The driver did NOT stop, even as he carried me on the hood of his car for like 10 feet before I could get off. I hope I did some damage. Anyway, fix it.
Intersection of 60th Avenue and NE 181st	
175th Ave between 61st St and 70th St	No sidewalks. The Burke Gilman runs along this stretch, but bicycle traffic makes it dangerous. The sidewalks along the street at 61st NE which turns into 61st Pl. are in very poor condition and dangerous for tripping and falling hazards.
61st N. East St. turning into 61st Pl.	It does not have sidewalks. It only has them in certain sections. So if your blind it is hard to walk down and our only other choice is 73rd which is worse.
80th	I love the bars and tap rooms and other retail that is right off of the pedestrian and bicycle trail. We should increase more pedestrian and bicycle access friendly retail, cafes, restaurants. Make Kenmore a destination on the Burke Gilman. No sidewalks or bike lanes Will this be handicapped accessible? No sidewalks at all, no shoulder to speak of, pedestrians at hazard of being struck by vehicles between 61st AVE NE and 65th AVE NE. There are no safe ways to move, including approaching the corner.
Burke Gilman Trail 181st Ave Formerly Squire's Landing Park	
NE 181st ST The shops around the post office Poor visibility on corner NE 169th Street and 76th Avenue NE	Poor visibility (pedestrians/cars) on corner of NE 169th Street and 76th Avenue NE
Simond Rd crosswalk so of Inglemoor HS, at about 154th	Cars travel over the speed limit here, making it unsafe for anyone to cross here, and particularly for anyone who may take a little longer to cross the street - either flashing lights - or, very least, provide colored flags to hold up as pedestrian crossing warning to drivers.
61st by the three way intersection near Lockwood Library Parking Lot	Lack of shoulder or lke lane make it unwalkable or bikeable Library Parking Lot only has one handicap spot. It could use at least two spots Cars blocking the walkway/shoulder where no sidewalk exists. Street parking in residential neighborhoods in Kenmore is EXCESSIVE. Street parking is blocking line of site from vehicle operators to pedestrians/cyclists. Reduce/restrict street parking, especially when no sidewalks are present.
Street Parking blocking walkway near 73d Ave NE and NE 192	This is my neighborhood street that is very busy yet has no sidewalks. VERY DANGEROUS when walking in the emiddle of the road and cars driving by at 30 MPH.
61st ave north of 200th Street Residential streets generally!	Lack of sidewalks, some areas where there is no shoulder to the road even along a curve Steep roadway with no shoulders and poor sight lines. Improving this section would allow residents to safely access the new 68th NE sidewalk system. This is also a school bus stop location.
NE 190th from 68th NE to 67th NE	

15. What is your age? (optional)

Answer	Count
under 18	1
18 to 24	6
25 to 34	10
35 to 44	28
45 to 54	20
55 to 64	26
over 65	26

16. How do you identify yourself? (optional)

Answer	Count
African American/Black	0
Asian	11
Caucasian/White	89
Native American	1
Native Hawaiian/Pacific Islander	2
Other	0

17. Are you of Spanish, Hispanic, or Latino origin or descent? (optional)

Answer	Count
No	101
Yes	9

Attachment B: Survey 123 Responses



Description of Location/Descripción de la ubicación/地点描述	Type of Concern/Tipo de preocupación/担心的问题类别 请选择	Description of Concern/Descripción de la preocupación/问题描述
North side of NE 170th St. westbound approaching Juanita Drive NE	Sidewalk / Acera / 人行道	Gap in sidewalk due to construction makes navigation difficult for a wheelchair or visually impaired person
61st ave NE north of 200th street	Sidewalk / Acera / 人行道	No sidewalks along this very busy road. many people walk in middle of roadway with cars passing at 30 MPH.
Sidewalk around the Park and Ride on the side going into Seattle	Sidewalk / Acera / 人行道	The sidewalk where the shelters are is uneven and it is hard for me to get around while I am on crutches. There is an uneven area in the area just to the right (as sitting in shelter) where I have lost my balance more than once. There is also an area where the driveway crosses the St. Vincent dePaul store has a steep downgrade and there is no warning that has nearly caused me to fall more than once.
SW Corner of 19004 65th Ave NE	Sidewalk / Acera / 人行道	The driveway on the east side of the street at the intersection is difficult if not impossible to pass with a wheel chair
Along NE 175th street specifically between 73rd Ave NE and 192 Brewing. The South side of 73rd St is creepy....	Sidewalk / Acera / 人行道	There needs to be a sidewalk along the north side of 175th St between 73rd Ave NE and 192 Brewing.
west side of 73rd Ave. NE between 182nd street and the duck retention pond.	Sidewalk / Acera / 人行道	Uneven side walks due to tree roots and water.
soap dispensers are mounted too high in most Kenmore Public locations to be used by a little person. Please consider remounting lower (makes them useable by kids) and/or providing a stool. Imagine you had to hoist yourself on to a chest high public toilet to use it, it's kind of gross. Not a difficult fix but would make a big difference. Same with the locks on bathroom stalls, could they please be moved down a bit.	Other / Otro	
East side of the length of 61st Ave NE.	Sidewalk / Acera / 人行道	61st Ave NE. The trees may be beautiful but it has been 20 years since a wheelchair has been able to use the sidewalk. This is not the first time the city has been made aware of this situation. Also 61st has been asphalted so many times it appears to be the same height as the sidewalk. The curbing is almost not there. Walking here is not very relaxing for any pedestrian let alone a disabled person because cars are going 35mph with little separation from the roadway. Thank you.
Intersection of 61st Ave NE and NE 193rd, and up NE 193rd Street to Linwood Park.	Crosswalk / Paso de peatones / 人行横道	There is no crosswalk on 61st at this intersection, which can be quite busy. There also should be sidewalks all the way from Linwood park to 61st Ave. We have a nice park that is close by, but I worry about walking there and traffic due to no crosswalks or sidewalks.
Residential neighborhood, 6368 NE 193rd place.	Sidewalk / Acera / 人行道	Plants/vines growing over sidewalk cause difficulty. Please prune back to property line or fence (at least so that they do not hang over sidewalk).
Sidewalk on the west side of sidewalk	Sidewalk / Acera / 人行道	I have personally seen people in wheelchairs stuck in between raised sidewalk panels! I had to help push them out! Fix the sidewalks we currently have before building more walkways to waterways!

APPENDIX E: COST ESTIMATE BACKUP

Planning Level Cost Estimate

PROJECT NAME: Kenmore ADA Transition Plan

TG PROJECT NUMBER: 1.19347.01

NOTE: This cost estimate is planning level in nature. It should be considered preliminary and for planning purposes only. It specifically excludes structural impacts to buildings and parking structures, inflation, and sales tax. Potential items such as retaining walls, earthwork, etc., are assumed to be included in the planning level estimate contingency unless otherwise indicated.

When features require multiple improvements, the cost of the smaller component is included in the larger task. (i.e. detectable warning surface is included with curb ramp reconstruction.)



Item No.	ADA Deficiency	Improvement Type	Quantity	Unit	Unit Price	Total Price
Sidewalk Improvements						
1	Non-compliant sidewalk (width, condition, slope, etc.)	Reconstruct existing sidewalk/paved shoulder walkway	20,178	SY	\$ 145	\$ 2,926,000
Subtotal						\$ 2,926,000
Maintenance/Miscellaneous						
2	Non-compliant vertical discontinuity	Sidewalk grinding (5LF per occurrence)	465	EA	\$ 250	\$ 117,000
3	Non-compliant horizontal discontinuity	Sidewalk crack sealing/grouting (5LF per occurrence)	1,615	EA	\$ 25	\$ 41,000
4	Fixed Obstacles	Relocation of obstacles including utility covers, poles, tree roots, signs, etc.	128	EA	\$ 3,000	\$ 384,000
5	Moveable Obstacles	Relocation of obstacles including tree/bush (prunable), message boards, parked cars, etc.	2	EA	\$ 200	\$ 1,000
6	Protruding Obstacles	Relocation of obstacles including of mailbox, bush/tree, signs, awnings etc.	80	EA	\$ 500	\$ 40,000
7	Other Obstacles	Replacement of driveway, increase clearance from obstacle, etc.	9	EA	\$ 15,000	\$ 135,000
Subtotal						\$ 718,000
Curb Ramp Improvements						
8	Missing curb ramps	Install new curb ramp	236	EA	\$ 6,000	\$ 1,416,000
9	Non-compliant ramp (running slope, cross slope, ramp width, flare slope, lip, grade break, etc.)	Remove and reconstruct existing ramp	800	EA	\$ 6,000	\$ 4,800,000
10	Curb ramps without detectable warning surface (DWS), non-compliant DWS placement, non-compliant DWS depth, or non-compliant DWS Width	Install/replace detectable warning surface	5	EA	\$ 1,030	\$ 6,000
Subtotal						\$ 6,222,000
Pushbutton Improvements						
11	Non-APS pushbutton and pushbutton is located incorrectly.	Install new APS pushbutton AND Install new pole.	52	EA	\$ 6,700	\$ 349,000
12	APS pushbutton that has non-compliant dimensions and/or programming and located incorrectly.	Reprogram pushbutton, reorient pushbutton, and/or install tactile arrow AND Install new pole and relocate pushbutton.	45	EA	\$ 4,500	\$ 203,000
13	APS pushbutton located incorrectly.	Install new pole and relocate pushbutton.	4	EA	\$ 4,300	\$ 18,000
14	APS pushbutton that has non-compliant dimensions and/or programming	Reprogram pushbutton, reorient pushbutton, and/or install tactile arrow.	2	EA	\$ 200	\$ 1,000
Subtotal						\$ 571,000
Total						\$ 10,437,000
Contingency @ 20%						\$ 2,088,000
Design @ 12%						\$ 1,253,000
Mobilization @ 8%						\$ 835,000
TESC + Traffic Control @ 12%						\$ 1,253,000
Construction Management @ 20%						\$ 2,088,000
Right-of-Way & 20%						\$ 2,088,000
Total	Grand Total 2022 Dollars					\$ 20,042,000

Planning Level Cost Estimate

PROJECT NAME: Kenmore ADA Transition Plan

TG PROJECT NUMBER: 1.19347.01

NOTE: This cost estimate is planning level in nature. It should be considered preliminary and for planning purposes only. It specifically excludes right-of-way acquisition and all associated costs, structural impacts to buildings and parking structures, and sales tax. Potential items such as retaining walls, earthwork, etc., are assumed to be included in the planning level estimate contingency unless otherwise indicated.

This planning cost estimate covers only the pedestrian features within the first stage of data collection.

**Quantity by Priority**

Feature	Low		Medium		High		Very High		Total
	1-15 (0-10 hazards)	%	16-30 (11-20 hazards)	%	31-45 (21-30 hazards)	%	46+ (31+ hazards)	%	
Sidewalks (SY)	9,611	48%	4,833	24%	4,485	22%	1,249	6%	20,178
Non-compliant vertical discontinuity (EA)	305	66%	89	19%	39	8%	32	7%	465
Non-compliant horizontal discontinuity (LF)	910	56%	365	23%	220	14%	120	7%	1,615
Fixed Obstacles (EA)	53	41%	29	23%	28	22%	18	14%	128
Moveable Obstacles (EA)	0	0%	0	0%	2	100%	0	0%	2
Protruding Obstacles (EA)	43	54%	21	26%	14	18%	2	3%	80
Other Obstacles (EA)	1	11%	1	11%	2	22%	5	56%	9
Curb Ramps (EA)	200	19%	327	31%	388	37%	126	12%	1,041
Pushbuttons (EA)	0	0%	9	9%	52	50%	42	41%	103

Cost by Priority

Feature	Low		Medium		High		Very High		Total
	1-15 (0-10 hazards)	%	16-30 (11-20 hazards)	%	31-45 (21-30 hazards)	%	46+ (31+ hazards)	%	
Sidewalks (SY)	\$ 1,393,595	48%	\$ 700,820	24%	\$ 650,304	22%	\$ 181,146	6%	\$ 2,926,000
Non-compliant vertical discontinuity (EA)	\$ 76,250	65%	\$ 22,250	19%	\$ 9,750	8%	\$ 8,000	7%	\$ 117,000
Non-compliant horizontal discontinuity (LF)	\$ 22,750	55%	\$ 9,125	22%	\$ 5,500	13%	\$ 3,000	7%	\$ 41,000
Fixed Obstacles (EA)	\$ 159,000	41%	\$ 87,000	23%	\$ 84,000	22%	\$ 54,000	14%	\$ 384,000
Moveable Obstacles (EA)	\$ -	0%	\$ -	0%	\$ 400	40%	\$ -	0%	\$ 1,000
Protruding Obstacles (EA)	\$ 21,500	54%	\$ 10,500	26%	\$ 7,000	18%	\$ 1,000	3%	\$ 40,000
Other Obstacles (EA)	\$ 15,000	11%	\$ 15,000	11%	\$ 30,000	22%	\$ 75,000	56%	\$ 135,000
Curb Ramps (EA)	\$ 1,190,060	19%	\$ 1,957,030	31%	\$ 2,318,060	37%	\$ 756,000	12%	\$ 6,222,000
Pushbuttons (EA)	\$ -	0%	\$ 40,500	7%	\$ 275,100	48%	\$ 252,900	44%	\$ 569,000

	Low 1-15	Medium 16-30	High 31-45	Very High 46+	Total
Total	\$ 2,879,000	\$ 2,843,000	\$ 3,381,000	\$ 1,332,000	\$ 10,435,000
Contingency @ 20%	\$ 576,000	\$ 569,000	\$ 677,000	\$ 267,000	\$ 2,087,000
Design @ 12%	\$ 346,000	\$ 342,000	\$ 406,000	\$ 160,000	\$ 1,253,000
Mobilization @ 8%	\$ 231,000	\$ 228,000	\$ 271,000	\$ 107,000	\$ 835,000
TESC + Traffic Control @ 12%	\$ 346,000	\$ 342,000	\$ 406,000	\$ 160,000	\$ 1,253,000
Const. Management @ 20%	\$ 576,000	\$ 569,000	\$ 677,000	\$ 267,000	\$ 2,087,000
Right-of-way @ 20%	\$ 576,000	\$ 569,000	\$ 677,000	\$ 267,000	\$ 2,087,000
Grand Total	\$ 5,530,000	\$ 5,462,000	\$ 6,495,000	\$ 2,560,000	\$ 20,037,000

APPENDIX F: APS POLICY



City of Kenmore, Washington

Memorandum

Date: June 21, 2022

To: File

From: John Vicente, City Engineer

Regarding: Accessible Pedestrian Signal (APS) ADA Upgrades

Intent: It is the City's intention to be consistent with the most current city adopted version of the Public Right of Way Access Guidelines (PROWAG) in the provision of and location of accessible pedestrian signals and pushbuttons (APS) at traffic signals. Further guidance is available in 28 CFR Part 35 and Manual on Uniform Traffic Control Devices (MUTCD) section 4E.08 through 4E.13.

Purpose: The purpose of this policy is to establish a reasonable and consistent plan for installing APS.

Scope:

1. Requests: Requests for APS systems from the public will be responded to in a timely manner and the consideration for installation will be done in accordance with applicable sections of the ADA.
2. New construction: New construction of traffic signal projects requires installation of APS and associated accessible features when pedestrian signals are installed.
3. Alterations: When the signal controller is replaced, the pedestrian signal head is replaced, or pedestrian detectors are replaced, the existing pedestrian signals shall be upgraded to ADA compliant APS on poles in accessible locations.
4. Curb ramp replacement at traffic signals: Altering or replacing curb ramps does not require installation of APS unless the curb ramp cannot be altered or replaced without the alteration, installation or replacement of any pole to which a pedestrian pushbutton is attached. Then, installation of APS on poles in accessible locations is required.
5. In addition to the above conditions, APS will be installed through fulfillment of the City's obligations to complete its ADA Transition Plan. Installation of APS is not required, unless otherwise noted, under the following conditions, but is recommended when inclusion in the project scope is possible:
 - a. Minor work and routine maintenance at traffic signals: Projects including but not limited to: emergency repairs, vehicular detection installation and repairs, installation and repair of CCTV or other cameras, vehicular signal head upgrades and repairs, software upgrades, and repair of pedestrian

detection do not require installation of APS and associated accessible features.

- b. Signal timing changes: Updating signal timing including cycle length, splits, offsets, and pedestrian clearance times do not require installation of APS and associated accessible features.
- c. Simply moving existing pedestrian pushbuttons to improve accessibility is not by itself considered a significant modification of the pedestrian signal and therefore does not require upgrading to APS.



John Vicente, City Engineer

10/26/2022

Date

APPENDIX G: GRIEVANCE PROCEDURE



Americans with Disabilities Act Grievance Procedure

October 26, 2022

This Grievance Procedure is established to meet the requirements of the Americans with Disabilities Act of 1990 "ADA"). It may be used by anyone who wishes to file a complaint alleging discrimination on the basis of disability in the provision of services, activities, programs, or benefits by the City of Kenmore. The City of Kenmore's Personnel Policy governs employment-related complaints of disability discrimination.

The complaint should be in writing and contain information about the alleged discrimination such as name, address, phone number of complainant and location, date, and description of the problem. Alternative means of filing complaints, such as personal interviews or a tape recording of the complaint, will be made available for persons with disabilities upon request.

The complaint should be submitted by the complainant and/or the complainant's designee as soon as possible but no later than 60 calendar days after the alleged violation to:

John Vicente
ADA Coordinator
18120 68th Ave NE
Kenmore, WA 98028

Within 15 calendar days after receipt of the complaint, the ADA Coordinator or designee will meet with the complainant to discuss the complaint and the possible resolutions. Within 15 calendar days of the meeting, the ADA Coordinator or designee will respond in writing, and where appropriate, in a format accessible to the complainant, such as large print, e-mail, or audio tape. The response will explain the position of the City of Kenmore and offer options for substantive resolution of the complaint.

If the response by the ADA Coordinator or designee does not satisfactorily resolve the issue, the complainant and/or the complainant's designee may appeal the decision within 15 calendar days after receipt of the response to the City Manager or the City Manager's designee.

Within 15 calendar days after receipt of the appeal, the City Manager or the City Manager's designee will meet with the complainant to discuss the complaint and possible resolutions.

Within 15 calendar days after the meeting, the City Manager or the City Manager's designee will respond in writing, and, where appropriate, in a format accessible to the complainant, with a final resolution of the complaint.

All written complaints received by the ADA Coordinator or designee, appeals to the City Manager or the City Manager's designee, and responses from these two officials will be retained by the City of Kenmore for at least three years.

APPENDIX H: MEF TEMPLATE



MEF Number _____
For official use only

Maximum Extent Feasible Documentation

{Enter Project Name} Project
{Enter Location}
Permit#/City Project Number: {Enter Number}
{Enter Date}

{Enter PM Name}

Project Manager

Insert Engineer Stamp

Maximum Extent Feasible Recommended for Approval:

{Enter Name}, {Enter Title}

Date

Maximum Extent Feasible Approval:

City Engineer

Date



MEF Number _____
For official use only

Project Description

Existing Roadway

Existing Pedestrian Facilities

Pedestrian Design Standards

Per 2011 PROWAG guideline:

Sidewalks/Accessible Routes

- Cross slope of a pedestrian access route shall be 2% maximum and 4-foot wide minimum
 - <5 foot shall have 5'x5' passing space every 200 feet
- Grade shall not exceed adjacent roadway (if not in street ROW, grade shall not exceed 5%)
- Overhead clear spaces shall be greater than 6.7' from finished surface
- Utility lids shall be skid resistant
- Vertical surface breaks shall not exceed 0.25 in
- Horizontal openings shall not exceed ½ inch diameter and shall be perpendicular to travel way
- All grade breaks shall be flush

Curb Ramps

- Ramps shall be 5% minimum and 8.3% maximum and 4 foot wide minimum or maximum of 15 feet long (blended transitions shall be less than 5%)
- Landings/turning spaces shall have running and cross slopes at 2% maximum and 4-foot wide by 4-foot long minimum (4' wide by 5' long if: vertical barriers exist at back of sidewalk for perpendicular ramp or vertical barrier exists on two sides of turning space for parallel ramp)
- Curb flares (wings), if applicable, shall be 10% maximum if within the accessible route
- Gutter slope maximum of 2% and counter slope maximum of 5%
- Grade breaks shall be perpendicular to travel and flush
- At pedestrian street crossings without yield or stop control and at midblock pedestrian street crossings, the cross slope shall be permitted to equal the street or highway grade.



MEF Number _____
For official use only

Crosswalks

- Grade shall not exceed 5%
- Cross Slope: Stop/yield controlled shall not exceed 2%, crossing without stop/yield shall not exceed 5%, mid-block crossings shall not exceed existing roadway
- Utility lids shall be skid resistant
- Vertical surface breaks shall not exceed 0.25 in
- Horizontal openings shall not exceed ½ inch diameter and shall be perpendicular to travel way
- All grade brakes shall be flush

Proposal (See attached worksheet for additional information)

Justification

Additional Benefits

See project construction plans for more information

APPENDIX I: ADA TERMINOLOGY

ADA Terminology

Accessible Pedestrian Signals. A device that communicates information about pedestrian signal timing in non-visual format such as audible tones, speech messages, and/or vibrating surfaces.

Barrier. Obstacle that prevents movement or access.

Cross Slope. The slope that is perpendicular to the direction of travel (see running slope).

Curb Ramp. A short ramp cutting through a curb or built up to it.

Detectable Warning. A standardized surface feature built in or applied to walking surfaces or other elements to warn of hazards on a circulation path. Also known as “truncated domes”.

Fixed Obstacles. Obstacles in pathways that cannot be moved without significant changes to the existing infrastructure.

Grade Break. Location where a pathway’s slope changes.

Hazard. Miscellaneous barrier along a pedestrian circulation route.

Maximum Extent Feasible. The situation in which the nature of an existing building or facility makes it virtually impossible to comply fully with accessibility standards.

Moveable Obstacles. Obstacles in pathways that can be moved without significant changes to the existing infrastructure.

Pedestrian Access Route. A continuous and unobstructed path of travel provided for pedestrians with disabilities within or coinciding with a pedestrian circulation path.

Pedestrian Circulation Path. A prepared exterior or interior surface provided for pedestrian travel in the public right-of-way.

Ramp. A walking surface that has a running slope steeper than 1:20.

Running Slope. The slope that is parallel to the direction of travel (see cross slope).

Ramp Flare. Transitions the curb line to the elevation of the street.

Stakeholder. Focused group of the general public with interest in outreach efforts.

Turning Space. Area that provides maneuvering space at the top/bottom of a ramp.

