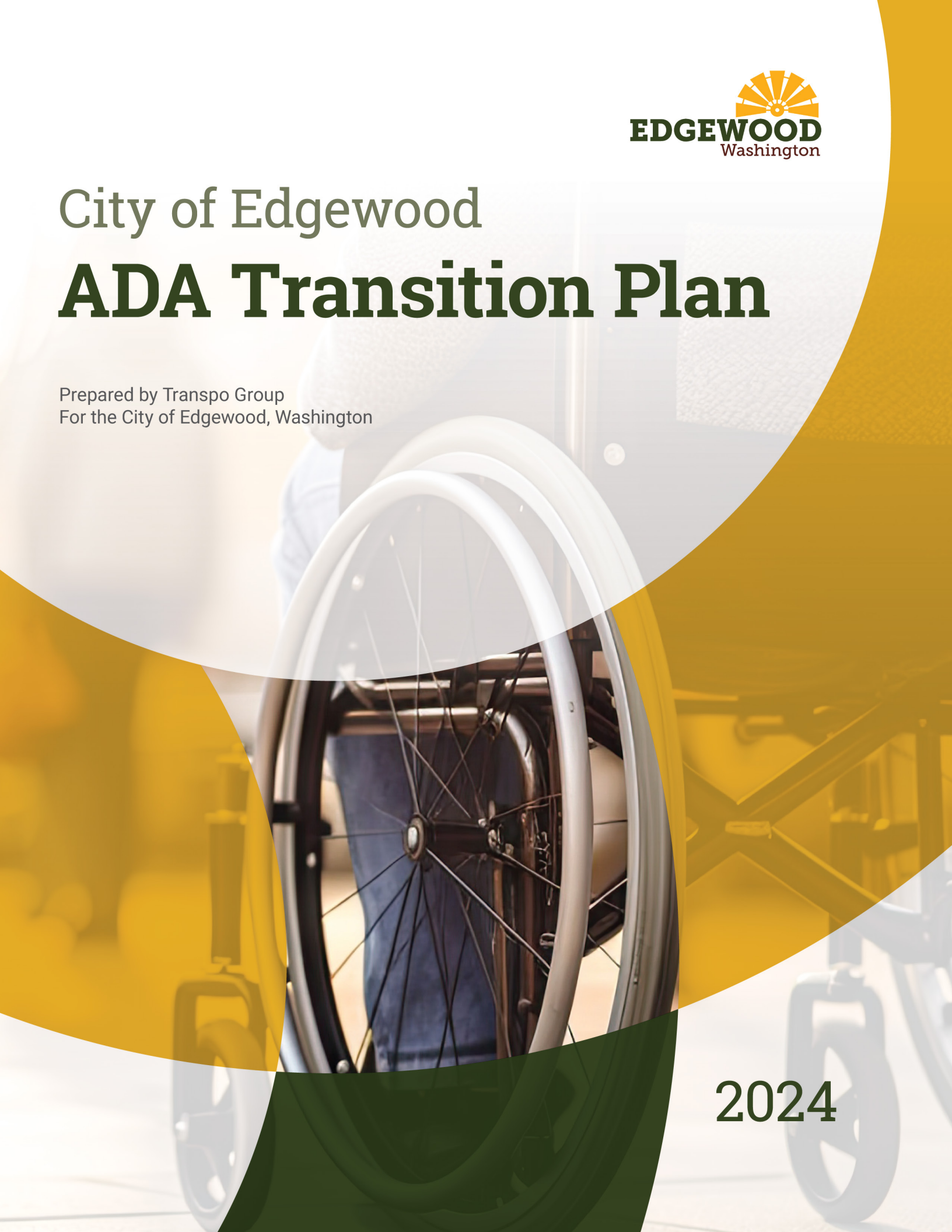
EDGEWOOD
Washington

City of Edgewood
ADA Transition Plan

Prepared by Transpo Group
For the City of Edgewood, Washington



2024

CITY OF EDGEWOOD

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For questions about the City of Edgewood ADA Transition Plan or for access to an alternate format of this document email the City of Edgewood ADA Responsible Official, Jeremy Metzler, at jeremy@cityofedgewood.org or call: 253-952-3299.

For those who are deaf or hard of hearing, the Washington State Relay can be contacted at 711 for assistance in making a request to the City.

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WHAT TRANSPORTATION CAN BE.

Contents

Executive Summary

This Americans with Disabilities Act self-evaluation and Transition Plan establishes the City of Edgewood's ongoing commitment to providing equal access for all, including those with disabilities. In developing this plan, the City of Edgewood has undertaken a comprehensive evaluation of its facilities and policies related to the public rights-of-way, City Hall, and public parks 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 Edgewood facilities within the public right-of-way, City of Edgewood civic buildings, and public park facilities.**

This includes attributes of sidewalks, curb ramps, crosswalks, bus stops and pedestrian pushbuttons as well as playground features, trails, and park buildings as these are the majority of the facility types inventoried by the City.

This document summarizes the self-evaluation process, which includes an accessibility assessment of pedestrian facilities as well as the City's 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 accommodation in a consistent manner.

The City's objective is to remove physical barriers at these locations using safety, operation and maintenance, road improvements, and ADA Barrier Projects funding. The City is committed to removing these barriers and in future years will implement projects to remove all barriers identified in this plan. In addition, the City is continually working towards maintaining ADA compliance for all future capital improvement projects, permitted development, and any other right-of-way construction projects.

1 Intro-duction

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.

Plan Requirement

Accessibility requirements extend to all public facilities. 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. While the City of Edgewood does not meet the 50-employee threshold, the City has voluntarily elected to undertake the self-evaluation and develop a transition plan to address any barriers to accessibility within the focus areas. The scope of this plan is focused on accessibility within the public rights-of-way, at civic locations, and at public parks.

The City of Edgewood has completed an inventory of its physical facilities. This plan allows the City to prioritize the removal of barriers and update procedures as they relate to accessibility within the public right-of-way, at public parks, and City Hall.

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 City of Edgewood 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 completing the actions necessary to achieve compliance with this section and, if the duration of the transition plan is longer than one year, identify the actions 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 document in which all Federal ADA standards are collectively held. The *2010 ADAS* and regulations from 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, (PROWAG)*, was published for comment in 2011. The final rule was then published in the Federal Register on August 8, 2023, as a revised set of guidelines for right-of-way pedestrian facilities. While the guidelines have not yet been adopted as federal standards, many public entities currently use the *2011 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 that the Washington State Department of Transportation adheres to.

The public right-of-way, civic, and park facilities evaluated under this plan were evaluated against *2023 PROWAG*.

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 park facilities and existing pedestrian facilities, such as sidewalks and curb ramps.

Policy Review

The City of Edgewood primarily addresses the design of parks and pedestrian facilities in their *Edgewood Municipal Code (EMC)*. The *Edgewood Comprehensive Plan* (2015) also includes goals and policies that address pedestrian connectivity.

The policies and standards were reviewed against the Access Board's *Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way, PROWAG 2023* and recommendations were provided to fill gaps as they relate to the ADA.

Method

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

Findings

Edgewood's *Comprehensive Plan*, required by Washington State's *Growth Management Act (GMA)*, articulates a series of goals, policies, objectives, actions, and standards that are intended to guide the day-to-day decisions by the City's Council and staff. The latest version of this plan was adopted in 2015 and is generally amended annually. The plan elements include natural environment, land use, community character, housing, transportation, parks and recreation, utilities, energy, and capital facilities.

Goals and policies connected to transportation, specifically pedestrian facilities, within the 2015 adopted *Edgewood Comprehensive Plan* include the following:

- Goal T.III: Provide clear and identifiable systems of walkways, sidewalks and trails.
- Policy T.I.j: Consider all transportation modes and mobility for people with special needs in transportation improvement projects.

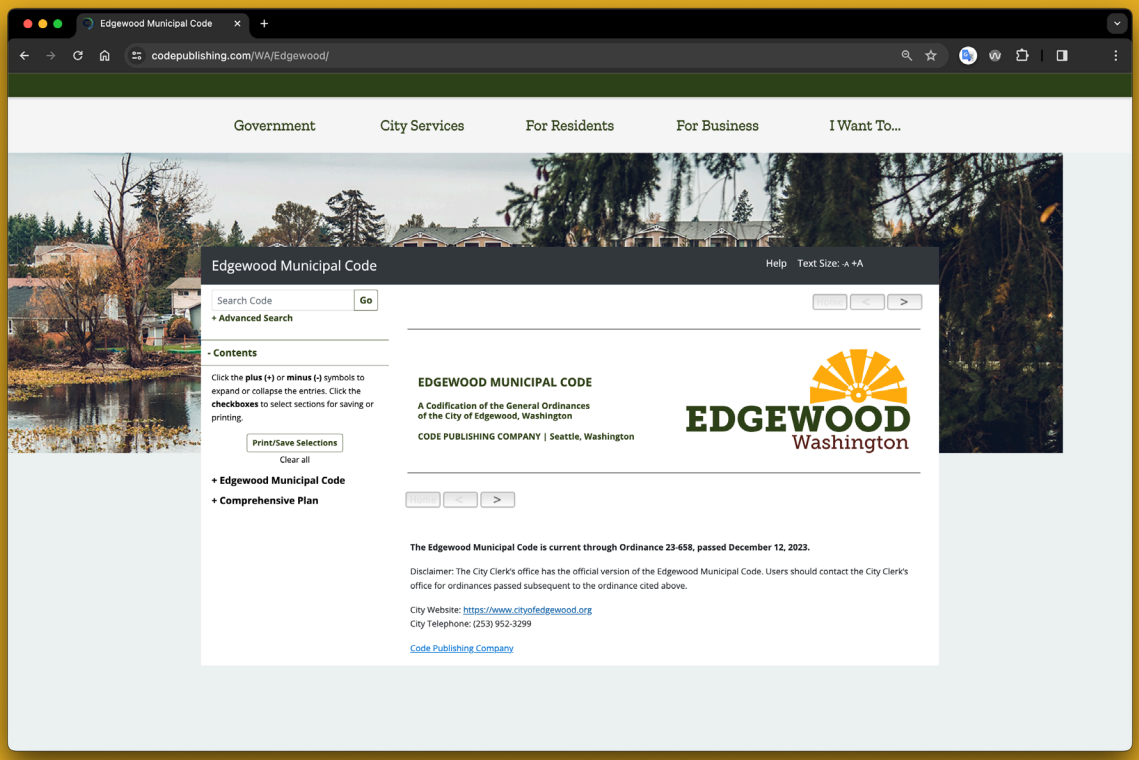


Figure 2-1 Edgewood Municipal Code Webpage

- Policy T.III.c: As general guidelines, give priority to walkway and trail system improvements that:
  - Increase public safety;
  - Construct missing links in the existing bicycle and pedestrian system;
  - Make upgrades to existing walkways and trails;
  - Are along arterial streets; and
  - Connect to key destinations.

Practices and Design Standards

Practices and municipal design guidelines that incorporate ADA standards are essential to ensure that new or upgraded pedestrian facilities are constructed in compliance with ADA and Section 504 requirements and therefore reduce the number of accessibility barriers throughout the city and avoid introducing new ones.

This section summarizes a review of the *EMC* to identify any barriers to accessible design. The review was conducted in November 2023. For greater detail on the practices and standards review, see Appendix A for a barrier audit memo.

Public ROW

Method

The Edgewood *Comprehensive Plan* (2015) and *EMC* were reviewed for compliance with ADA guidelines found in the *2023 Proposed Guidelines for Pedestrian Facilities in the Public Right-of Way*.

Findings

The *EMC* maintains adopted code with some portions covering public right-of-way areas. Figure 2-1 shows the webpage where the *Edgewood Municipal Code* can be accessed.

Figure 2-2 Edgewood Municipal Code Webpage

In lieu of the City of Edgewood developing and maintaining city specific standard plans and design manual, the City opts to use WSDOT standard plans and design manual. As well, the *EMC* adopted by reference *Pierce County Code Title 12*, "Roads and Rights-of-way" and notes Title 17B, "Construction and Infrastructure Regulations – Road and Bridge Design and Construction Standards" is the latest code section for current standards. WSDOT and Pierce County update their standards and manuals on a regular basis in order to keep up to date with current requirements and guidelines.

Due to this general practice, there are limited references to ADA elements included in City developed documents. The standards review barrier audit included in Appendix A describes requirements for ADA related specific design elements. ADA elements are covered by the City's use of WSDOT and Pierce County guidance. It is recommended that it is clearly laid out in the City code or on the public works website that WSDOT standards and manuals are to be followed for facilities within the city right-of-way in addition to the Pierce County code.

Facilities & Parks

Method

The design of facilities and parks are governed by a variety of state, national, and international building codes.

Since the majority of these codes are developed on a national or international level, it was assumed that they comply with relevant ADA standards.

Existing Pedestrian Facilities

The self-evaluation inventoried access barriers associated with existing pedestrian facilities, including curb ramps, sidewalks, crosswalks, bus stops and pedestrian pushbuttons, as required by ADA Title II Part 35, Subpart D – Program Accessibility § 35.150 (d)(3). Additionally, barriers associated with civic buildings and public park facilities were collected during this self-evaluation.

Bus Stops


Hazards


Parking Stalls

Each facility and the associated barriers were field inventoried and cataloged within the project's geospatial (GIS) database. Curb ramp, pedestrian pushbutton, parking stall and sidewalk field data was collected by Transpo Group between September 2023 and October 2023. Field data for buildings, structures, and vertical type assets such as those found on the civic campus were collected by Endelman and Associates during October 2023.

Many existing pedestrian features in the City of Edgewood right-of-way, civic buildings, and parks 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 Edgewood road system. This plan's self-evaluation examined whether facilities were compliant with current ADA design requirements; it did not investigate whether non-compliant facilities were built to the maximum extent feasible.

Additional detail regarding the self-evaluation's findings for curb ramps, sidewalks, pedestrian pushbuttons and other features is provided in the following sections.

Public ROW

Method

A self-evaluation of facilities within the public right-of-way was conducted by Transpo Group on behalf of the City. The physical inventory of pedestrian facilities, as shown in Figure 2-2, included:

- 372 Curb ramps (including an additional 30 missing curb ramps)
- 214 Sidewalk segments, totaling 13 miles
- 558 Hazards
- 6 Driveways
- 48 Pedestrian signal pushbuttons
- 140 Marked and unmarked crosswalks
- 16 Bus stops

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

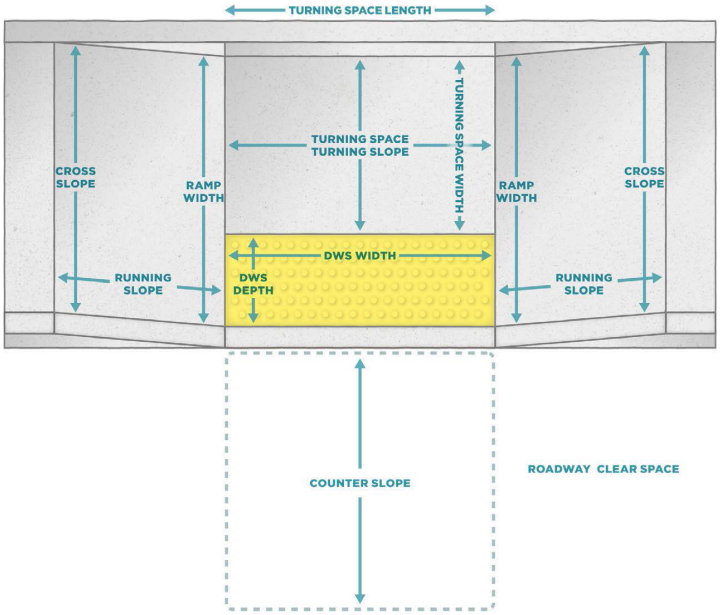


Figure 2-3 Perpendicular Curb Ramp Attributes

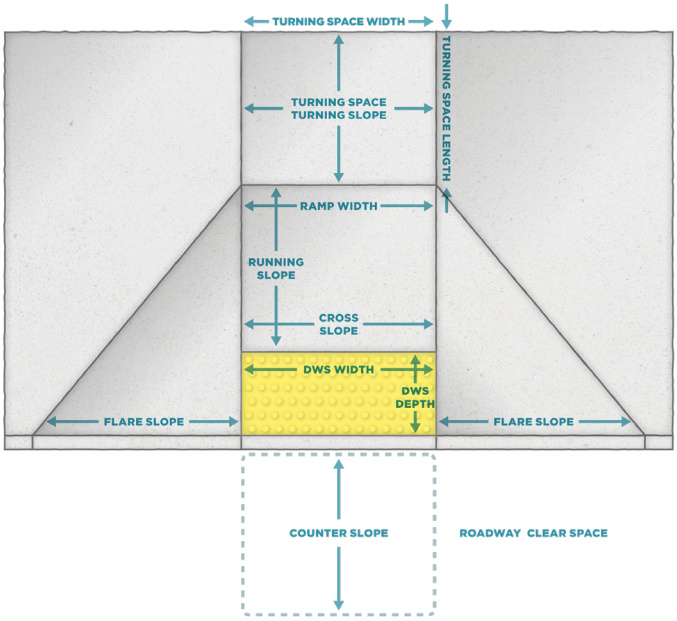


Figure 2-4 Parallel Curb Ramp Attributes

Curb Ramps

Field data was collected for curb ramps by Transpo Group. The field data were then evaluated for their compliance with ADA standards. Figures 2-3 and 2-4 show the typical major components of two common types of curb ramps, perpendicular and parallel, respectively. 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. Curb ramps were scored using a scale of 0-30 and categorized as follows:

- 0: Compliant.
- 1-15: Minor Compliance Issue.
- 16-30: Significant Compliance Issue.

These scores are referred to as the Accessibility Index Score (AIS). Curb ramps that had running slopes over 8.3 percent received a score of 30 and were considered non-compliant. Curb ramps that had cross slopes slightly above the compliant threshold (over 2 percent but less than 3 percent) received a score of 20 while steeper cross slopes (over 3 percent) received a score of 30. Other criteria relating to turning space, flare slopes, detectable warning surfaces (DWS), obstructions, and condition were weighted lower, but could cumulatively reach the threshold for non-compliance.

To maximize efficiency during data collection, an optimization process was used to collect curb ramp data. If the type, width, running slope, or cross slope was found to be non-compliant, it was assumed that the remedy to correct the accessibility barrier would be full replacement. Because of this, if the accessibility criteria listed above were found to be out of compliance, data collectors would cease collecting data for the curb ramp and move on to the next feature.

Prioritization, scoring and compliance criteria for all features are discussed in more detail in Section 4.2.1 and in Appendix C.

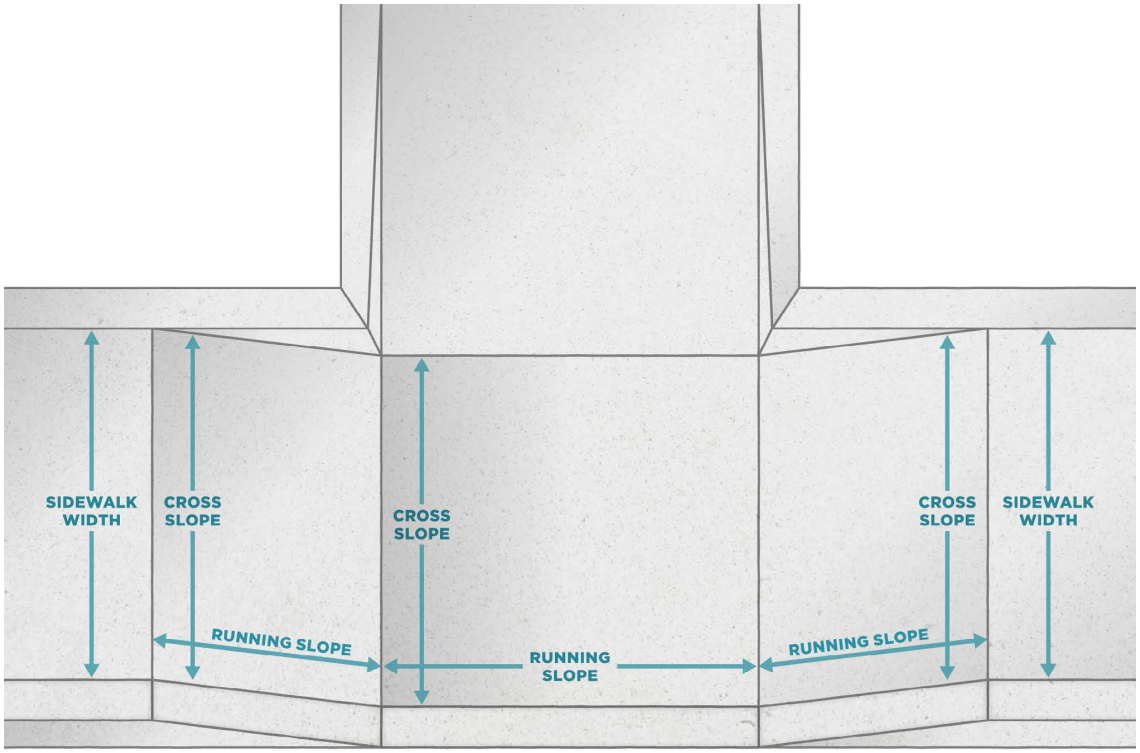


Figure 2-5 Sidewalk Attributes

Sidewalks

Field data was collected for sidewalks by Transpo Group. This field data collection for sidewalks was completed along the length of each segment and then evaluated for compliance with ADA standards. Features are scored based on the degree to which the barrier impeded accessibility.

Features collected and scored included:

- Width, i.e., the sidewalk is too narrow.
- Slope, i.e., the sidewalk is too steep in either run or cross slope.
- Condition, i.e., amount of cracking or other deterioration.

Sidewalks were scored using a scale of 0-30 and categorized as follows:

- 0: Compliant.
- 1-15: Minor Compliance Issue.
- 16-30: Significant Compliance Issue.

Common attributes for sidewalks are shown in Figure 2-5.

Hazards

Data was recorded when a hazard was observed in the pedestrian access route. Features that were measured included vertical and horizontal discontinuities, objects, and driveways.

Each hazard located along a pedestrian access route was reviewed for severity, then scored based on the degree to which the barrier impeded accessibility. These barriers include:

- Vertical discontinuity, i.e., elevation changes in the walkway that can cause issues such as someone tripping or impeding a wheelchair or walker.
- Horizontal discontinuity, i.e., holes, gaps, and cracks that can cause issues such as someone falling or catching a cane in the discontinuity.
- Fixed, movable or protruding objects, i.e., objects that reduce the available walkway space such as branches, signs, poles, and mailboxes.

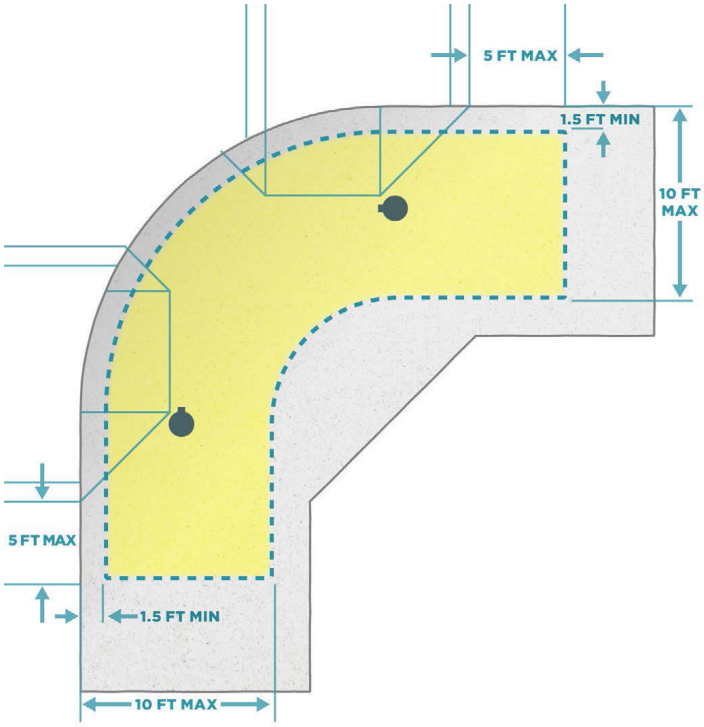


Figure 2-6 APS Pedestrian Pushbutton (top), Pushbutton Location Attributes (bottom)

Signal Pushbuttons

Data for pedestrian signal pushbuttons was collected by Transpo Group staff. 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. 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.

Pushbutton scores ranged from 0-30 and were categorized as follows:

- 0: Compliant.
- 1-15: Minor Compliance Issue.
- 16-30: Significant Compliance Issue.

Driveways

Data was recorded when a non-compliant driveway was observed in the pedestrian access route. Features that were measured included driveway cross slopes and other driveway related barriers.

Each driveway located along a pedestrian access route was reviewed for compliance, then scored based on the degree to which the barrier impeded accessibility. These barriers include:

- Non-Concurrent Grade Break, i.e., when any grade changes along the pedestrian travel path are non-concurrent within the driveway.
- Driveway cross slopes, i.e., the cross slope of the driveway is too steep.
- Running Slope, i.e., the running slope is too steep.

Crosswalks

Transpo Group collected data for marked and unmarked crosswalks located across the city. Features measured included width, cross slope, and running slope.

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

- Insufficient width, i.e., the crosswalk is less than six feet wide.
- Cross slope grade i.e., the cross slope is too steep.
- Running slope grade, i.e., the running slope is too steep.

Crosswalk scores ranged from 0-30 and were categorized as follows:

- 0: Compliant
- 1-15: Minor Compliance Issue
- 16-30: Significant Compliance Issue

Bus Stops

Transpo Group collected data for bus stops located across the city. Features measured included boarding and alighting areas, bus shelter areas, and connecting pathways.

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

- Boarding/alighting dimensions, i.e., the area is too narrow.
- Boarding/alighting grades, i.e., the area is too steep.
- Shelter surface grades, i.e., the area is too steep.

Bus stop scores ranged from 0-30 and were categorized as follows:

- 0: Compliant.
- 1-15: Minor Compliance Issue
- 16-30: Significant Compliance Issue

Table 2-1 Existing ROW Curb Ramp Compliance

Curb Ramp Compliance	Quantity	% Total
Significant Compliance Issue	134	39%
Minor Compliance Issue	90	26%
Compliant	118	35%
Total	**342**	

Findings

Curb Ramps

65 percent of the 342 existing curb ramps do not meet ADA standards (see Table 2-1 and Figure 2-7).

As discussed in Section 2.3.1, significantly 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).
- Non-compliant running slope, i.e., the ramp running slope is too steep (Figure 2-9). 34 curb ramps have running slopes greater than 8.3 percent.
- Non-compliant cross slope, i.e., the cross slope is too steep (Figure 2-10). 105 curb ramps have cross slopes greater than 2 percent, 53 of which have cross slopes greater than 3 percent.
- 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.

It should be noted that data regarding missing curb ramps was also collected. 30 missing curb ramps were recorded in the public right-of-way (Figure 2-11). Missing curb ramps are recorded with maximum scoring and are in the “significant compliance issue” category.

Sidewalks

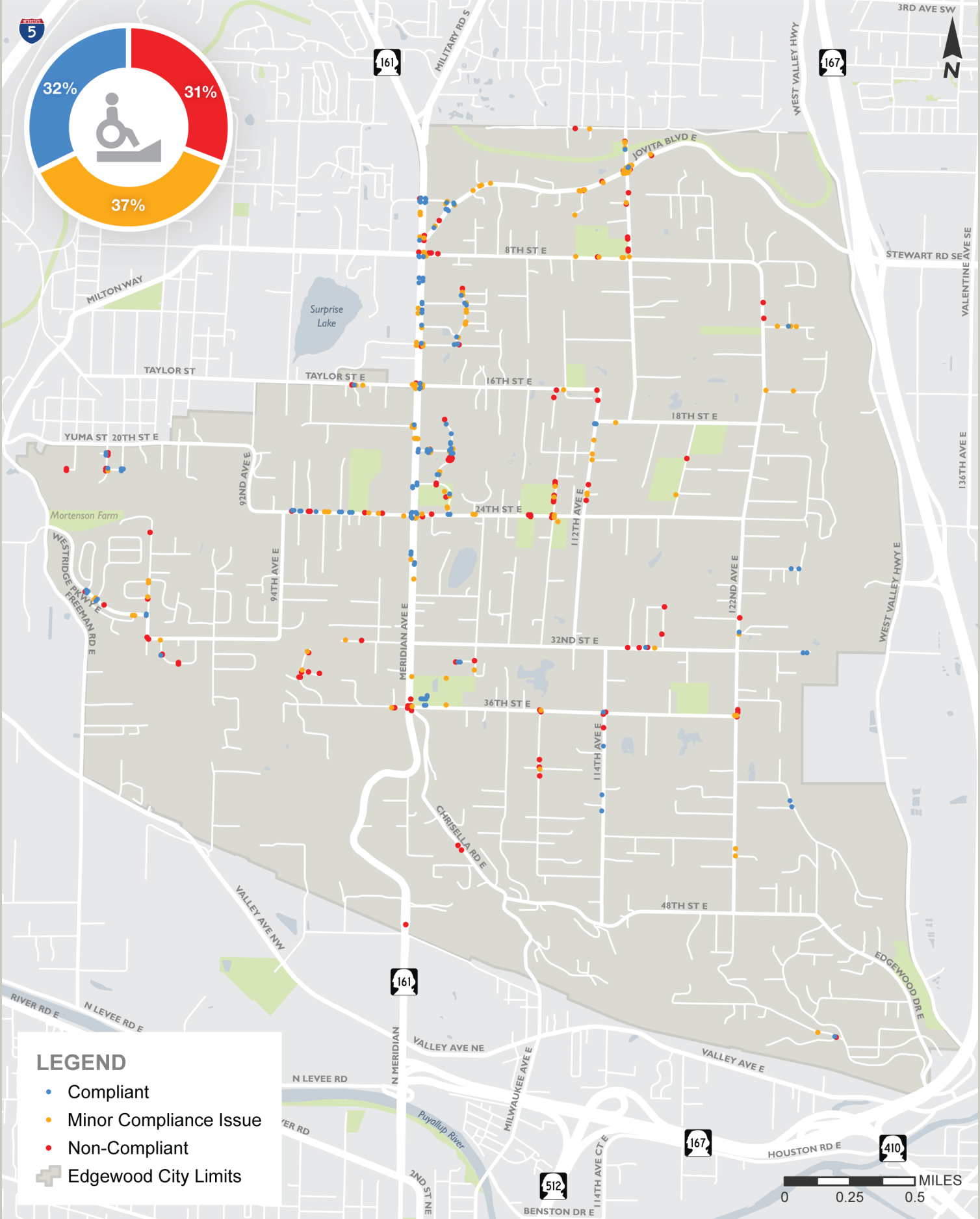


Figure 2-7 Non-Compliant Curb Ramp

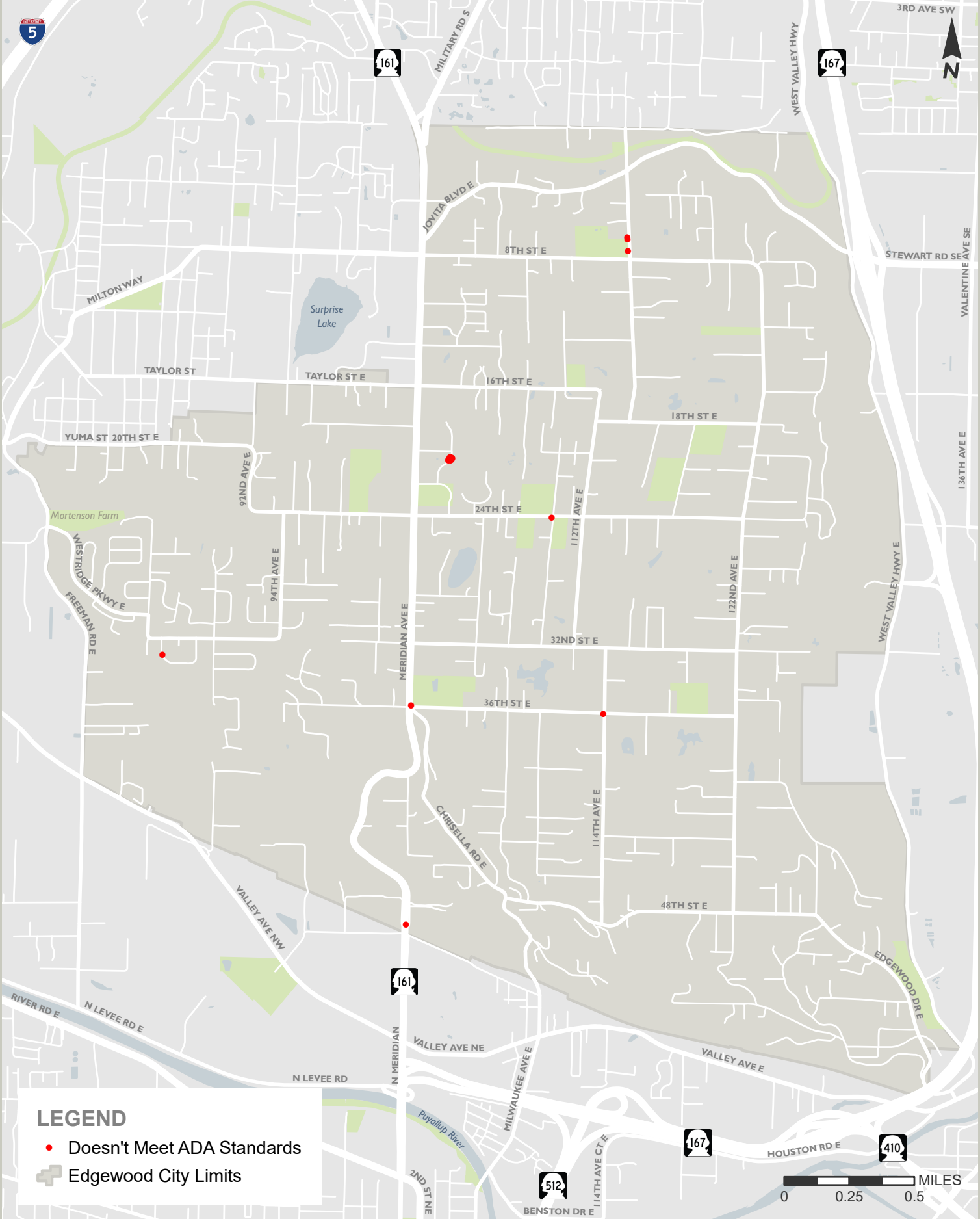


Figure 2-8 Curb Ramp Width

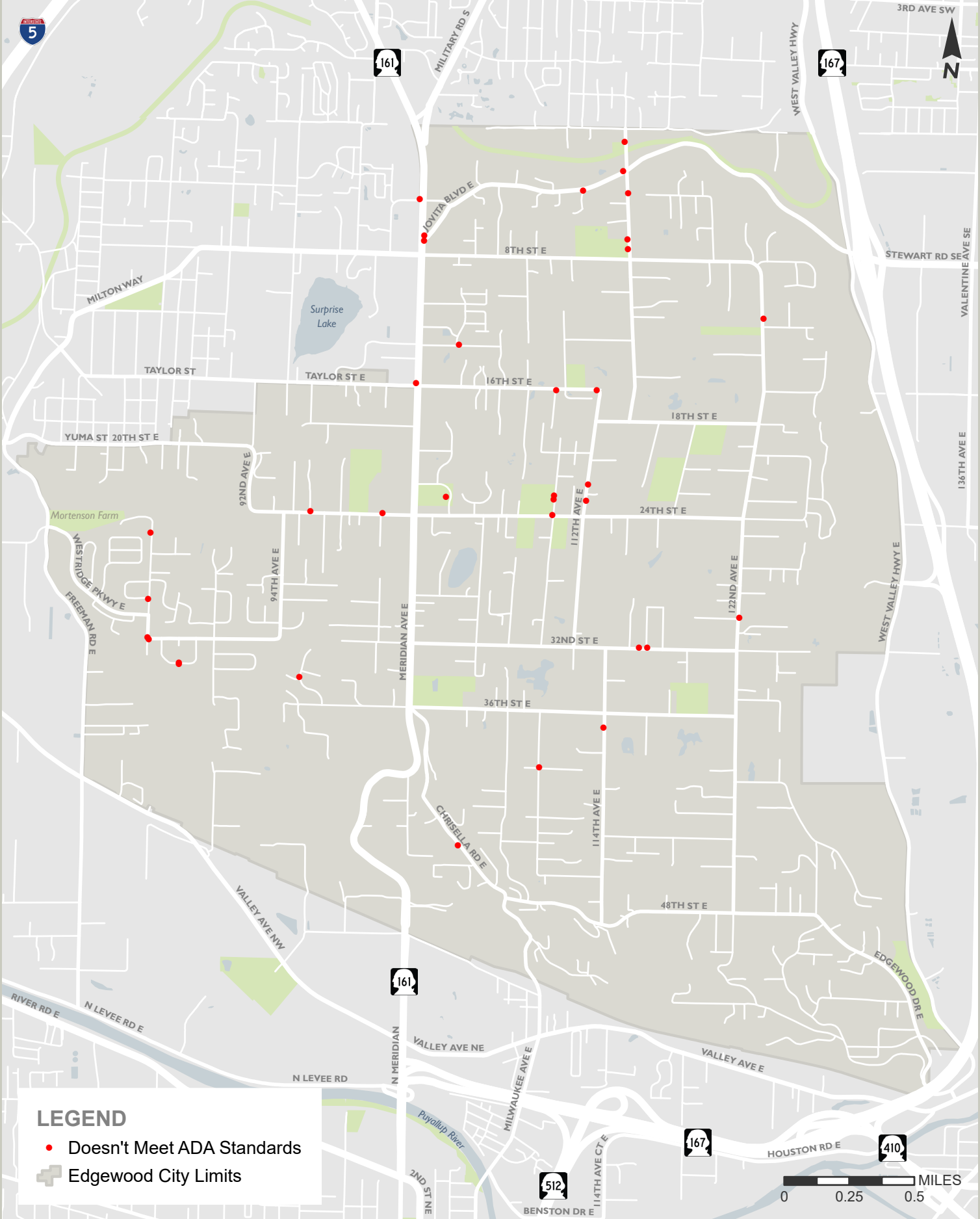


Figure 2-9 Curb Ramp Running Slope

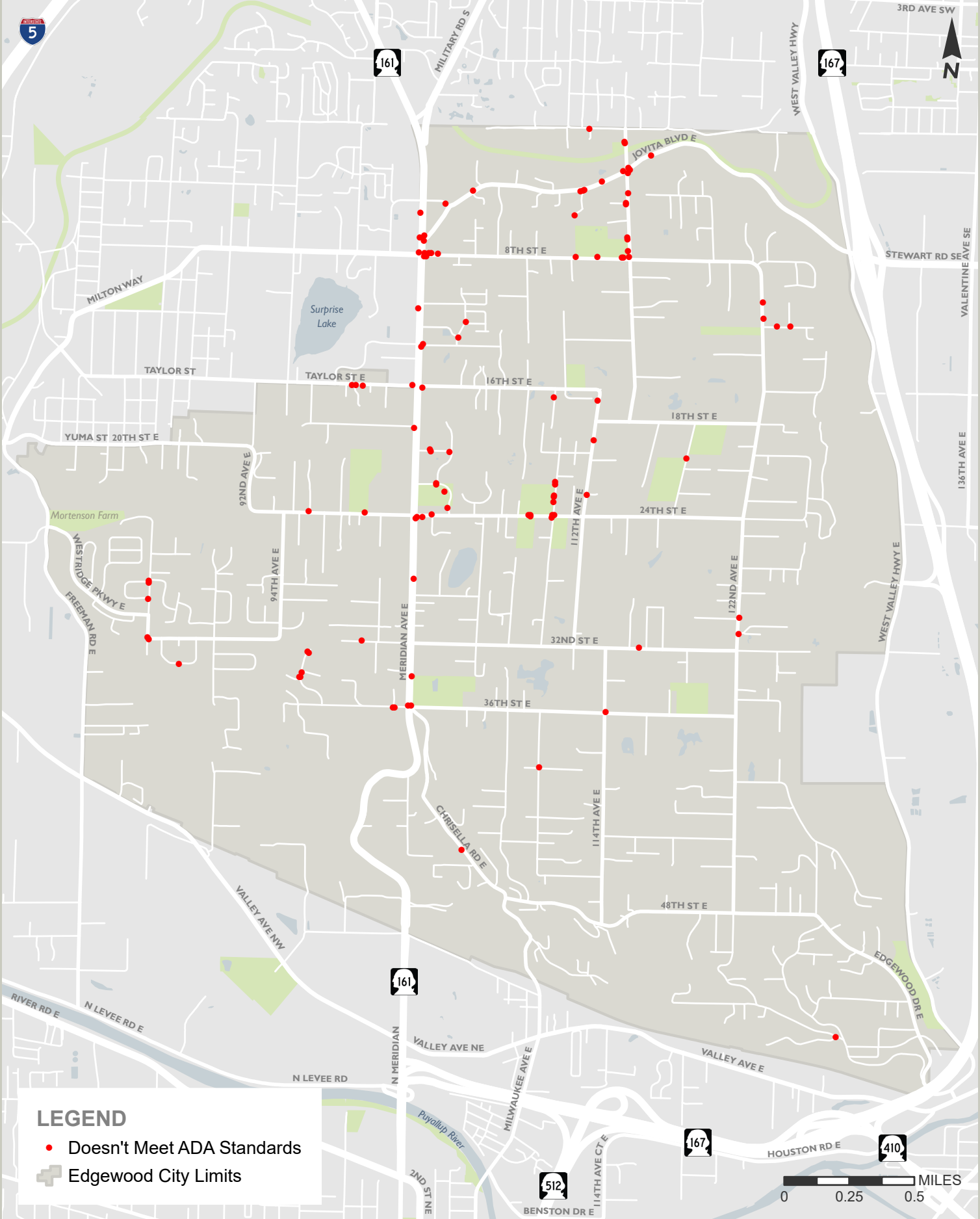


Figure 2-10 Curb Ramp Cross Slope

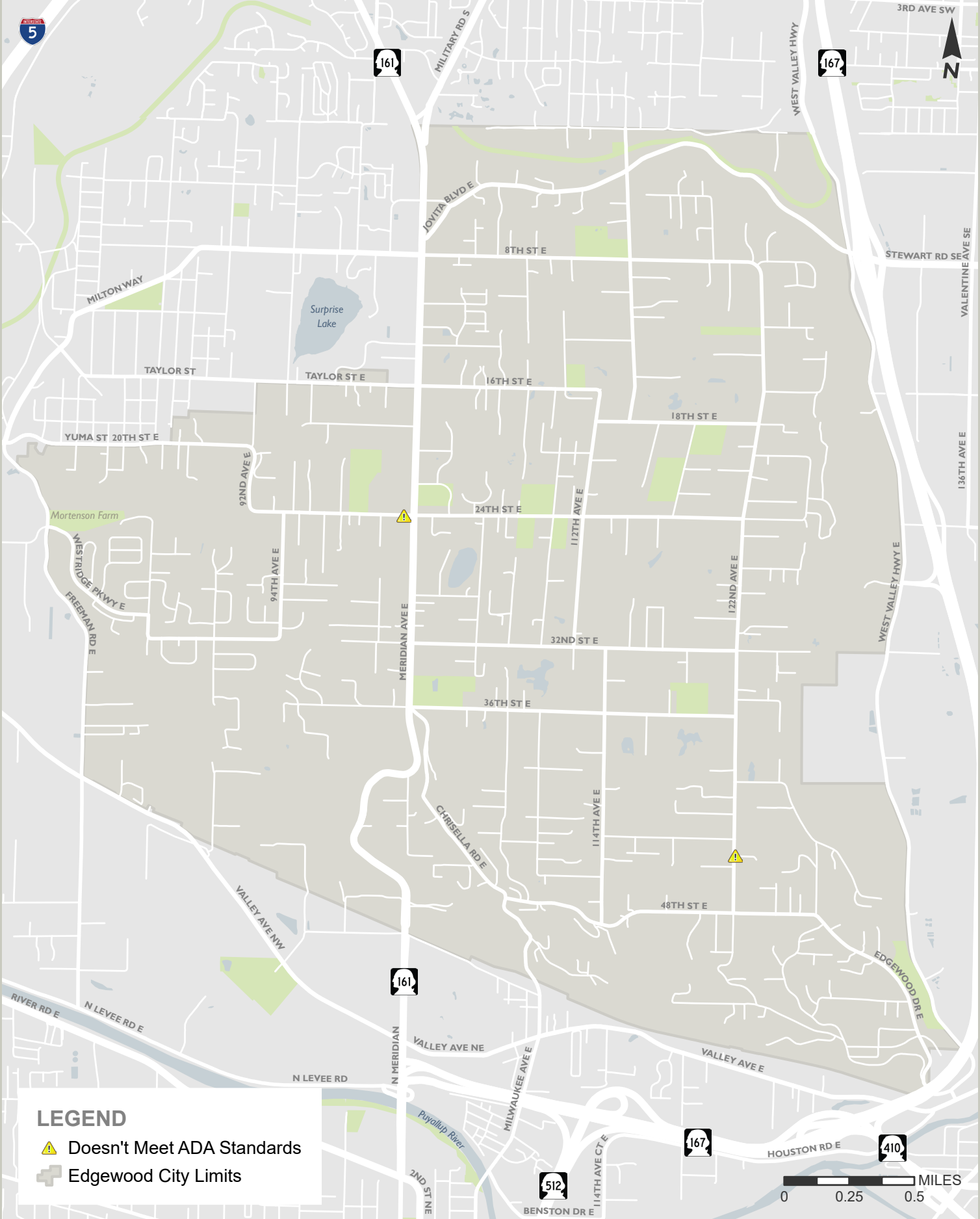


Figure 2-11 Curb Ramp No Receiving Ramp

13 miles of sidewalk were inventoried with 69 percent not meeting ADA standards (see Table 2-2 and Figure 2-12). Grinding, patch repair, and full reconstruction are potential solutions for removing the sidewalk barriers depending on the severity of the barrier.

Table 2-2 ROW Sidewalk Compliance

Sidewalk Compliance	Miles	% Total
Significant Compliance Issue	0	0%
Minor Compliance Issue	9.5	73%
Compliant	3.5	27%
Total	**13**	

Figure 2-13 shows which sidewalk segments have widths less than 48 inches. Figure 2-14 shows the locations of sidewalk segments that have one or more areas with cross slopes exceeding 2 percent.

Sidewalk Hazards

A total of 558 hazards were inventoried during this self-evaluation. Pruning, clearing, relocating objects, and full sidewalk panel reconstruction are potential solutions for removing hazards depending on the severity and type of the hazard. Figure 2-15 shows the locations of sidewalk hazard barriers.

Driveways

Data was recorded when it was determined that a driveway presented a hazard on a pedestrian access route. Six non-compliant driveways were inventoried for this self-evaluation. Grinding, patch repair, and full reconstruction are potential solutions for removing the driveway barriers depending on the severity of the barrier. Figure 2-16 shows non-compliant driveways along sidewalk.

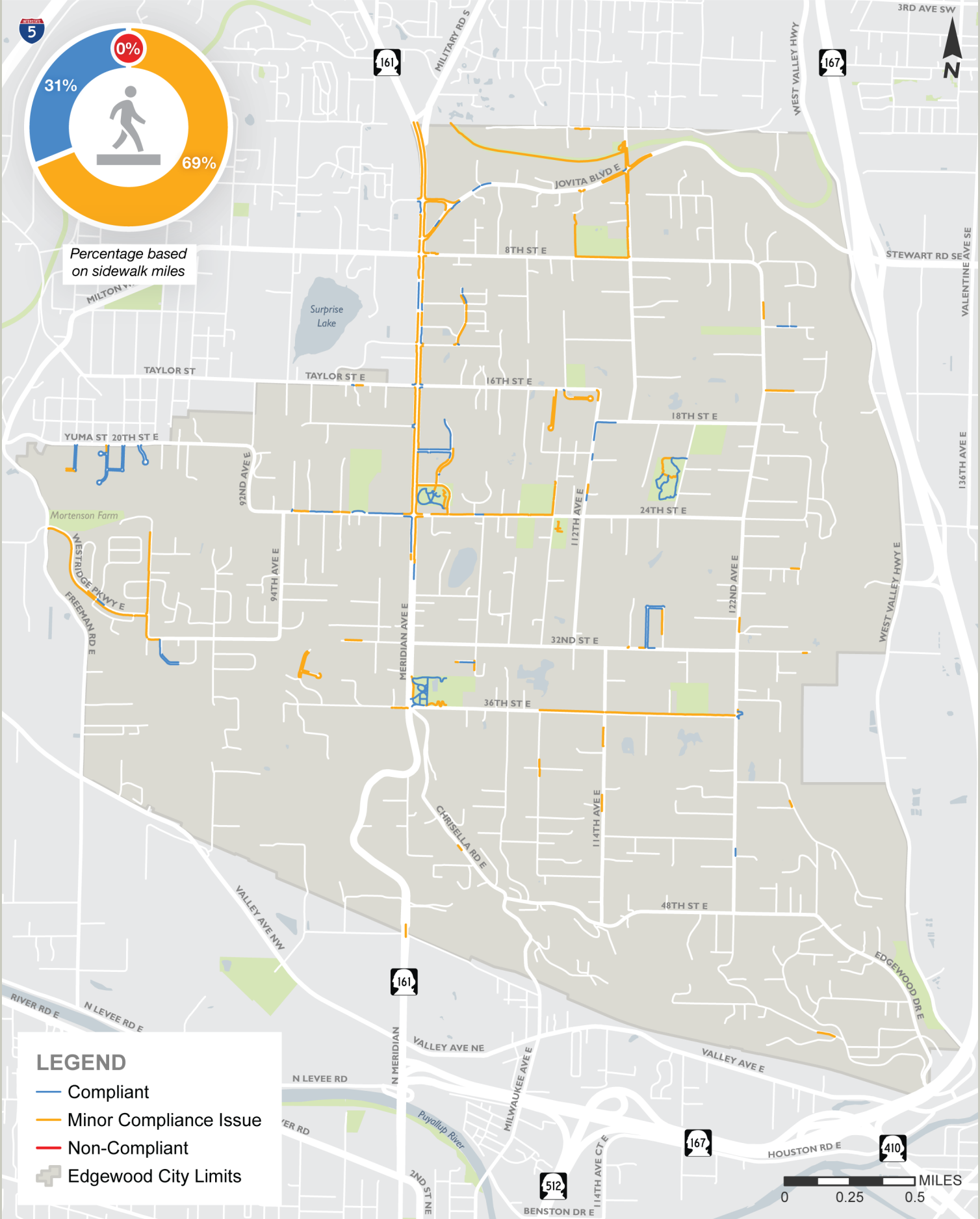


Figure 2-12 Non-Compliant Sidewalk

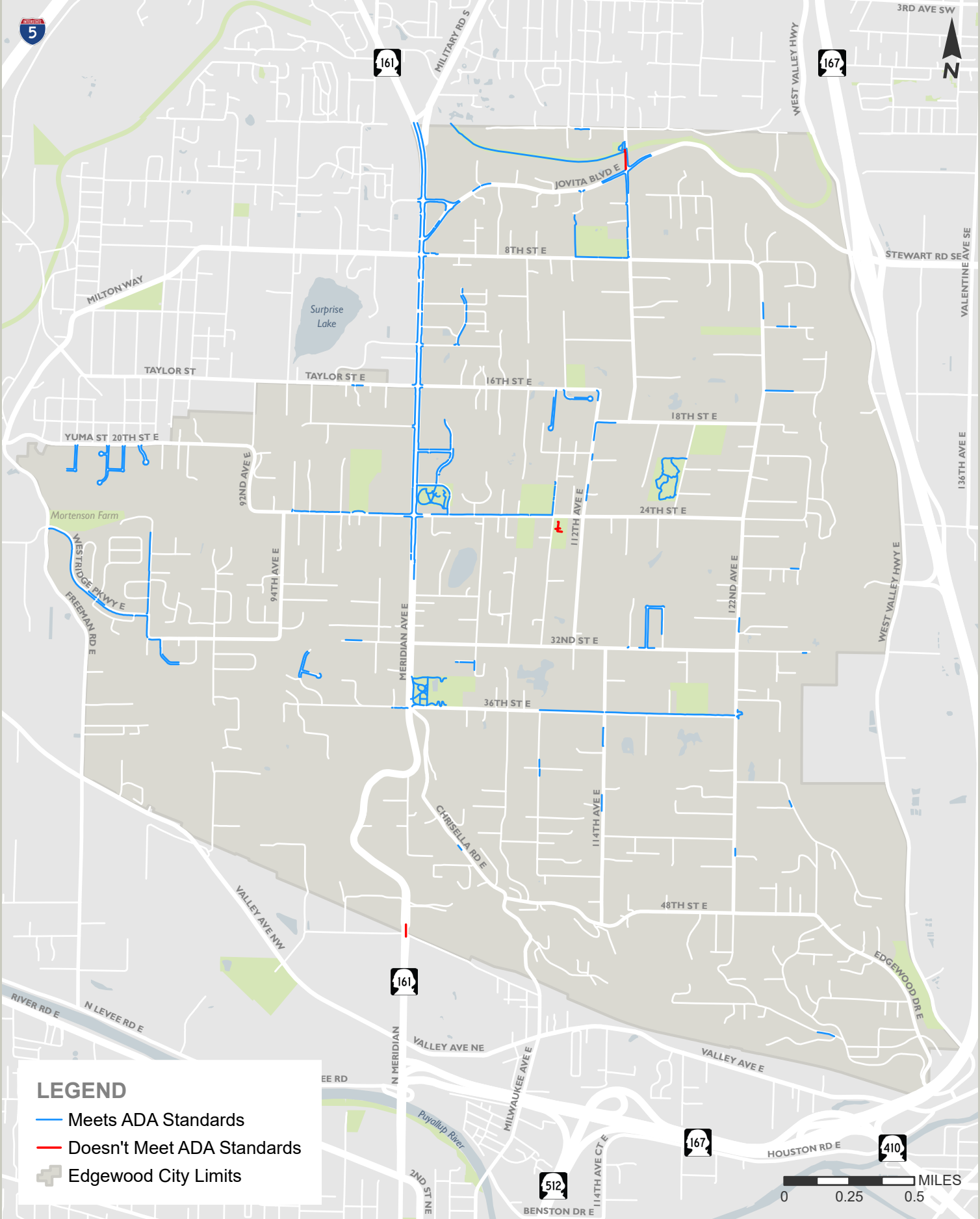


Figure 2-13 Sidewalk Width

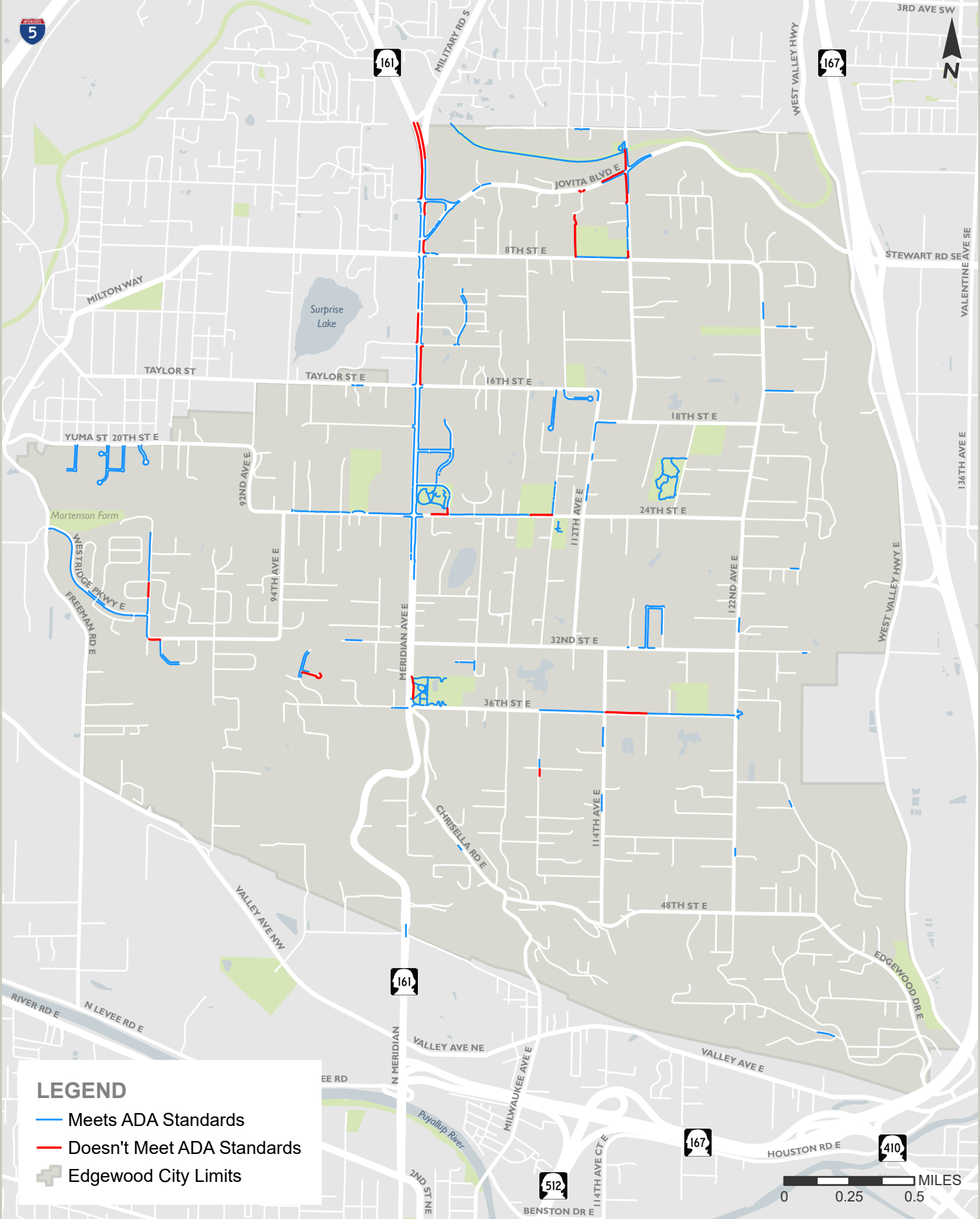


Figure 2-14 Sidewalk Cross Slope

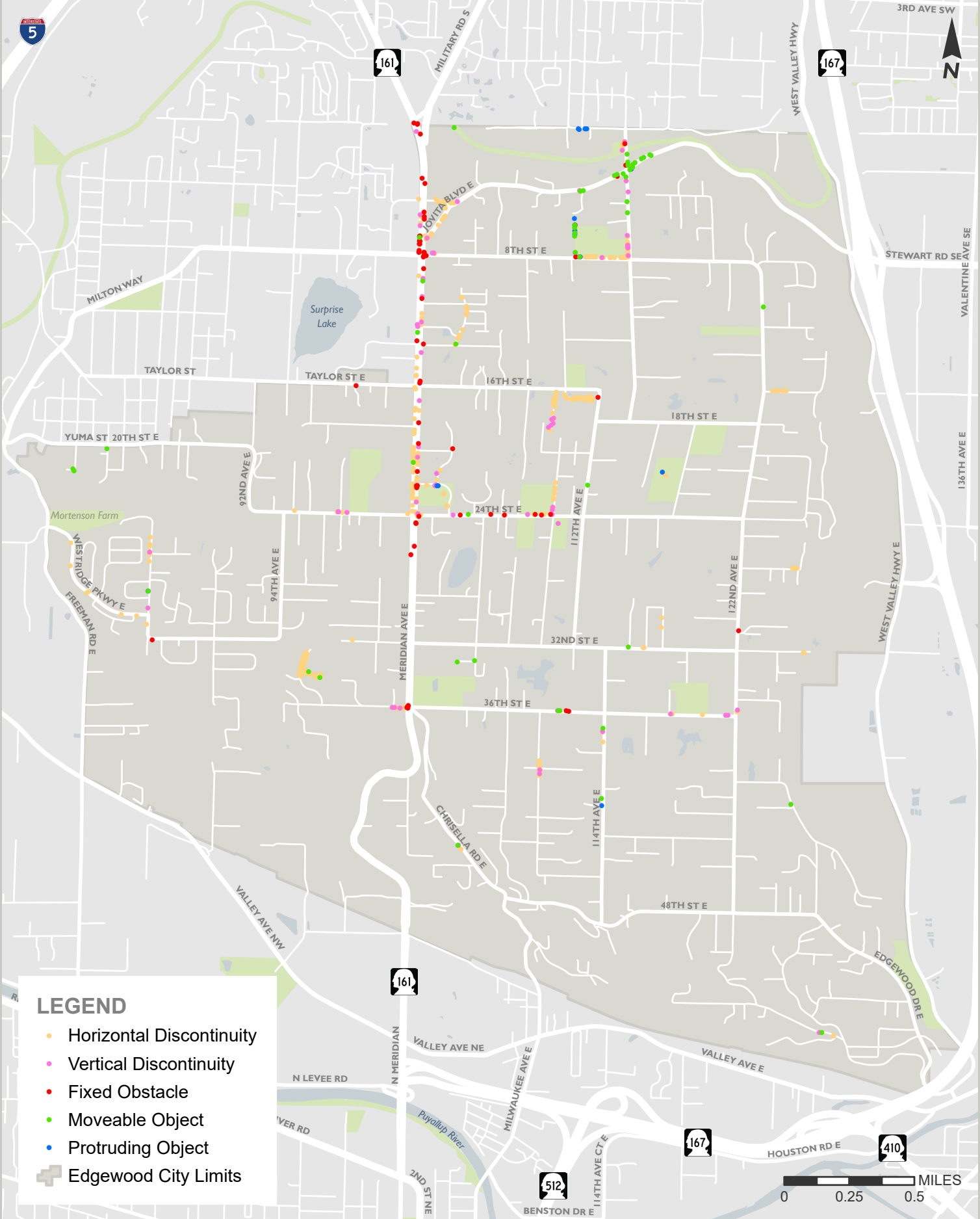


Figure 2-15 Sidewalk Barriers

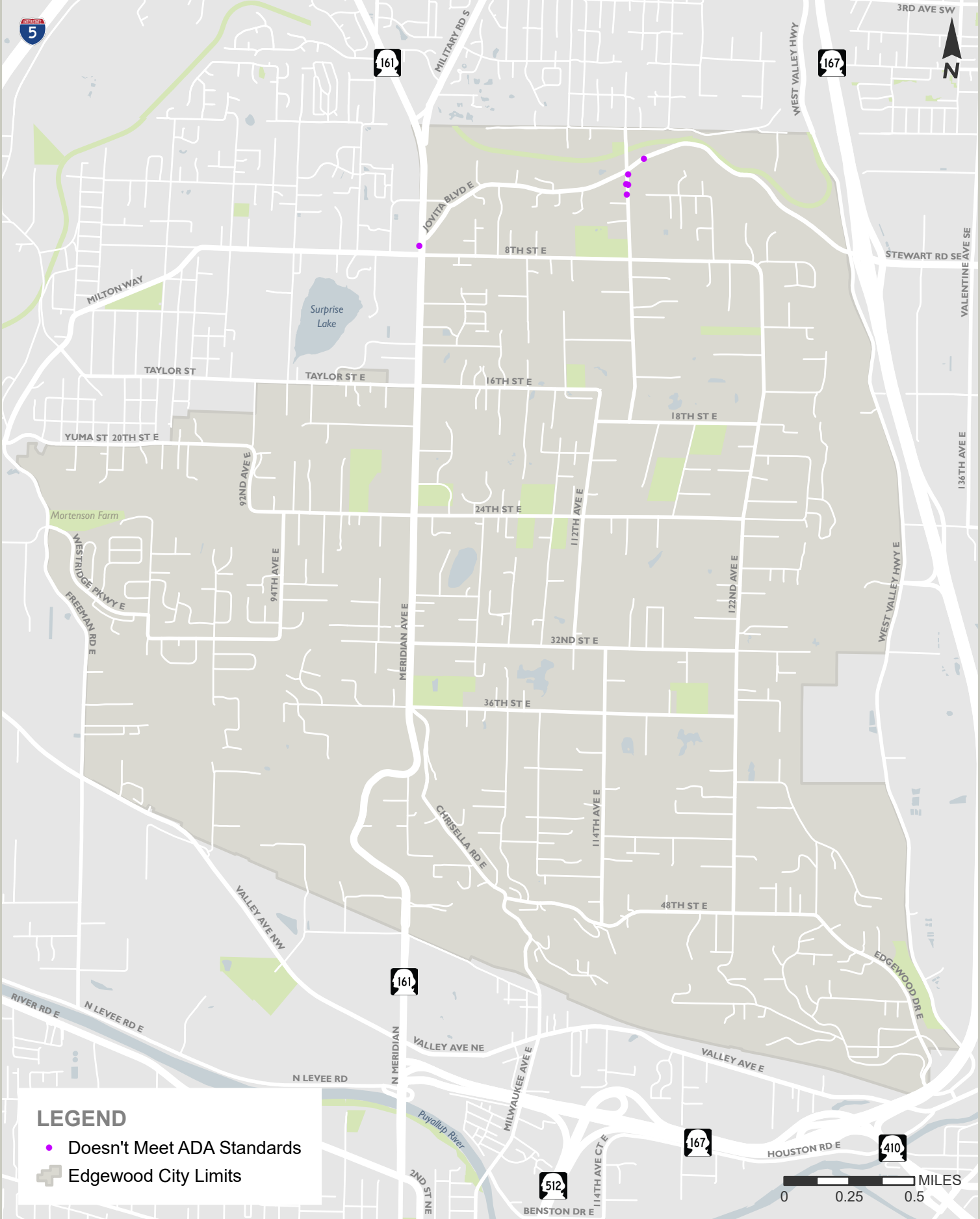


Figure 2-16 Driveway Barriers

Figure 2-17 "H-style" and APS-style pedestrian pushbutton

Signal Pushbuttons

All of the 48 inventoried pedestrian pushbuttons were found to be non-compliant. Non-compliant pedestrian pushbuttons include non-APS style buttons to be replaced, and APS-style buttons needing to be reprogrammed or relocated.

Upgrading non-APS style pushbuttons would fall under City responsibility when the pushbutton is City-owned or if it is a City-funded project located on a WSDOT facility that calls for signal upgrades.

50 percent of pedestrian pushbuttons in the city are an older "H-style" design (see Figure 2-17). 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 2-17).

The requirement to use APS-style pushbuttons is relatively new and lack of compliance is typically due to a crossing not being upgraded prior to 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 2-18 demonstrates the type and locations of these pushbuttons throughout the city.

Crosswalks

140 Crosswalks were inventoried, with 11 percent found to be non-compliant. A common element that did not meet ADA standards was the cross slope.

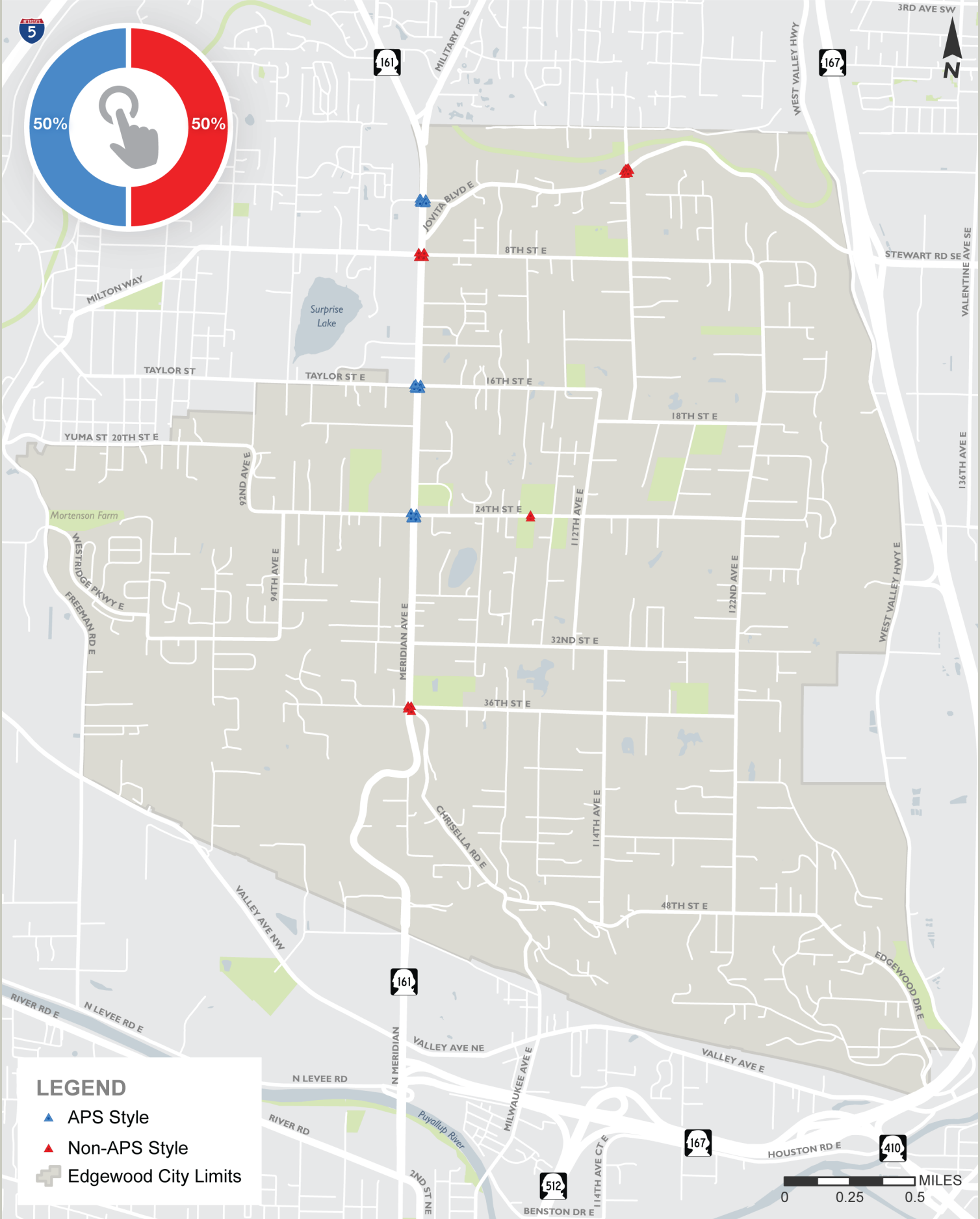


Figure 2-18 Pedestrian pushbuttons

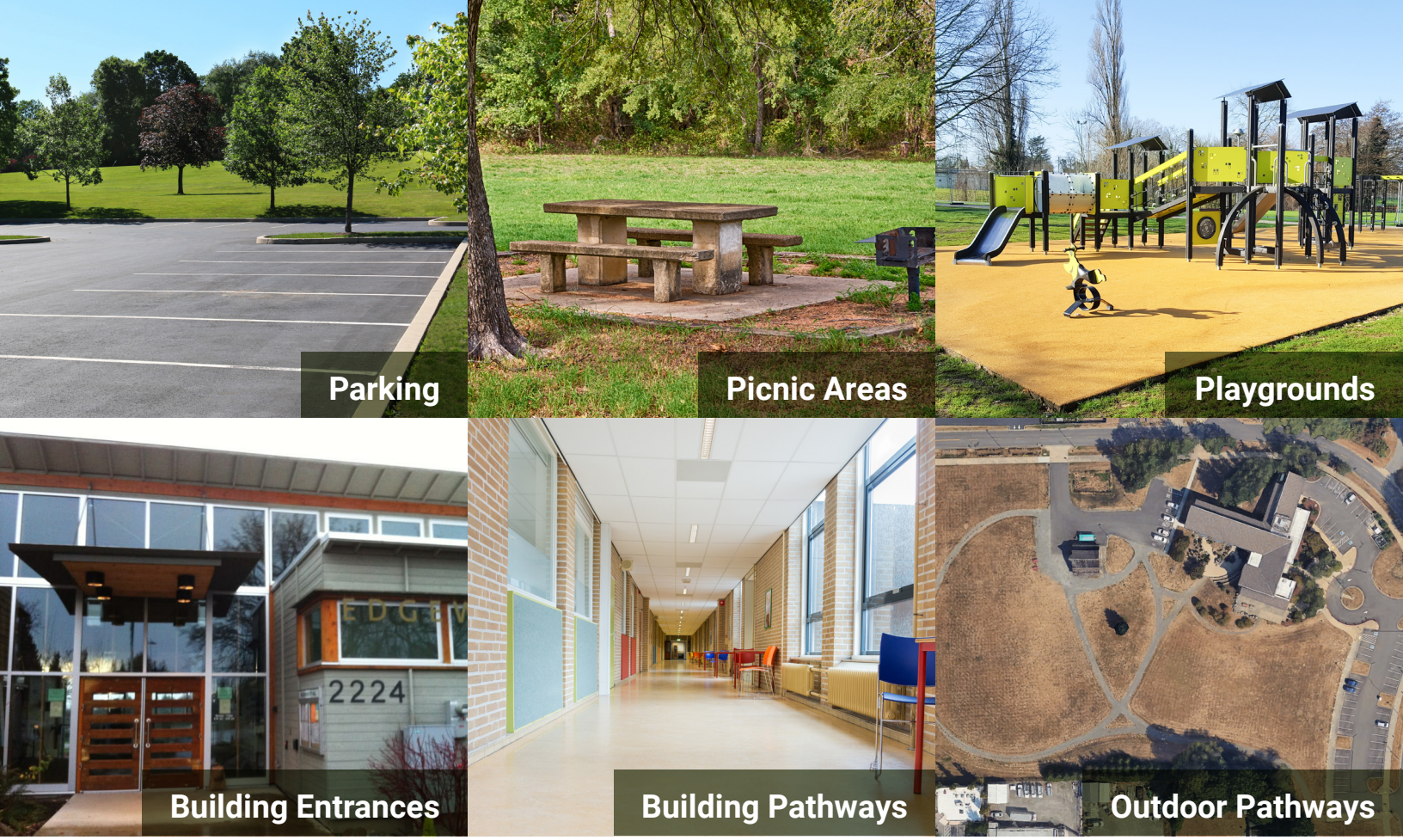


Figure 2-19 Facilities & Parks Features

Bus Stops

16 bus stops were inventoried with 50 percent not meeting ADA standards, see Table 2-3. Grinding, patch repair, and full reconstruction of boarding areas are potential solutions for removing bus stop barriers depending on the severity of the barrier.

Table 2-3 Bus Stop Compliance

Bus Stop Compliance	Quantity	% Total
Significant Compliance Issue	0	0%
Minor Compliance Issue	8	50%
Compliant	8	50%
Total	**16**	

Facilities & Parks

Method

Barrier assessment for civic buildings and park facilities covered elements of pedestrian pathways within buildings and at building entrances, as well as vertical elements in public parks. Vertical elements were collected by Endelman and Associates. Figure 2-19 shows examples of the types of facilities inventoried. Horizontal elements such as pathways, curb ramps, and parking were collected by Transpo Group.

Facilities and parks barriers include non-compliant signage, restroom fixture height, countertop or table height, gate width, pedestrian access routes, and play area ramps, among other barriers. 858 vertical barriers were found in these areas. For each barrier found, information collected included a description of the barrier, recommended solution and estimated cost as well as other information such as recommended priority ranking and photos of the barrier. Survey SolutionsTM, a custom software database, was used to generate the ADA Survey Results.

Table 2-4 Facilities & Parks Barrier Distribution
Collected by Endelman and Associates

Location	Number of Barriers
City Hall Offices	62
Edgemont Park	532
Nelson Nature Park	43
Nelson Farm Park	145
Interurban Trail/Jovita Crossing	75
Edgewood Community Park	1
Total	**858**

Table 2-5 Facilities & Parks Barrier Distribution
Collected by Transpo Group

Facility Type	Non-Compliant Facilities
Curb Ramps	7
Pathway	13
ADA Parking Stalls	14
Total	**43**

Findings

Table 2-4 shows the number of barriers found in each facility and park by Endelman's site evaluation. Table 2-5 shows the number of non-compliant facilities that Transpo Group collected at parks and facilities.

The field surveys for the properties were conducted using proven ADA survey instruments and calibrated measurement tools. Collected data was reviewed and analyzed, and recommended preliminary solutions were developed. A complete report of all barriers recorded by Endelman and Associates at City of Edgewood parks and facilities can be found in Appendix I.

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 and provide information to assist interested parties to understand the barrier removal issues faced by the City, the alternatives considered and the City's 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 Methods

To generate public involvement and capture public feedback on the ADA Transition Plan, the City used a virtual open house, engagement survey, and an online mapping tool. The survey and open house were promoted by the City of Edgewood. The City of Edgewood developed a project website: www.edgewoodada.com to provide easy online access to project information and opportunities for the public to provide feedback. A full account of the public engagement findings can be found in Appendix D.

Online Open House and Survey

An online open house that introduced the ADA transition plan and explained the project's the goals and focus areas was made available on the City's website. Within the open house an online survey and reporting tool was provided for the public to give feedback on accessibility gaps and pinpoint barriers at specific locations.

The survey 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 rate the accessibility conditions of existing parks and civic facilities.
- What facility types they believe should be prioritized when removing accessibility barriers.

The survey was made available for public participation through September 2023.

The survey respondents identified their first and second priorities for improving pedestrian facilities within the city. The weighted rank priorities showed that the following three categories were highest priority:

- Retail Services
- Transit Facilities
- City Parks

4 Pedestrian Barrier Removal Methods & Schedule

Chapter 4 provides a summary of barrier removal methods and priorities to guide the 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.

Barrier Removal Methods: ROW

The City currently has a variety of barrier removal methods that are funded from sources that include capital projects, road maintenance, and pedestrian safety programs. 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 a missing detectable warning surface (DWS), can be removed through maintenance and operations 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 all accessibility barriers.

The following sections provide additional detail regarding capital projects, maintenance, and City programs.

Capital Improvement Program

The Capital Improvement Program (CIP) defines projects and identifies funding for different elements of the government including the Transportation Improvement Plan (TIP). Transportation projects 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 Edgewood 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. Upon completion of this self-evaluation and transition plan, accessibility barriers are identified, prioritized, and are easier to include in TIP projects.

Maintenance Program

Operational and maintenance activities typically resolve less costly and less complex barriers to accessibility. A subset of the work completed by the Public Works department helps to remove ADA related barriers through curb, street, and sidewalk repairs. Though maintenance investments for pedestrian facilities often do not bring sidewalks, ramps, and other pedestrian infrastructure fully up to ADA standards, these investments of staff time and resources typically result in critically important access improvements. These activities include sidewalk panel grinding, panel replacement, and request-based curb ramp installations. Maintenance investments are crucial to increasing the longevity of the existing pedestrian network.

Permitted Development

Even with the current funding for accessibility improvements, it will take many years to remove accessibility barriers or provide sidewalk connections between gaps. 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.

Barrier Removal Methods: Facilities and Parks

The City currently uses a few methods to remove accessibility barriers for facilities and parks. Some of these methods are annual programs that provide continual means of barrier removal while others vary based on outside influences such as permitted development and available grant funding. Barrier removal methods currently range from stand-alone projects, removal of barriers as part of other City projects and removal of barriers during ongoing maintenance and operations.

Capital Improvement Program

The Capital Improvement Program (CIP) defines projects and identifies funding for different elements of the government including the Transportation Improvement Plan (TIP), Public Facilities, and Parks. The City has identified 7 CIP projects that focus on civic building and parks improvements and include ADA barrier removal efforts. These projects include:

- PF-2 Civic Center Campus Improvements
- P-1 Interurban Trail Phase III Design and Construction
- P-2 Miscellaneous Park Improvements
- P-3 Edgewood Multi-modal Trail Loop
- P-5 Nelson Nature Park Rehabilitation
- P-7 Edgemont Park Improvements
- P-9 Wolf Point Trail

Barrier Removal Plan and Schedule

The ADA requires agencies to specify a schedule for completing the actions 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 the schedule for barrier removal.

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 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 then 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 highest priority, while facilities with less significant physical barriers located farther from key pedestrian destinations are considered a lower 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 sidewalks, curb ramps, and pedestrian pushbuttons. These criteria and weights are shown in Appendix C.

Potential Accessibility Index 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 4-6 show the AIS for each of the facilities that data was collected.

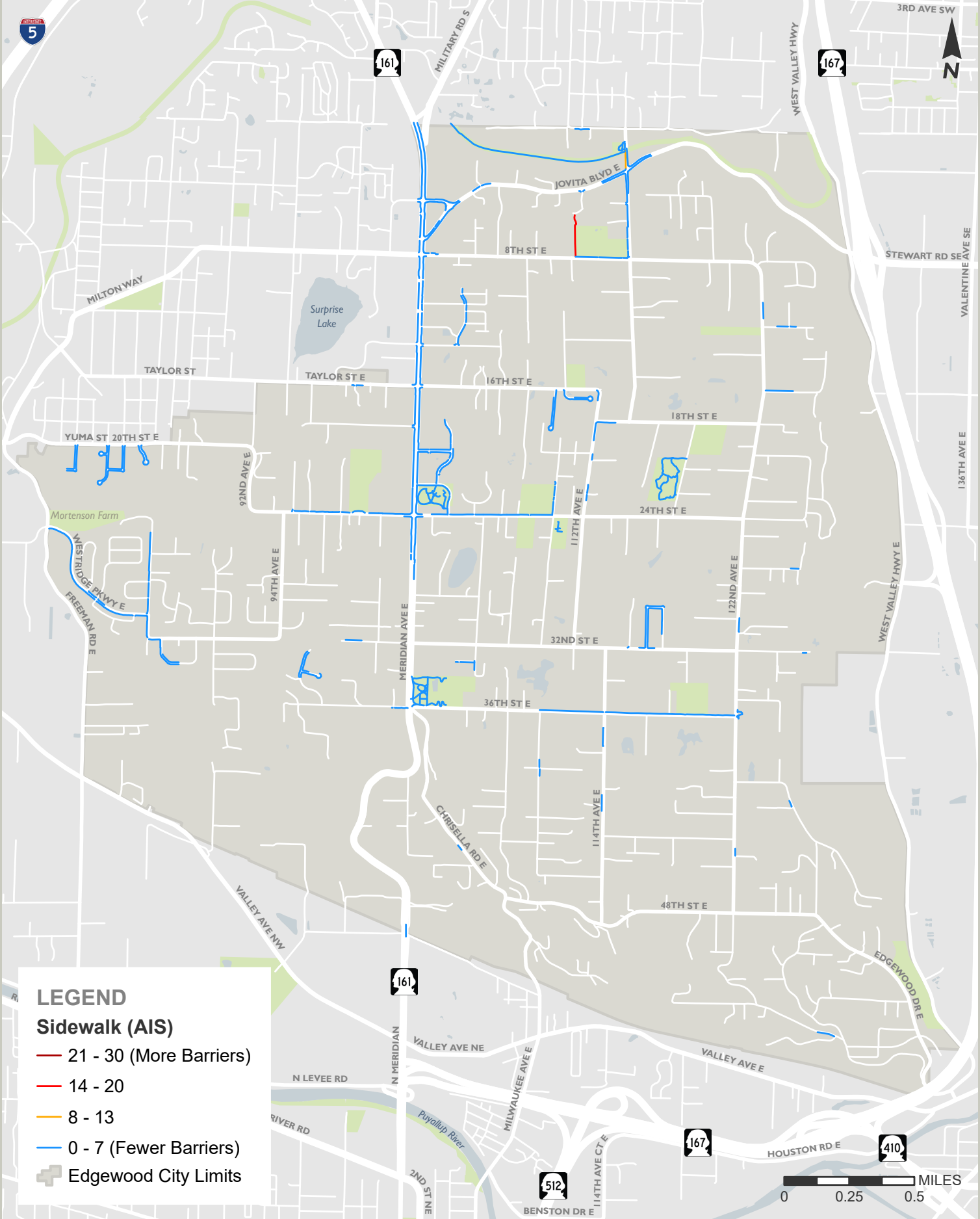


Figure 4-1 Accessibility Index Score Composite (Sidewalk)

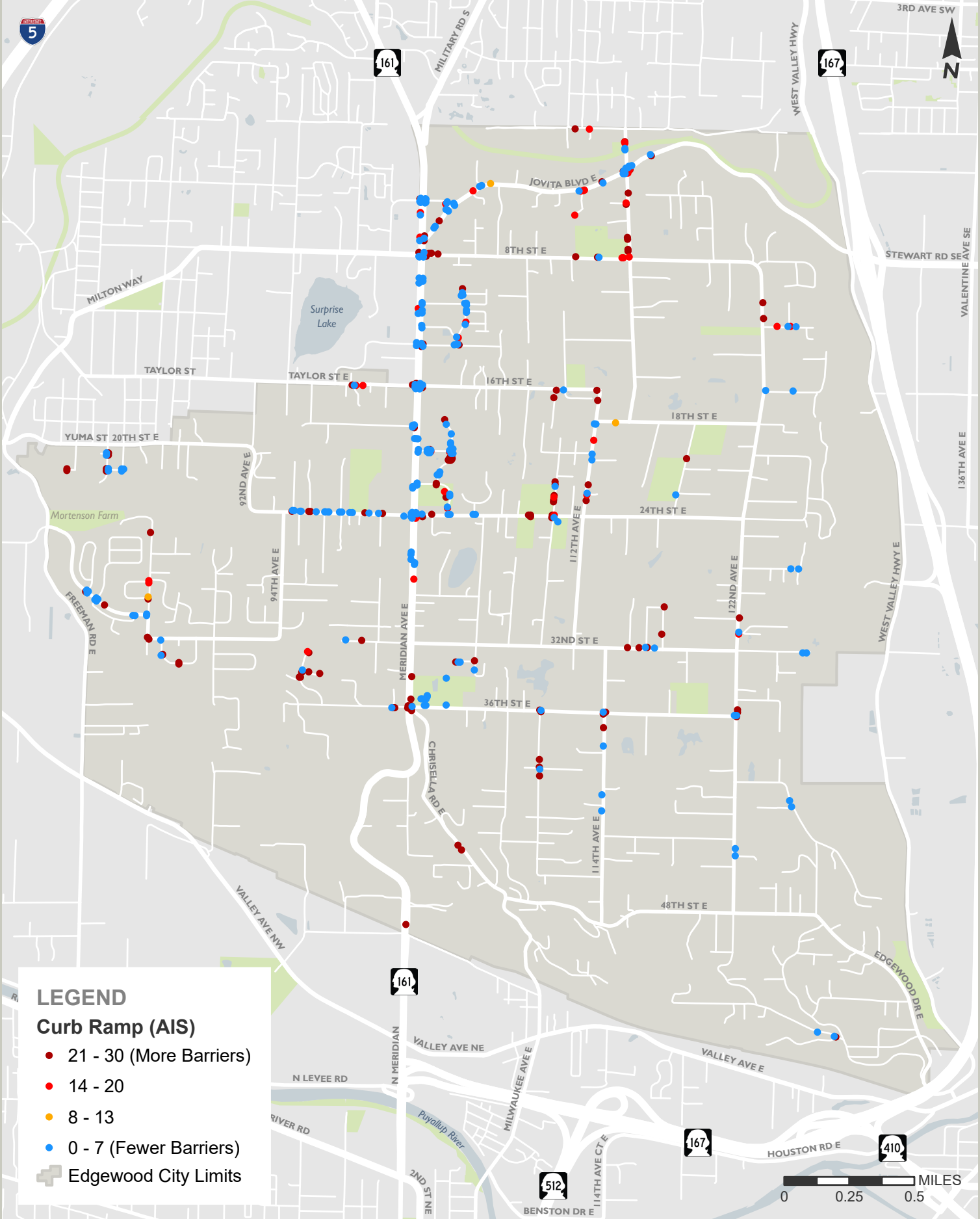


Figure 4-2 Accessibility Index Score Composite (Curb Ramp)

Figure 4-3 Accessibility Index Score Composite (Signal Push Button)

Figure 4-4 Accessibility Index Score Composite (Bus Stop)

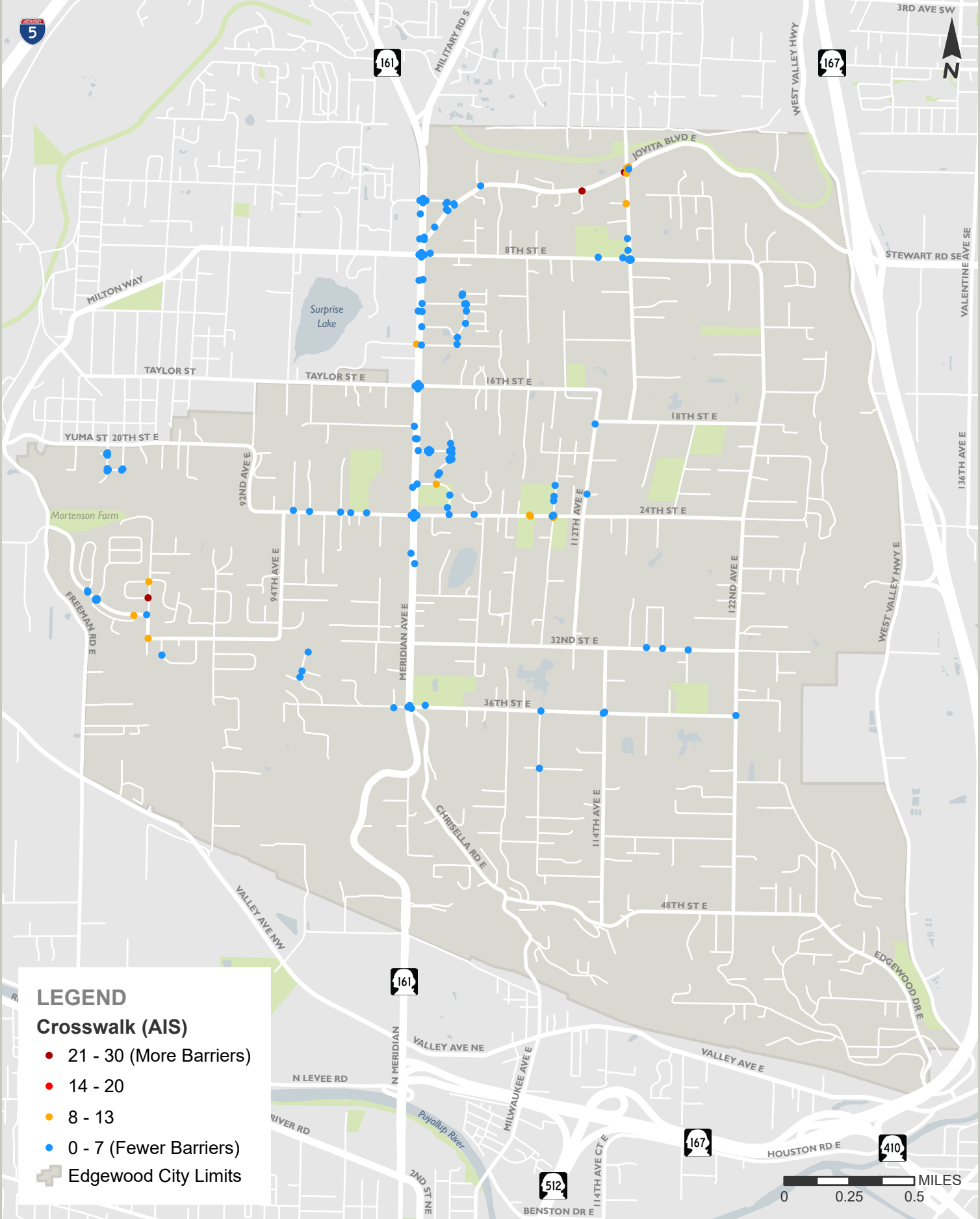


Figure 4-5 Accessibility Index Score Composite (Crosswalk)

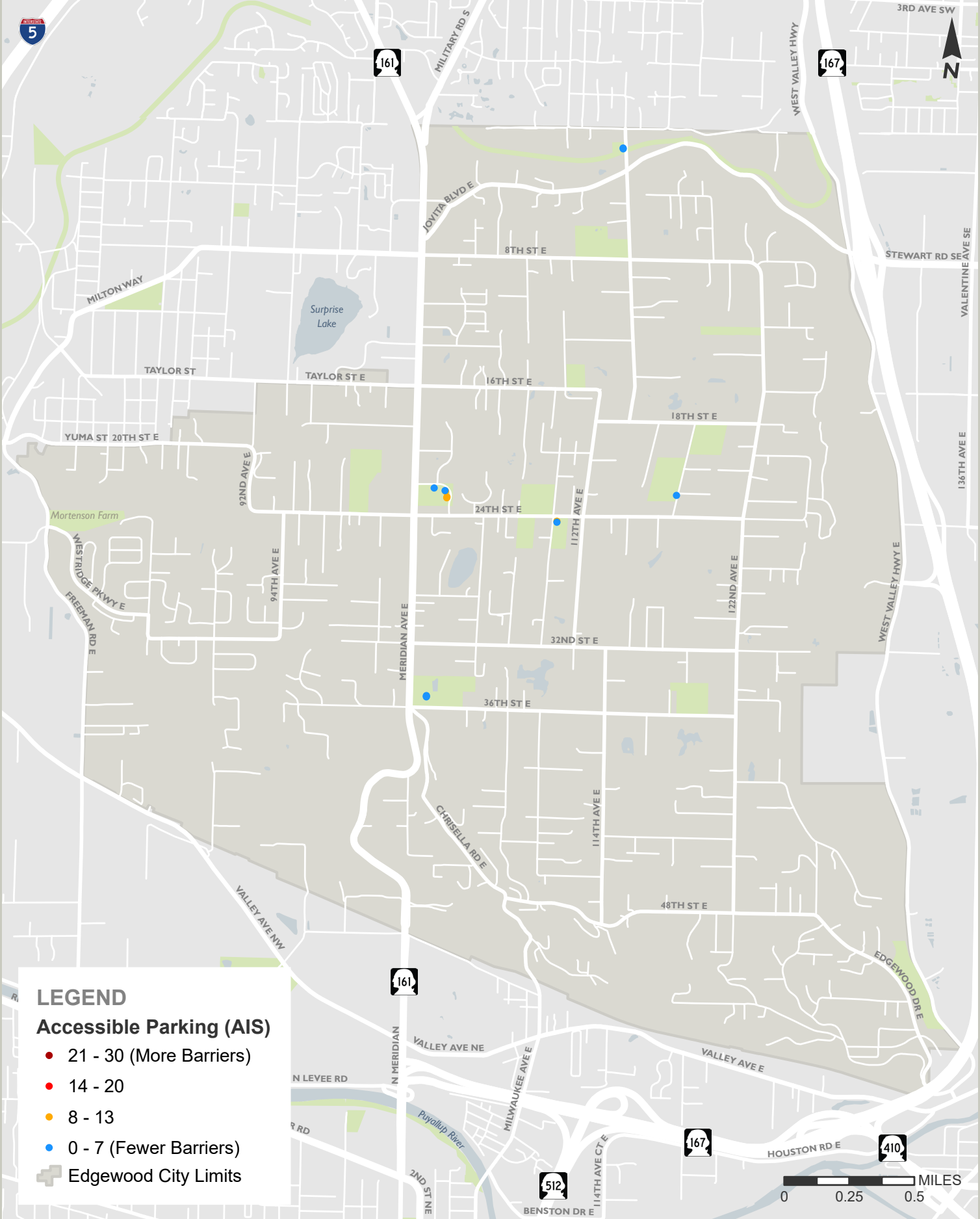


Figure 4-6 Accessibility Index Score Composite (Accessible Parking)

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 retail and shopping opportunities, transit facilities, and city parks 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 4-7 through 4-11 show the LIS for each of the facilities for which data was collected.

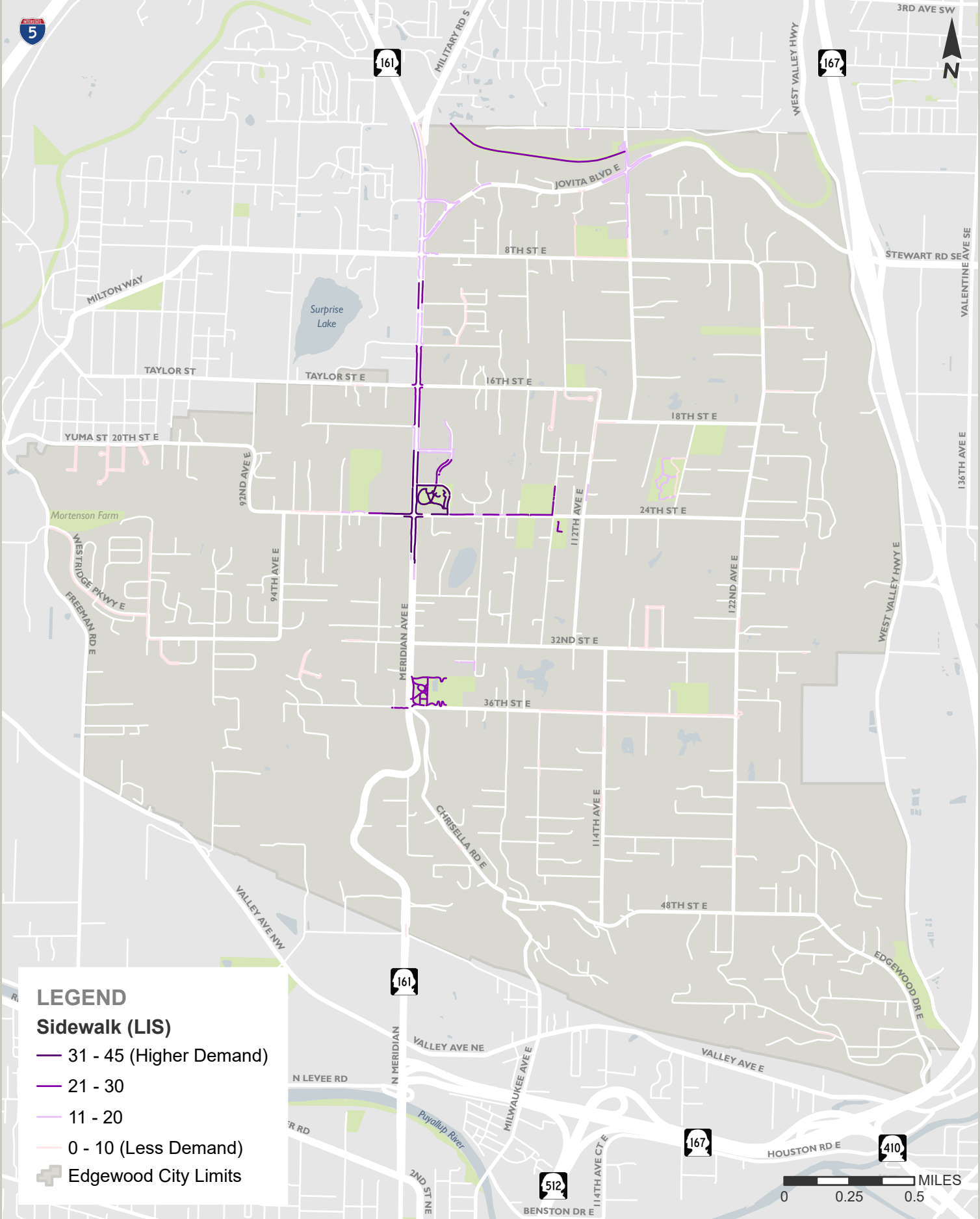


Figure 4-7 Location Index Score Composite (Sidewalk)

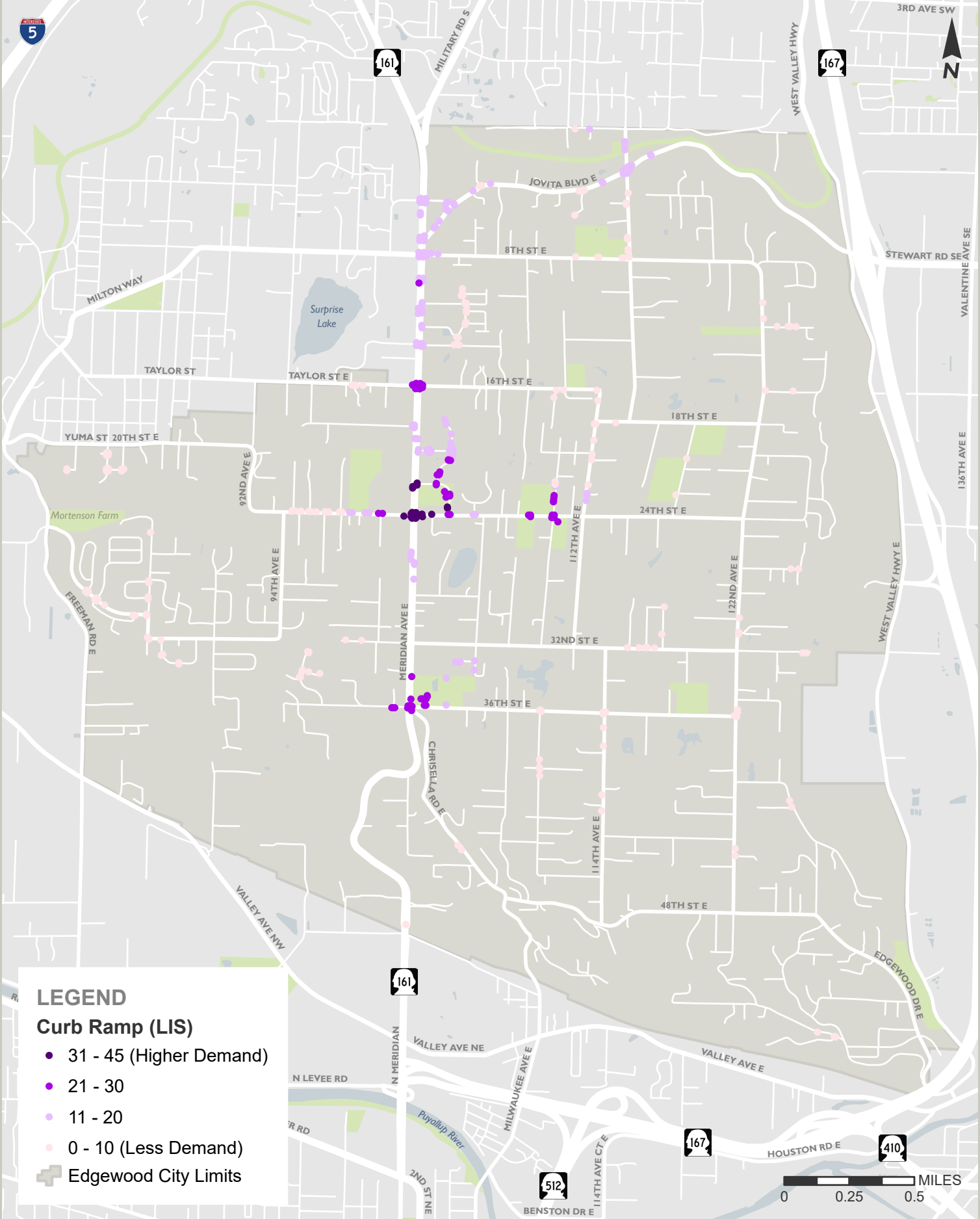


Figure 4-8 Location Index Score Composite (Curb Ramp)

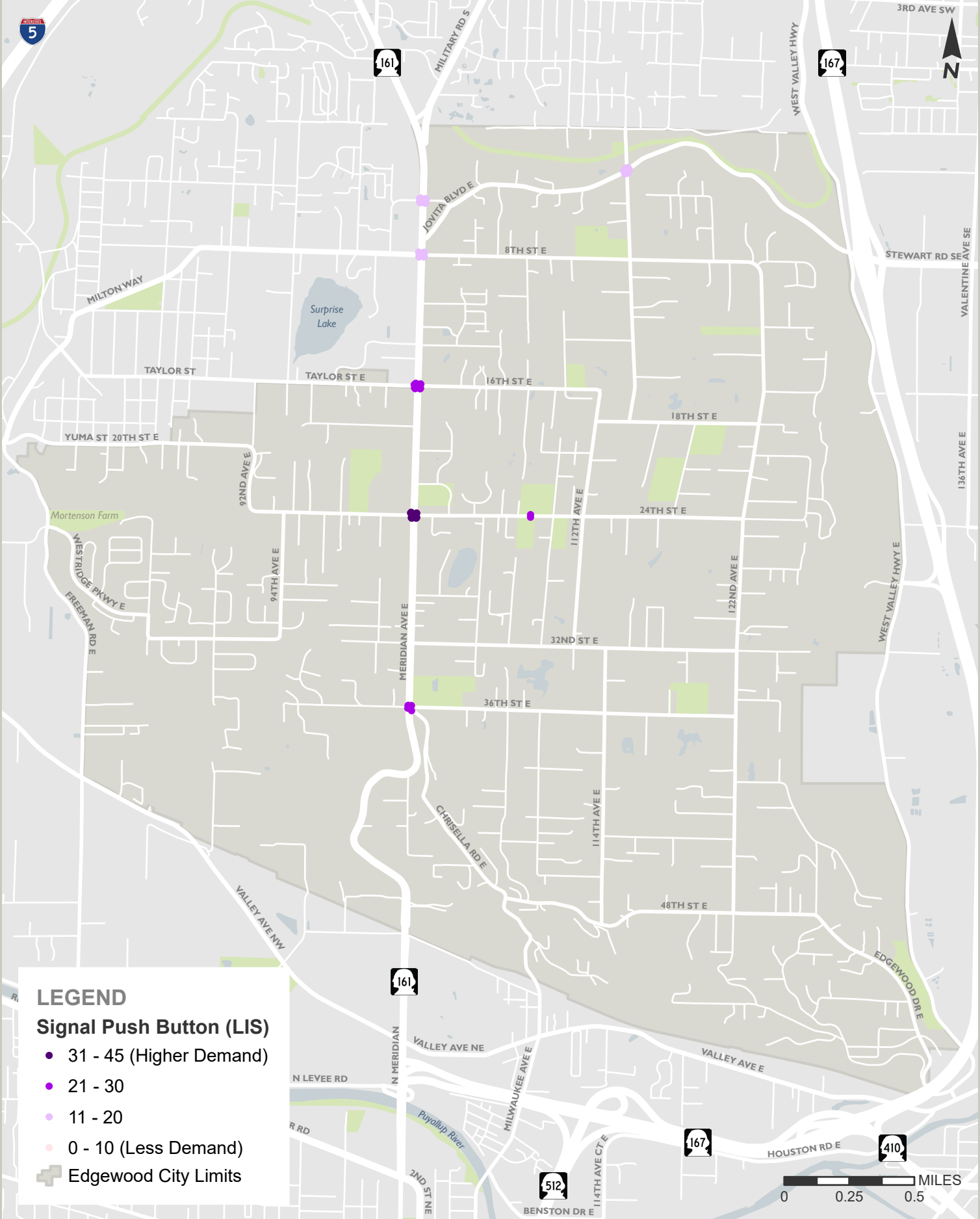


Figure 4-9 Location Index Score Composite (Signal Push Button)

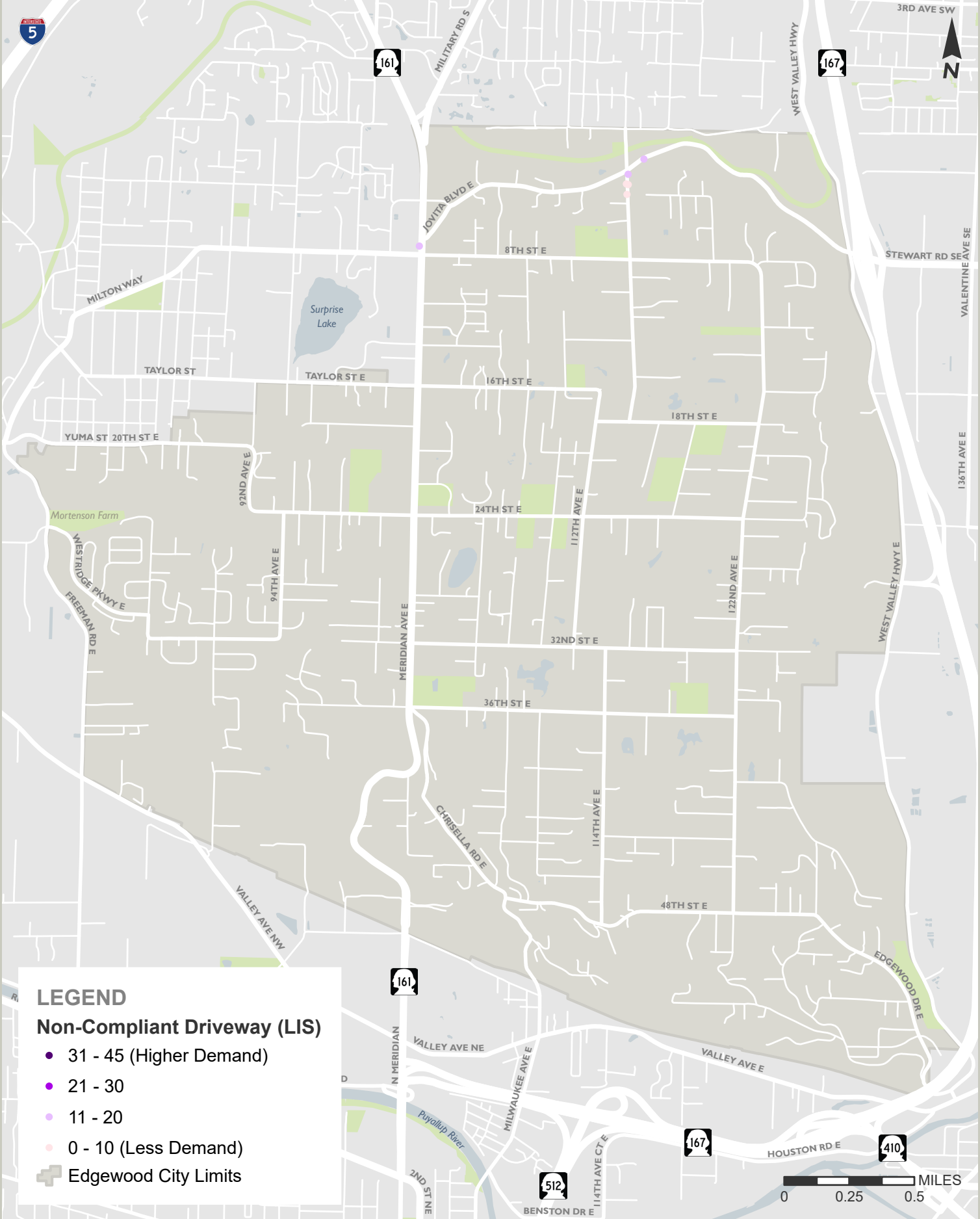


Figure 4-10 Location Index Score Composite (Non-Compliant Driveway)

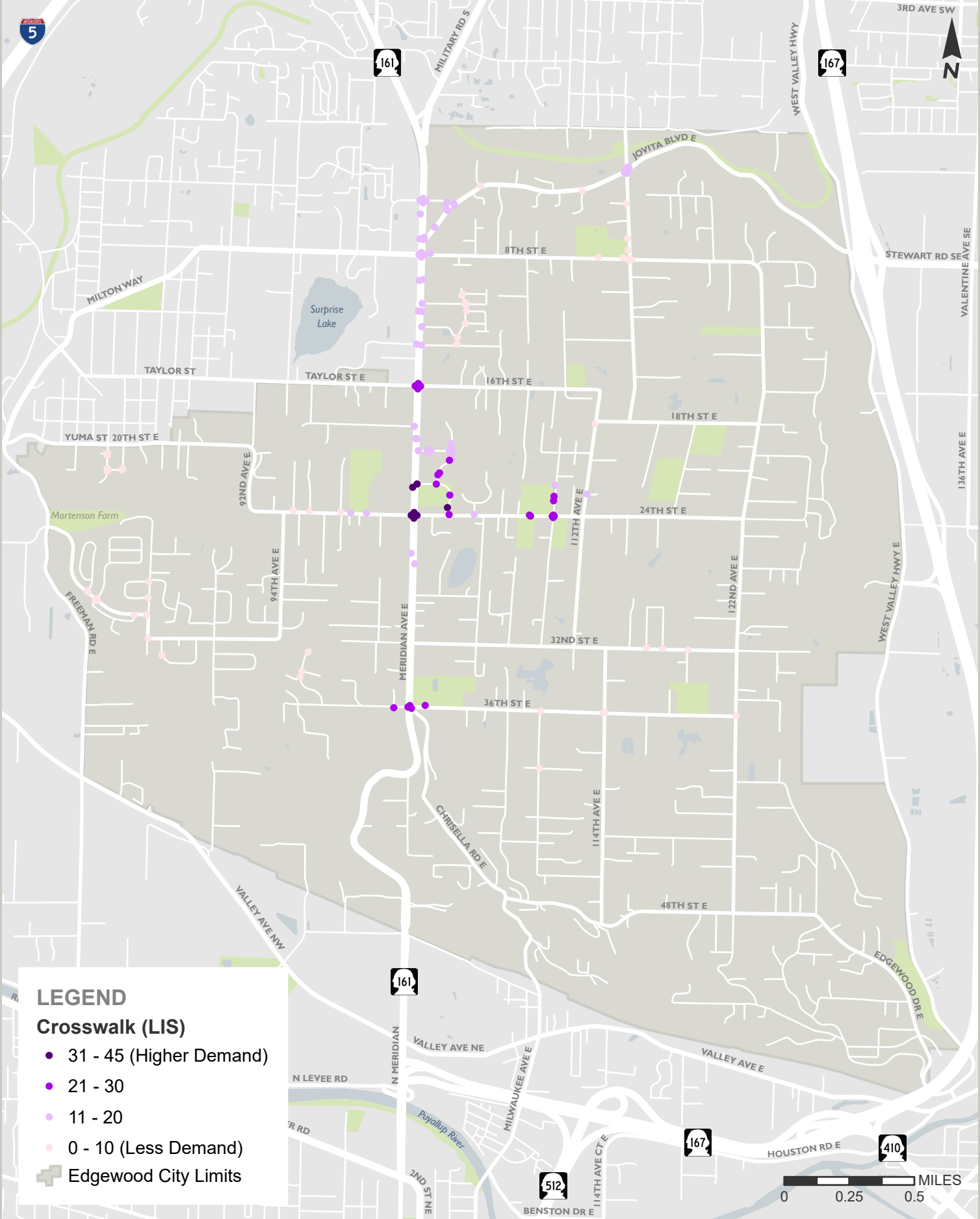


Figure 4-11 Location Index Score Composite (Crosswalk)

Combined Index Score

The Combined Index Score sums the Accessibility Index Score and Location Index Score to prioritize facilities with accessibility barriers in areas with high pedestrian demand.

Scores were grouped into four categories:

- Very High: significant physical barriers in high-demand areas: 46+ 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 4-12 through 4-14 show the composite score for each of the facilities for which data was collected.

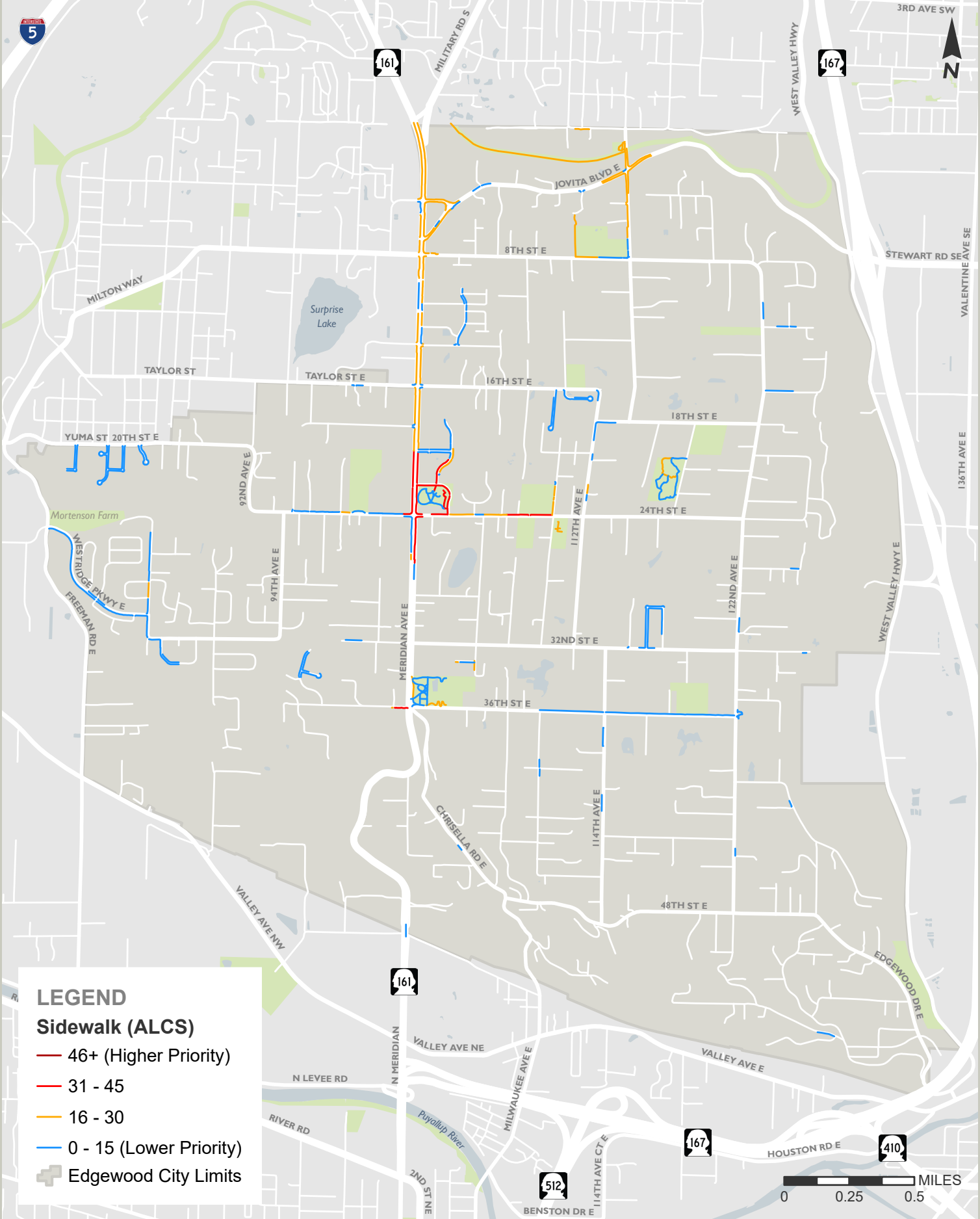


Figure 4-12 Accessibility (AIS) & Location (LIS) Combined Score (Sidewalk)

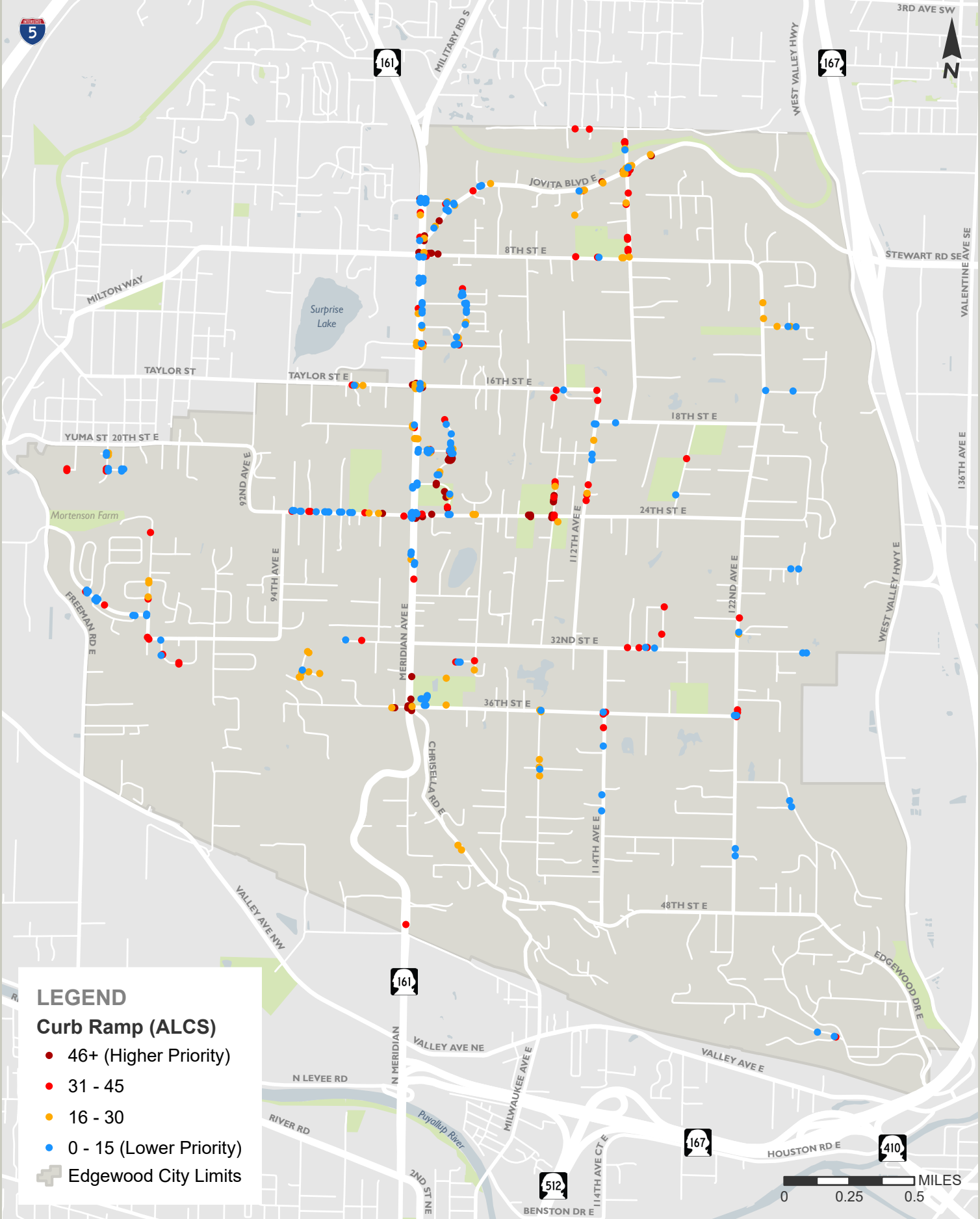


Figure 4-13 Accessibility (AIS) & Location (LIS) Combined Score (Curb Ramp)

Figure 4-14 Accessibility (AIS) & Location (LIS) Combined Score (Signal Push Button)

Prioritization of Pedestrian Barriers: Facilities & Parks

A similar assessment was performed for barriers inventoried in facilities and parks. Each of the facility attributes and most parks elements collected in the field were prioritized by the criteria provided by the Department of Justice (CFR Title 28). The priority scores were combined with building or park use information to generate a final score. Pedestrian pathways and curb ramps within parks were scored using the same method as facilities in the public right-of-way. The highest scores were given to barriers with the highest priority that are located in high use facilities.

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. The same criteria and weights for sidewalks and curb ramps in public rights-of-way were used for similar facilities on sites and within parks. These criteria and weights are shown in Appendix C.

Each barrier collected in the City's facilities and parks was assigned a prioritization level based on Title 28 of the Code of Federal Regulations. CFR Title 28 defines four levels of priority based on the level of access provided. Priority criteria as well as a description of each level are provided in Appendix I. These priority levels were assigned points which were used as the Accessibility Index Score for facilities and parks.

Facility Use Index Score (FIS)

A Facility Use Index Score was developed for each building and park based on the level and type of use of each facility. Detailed prioritization criteria for parks facilities are included in Appendix I.

Barrier Removal Priorities

Similar to the ROW prioritization process, the Accessibility Index Score and Facility Use Index Score were combined to provide a Composite Index Score. This score provides a measure of relative priority for each identified barrier.

Barriers 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. The next levels of priority are 'high' (31-45 points) and 'medium' (16-30 points). Facilities with the lowest scores should be address last (1 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 barrier to the other. It should be noted that while some barriers have a lower priority, they still should be removed.

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

For public right-of-way and for horizontal elements on sites, 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 local 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 2024 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.

Planning level cost estimates to remove all accessibility barriers identified by this plan were developed. The total planning-level cost estimate, or total need, to remove **all identified pedestrian barriers within the right-of-way is $4,389,000, and $471,000 to address non-compliant assets associated with civic buildings and parks** (in 2024 dollars). Cost estimates by facility and improvement type are shown in Tables 4-1 and 4-2.

Table 4-1 Planning Level Cost Estimate ROW

Ada Deficiency	Improvement Types	Quantity	Unit Cost	Total Cost
Sidewalk Improvements				
Non-compliant sidewalk (width, condition, running slope, cross slope, and/or large vertical discontinuity)	Reconstruct existing sidewalk.	3,019 SY	$145	$438,000
Non-compliant driveway (running slope, cross slope, and/or grade break)	New driveway with sidewalk.	6 EA	$2,900	$18,000
			Subtotal	**$456,000**
Maintenance/Miscellaneous				
Non-compliant vertical discontinuity (>1/4in - <=1/2in w/out bevel)	Sidewalk grinding (5 LF of sidewalk).	41 EA	$250	$11,000
Non-compliant vertical discontinuity (>1/2in)	Replace two adjacent sidewalk panels (5ft x 5ft panels)	31 EA	$806	$25,000
Non-compliant horizontal discontinuity	Sidewalk crack sealing/grouting (5LF per occurrence)	1,870 LF	$5	$10,000
Fixed Obstacles	Relocation of obstacles including utility pole, mailbox, tree trunk, etc.	63 EA	$3,000	$189,000
Moveable Obstacles	Relocation of obstacles including tree/bush (prunable), message boards, parked cars, etc.	44 EA	$200	$9,000
Protruding Obstacles	Relocation of obstacles including of bush/tree, signs, awnings etc.	10 EA	$500	$5,000
			Subtotal	**$249,000**
Curb Ramp Improvements				
Missing curb ramps	Install new curb ramp.	30 EA	$6,000	$180,000
Non-compliant curb ramp (width, running slope, cross slope, landing, flare slope, lip, grade break, counter slope, lip, and/or clear space)	Remove and reconstruct existing curb ramp.	187 EA	$6,000	$1,122,000
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	35 EA	$1,030	$37,000
			Subtotal	**$1,339,000**
Pushbutton Improvements				
Non-APS pushbutton and pushbutton is located incorrectly	Install new APS pushbutton and install new pole.	24 EA	$5,900	$141,000
APS pushbutton located incorrectly and has non-compliant dimensions and/or programming	Install new pole and reprogram pushbutton.	17 EA	$3,700	$63,000
APS pushbutton that has non-compliant dimensions	Install new pole and relocate pushbutton.	7 EA	$3,500	$25,000
			Subtotal	**$229,000**
Bus Stop Improvements				
Non-compliant bus stop boarding area (running slope, cross slope, size, and/or condition)	Replace/construct boarding area and two transition panels (10 SY per occurrence)	80 SY	$150	$12,000
			Subtotal	**$12,000**
			Total	**$2,285,000**
			Contingency @ 20%	$457,000
			Design @ 12%	$275,000
			Mobilization @ 8%	$183,000
			TESC + Traffic Control @ 12%	$275,000
			Construction Management @ 20%	$457,000
			Right-of-Way @ 20%	$457,000
			GRAND TOTAL 2024 DOLLARS	**$4,389,000**

Table 4-2 Planning Level Cost Estimate, Facilities and Parks

Facility	Total Cost
Vertical Elements	
City Hall	$26,000
Edgemont Park	$65,000
Nelson Nature Park	$4,000
Nelson Farm Park	$9,000
Interurban Trail/ Jovita Crossing	$5,000
Edgewood Community Park	$1,000
Subtotal	**$110,000**
Horizontal Elements	
Non-compliant sidewalk (width, condition, running slope, cross slope, and/or large vertical discontinuity)	$123,000
Maintenance/Miscellaneous: Non-compliant vertical discontinuity	$3,000
Maintenance/Miscellaneous: Non-compliant horizontal discontinuity	$1,000
Fixed Obstacles	$3,000
Moveable Obstacles	$2,000
Protruding Obstacles	$3,000
Curb ramps	$33,000
Accessible Parking Improvements	$16,000
Subtotal	**$184,000**
Total	**$294,000**
Contingency @ 20%	$59,000
Design @ 12%	$36,000
Mobilization @ 8%	$24,000
Construction Management @ 20%	$59,000
FACILITIES TOTAL 2024 DOLLARS	**$472,000**

Barrier Removal Funding

A requirement of this plan is to forecast available funding that may be used to support implementation of barrier removal projects. The following sections summarize the City's current funding sources for removal of accessibility barriers.

Public ROW

This plan assumes total annual funding of $110,000 per year for pedestrian right-of-way barrier removal. A breakdown of the annual budget resources anticipated to be available to support pedestrian barrier removal implementation follows.

- Pedestrian Safety Program, $4,000
- Transportation Improvement Program Projects, $100,000
- Maintenance Program, $6,000

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 ADA Barrier Projects funding is allocated primarily to highest priority barriers first, and the remaining current funding is allocated evenly to barriers of low, medium, and high priority.

Facilities & Parks

This plan assumes a total annual funding of $35,000 for removal of barriers associated with the accessibility of City Hall and identified city parks. As described in section 4.2,

this funding is associated with CIP projects that include ADA elements at these locations.

These improvements may address low, medium, high, and very high priority barriers based on the location of a proposed project or maintenance activity.

Schedule

Based upon the self-evaluation, planning-level cost estimates, identified barrier removal methods, and projected 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', 'high', 'medium', and 'low' priority as defined in Section 4.2. Highest priority level represents a significant barrier to accessibility in areas with greater pedestrian demand. Lower priority levels represent less severe 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 or have been documented to have been built to accessibility standards 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.

Public ROW

A transition plan was developed to target removal of accessibility barriers. With the City's current funding allocation, **approximately 40 transition years would be required to remove all barriers associated with public right-of-way elements.** With additional funding, the City could reduce this timeframe.

Table 4-3 Potential Transition Schedules with Additional Funding

Transition Years	Additional Funding Needed
35	$15,000
30	$40,000
25	$65,000

Table 4-3 shows various transition schedule lengths that could be achieved depending on different levels of additional funding.

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 two to five-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 considered. Areas with multiple barriers within proximity to one another 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. This additional information will 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.

Facilities & Parks

It is recommended that the City take a similar approach to barrier removal at civic buildings and public parks as discussed above for public right-of-way. It is anticipated that the annual funding for parks barrier removal will remain consistent moving forward.

Public facilities and parks barrier removal will be funded separately from the barrier removal for the public right-of-way. **Depending on how individual projects can be grouped, approximately 15 years would be needed to remove all barriers associated with on-site locations identified by this self-evaluation.** Locations with higher FIS scores should be prioritized before those with lower FIS scores. The costs include contingency, design, and construction management costs. Each facility will likely be an isolated project to remove all barriers. The FIS can be used to prioritize the order of facilities to be updated. Detailed prioritization criteria is included in Appendix C and detailed FIS scoring is included in Appendix I.

5 Recommendations and Next Steps

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.

Recommended Actions

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:

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

Status: Complete

The ADA Responsible Official position is one of the four major federal requirements for every ADA transition plan. The current ADA Responsible Official is Jeremy Metzler. The ADA Responsible Official 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:

Jeremy Metzler
jeremy@cityofedgewood.org
253-952-3299

Recommendation 2:

Develop 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. An example APS policy is included in Appendix F.

Recommendation 3:

Educate City staff, consultants, and contractors on ADA standards and provide dedicated training to City inspectors

Status: On-going

Transition plans are often a learning experience for City staff, consultants, and contractors alike since they change existing practices and expectations. 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.

Recommendation 4:

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 of Edgewood has an online form where the public can report concerns of varying types. Street or sidewalk issues are included in this online request form.

However, the City does not have an established process to file a grievance or a request for accommodation with the City's ADA Responsible Official.

The City's grievance process could include a two-step approach to comply with the requirement for grievance procedures. The first step of the process would be to file a "Request for Service" and the second step, should the first fail to resolve the barrier, would be to file for a "Grievance". A Request for Service allows the public to request accommodations for barrier removal. Making a request should be possible in person, by telephone, by postal or electronic mail, or via an accessible webpage with a link to an online form. Requests should be recorded by the City for recordkeeping and evaluation of responses to ADA-related requests. Information on how to file a request should be easily accessible.

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 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 defined and communicated with all decisions.

An example of such a grievance procedure can be found in Appendix G.

A review of the City's current process resulted in the following adjustments to formalize the City's ADA specific accommodation request and grievance process:

- Establish a two-step grievance process with step one being a less formal request followed by step two, a formal grievance.
- Make the request/grievance process easily navigable from the City's main website.
- Revise the website to clearly define the service request/grievance as a two-step process and provide clear instructions on how to follow these steps.
- Ensure that the City's website and PDF forms are accessible to those using common screen readers and provide alternative ways of filling this form. This could include providing a fillable web form and/or contact information to submit a service request or grievance verbally as alternatives to the existing PDF form.

The City will make every attempt to provide the type of service requested. The department's contact or ADA Responsible Official will consult with the requestor to identify in what ways an effective accommodation can be provided in the context of the department's program, service, or activity. The department's contact person or ADA Responsible Official may ask the individual with the disability for technical assistance and information.

Recommendation 5:

Develop a consistent and centralized MEF documentation database

Status: Pending

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 should document newly constructed or altered facilities that have been built to the maximum extent feasible rather than full ADA standards using standard template. An example template 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 6:

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 7:

Review and clarify policies relating to accessibility and implementation of accessible features in construction projects

Status: Pending

Work zones must provide the same level of accessibility as permanent pedestrian facilities covered by ADA requirements. Pedestrian accessibility must be maintained in areas of street construction and maintenance. The City should review its standards and policies to ensure that temporary, alternative walking routes are available within designated construction zones.

The City should develop and publish guidelines for replacing pedestrian facilities that are impacted by construction projects. When facilities are altered by construction, they should be reconstructed within ADA compliance to the maximum extent feasible. The City's guidelines would outline expectations for reconstructed facilities and who holds responsibility for reconstruction.

Recommendation 8:

Pursue opportunities to increase existing barrier removal funding

Status: Pending

As stated in sections 4.3.6.1 and 4.3.6.2, and in Table 4.3, with the City's current funding allocation for barrier removal, approximately 40 transition years would be needed to remove all barriers, and an additional investment of $65,000 per year is required to remove these barriers within an approximate 25-year transition period. Additional annual investment may be necessary to remove the existing barriers that challenge ADA facility users in Edgewood. It is recommended that the City of Edgewood actively look for opportunities to increase their annual barrier removal funding. In addition, the City should identify barriers that fall under WSDOT ownership within the City limits and determine a plan for cost-sharing regarding improvements to these barriers.

Appendix A: Standards Review Barrier Audit

TECHNICAL MEMORANDUM

Date:	November 22, 2023	**TG:**	1.21147.00
To:	Jeremy Metzler, PE – City of Edgewood		
From:	Ryan Peterson, PE, PTOE – Transpo Group		
Subject:	Standards Review Barrier Audit – City of Edgewood ADA Transition Plan		

Edgewood maintains municipal code which includes roads and rights-of-way standards. This memorandum describes design guidelines that meet the requirements of the Americans with Disabilities Act (ADA) and shows references to specific design guidelines. The audit of the City's roadway design standards as they relate to pedestrian features within the public right-of-way includes the Edgewood Municipal Code (EMC). The City uses Washington Department of Transportation (WSDOT) and Pierce County standard plans and design manual as their reference documents for constructing facilities in the public right-of-way.

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 where this occurs, provide justification, and document for future reference.

Several guidelines and references are available to assist the City 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) (August 2023)

The United States Access Board is the rule making body that guides ADA compliance across the US. Since the early 2000's the US Access Board has been in the process of updating its Public Right-of-Way Accessibility Guidelines. These guidelines focus on the accessibility of sidewalks, curb ramps, operable parts, parking, and other pedestrian facilities within the public right-of-way. 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-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 City's standards and codes were evaluated against the 2023 PROWAG as this is the latest guideline developed by the Access Board. PROWAG sections referenced in this memo refer to 2023 PROWAG sections. When these standards conflict with the 2010 ADA, the PROWAG standard is recommended. The City's pedestrian facilities Self

Evaluation was reviewed against the 2011 draft PROWAG as this was the latest version of the guidelines at the time of that evaluation.

Design Requirements and Recommendations

In lieu of the City of Edgewood developing and maintaining city specific standard plans and design manual, the City opts to use WSDOT standard plans and design manual. As well, the City Municipal Code adopted by reference Pierce County Code Title 12, “Roads and Rights-of-way” and notes Title 17B, “Construction and Infrastructure Regulations – Road and Bridge Design and Construction Standards” is the latest code section for current standards. WSDOT and Pierce County update their standards and manuals on a regular basis in order to keep up to date with current requirements and guidelines.

Due to this general practice, there are limited references to ADA elements included in City developed documents. The following tables describe requirements for ADA related specific design elements. ADA elements are covered by the City’s use of WSDOT and Pierce County guidance. It is recommended that it is clearly laid out in the City code or on the public works website that WSDOT standards and manuals are to be followed for facilities within the city right-of-way in addition to the Pierce County code.

Sidewalks and Pathways

Sidewalks are mentioned in the City's standard details and city code. 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
Pedestrian Access Route (PAR) & Connection to accessible facilities	Accessible elements, spaces, and pedestrian facilities required to be accessible and connect to accessible routes.
Sidewalk Width	Minimum clear width of PAR is 48 in. excluding the curb; however, on PAR less than 60 in. wide, passing space of 60 in. by 60 in. min. is required every 200 ft. minimum (PROWAG R302.2 and R302.3) The clear width of walking surfaces shall be 36 inches minimum. The clear width shall be permitted to be reduced to 32 inches minimum for a length of 24 inches maximum provided that reduced width segments are separated by segments that are 48 inches long minimum and 36 inches wide minimum. Additional space is required at turns (ADAS 403.5.1).
Sidewalk Running Slope	When the PAR is contained within highway right-of-way, the grade shall not exceed 1:20 (5.0%). But with the exception of where the grade established for the adjacent street exceeds 1:20 (5.0%), the grade of the PAR shall not exceed the grade established for the adjacent street (PROWAG R302.4.1). The running slope of walking surfaces shall not be steeper than 1:20 (ADAS 403.3).
Sidewalk Cross Slope	The cross slope of a PAR not contained within a crosswalk shall be 1:48 (2.1%) maximum. But except for the portion of a PAR within a street that connects an accessible parallel on-street parking space to the nearest crosswalk at the end of the midblock crosswalk is not required to comply with R302.5 (PROWAG R302.5.1) The cross slope of walking surfaces shall not be steeper than 1:48 (ADAS 403.3).
Protruding Objects	Objects with leading edges more than 27 in. and less than 80 in. above the walking surface shall not protrude more than 4 in. maximum horizontally into the pedestrian circulation path (PCP). Exception: Handrails shall be permitted to protrude to 4.5 in. maximum (PROWAG R402.2 & ADAS 307.2). Objects mounted on free-standing posts or pylons more than 27 in. and less than 80 in. above the walking surface shall not protrude into the PCP more than 4 in. maximum measured horizontally from the post or pylon base. The base dimension shall be 2.5 in. thick minimum (PROWAG R402.3.1). Where objects are mounted between posts or pylons and the clear distance between the posts or pylons is greater than 12 in., the lowest edge of the object shall be 27 in. maximum or 80 in. minimum above the walking surface. But except when a barrier with its lowest edge at 27 in. is provided between the posts or pylons (PROWAG R402.3.2). Free-standing objects mounted on posts or pylons shall overhang circulation paths 12 inches maximum when located 27 inches minimum and 80 inches maximum above the finish floor or ground. Where a sign or other obstruction is mounted between posts or pylons and the clear distance between the posts or pylons is greater than 12 inches, the lowest edge of such sign or obstruction shall be 27 inches maximum or 80 inches minimum above the finish floor or ground (ADAS 307.3).

Design Element	Requirement
Surface Discontinuities	Vertical surface discontinuities 0.25 in. maximum shall be permitted. Vertical discontinuities between 0.25 in. and 0.5 in. maximum shall be beveled not steeper than 1:2 (50%). Changes in level greater than 0.5 in. up to 6 in. shall have an 1:12 (8.3%) max. slope. Changes to a level greater than 6 in. shall comply to PROWAG R407 (PROWAG R302.6.2). Horizontal openings shall not allow passage of a sphere more than 0.5 in. in diameter. Except where multiple directions of travel intersect, elongated openings in grates shall be placed so that the long dimension is perpendicular to the dominate travel direction (PROWAG R302.7.3). Vertical changes in level of ¼ inch high maximum shall be permitted to be vertical. Changes in level between ¼ inch high minimum and ½ inch high maximum shall be beveled with a slope not steeper than 1:2 (ADAS 302.2 & 302.3).

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
Crosswalk Running Slope	The running slope shall be 1:20 (5%) maximum, measured parallel to the direction of pedestrian travel in the crossing. Except where roadway design requires superelevation greater than 1:20 (5%) at the location of the crosswalk, the grade of the crosswalk may be the same as the superelevation (PROWAG R302.4.3).
Crosswalk Cross Slope	Crosswalk cross slope at yield or stop control crossings shall be 1:48 (2.1%) maximum (PROWAG R305.2.1). Crosswalk cross slope at uncontrolled crossings shall be 1:20 (5.0%) maximum (PROWAG R302.5.2.2). Crosswalk cross slope at a traffic control signal or pedestrian hybrid beacon shall be 1:20 (5% percent maximum (PROWAG R302.5.2.3). Crosswalk cross slope at midblock crossings shall not exceed the street grade (PROWAG R302.5.2.4).
Refuge Islands	Detectable warning surfaces at cut-through pedestrian refuge islands shall be located no greater than 6 in. from the edges of the pedestrian refuge island or at back of curb and be separated by a 24 in. minimum length of surface between detectable warning surfaces (PROWAG R305.2.4). The clear width of a PAR within a median and pedestrian refuge islands shall be 60 in. minimum. Except where a shared use path crosses a median and pedestrian refuge island, they shall be a minimum of 60 in. or at least as wide as the crosswalk, whichever is greater (PROWAG R302.2.1).

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
Ramp Width	The clear width of curb ramp runs and blended transitions, excluding flares, shall be 48 in. minimum. The clear width of curb ramp runs on a shared use path shall be equal to the width of the shared use path (PROWAG R304.5.1). The clear width of a ramp run shall be 36 inches minimum (ADAS 405.5).
Running Slope	The running slope shall be 1:12 (8.3%) maximum but shall not require the ramp length to exceed 15.0 ft. (PROWAG R304.2.1 and R304.3.1). The running slope of blended transitions shall be 1:20 (5.0%) maximum (PROWAG R304.4.1). Ramp runs shall have a running slope not steeper than 1:12. In existing sites, buildings, and facilities, ramps shall be permitted to have running slopes steeper than 1:12 complying with Table 405.2 where such slopes are necessary due to space limitations (ADAS 405.2).
Cross Slope	The cross slope for perpendicular curb ramps shall be 1:48 (2.1 %) maximum but are permitted to be equal or less than the cross slope of the crosswalk. (PROWAG R304.2.2). The cross slope for parallel curb ramps shall be 1:48 (2.1 %) maximum (PROWAG R304.3.2). The cross slope for blended transitions shall be equal to or less than the cross slope of the crosswalk (PROWAG R304.4.2). Cross slope of ramp runs shall not be steeper than 1:48 (ADAS 405.3).
Flared Sides	Flared sides shall have a slope of 1:10 (10.0%) maximum, measured parallel to the curb line, shall be provided where a pedestrian circulation path crosses the side of the curb ramp (PROWAG R304.2.6). Curb ramp flares shall not be steeper than 10 percent (ADAS 406.3).
Direction	Perpendicular curb ramps shall have a running slope that is perpendicular to the curb or gutter grade break (PROWAG R304.2.1). Parallel curb ramps shall have a running slope that is parallel to the curb (PROWAG R304.3.1).
Change of Grade	At gutters and streets where a change of grade occurs adjacent to curb ramps and blended transitions, the change of grade shall comply with A or B: A. The change of grade shall not exceed 13.3 percent. B. A transitional space is provided at the bottom of the running slope of the curb ramp run or blended transition. The transitional space shall extend 24 inches minimum in the direction of pedestrian travel and the full width of the curb ramp run/blended transition. Transitional space will have a running slope of 1:48 (2.1%) maximum. (PROWAG R304.5.2) Counter slopes of adjoining gutters and road surfaces immediately adjacent to the curb ramp shall not be steeper than 5%. The adjacent surfaces at transitions at curb ramps to walks, gutters, and streets shall be at the same level (ADAS 406.2).
Grade Breaks	Grade breaks at the top and bottom of a curb ramp run shall be perpendicular to the direction of the curb ramp run. Curb breaks shall not be permitted on the surfaces of the runs or landings. Surface slopes that meet at grade breaks shall be flush. (PROWAG R304.2.3 and R304.3.3). Changes in level other than the running slope and cross slope are not permitted on ramp runs (ADAS 405.4).

Curb Ramps

Design Element	Requirement
Landing Size	For perpendicular curb ramps, the landing shall be 48 in. by 48 in. minimum and be provided at the top of the curb ramp. At shared used paths, the landing shall be as wide as the shared used path. (PROWAG R304.2.5). For parallel curb ramps, the landing shall be 48 in. by 48 in. minimum shall and be provided at the bottom of the curb ramp. (PROWAG R304.3.4) The landing clear length shall be 36 inches minimum. The landing clear width shall be at least as wide as the curb ramp, excluding flared sides, leading to the landing (ADAS 406.4).
Landing Slope	For perpendicular curb ramp landings that serve one curb ramp, the landing slope measured perpendicular to the curb ramp run shall be equal to or less than the cross slope of the ramp run. The landing slope measured parallel to the curb ramp run shall be 1:48 (2.1%) max. (PROWAG R304.2.5). For perpendicular curb ramp landings that serve two curb ramps, the landing slope in either direction of travel shall not exceed the cross slope of the crosswalk that is parallel to the direction of travel. (PROWAG R304.2.5). For parallel curb ramps, the slope of the landing measured parallel to the direction of travel of the curb ramp run, shall be equal to or less than the cross slope of the crosswalk. The cross slope of the landing shall be 1:48 (2.1%) maximum measured perpendicular to the direction of travel of the curb ramp run (PROWAG R304.3.4).
Clear Area	Beyond the bottom grade break for perpendicular ramps, a clear area, 48 in. by 48 in. minimum, shall be provided within the width of the crosswalk. At shared use paths, the clear area shall be as wide as the shared use path. The clear area shall be located wholly outside of the vehicle travel lanes, including bicycle lanes, that run parallel to the crosswalk. The running slope of the clear area shall be 1:20 (5.0%) max. (PROWAG R304.2.4). Diagonal or corner type curb ramps with returned curbs or other well-defined edges shall have the edges parallel to the direction of pedestrian flow. The bottom of diagonal curb ramps shall have a clear space 48 inches minimum outside active traffic lanes of the roadway. Diagonal curb ramps provided at marked crossings shall provide the 48 inches minimum clear space within the markings. Diagonal curb ramps with flared sides shall have a segment of curb 24 inches long minimum located on each side of the curb ramp and within the marked crossing (ADAS 406.6).
Detectable Warning Surfaces	Detectable warning surfaces shall extend 24 in. minimum in the direction of pedestrian travel and the full width of the curb ramp (exclusive of flares), blended transition, or landing (PROWAG R305.1.4). 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 & ADAS 705.1.1). 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 & ADAS 705.1.2) Detectable warning surfaces shall contrast visually with adjacent walking surfaces either light-on-dark, or dark-on-light (PROWAG R305.1.3 & ADAS 705.1.3).

Design Element	Requirement
Detectable Warning Surface Placement	On perpendicular curb ramps, detectable warning surfaces shall be placed as follows: • Where the ends of the bottom grade break are in front of the back of curb or edge of pavement if there is no curb, the detectable warning surface shall be placed at the back of curb or no greater than 6 in. from the edge of pavement where there is no curb. • Where the ends of the bottom grade break are behind the back of curb or edge of pavement if there is no curb and the distance from either end of the bottom grade brake to the back of curb is 60 in. or less, the detectable warning surfaces shall be placed on the ramp run at the bottom grade break. • Where the ends of the bottom grade break are behind the back of curb or edge of pavement if there is no curb and the distance from either end of the bottom grade brake to the back of curb is more than 60 in., the detectable warning surfaces shall be placed on the clear area so that both front corners of the detectable warning surfaces are at the back of curb or no greater than 6 in. from of edge of pavement if there is no curb. (PROWAG R305.2.1). On parallel curb ramps, detectable warning surfaces shall be placed on the landing at either the back of curb or edge of pavement where there is no curb (PROWAG R305.2.2). On blended transitions, detectable warning surface shall be located on the blended transition so that both front corners of the detectable warning surface are at the back of curb or no greater than 6 in. from the edge of pavement where there is no curb (PROWAG R305.2.3). Where a concrete border is required for installation of the detectable warning surface, a concrete border shall not exceed 2 in. (PROWAG R305.2)
Receiving Ramp	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.

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
Accessible Pedestrian Signals and Pedestrian Pushbuttons	Where pedestrian signal heads and pedestrian activated warning devices are provided the accessible features required by the guidelines shall be available at all times (PROWAG R206.1). Where pedestrian signal heads are provided at crosswalks, the walk indication shall comply with R308. Pedestrian signal heads must have a pedestrian push button complying with R307, except for R307.7, or passive detection or pretimed operation that activates audible and vibrotactile indications complying with R308. (PROWAG R206.2).
Location	Push buttons shall be located no greater than 5 ft. from the side of a curb ramp or the edge of the farthest associated crosswalk line from the center of the intersection. Push buttons shall be located between 1.5 and 10 ft. from the edge of the curb (PROWAG R307.4).
Spacing	Where two push buttons are provided on the same corner, they shall be 10 ft or more apart, except in alterations where technically infeasible to do so, information message shall be provided (PROWAG 307.4.1).
Orientation	The face of the push buttons shall be parallel to its associated crosswalk (PROWAG 307.5).
Audible and Vibrotactile Walk Indications	Push buttons or passive detection devices shall activate audible and vibrotactile walk indications. Pushbuttons or a passive detective device for a pedestrian activated warning device (i.e., RRFB), shall activate a speech message that indicates the status of the beacon. It shall not include vibrotactile features indicating walk interval (PROWAG 307.6). Audible and vibrotactile walk indication shall occur in the walk interval only. It should be audible from the beginning of the crosswalk (PROWAG R308.2). A percussive tone shall be used for areas with a signal pedestrian signal or where two pedestrian signals are 10 feet or greater apart (PROWAG 308.3.1). In alterations, where the push buttons are less than 10ft apart, the audible walk indication shall be speech walk message (PROWAG R308.3.2). Shall be louder than ambient sound up to 5 dBA above ambient sound. Maximum volume above traffic sounds shall be 100 dBA (PROWAG R308.4).
Locator Tone	Push buttons shall incorporate a locater tone. The locater tone shall be 0.15 seconds or less and repeat at 1 second intervals except when another audible indication from the same device is active. The locator tone shall be responsive to ambient sound and audible 6 to 12 feet from the push button or the building line, whichever is less. Shall be louder than ambient sound up to 5 dBA above ambient sound. Maximum volume above traffic sounds shall be 100 dBA (PROWAG R307.8). When a traffic signal is operating in flashing mode, the locater tone shall remain active and the speech message should say the state of the signal (PROWAG R307.8.4).
Tactile Arrow	Push buttons shall have a tactile arrow with high visual contrast that is parallel to the direction of travel (PROWAG R307.9).
Locater Tone and Audible Beaconing	When using audible beaconing, the volume of the locator tone during ped change interval shall operate one of the following ways: A. The louder audible walk indication and locater tone comes from the far end crosswalk. B. The louder locater tone comes from both ends of the crosswalk

Design Element	Requirement
	C. The louder locater tone comes from an additional speaker aimed at the center of the crosswalk and mounted on ped signal head. (PROWAG 307.8.3)
Clear Space	Clear spaces shall be 30 in. minimum by 48 in. minimum (PROWAG R404.3). Additional space is needed if it is confined on all or part of three sides (PROWAG 404.7). One full unobstructed side of a clear space shall adjoin a pedestrian access route or adjoin another clear space (PROWAG R404.6).
Reach Ranges	Where a forward and parallel approaches, the high reach shall be 48 in. maximum and the low reach shall be 15 in. minimum above the ground surface (PROWAG R406.2). Forward reach over an obstruction is not permitted. Side reach from a parallel approach, permits a 10in max. obstruction depth and 34 in. max. obstruction height (PROWAG R406.3).
Pedestrian Crossing Times	All pedestrian signal phase timing shall bel based on a pedestrian clearance time that is calculated using a pedestrian walking speed of 3.5 ft./s. or less from the location of the pedestrian push button to a pedestrian refuge island or the far side, minimum 7 seconds (PROWAG R306.2).
At Roundabouts	At each multi-lane segment of a roundabout containing a crosswalk, one or more of the following shall be provided: traffic control signal with pedestrian signal head, pedestrian hybrid beacon, pedestrian actuated RRFB, or a raised crossing PROWAG R306.4.2). Edge detection shall be provided at roundabouts, a minimum of 24 inches of landscaping or nonprepared surface from crosswalk to crosswalk or a vertical edge treatment shall be applied with a bottom edge of 15 in. maximum above PCP (PROWAG 306.4)
At multi-lane channelized turn lanes	At signalized intersections and roundabouts with multi-lane channelized turn lane crossings, one or more of the following shall be provided: traffic control signal with pedestrian signal head, pedestrian hybrid beacon, pedestrian actuated RRFB, or a raised crossing (PROWAG R306.5).

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.

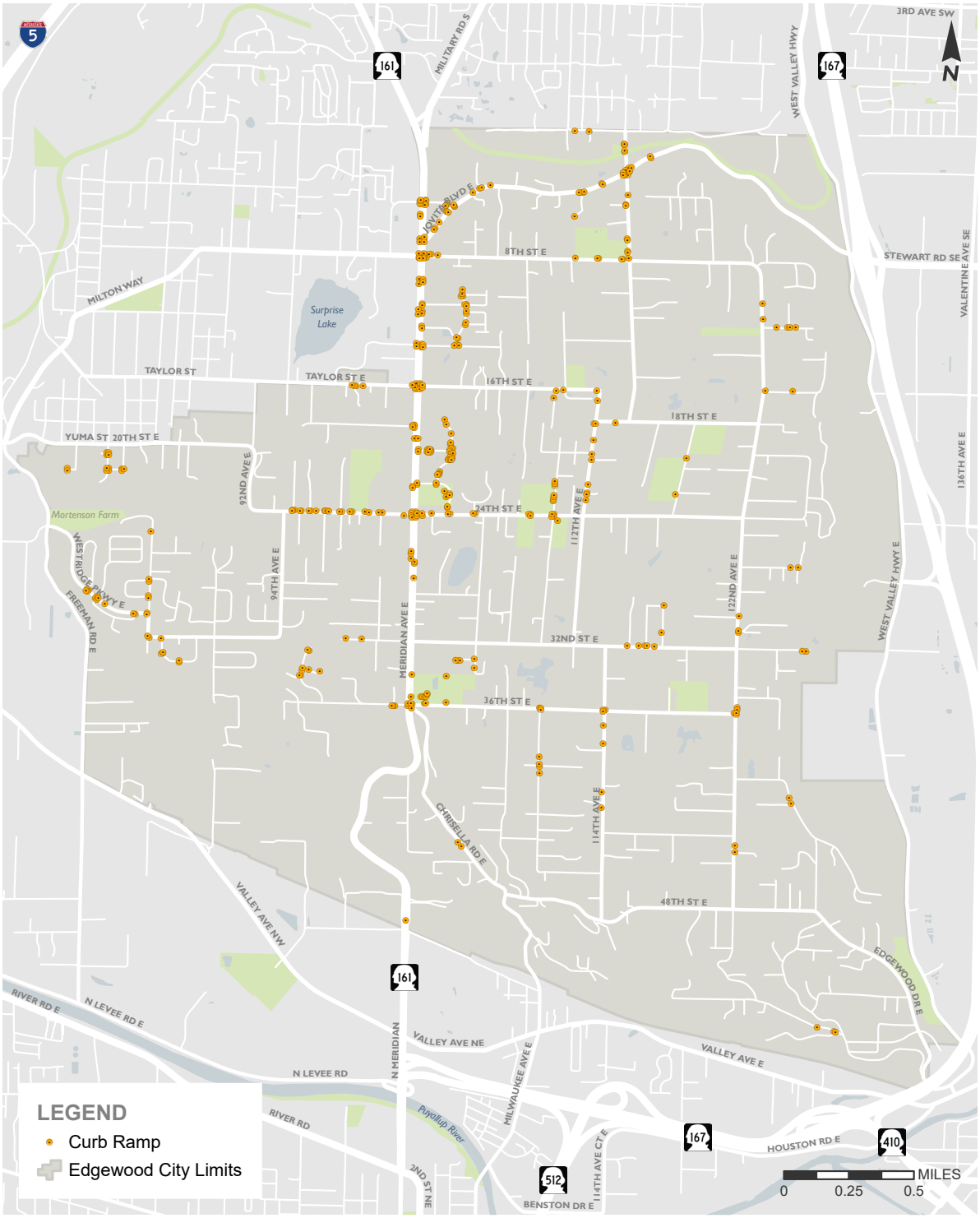
Design Element	Requirement
Boarding and Alighting Area Dimensions	Bus stop boarding and alighting areas shall provide a clear length of 96 in. minimum, measured perpendicular to the curb or vehicle street, and a clear width of 60 in. minimum, measured parallel to the vehicle street (PROWAG R309.1.1.1 & ADAS 810.2.2).
Boarding and Alighting Area Slopes	Parallel to the street the grade of the bus stop boarding and alighting areas shall be the same as the street. Perpendicular to the street the slope of the bus stop boarding and alighting areas shall be 1:48 (2.1%) max. (PROWAG R309.1.1.2 & ADAS 810.2.4).
Transit Shelters	Transit shelters shall be connected by PARs to boarding and alighting areas (PROWAG R309.2.1). 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 R309.2.2). Bus shelters shall provide a minimum clear floor or ground space complying with 305 entirely within the shelter. Bus shelters shall be connected by an accessible route complying with 402 to a boarding and alighting area complying with 810.2 (ADAS 810.3).
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).
Parking Identification	Parking spaces shall be identified by signs displaying the international Symbol of Accessibility and be a minimum of 60 in. above the ground surface measured to the bottom of the sign (PROWAG R310.2.5) Parking space identification signs shall include the International Symbol of Accessibility complying with 703.7.2.1. Signs identifying van parking spaces shall contain the designation "van accessible." Signs shall be 60 inches minimum above the finish floor or ground surface measured to the bottom of the sign (ADAS 502.6).
Parallel Parking Spaces	Parallel on-street parking shall be 24 ft. long min. by 13 ft. wide min. and not encroach on the traveled way. For alterations, if the adjacent PCP is not altered or would result in less than 9ft from the curb line to ROW line, the accessible parallel stalls can have the same dimension as the adjacent parallel parking stalls if placed at the end of a block or nearest to a midblock crossing and a curb ramp/blended transition is provided (PROWAG R310.2.1). The center 50 percent of the length of sidewalk or other surface, adjacent to the parallel parking space shall be free of obstructions (PROWAG R310.2.4).
Perpendicular Parking Spaces	Car parking spaces shall be 96 inches wide minimum and van parking spaces shall be 132 inches wide minimum, shall be marked to define the width, and shall have an adjacent access aisle (ADAS 502.2). Van parking spaces shall be permitted to be 96 inches wide minimum where the access aisle is 96 inches wide minimum (ADAS 502.2 Exception).
Angled Parking Spaces	The width of angles parking space shall be 132 in (PROWAG R310.4.1).
Parking Access Aisles	Each angled on-street parking space shall have an adjacent access aisle 60 in. wide min. extending the full length of the parking space on the passenger side (PROWAG R310.4.2). Perpendicular on-street parking shall have an adjacent access aisle that is 96 in. wide min. for the full length of the parking space. One access aisle can serve two parking spaces if front and rear entry parking are both permitted. Where an access aisle serves on stall and parking

Design Element	Requirement
	is restricted to either front or rear entry, the aisle shall be located on passenger side (PROWAG R310.3.1) Access aisles shall adjoin an accessible route. Two parking spaces shall be permitted to share a common access aisle (ADAS 502.3). Access aisles serving car and van parking spaces shall be 60 inches wide minimum (ADAS 502.3.1). Access aisles shall extend the full length of the parking spaces they serve (ADAS 502.3.2). Access aisles shall be marked so as to discourage parking in them (PROWAG R310.5.1 and ADAS 502.3.3). Access aisles shall not overlap the vehicular way. Access aisles shall be permitted to be placed on either side of the parking space except for angled van parking spaces which shall have access aisles located on the passenger side of the parking spaces (ADAS 502.3.4).
Alternate Pedestrian Access Route	When a pedestrian circulation path is temporarily not accessible due to construction, maintenance operations, closure or other similar conditions, an alternate pedestrian access route must be provided (PROWAG R204.1).
Driveways	The cross slope shall be 1:48 (2.1%) maximum (PROWAG R302.5.1). Cross slope of ramp runs shall not be steeper than 1:48. (ADAS 405.3) The running slope shall be 1:12 (8.3%) max. but shall not require the ramp length to exceed 15.0 ft. (PROWAG R304.3.1). Driveways that are yield or stop controlled, or at traffic signals, detectable warning surface shall be provided where the PCP meets the driveway (PROWAG R305.2.8).
Ramp Width	The clear width of a ramp run shall be 48 in. minimum and, where handrails are provided, the clear width between handrails shall be 48 in. minimum (PROWAG R407.4 & ADAS 405.5).
Running Slope	Ramp runs shall have a running slope of 1:12 (8.3%) max. (PROWAG R407.2) Ramp runs shall have a running slope not steeper than 1:12. In existing sites, buildings, and facilities, ramps shall be permitted to have running slopes steeper than 1:12 complying with Table 405.2 where such slopes are necessary due to space limitations (ADAS 405.2).
Cross Slope	The cross slope of ramp runs shall be 1:48 (2.1%) max. (PROWAG R407.3). Cross slope of ramp runs shall not be steeper than 1:48. (ADAS 405.3)
Rise	The rise for any ramp run shall be 30 in. maximum (PROWAG R407.5 & ADAS 405.6).
Landing Size	Ramps shall have landings at the top and the bottom of each ramp run (PROWAG R407.6 & ADAS 405.7). The landing clear width shall be at least as wide as the widest ramp run leading to the landing (PROAG R407.6.2 & ADAS 405.7.2) The landing clear length shall be 60 in. long minimum (PROWAG R407.6.3 & ADAS 405.7.3) Ramps that change direction between runs at landings shall have a clear landing 60 in. by 60 in. minimum (PROWAG R407.6.4 & ADAS 405.7.4).
Landing Slope	Landing slopes shall be 1:48 (2.1%) max. parallel and perpendicular to the ramp running slope (PROWAG R407.6.1 & ADAS 405.7.1).
Edge Protection	Edge protection shall be provided on each side of ramp runs and landings that complies with the following except those adjoining ramp run, stairway, or other PCP: • The surface of the ramp run or landing extend 12 in. min. beyond the inside face of the handrail • A curb that is 4 in. high minim or barrier that prevents passage of a 4 in. diameter sphere.

Design Element	Requirement
	(PROWAG R407.9 & ADAS 405.9)
Stairway Treads and Risers	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 & ADAS 504.2). Open risers are not permitted (PROWAG R408.3 & ADAS 504.3). 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 & ADAS 504.5). The leading edge of the step tread and top landing shall be marked by a 1 in. wide min. stripe that visually contrasts with the rest of the step tread or circulation path (PROWAG R408.6).
Handrails	Stairways shall have handrails (PROWAG R409.2). Handrails are required on ramp runs with a rise greater than 6 in. and on certain stairways (PROWAG R407.8 & ADAS 405.8). Where required, handrails shall be provided on both sides of ramps and stairways (PRWOAG R409.2 & ADAS 505.2). Top of gripping surfaces of handrails shall be 34 in.. minimum and 38 in. 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 & ADAS 505.4). Clearance between handrail gripping surfaces and adjacent surfaces shall be 1.5 in. minimum (PROWAG R409.5 & ADAS 505.5). 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 & ADAS 505.6).
Handrail Extension on Ramps	Ramp handrails shall extend horizontally above the landing for 12 in. 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 & ADAS 505.10.1).
Handrail Extension on Stairways	At the top of a stair flight, handrails shall extend horizontally above the landing for 12 in. 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 & ADAS 505.10.2). 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 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 & ADAS 505.10.3).
Handrail Cross Section	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 & ADAS 505.7). 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 & ADAS 505.7).
Railroad Flangeway Gaps	Flangeway gaps at pedestrian at-grade rail crossings shall be 2.5 in. maximum for tracks not subject to 49 CFR part 213 and shall be3 in. maximum for tracks subject to 49 CFR part 213. (PROWAG R302.7.4).

Design Element	Requirement
	Where a PAR crosses the rail, the Par surface shall be level and flush with the top of the rail at the outer edge of the rail and the surface between the rails shall be aligned with the top of the rail (PROWAG R302.6.4.1). Where a circulation path serving boarding platforms crosses tracks, it shall comply with 402. Openings for wheel flanges shall be permitted to be 2 1/2 inches maximum (ADAS 810.10).
Detectable Warning Surfaces at Rail Crossings	At pedestrian at-grade rail crossings not located within a street, detectable warning surfaces shall extend the full width of the PCP (PROWAG R304.1.4) At pedestrian at-grade rail crossings not located within a street, detectable warning surface shall be located 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).
Detectable Warning Surfaces at Rail Boarding Areas	At boarding platforms for rail vehicles, detectable warning surfaces shall be placed at the boarding edge of the platform (PROWAG R305.2.6). 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).

Appendix B: Existing Data Inventory



Inventory Curb Ramp

City of Edgewood ADA Transition Plan

FIGURE
I-1

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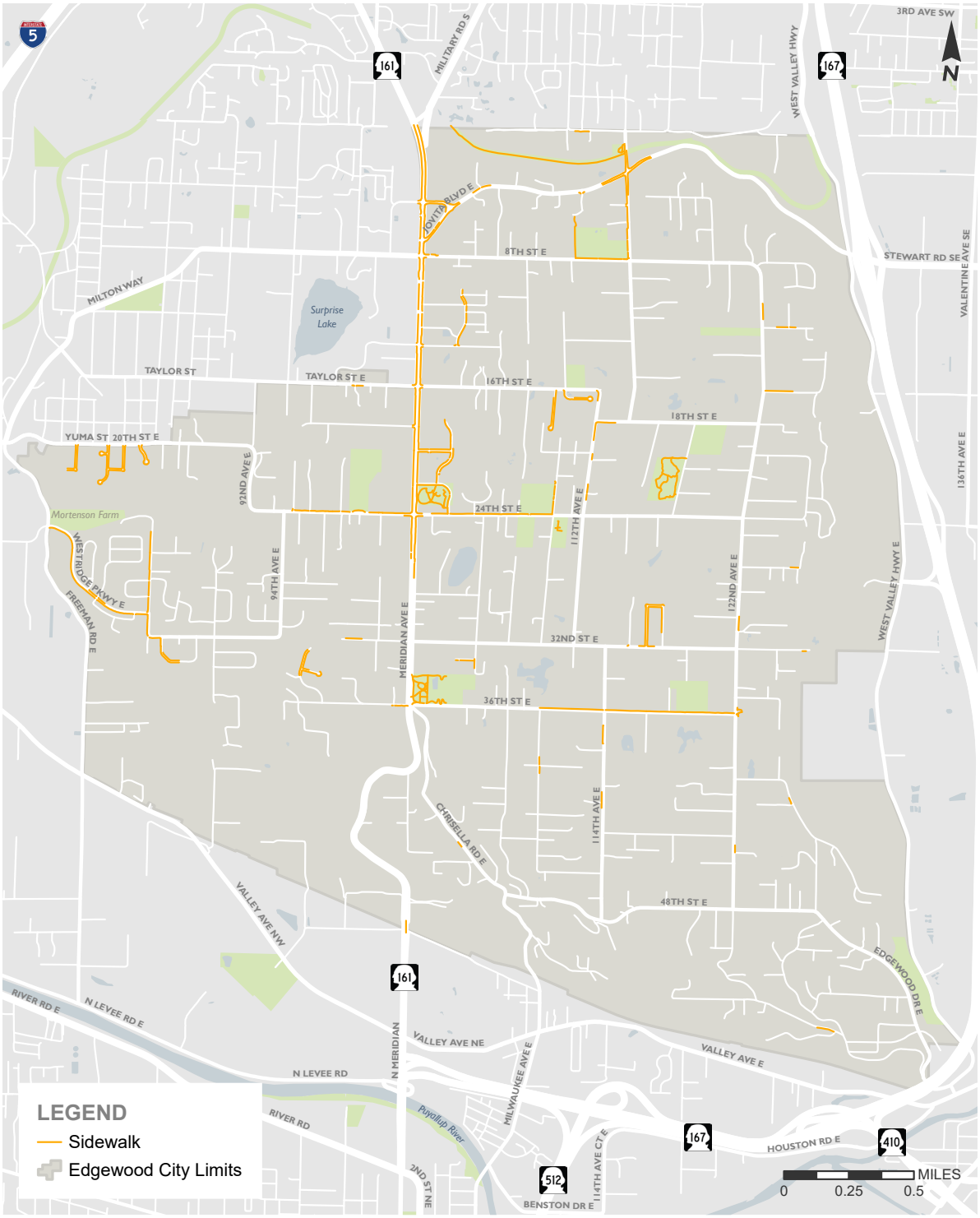

Inventory Sidewalks/Pathways

City of Edgewood ADA Transition Plan

FIGURE
I-2

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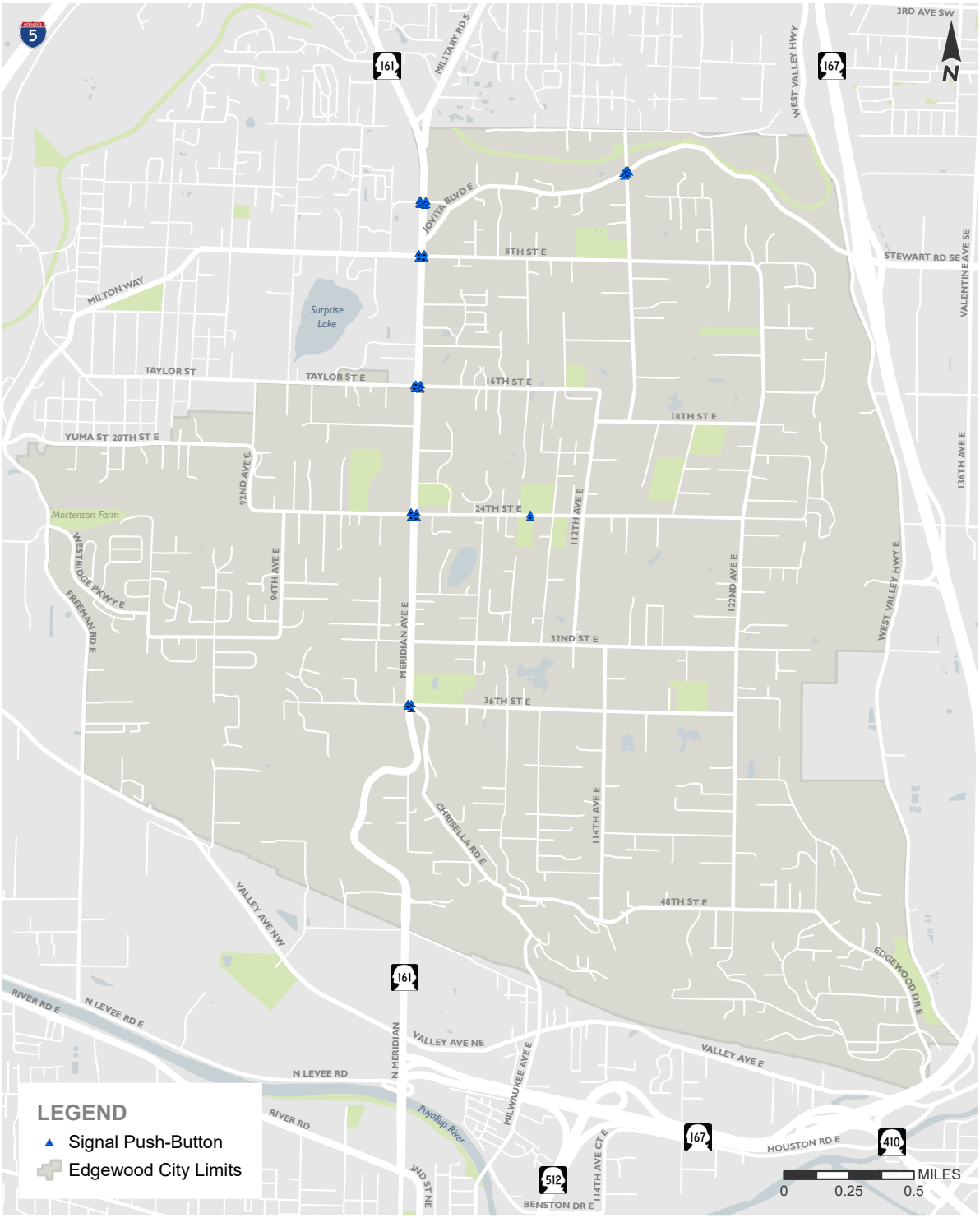

Inventory Signal Push Button

City of Edgewood ADA Transition Plan

FIGURE
I-3

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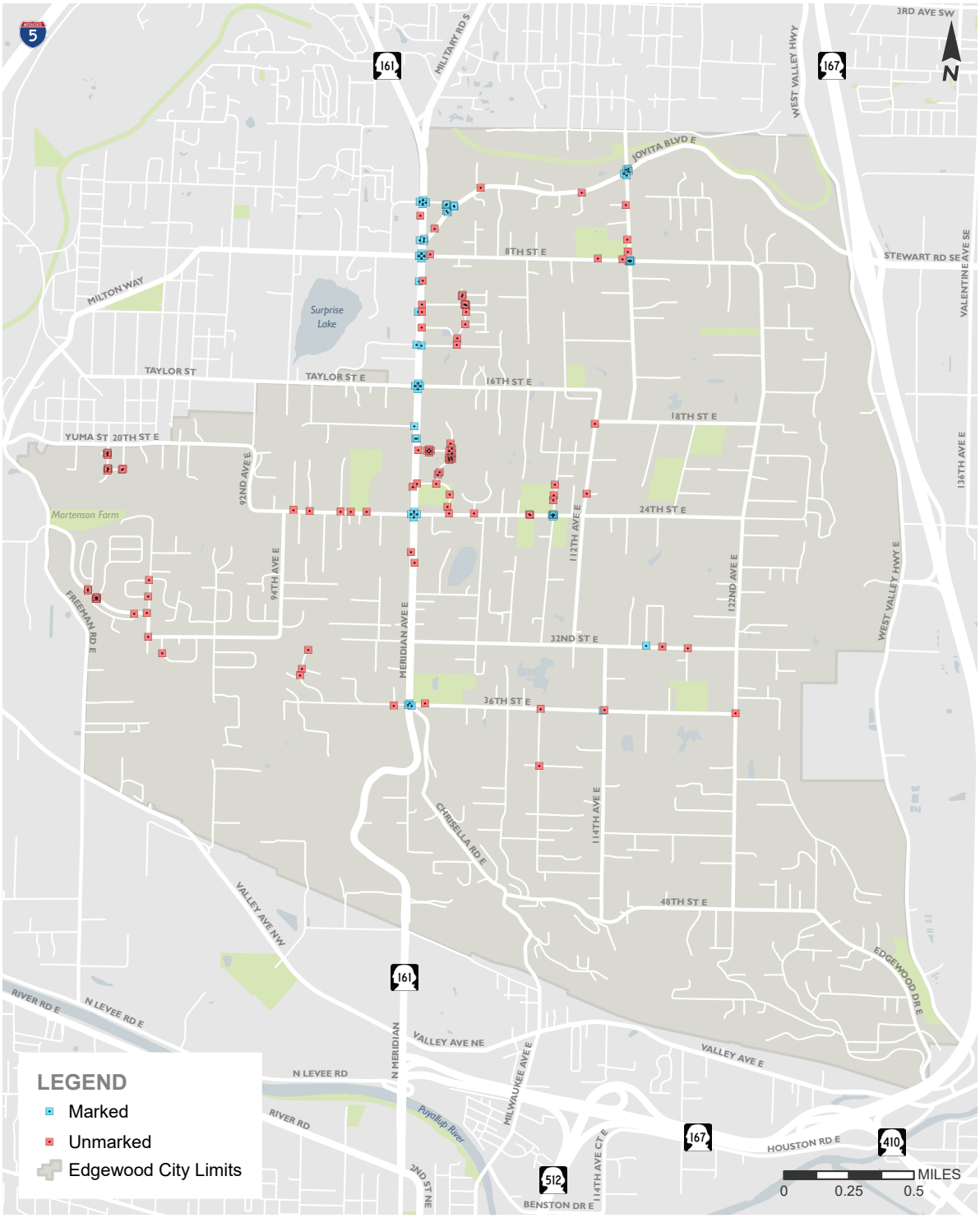

EDGEWOOD Washington

Inventory Crosswalk

City of Edgewood ADA Transition Plan

transpogroup

FIGURE **I-4**

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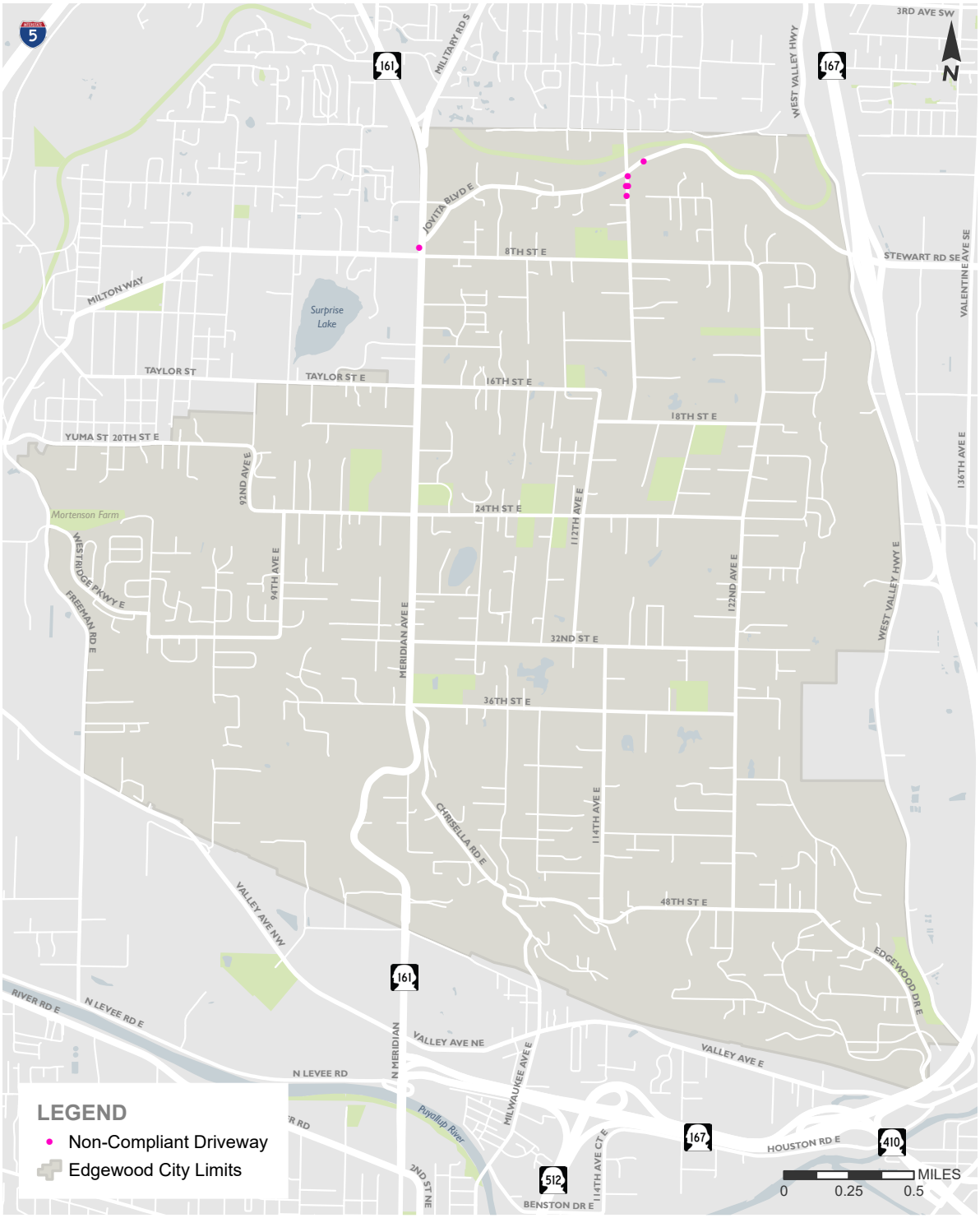

Inventory Non-Compliant Driveway

City of Edgewood ADA Transition Plan

FIGURE **I-5**

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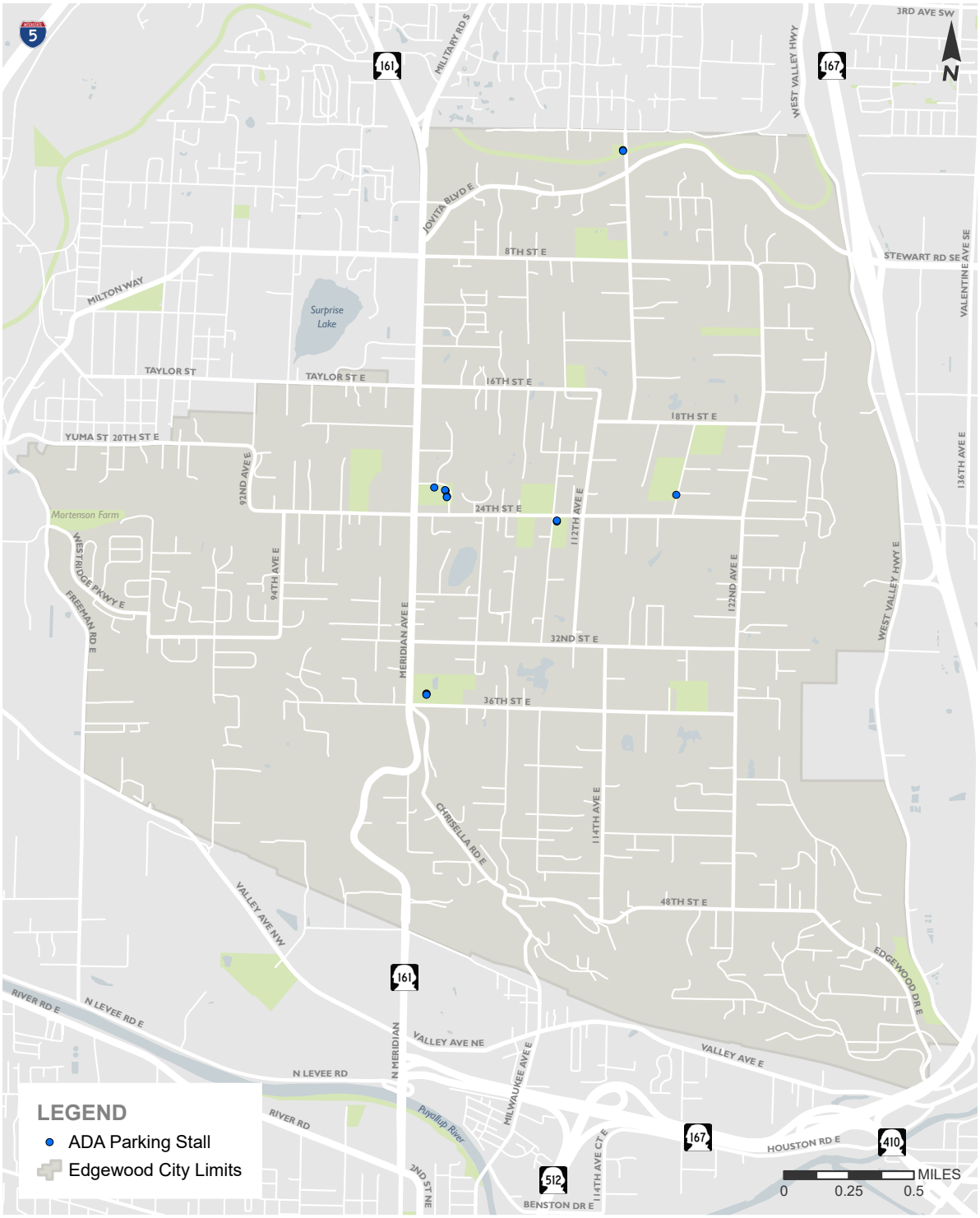

Inventory ADA Parking

City of Edgewood ADA Transition Plan

FIGURE
I-6

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Appendix C: Prioritization Criteria

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

ACCESSIBILITY INDEX SCORE	CRITERIA	THRESHOLD	SCORE	MAX. POSSIBLE SCORE
Sidewalks	Width	In ROW, < 48 inches or >= 48 - < 60 inches w/ out pullouts. On-Site, < 36 inches	4	4
	Run Slope	> 5% (and not similar to roadway grade if in ROW)	3	3
	Cross Slope	> 2%	1	3
	Cross Slope	> 2.4%	1	
	Cross Slope	> 3%	1	
	Surface Condition	< Average	2	2
	Vertical Discontinuity > ¼ inch and <= ½ inch without bevel or >½ inch	Barriers Present >= 1	1	3

ACCESSIBILITY INDEX SCORE	CRITERIA	THRESHOLD	SCORE	MAX. POSSIBLE SCORE
	Vertical Discontinuity	Barriers Present >= 5	1	
	Vertical Discontinuity	Barriers Present >= 10	1	
	Horizontal Discontinuity > ½ inch	Barriers Present >= 1	1	3
	Horizontal Discontinuity	Barriers Present >= 5	1	
	Horizontal Discontinuity	Barriers Present >= 10	1	
	Fixed Obstacles	Barriers Present >= 1	1	3
	Fixed Obstacles	Barriers Present >= 2	1	
	Fixed Obstacles	Barriers Present >= 3	1	
	Moveable Object	Barriers Present >= 1	1	3
	Moveable Object	Barriers Present >= 2	1	
	Moveable Object	Barriers Present >= 3	1	
	Protruding Object	Barriers Present >= 1	1	3
	Protruding Object	Barriers Present >= 2	1	
	Protruding Object	Barriers Present >= 3	1	
	Non-Compliant Driveway Non-Compliant >2% cross-slope, and/or Non-Concurrent Grade Break and/or >8.3% Running Slope	Barriers Present >= 1	1	3
	Non-Compliant Driveway	Barriers Present >= 2	1	
	Non-Compliant Driveway	Barriers Present >= 3	1	
	Maximum Sidewalk (AIS) Score			**30**
Curb Ramps (Max. Score)	Ramp Width	< 48 inches	30	30
	Run Slope	> 8.3% (less than 15 feet) or > 5% (Blended)	30	30
	Cross Slope	> 2% - <= 3%	20	30
	Cross Slope	> 3%	10	
	Curb Ramp Type	Non-Compliant Type	30	30
Curb Ramps	Accessible Path	No	2	2
	Turning Space	None or width < full width of ramp or length < 48 inches	5	5
	Turning Space Cross Slope	> 2%	3	3
	Truncated Domes (DWS)	No	3	3
	Truncated Domes (DWS) Placement	Other than Back of Curb	1	3
	Truncated Domes (DWS) Depth	< 2 feet	1	
	Truncated Domes (DWS) Width	Less than Full Width	1	
	Flare Slope	> 10%	2	2
	Grade Break	Not Concurrent	2	2
	Counter Slope	> 5%	2	2

ACCESSIBILITY INDEX SCORE	CRITERIA	THRESHOLD	SCORE	MAX. POSSIBLE SCORE
	Lip	> ¼ inch	2	2
	Roadway Clear Space	< 4ft x 4ft	2	2
	Receiving Ramp	No	2	2
	End inside of Marked Crosswalk if present	No	2	2
	Maximum Curb Ramp (AIS) Score			**30**
Signal Pushbuttons	Pushbutton is <= 10 feet from Curb in Direction of Travel	No	2	2
	Pushbutton is <= 5 feet from Extension of Crosswalk Width Edge	No	2	2
	Force to Activate Pushbutton is <= 5 lbs.	No	2	2
	Pushbutton Includes Vibe Feedback during "Walk" Phase	No	2	2
	Pushbutton is >= 2 inches in Diameter and Includes Visual Contrast from Housing	No	2	2
	Tactile Arrow Present on Pushbutton	No	2	2
	Nearest Pushbutton > 10 feet Away or Pushbutton Includes Audible Speech Indicating "Walk" Phase	No	2	2
	Level Clear Space at Pushbutton that Includes Minimum 30 inch x 48 inch Landing Area and < 2% Slope in Any Direction	No	2	2
	Reach Depth from Landing to Pushbutton is <= 10 inches	No	2	2
	Mounting Height of Pushbutton	Mounting height of pushbutton from landing area is < 42 inches or > 48 inches	2	2
	Directional Arrow Exists on Pushbutton Face, Housing, or Mounting and is Parallel to Crossing	No	2	2
	Audible Tone indicating "Walk" Phase or Audible Speech indicating "Walk" Phase Present	No	2	2
	Locator Tone during "Don't Walk" Phases Present	No	2	2
	Street Name in Braille Present on Pushbutton	No	2	2
	APS-Style Pushbutton Housing	No	2	2
	Maximum Signal Pushbutton (AIS) Score			**30**

ACCESSIBILITY INDEX SCORE	CRITERIA	THRESHOLD	SCORE	MAX. POSSIBLE SCORE
Crosswalks	Width	< 6 feet	6	6
	Run Slope	> 5%	12	12
	Cross Slope	> 5% at Non-Stop/Yield Controlled Intersections or > 2% at any other type except for mid-block crossings	12	12
	Maximum Crosswalk (AIS) Score			**30**
Bus Stops	Boarding Area Dimensions	< 5'x8' or no boarding area	8	8
	Condition	Poor	5	5
	Boarding Area Cross Slope	> 2%	5	5
	Boarding Area Run Slope	> 5% and not similar to roadway grade	4	4
	Accessible Route Slope	> 5% and not parallel roadway grade (if separation between boarding area and shelter)	4	4
	Shelter Cross Slope	> 2% if shelter exists	4	4
	Maximum Bus Stop (AIS) Score			**30**
Parking Stalls	Stall Width	If regular stall, < 96 inches. If van accessible stall, < 132 inches and adjacent aisle is < 96 inches.	4	4
	Stall Turning Slope	> 2%	4	4
	Stall Pavement Marking	No Marking	3	3
	Sign Present	No Sign	2	2
	Sign Height	< 60 inches	1	1
	Wheelstop or Curb Present	No Wheelstop/Curb (and not a parallel stall)	2	2
	Vertical Clearance	< 98 inches and a van accessible parking stall	2	2
	Adjacent Walkway Width	For parallel on-street parking with a sidewalk <= 14 feet wide nearby, stall is not at end of block. If sidewalk is > 14 feet wide, no access aisle provided in road parallel to stall or access aisle is < 5 feet wide.	2	2
	Connected to Access Aisle (Max. Score)	**No Access Aisle**	**10**	10
	Connected to Accessible Path	Not Connected	2	
	Access Aisle Width	< 60 inches	3	

ACCESSIBILITY INDEX SCORE	CRITERIA	THRESHOLD	SCORE	MAX. POSSIBLE SCORE
	Access Aisle Turning Slope	> 2%	3	
	Pavement Marking	No Hatching	2	
	Maximum Parking Stall (AIS) Score			**30**
Pedestrian Railroad Crossings	Flange Gap	> 3 inches wide	10	10
	DWS	No DWS	10	10
	DWS Placement	< 6 feet or > 15 feet from edge of nearest rail, or No DWS	10	10
	Maximum Railroad Crossing (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 ⅛-mile radius of school	5
Walk-To-School Route Proximity	Within ½-mile radius of school	5
Parks	Within ⅛-mile radius of park	5
Transit		

High-Capacity Transit	Within ⅛-mile of high-capacity transit	5
Transit Stops	Within ⅛-mile of transit stop	5
Traffic Signal/Roundabout	Within ⅛-mile of signal or roundabout	5
Public Buildings	Within ⅛-mile of location	5
Downtown / Urban / Commercial Business Centers	Within ¼-mile radius of Downtown, Urban and Commercial Business Center Zoning	5
Community Defined Destinations (defined by Stakeholder/Public Engagement*)	Within ⅛-mile 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: Stakeholder Engagement

MEMORANDUM

Date:	October 17, 2023	**TG:**	1.21147
To:	City of Edgewood		
From:	Ryan Peterson, PE, PTOE – Transpo Group Jewell Hamilton, STP – Transpo Group		
Subject:	Edgewood ADA Transition Plan Stakeholder Engagement		

The following document summarizes the City of Edgewood 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 public rights-of-way, Civic structures, and priority parks encompassed in this evaluation, and to provide information to assist interested parties to understand the issues faced by the City, the 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 Edgewood through September 2023 to request responses via the City's virtual open house website.

An online survey was made available to residents through the City of Edgewood's ADA transition plan website, https://www.edgewoodada.com/. The online open house provided context on the City's ADA Transition Plan process and allowed 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 if they 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.
4. The types of facilities 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 pinpoint areas of concern.

The online survey received 24 respondents. Out of the 24 responses, 58 percent were residents of Edgewood. Respondents also worked in or frequented Edgewood for recreation, medical appointments, social or community services, or shopping. Of all respondents, 33 percent (8 respondents) indicated that they have a disability that impacts the way they travel and 17 percent (4 respondents) reported supporting someone with a disability. 1 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**.

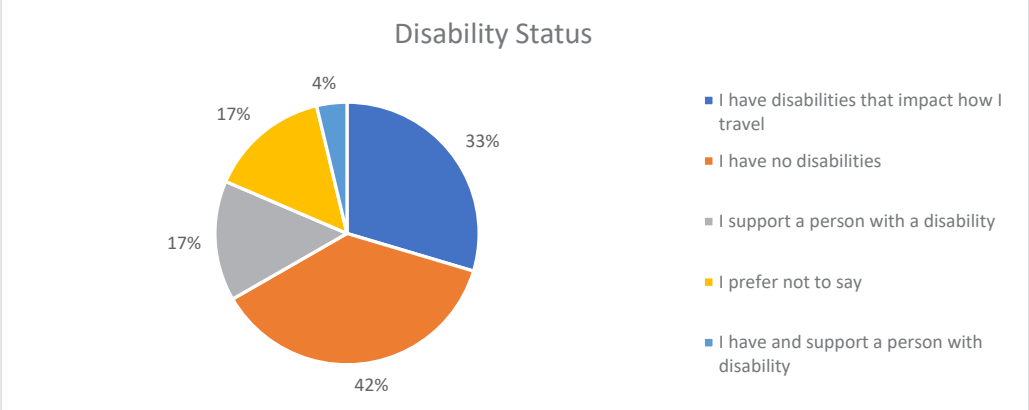

Figure 1. Disability Status

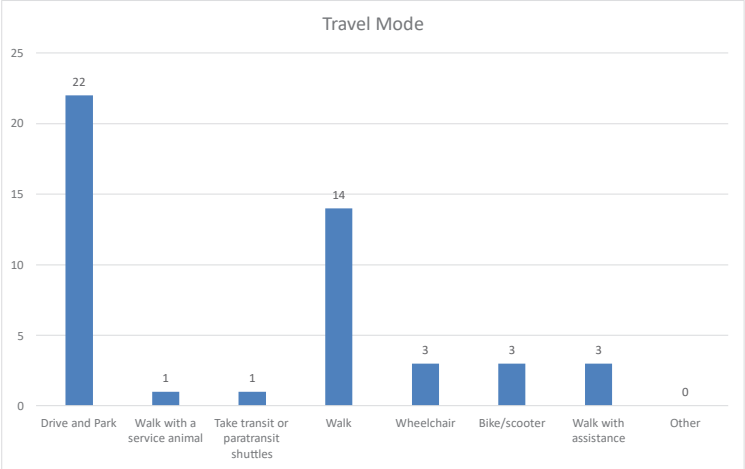

Figure 2. Travel Mode

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.

As shown in Figure 2 the survey respondents predominantly drive and walk, with 22 of the 24 total respondents (92 percent) indicating that they drive, 18 respondents (75 percent) indicating that they walk either unsupported, with a service animal, or with some other form of assistance. A smaller number of respondents use other modes, with 3 respondents (13 percent) using a wheelchair, 3 respondents (13 percent) using a bike/scooter, and 1 respondent (4 percent) taking transit or paratransit shuttles. Of the walkers, 14 respondents (58 percent) walk unassisted, 3 respondents (13 percent) walk with assistance, and 1 respondent (4 percent) walks 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 Edgewood.

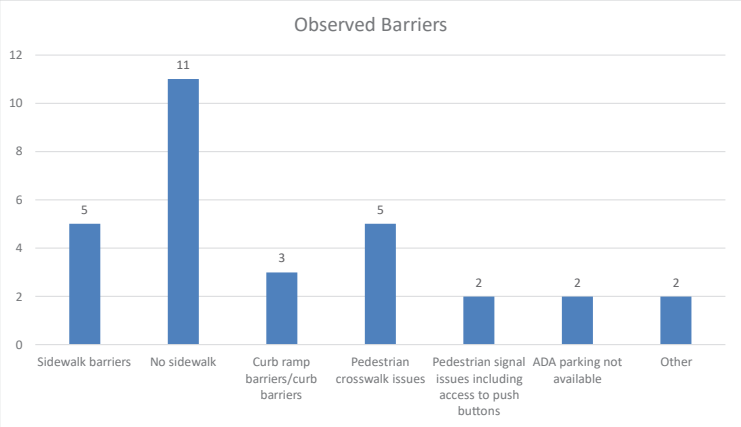

Figure 3 Observed Barriers in Public Right-of-Way

As shown on Figure 3 , several barriers received significant response from the survey, with lack of sidewalk and pedestrian crosswalk issues selected most frequently. In addition, curb ramp barriers and sidewalk barriers were identified as challenges. Survey respondents selecting the Other category identified barriers including sidewalk condition, structural barriers, and lack of ADA compliant sidewalk access at parks.

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 .

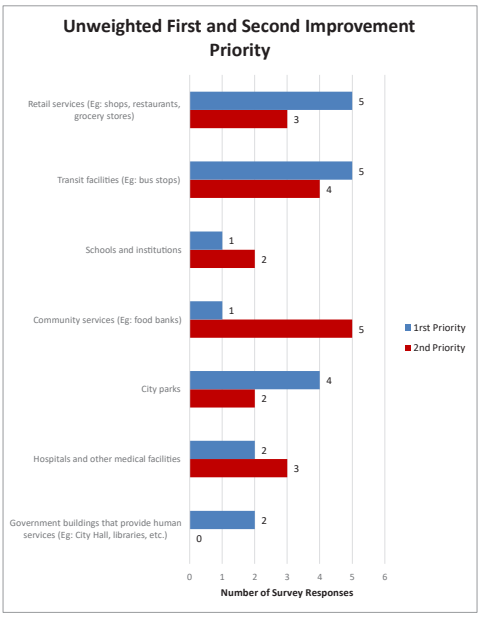

Figure 4 Unweighted First and Second Improvement Priority Ranking

When considering weighted scores, the top three priorities for access improvements among survey respondents were retail services, transit services, and city parks. 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.

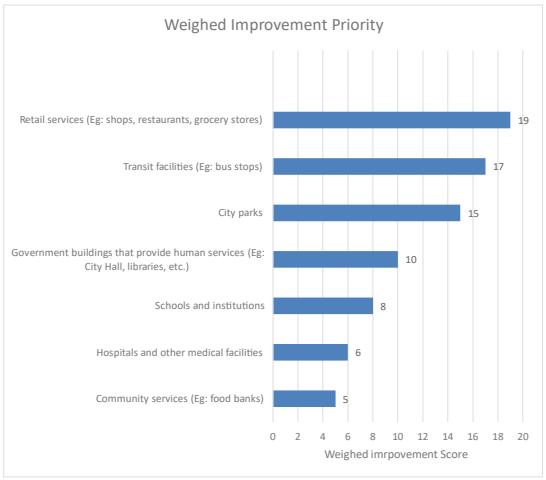

Figure 5 Weighted Improvement Priority Ranking

As shown Figure 5, retail services, access to transit services, and city parks, ranked as the three highest weighted priorities for improvement.

Respondents were also given the opportunity to identify locations where they have experienced mobility or accessibility challenges in the City of Edgewood. Locations were able to be identified via written survey responses and an online mapping tool. Key locations identified via written survey results and the online mapping tool are summarized in Table 1. Lack of sidewalk or limited access to sidewalks were identified as the most common barriers among the locations identified. Many acknowledgements were given to the lack of sidewalk or safe crossings Downtown, on Meridian St., and around the city's parks. A complete listing is given in Attachment A.

Table 1. Identified Accessibility Barriers

City Locations and/or Landmarks	City Roadways or Roadway Segments
Lack of snow/ice removal from sidewalks	Meridian Street
Edgewood Community Park	Pathway inaccessible for wheelchair users
Mountain View Community Center	Lack of sidewalk
16th Street E	Lack of sidewalk continuity
Nourish Food Bank	Lack of sidewalk

In addition to the online survey, locations with mobility and accessibility barriers were identified by respondents via an online mapping and reporting tool.

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

Edgewood ADA Survey Response Data Summary

Total Responses 24

1. Why do you travel in Edgewood?

Answer	Count	Percent of Total Responses	
I live in Edgewood	14	58%	
I work in Edgewood	6	25%	
Shopping	9	38%	
Other community or social services	6	25%	
Recreation	12	50%	
Other	2	8%	Tacoma Community ADA advisor

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

Answer	Count	Percent of Total Responses
I have disabilities that impact how I travel	8	33%
I have no disabilities	10	42%
I support a person with a disability	4	17%
I prefer not to say	4	17%
I have and support a person with disability	1	4%

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

Answer	Count	Percent of Total Responses	
Physical, mental, or emotional condition that limits learning, memory, or concentration	7	29%	
Use wheelchair	5	21%	
Blindess or serious difficulty seeing when wearing glasses	3	13%	
Use assistive software technology such as a screen-reader	2	8%	
Condition that substantially limits one or more physical activities such as walking, climbing stairs, reaching, lifting, or carrying	8	33%	
Use hearing aids or hearing assistive devices	0	0%	
Deafness or hearing difficulty	0	0%	
Use a service animal	0	0%	
Use mobility device/s	1	4%	
Other	1	4%	No bus service

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

Answer	Count	Percent of Total Responses	
Washington State Department of Social and Health Services (DSHS)	12	50%	
Washington State Department of Services for the Blind (DSB)	4	17%	
Edgewood	3	13%	
Transit Service	5	21%	
Department of Veterans Affairs	3	13%	
Other (The City has limited resources. I have to go elsewhere.)	2	8%	Internet search engines, Community Pierce County Facebook group page

5. Please Provide your five-digit zip code.

Answer	City	County	Count	Edgewood total	
98003	Federal Way	King	1	15	63%
98136	Seattle	King	1		
98296	Maltby, High Bridge, Cathcart, North Creek	Snohomish	1		
98371	Edgewood	Pierce	1		
98372	Edgewood	Pierce	14		
98391	Lake Tapps	Pierce	1		
98404	Tacoma	Pierce	1		
98405	Tacoma	Pierce	1		
98407	Tacoma	Pierce	1		
98408	Tacoma	Pierce	1		
blank	na	na	1		

6. How often do you travel in Edgewood? (pre-pandemic)

Answer	Count	Percent of Total Responses
Less than weekly	0	0%
1-2 days per week	1	4%
3-4 days per week	1	4%
5-7 days per week	15	63%

7. How do you travel within Edgewood?

Answer	Count	Percent of Total Responses	
Drive and Park	22	92%	
Walk with a service animal	1	4%	
Take transit or paratransit shuttles	1	4%	
Walk	14	58%	total walkers
Wheelchair	3	13%	18
Bike/scooter	3	13%	walk %
Walk with assistance	3	13%	75%
Other	0	0%	

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

Answer	Count	Percent of Total Responses
Less than weekly	8	33%
1 day per week	1	4%
2-4 days per week	3	13%
5 or more days per week	0	0%

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

Answer	Count	Percent of Total Responses
Less than 1/2 mile	6	25%
1/2 mile	5	21%
1 mile	5	21%
2 miles	1	4%
More than 2 miles	5	21%

10. Are you now or were you ever unable to participate in an event or obtain services in Edgewood?

Answer	Count	Percent of Total Responses
No	14	58%
Yes	10	42%

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

Answer	Count	Percent of Total Responses	
Sidewalk barriers	5	21%	
No sidewalk	11	46%	
Curb ramp barriers/curb barriers	3	13%	
Pedestrian crosswalk issues	5	21%	
Pedestrian signal issues including access to push buttons	2	8%	
ADA parking not available	2	8%	
Other	2	8%	Playground equipment, City events held in the park/ on the grass which is not wheelchair accessible.

12. What areas would be your first priority in improving pedestrian facilities?		1st Priority Weighted Value	3
Answer	Count	Points	
Government buildings that provide human services (Eg: City Hall, libraries, etc.)	2	6	
Hospitals and other medical facilities	2	6	
City parks	4	12	
Community services (Eg: food banks)	1	3	
Schools and institutions	1	3	
Transit facilities (Eg: bus stops)	5	15	
Retail services (Eg: shops, restaurants, grocery stores)	5	15	
neighborhoods	3	9	

13. What areas would be your second priority in improving pedestrian facilities?		2nd Priority Weighted Value	1
Answer	Count	Points	
Government buildings that provide human services (Eg: City Hall, libraries, etc.)	4	4	
Hospitals and other medical facilities	0	0	
City parks	3	3	
Community services (Eg: food banks)	2	2	
Schools and institutions	5	5	
Transit facilities (Eg: bus stops)	2	2	
Retail services (Eg: shops, restaurants, grocery stores)	4	4	
neighborhoods	3	3	

Total Points	
Government buildings that provide human services (Eg: City Hall, libraries, etc.)	10
Hospitals and other medical facilities	6
City parks	15
Community services (Eg: food banks)	5
Schools and institutions	8
Transit facilities (Eg: bus stops)	17
Retail services (Eg: shops, restaurants, grocery stores)	19

Total Points - sorted	
Community services (Eg: food banks)	5
Hospitals and other medical facilities	6
Schools and institutions	8
Government buildings that provide human services (Eg: City Hall, libraries, etc.)	10
City parks	15
Transit facilities (Eg: bus stops)	17
Retail services (Eg: shops, restaurants, grocery stores)	19

Edgewood ADA Online Open House Survey Responses

Question 14: Please list up to three locations where you have experienced (or noticed) mobility challenges, accessibility challenges, trip hazards, etc. in the City of Edgewood*.

*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 1st Avenue, to the east of A Street.

Description: Sidewalk is raised creating a trip hazard

Location	Description of Barrier
Meridian Sidewalks	Maintenance: Lack of snow and ice removal.
Meridian Crossings	Traffic Operations: Pedestrian crossings are infrequent and pedestrian interval times at intersections are not long enough.
SR 161	Traffic Operations: Pedestrian crossings are infrequent and pedestrian interval times at intersections are not long enough.
Edgewood Community Park	Surface: Half of recreation loop is gravel and inaccessible to wheelchair users.
City Park	Traffic Operations: Pedestrian crossing times at intersections are not long enough.
West Valley Highway	Facilities: Lack of active mode facility create unsafe and unwelcoming pedestrian environment.
Neighborhoods	Facilities: Generally lacking in sidewalks or walkways.
Neighborhoods, 24th Street E	Facilities: Lack of continuous sidewalk on eastbound side of 24th St E.
Edgewood Milton Library	Facilities: ADA parking facilities are not located along walkway or near door. Front door very narrow.
122nd Avenue E	Facilities: Lack of continuous sidewalk.
West Valley Highway	Surface/Facilities: The geographical ridge adjacent to West Valley Highway and lack of connecting facilities (particularly active mode facility) creates a major physical barrier to east/west movement for pedestrians and other active mode users.
8th Street	Facilities: Lack of sidewalk or safe walkway.
Mountain View Community Center	Facility/Traffic Operations: Lack of sidewalk and adjacent roadway speed of 35mph create unsafe and unwelcoming pedestrian environment.

Edgewood ADA Online Open House Survey Responses

16th Street E	Facilities: Lack of continuous sidewalk.
112th Avenue E	Facilities: Lack of continuous sidewalk.
Jovita Boulevard E	Facilities: Lack of sidewalk or safe walkway on Jovita Blvd, west of West Valley Highway to 575 feet east of 114th Avenue W.
Nourish Food Bank	Facility/Traffic Operations: Lack of sidewalk and adjacent roadway speed of 35mph create unsafe and unwelcoming pedestrian environment.

Appendix E: Planning Cost Estimate

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Planning Level Cost Estimate

PROJECT NAME: Edgewood ADA Transition Plan
JOB NUMBER: 1.21147

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.)

ROW Facilities

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	3,019	SY	$ 145	$ 438,000
2	Non-compliant driveway (slope, grade break, etc.)	New driveway with sidewalk	6	EA	$ 2,900	$ 18,000
					Subtotal	**$ 456,000**
		Maintenance/Miscellaneous				
3	Vertical discontinuity (>1/4in - <=1/2in w/out bevel)	Sidewalk grinding (5 LF of sidewalk).	41	EA	$ 250	$ 11,000
4	Vertical discontinuity (>1/2in)	Replace two adjacent sidewalk panels (5ft x 5ft panels)	31	EA	$ 806	$ 25,000
5	Horizontal discontinuity	Sidewalk crack sealing/grouting (5LF per occurrence)	1,870	LF	$ 5	$ 10,000
6	Fixed Obstacles	Relocation of obstacles including utility pole, mailbox, tree trunk, etc.	63	EA	$ 3,000	$ 189,000
7	Moveable Obstacles	Relocation of obstacles including tree/bush (prunable), message boards, parked cars, etc.	44	EA	$ 200	$ 9,000
8	Protruding Obstacles	Relocation of obstacles including of bush/tree, signs, awnings etc.	10	EA	$ 500	$ 5,000
					Subtotal	**$ 249,000**
		Curb Ramp Improvements				
9	Missing curb ramps	Install new curb ramp	30	EA	$ 6,000	$ 180,000
10	Non-compliant ramp (running slope, cross slope, ramp width, flare slope, lip, grade break, etc.)	Remove and reconstruct existing ramp	187	EA	$ 6,000	$ 1,122,000
11	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	35	EA	$ 1,030	$ 37,000
					Subtotal	**$ 1,339,000**
		Pushbutton Improvements				
12	Non-APS pushbutton and pushbutton is located incorrectly.	Install new APS pushbutton AND Install new pole.	24	EA	$ 5,900	$ 141,000
13	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.	17	EA	$ 3,700	$ 63,000
14	APS pushbutton that has non-compliant dimensions and/or programming	Install new pole and relocate pushbutton.	7	EA	$ 200	$ 2,000
					Subtotal	**$ 229,000**

Bus Stop Improvements						
15	Non-compliant bus stop boarding area (running slope, cross slope, size, and/or condition)	Replace/construct boarding area (8ftx5ft) and two transition panels (5ftx5ft) - 10 SY per occurrence.	80	SY	$ 150	$12,000
					Subtotal	**$ 12,000**

	Total	**$ 2,285,000**
	Contingency @ 20%	**$ 457,000**
	Design @ 12%	**$ 275,000**
	Mobilization @ 8%	**$ 183,000**
	TESC + Traffic Control @ 12%	**$ 275,000**
	Construction Management @ 20%	**$ 457,000**
	Right-of-Way & 20%	**$ 457,000**
Total	**Grand Total 2024 Dollars**	**$ 4,389,000**

Planning Level Cost Estimate - Right-of-Way

PROJECT NAME: Edgewood ADA Transition Plan

TG PROJECT NUMBER: 1.21147

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.

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Quantity by Priority

	Low		Medium		High		Very High		
Feature	**1-15 (0-10 hazards)**	**%**	**16-30 (11-20 hazards)**	**%**	**31-45 (21-30 hazards)**	**%**	**46+ (31+ hazards)**	**%**	**Total**
Sidewalks (SY)	588	19%	2,137	71%	295	10%	0	0%	3,019
Driveways (EA)	3	50%	3	50%	0	0%	0	0%	6
Vertical discontinuity (EA)	34	47%	16	22%	17	24%	5	7%	72
Horizontal discontinuity (LF)	1,205	64%	350	19%	165	9%	150	8%	1,870
Fixed Obstacles (EA)	11	17%	33	52%	13	21%	6	10%	63
Moveable Obstacles (EA)	22	50%	22	50%	0	0%	0	0%	44
Protruding Obstacles (EA)	5	50%	3	30%	2	20%	0	0%	10
Curb Ramps (EA)	36	14%	83	33%	85	34%	48	19%	252
Pushbuttons (EA)	0	0%	15	31%	29	60%	4	8%	48
Bus Stops (SY)	0	0%	50	63%	30	38%	0	0%	80

Cost by Priority

	Low		Medium		High		Very High		
Feature	**1-15 (0-10 hazards)**	**%**	**16-30 (11-20 hazards)**	**%**	**31-45 (21-30 hazards)**	**%**	**46+ (31+ hazards)**	**%**	**Total**
Sidewalks (SY)	$85,251	19%	$309,817	71%	$42,705	10%	$0	0%	**$438,000**
Driveways (EA)	$8,700	48%	$8,700	48%	$0	0%	$0	0%	**$18,000**
Vertical discontinuity (EA)	$19,611	54%	$7,333	20%	$7,028	20%	$1,250	3%	**$36,000**
Horizontal discontinuity (LF)	$6,025	60%	$1,750	18%	$825	8%	$750	8%	**$10,000**
Fixed Obstacles (EA)	$33,000	17%	$99,000	52%	$39,000	21%	$18,000	10%	**$189,000**
Moveable Obstacles (EA)	$4,400	49%	$4,400	49%	$0	0%	$0	0%	**$9,000**
Protruding Obstacles (EA)	$2,500	50%	$1,500	30%	$1,000	20%	$0	0%	**$5,000**
Curb Ramps (EA)	$136,480	10%	$408,540	31%	$505,030	38%	$288,000	22%	**$1,339,000**
Pushbuttons (EA)	$0	0%	$54,100	24%	$151,300	66%	$23,600	10%	**$229,000**
Bus Stops (SY)	$0	0%	$7,250	63%	$4,350	36%	$0	0%	**$12,000**

	Low 1-15	Medium 16-30	High 31-45	Very High 46+	Total
Total	$ 296,000	$ 903,000	$ 752,000	$ 332,000	$ 2,285,000
Contingency @ 20%	**$ 60,000**	**$ 181,000**	**$ 151,000**	**$ 67,000**	**$ 457,000**
Design @ 12%	**$ 36,000**	**$ 109,000**	**$ 91,000**	**$ 40,000**	**$ 275,000**
Mobilization @ 8%	**$ 24,000**	**$ 73,000**	**$ 61,000**	**$ 27,000**	**$ 183,000**
TESC + Traffic Control @ 12%	**$ 36,000**	**$ 109,000**	**$ 91,000**	**$ 40,000**	**$ 275,000**
Const. Management @ 20%	**$ 60,000**	**$ 181,000**	**$ 151,000**	**$ 67,000**	**$ 457,000**
Right-of-way @ 20%	**$ 60,000**	**$ 181,000**	**$ 151,000**	**$ 67,000**	**$ 457,000**
Grand Total	$ 572,000	$ 1,737,000	$ 1,448,000	$ 640,000	**$ 4,389,000**

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Planning Level Cost Estimate

PROJECT NAME: Edgewood ADA Transition Plan
JOB NUMBER: 1.21147

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.)

On-Site Facilities

Horizontal Elements

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	843	SY	$ 145	$ 123,000
					Subtotal	**$ 123,000**
		Maintenance/Miscellaneous				
3	Vertical discontinuity (>1/4in - <=1/2in w/out bevel)	Sidewalk grinding (7 LF of sidewalk).	1	EA	$ 250	$ 1,000
4	Vertical discontinuity (>1/2in)	Replace two adjacent sidewalk panels (5ft x 5ft panels)	2	EA	$ 806	$ 2,000
5	Horizontal discontinuity	Sidewalk crack sealing/grouting (5LF per occurrence)	65	LF	$ 5	$ 1,000
6	Fixed Obstacles	Relocation of obstacles including utility pole, mailbox, tree trunk, etc.	1	EA	$ 3,000	$ 3,000
7	Moveable Obstacles	Relocation of obstacles including tree/bush (prunable), message boards, parked cars, etc.	6	EA	$ 200	$ 2,000
8	Protruding Obstacles	Relocation of obstacles including of bush/tree, signs, awnings etc.	5	EA	$ 500	$ 3,000
					Subtotal	**$ 12,000**
		Curb Ramp Improvements				
9	Missing curb ramps	Install new curb ramp	3	EA	$ 6,000	$ 18,000
10	Non-compliant ramp (running slope, cross slope, ramp width, flare slope, lip, grade break, etc.)	Remove and reconstruct existing ramp	3	EA	$ 4,300	$ 13,000
11	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	1	EA	$ 2,000	$ 2,000
					Subtotal	**$ 33,000**
		Staircase Improvements				
12	Non-compliant handrail or missing handrail (height, diameter, extensions, etc.)	Replace handrail	1	LF	$ 1,500	$ 2,000
					Subtotal	**$ 2,000**
		Accessible Parking Improvements				
13	Non-compliant parking stall/ parking aisle slope	Grind surface and/ or add asphalt lift	6	EA	$ 2,000	$12,000
14	Non-compliant accessible parking stall/parking aisle width or pavement marking	Install parking stall accessibility sybmol/ aisle pavement markings or resize and restripe stall/aisle	3	EA	$ 650	$2,000
15	Npn-compliant sign height or no sigh indicating accessibile stall	Install new sign or adjust existing sign	1	EA	$ 200	$1,000
					Subtotal	**$ 15,000**
					Horizontal Elements Subtotal	**$185,000.00**

Vertical Assets

	Facility	
1	City Hall	$26,000
2	Edgemont Park	$65,000
3	Nelson Nature Park	$4,000
4	Nelson Farm Park	$9,000
5	Interurban Trail/ Jovita Crossing	$5,000
6	Edgewood Community Park	$1,000
	Vertical Elements Subtotal	**$110,000.00**
	Total	**$ 295,000**
	Contingency @ 20%	**$ 59,000**
	Design @ 12%	**$ 36,000**
	Mobilization @ 8%	**$ 24,000**
	Const. Management @ 20%	**$ 59,000**
Total	**Grand Total 2024 Dollars**	**$ 473,000**

Planning Level Cost Estimate - On-Site

PROJECT NAME: Edgewood ADA Transition Plan

TG PROJECT NUMBER: 1.21147

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.

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Quantity by Priority

	Low		Medium		High		Very High		
Feature	**1-15 (0-10 hazards)**	**%**	**16-30 (11-20 hazards)**	**%**	**31-45 (21-30 hazards)**	**%**	**46+ (31+ hazards)**	**%**	**Total**
Sidewalks (SY)	0	0%	843	100%	0	0%	0	0%	843
Vertical discontinuity (EA)	1	33%	1	33%	1	33%	0	0%	3
Horizontal discontinuity (LF)	5	8%	50	77%	10	15%	0	0%	65
Fixed Obstacles (EA)	1	100%	0	0%	0	0%	0	0%	1
Moveable Obstacles (EA)	6	100%	0	0%	0	0%	0	0%	6
Protruding Obstacles (EA)	4	80%	1	20%	0	0%	0	0%	5
Curb Ramps (EA)	1	14%	3	43%	0	0%	3	43%	7
Parking (EA)	1	10%	3	30%	6	60%	0	0%	10
Vertical Asset (EA)	4	4%	27	28%	60	62%	6	6%	97

Cost by Priority

	Low		Medium		High		Very High		
Feature	**1-15 (0-10 hazards)**	**%**	**16-30 (11-20 hazards)**	**%**	**31-45 (21-30 hazards)**	**%**	**46+ (31+ hazards)**	**%**	**Total**
Sidewalks (SY)	$0	0%	$122,170	99%	$0	0%	$0	0%	**$123,000**
Vertical discontinuity (EA)	$806	43%	$806	43%	$250	13%	$0	0%	**$3,000**
Horizontal discontinuity (LF)	$25	8%	$250	77%	$50	15%	$0	0%	**$1,000**
Fixed Obstacles (EA)	$3,000	100%	$0	0%	$0	0%	$0	0%	**$3,000**
Moveable Obstacles (EA)	$1,200	100%	$0	0%	$0	0%	$0	0%	**$2,000**
Protruding Obstacles (EA)	$2,000	80%	$500	20%	$0	0%	$0	0%	**$3,000**
Curb Ramps (EA)	$1,030	3%	$13,030	41%	$0	0%	$18,000	56%	**$33,000**
Parking (EA)	$2,000	13%	$600	4%	$13,400	84%	$0	0%	**$16,000**
Vertical Asset (EA)	$2,800	3%	$51,545	47%	$50,541	46%	$4,604	4%	**$110,000**

	Low 1-15	Medium 16-30	High 31-45	Very High 46+	Total
Total	$ 13,000	$ 189,000	$ 65,000	$ 23,000	$ 294,000
Contingency @ 20%	**$ 3,000**	**$ 38,000**	**$ 13,000**	**$ 5,000**	**$ 58,800**
Design @ 12%	**$ 2,000**	**$ 23,000**	**$ 8,000**	**$ 3,000**	**$ 36,000**
Mobilization @ 8%	**$ 2,000**	**$ 16,000**	**$ 6,000**	**$ 2,000**	**$ 24,000**
Const. Management @ 20%	**$ 3,000**	**$ 38,000**	**$ 13,000**	**$ 5,000**	**$ 58,800**
Grand Total	$ 23,000	$ 304,000	$ 105,000	$ 38,000	**$ 472,000**

Appendix F: Example Accessible Pedestrian Signal (APS) Policy

City of Edgewood - Example Policy for Installation of Accessible Pedestrian Signals and Pushbuttons

Intent:

It is the City's intention to be consistent with the most current 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 plan is to establish a reasonable and consistent policy 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 and software are altered, the pedestrian signal head is replaced, or pedestrian detectors are replaced, the existing pedestrian signals shall be upgraded to 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:

1. *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, and repair of pedestrian detection do not require installation of APS and associated accessible features.

2. *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.

Appendix G: Example Grievance Procedure

City of Edgewood, Washington
***Example* Grievance Procedure under The Americans with Disabilities Act**

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 Edgewood. The City's Employee Handbook, Section 13.1 governs complaints of disability discrimination made by City employees.

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 grievant and/or his/her designee as soon as possible but no later than 60 calendar days after the alleged violation to:

XYZADA
Coordinator
Contact Info

Within 15 calendar days after receipt of the complaint, City Engineer or their designee will meet with the complainant to discuss the complaint and the possible resolutions. Within 15 calendar days of the meeting, City Engineer or his/her designee will respond in writing, and where appropriate, in a format accessible to the complainant, such as large print, Braille, or audio tape. The response will explain the position of the City of Edgewood and offer options for substantive resolution of the complaint.

If the response by City Engineer or his/her designee does not satisfactorily resolve the issue, the complainant and/or his/her designee may appeal the decision within 15 calendar days after receipt of the response to the City Manager or his/her designee. Within 15 calendar days after receipt of the appeal, the City Manager or his/her designee will meet with the complainant to discuss the complaint and possible resolutions. Within 15 calendar days after the meeting, the City Manager or his/her 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 City Engineer or his/her designee, appeals to the City Manager or his/her designee, and responses from these two offices will be retained by the City of Edgewood for at least three years.

Appendix H: Maximum Extent Feasible (MEF) Documentation Template

Maximum Extent Feasible (MEF) Template

Project Description

Highway/Building Parameters

- Roadway Classification:
- Design Speed/Posted Speed:
- Design Year ADT:
- Truck Percentage:
- Access Control:
- Building Type:
- Facilities Provided in Building:

Existing Pedestrian Facilities – general description (for new construction projects include a summary of the project pedestrian study)

Pedestrian Design Standards – cover the following subjects

- Discuss the criteria that apply to the pedestrian elements on the project that will be built to the Maximum Extent Feasible
- Include reference(s) to the appropriate PROWAG/ADA section(s) and City Public Works Standards [including revision date]

Alternative(s) analysis - needed for new construction projects only

Proposal – cover the following subjects

- What features will remain that meet guidelines
- What features are being built to guidelines
- What is being built to the maximum extent feasible

Justification

- Discussion of what constraints/challenges there are to meet full design level
- See worksheet

Additional Benefits – new construction projects

Attachments

MEF Template – Public Right-of-Way Alteration Project Example

Project Description

This Alteration project will mill & fill SR "A" (from edge line to edge line) with 0.15' HMA (Class 1/2" PG 64-22) from MP 4.03 to 4.45 and from MP 4.71 to 6.89. This project will overlay the roadway (from edge of pavement to edge of pavement) with 0.20' HMA (Class 1/2" PG 64-22) from MP 4.45 to 4.71.

Highway Parameters

- Roadway Classification: Non-NHS, U-1, Urban Principal Arterial.
- Funding Program: P1 – Paving
- Posted/Design Speed: Mainline - 55/60 mph
- Average Daily Traffic: 25,000 (per Project Definition)
- Truck %: 9% (per Traffic Operations)
- Access Management Classification: Currently classified as Managed Access Class 3. On Master Plan for Modified Limited Access

Existing Pedestrian Facilities

There are five curb ramps and eight sidewalk ramps (from sidewalk to shoulder) located along SR "A" within the paving limits of this project. All five curb ramps and seven of the eight sidewalk ramps do not meet current ADA standards. One sidewalk ramp is located north of the "X" Street intersection (east side – E1, meets guidelines) at the north end of the sidewalk.

There are curb ramps and sidewalk ramps located at the four corners of the "Y" Avenue signalized intersection. Pedestrians can cross this intersection via six curb ramps and four marked crosswalks.

There are curb ramps and sidewalk ramps located at the southwest and northwest corners of the "Z" Way signalized tee intersection. Pedestrians can cross this intersection via three curb ramps and two marked crosswalks. There is one unmarked crossing on SR "A" located at the north side of this intersection. The unmarked crossing meets ADA standards, but the curb ramp located at the west side of the unmarked crossing does not meet ADA standards. This curb ramp is for the marked crosswalk on "Z" Way, is outside of our paving limits, and will not be addressed.

Pedestrian Design Standards

<u>Curb Ramps – Landing, PROWAG 2005 R303.2.1.3</u>

The cross slopes of a curb ramp landing shall be 2% maximum.

This also implies that the gutter slope adjacent to a curb ramp landing shall be 2% maximum.

Proposal

<u>Curb Ramps and Ramps (from sidewalk to shoulder)</u>

North of the "X" Street intersection (west side - W4)

This sidewalk ramp will be upgraded to meet City standards.

"Y" Avenue Intersection

Three of the four proposed curb ramps and all four proposed sidewalk ramps at the "Y" Avenue intersection meet current City standards. Proposed curb ramp "Y" Avenue SW2, located at the southwest corner, is designed to the maximum extent feasible.

Proposed curb ramp "Y" Avenue SW2 will maintain its current landing location to accommodate two crosswalks. All curb ramp elements will meet current City standards, except for the proposed gutter slope (4.4%) and landing cross slope (5.0%). These two elements will maintain the existing gutter slope >2%.

"Z" Way Intersection

The two proposed sidewalk ramps at the "Z" Way intersection meet current City standards. Proposed curb ramp "Z" Way SW2, located at the southwest corner, is designed to the maximum extent feasible.

Proposed curb ramp "Z" Way SW2 will maintain its current landing location to minimize the gutter slope and landing cross slope. All curb ramp elements will meet current City standards, except for the proposed gutter slope (7.4%) and landing cross slope (7.9%). These two elements will maintain the existing gutter slope >2%.

Justification

To construct the curb ramps to be 100% compliant would require re-profiling the existing roadway. This type of major reconstruction is not feasible in this type of Alteration project.

To construct the curb ramps while maintaining the existing profile of the roadway would require rebuilding the roadway adjacent to the proposed curb ramps. The rebuilt roadway would not eliminate the transition from the 2% cross slope of the curb ramps as it matches into the steeper cross slopes of the existing crosswalks but would simply move the transition further into the active traveled roadway. The result would be a grade change transition within the driving lane that would be undesirable.

Attachments

Vicinity Map

Spreadsheet

Curb Ramp Geometrics

Plan Sheets

Appendix I: Facilities and Parks Prioritization

ADA Transition Plan Prioritization Process

Public Parks & Buildings

Parks & Building Accessibility Index Score

The Department of Justice (CFR Title 28) provides criteria to be used to establish the priority of each type of barrier. As barriers are identified during the self-assessment, priority levels are assigned and recorded for each barrier. Once the self-assessment is complete, a Park & Building Accessibility Index Score (PBAIS) is calculated for each barrier based on its assigned priority level. Facilities with a higher PBAIS score represent higher priority barriers while facilities assigned lower priority levels have a lower score. Table 3 shows the priority levels and the number of possible points assigned to barriers for each priority level.

PUBLIC PARKS & BUILDING ACCESSIBILITY INDEX SCORE	RATING CRITERIA	POSSIBLE SCORE
Priority 1	Provision of access to a place of public accommodation from public sidewalks, parking or public transportation. (entrance ramps, widening entrances, accessible parking etc.)	30
Priority 2	Provision of access to those places where goods and services are made available. (revising interior routes, adjusting layout of tables, signage, doorways and ramps)	20
Priority 3	Provisions of accessible restrooms. (Widening doorways, widening restroom stalls,	10
Priority 4	Modifications to provide access to the goods, services, facilities, privileges, advantages, or accommodations. (public phones, water fountains etc.)	0
TOTAL PUBLIC PARKS & BUILDING ACCESSIBILITY INDEX SCORE (PBAIS)		30

Parks & Building Location Index Score

Similar to the Location Index Score for Public ROW, each barrier for parks and buildings are assigned a LIS based on the relative importance of the facility in which the barrier is located. Several criteria are used to identify high priority facilities within the City with points awarded for each criterion. Values can be revised per comments received from open house attendees, City staff, other stakeholders during engagement and public outreach. Below is an example of typical weighted values to equal a total possible score of 45.

PUBLIC PARKS & BUILDING CRITERIA	RATING CRITERIA	POSSIBLE SCORE
Level of Public Use	Low(2) Medium(5) High(8)	8
Unique Public Programs	Facility with unique public programs (Y/N)	7
Critical Public Programs	Low(2) Medium(5) High(8)	8
Public Input / Identified Complaints	Facility has been identified to be an issue by public complaints (Y/N)	7
Social Equality	Facility serves historically underserved populations (Y/N)	7
Level of Investment	<$500(8) <$5,000(5) >$5,000(2)	8
TOTAL PARKS & BUILDING LOCATION INDEX SCORE (PBLIS)		45

Barrier Removal Priorities (Combined Composite Index Score)

By combining the Accessibility Index Score and Location Index Score, a Composite Index Score is calculated. 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/high-importance locations. 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.

BARRIER ID	BUILDING NAME	LOCATION	SOLUTION	SOLUTION TYPE	COMMENTS	PRIORITY	QTY	UNITS	Cost (EA)	Addtl. Cost	TOTAL Cost	Cost Score	Facility Use Index Score	Combined Index Score
676	City Hall	MAIN ENTRY LEVEL	Install a pull.	PUBLIC	Stall door lacks the required pull in the inside.	Provision of accessible restrooms	1	EA	$290.00	$0.00	$290.00	8	23	**33**
676	City Hall	MAIN ENTRY LEVEL	Install a pull.	PUBLIC	Stall door lacks the required pull in the inside.	Provision of accessible restrooms	1	EA	$290.00	$0.00	$290.00	8	23	**33**
7836	City Hall	MAIN ENTRY LEVEL	Lower the baby changing table so that pull down handle is 48" max. AFF. When relocating, bottom of closed unit should be 27" AFF.	PUBLIC	Existing Condition: Pull to open the unit is at 48-1/2" AFF. Also, unit projects 4-1/2" from the wall and the bottom of the unit is 29-1/2" AFF, presenting a protruding object hazard. Dispensers are required to be max. 48" high for a front and parallel approach. (Some building codes such as WAC 51-50 require the table to meet work surface requirements, which should be applied in these jurisdictions, which requires 34" max. height and 27" min. knee space x 17"	Provision of accessible restrooms	1	EA	$150.00	$0.00	$150.00	8	23	**33**
482	City Hall	MAIN ENTRY LEVEL	Provide the indicated number of tables with tops no more than 34" AFF, and with 27" high, 30" wide, 8" deep knee space, and 17" deep toe space.	PUBLIC	Existing condition: Councilmember seating on the east side of meeting hall lacked an accessible station with the required 30" wide knee clearance.	Provision of access where goods and services are made	1	EA	$1,320.00	$0.00	$1,320.00	5	23	**43**
619	City Hall	MAIN ENTRY LEVEL	Adjust door force.	PUBLIC	Existing condition: Barn door required 7 lbs. force to open/close, 5 lbs. max. permitted.	Provision of access where goods and services are made	1	EA	$0.00	$0.00	$0.00	8	23	**43**
753	City Hall	MAIN ENTRY LEVEL	Raise the fountain to 27" exactly where it will not be a protruding object and meet knee space requirements.	PUBLIC	Existing condition: Bottom of fountain is 26-1/2" AFF.	Provision of miscellaneous accessiblity items.	1	EA	$2,440.00	$0.00	$2,440.00	5	23	**23**
7380	City Hall	MAIN ENTRY LEVEL	Provide a cane detection device less than 27" AFF.	PUBLIC	Existing condition: Standing person fountain projects into accessible route. No cost added, as costs were added to raise the fountain for the required knee space.	Provision of access to a place of public accomodation	0	EA	$530.00	$0.00	$0.00	5	23	**53**
654	City Hall	GENERAL BUILDING	Remount so that bottom surface is 27" max. AFF or place cane detectable object below.	PUBLIC	Existing condition: All wall mounted fire extinguishers are projecting 5" from the wall, into the path of travel, with bottom surfaces above 36" AFF.	Provision of access where goods and services are made	5	EA	$0.00	$0.00	$0.00	8	23	**43**

BARRIER ID	BUILDING NAME	LOCATION	SOLUTION	SOLUTION TYPE	COMMENTS	PRIORITY	QTY	UNITS	Cost (EA)	Addtl. Cost	TOTAL Cost	Cost Score	Facility Use Index Score	Combined Index Score
616	City Hall	MAIN ENTRY LEVEL	Replace existing hardware with new accessible lever-type (or U-shaped) interior hardware.	PUBLIC	Existing condition: Door has recessed slot type hardware for opening/closing. Hardware is required to be mounted 34" min. - 48" max. AFF with the exception of access gates for pools, spas, or hot tubs where the hardware can be mounted at 54" max. provided they are not self locking devices.	Provision of access where goods and services are made	1	EA	$880.00	$0.00	$880.00	5	23	**43**
612	City Hall	MAIN ENTRY LEVEL	Relocate the furniture or movable object that is encroaching into door maneuvering space.	PUBLIC	Existing condition: Councilmember casework is 26" from adjacent wall, obstructing the door maneuvering clearance at the egress direction of travel. Ensure door maneuvering spaces are min. 18" at pull side and min. 12" at push side (if equipped with latch & closer). Provide clear floor space min. 60" perpendicular to door for front/pull side approach and 48" perpendicular to door for front or side/push side approach (latch & closer). For a latch side approach push side, 24" min. is required to the side of latch x 42" deep without closer and 48" deep with closer. For a hinge side approach, push side 22" min. to the side of hinge x 42" deep without closer and 48" deep with closer & latch. For a latch side approach pull side, 24" min. is required to the side of the latch x 48" deep without closer and 54" deep with closer. For a hinge side approach, pull side 36" min. to the side of latch x 60" deep or pull side 42" min. to the side of latch x 54" deep. See additional Dimensions for other approaches in 404.2.4.1.	Provision of access where goods and services are made	1	EA	$0.00	$0.00	$0.00	8	23	**43**
652	City Hall	GENERAL BUILDING	Secure movable area rug or mat with double stick tape at all edges.	PUBLIC	Existing loose rubber mats at entries.	Provision of access where goods and services are made	5	EA	$150.00	$0.00	$750.00	5	23	**43**
563	City Hall	AMPHITEATER	Provide 2 wheelchair spaces, 1 at each end, plus a sign at each wheelchair space. Provide a min. 35" wide x 60" deep paved wheelchair seating area located adjacent to the front row of the bleachers (which provides a companion seat).	PUBLIC	Existing spectator seating provides approximately 50 seats. For 50 seats, 2 wheelchair spaces adjacent to a companion seat are required.	Provision of access where goods and services are made	2	EA	$1,320.00	$100.00	$2,740.00	5	23	**43**
509	City Hall	AMPHITHEATER	Grind the edge of the transition to bevel it at 1:2 bevel.	PUBLIC	Existing condition: Stone transition piece between concrete paved sections presents excessive change in level. A 1/4" change is permissible. A 1/4" - 1/2" change must have a beveled slope. A change greater than 1/2" needs a ramp.	Provision of access where goods and services are made	10	SF	$650.00	$0.00	$6,500.00	2	23	**43**
510	City Hall	EXTERIOR ON ENTRY LEVEL	Provide 36" wide concrete paving to the indicated amenities. At any slopes exceeding 5%, provide a compliant ramp with complying handrails and landings.	PUBLIC	Existing condition: No paved surface is provided to the garbage can and dog waste bag dispenser.	Provision of access where goods and services are made	12	LF	$57.60	$0.00	$691.20	5	23	**43**

BARRIER ID	BUILDING NAME	LOCATION	SOLUTION	SOLUTION TYPE	COMMENTS	PRIORITY	QTY	UNITS	Cost (EA)	Addtl. Cost	TOTAL Cost	Cost Score	Facility Use Index Score	Combined Index Score
518	City Hall	MAIN PARKING LOT	Lower the item to 48" max. accessible height.	PUBLIC	Existing condition: After hours box has a door handle at approximately 56" AFF. A min. 15" - max. 48" reach for any approach should be applied.	Provision of access where goods and services are made	1	EA	$0.00	$0.00	$0.00	8	23	**43**
7836	City Hall	MAIN ENTRY LEVEL	Lower the baby changing table so that pull down handle is 48" max. AFF. When relocating, bottom of closed unit should be 27" AFF.	PUBLIC	Existing Condition: The pull to open the unit is at 48-1/2" AFF. Also, the unit projects 4-1/2" from the wall and the bottom of the unit is 29-1/2" AFF, presenting a protruding object hazard. Dispensers are required to be max. 48" high for a front and parallel approach. (Some building codes such as WAC 51-50 require the table to meet work surface requirements, which should be applied in these jurisdictions, which requires 34" max. height and 27" min. knee space x 17"	Provision of accessible restrooms	1	EA	$150.00	$0.00	$150.00	8	23	**33**
683	City Hall	MAIN ENTRY LEVEL	Relocate the dispenser.	PUBLIC	Existing condition: centerline of toilet paper dispenser is located 14" in front of toilet.	Provision of accessible restrooms	1	EA	$72.00	$0.00	$72.00	8	23	**33**
681	City Hall	Lower Level	Recommend no change because dimensions are only slightly non-compliant.	PUBLIC	Existing condition: The far end of the side wall grab bar measured 52" from the corner of the wall, 54" min. is required (existing grab bar stops at entry door frame). Due to door location, relocation to 54" is not possible without relocating the door & frame. Grab bars should be 1-1/4" - 2" in diameter, 33" - 36" AFF, with 1-1/2" min. between the wall and the grab bar. Circular cross section outside diameter 1-1/4" min. - 2" max. Non-circular cross section - perimeter of 4" min. - 4.8" max. Horizontal projections shall be 1-1/2" min. bellow bottom of rail. (Exception: Grab bars not required to be installed in single occupant accessed through private offices.) 2010 Standards: Rear grab bar min. 24" long from centerline of toilet at transfer side; allows 1-1/4" - 2" cross section and non-circular shapes; allows alternate children's use height.	Provision of accessible restrooms	1	EA	$0.00	$0.00	$0.00	8	23	**33**
694	City Hall	Lower Level	Relocate from behind the toilet or provide an additional seat cover dispenser to a location within reach range.	PUBLIC	Dispensers are required to be max. 48" high for a front and parallel approach. Dispensers are required to be max. 48" high for a front and parallel approach. (Some building codes such as WAC 51-50/IBC require lower mounting heights according to Table 603.6, which should be applied in these jurisdictions.)	Provision of accessible restrooms	1	EA	$150.00	$0.00	$150.00	8	23	**33**
692	City Hall	Lower Level	Lower the mirror or replace with frameless mirror at 40" AFF max.	PUBLIC	Existing condition: bottom of mirror at 41-1/2" AFF. Mirrors above countertops are required to be 40" max. to the reflective surface. Wall mounted mirrors are required to be 35" max. - 74" min. to the reflective surface (tall mirrors).	Provision of accessible restrooms	1	EA	$150.00	$0.00	$150.00	8	23	**33**

BARRIER ID	BUILDING NAME	LOCATION	SOLUTION	SOLUTION TYPE	COMMENTS	PRIORITY	QTY	UNITS	Cost (EA)	Addtl. Cost	TOTAL Cost	Cost Score	Facility Use Index Score	Combined Index Score
671	City Hall	Lower Level	Move lavatory to provide 60" clearance.	PUBLIC	Existing condition: Side of lavatory is 57" from the side wall at the toilet. 2010 Standards requirements for standard stalls: Min. 60" wide x 56" long (at wall mounted toilet), or min. 60" wide x 59" long (at floor mounted toilet). Also, min. 9" high toe clearance is required at all accessible stalls unless stall depth exceeds 62" for wall hung and 65" for floor mounted toilets is provided. ADA requirement for clear floor space at water closets is min. 60" wide x min. 56" long (both approaches). Note: In alterations where technically infeasible, not required to be accessible IF accessible unisex toilet is provided nearby.	Provision of accessible restrooms	1	EA	$960.00	$0.00	$960.00	5	23	**33**
711	City Hall	Lower Level	Move the wall that restricts clear floor space.	PUBLIC	Shower stalls must have a 36"x48" clear floor space in front aligned with the control wall for 36"x36" transfer showers; rectangular roll in showers must have a 30"x60" clear floor space in front. Existing condition: Side wall projects 4" into the adjacent clear floor space.	Provision of accessible restrooms	1	LF	$170.00	$0.00	$170.00	8	23	**33**
737	City Hall	Lower Level	Provide a shelf in one of the lower lockers, top of shelf to be 15" min. AFF.	PUBLIC	Existing condition: At least one locker is to be accessible.	Provision of miscellaneous accessiblity items.	1	EA	$150.00	$0.00	$150.00	8	23	**23**
737	City Hall	Lower Level	Provide a shelf in one of the lower lockers, top of shelf to be 15" min. AFF.	PUBLIC	Existing condition: At least one locker is to be accessible.	Provision of miscellaneous accessiblity items.	1	EA	$150.00	$0.00	$150.00	8	23	**23**
671	City Hall	Lower Level	Move lavatory to provide 60" clearance.	PUBLIC	Existing condition: Side of lavatory is 57" from the side wall at the toilet. 2010 Standards requirements for standard stalls: Min. 60" wide x 56" long (at wall mounted toilet), or min. 60" wide x 59" long (at floor mounted toilet). Also, min. 9" high toe clearance is required at all accessible stalls, unless stall depth exceeds 62" for wall hung and 65" for floor mounted toilets is provided. ADA requirement for clear floor space at water closets is min. 60" wide x min. 56" long (both approaches). Note: In alterations where technically infeasible, not required to be accessible IF accessible unisex toilet is provided nearby.	Provision of accessible restrooms	1	EA	$960.00	$0.00	$960.00	5	23	**33**

BARRIER ID	BUILDING NAME	LOCATION	SOLUTION	SOLUTION TYPE	COMMENTS	PRIORITY	QTY	UNITS	Cost (EA)	Addtl. Cost	TOTAL Cost	Cost Score	Facility Use Index Score	Combined Index Score
681	City Hall	Lower Level	Recommend no change because dimensions are only slightly non-compliant.	PUBLIC	Existing condition: The far end of the side wall grab bar measured 52" from the corner of the wall, 54" min. is required (existing grab bar stops at entry door frame). Due to door location, relocation to 54" is not possible, without relocating the door & frame. Grab bars should be 1-1/4" - 2" in diameter, 33" - 36" AFF, with 1-1/2" min. between the wall and the grab bar. Circular cross section - outside diameter 1-1/4" min. - 2" max. Non-circular cross section - perimeter of 4" min. to 4.8" max. Horizontal projections shall be 1-1/2" min. bellow bottom of rail. (Exception: Grab bars not required to be installed in single occupant accessed through private offices.) 2010 Standards: Rear grab bar min. 24" long from centerline of toilet at transfer side; allows 1-1/4" - 2" cross section and non-circular shapes; allows alternate children's use height.	Provision of accessible restrooms	1	EA	$0.00	$0.00	$0.00	8	23	**33**
681	City Hall	Lower Level	Relocate grab bar or install a longer grab bar.	PUBLIC	Existing condition: Rear wall grab bar extends 22" from the center of the toilet, 24" min. is required. Grab bars should be 1-1/4" - 2" in diameter, 33" - 36" AFF, with 1-1/2" min. between the wall and the grab bar. Circular cross section - outside diameter 1-1/4" min. - 2" max. Non-circular cross section - perimeter of 4" min. - 4.8" max. Horizontal projections shall be 1-1/2" min. below bottom of rail. (Exception: Grab bars not required to be installed in single occupant accessed through private offices.) 2010 Standards: Rear grab bar min. 24" long from centerline of toilet at transfer side; allows 1-1/4" - 2" cross section and non-circular shapes; allows alternate children's use height.	Provision of accessible restrooms	1	EA	$1,300.00	$0.00	$1,300.00	5	23	**33**
692	City Hall	Lower Level	Lower the mirror or replace with frameless mirror at 40" max. AFF.	PUBLIC	Existing condition: Bottom of mirror at 41-1/2" AFF. Mirrors above countertops are required to be 40" max. to the reflective surface. Wall mounted mirrors are required to be 35" max. - 74" min. to the reflective surface (tall mirrors).	Provision of accessible restrooms	1	EA	$150.00	$0.00	$150.00	8	23	**33**
694	City Hall	Lower Level	Relocate from behind the toilet or provide an additional seat cover dispenser to a location within reach range.	PUBLIC	Dispensers are required to be max. 48" high for a front and parallel approach. Dispensers are required to be max. 48" high for a front and parallel approach. (Some building codes such as WAC 51-50/IBC require lower mounting heights according to Table 603.6, which should be applied in these jurisdictions.)	Provision of accessible restrooms	1	EA	$150.00	$0.00	$150.00	8	23	**33**
711	City Hall	Lower Level	Move the wall that restricts clear floor space.	PUBLIC	Shower stalls must have a 36"x48" clear floor space in front aligned with the control wall for 36"x36" transfer showers; rectangular roll in showers must have a 30"x60" clear floor space in front. Existing condition: Side wall projects 5" into the adjacent clear floor space.	Provision of accessible restrooms	1	LF	$170.00	$0.00	$170.00	8	23	**33**

BARRIER ID	BUILDING NAME	LOCATION	SOLUTION	SOLUTION TYPE	COMMENTS	PRIORITY	QTY	UNITS	Cost (EA)	Addtl. Cost	TOTAL Cost	Cost Score	Facility Use Index Score	Combined Index Score
705	City Hall	Lower Level	Reinstall seat, or replace.	PUBLIC	Existing condition: Top of seat is 20-1/2" AFF. Owner/maintenance item. The seat should extend across the full depth of the stall at 17" - 19" above the floor and 15" - 16" deep. Permanent seats shall be 15" min. deep. NOTE: Bathtubs require either permanent or removable seat. Transfer type showers require folding or non-folding seat. Roll in showers in transient lodging require folding shower	Provision of accessible restrooms	1	EA	$0.00	$0.00	$0.00	8	23	**33**
705	City Hall	Lower Level	Reinstall seat, or replace.	PUBLIC	Existing condition: Top of seat is 20-1/2" AFF. Owner/maintenance item. The seat should extend across the full depth of the stall at 17" - 19" above the floor and 15" - 16" deep. Permanent seats shall be 15" min. deep. NOTE: Bathtubs require either permanent or removable seat. Transfer type showers require folding or non-folding seat. Roll in showers in transient lodging require folding shower	Provision of accessible restrooms	1	EA	$0.00	$0.00	$0.00	8	23	**33**
7380	City Hall	Lower Level	Provide a cane detection device less than 27" AFF.	PUBLIC	Existing condition: Standing person fountain projects into accessible route. No cost added, as costs were added to raise the fountain for the required knee space.	Provision of access to a place of public accomodation	0	EA	$530.00	$0.00	$0.00	8	23	**53**
753	City Hall	Lower Level	Raise the fountain to 27" exactly where it will not be a protruding object and meet knee space requirements.	PUBLIC	Existing condition: Bottom of fountain is 26" AFF.	Provision of miscellaneous accessiblity items.	1	EA	$2,440.00	$0.00	$2,440.00	5	23	**23**
719	City Hall	MAIN ENTRY LEVEL	Provide a key map, which indicates accessible routes / inaccessible routes through the building, located at a central location. Budget cost includes floor mounted kiosk.	PUBLIC	Existing condition: Accessible route to the lower level restrooms requires the user to enter the employee area to access the elevators.	Provision of access where goods and services are made	1	EA	$1,290.00	$1,500.00	$2,790.00	5	23	**43**
										subtotal	#########			
540	Edgemont Park	Parking Lot	Remount/raise existing stall signage.	PUBLIC	Existing condition: Bottom of the 2 accessible parking signs are mounted at 41" - 48" above paving. Signs shall be 60" min. AFF or ground surface, measured to bottom of the sign. Note: Where a total of 4 or fewer parking spaces, including accessible parking, are provided on site, signs not required.	Provision of access to a place of public accomodation	2	EA	$72.00	$0.00	$144.00	8	17	**47**
843	Edgemont Park	GENERAL SITE	Adopt a policy to maintain and inspect the ground surfaces to ensure compliance with ASTM F 1951 and ASTM F 1292 for Use Zones.	PUBLIC	1008.2.6.1 Accessibility. Ground surfaces shall comply with ASTM F 1951 (incorporated by reference, see "Referenced Standards" in Chapter 1). Ground surfaces shall be inspected and maintained regularly and frequently to ensure continued compliance with ASTM F 1951. 1008.2.6.2 Use Zones. Ground surfaces located within use zones shall comply with ASTM F 1292 (1999 edition or 2004 edition) (incorporated by reference, see	Provision of access where goods and services are made	2	EA	$0.00	$0.00	$0.00	8	17	**37**
5081	Edgemont Park	GENERAL SITE	Install curb ramp with one that complies with slope and top landing.	PUBLIC	Existing condition: No ramps exist at either play area and the drop from the top of surrounding concrete curb to the play surface wood chips is in excess of 4".	Provision of access to a place of public accomodation	10	EA	$350.00	$0.00	$3,500.00	5	17	**47**

BARRIER ID	BUILDING NAME	LOCATION	SOLUTION	SOLUTION TYPE	COMMENTS	PRIORITY	QTY	UNITS	Cost (EA)	Addtl. Cost	TOTAL Cost	Cost Score	Facility Use Index Score	Combined Index Score
518	Edgemont Park	GENERAL SITE	Lower the item to 48" max. accessible height.	PUBLIC	Existing condition: Dog waste bag dispenser is mounted at 60" AFF. A min. 15" - max. 48" reach for any approach should be applied.	Provision of access where goods and services are made	1	EA	$0.00	$0.00	$0.00	8	17	**37**
510	Edgemont Park	GENERAL SITE	Provide 36" wide asphalt paving to the indicated amenities. At any slopes exceeding 5%, provide a compliant ramp with complying handrails and landings.	PUBLIC	Existing condition: Two BBQ grills in this area. At least one requires an accessible route.	Provision of access where goods and services are made	10	LF	$28.90	$0.00	$289.00	8	17	**37**
510	Edgemont Park	GENERAL SITE	Provide 36" wide asphalt paving to the indicated amenities. At any slopes exceeding 5%, provide a compliant ramp with complying handrails and landings.	PUBLIC	Existing condition: Multiple benches are provided in this area, and none of them has a paved route to it. At least one of these benches require an accessible route.	Provision of access where goods and services are made	30	LF	$28.90	$0.00	$867.00	5	17	**37**
37314	Edgemont Park	GENERAL SITE	Repave the section of asphalt walk.	PUBLIC	Existing condition: All asphalt paths have broken patches, requiring repaving.	Provision of access where goods and services are made	50	LF	$28.90	$0.00	$1,445.00	5	17	**37**
510	Edgemont Park	GENERAL SITE	Provide 36" wide asphalt paving to the indicated amenities. At any slopes exceeding 5%, provide a compliant ramp with complying handrails and landings.	PUBLIC	Existing condition: BBQ grill lacks a paved accessible route to it.	Provision of access where goods and services are made	6	LF	$28.90	$0.00	$173.40	8	17	**37**
510	Edgemont Park	GENERAL SITE	Provide 36" wide asphalt paving to the indicated amenities. At any slopes exceeding 5%, provide a compliant ramp with complying handrails and landings.	PUBLIC	The play area with swings lacks a paved accessible route to it.	Provision of access where goods and services are made	108	LF	$28.90	$0.00	$3,121.20	5	17	**37**
757	Edgemont Park	GENERAL SITE	Provide an additional standard height exterior water fountain in the area.	PUBLIC	Existing condition: The drinking fountain lacks a fountain for standing persons. Where there is one per floor, one must be wheelchair accessible, and those with difficulty bending should be accommodated by use of a "hi-low" or other means (such as a paper cup dispenser). Where more than one per floor, 50% must be wheelchair accessible. In WA, a "hi-low" model is required where there is one fountain.	Provision of miscellaneous accessiblity items.	1	EA	$6,990.00	$0.00	$6,990.00	2	17	**17**
510	Edgemont Park	SOFTBALL FIELD	Provide 36" wide asphalt paving to the indicated amenities. At any slopes exceeding 5%, provide a compliant ramp with complying handrails and landings.	PUBLIC	Existing condition: No accessible route is provided to the home team bench.	Provision of access where goods and services are made	31	LF	$28.90	$0.00	$895.90	5	17	**37**
510	Edgemont Park	SOFTBALL FIELD	Provide 36" wide asphalt paving to the indicated amenities. At any slopes exceeding 5%, provide a compliant ramp with complying handrails and landings.	PUBLIC	Existing condition: No accessible route is provided to the away team bench.	Provision of access where goods and services are made	85	LF	$28.90	$0.00	$2,456.50	5	17	**37**
510	Edgemont Park	SOFTBALL FIELD	Provide 36" wide asphalt paving to the indicated amenities. At any slopes exceeding 5%, provide a compliant ramp with complying handrails and landings.	PUBLIC	Existing condition: No accessible route is provided to the away team bleachers.	Provision of access where goods and services are made	116	LF	$28.90	$0.00	$3,352.40	5	17	**37**

BARRIER ID	BUILDING NAME	LOCATION	SOLUTION	SOLUTION TYPE	COMMENTS	PRIORITY	QTY	UNITS	Cost (EA)	Addtl. Cost	TOTAL Cost	Cost Score	Facility Use Index Score	Combined Index Score
612	Edgemont Park	GENERAL SITE	Add new portion of exterior surface (at door approach).	PUBLIC	Existing condition: Concrete approach to door is 42" wide, 48" min. required. Ensure door maneuvering spaces are min. 18" at pull side and min. 12" at push side (if equipped with latch & closer). Provide clear floor space min. 60" perpendicular to door for front/pull side approach and 48" perpendicular to door for front or side/push side approach (latch & closer). For a latch side approach push side, 24" min. is required to the side of latch x 42" deep without closer and 48" deep with closer. For a hinge side approach, push side 22" min. to the side of hinge x 42" deep without closer and 48" deep with closer & latch. For a latch side approach pull side, 24" min. is required to the side of latch x 48" deep without closer and 54" deep with closer. For a hinge side approach, pull side 36" min. to the side of latch x 60" deep or pull side 42" min. to the side of latch x 54" deep. Doors are allowed to be recessed 8" max. from the face of door to face of wall surface. See additional Dimensions for other approaches in 404.2.4.1.	Provision of access where goods and services are made	10	SF	$50.50	$0.00	$505.00	5	17	**37**
617	Edgemont Park	Genral Building	Remount existing hardware to be within allowable height. Put blank plate over old location.	PUBLIC	Existing condition: Hardware height exceeds 48"AFF.	Provision of access where goods and services are made	1	EA	$390.00	$0.00	$390.00	8	17	**37**
670	Edgemont Park	GENERAL SITE	Enlarge the room to provide required turning space and all clear floor spaces at fixture. Budget cost includes further design study allowance.	PUBLIC	Existing condition: 50" between wall and toilet partition, 60" min. required. Another solution would be to make this a single user restroom and eliminate the toilet partitions. The clear floor space at fixtures, accessible route, and turning space may overlap, but doors may not swing into fixture clear floor space unless there is a 30"x48" clear floor space beyond the door swing.	Provision of accessible restrooms	1	EA	$14,030.00	$0.00	#########	2	17	**27**
681	Edgemont Park	GENERAL SITE	Replace with new grab bars or relocate existing.	PUBLIC	Existing condition: L-shaped grab bar installed incorrectly, in a non-compliant location (wrong wall). Ensure 54" from rear wall. Grab bars should be 1-1/4" - 2" in diameter, 33" - 36" AFF, with 1-1/2" min. between the wall and the grab bar. Circular cross section - outside diameter 1-1/4" min. - 2" max. Non-circular cross section - perimeter of 4" min. - 4.8" max. Horizontal projections shall be 1-1/2" min. below bottom of rail. (Exception: Grab bars not required to be installed in single occupant accessed through private offices.) 2010 Standards: Rear grab bar min. 24" long from centerline of toilet at transfer side; allows 1-1/4" - 2" cross section and non-circular shapes; allows alternate children's use height.	Provision of accessible restrooms	1	EA	$1,300.00	$0.00	$1,300.00	5	17	**27**

BARRIER ID	BUILDING NAME	LOCATION	SOLUTION	SOLUTION TYPE	COMMENTS	PRIORITY	QTY	UNITS	Cost (EA)	Addtl. Cost	TOTAL Cost	Cost Score	Facility Use Index Score	Combined Index Score
689	Edgemont Park	GENERAL SITE	Insulate pipes.	PUBLIC	Existing condition: Uninsulated pipe. Where lavatories are provided at least one1 shall be accessible and not be located in a toilet compartment. Also, lavatories in single occupant bathrooms accessed through a private office are not required to comply.	Provision of accessible restrooms	1	EA	$180.00	$0.00	$180.00	8	17	**27**
676	Edgemont Park	GENERAL SITE	Replace hardware with accessible slide type or lever type hardware.	PUBLIC	Existing condition: Hardware not in compliance (not slide or lever type). Also, door pull requirement for each side, currently only on one side.	Provision of accessible restrooms	1	EA	$290.00	$0.00	$290.00	8	17	**27**
677	Edgemont Park	GENERAL SITE	Provide an additional lower coat hook.	PUBLIC	Mount at 48" or lower. Existing condition: Coat hook inside stall is 52" AFF.	Provision of accessible restrooms	1	EA	$150.00	$0.00	$150.00	8	17	**27**
683	Edgemont Park	GENERAL SITE	Relocate the dispenser.	PUBLIC	Existing condition: Currently 14" from front lip of toilet.	Provision of accessible restrooms	1	EA	$72.00	$0.00	$72.00	8	17	**27**
716	Edgemont Park	GENERAL SITE	Provide a sign with the International Symbol of Accessibility.	PUBLIC	Existing condition: No sign with International Symbol of Accessibility. Sign to be mounted 48" high min. measured from finished floor to bottom of the visual characters to 60" max. to the bottom of the visual characters.	Provision of access where goods and services are made	1	EA	$180.00	$0.00	$180.00	8	17	**37**
612	Edgemont Park	GENERAL SITE	Add new portion of exterior surface (at door approach).	PUBLIC	Existing condition: Concrete approach to door is 40" wide, 48" min. required. Ensure door maneuvering spaces are min. 18" at pull side and min. 12" at push side (if equipped with latch & closer). Provide clear floor space min. 60" perpendicular to door for front/pull side approach and 48" perpendicular to door for front or side/push side approach (latch & closer). For a latch side approach push side, 24" min. is required to the side of latch x 42" deep without closer and 48" deep with closer. For a hinge side approach, push side 22" min. to the side of hinge x 42" deep without closer and 48" deep with closer & latch. For a latch side approach pull side, 24" min. is required to the side of latch x 48" deep without closer and 54" deep with closer. For a hinge side approach, pull side 36" min. to the side of latch x 60" deep or pull side 42" min. to the side of latch x 54" deep. Doors are allowed to be recessed 8" max. from the face of door to face of wall surface. See additional Dimensions for other approaches in 404.2.4.1.	Provision of access where goods and services are made	10	SF	$50.50	$0.00	$505.00	5	17	**37**
617	Edgemont Park	GENERAL SITE	Remount existing hardware to be within allowable height. Put blank plate over old location.	PUBLIC	Existing condition: Hardware height exceeds 48"AFF.	Provision of access where goods and services are made	1	EA	$390.00	$0.00	$390.00	8	17	**37**
670	Edgemont Park	GENERAL SITE	Enlarge the room to provide required turning space and all clear floor spaces at fixture. Budget cost includes further design study allowance.	PUBLIC	Existing condition: No turning space within restroom. Another solution would be to make this a single user restroom and eliminate the toilet partitions. The clear floor space at fixtures, accessible route, and turning space may overlap, but doors may not swing into fixture clear floor space unless there is a 30"x48" clear floor space beyond the door swing.	Provision of accessible restrooms	1	EA	$14,030.00	$0.00	#########	2	17	**27**

BARRIER ID	BUILDING NAME	LOCATION	SOLUTION	SOLUTION TYPE	COMMENTS	PRIORITY	QTY	UNITS	Cost (EA)	Addtl. Cost	TOTAL Cost	Cost Score	Facility Use Index Score	Combined Index Score
676	Edgemont Park	GENERAL SITE	Replace hardware with accessible slide type or lever type hardware.	PUBLIC	Existing condition: Hardware not in compliance (not slide or lever type). Also, door pull requirement for each side, currently only on one side.	Provision of accessible restrooms	1	EA	$290.00	$0.00	$290.00	8	17	**27**
677	Edgemont Park	GENERAL SITE	Provide an additional lower coat hook.	PUBLIC	Mount at 48" or lower. Existing condition: Coat hook inside stall is 52" AFF.	Provision of accessible restrooms	1	EA	$150.00	$0.00	$150.00	8	17	**27**
681	Edgemont Park	GENERAL SITE	Replace with new grab bars or relocate existing.	PUBLIC	Existing condition: L-shaped grab bar installed incorrectly, in a non-compliant location (wrong wall). Ensure 54" min. from rear wall. Grab bars should be 1-1/4" - 2" in diameter, 33" - 36" AFF, with 1-1/2" min. between the wall and the grab bar. Circular cross section outside diameter 1-1/4" min. - 2" max. Non-circular cross section - perimeter of 4" min. - 4.8" max. Horizontal projections shall be 1-1/2" min. below bottom of rail. (Exception: Grab bars not required to be installed in single occupant accessed through private offices.) 2010 Standards: Rear grab bar min. 24" long from centerline of toilet at transfer side; allows 1-1/4" - 2" cross section and non-circular shapes; allows alternate children's use height.	Provision of accessible restrooms	1	EA	$1,300.00	$0.00	$1,300.00	5	17	**27**
689	Edgemont Park	GENERAL SITE	Insulate pipes.	PUBLIC	Existing condition: Uninsulated pipe. Where lavatories are provided at least one1 shall be accessible and not be located in a toilet compartment. Also, lavatories in single occupant bathrooms accessed through a private office are not required to comply.	Provision of accessible restrooms	1	EA	$180.00	$0.00	$180.00	8	17	**27**
678	Edgemont Park	GENERAL SITE	Relocate the toilet fixture to measure 16" - 18" from centerline of toilet to the side wall.	PUBLIC	Existing condition: Centerline of toilet measured 19-1/2" from wall. For relocations up to 1-1/2", E&A recommends using an offset flange (budget 150.00). Relocating the toilet for centerline compliance could trigger the 60" min. toilet width required by the 2010 Standards. Full compliance may not be readily achievable and/or technically feasible to expand the restroom, therefore E&A recommends relocating the toilet to meet the current centerline requirements of 16" - 18". The toilet currently meets the 1991 Standards for 48" min. clear floor space with a lavatory encroachment up to 36" min.	Provision of accessible restrooms	1	EA	$880.00	$0.00	$880.00	5	17	**27**

BARRIER ID	BUILDING NAME	LOCATION	SOLUTION	SOLUTION TYPE	COMMENTS	PRIORITY	QTY	UNITS	Cost (EA)	Addtl. Cost	TOTAL Cost	Cost Score	Facility Use Index Score	Combined Index Score
7836	Edgemont Park	GENERAL SITE	Relocate the tables not meeting the work surface requirement of 28" - 34" high x 27" min. knee space x 17" min. depth when table is in the fold down position.	PUBLIC	Existing condition: 25" high knee clearance exists, 27" required. Handles are required to be max. 48" high for a front and parallel approach. (Some building codes such as WAC 51-50 require the table to meet work surface requirements, which should be applied in these jurisdictions, which requires 34" max. height and 27" min. knee space x 17"	Provision of accessible restrooms	1	EA	$150.00	$0.00	$150.00	8	17	**27**
563	Edgemont Park	BASEBALL FIELD	Provide 2 wheelchair spaces, 1 at each end, plus a sign at each wheelchair space. Provide a min. 36"x60" paved asphalt wheelchair seating area (located adjacent to the front row of the bleachers, which provides a companion seat).	PUBLIC	Existing bleachers seat approximately 50 people, which requires 2 wheelchair spaces adjacent to a companion seat (next to a seat on the first row of bleachers).	Provision of access where goods and services are made	2	EA	$1,320.00	$100.00	$2,740.00	5	17	**37**
563	Edgemont Park	BASEBALL FIELD	Provide 2 wheelchair spaces, 1 at each end, plus a sign at each wheelchair space. Provide a min. 36" wide x 60" deep paved asphalt wheelchair seating area (located adjacent to the front row of the bleachers, which provides a companion seat).	PUBLIC	Existing bleachers seat approximately 50 people, which requires 2 wheelchair spaces adjacent to a companion seat (next to a seat on the first row of bleachers).	Provision of access where goods and services are made	2	EA	$1,320.00	$100.00	$2,740.00	5	17	**37**
497	Edgemont Park	GENERAL SITE	Remove the movable objects that restrict passage. Owner maintenance Item.	PUBLIC	Existing condition: Concrete garbage can blocks accessible route to the Women's restroom. Accessible routes may be reduced to 32" min. for 24" max. depth separated by segments 48" apart.	Provision of access to a place of public accomodation	1	EA	$0.00	$0.00	$0.00	8	17	**47**
510	Edgemont Park	GENERAL SITE	Provide 36" wide asphalt paving to the indicated amenities. At any slopes exceeding 5%, provide a compliant ramp with complying handrails and landings.	PUBLIC	Existing condition: A paved accessible route leads to the wheelchair seat at the picnic table, but the clear floor space below the wheelchair space is not paved.	Provision of access where goods and services are made	12	SF	$28.90	$0.00	$346.80	8	17	**37**
510	Edgemont Park	GENERAL SITE	Provide 36" wide asphalt paving to the indicated amenities. At any slopes exceeding 5%, provide a compliant ramp with complying handrails and landings.	PUBLIC	Existing condition: A bench is provided in this area, with no paved route to it, nor an adjacent 30"x48" space at one end.	Provision of access where goods and services are made	25	LF	$28.90	$0.00	$722.50	5	17	**37**
522	Edgemont Park	GENERAL SITE	Recommendation: Alter the existing area adjacent to the bench to provide a paved, level clear floor space.	PUBLIC	Existing condition: Benches are provided in two areas, one is adjacent to the park entry and one is adjacent to the Women's restroom. One bench in each area requires an adjacent clear floor space on a stable surface (asphalt or concrete). Although not required under 2010 ADA scoping, E&A recommends for at least 5% of benches provide compliant 30"x48" clear floor space to one side of the bench.	Provision of access where goods and services are made	2	EA	$350.00	$0.00	$700.00	5	17	**37**
										subtotal	#########			
696	Nelson Farm Park	GENERAL SITE	Provide (rent) an accessible portable toilet. No cost shown, rent unit.	PUBLIC	Existing condition: Portable toilet is not accessible type. When multiple single user units are clustered, 5% but not less than one unit shall be accessible.	Provision of accessible restrooms	1	EA	$2,500.00	$0.00	$2,500.00	5	21	**31**
518	Nelson Farm Park	GENERAL SITE	Lower the item to 48" max. accessible height.	PUBLIC	Existing condition: Dog waste station is mounted at 57" AFF. A min. 15" - max. 48" reach for any approach should be applied.	Provision of access where goods and services are made	1	EA	$0.00	$0.00	$0.00	8	21	**41**

BARRIER ID	BUILDING NAME	LOCATION	SOLUTION	SOLUTION TYPE	COMMENTS	PRIORITY	QTY	UNITS	Cost (EA)	Addtl. Cost	TOTAL Cost	Cost Score	Facility Use Index Score	Combined Index Score
616	Nelson Farm Park	GENERAL SITE	Replace existing hardware with new accessible lever-type or (U-shaped) exterior hardware.	PUBLIC	Existing condition: Barn access is through a sliding barn door, locked with padlock, mounted at 60" AFF. Hardware is required to be mounted 34" min. - 48" max. AFF with the exception of access gates for pools, spas, or hot tubs where the hardware can be mounted at 54" max. provided they are not self-locking devices.	Provision of access to a place of public accomodation	1	EA	$960.00	$0.00	$960.00	5	21	**51**
510	Nelson Farm Park	GENERAL SITE	Provide 36" wide asphalt paving to the indicated amenities. At any slopes exceeding 5%, provide a compliant ramp with complying handrails and landings.	PUBLIC	Existing condition: Route requires travel over lawn.	Provision of access where goods and services are made	15	LF	$28.90	$0.00	$433.50	8	21	**41**
510	Nelson Farm Park	GENERAL SITE	Provide 36" wide asphalt paving to the indicated amenities. At any slopes exceeding 5%, provide a compliant ramp with complying handrails and landings.	PUBLIC	Existing condition: No paved route to portable toilet.	Provision of access where goods and services are made	15	LF	$28.90	$0.00	$433.50	8	21	**41**
510	Nelson Farm Park	GENERAL SITE	Provide 36" wide asphalt paving to the indicated amenities. At any slopes exceeding 5%, provide a compliant ramp with complying handrails and landings.	PUBLIC	Existing condition: No paved route to entry door.	Provision of access where goods and services are made	10	LF	$28.90	$0.00	$289.00	8	21	**41**
510	Nelson Farm Park	GENERAL SITE	Provide 36" wide asphalt paving to the indicated amenities. At any slopes exceeding 5%, provide a compliant ramp with complying handrails and landings.	PUBLIC	Existing condition: No accessible route to picnic tables.	Provision of access where goods and services are made	50	LF	$28.90	$0.00	$1,445.00	5	21	**41**
510	Nelson Farm Park	GENERAL SITE	Provide 36" wide asphalt paving to the indicated amenities. At any slopes exceeding 5%, provide a compliant ramp with complying handrails and landings.	PUBLIC	Existing condition: No accessible route to garden and hose.	Provision of access where goods and services are made	50	LF	$28.90	$0.00	$1,445.00	5	21	**41**
482	Nelson Farm Park	GENERAL SITE	Provide the indicated number of tables with tops no more than 34" AFF, and with 27" high, 30" wide, 8" deep knee space, and 17" deep toe space.	PUBLIC	Existing condition: 2 picnic tables are provided, and neither has an accessible seat.	Provision of access where goods and services are made	1	EA	$1,320.00	$0.00	$1,320.00	5	21	**41**
518	Nelson Farm Park	GENERAL SITE	Provide another one at 48" max. accessible height on the accessible route.	PUBLIC	Existing Condition: Soil level in planting beds is below 15" AFF, and width of planting beds exceeds 24". At least one garden plot must be accessible, with planter structure and soil at 15" min. AFF - 48" max. AFF. When reach is between 10" min. - 24" max., height of planter can not exceed 46" AFF. A min. 15" - max. 48" reach for any approach should be applied.	Provision of access where goods and services are made	1	EA	$0.00	$0.00	$0.00	8	21	**41**
										subtotal	$8,826.00			

BARRIER ID	BUILDING NAME	LOCATION	SOLUTION	SOLUTION TYPE	COMMENTS	PRIORITY	QTY	UNITS	Cost (EA)	Addtl. Cost	TOTAL Cost	Cost Score	Facility Use Index Score	Combined Index Score
540	Nelson Nature Park	GENERAL SITE	Remount / raise existing stall signage.	PUBLIC	Existing condition: bottom of the sign is 48"AFF. Signs shall be 60" min. AFF or ground surface, measured to bottom of the sign. Note: Where a total of four or fewer parking spaces, including accessible parking, are provided on site, signs not	Provision of access to a place of public accomodation	1	EA	$72.00	$0.00	$72.00	8	7	**37**
694	Nelson Nature Park	GENERAL SITE	Relocate the seat cover dispenser to a location within reach range.	PUBLIC	Existing condition: Dispenser is not behind the toilet, however it is mounted too high at 54" AFF. Dispensers are required to be max. 48" high for a front and parallel approach. Dispensers are required to be max. 48" high for a front and parallel approach. (Some building codes such as WAC 51-50/IBC require lower mounting heights according to Table 603.6, which should be applied in these jurisdictions.)	Provision of accessible restrooms	1	EA	$150.00	$0.00	$150.00	8	7	**17**
510	Nelson Nature Park	GENERAL SITE	Provide 36" wide asphalt paving to the indicated amenities. At any slopes exceeding 5%, provide a compliant ramp with complying handrails and landings.	PUBLIC	Existing condition: No route provided.	Provision of access where goods and services are made	10	LF	$28.90	$0.00	$289.00	8	7	**27**
510	Nelson Nature Park	GENERAL SITE	Provide 36" wide asphalt paving to the indicated amenities. At any slopes exceeding 5%, provide a compliant ramp with complying handrails and landings.	PUBLIC	Existing condition: No route provided.	Provision of access where goods and services are made	20	LF	$28.90	$0.00	$578.00	5	7	**27**
510	Nelson Nature Park	GENERAL SITE	Provide 36" wide asphalt paving to the indicated amenities. At any slopes exceeding 5%, provide a compliant ramp with complying handrails and landings.	PUBLIC	Existing condition: No route.	Provision of access where goods and services are made	6	LF	$28.90	$0.00	$173.40	8	7	**27**
482	Nelson Nature Park	GENERAL SITE	Provide the indicated number of tables with tops no more than 34" AFF, and with 27" high, 30" wide, 8" deep knee space, and 17" deep toe space.	PUBLIC	Existing condition: knee space is only 10" deep - 17" required.	Provision of access where goods and services are made	1	EA	$1,320.00	$0.00	$1,320.00	5	7	**27**
497	Nelson Nature Park	GENERAL SITE	Remove the movable objects that restrict passage.	PUBLIC	Existing condition: Tables are too close together to access wheelchair accessible seat. Owner's maintenance issue.	Provision of access to a place of public accomodation	0	EA	$0.00	$0.00	$0.00	8	7	**37**
522	Nelson Nature Park	GENERAL SITE	Recommendation: Alter the existing area adjacent to the bench to provide level clear floor space.	PUBLIC	Existing condition: 4 benches are provided along the trail, each one in different areas. None of them provide an adjacent paved clear floor space along one end. Although not required under 2010 ADA scoping, E&A recommends for at least 5% of benches provide compliant 30"x48" clear floor space to one side of the bench.	Provision of access where goods and services are made	4	EA	$350.00	$0.00	$1,400.00	5	7	**27**
										subtotal	$3,982.40			
677	Interurban Trail / Jo	WOMEN'S RESTROOM	Provide an additional lower coat hook.	PUBLIC	Mount at 48" or lower. Existing condition: Coat hook is provided at 59" AFF.	Provision of accessible restrooms	1	EA	$150.00	$0.00	$150.00	8	4	**14**

BARRIER ID	BUILDING NAME	LOCATION	SOLUTION	SOLUTION TYPE	COMMENTS	PRIORITY	QTY	UNITS	Cost (EA)	Addtl. Cost	TOTAL Cost	Cost Score	Facility Use Index Score	Combined Index Score
677	Interurban Trail / Jo	MEN'S RESTROOM	Provide an additional lower coat hook.	PUBLIC	Mount at 48" or lower. Existing condition: Coat hook is provided at 59" AFF.	Provision of accessible restrooms	1	EA	$150.00	$0.00	$150.00	8	4	**14**
656	Interurban Trail / Jo	COVERED PICNIC AREA	Replace the control with an accessible model and/or relocate to an accessible height.	PUBLIC	Existing condition: Each covered picnic table has an electrical outlet mounted below the table at approximately 8" AFF. Control is required to be 15" min. - 48" max. for an unobstructed approach. Controls over obstructions between 10" - 24" deep and 34" max. high shall be 46" max. high for a parallel approach and 44" max. high for a forward approach with knee	Provision of access where goods and services are made	2	EA	$220.00	$0.00	$440.00	8	4	**24**
696	Interurban Trail / Jo	Park Entry	Provide (rent) an accessible portable toilet. No cost shown, rent unit.	PUBLIC	Existing condition: 1 portable toilet is provided, due to closure of restrooms. Portable unit is not the accessible type. When multiple single user units are clustered, 5% but not less than one unit shall be accessible.	Provision of accessible restrooms	1	EA	$2,500.00	$0.00	$2,500.00	5	4	**14**
510	Interurban Trail / Jo	ROUTE TO TRAIL	Provide 36" wide asphalt paving to the indicated amenities. At any slopes exceeding 5%, provide a compliant ramp with complying handrails and landings.	PUBLIC	Existing condition: No accessible paved route is provided from the parking lot to the trail.	Provision of access where goods and services are made	30	LF	$28.90	$0.00	$867.00	5	4	**24**
510	Interurban Trail / Jo	ROUTE TO EXERCISE STATIO	Provide 36" wide asphalt paving to the indicated amenities. At any slopes exceeding 5%, provide a compliant ramp with complying handrails and landings.	PUBLIC	Existing condition: No accessible paved route is provided from the paved trail to the four exercise stations.	Provision of access where goods and services are made	40	LF	$28.90	$0.00	$1,156.00	5	4	**24**
										subtotal	$5,263.00			
37310	Edgewood Commun	GENERAL SITE	Adopt a policy to maintain and inspect the ground surfaces to ensure compliance with ASTM F 1951 and ASTM F 1292 for Use Zones.	PUBLIC	1008.2.6.1 Accessibility. Ground surfaces shall comply with ASTM F 1951 (incorporated by reference, see "Referenced Standards" in Chapter 1). Ground surfaces shall be inspected and maintained regularly and frequently to ensure continued compliance with ASTM F 1951. 1008.2.6.2 Use Zones. Ground surfaces located within use zones shall comply with ASTM F 1292 (1999 edition or 2004 edition) (incorporated by reference, see	Provision of miscellaneous accessibility items.	1	EA	$0.00	$0.00	$0.00	8	10	**10**

Appendix J: Glossary of ADA Terminology

Glossary of 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.

City of Edgewood

ADA Transition Plan

EDGEWOOD
Washington