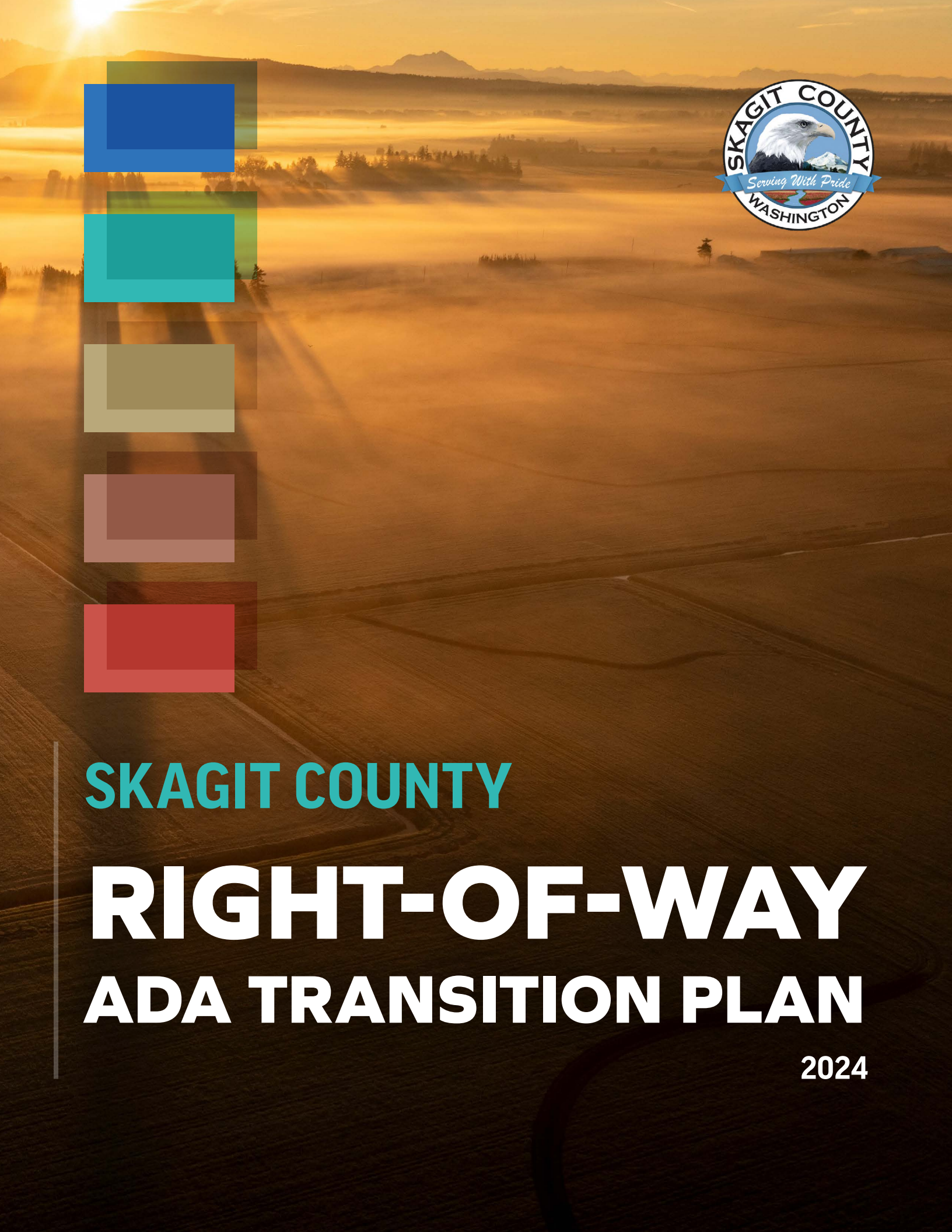

SKAGIT COUNTY

RIGHT-OF-WAY
ADA TRANSITION PLAN

2024

SKAGIT COUNTY

1800 Continental Place
Mount Vernon, WA 98273

360.416.1400
https://www.skagitcounty.net/

COUNTY ADMINISTRATOR

Trisha Logue, County Administrator
Grace Kane P.E., Director of Public Works | County Engineer

COUNTY COMISSIONERS

Ron Wesen, District 1
Peter Browning, District 2
Lisa Janicki, District 3

Additional copies of this document are available online at:

www.skagitcountyada.com/

For questions about the Skagit County ADA Transition Plan or for access to an alternate format of this document email the Skagit County ADA Coordinator Bonnie Bedall, at bonnieb@co.skagit.wa.us or by calling 360.416.1400.

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 County.

PREPARED BY

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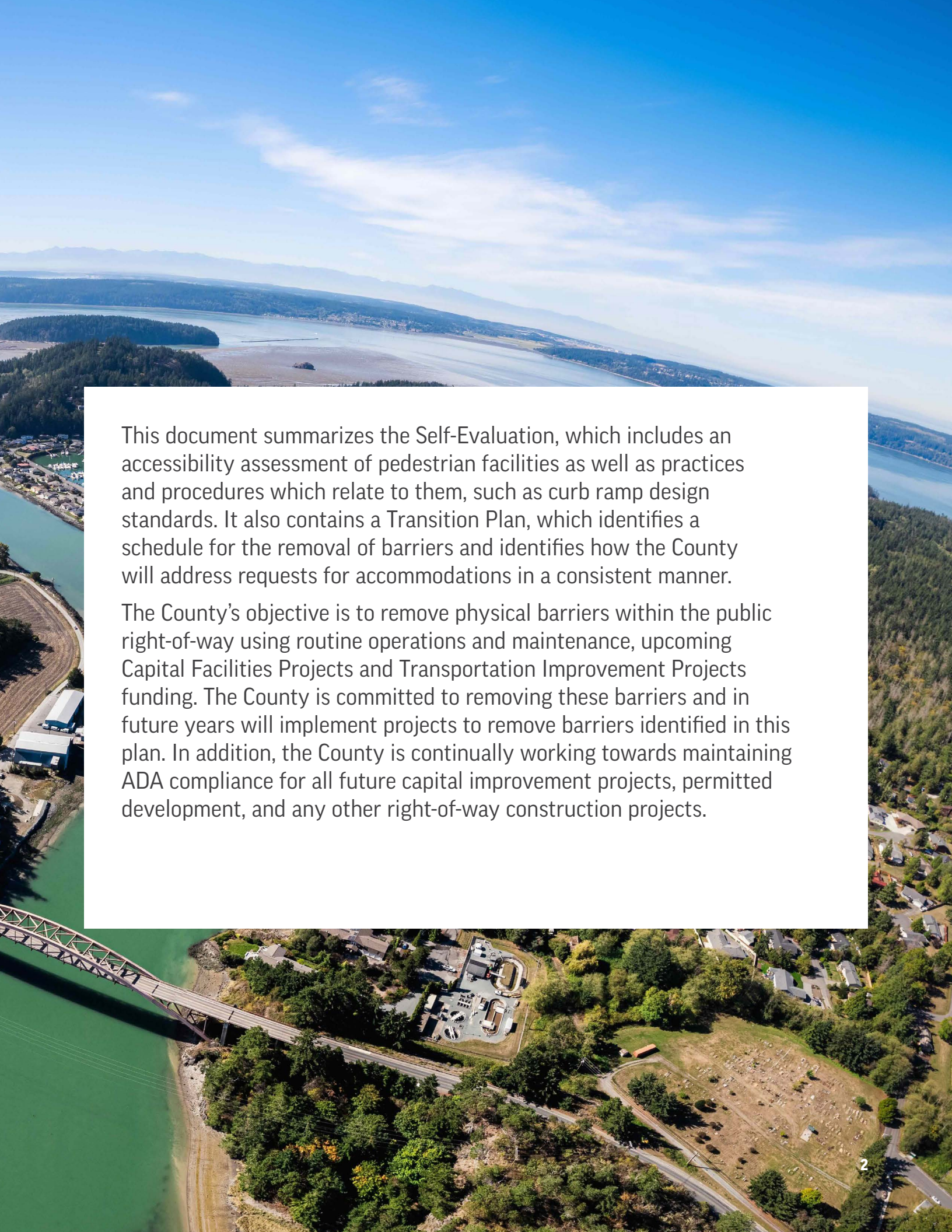
CONTENTS

EXECUTIVE SUMMARY

This Americans with Disabilities Act Self-Evaluation and Transition Plan establishes Skagit County's ongoing commitment to providing equal access for all, including those with disabilities. In developing this plan, Skagit County has undertaken a comprehensive evaluation of its facilities and policies related to the public rights-of-way to determine what types of access barriers exist for individuals with disabilities. This plan will be used to help guide future planning and implementation of necessary accessibility improvements. Both the Self-Evaluation and the Transition Plan are required elements of the federally mandated ADA Title II, which requires that government agencies provide equal access to programs and services they offer. While the ADA applies to all aspects of government services, **this document focuses on Skagit County facilities within the public right-of-way (ROW) and select on-site features.**

This includes attributes of sidewalks, curb ramps, bus stops, parking stalls, and pedestrian pushbuttons as these are the majority of facility types inventoried by the County.



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

The County's objective is to remove physical barriers within the public right-of-way using routine operations and maintenance, upcoming Capital Facilities Projects and Transportation Improvement Projects funding. The County is committed to removing these barriers and in future years will implement projects to remove barriers identified in this plan. In addition, the County is continually working towards maintaining ADA compliance for all future capital improvement projects, permitted development, and any other right-of-way construction projects.

1 INTRODUCTION

1.1 Plan Requirement

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

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

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

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

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

The plan shall, at a minimum–

(i) Identify physical obstacles in the public entity's facilities that limit the accessibility of its programs or activities to individuals with disabilities;

(ii) Describe in detail the methods that will be used to make the facilities accessible,

(iii) Specify the schedule for taking the steps necessary to achieve compliance with this section. If the time period of the transition plan is longer than one year, the plan shall identify steps that will be taken during each year, and

(iv) Indicate the official responsible for implementation of the plan.

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

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

The Revised Draft Guidelines for Accessible Public Rights-of-Way was published by the United States Access Board in 2005 to provide guidance on establishing accessible facilities within the right-of-way. The United States Access Board's Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way, or PROWAG, was then published for comment in 2011, and the final rule was published in the Federal Register on August 8, 2023 as a revised set of guidelines for right-of-way pedestrian facilities. The guidelines have not yet been adopted as federal standards. Despite this delay, many public entities currently use the 2011 draft PROWAG as 'best practice' for features within the public rights-of-way. This practice has been endorsed by the Federal Highway Administration (FHWA), the US Access Board, and is the standard the Washington State Department of Transportation adheres to.

Due to the timing of the final PROWAG ruling, the public right-of-way facilities in this plan were evaluated against 2011 PROWAG.

1.2 Plan Structure

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

Chapter 1 – Introduction

Describes the legal requirements of an ADA Transition Plan and the policies used to guide this self-evaluation.

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 County, describes barrier removal priorities, and develops a total planning level cost estimate for the removal of existing accessibility 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 the ongoing removal of accessibility 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 County policies. Next, Section 2.2 reviews county practices and design standards. Finally, Section 2.3 summarizes the Self-Evaluation's field data collection methods and findings regarding existing pedestrian facilities, such as sidewalks and curb ramps.

2.1 Policy Review

Skagit County primarily addresses pedestrian facilities in their (2016) Skagit County Comprehensive Plan and Skagit County Code. The Skagit County Comprehensive Plan (2016) 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. No recommendations are listed in the findings section.

2.1.1 Method

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

2.1.2 Findings

Skagit County's Comprehensive Plan, required by 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 County staff. The latest version of this plan was adopted in 2016 and is scheduled for update in 2025. The plan elements include land use, housing, capital facilities, utilities, transportation, economic development, parks and recreation, environmental protection, and shoreline management. The County has initiated an update of its Comprehensive Plan as part of the 2025 GMA periodic update cycle.

Goals and policies connected to transportation, specifically pedestrian facilities, within the 2016 adopted Comprehensive Plan include the following:

- Work with other agencies and jurisdictions to coordinate a safe, accessible, and integrated system of public transportation.
- Provide a safe travel environment for county residents and visitors in all modes of transportation.
- Increase education, information and traffic enforcement efforts associated with non-motorized transportation as a means of lowering collision and injury rates associated with these modes.
- Provide a safe and efficient network of trails and bikeways, including both on- and off-road facilities that link populated areas of the County with important travel destinations.
- Achieve high standards in meeting the needs of non-motorized users, through appropriate planning, design, construction and maintenance of user-friendly facilities.

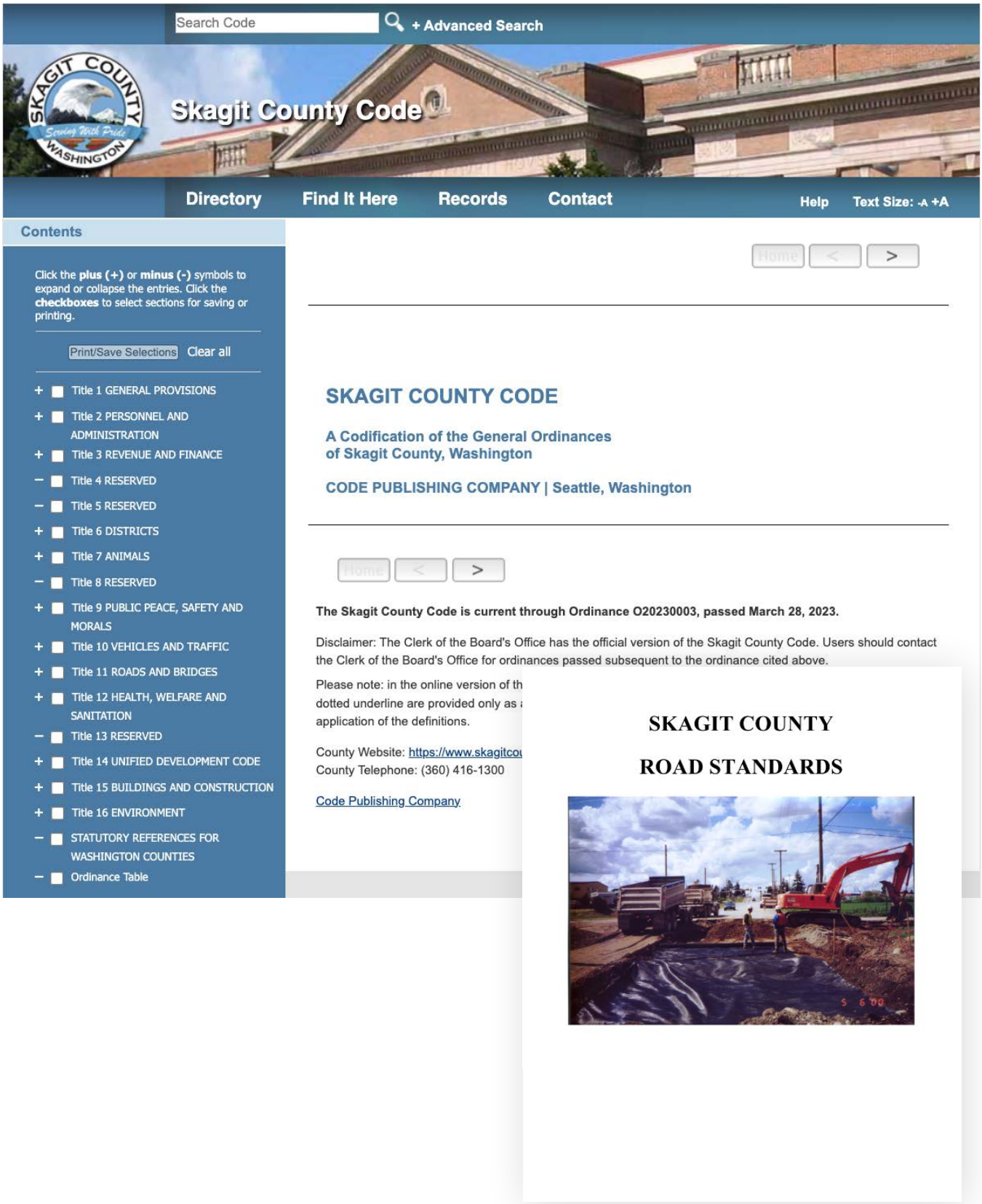


Figure 2-1 Skagit County Code Web page and Skagit County Road Standards Document

2.2 Practices and Design Standards

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

This section summarizes a review of the Skagit County Road Standards, June 2000 (SCRS), and Skagit County Code (SCC) to identify any barriers to accessible design. The review was conducted in October 2023. For greater detail on the practices and standards review, see Appendix A for a barrier audit memo.

2.2.1 Method

The Skagit County SCRS and SCC were reviewed for compliance with ADA guidelines found in the 2023 Proposed Guidelines for Pedestrian Facilities in the Public Right-of Way (PROWAG).

2.2.2 Findings

The Skagit County SCRS and SCC maintain adopted design standard plans and guidelines for sidewalks, curb ramps, parking spaces and driveways.

Figure 2-1 shows the web pages where the standard plans and municipal code can be accessed.

The County's design standards and code are limited to guidance for sidewalks, pathways, curb ramps, and driveways. This represents a portion of the design elements associated with ADA compliance. This review recommends changes to the current County standards to achieve ADA compliance and improve clarity. Most recommendations to the County standards were intended to improve clarity, increase consistency across figures, and provide a greater level of detail for design elements that have not yet been addressed.

It is recommended that older standard figures are removed and WSDOT Standard plans are referenced instead, as noted in the barrier audit memo included in Appendix A.

Figure 2-2 Examples of Inventoried Facilities

2.3 Existing Pedestrian Facilities

The Self-Evaluation inventoried barriers to access associated with existing pedestrian facilities, including curb ramps, sidewalks, and pedestrian pushbuttons, as required by ADA Title II Part 35, Subpart D – Program Accessibility § 35.150 (d)(3). Each facility and its associated barriers were field inventoried and cataloged within the project's geospatial (GIS) database. Field data for this project was collected in tandem by Transpo Group and Skagit County staff in June and July 2023.

Many existing pedestrian features within Skagit County's right-of-way contain barriers and require improvements to meet current ADA standards. It is important to note that many of these facilities were constructed before the adoption of current ADA standards, and likely met applicable state and federal standards at the time of construction. Additionally, it is important to note that ADA regulations require facilities to be made accessible to "the maximum extent feasible," (MEF) in "circumstances when the unique characteristics of terrain prevent the incorporation of accessibility features" (U.S. Department of Justice, 28 CFR § 35.151, New construction and alterations). These circumstances are often a result of adjacent topography or otherwise constrained locations, which are common to the Skagit County 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, and pedestrian pushbuttons is provided in the following sections.

2.3.1 Method

A self-evaluation of facilities within the public right-of-way was conducted by County staff and by Transpo Group on behalf of the County. Skagit County provided data on pedestrian pushbuttons, while Transpo Group's data collection included sidewalks, curb ramps, and bus stops.

The physical inventory of pedestrian and on-site facilities shown in Figure 2-2 included:

- 163 Sidewalk segments (approximately 9 miles)
- 238 Existing curb ramps (47 additional missing curb ramps)
- 381 Hazards
- 66 Driveways
- 2 Wheelchair ramps (on-site)
- 2 Staircases (on-site)
- 28 Signal pushbuttons
- 50 Bus stops
- 12 ADA parking stalls (5 on-site, 4 ROW)
- 84 Crosswalks

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

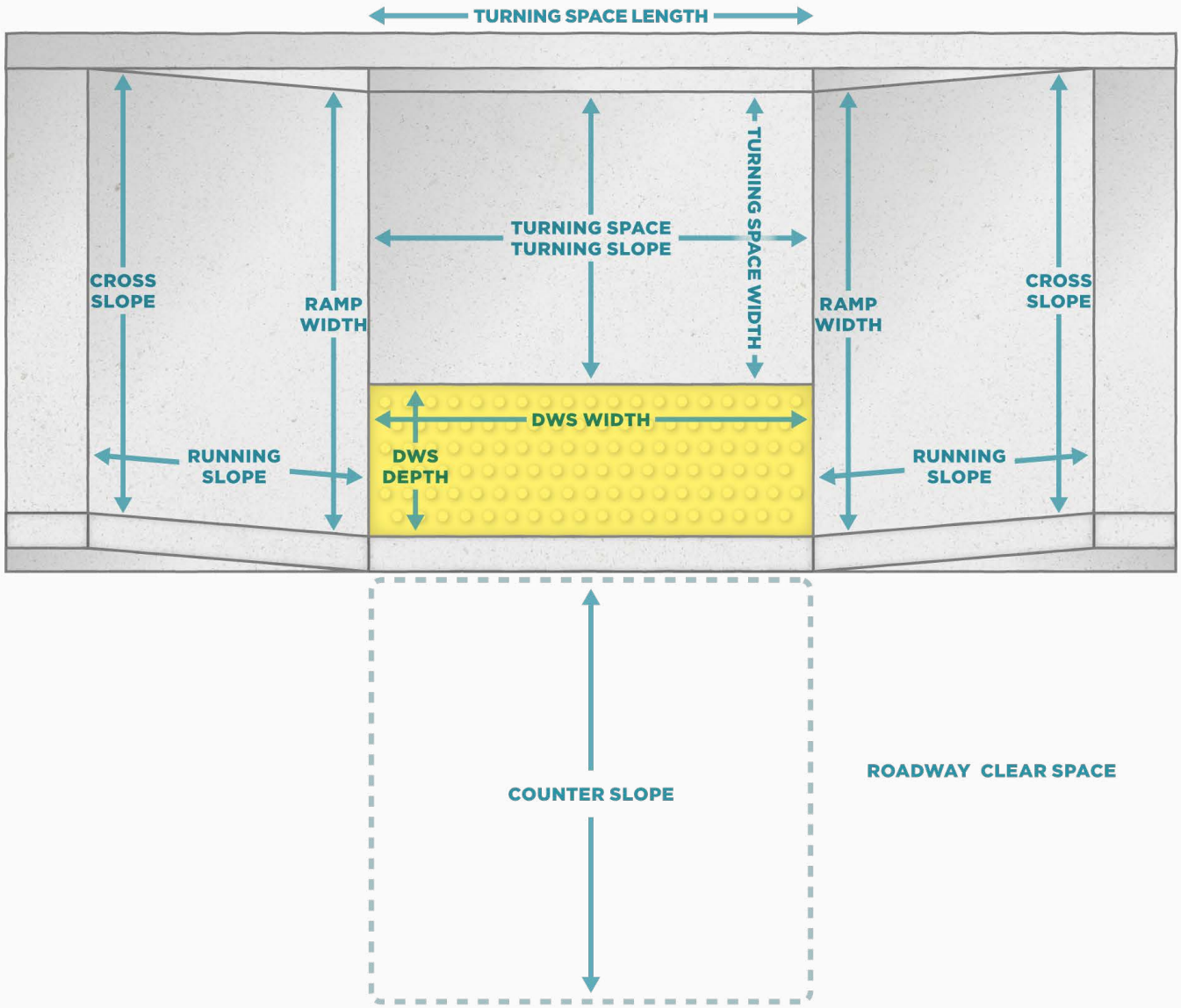


Figure 2-3 Perpendicular Curb Ramp Attributes

Curb Ramps

Field data was collected for curb ramps in tandem by Transpo Group and Skagit County staff. The field data was then evaluated for their compliance with ADA standards. Figure 2-3 and Figure 2-4 show the major components of typical perpendicular and parallel curb ramps, respectively, two common types of curb ramps. Less common ramp types, such as ramps that provide a transition from the end of a sidewalk to the road shoulder are also located in the county.

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
- 1-29: Minor Compliance Issue
- 30: Significant Compliance Issue

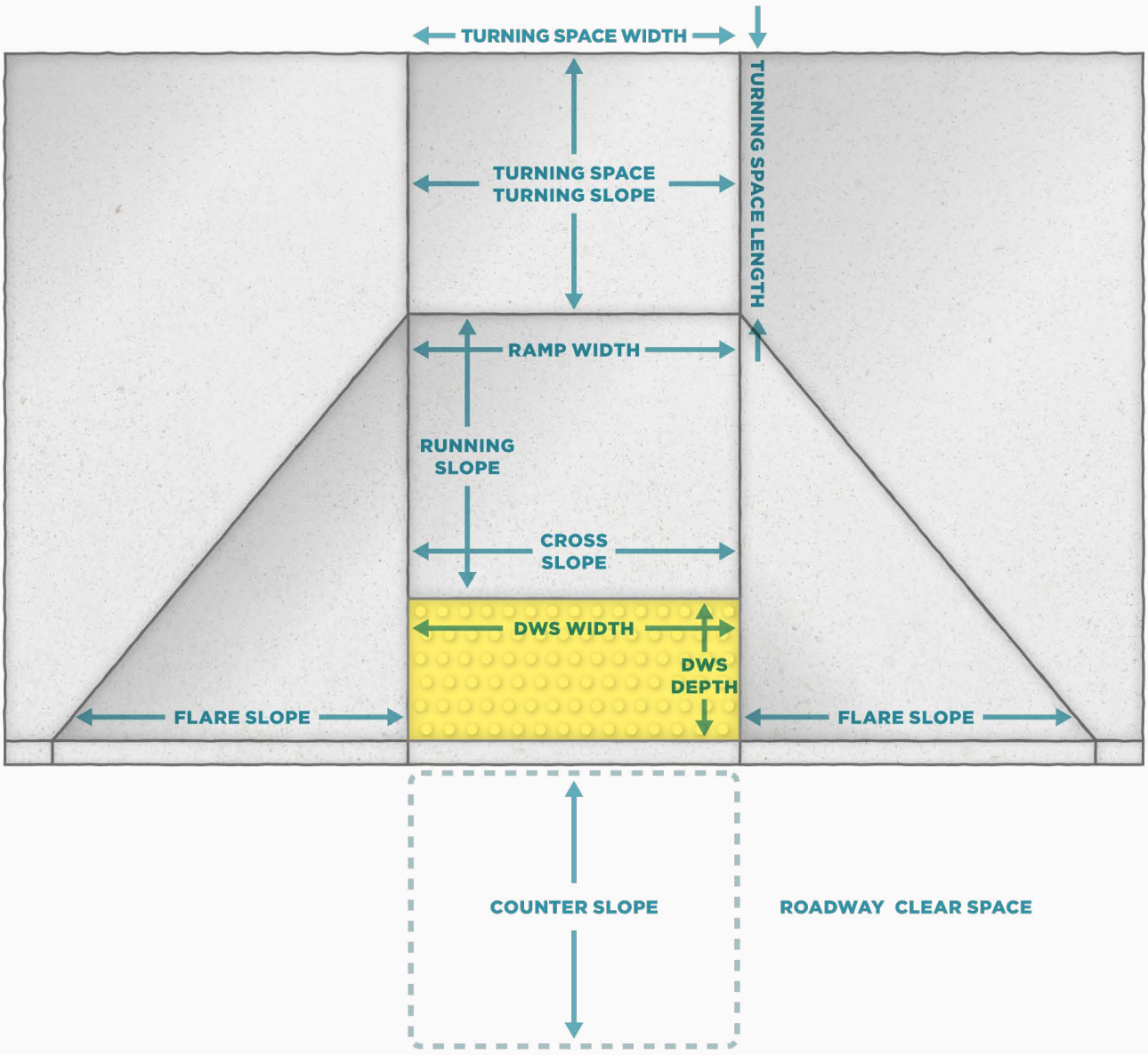


Figure 2-4 Parallel Curb Ramp Attributes

These scores are referred to as the Accessibility Index Score (AIS). Curb ramps that had running slopes that were too steep received a score of 30 and were considered non-compliant. Curb ramps that had cross slopes slightly above the compliant threshold received a score of 20 while steeper cross slopes received a 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, 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 and move on to the next feature.

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

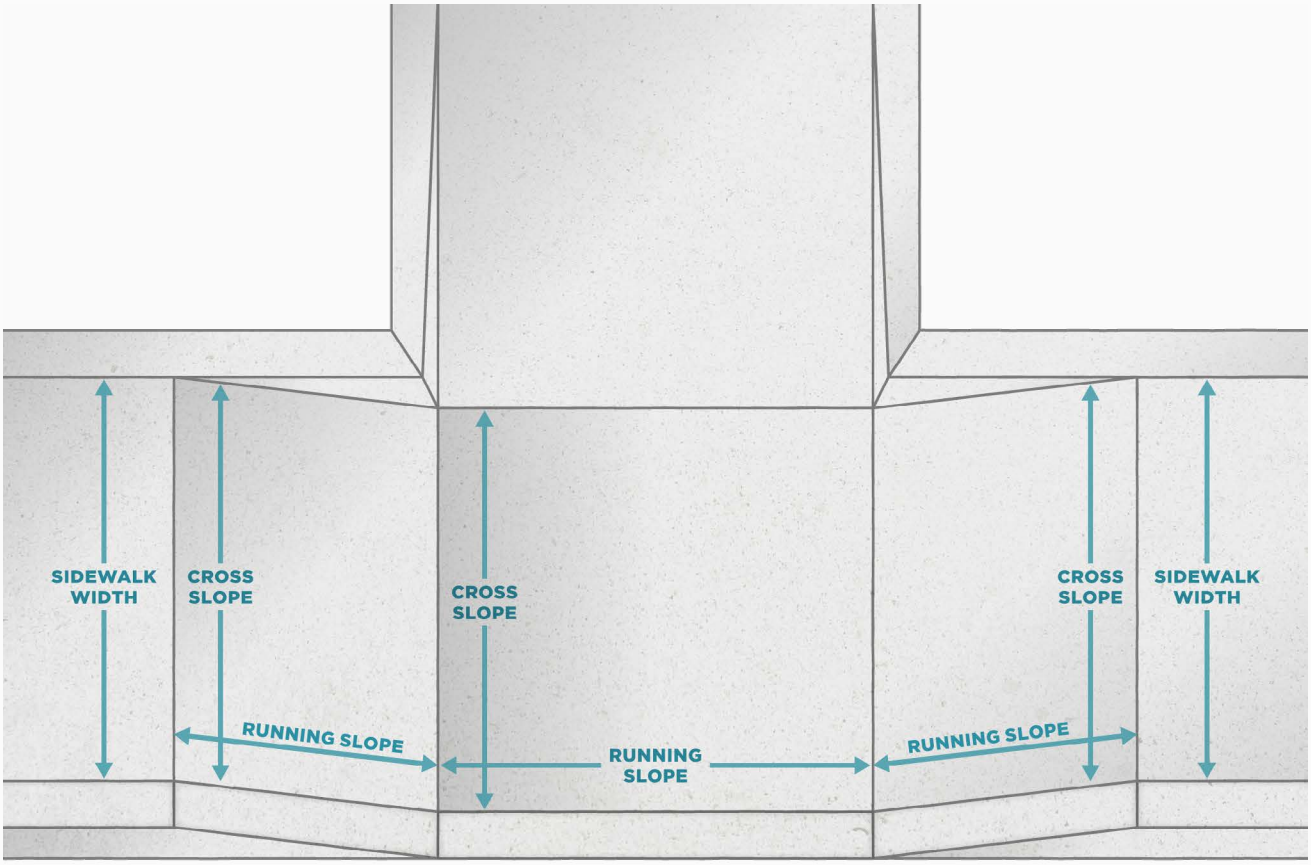


Figure 2-5 Sidewalk Attributes

Sidewalks

Field data was collected for sidewalks by Transpo Group and Skagit County. This field data collection for sidewalks was completed along the length of each segment and then evaluated for their compliance with ADA standards. Common attributes for sidewalks are shown in Figure 2-5.

Each sidewalk was reviewed for compliance, then scored based on the degree to which any barriers impeded accessibility.

- Sidewalk Width, i.e., the sidewalk is too narrow.
- Sidewalk Condition, i.e., amount of cracking, upheaval, or other damage resulting in significant discontinuity.
- Sidewalk Slopes, i.e., running slope or cross slope is too steep.

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.

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 with greater than 0.5-inch openings which can causes 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, bushes, signs, poles and mailboxes.

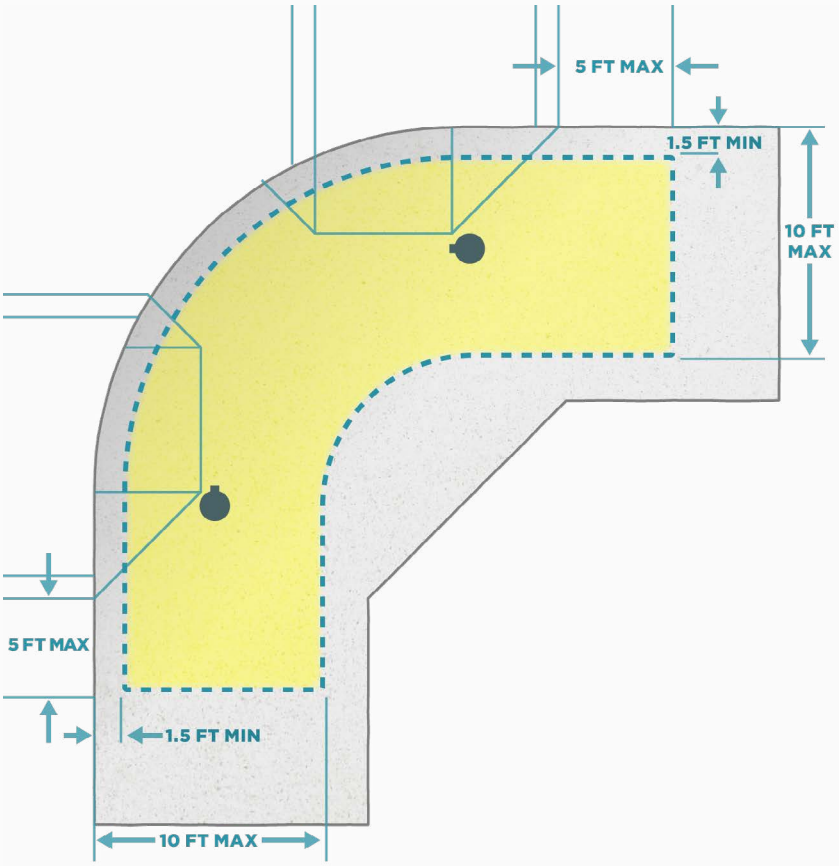


Figure 2-6 APS Pedestrian Pushbutton and Pushbutton Location Attributes

Signal Pushbuttons

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

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

Each pedestrian pushbutton was reviewed for compliance using fifteen criteria, then scored based on the degree to which barriers 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

Crosswalks

Data was collected for crosswalks located across the county by Transpo Group and Skagit County staff. Features measured included width, cross slope, and running slope.

Each crosswalk was reviewed for compliance, then scored based on the degree to which barriers 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

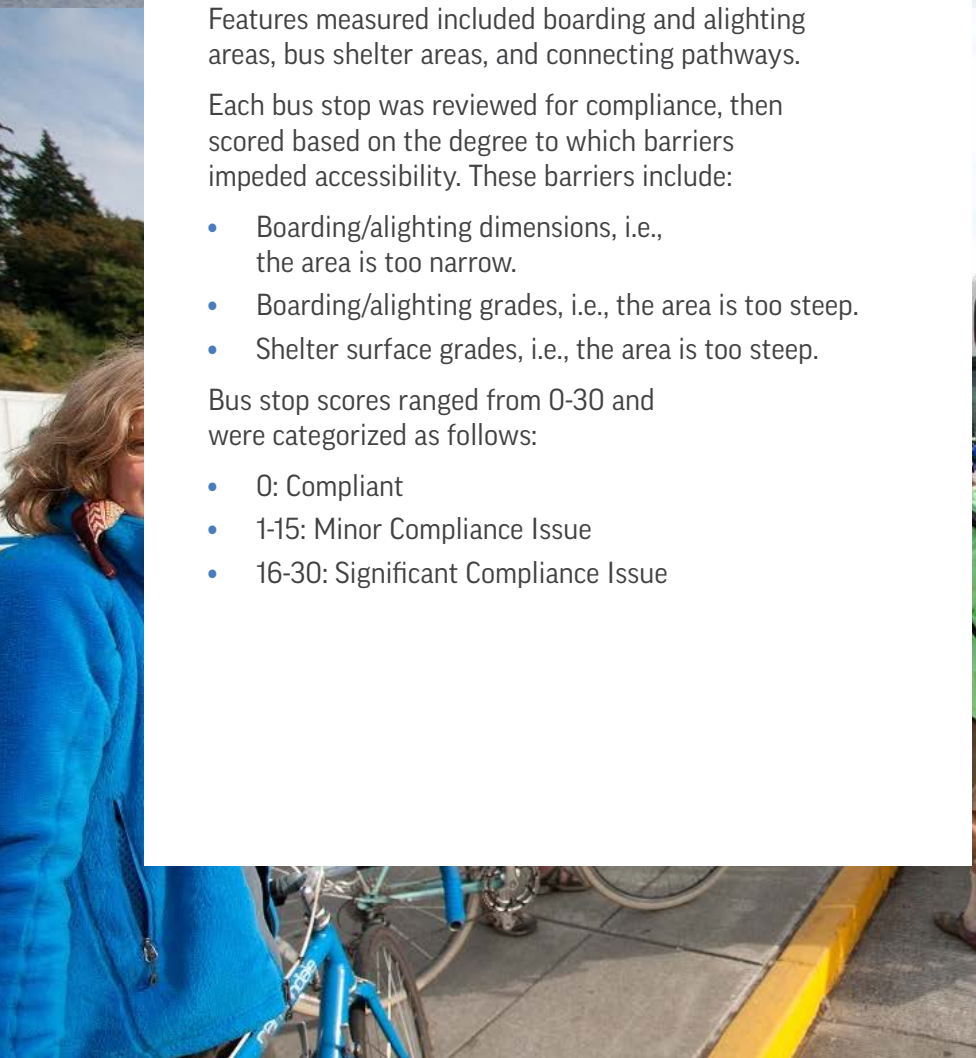
Data was collected for bus stops located across the county by Transpo Group and Skagit County staff. Features measured included boarding and alighting areas, bus shelter areas, and connecting pathways.

Each bus stop was reviewed for compliance, then scored based on the degree to which barriers 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



ADA Parking Stalls

Data was collected by Transpo Group and Skagit County for on-street and some on-site accessible parking stalls located throughout the county. Each parking stall was reviewed for compliance, then scored based on the degree to which barriers impeded accessibility. Features measured included:

- Parking area location, i.e., the stall is located on street, parking garage, etc.
- Stall and aisle arrangement, i.e., orientation and size of stalls and access aisles.
- Paving markings, i.e., striping, accessibility symbology, hatching.
- Signage, i.e., is there an accessible parking sign present and at the correct height.

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

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

Staircases

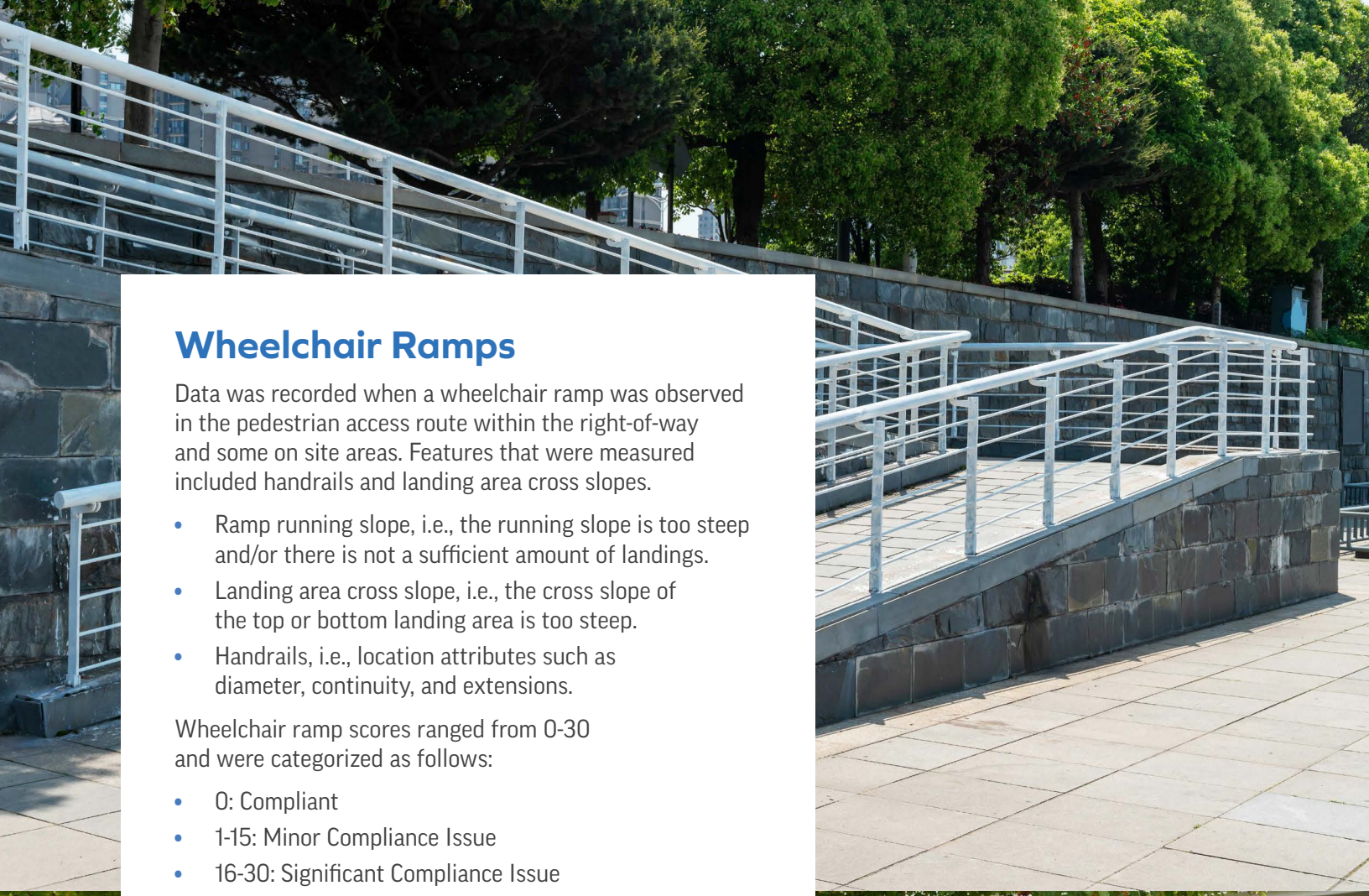
Data was recorded when a staircase was observed in the pedestrian access route. Features that were measured included presence of contrasting strips, number of steps and step width, handrail presence and height.

Each staircase located along a pedestrian access route within the right-of-way and some on-site areas was reviewed for compliance, then scored based on the degree to which the barrier impeded accessibility. Features measured included:

- Treads and risers, i.e., riser heights, tread depths, and nosing attributes.
- Handrails, i.e., handrail location and attributes such as diameter, continuity, and extensions.

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

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



Wheelchair Ramps

Data was recorded when a wheelchair ramp was observed in the pedestrian access route within the right-of-way and some on site areas. Features that were measured included handrails and landing area cross slopes.

- Ramp running slope, i.e., the running slope is too steep and/or there is not a sufficient amount of landings.
- Landing area cross slope, i.e., the cross slope of the top or bottom landing area is too steep.
- Handrails, i.e., location attributes such as diameter, continuity, and extensions.

Wheelchair ramp 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 it was determined that the driveway presented a hazard. Features that were measured included driveway cross slopes and other driveway 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.

2.3.2 Findings

Curb Ramps

93 percent of the 238 existing curb ramps do not meet ADA standards (see Table 2-1 and Figures 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 is too narrow (Figure 2-8).
- Non-compliant running slope, i.e., the ramp running slope is too steep (Figure 2-9). 64 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). 95 curb ramps have cross slopes greater than 2 percent, 46 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 standards. When it is not feasible to remove all curb ramp barriers, ramps may be built to the maximum extent feasible (MEF) to satisfy accessibility 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. 47 missing curb ramps were recorded. Missing curb ramps are recorded with maximum scoring and are in the significant compliance issue category, as shown in Table 2-1. Figure 2-11 shows the locations of the missing curb ramps.

Table 2-1 Existing and Missing Curb Ramp Compliance

Compliance Status	Ramps	% Of Total
Significant Compliance Issue	167	70%
Minor Compliance Issue	55	23%
Compliant	15	7%
Total	227	100%

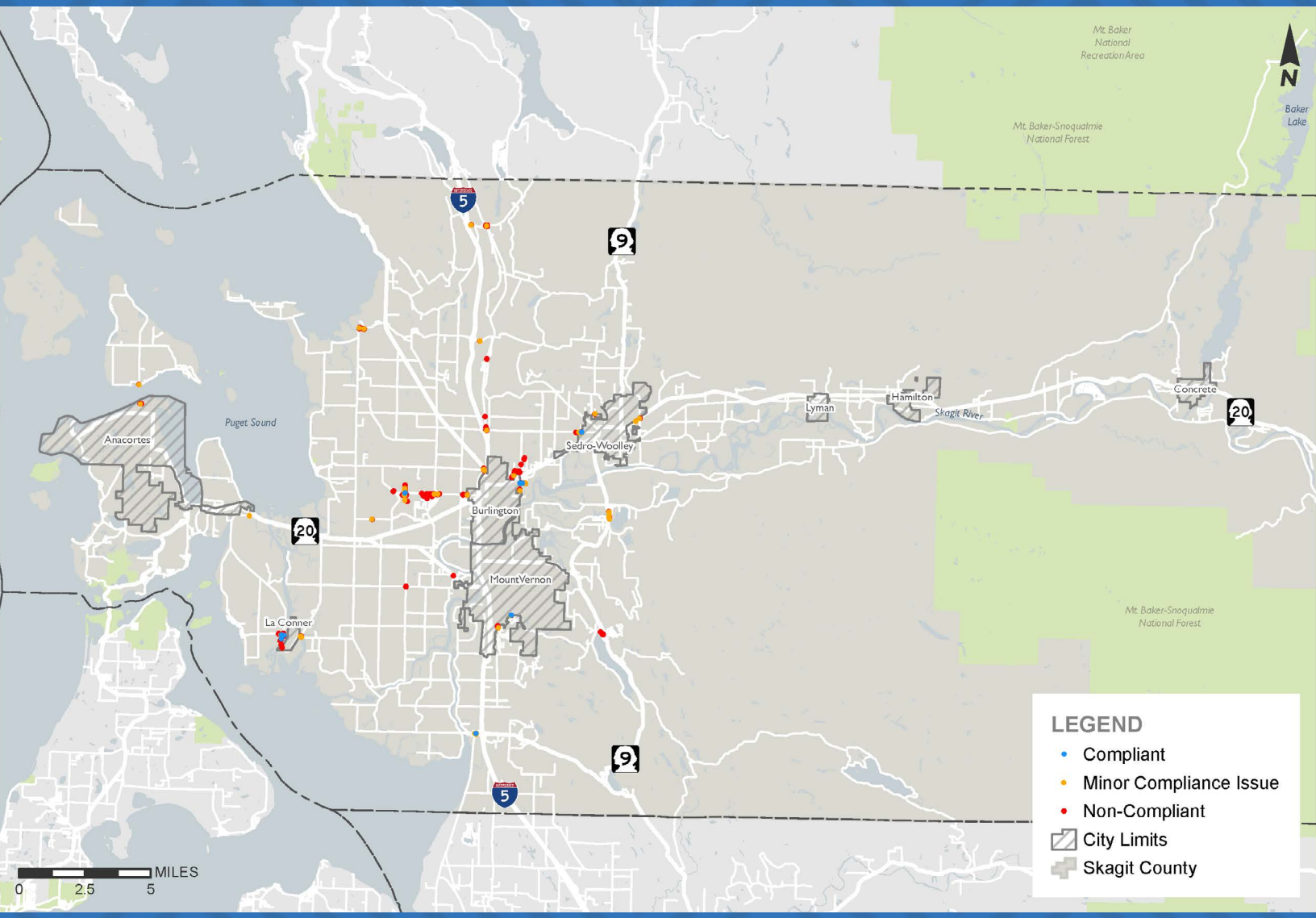


Figure 2-7 Non-Compliant Curb Ramp

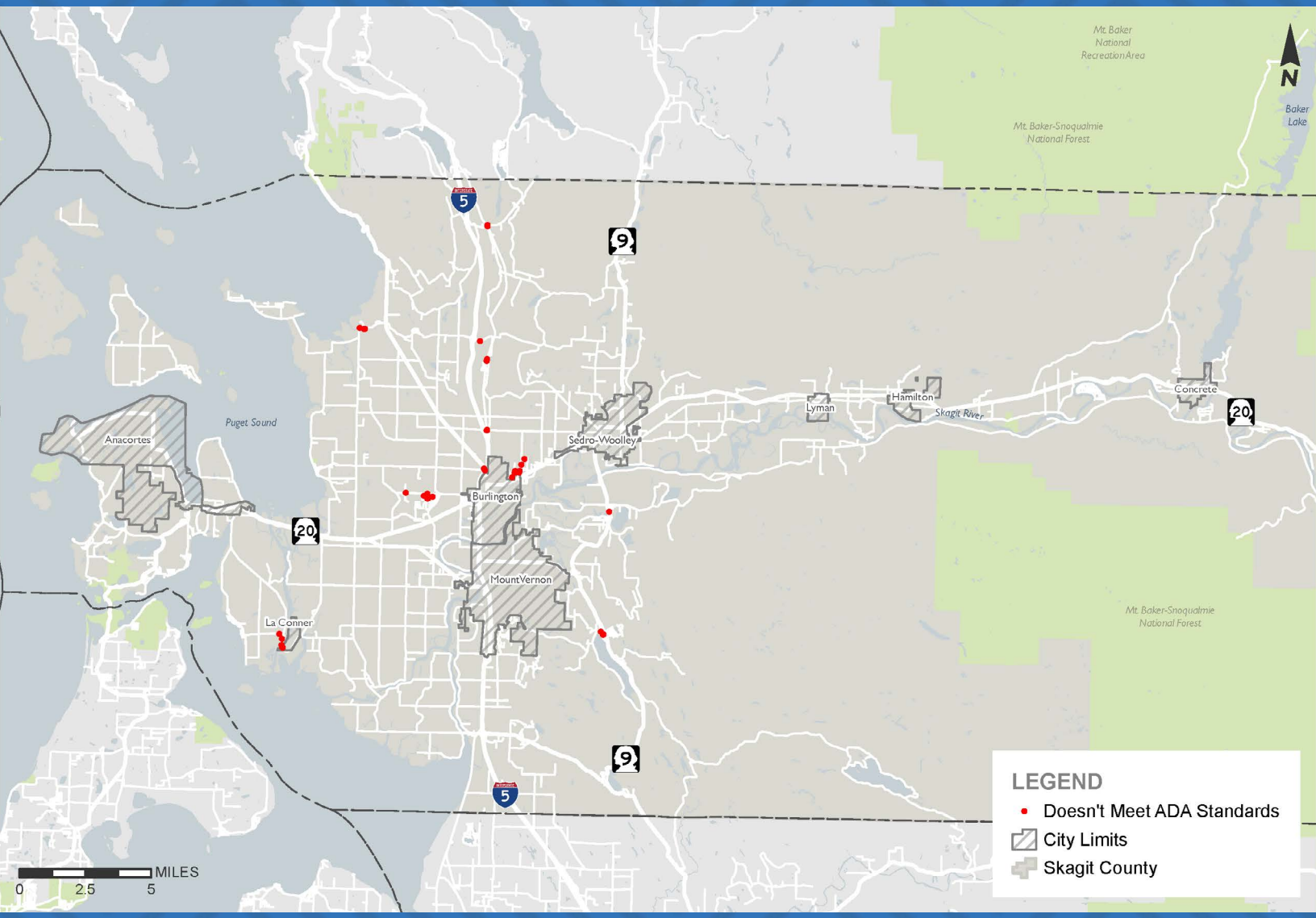


Figure 2-8 Curb Ramp Width

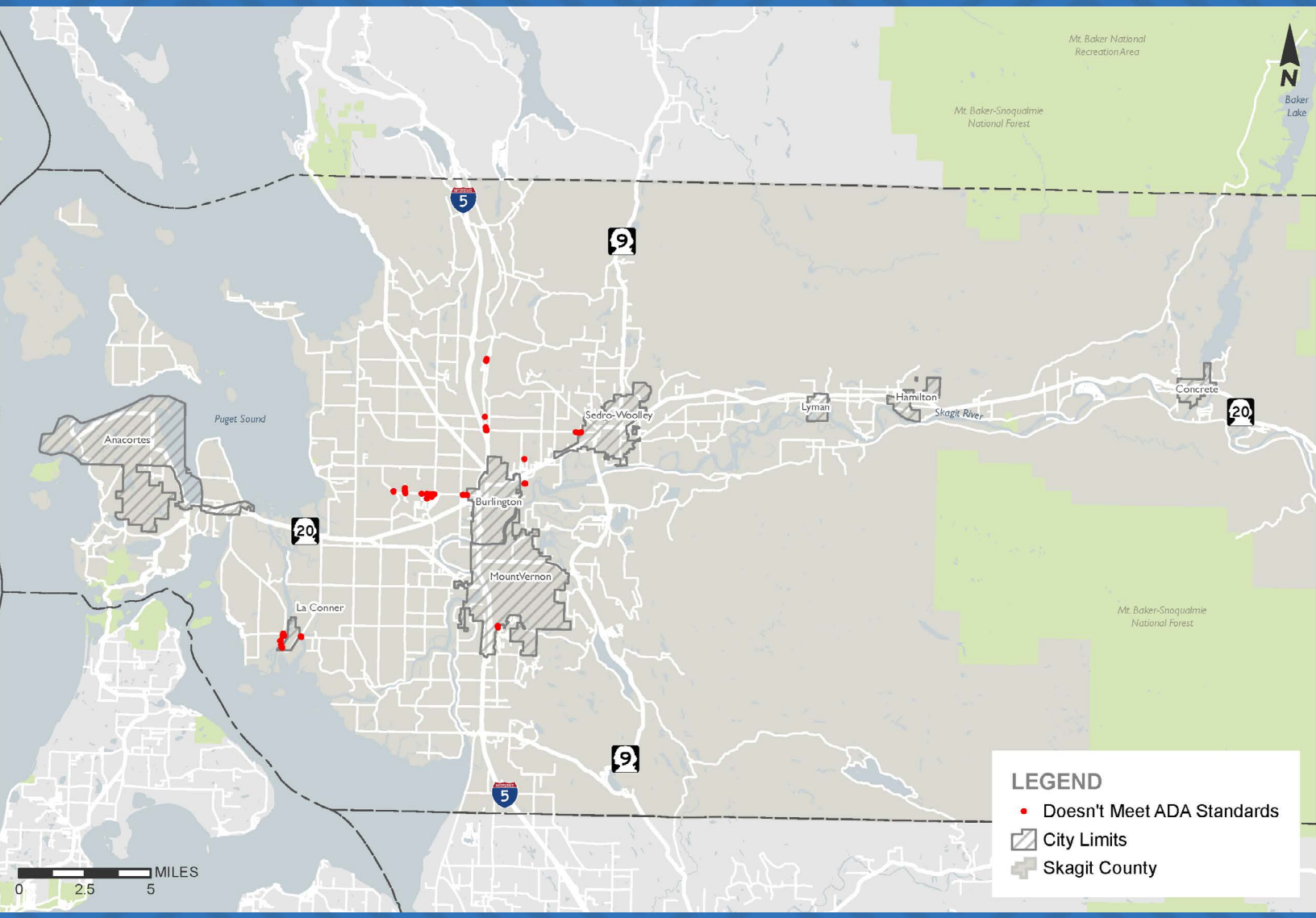


Figure 2-9 Curb Ramp Running Slope

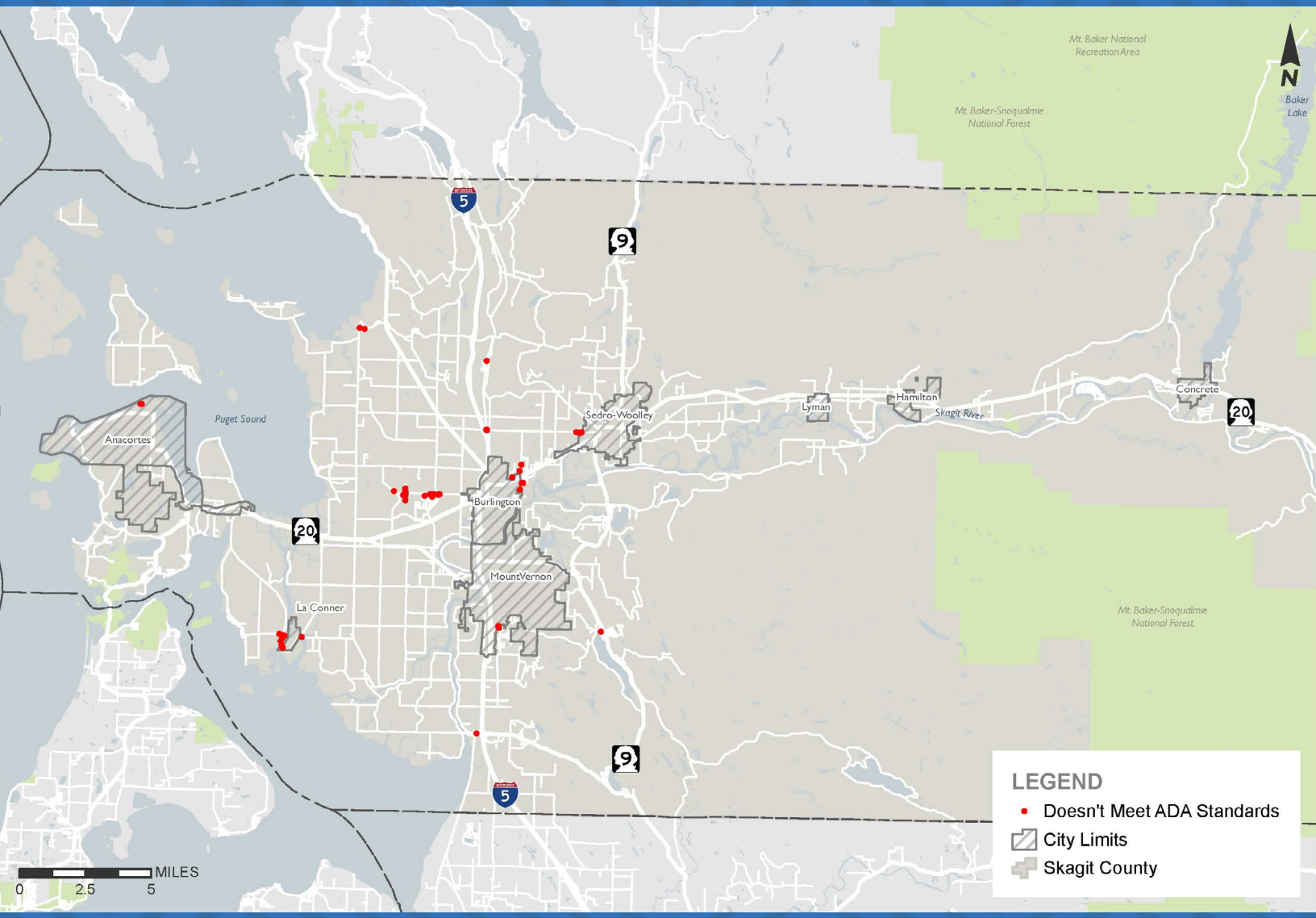


Figure 2-10 Curb Ramp Cross Slope

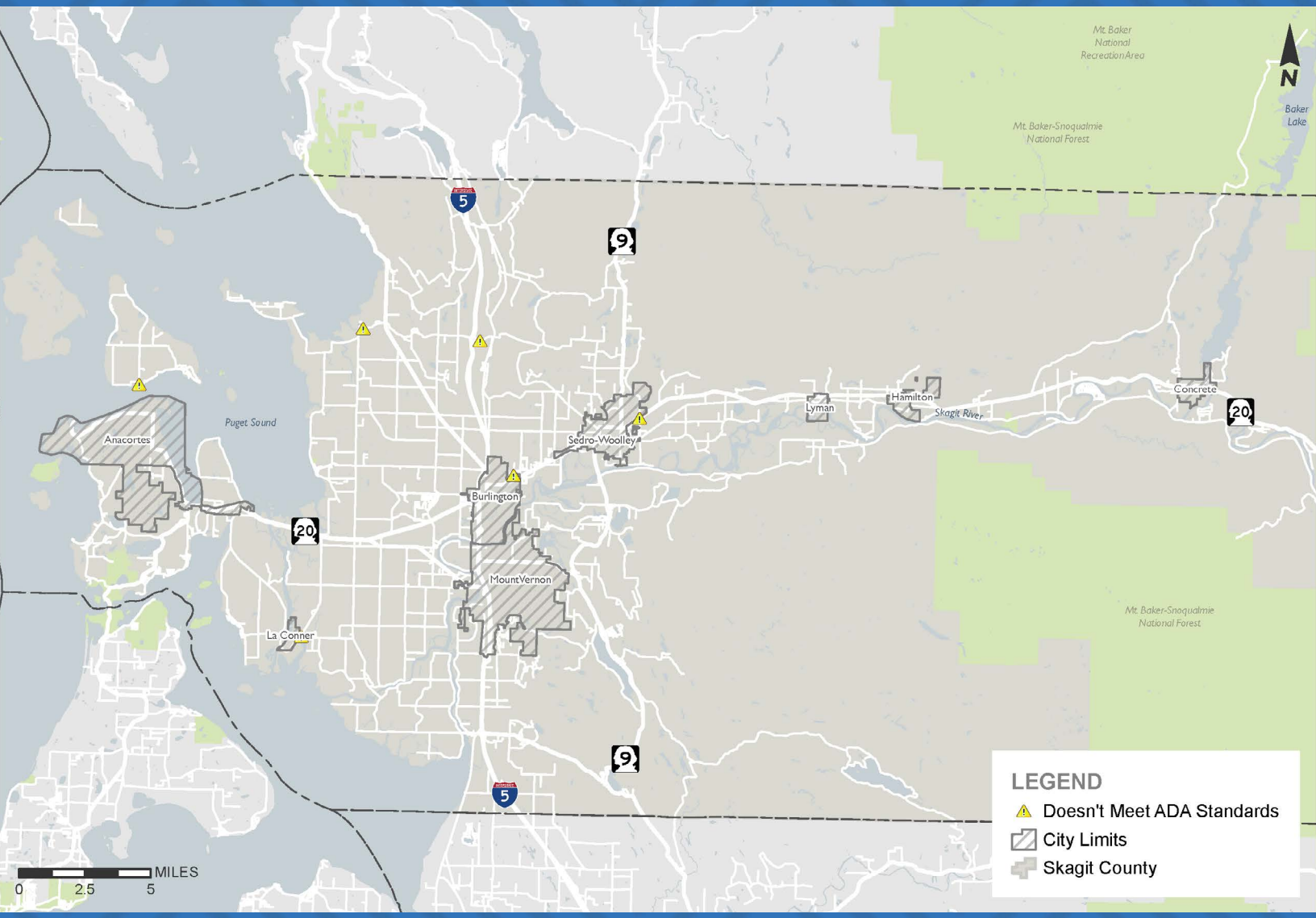


Figure 2-11 Curb Ramp No Receiving Ramp

Sidewalks

Nine miles of sidewalk were inventoried with 85 percent of sidewalk segments not meeting ADA standards (see Table 2-2 and Figure 2-12). Grinding, patch repair, and full reconstruction are potential solutions for non-compliant sidewalk segments. 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 greater than two percent.

Table 2-2 Sidewalk Compliance

Compliance Status	Miles	% Of Total
Significant Compliance Issue	0.06	1%
Minor Compliance Issue	7.6	84%
Compliant	1.4	15%
Total	9	100%

Sidewalk Hazards

A total of 381 hazards were inventoried in Skagit County, shown on Figure 2-15. Pruning, clearing, relocating objects, and full sidewalk panel reconstruction are potential solutions for removing hazards depending on the severity and type of the hazard. Common hazards found included 76 vertical discontinuities greater than ½ inch, 18 fixed objects, and 44 movable objects.

Crosswalks

Data was collected for 84 crosswalks located across the county with 27 percent found to be non-compliant. A common element that did not meet accessibility standards was the cross slope.

Driveways

Sixty-six driveways were inventoried, as shown on Figure 2-16. Grinding, patch repair, and full reconstruction are potential solutions for removing the driveway barriers depending on the severity of the barrier.

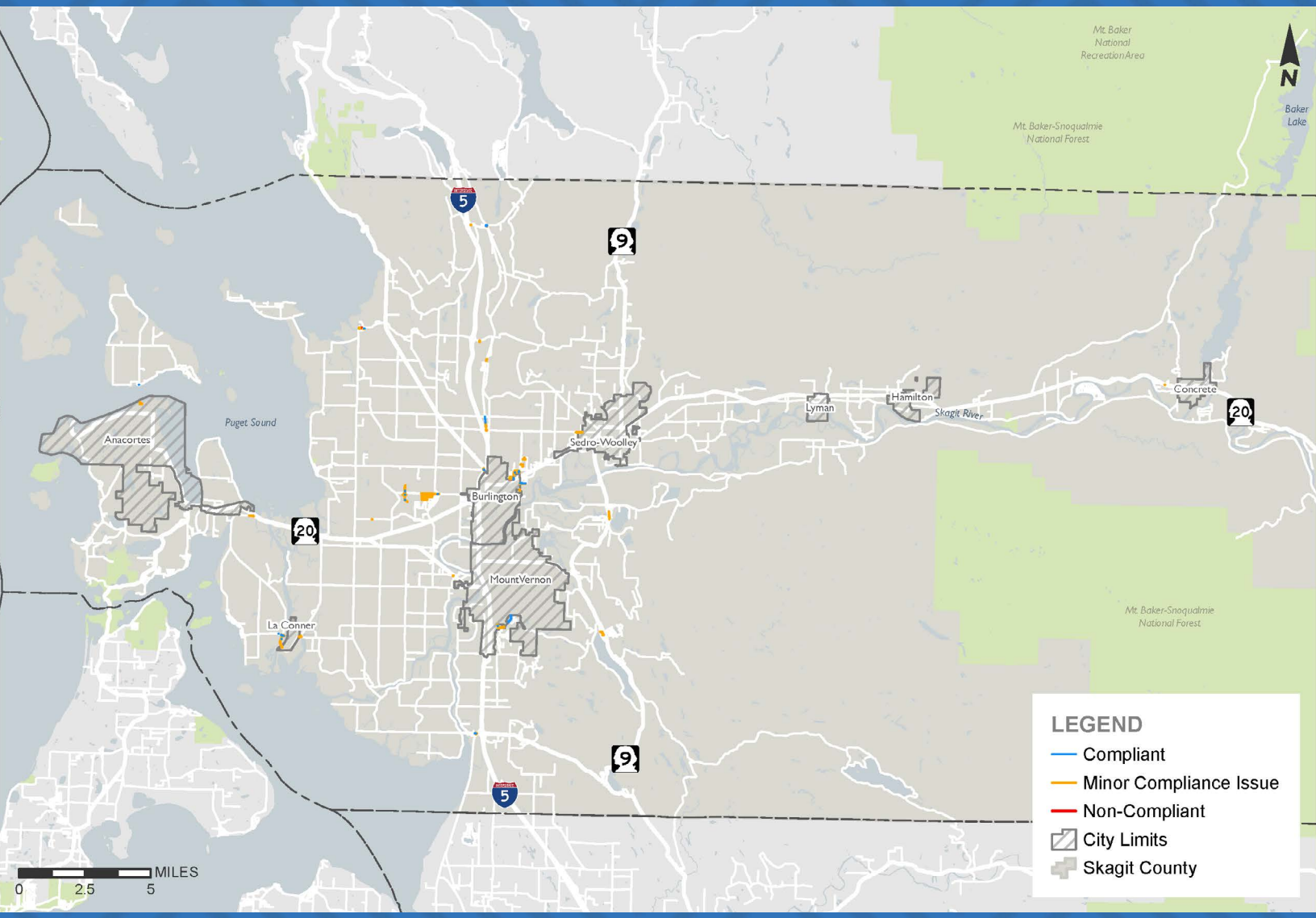


Figure 2-12 Non-Compliant Sidewalk

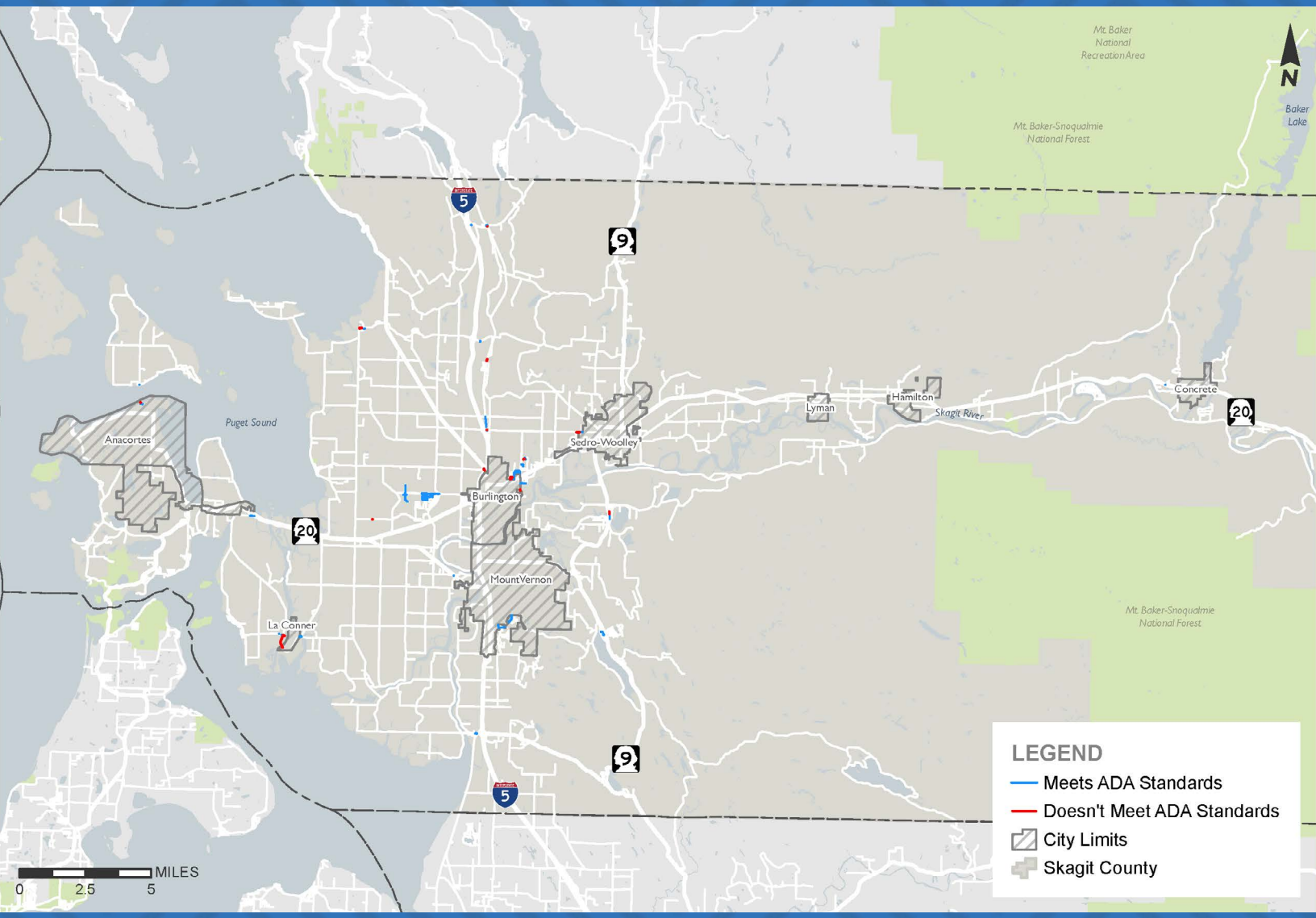


Figure 2-13 Sidewalk Width

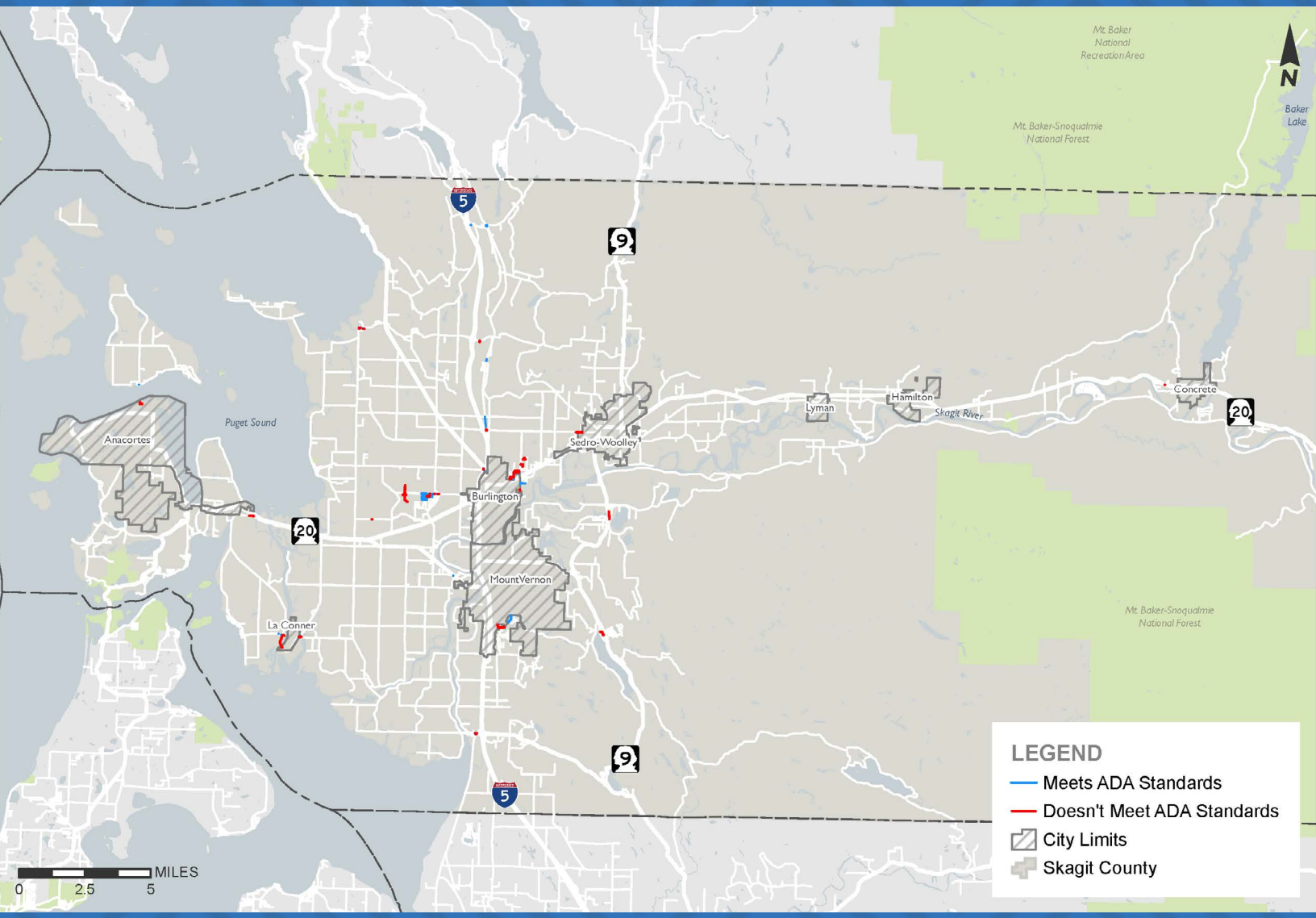


Figure 2-14 Sidewalk Cross Slope

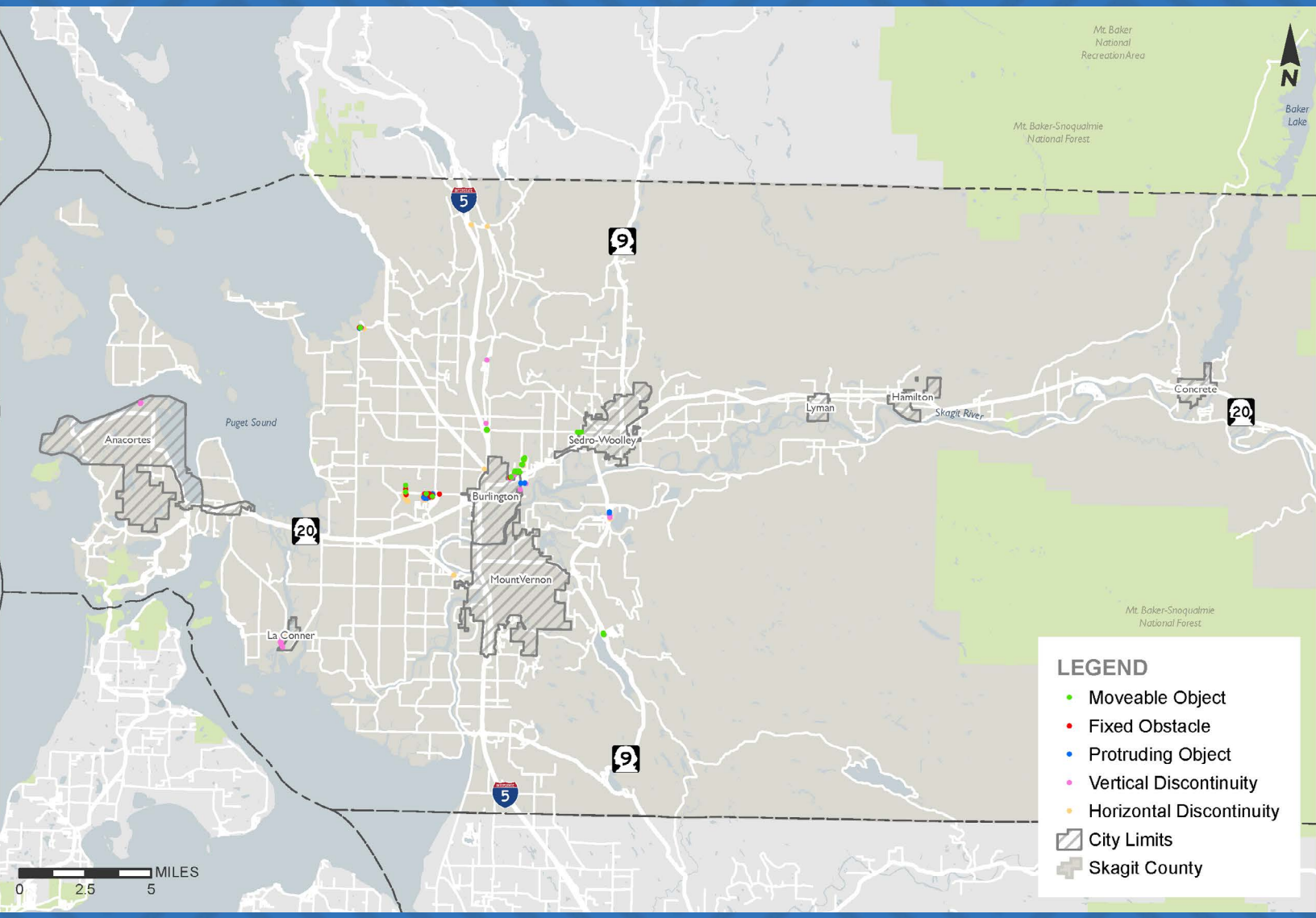


Figure 2-15 Sidewalk Barriers

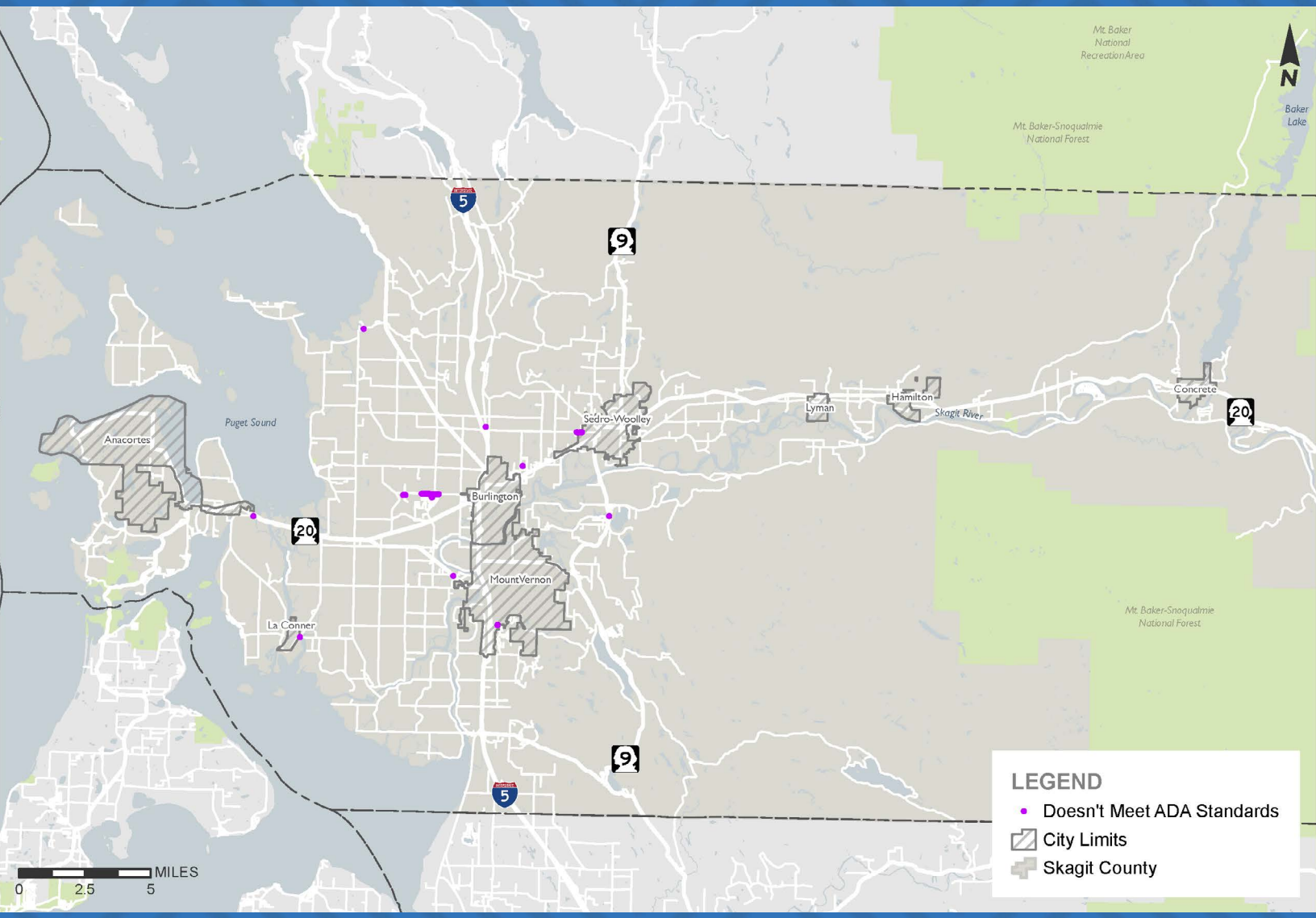


Figure 2-16 Non-Compliant Driveways along Sidewalk

Figure 2-17 "H-style" (left) and APS-style pedestrian pushbutton (right)

Signal Pushbuttons

Of the 28 pedestrian signal pushbuttons inventoried during this self-evaluation, 27 were found to be non-compliant. The non-compliant pedestrian pushbuttons include non-APS style buttons to be replaced and APS-style buttons to be reprogrammed or relocated.

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

Fifty percent of pedestrian pushbuttons in the county are an older "H-style" design (see Figure 2-17 top). 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 bottom).

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

Figure 2-18 demonstrates the type and locations of these pushbuttons throughout the county.

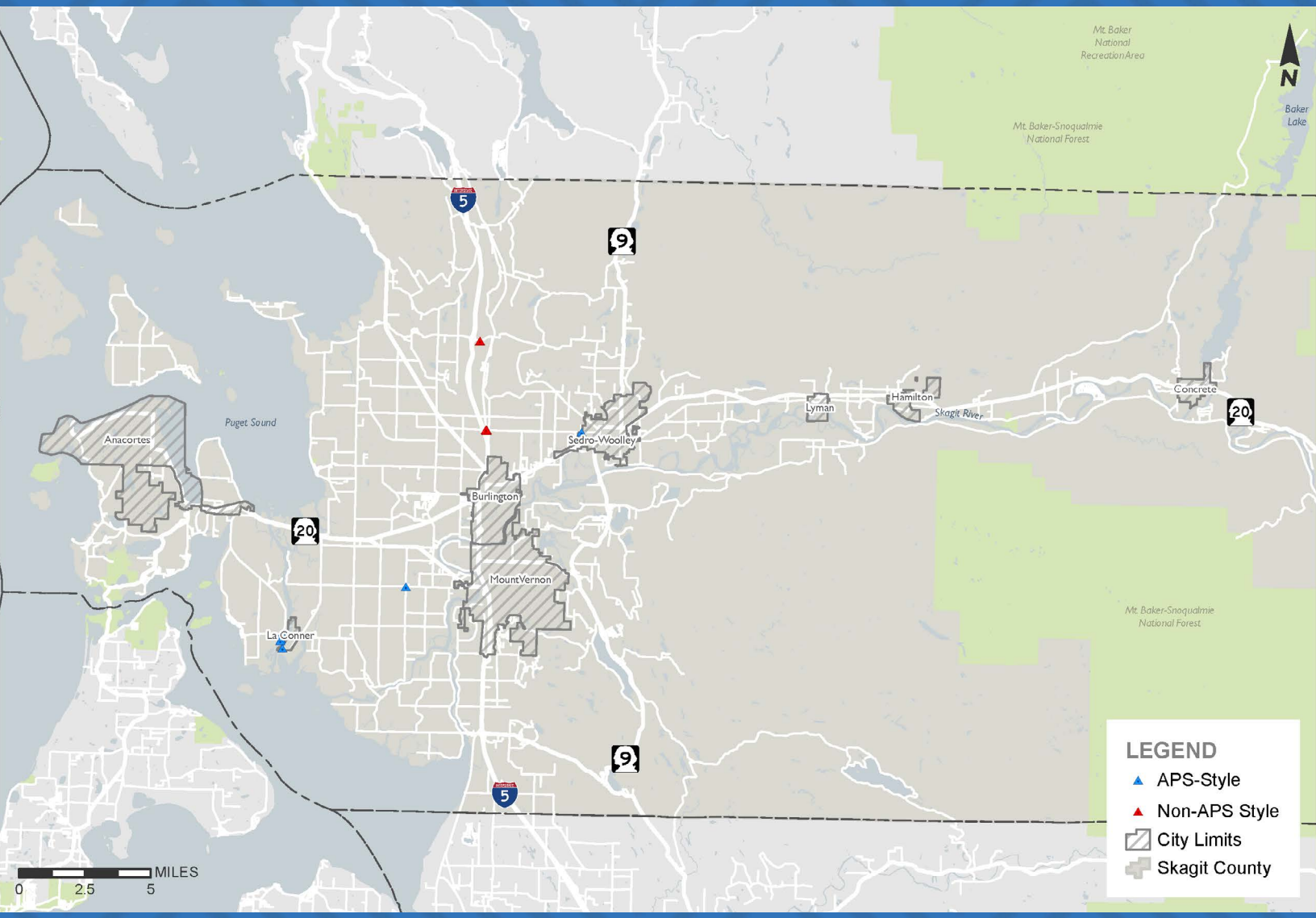


Figure 2-18 Signal Push Buttons: APS and Non-APS

Bus Stops

Fifty bus stops were inventoried with 98 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.

ADA Parking Stalls

12 ADA parking stalls were inventoried with 75 percent not meeting ADA standards, as shown in Table 2-4.

Staircases

Two staircases were inventoried with 100 percent not meeting ADA requirements. Improvements to address these barriers include replacing handrails.

Wheelchair Ramps

Two wheelchair ramps were inventoried with 100 percent not meeting ADA standards. Improvements to remove these barriers include replacing handrails and ramps.

Table 2-3 Bus Stop Compliance

Compliance Status	Features	% Of Total
Significant Compliance Issue	22	44%
Minor Compliance Issue	27	54%
Compliant	1	2%
Total	50	100%

Table 2-4 Parking Stall Compliance

Compliance Status	Features	% Of Total
Significant Compliance Issue	2	22%
Minor Compliance Issue	7	78%
Compliant	0	0%
Total	9	100%

3 STAKEHOLDER ENGAGEMENT

Public and stakeholder input is an essential element in the transition plan development and self-evaluation processes. Prior to the plan's adoption, there were three primary goals for public outreach:

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

3.1 Engagement Methods

ADA implementation regulations require public entities to provide an opportunity to interested persons, including individuals with disabilities or organizations representing those individuals, 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)).

To generate public involvement and capture feedback on the ADA Transition Plan, the County used a virtual open house, an engagement survey, and an online mapping tool. Advertising for these outreach methods utilized the County's virtual open house website and local festivals as well as posts on the County's social media channels. The County developed a project website for easy online access to project information and ways to provide feedback. A full account of the public engagement findings can be found in Appendix D.

3.1.1 Online Open House and Survey

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

The survey asked 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 right-of-way facilities.
- What facility types they believe should be prioritized when removing accessibility barriers.

The survey was made available for public participation from early May 2023 to late July 2023 and reached a total of 66 respondents, 85 percent of which were Skagit County residents. Input from jurisdictions outside of Skagit County included feedback from Snohomish, San Juan, and Whatcom Counties. Respondents were asked to identify the reasons they travel in or through Skagit County, whether the travel was for work, school, medical services, shopping or other purposes.

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

- Hospitals and Medical Services
- Government buildings
- Retail Services

4 PEDESTRIAN BARRIER REMOVAL METHODS AND SCHEDULE

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

4.1 Barrier Removal Methods

The County currently has a variety of barrier removal methods that are funded from sources that include capital projects, road maintenance, and sidewalk 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 those 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, County 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 County to remove all accessibility barriers.

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

4.1.1 Capital Facilities Program

The Capital Facilities Program (CFP) 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. Skagit County 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 transition plan, accessibility barriers in Skagit County are identified and able to be included in TIP projects.

4.1.2 Maintenance Program

Routine 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 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.

4.1.3 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 County 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 County's funding estimate.

4.2 Barrier Removal Plan and Schedule

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

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

4.2.1 Prioritization of Pedestrian Barriers

To inform the County's future project selection and understand the impact of barrier removal programs, a prioritization system was developed and used to score each pedestrian facility. This system was informed by the Self-Evaluation data, the community engagement process, and technical expertise. It reflects both a facility's physical characteristics and its importance to pedestrian travel. Under the prioritization system, each barrier was scored independently on two factors:

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

The two resulting scores were added together to incorporate both factors into a single score for prioritization. Based on each facility's score, it was categorized as very high, high, medium, or low priority for barrier removal. Under this system, facilities that present the greatest barriers to accessibility and are located near multiple key pedestrian destinations are considered highest priority, while those 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 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 4-8 show the AIS for each of the facilities where data was collected.

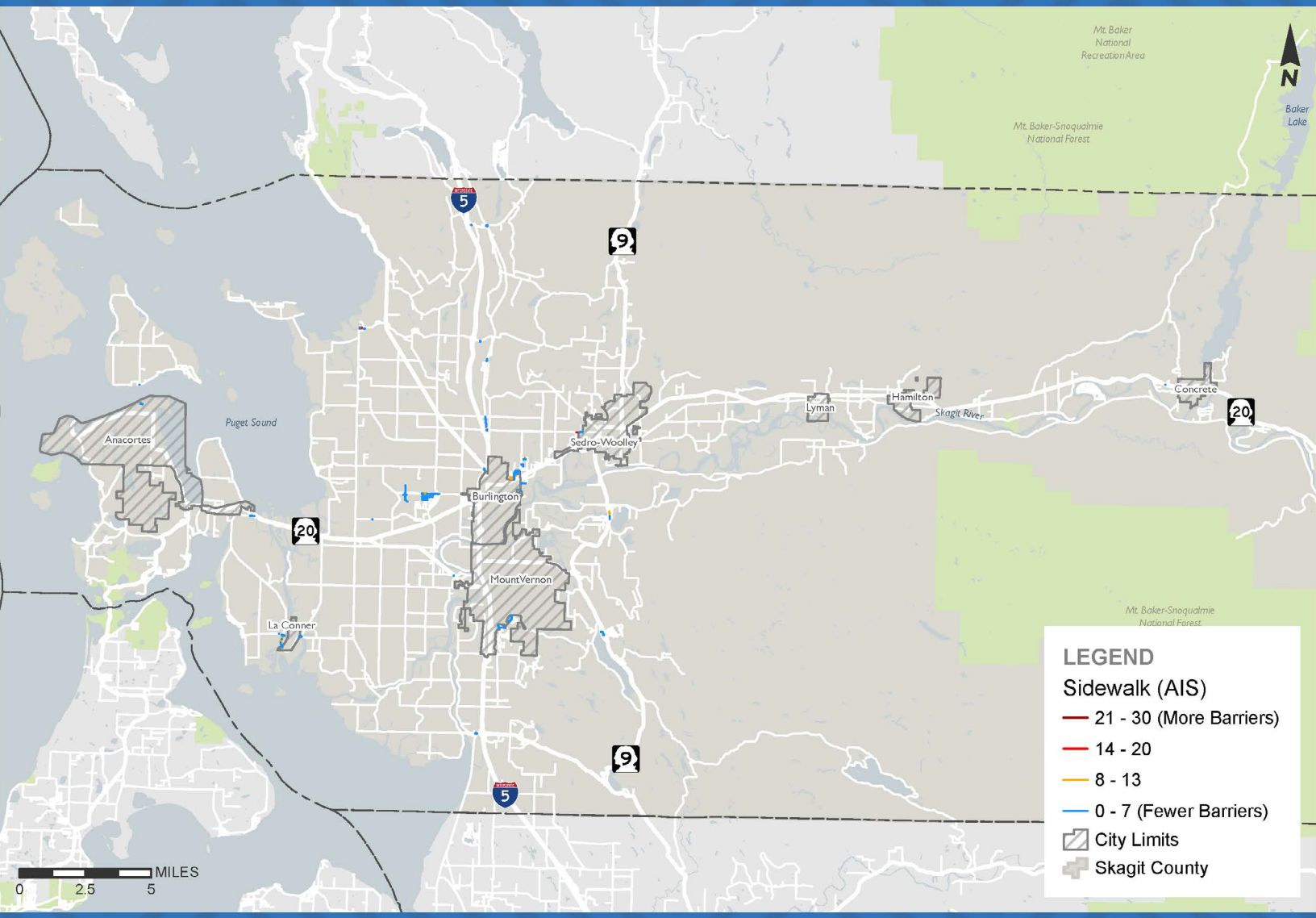


Figure 4-1 Accessibility Index Score Composite (Sidewalk)

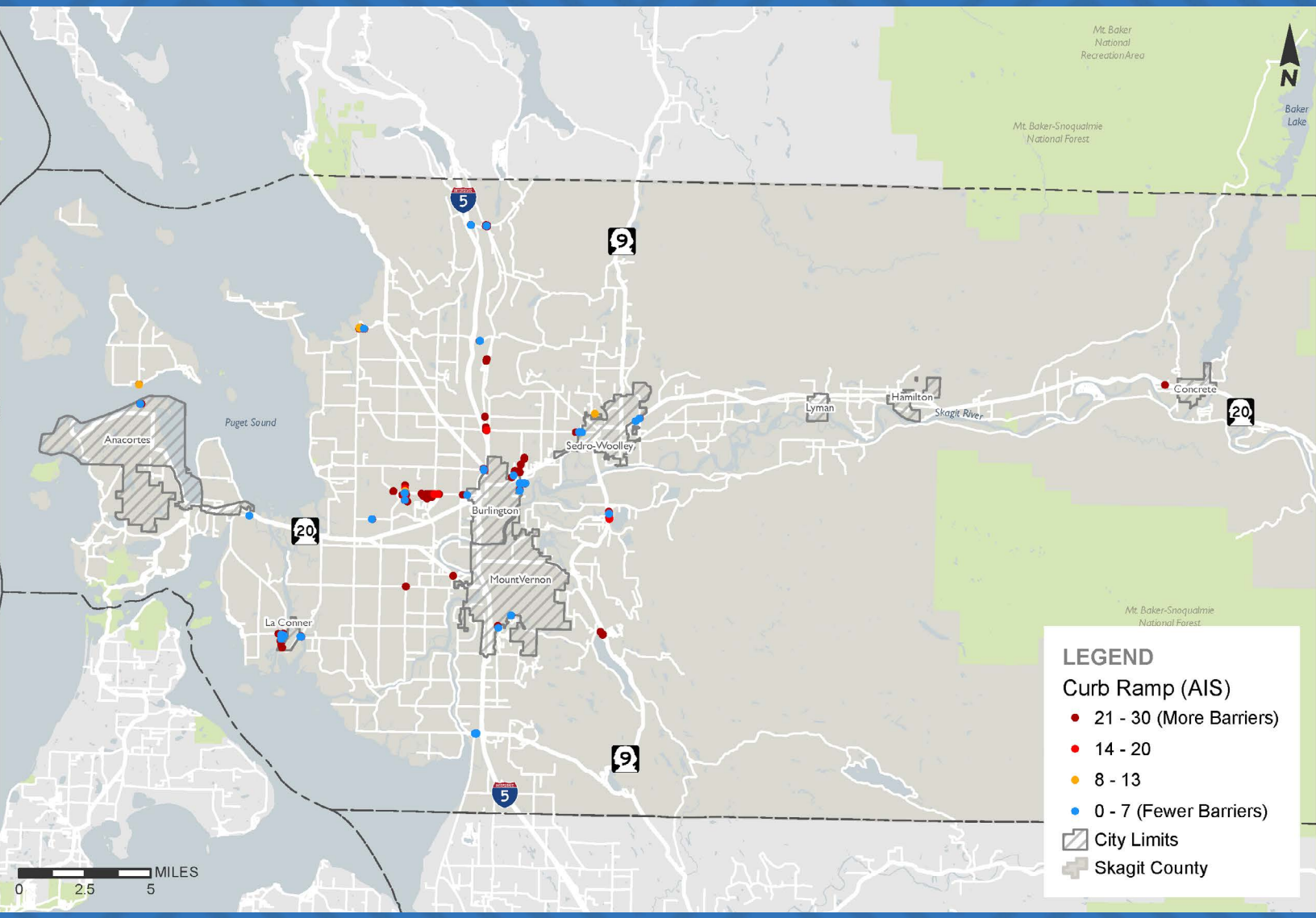


Figure 4-2 Accessibility Index Score Composite (Curb Ramp)

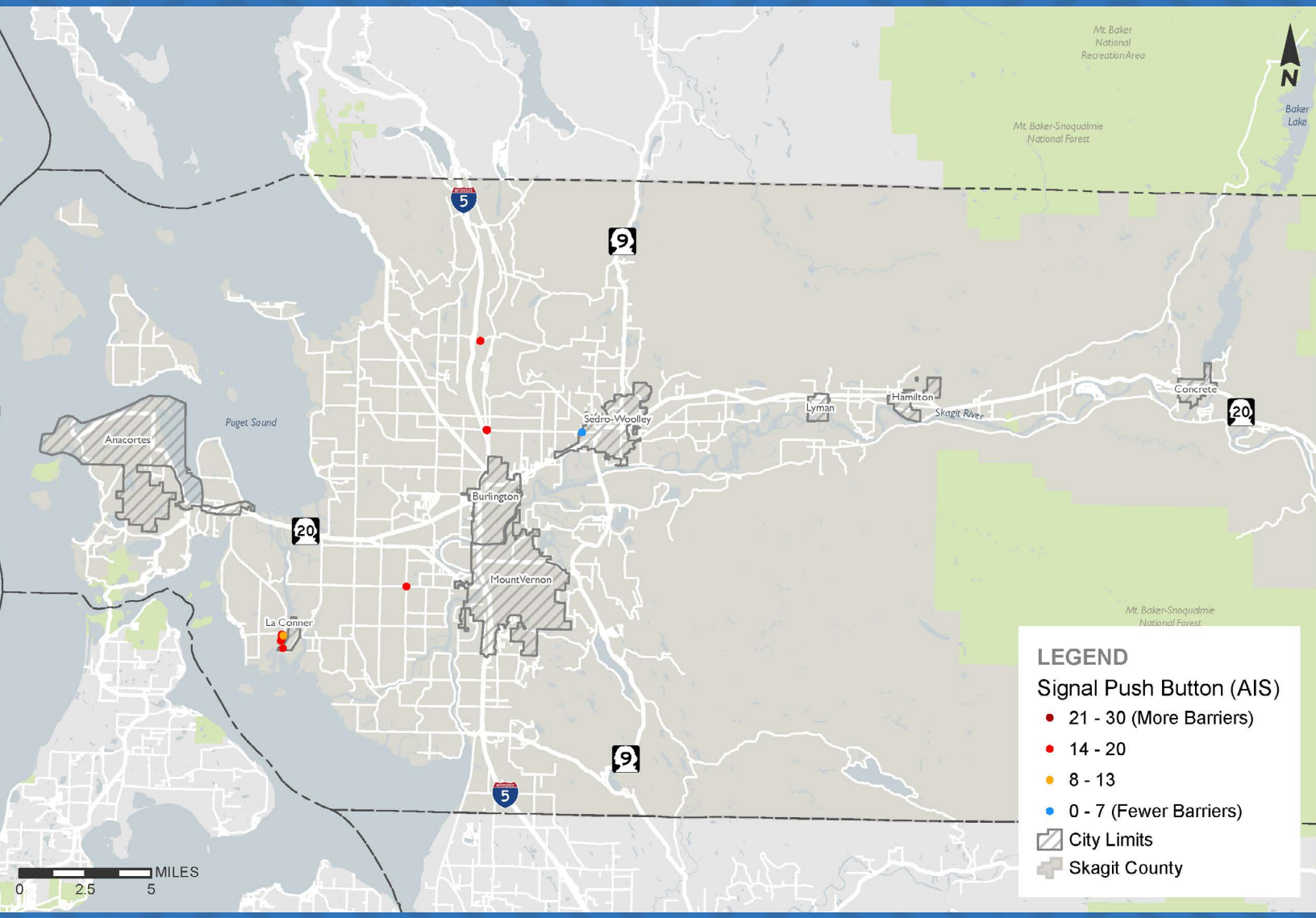


Figure 4-3 Accessibility Index Score Composite (Signal Push Button)

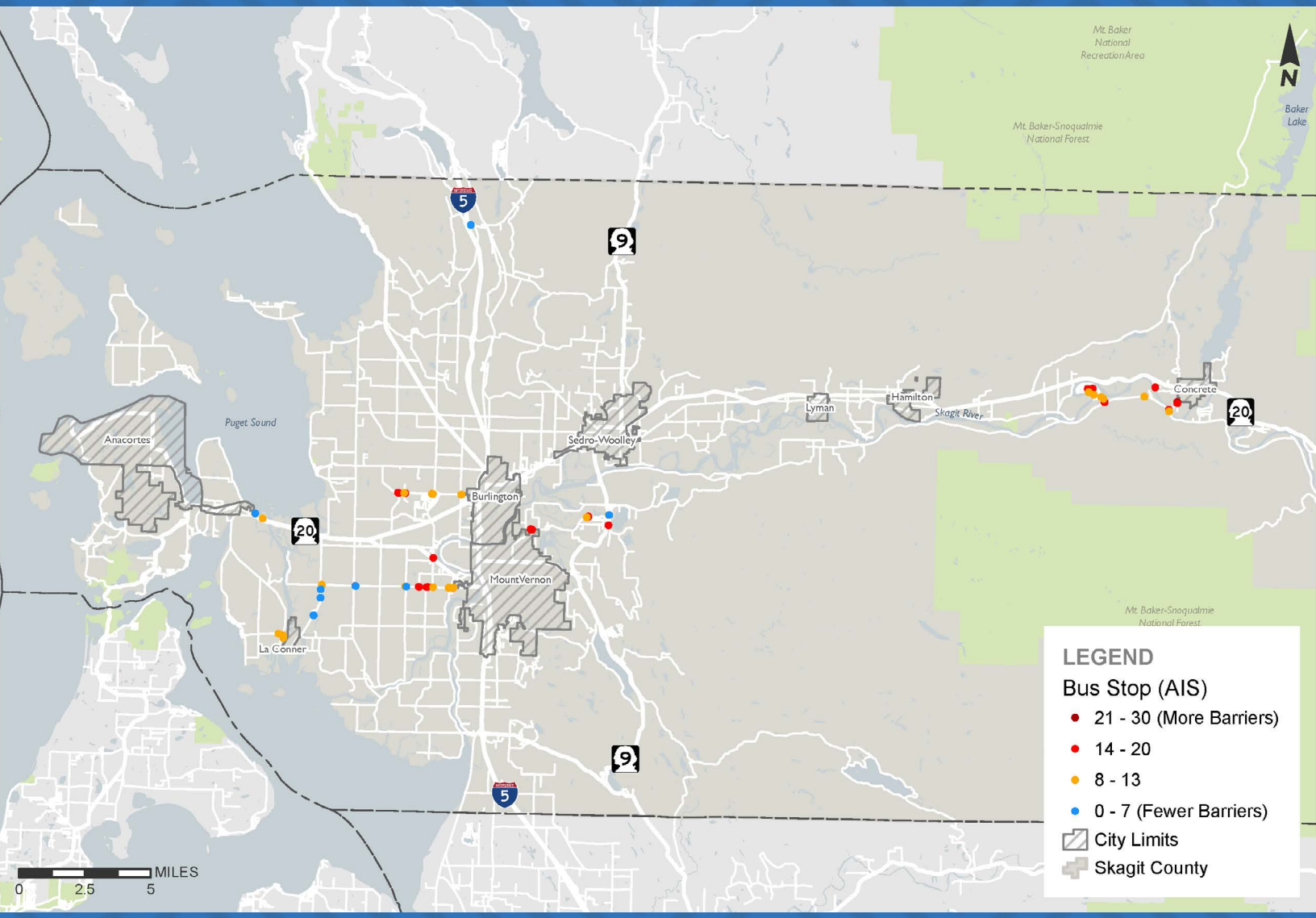


Figure 4-4 Accessibility Index Score Composite (Bus Stop)

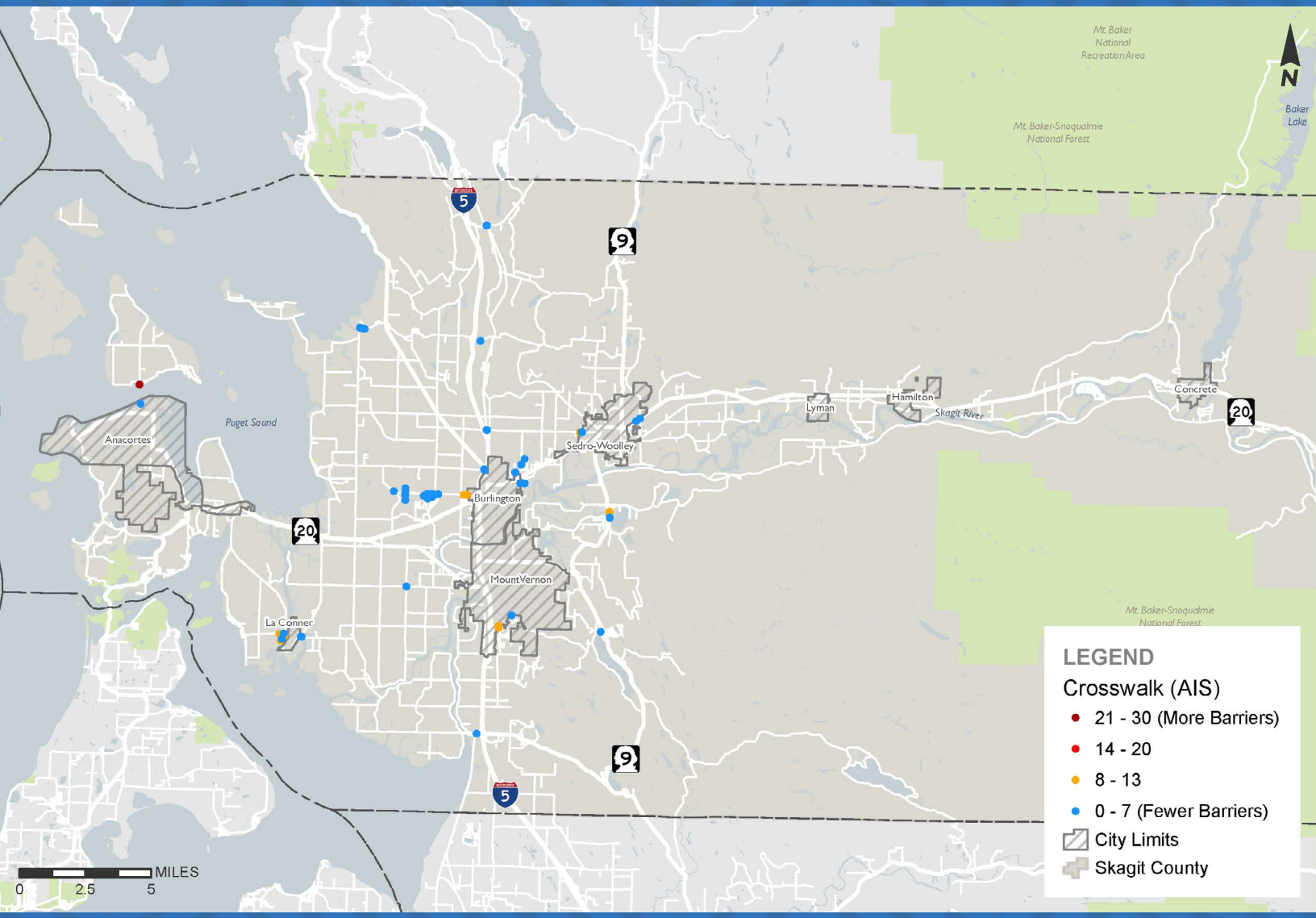


Figure 4-5 Accessibility Index Score Composite (Crosswalk)

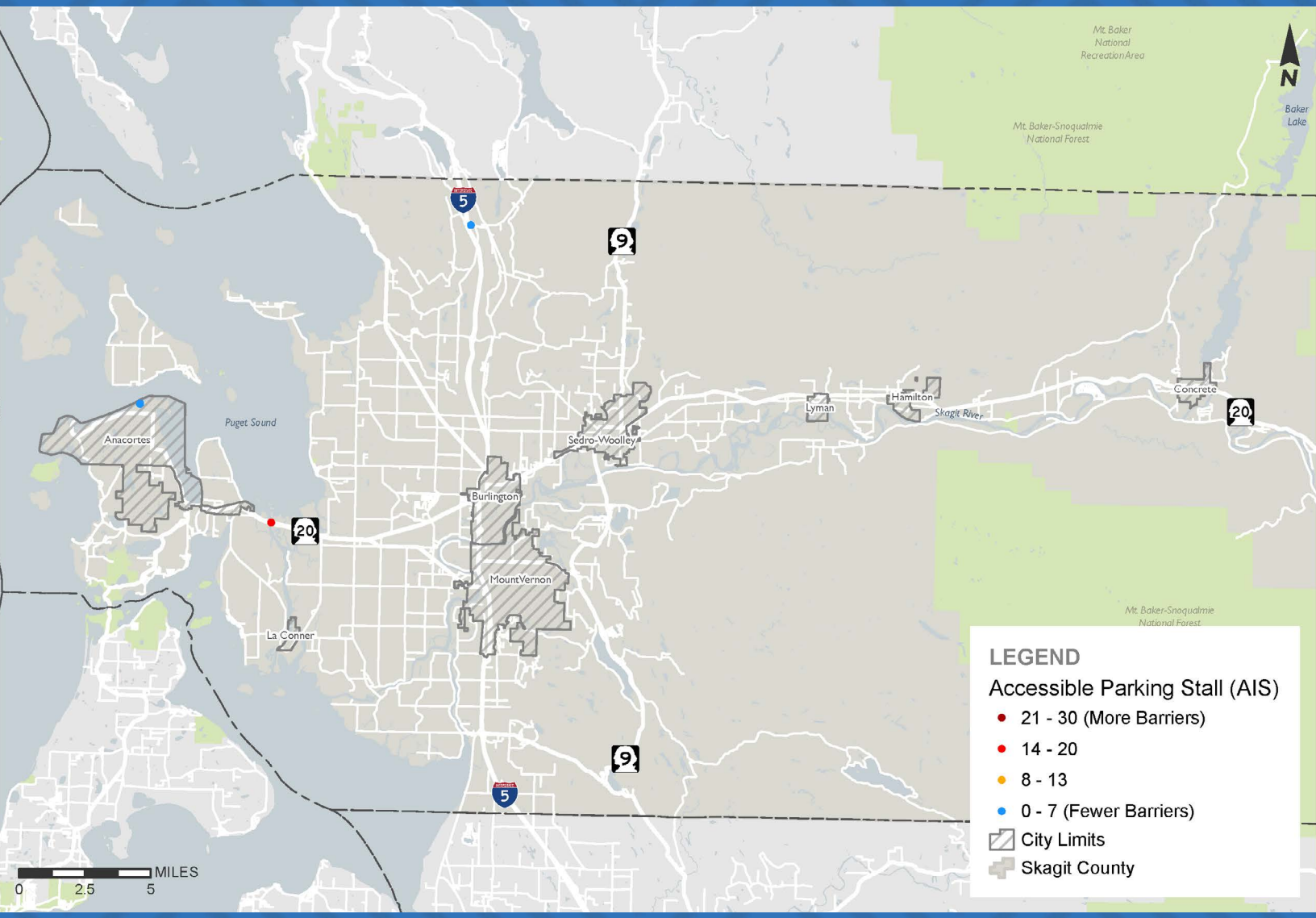


Figure 4-6 Accessibility Index Score Composite (Accessible Parking)

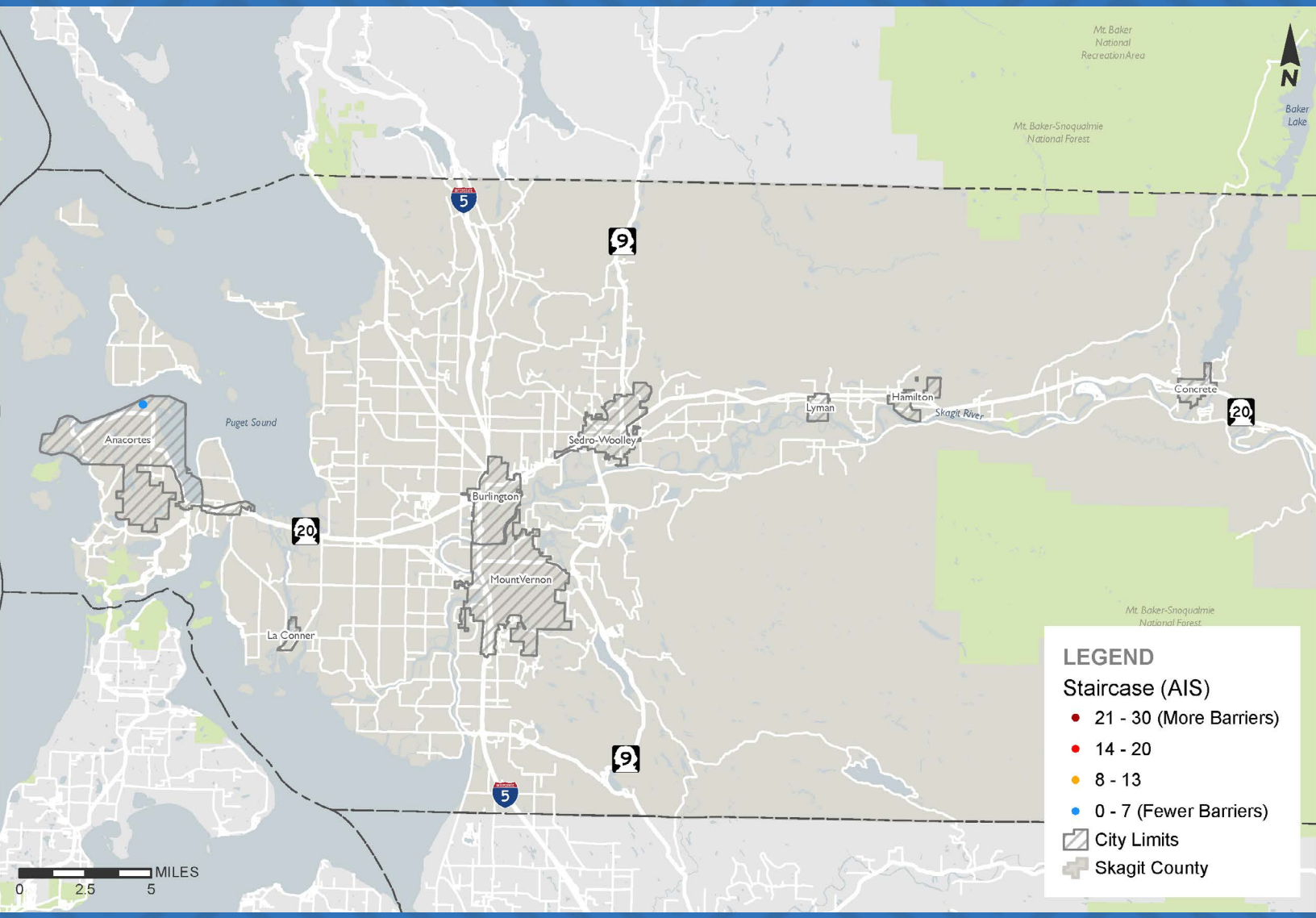


Figure 4-7 Accessibility Index Score Composite (Staircase)

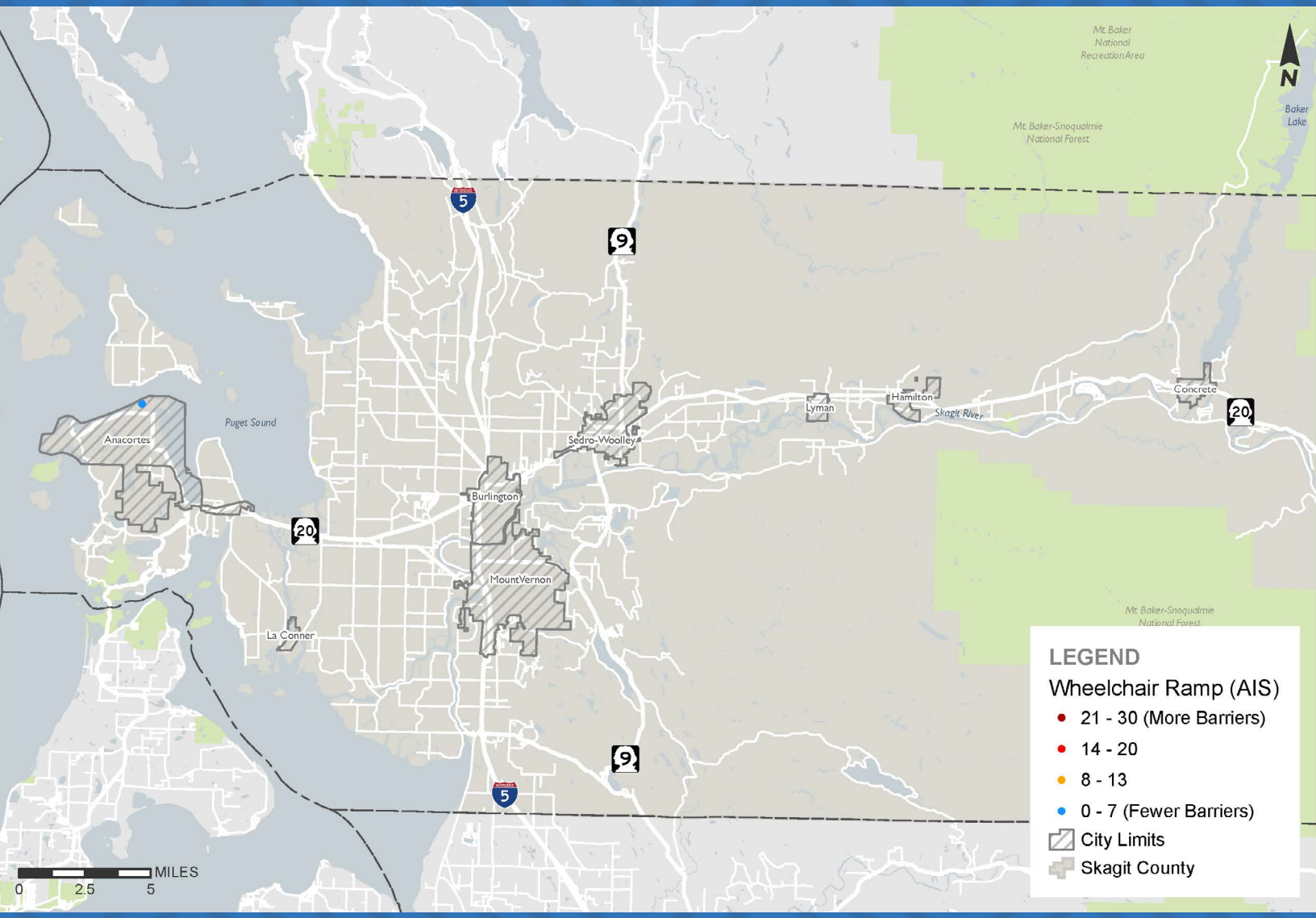


Figure 4-8 Accessibility Index Score Composite (Wheelchair Ramp)

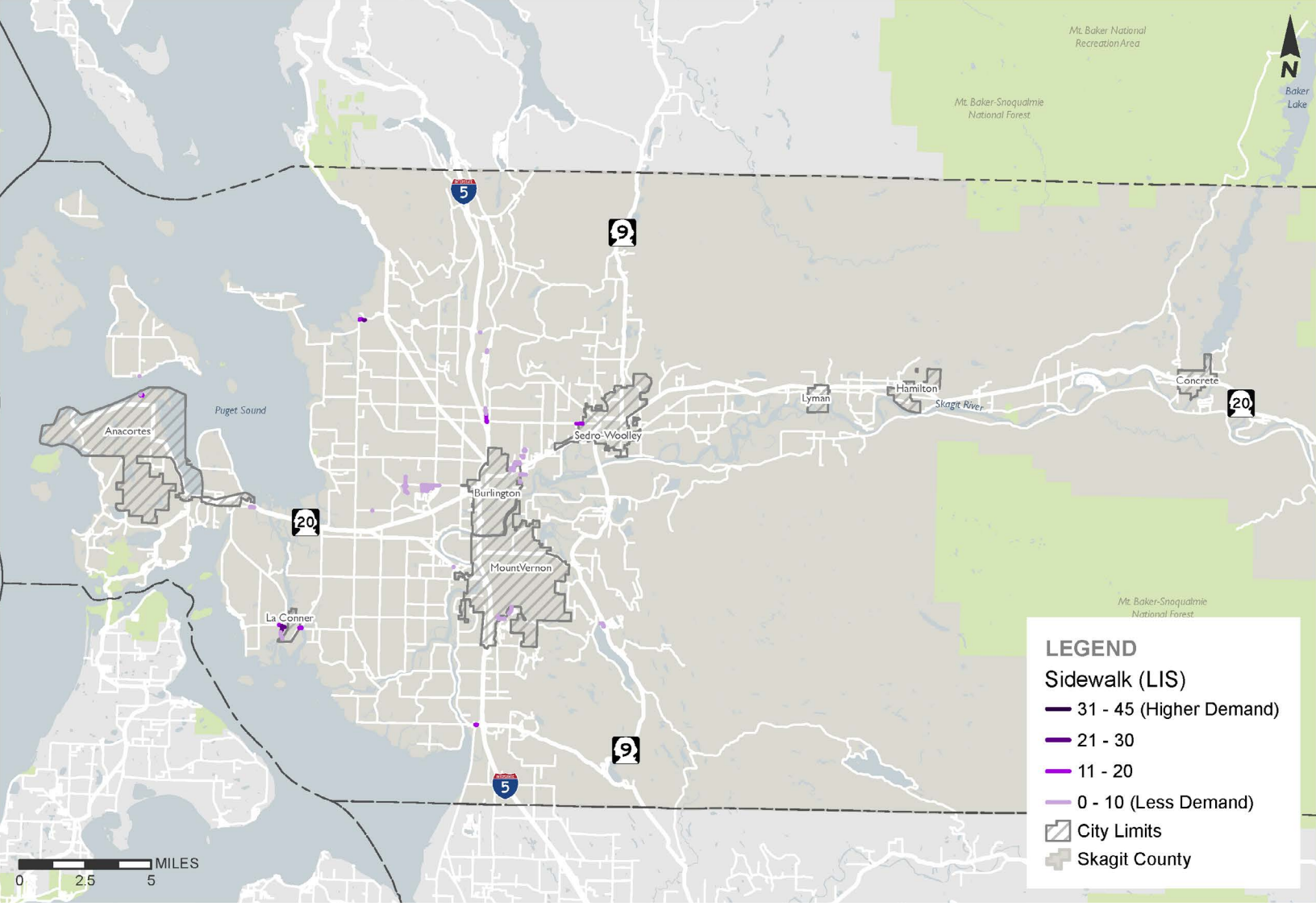


Figure 4-9 Location Index Score Composite (Sidewalk)

Proximity to key pedestrian destinations: Location Index Score (LIS)

The Location Index Score describes the importance of the pedestrian facility to accessing key community 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 government buildings that provide human services, those near hospitals or medical facilities, and those near retail services received a higher score to reflect feedback received through the public engagement survey.

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

Total Location Index Scores ranged from 0 to 45. Location scoring criteria and weights are shown in Appendix C.

Figures 4-9 through 4-13 show the LIS for each of the facilities where data was collected.

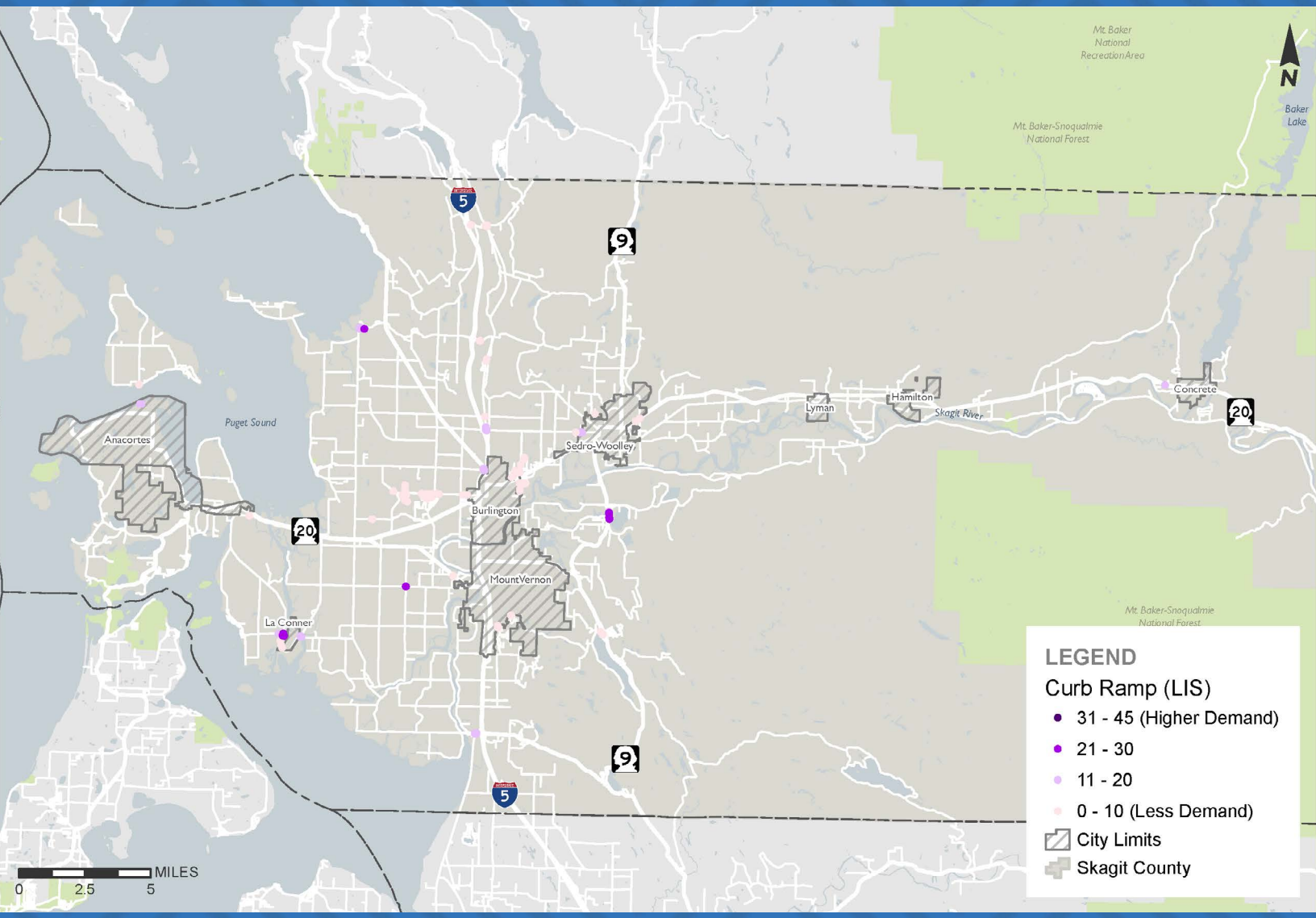


Figure 4-10 Location Index Score Composite (Curb Ramp)

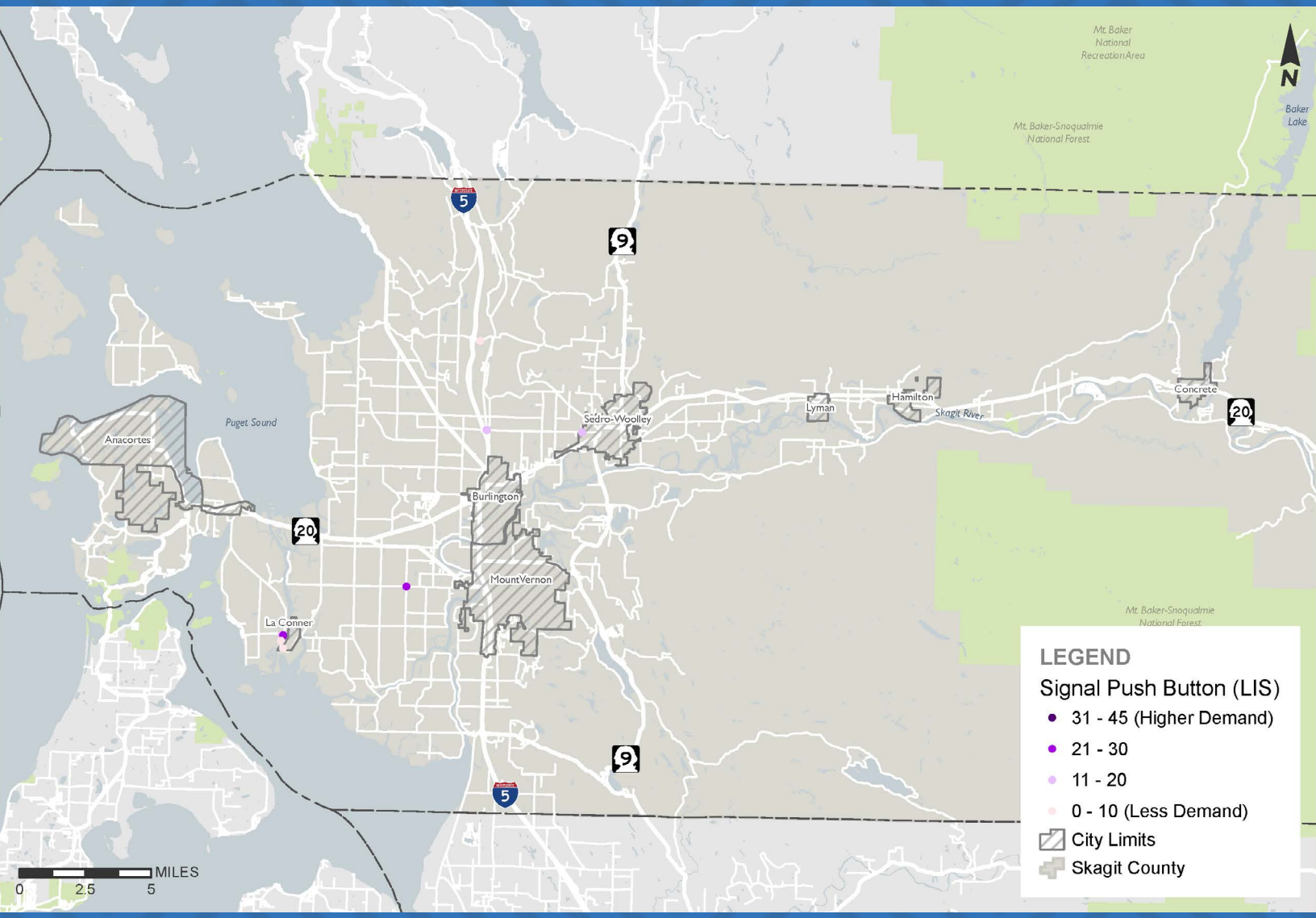


Figure 4-11 Location Index Score Composite (Signal Push Button)

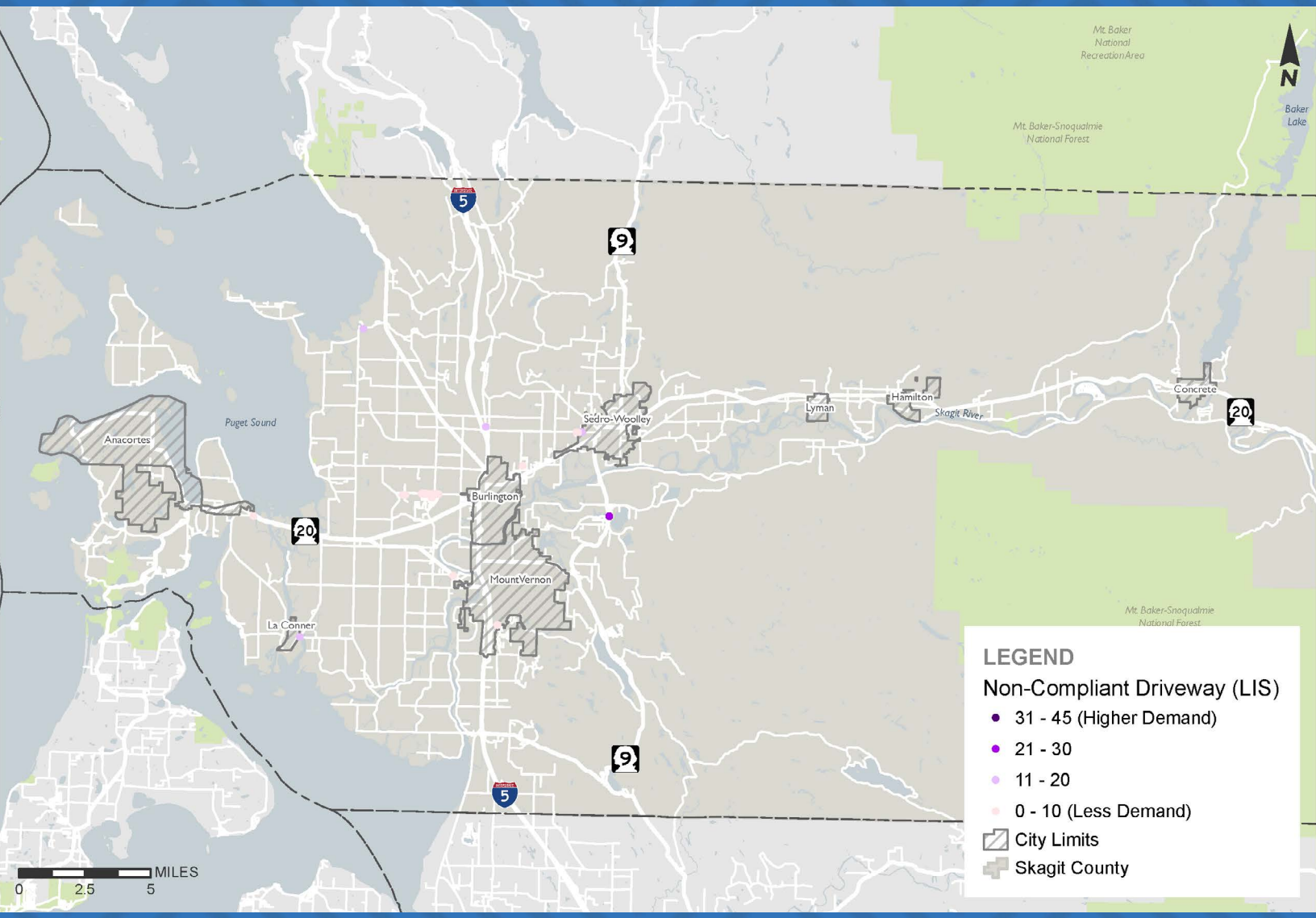


Figure 4-12 Location Index Score Composite (Non-Compliant Driveway)

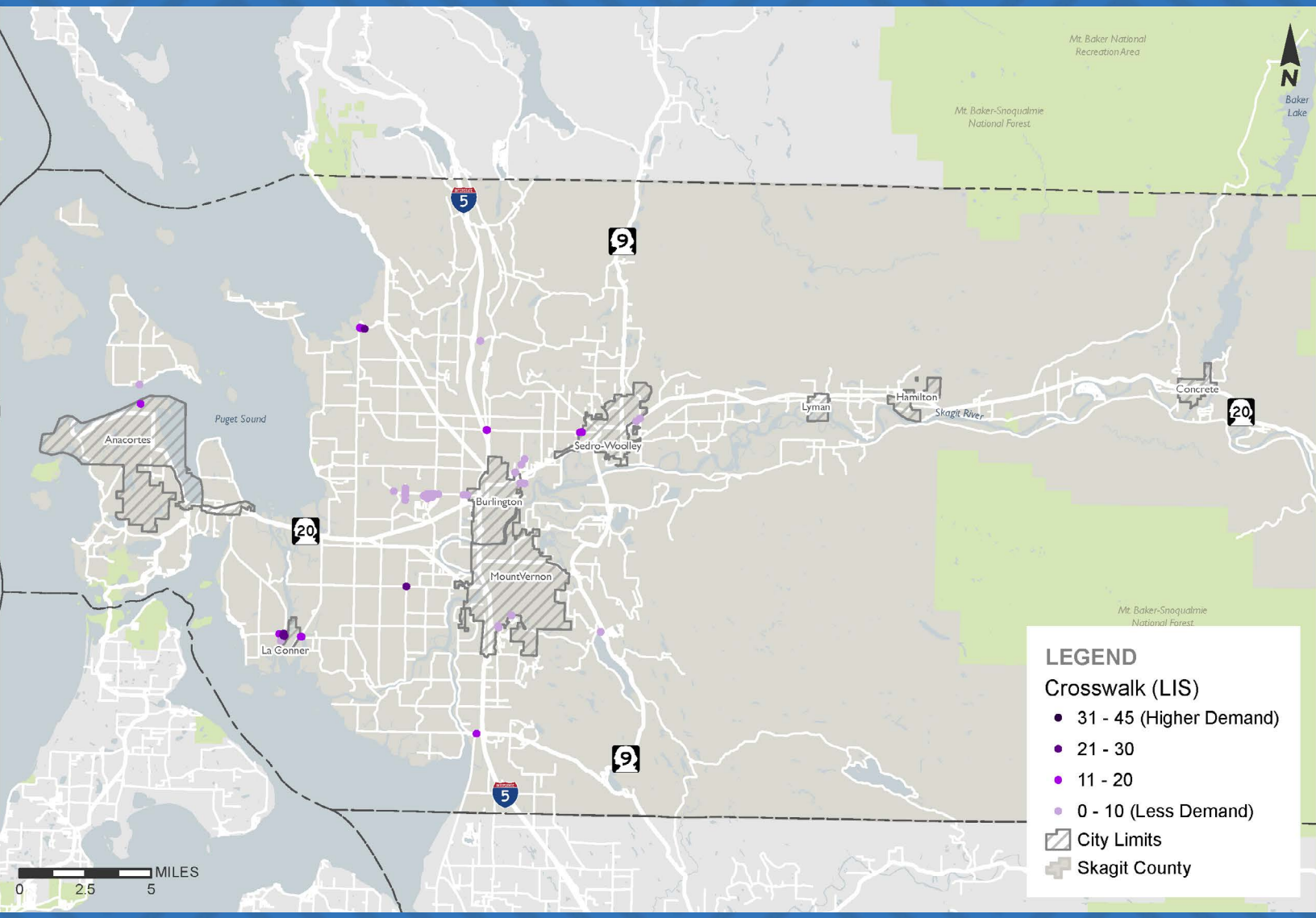


Figure 4-13 Location Index Score Composite (Crosswalk)

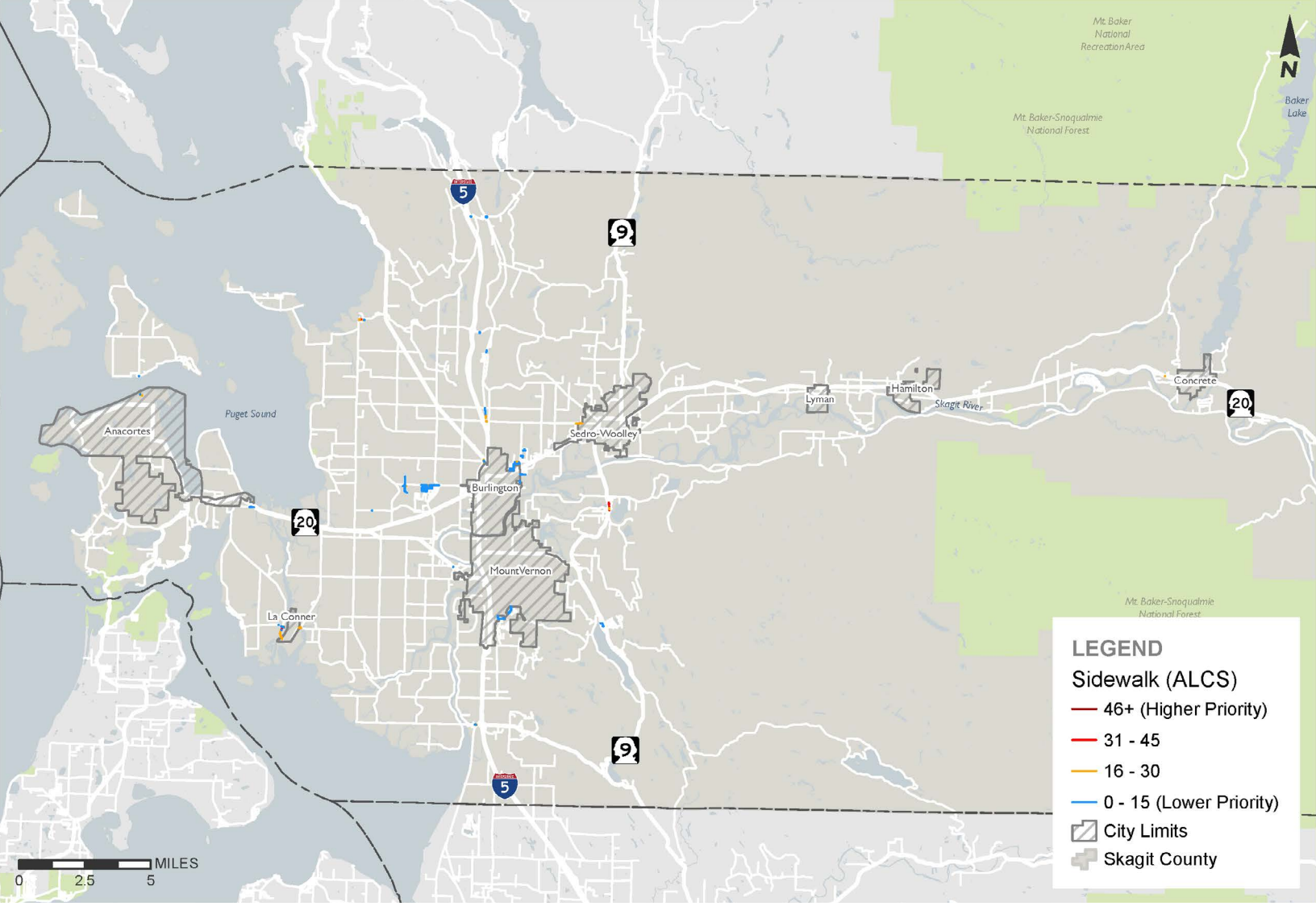


Figure 4-14 Accessibility (AIS) & Location (LIS) Combined Score (Sidewalk)

Combined Index Score

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

Scores were grouped into four categories:

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

Scores reflect the 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 county. As this Transition Plan is implemented, barrier removal will be guided by multiple factors, including but not limited to funding availability, location of capital projects that include pedestrian elements, construction efficiency, and project-level analysis. Barriers of all priority levels will be removed over time.

Figures 4-14 through 4-16 show the composite score for each of the facilities where data was collected.

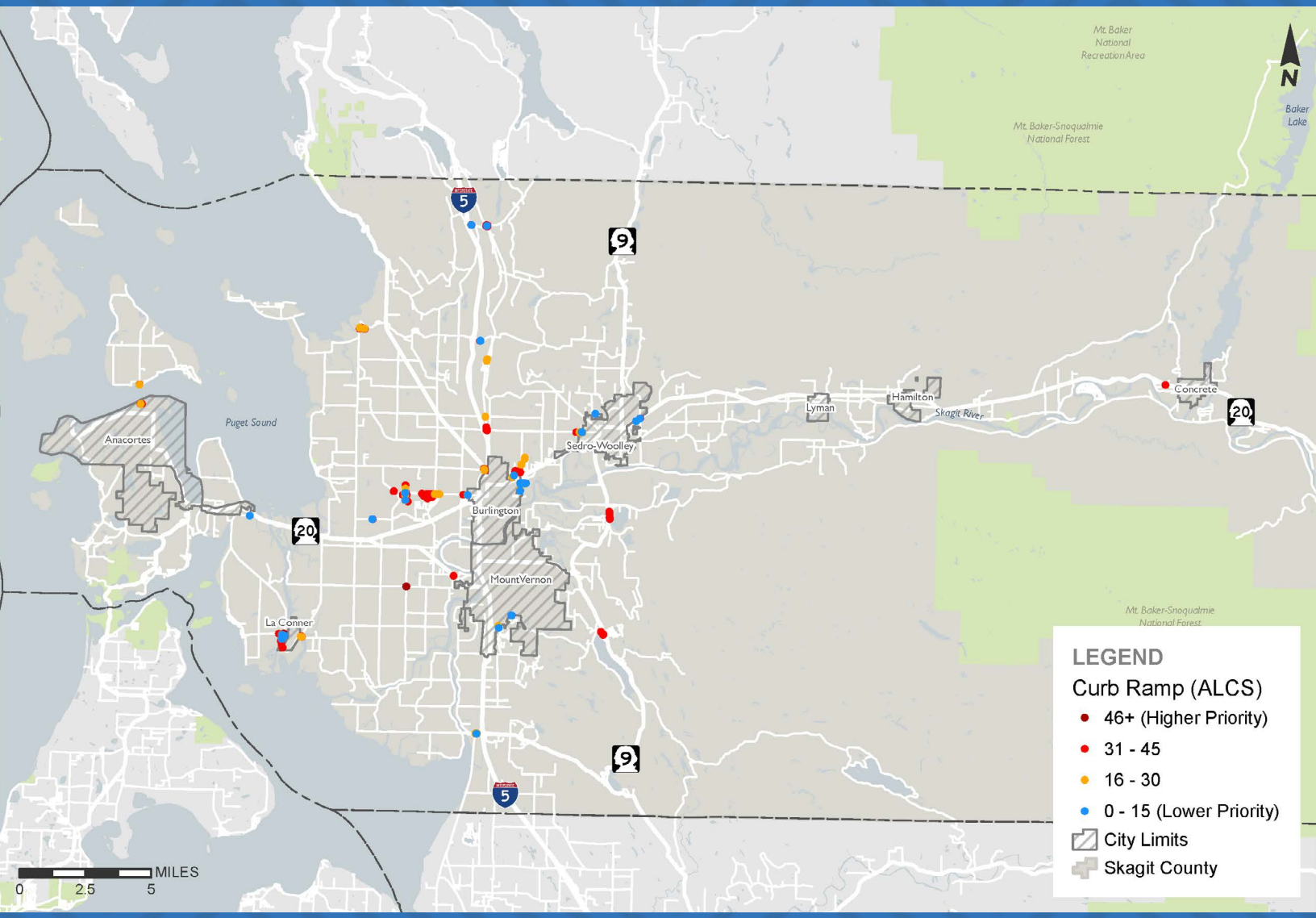


Figure 4-15 Accessibility (AIS) & Location (LIS) Combined Score (Curb Ramp)

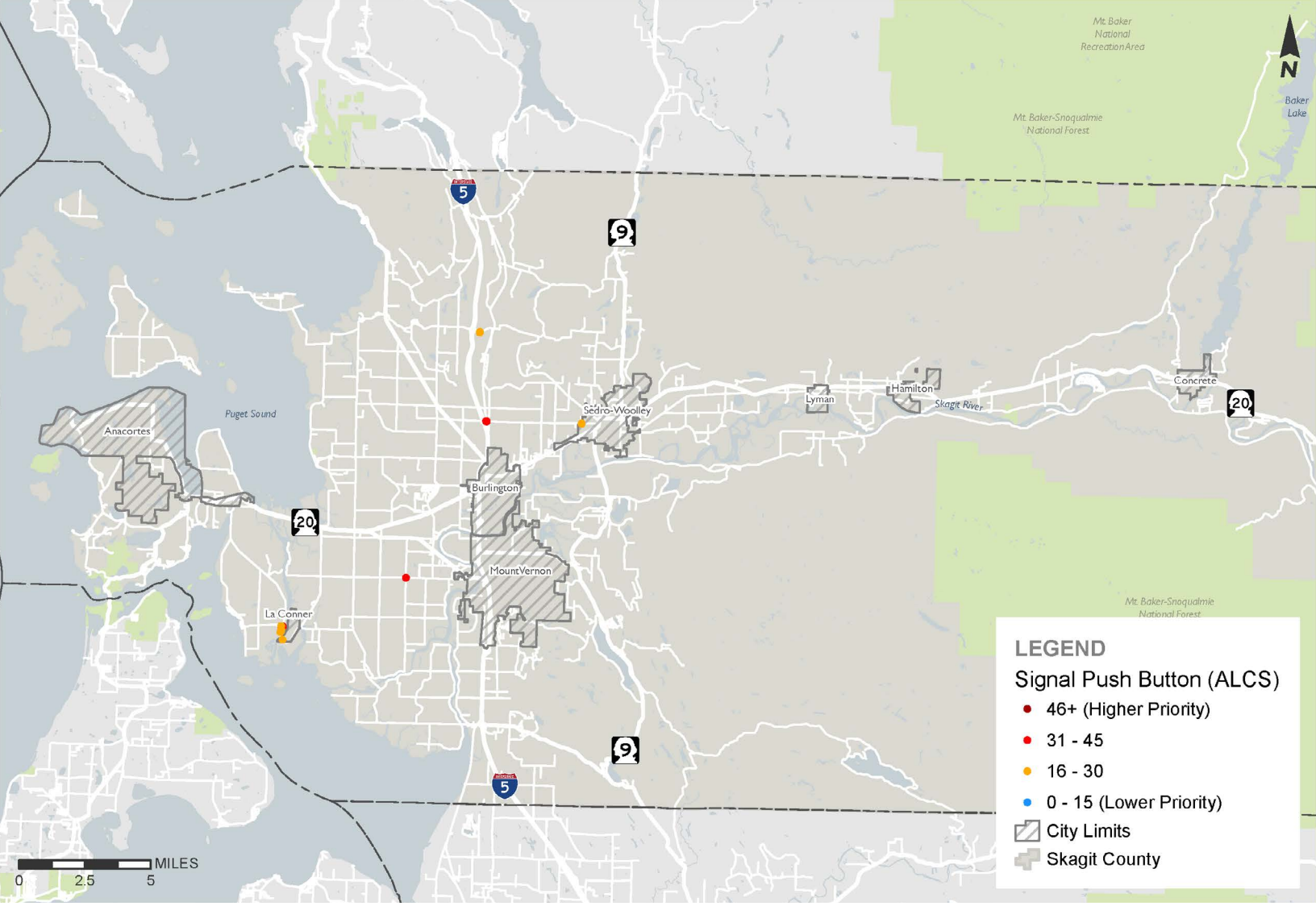


Figure 4-16 Accessibility (AIS) & Location (LIS) Combined Score (Signal Push Button)

4.2.2 Planning Level Cost Estimates to Remove Pedestrian Barriers

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

Process

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

The total planning-level cost estimate, or total need, to remove all identified pedestrian barriers is approximately $6,326,000 (in 2024 dollars).

Cost estimates by facility and improvement type are shown in Table 4-1.

4.2.3 Barrier Removal Funding

A requirement of this plan is to forecast available funding that may be used to support plan implementation. This plan assumes total annual funding for barrier removal of $430,000 per year. A breakdown of the annual budget resources anticipated to be available to support pedestrian barrier removal implementation follows.

- Maintenance Program, $5,000.
- Upcoming Capital Facilities Projects, $200,000.
- Sidewalk Improvements and Transportation Improvement Program Projects, $225,000

These funding sources are aimed to address all levels of barrier removal priorities. As funding allows, the funding will be targeted towards the barriers identified as highest priority.

4.2.4 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 4.1. Highest priority level represents a significant barrier to accessibility in areas with higher pedestrian demand. Lower priority levels represent lesser barriers to accessibility in areas with lower pedestrian demand. Although some facilities will receive low ratings, all barriers associated with them will still need to be removed or be determined and documented to have been built to the maximum extent feasible.

Skagit County 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 time frame possible.

A transition plan was developed to target removal of accessibility barriers. With the County's current funding allocation, **approximately 20 transition years would be required to remove all barriers**.

The County 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 barrier removal 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 remaining areas identified as highest priority to determine the severity of the barriers and to assess possible solutions to fix issues. 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 County's GIS database. The 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 the amount of 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 in the engineering design phase to determine if improvements to the facility are feasible.

Table 4-1 Planning Level Cost Estimate

ADA Deficiency	Improvement Types	Quantity	Unit Cost	Total Cost
Sidewalk Improvements				
Non-compliant sidewalk within ROW (width, condition, slope, etc).	Reconstruct existing sidewalk/ paved shoulder walkway.	10,123 SY	$145	$1,468,000
Non-compliant sidewalk On-Site (width, condition, slope, etc).	Reconstruct existing sidewalk/ paved shoulder walkway.	63 SY	$145	$10,000
Non-compliant driveway (slope, grade break, etc).	New driveway with sidewalk.	65 EA	$2,900	$189,000
			Subtotal	***$1,667,000***
Maintenance/Miscellaneous				
Vertical discontinuity (<1/2").	Sidewalk grinding (7 LF of sidewalk).	29 EA	$250	$8,000
Vertical discontinuity (>1/2").	Replace two adjacent sidewalk panels (5ft x 5ft panels).	59 EA	$806	$48,000
Horizontal discontinuity.	Sidewalk crack sealing/grouting (5LF per occurrence)	920 LF	$5	$5,000
Fixed obstacles.	Relocation of obstacles including utility pole, mailbox, tree trunk, etc.	18 EA	$3,000	$54,000
Movable 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.	38 EA	$500	$19,000
			Subtotal	***$143,000***
Curb Ramp Improvements				
Missing curb ramps (along existing sidewalks).	Install new curb ramp.	47 EA	$6,000	$232,000
Non-compliant ramp (running slope, cross slope, ramp width, flare slope, lip, grade break, etc.) within ROW.	Reconstruct existing ramp.	152 EA	$6,000	$912,000
Non-compliant ramp (running slope, cross slope, ramp width, flare slope, lip, grade break, etc.) On-Site.	Reconstruct existing ramp.	3 EA	$6,000	$18,000
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.	21 EA	$1,030	$22,000
			Subtotal	***$1,234,000***
Pushbutton Improvements				
Non-APS pushbutton and pushbutton is located incorrectly.	Install new APS pushbutton and install new pole.	12 EA	$5,900	$71,000
APS pushbutton located incorrectly and has non-compliant dimensions and/or programming.	Install new pole and reprogram pushbutton.	14 EA	$3,700	$49,000
APS pushbutton that has non-compliant dimensions and/or programming.	Reprogram pushbutton, reorient pushbutton, and/or install tactile arrow.	2 EA	$200	$1,000
			Subtotal	***$121,000***
Staircase Improvements (On-Site)				
Non-compliant handrail or missing handrail (height, diameter, extensions, etc.)	Replace handrail.	65 LF	$150	$10,000
			Subtotal	***$10,000***

Table 4-1 Planning Level Cost Estimate

ADA Deficiency	Improvement Types	Quantity	Unit Cost	Total Cost
Wheelchair Ramp Improvements (On-Site)				
Non-compliant ramp (width, slope, landing, etc).	Replace ramp.	37 SY	$190	$8,000
Non-compliant handrail (height, diameter, extensions, etc.) or missing handrail.	Replace handrail.	100 LF	$150	$15,000
			Subtotal	*$23,000*
Bus Stop Improvements				
Non-compliant bus shelter turning space cross slope.	Replace bus shelter pad (7.5 SY per occurrence).	15 SY	$180	$3,000
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.	490 SY	$145	$72,000
			Subtotal	*$75,000*
Accessible Parking Improvements				
Non-compliant parking stall/ parking aisle slope. (On-Site).	Grind surface and/or add asphalt lift.	7 EA	$2,000	$14,000
Non-compliant accessible parking stall/parking aisle width or pavement marking. (ROW).	Install parking stall accessible symbol/aisle pavement markings or resize and restripe stall/aisle.	1 EA	$200	$1,000
Non-compliant sign height or no sign indicating accessible stall (Within ROW).	Install parking stall accessible symbol/aisle pavement markings or resize and restripe stall/aisle.	4 EA	$200	$1,000
Non-compliant sign height or no sign indicating accessible stall. (ROW).	Install new sign or adjust existing sign.	4 EA	$100	$1,000
Non-compliant accessible parking stall/parking aisle width or pavement marking (On-Site).	Install parking stall accessible symbol/aisle pavement markings or resize and restripe stall/aisle.	1 EA	$200	$1,000
Non-compliant sign height or no sign indicating accessible stall. (On-Site).	Install new sign or adjust existing sign.	4 EA	$100	$1,000
			Subtotal	*$17,000*
			Total	*$3,293,000*
			Contingency @ 20%	$659,000
			Design @ 12%	$396,000
			Mobilization @ 8%	$264,000
			TESC + Traffic Control @ 12%	$396,000
			Construction Management @ 20%	$659,000
			Right-of-way @ 20%	$659,000
			TOTAL 2024 DOLLARS	*$6,326,000*

5 RECOMMENDATIONS AND NEXT STEPS

5.1 Recommended Actions

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

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

Recommendation 1:

Update County design standards to match ADA Standards

Status: *Pending*

A detailed audit of County design standards using Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way 2023 (PROWAG) was conducted to inform Chapter 2. This audit, which is included in Appendix A, recommends specific changes and additions to the County's standard plans and municipal code. Recommendations were identified for updating existing sidewalk, curb ramp, and pushbutton standards and filling in ADA guidelines for areas not covered in the County's standards and code. Skagit County should update these documents to meet PROWAG standards.

Recommendation 2:

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

Status: *Completed*

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

Official Responsible for Plan Implementation:

Grace Kane, County Engineer

1800 Continental Place
Mount Vernon, WA 98273
360-416-1400
pw@co.skagit.wa.us

Recommendation 3:

Develop a Countywide Accessible Pedestrian Signal (APS) policy

Status: *Pending*

Accessible Pedestrian Signal (APS) policies serve as a means for cities to be consistent with ADA requirements at traffic signals. The APS policy covers when installation of APS devices that "communicate information about pedestrian timing in nonvisual formats such as audible tones, verbal messages, and/or vibrating surfaces" (MUTCD) is required. The proposed APS policy is included in Appendix F. It is recommended that this policy be modified to specify that all signalized intersections are required to have APS devices installed that meet ADA requirements.

Recommendation 4:

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

Status: *On-Going*

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

Recommendations 5:

Develop a standard grievance process for barriers to accessibility

Status: *Pending*

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

Currently Skagit County does not have an established process to file a grievance with the County's ADA Coordinator.

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

The County'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 to file for a "Grievance". A Request for Service allows the public to request accommodations for barrier removal. A request should be possible in-person, by telephone, by mail, via e-mail, or via an accessible web page with a link to an online form and should be recorded by the County. Information on how to file this should be easily accessible. The recording of the request is critical for recordkeeping and to evaluate the Department's response to ADA-related requests. The second step, a Grievance, is used to report denial of access to a County facility, activity, or program. A Request for Service should be required prior to submitting a grievance. The County should then acknowledge, review the filing, and respond within a set number of days upon receipt. A clear process for appeal of a Grievance decision should be communicated if a denial is issued. Review of the County's current grievance policy resulted in the following recommendations.

- Establish a two-step grievance process with step one being a less formal request followed by step two, a formal grievance.
- Make the service request/grievance process easily navigable from the main County website.
- Revise the County's websites to more clearly define the service request/grievance process as a two-step process and provide clear directions on how to follow these steps.
- Ensure that the County's website and PDF forms are accessible using common screen readers and provide alternative ways of filing 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 County will make every attempt to provide the type of service requested. The department's contact or ADA/504 Coordinator will consult with the requester 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/504 Coordinator may ask the individual with the disability for technical assistance and information.

Recommendation 6:

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 County 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.

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

Recommendation 7:

Develop performance measures and processes to track removal of barriers

Status: *Pending*

The primary purpose of an ADA transition plan is to develop a plan for removal of accessibility barriers. To show progress towards this requirement, Skagit County should develop a process of tracking barrier removal on an annual basis. It is recommended that the County 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 County is making progress to meet Title II requirements. These updates should coincide with the two-to-five-year planning efforts completed to outline future barrier removal efforts.

Recommendation 8:

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 County should review its standards and policies to ensure that temporary, alternative walking routes are available within designated construction zones.

Skagit County 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 County's guidelines would outline expectations for reconstructed facilities and who holds responsibility for reconstruction.

Recommendation 9:

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

Status: *Pending*

The focus of the initial self-evaluation was on ADA barriers related to selected park locations and the public right-of-way within the County. Although this plan's focus was limited to these elements, the requirements for accessibility found in Title II of the ADA also apply to certain physical facilities such as County-owned buildings. Additionally, Title II ADA requirements apply to many functions, programs, and activities that the County may provide or engage in such as community gatherings, recreational groups, and County-sponsored events. In addition to these program and facility types, self-evaluation and transition planning related to activities such as hiring communications, recreational programs, and emergency programs, should be performed to identify barriers within all County buildings, parks, programs, and activities.

APPENDIX A: STANDARDS REVIEW BARRIER AUDIT

TECHNICAL MEMORANDUM

Date:	October 13, 2023	**TG:**	1.21218.01
To:	Tom Weller, PE – Skagit County		
From:	Patrick Lynch, AICP Transpo Group		
Subject:	Barrier Removal Audit – Skagit County ADA Transition Plan		

Skagit County maintains road design standards and municipal code covering pedestrian facilities. The design standards are used for both public and private work performed within the street rights-of-way of Skagit County. This memorandum describes design guidelines that meet the requirements of the Americans with Disabilities Act (ADA), common accessibility design issues, and references to specific design guidelines. The audit of the County's roadway design standards and municipal code as they relate to pedestrian features within the public right-of-way include Skagit County Road Standards (SCRS) and the Skagit County Code (SCC).

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 County should identify the location where this occurs, provide justification, and document for future reference.

Several guidelines and references are available to assist Skagit County 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 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-ways. This practice has been endorsed by the Federal Highway Administration (FHWA), the US Access Board, and is the standard the Washington Department of Transportation adheres to. The County's standards and codes were evaluated against 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 County'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

Although Skagit County has standards in place it is important for the standards to be consistent and compliant with the above standards and guidelines. To that end, this memo will provide recommendations to improve and clarify the existing County documents. Also, recommended actions are included where necessary to meet ADA design standards and best practice. The following tables describe requirements for specific design elements, how they are addressed in County standards, and recommendations for modifications.

The SCRS provides references to other publications where the SCRS does not otherwise cover a topic.

> "Except where these standards provide otherwise, or by contract with Skagit County, all design and construction, including materials, shall be in accordance with the relevant sections of the following publications:
>
> A. Washington State Department of Transportation "Standard Specifications for Road, Bridge and Municipal Construction", current edition including the APWA Amendments and any other amendments as adopted by Skagit County, hereinafter "Standard Specifications"
>
> B. Washington State Department of Transportation "Standard Plans for Road and Bridge Construction," current edition, hereinafter "Standard Plans".
>
> C. U.S. Department of Transportation "Manual on Uniform Traffic Control Devices, as amended and approved by the Washington State Transportation Commission", current edition, hereinafter "MUTCD"."
>
> "The following specifications may be followed when specifically cited by these road standards, or in the absence of specific standards when applicable and approved by the County Engineer.
>
> 1. "Washington Chapter American Public Works Association Standard Specification for Municipal Public Works Construction," current edition, hereinafter referred to as "APWA Standard Specifications."
>
> ...
>
> 3. Washington State Department of Transportation "Design Manual," current edition, hereinafter referred to as the "WSDOT Design Manual.""
>
> (SCRS Sections 2.06 and 2.07)

Sidewalks and Pathways

Sidewalks are mentioned in the County's standard details and county 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	Review	Recommendations
Pedestrian Access Route (PAR) & Connection to accessible facilities	Accessible elements, spaces, and pedestrian facilities required to be accessible and connect to accessible routes.	Sidewalks shown and mentioned on multiple standard figures in the Skagit County Road Standards.	N/A
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 width shown as 5' (SCRS Figures B-8 and B9). "Sidewalks shall be at least five feet in width and four inches in depth. In commercial or industrial areas where buildings are closer than ten feet to the edge of right-of-way, the sidewalks shall be at least eight feet in width" (SCRS Section 11.01.D).	Update standard SCRS Figure C-9 with a general note listing the sidewalk widths required in SCRS Section 11.01.D.
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).	Not mentioned.	Add a note to SCRS Figure C-9, the running slope for a sidewalk along the roadway shall not exceed the general grade of the roadway. Sidewalks not adjacent to a roadway shall not have a running slope greater than 5%.
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).	2% cross slope (Skagit County Road Standards Figure C-9).	Recommend including a desired cross slope of 1.5% or flatter to allow for construction tolerances with 2% as the maximum cross slope.
Protruding Objects	Objects with leading edges more than 27 in. and less than 80 in. above the walking surface shall not protrude	Refers to other standard publications for items not	N/A

Sidewalks and Pathways

Design Element	Requirement	Review	Recommendations
	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).	covered in the standards (SCRS Sections 2.06 and 2.07).	
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).	Refers to other standard publications for items not covered in the standards (SCRS Sections 2.06 and 2.07).	N/A

Sidewalks and Pathways

Design Element	Requirement	Review	Recommendations
	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 to travel from one side to the other.

Design Element	Requirement	Review	Recommendations
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).	Refers to other standard publications for items not covered in the standards (SCRS Sections 2.06 and 2.07).	N/A
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).	Refers to other standard publications for items not covered in the standards (SCRS Sections 2.06 and 2.07).	N/A
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).	"Medians shall be designed to accommodate pedestrian crossings at intersection, at mid-block crosswalks and bus stops" (SRCS Section 3.11). Refers to other standard publications for items not covered in the standards (SCRS Sections 2.06 and 2.07).	N/A

Curb Ramps

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

Design Element	Requirement	Review	Recommendations
Ramp Width	The clear width of curb ramp runs and blended transitions, excluding flares, shall be 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).	Ramp width shown as 3' minimum (SCRS Figure C-12, C-14, C-16, and C-17). Ramp width shown as 5' min. – 10' max. (SCRS Figure C-13). Ramp width shown as 5' min. (SCRS Figure C-15).	Remove all curb ramp standard figures. Update standards reference in SCRS Section 7.04. Continue to refer to WSDOT Standard Plans for all items not covered in the County standards.
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).	Ramp running slope show as 1:12 maximum (SCRS Figures C-11 to C-17).	Remove all curb ramp standard figures. Update standards reference in SCRS Section 7.04. Continue to refer to WSDOT Standard Plans for all items not covered in the County standards.
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).	Not mentioned.	Remove all curb ramp standard figures. Update standards reference in SCRS Section 7.04. Continue to refer to WSDOT Standard Plans for all items not covered in the County standards. .

Curb Ramps

Design Element	Requirement	Review	Recommendations
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).	Flared slope to be 1:12 max. (SCRS Figures C-11 and C-12). Flared slope to be 1:10 max. (SCRS Figures C-14). Flared slope to be 1:6 max. (SCRS Figures C-17).	Remove all curb ramp standard figures. Update standards reference in SCRS Section 7.04. Continue to refer to WSDOT Standard Plans for all items not covered in the County standards.
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).	Note states “Crosswalks shall be centered on curb [access] ramps.” (SCRS Figures C-11 to C-13).	Remove all curb ramp standard figures. Update standards reference in SCRS Section 7.04. Continue to refer to WSDOT Standard Plans for all items not covered in the County standards.
Changes 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).	Not mentioned.	Remove all curb ramp standard figures. Update standards reference in SCRS Section 7.04. Continue to refer to WSDOT Standard Plans for all items not covered in the County standards.
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).	Bottom of ramp shall have max. ¼” lip(SCRS Figures C-11 – C-17).	Remove all curb ramp standard figures. Update standards reference in SCRS Section 7.04. Continue to refer to WSDOT Standard Plans for all items not covered in the County standards.

Curb Ramps

Design Element	Requirement	Review	Recommendations
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).	Type A and type B curb ramps are shown to have a landing space width of 5' min. (SCRS Figure C-11). Type C curb ramp is shown to have a landing space width of 5' min. and has a note where the landing can be decreased to a 4' min. width (SCRS Figure C-12). Type D1 curb ramp is shown to have a landing space width of 5' min. and 10' max. (SCRS Figure C-13). Type D2 curb ramp is shown to have a landing space width 5' min. and 4' min. (SCRS Figure C-14). Type E curb ramp is shown to have a landing space width of 5' min.(SCRS Figure C-15). Type F curb ramp is shown to have a landing space width of 5' (SCRS Figure C-16). Type G curb ramp is shown to have a landing space width of 6' (SCRS Figure C-17).	Remove all curb ramp standard figures. Update standards reference in SCRS Section 7.04. Continue to refer to WSDOT Standard Plans for all items not covered in the County standards.
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).	Landing slope shown as 2% (SCRS Figure C-13).	Remove all curb ramp standard figures. Update standards reference in SCRS Section 7.04. Continue to refer to WSDOT Standard Plans for all items not covered in the County standards.

Curb Ramps

Design Element	Requirement	Review	Recommendations
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).	A 4' min. space is shown in (SCRS Figures C-13 and C-14).	Remove all curb ramp standard figures. Update standards reference in SCRS Section 7.04. Continue to refer to WSDOT Standard Plans for all items not covered in the County standards.
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).	DWS shown as "1/4" deep pattern made with expanded metal grate" (SCRS Figures C-11 – C-17).	Remove all curb ramp standard figures. Update standards reference in SCRS Section 7.04. Continue to refer to WSDOT Standard Plans for all items not covered in the County standards.

Curb Ramps

Design Element	Requirement	Review	Recommendations
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)	3' deep advanced warning strip (SRCS Figures C-11, C-16, and C-17). Patterned surface covers entire ramp run on perpendicular ramps/landing on parallel ramps (SRCS Figures C-11—C-17).	Remove all curb ramp standard figures. Update standards reference in SCRS Section 7.04. Continue to refer to WSDOT Standard Plans for all items not covered in the County standards.

Curb Ramps

Design Element	Requirement	Review	Recommendations
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.	"On all roads with vertical curbs, ramp sections to facilitate passage of handicapped persons shall be constructed through curbs and sidewalks at road intersections and other crosswalk locations in compliance with the requirements of the Americans with Disabilities Act. Where a ramp is constructed on one side of the road, a ramp shall be provided at a corresponding location on the opposite side of the road. See Appendix C for curb ramp details" (SJRC Section 7.04).	N/A

Signals

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

Design Element	Requirement	Review	Recommendations
Accessible Pedestrian Signals and Pedestrian Push Buttons	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).	Refers to other standard publications for items not covered in the standards (SCRS Sections 2.06 and 2.07).	N/A
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).	Refers to other standard publications for items not covered in the standards (SCRS Sections 2.06 and 2.07).	N/A
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).	Refers to other standard publications for items not covered in the standards (SCRS Sections 2.06 and 2.07).	N/A
Orientation	The face of the push buttons shall be parallel to its associated crosswalk (PROWAG 307.5).	Refers to other standard publications for items not covered in the standards (SCRS Sections 2.06 and 2.07).	N/A
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	Refers to other standard publications for items not covered in the standards (SCRS Sections 2.06 and 2.07).	N/A

Signals

Design Element	Requirement	Review	Recommendations
	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 14uildingg 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).	Refers to other standard publications for items not covered in the standards (SCRS Sections 2.06 and 2.07).	N/A
Tactile Arrow	Push buttons shall have a tactile arrow with high visual contrast that is parallel to the direction of travel (PROWAG R307.9).	Refers to other standard publications for items not covered in the standards (SCRS Sections 2.06 and 2.07).	N/A
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 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)	Refers to other standard publications for items not covered in the standards (SCRS Sections 2.06 and 2.07).	N/A

Signals

Design Element	Requirement	Review	Recommendations
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).	Refers to other standard publications for items not covered in the standards (SCRS Sections 2.06 and 2.07).	N/A
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).	Refers to other standard publications for items not covered in the standards (SCRS Sections 2.06 and 2.07).	N/A
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).	Refers to other standard publications for items not covered in the standards (SCRS Sections 2.06 and 2.07).	N/A
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)	Refers to other standard publications for items not covered in the standards (SCRS Sections 2.06 and 2.07).	N/A
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).	Refers to other standard publications for items not covered in the standards (SCRS Sections 2.06 and 2.07).	N/A

Other Pedestrian Areas

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

Design Element	Requirement	Review	Recommendations
	Transit Stops		
Boarding and Alighting Area Dimensions	Bus stop boarding and alighting areas shall provide a clear length of 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).	Refers to other standard publications for items not covered in the standards (SCRS Sections 2.06 and 2.07).	N/A
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).	Refers to other standard publications for items not covered in the standards (SCRS Sections 2.06 and 2.07).	N/A
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).	Refers to other standard publications for items not covered in the standards (SCRS Sections 2.06 and 2.07).	N/A
	Parking		
Parking Spaces	Where parking spaces are marked with lines, width measurements of parking spaces and access aisles shall be made from the centerline of the markings (ADAS 502.1).	Refers to other standard publications for items not covered in the standards (SCRS Sections 2.06 and 2.07).	N/A

Other Pedestrian Areas

Design Element	Requirement	Review	Recommendations
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).	Refers to other standard publications for items not covered in the standards (SCRS Sections 2.06 and 2.07).	N/A
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)	Refers to other standard publications for items not covered in the standards (SCRS Sections 2.06 and 2.07).	N/A
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).	Refers to other standard publications for items not covered in the standards (SCRS Sections 2.06 and 2.07).	N/A
Angled Parking Spaces	The width of angles parking space shall be 132 in (PROWAG R310.4.1).	Refers to other standard publications for items not covered in the standards (SCRS Sections 2.06 and 2.07).	N/A
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	Refers to other standard publications for items not covered in the standards (SCRS Sections 2.06 and 2.07).	N/A

Other Pedestrian Areas

Design Element	Requirement	Review	Recommendations
	can serve two parking spaces if front and rear entry parking are both permitted. Where an access aisle serves on stall and parking 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).		
		Alternative Pedestrian Access Routes	
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).	"Pedestrian and bicycle facilities shall be kept free of obstructions" (SCRS Section 2.16). Refers to other standard publications for items not covered in the standards (SCRS Sections 2.06 and 2.07).	N/A
		Driveways	
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).	Maximum running slope is shown as 12:1 and minimum cross slope is shown to be 2% (SCRS Figure C-8).	Remove driveway standard figure. Update standards reference in SRCS Section 7.02. Continue to refer to WSDOT Standard Plans for all items not covered in the County standards.
		Ramps	

Other Pedestrian Areas

Design Element	Requirement	Review	Recommendations
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).	Refers to other standard publications for items not covered in the standards (SCRS Sections 2.06 and 2.07).	N/A
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).	Refers to other standard publications for items not covered in the standards (SCRS Sections 2.06 and 2.07).	N/A
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)	Refers to other standard publications for items not covered in the standards (SCRS Sections 2.06 and 2.07).	N/A
Rise	The rise for any ramp run shall be 30 in. maximum (PROWAG R407.5 & ADAS 405.6).	Refers to other standard publications for items not covered in the standards (SCRS Sections 2.06 and 2.07).	N/A
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).	Refers to other standard publications for items not covered in the standards (SCRS Sections 2.06 and 2.07).	N/A
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).	Refers to other standard publications for items not covered in the standards (SCRS Sections 2.06 and 2.07).	N/A

Other Pedestrian Areas

Design Element	Requirement	Review	Recommendations
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. (PROWAG R407.9 & ADAS 405.9)	Refers to other standard publications for items not covered in the standards (SCRS Sections 2.06 and 2.07).	N/A
		Stairways	
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).	Refers to other standard publications for items not covered in the standards (SCRS Sections 2.06 and 2.07).	N/A
		Handrails	
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).	Refers to other standard publications for items not covered in the standards (SCRS Sections 2.06 and 2.07).	N/A

Other Pedestrian Areas

Design Element	Requirement	Review	Recommendations
	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).	Refers to other standard publications for items not covered in the standards (SCRS Sections 2.06 and 2.07).	N/A
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).	Refers to other standard publications for items not covered in the standards (SCRS Sections 2.06 and 2.07).	N/A
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).	Refers to other standard publications for items not covered in the standards (SCRS Sections 2.06 and 2.07).	N/A

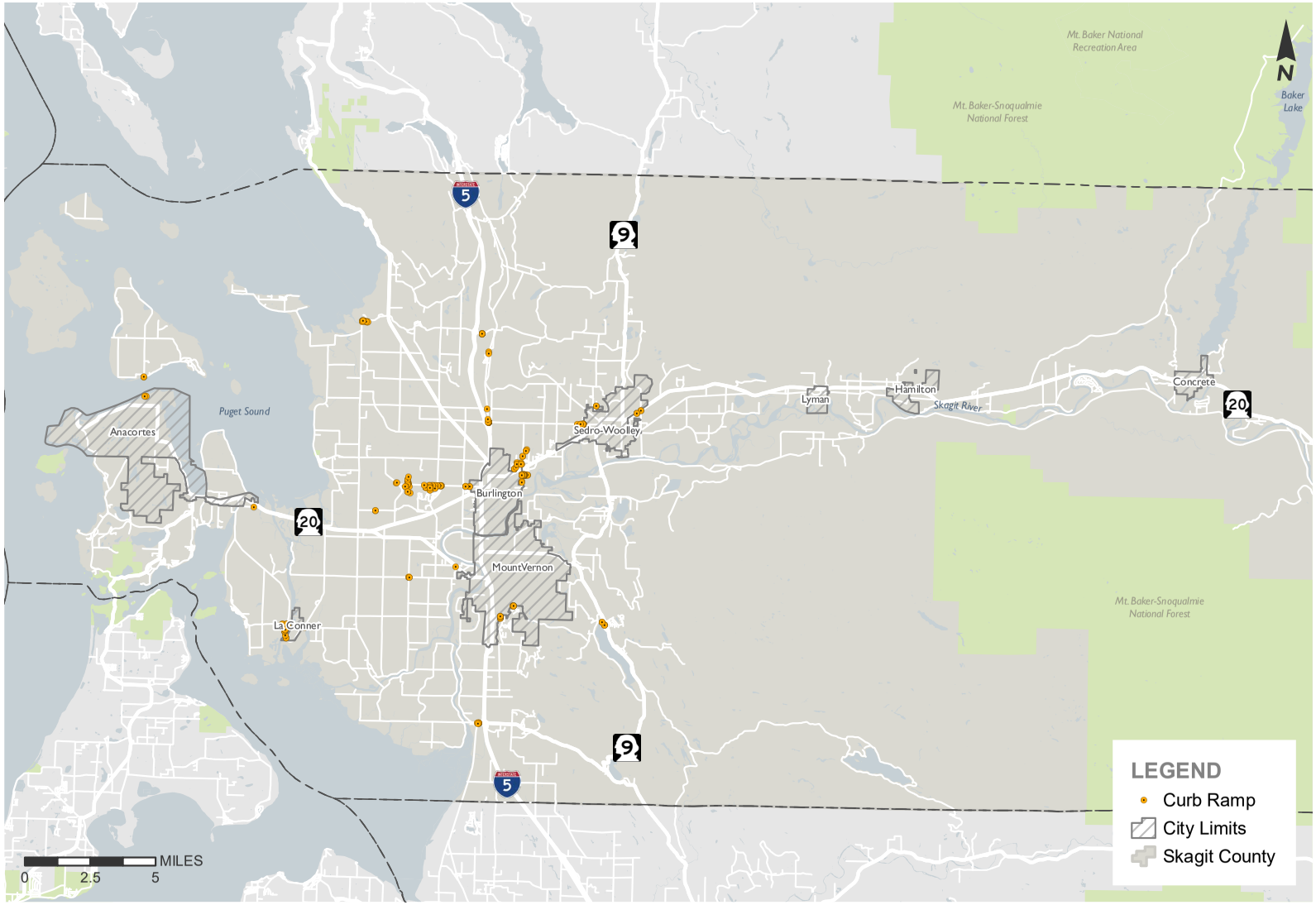
Other Pedestrian Areas

Design Element	Requirement	Review	Recommendations
	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).		
		Railways	
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). 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).	Refers to other standard publications for items not covered in the standards (SCRS Sections 2.06 and 2.07).	N/A
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).	Refers to other standard publications for items not covered in the standards (SCRS Sections 2.06 and 2.07).	N/A
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	Refers to other standard publications for items not covered in the standards (SCRS Sections 2.06 and 2.07).	N/A

Other Pedestrian Areas

Design Element	Requirement	Review	Recommendations
	facing the rail vehicles (PROWAG R305.2.7).		

APPENDIX B: EXISTING DATA INVENTORY



Inventory Curb Ramp

Skagit County ADA Transition Plan

FIGURE

I-1

transpogroup

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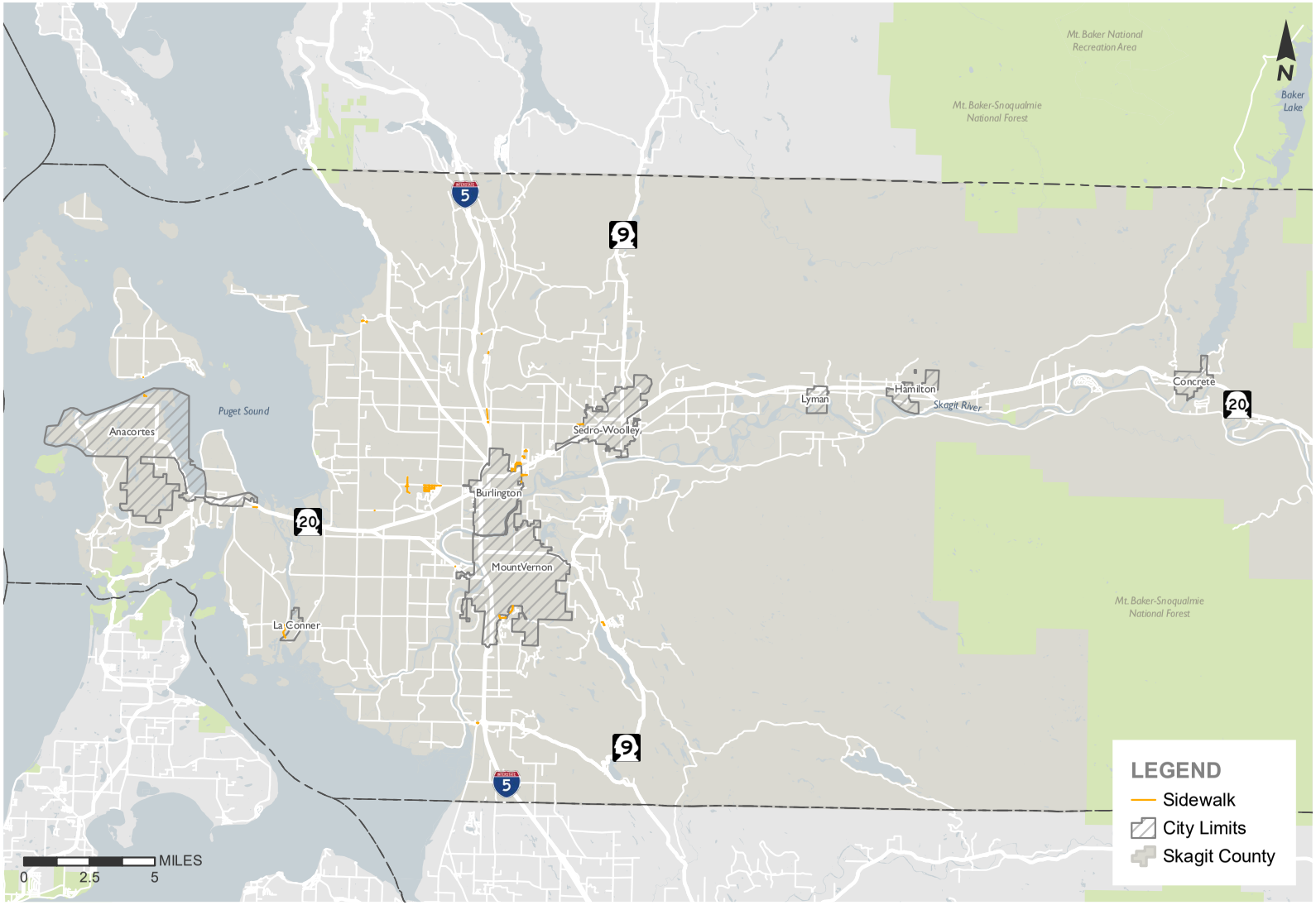

Inventory Sidewalk

Skagit County ADA Transition Plan

FIGURE **I-2**

transpogroup

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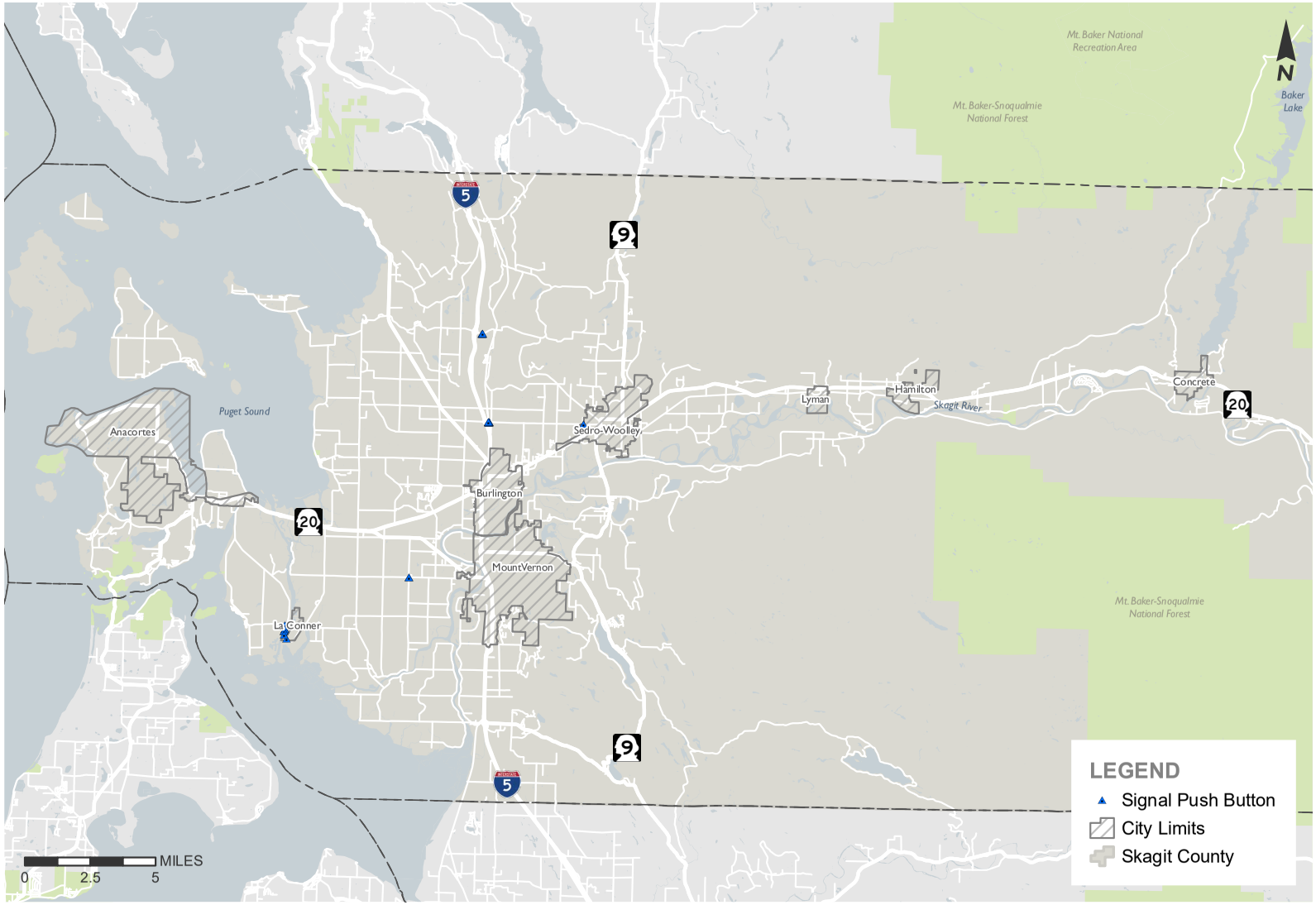

Inventory Signal Push Button

Skagit County ADA Transition Plan

FIGURE **I-3**

transpogroup

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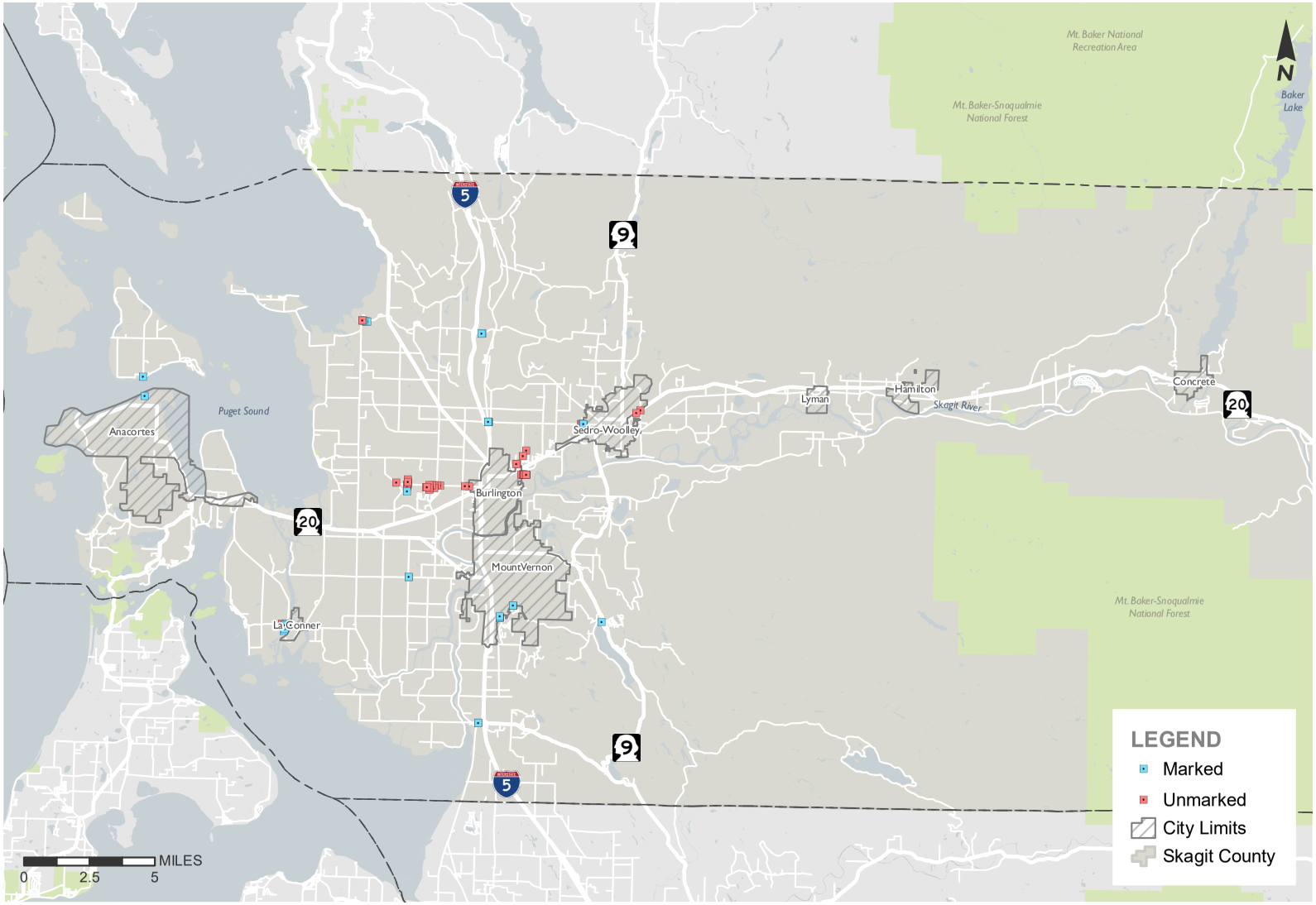

Inventory Crosswalk

Skagit County ADA Transition Plan

FIGURE

I-4

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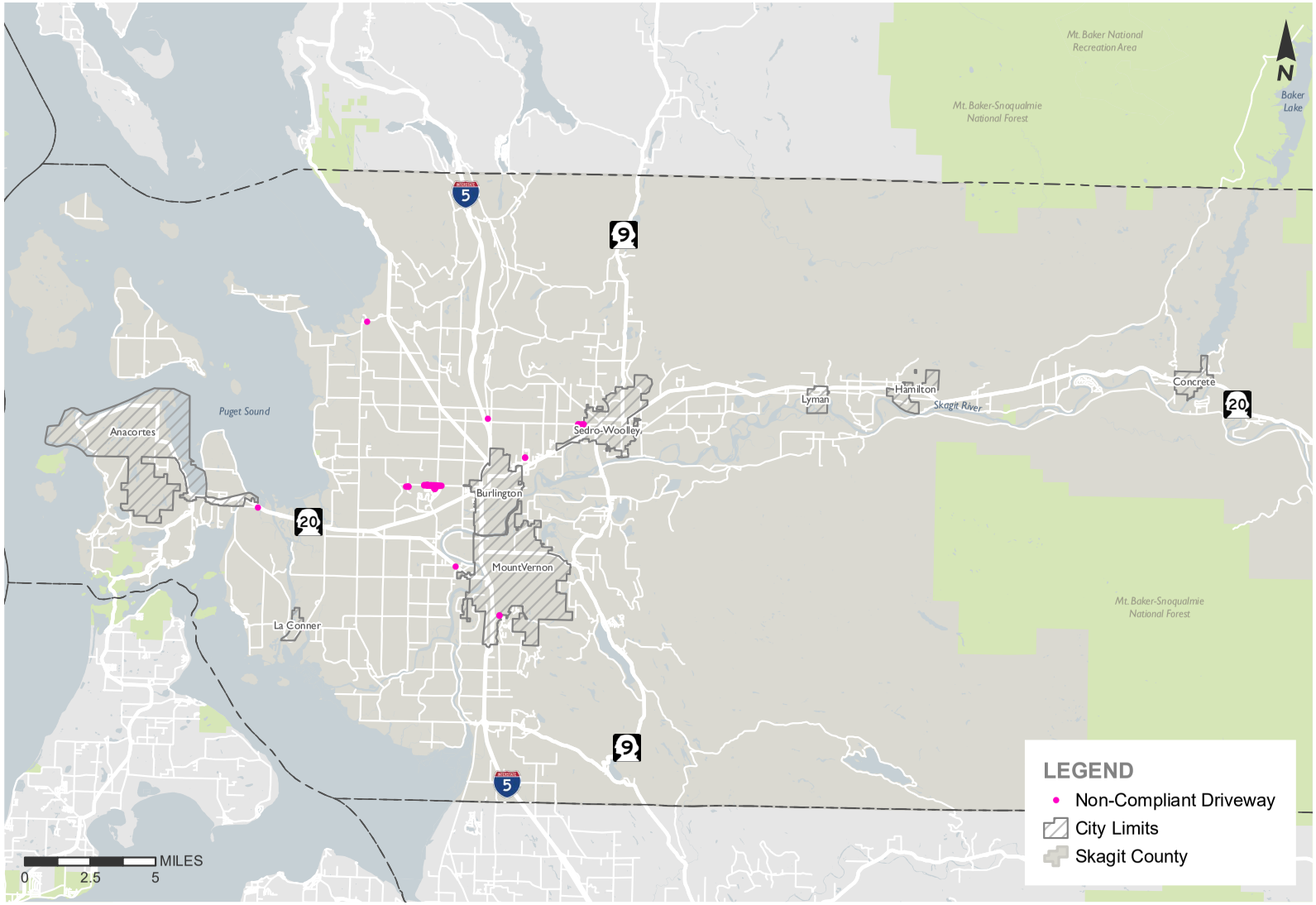

Inventory Non-Compliant Driveway

Skagit County ADA Transition Plan

FIGURE

I-5

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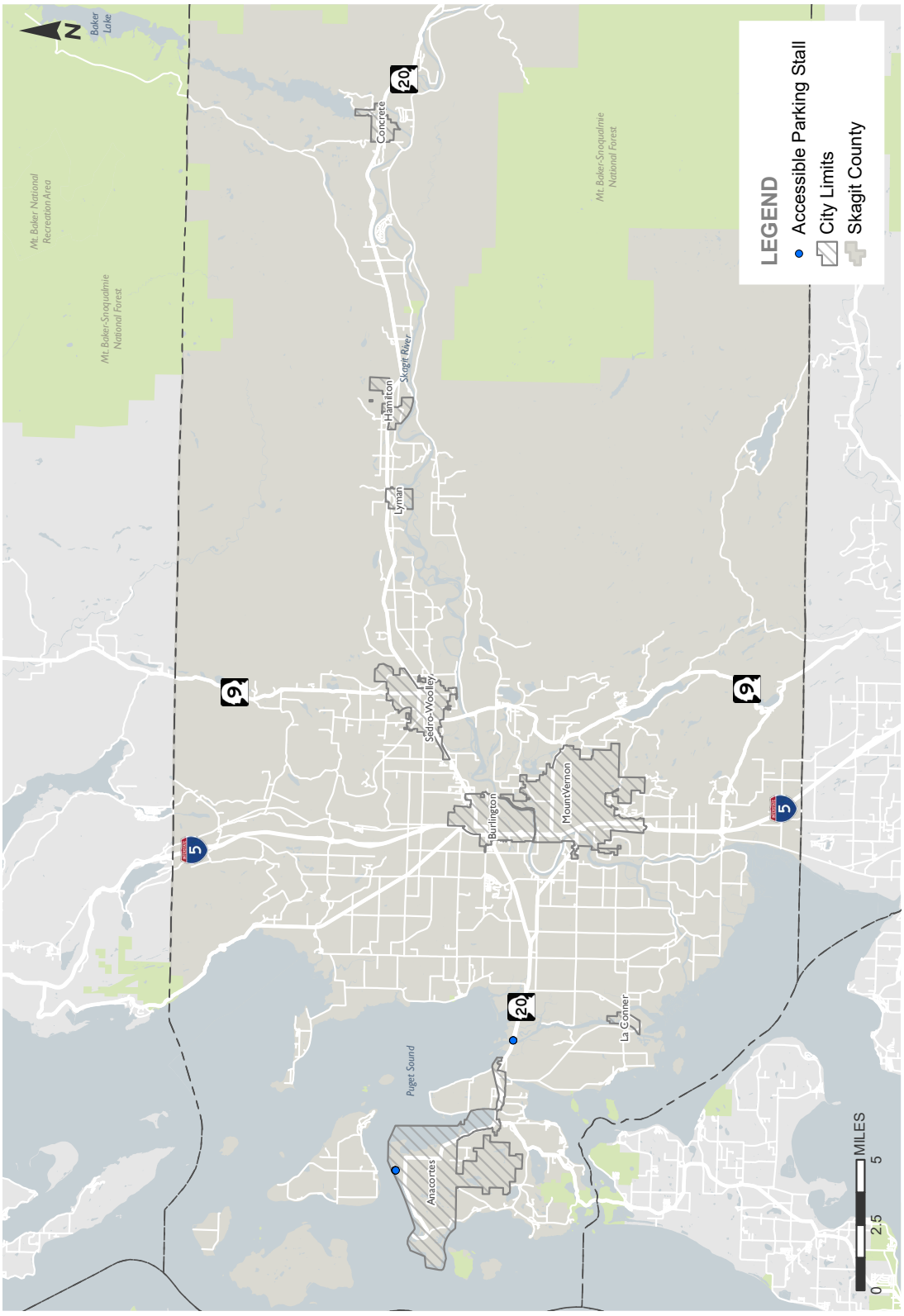

Inventory Accessible Parking Stall

Skagit County ADA Transition Plan

FIGURE **I-6**

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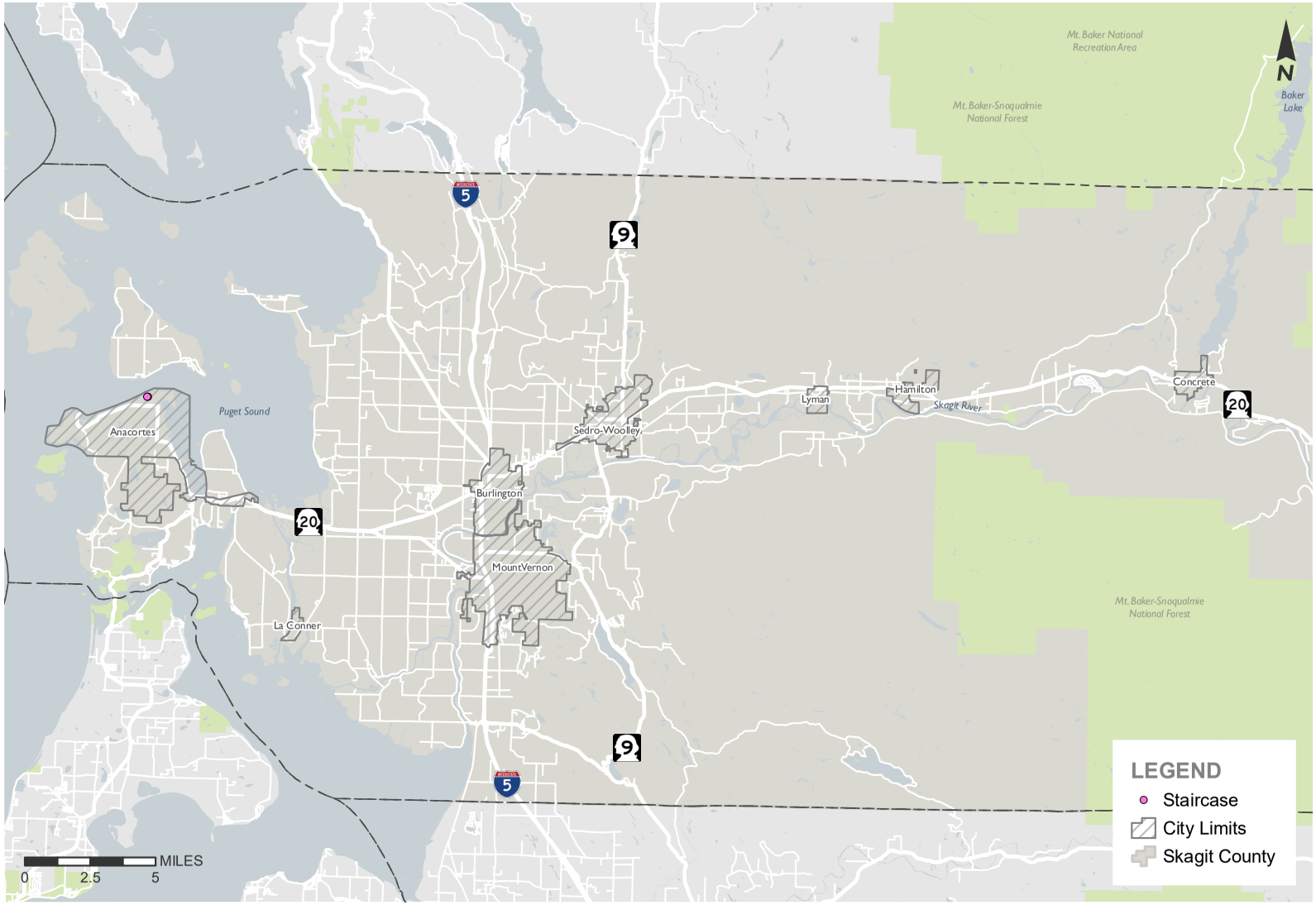

Inventory Staircase

Skagit County ADA Transition Plan

FIGURE

I-7

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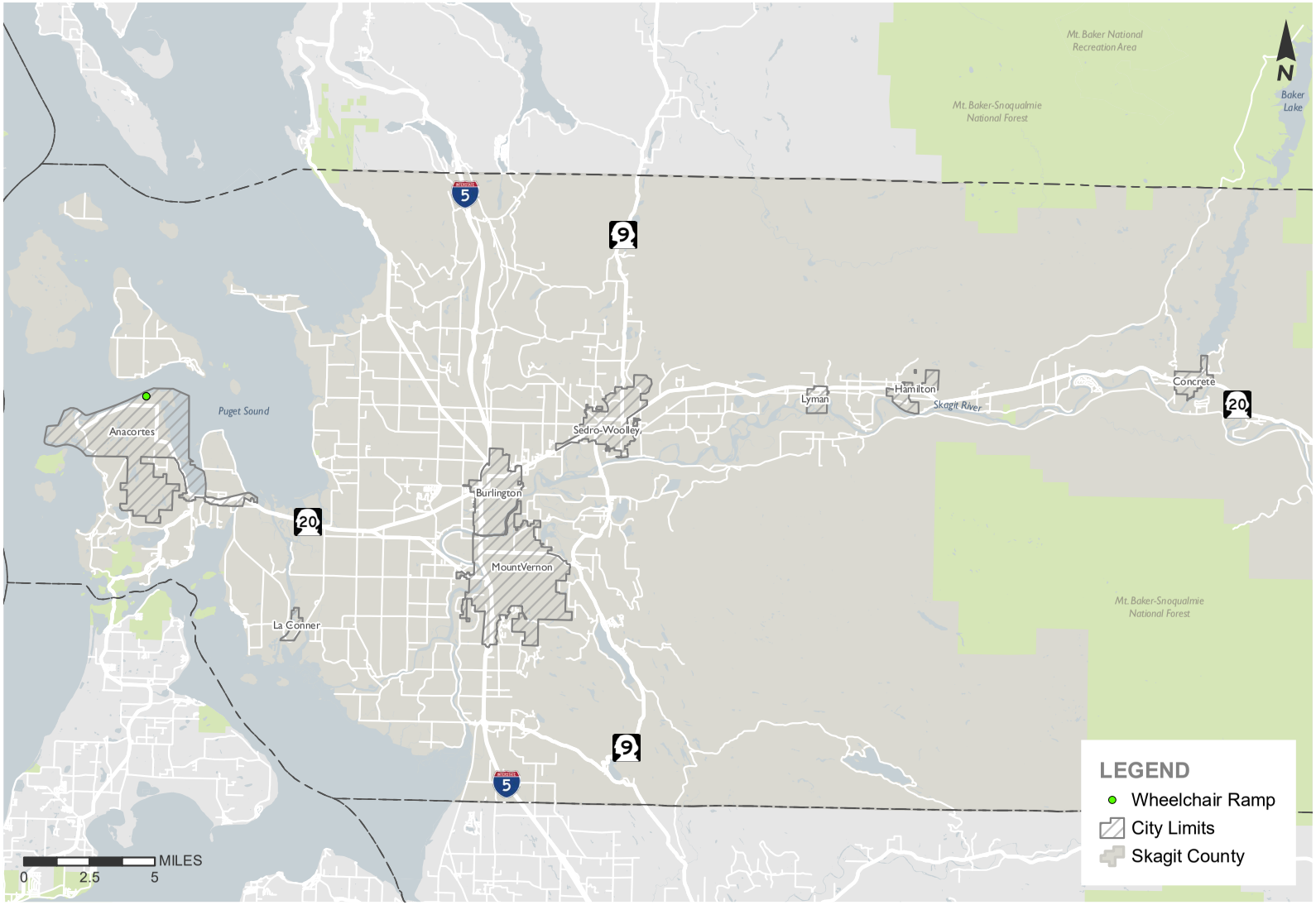

Inventory Wheelchair Ramp

Skagit County ADA Transition Plan

FIGURE

I-8

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APPENDIX C: PRIORITIZATION CRITERIA

ACCESSIBILITY INDEX SCORE	CRITERIA	THRESHOLD	SCORE	MAX. POSSIBLE SCORE
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	
	Access Aisle Turning Slope	> 2%	3	
	Pavement Marking	No Hatching	2	
	Maximum Parking Stall (AIS) Score			**30**
Wheelchair Ramps	Rise	> 30 inches	3	3
	Run Slope	> 8.3%	3	3
	Cross Slope	> 2%	3	3
	Width	< 4 feet if in ROW, < 3 feet if on-site	3	3
	Top Landing Length	< 5 feet or no top landing	1	1
	Bottom Landing Length	< 5 feet or no bottom landing	1	1
	Top Landing Width	< Ramp width or < 5 ft if ramp requires change in direction at landing or no top landing	1	1
	Bottom Landing Width	< Ramp width or < 5 ft if ramp requires change in	1	1

ACCESSIBILITY INDEX SCORE	CRITERIA	THRESHOLD	SCORE	MAX. POSSIBLE SCORE
		direction at landing or no bottom landing		
	Top Landing Cross Slope	> 2% or no top landing	1	1
	Bottom Landing Cross Slope	> 2% or no bottom landing	1	1
	Extended Ramp Surface/Edge Barrier	No extended ramp surface or < 12 inches and no barrier or barrier opening >= 4 inches	1	1
	Grade Breaks	One or both ends not concurrent	1	1
	Handrail Placement (Max. Score)	**No handrails present and rise > 6 inches**	**10**	10
	Handrail Placement	Handrail on one side only and rise > 6 inches	2	
	Handrail Height	< 34 inches or > 38 inches	1	
	Handrail Clearance	< 1.5 inches	1	
	Handrail Grip Surface Obstructed	> 20% obstructed	1	
	Handrail Cross Section	If circular, diameter < 1.25 inches or > 2 inches If non-circular, perimeter < 4 inches or > 6 inches	1	
	Handrail Top Extension Slope	Not horizontal and/or doesn't begin at first nosing, or no top extension	1	
	Handrail Top Extension Length	< 12 inches	1	
	Handrail Bottom Extension Slope	Not horizontal and/or doesn't begin at bottom of ramp, or no bottom extension	1	
	Handrail Bottom Extension Length	< 12 inches	1	
	Maximum Wheelchair Ramp (AIS) Score			**30**
Staircases	Riser	< 4 inches or > 7 inches	4	4
	Tread	< 11 inches	4	4
	Tread Cross Slope	> 2%	3	3
	Contrasting Strip	If no contrasting strips and staircase within ROW	2	2
	Contrasting Strip Placement/ Width/ Length	If there are strips and they're placed elsewhere than front of steps AND/OR If there are strips and they're < 2 inches	1	1

2

ACCESSIBILITY INDEX SCORE	CRITERIA	THRESHOLD	SCORE	MAX. POSSIBLE SCORE
		AND/OR If there are strips and they're less than the full width of each step		
	Nosing Radius	> 0.5 inches	2	2
	Riser Slope	> 30 degrees	2	2
	Tread Projection	> 1.5 inches	2	2
	Handrail Placement (Max. Score)	**No handrails present**	**10**	10
	Handrail Placement	Handrail on one side only	2	
	Handrail Height	< 34 inches or > 38 inches	1	
	Handrail Clearance	< 1.5 inches	1	
	Handrail Grip Surface Obstructed	> 20% obstructed	1	
	Handrail Cross Section	If circular, diameter < 1.25 inches or > 2 inches If non-circular, perimeter < 4 inches or > 6 inches	1	
	Handrail Top Extension Slope	Not horizontal and/or doesn't begin at first nosing, or no top extension	1	
	Handrail Top Extension Length	< 12 inches	1	
	Handrail Bottom Extension Slope	Not same slope as stairway or no bottom extension	1	
	Handrail Bottom Extension Length	< Tread width	1	
	Maximum Staircase (AIS) Score			**30**

3

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 County 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	
	Fixed Obstacles	Barriers Present >= 2	1	3
	Fixed Obstacles	Barriers Present >= 3	1	
	Moveable Object	Barriers Present >= 1	1	
	Moveable Object	Barriers Present >= 2	1	3
	Moveable Object	Barriers Present >= 3	1	
	Protruding Object	Barriers Present >= 1	1	
	Protruding Object	Barriers Present >= 2	1	3
	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**

Location Prioritization (aka Location Index Score)

A number of destinations are used to identify high priority pedestrian facilities within the County. 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, County 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 addressed 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 OUTREACH

MEMORANDUM

Date:	August 29, 2023	**TG:**	1.21218.01
To:	Tom Weller, P.E. – Skagit County		
From:	Patrick Lynch, AICP – Transpo Group Jewell Hamilton – Transpo Group		
Subject:	Skagit County ADA Transition Plan 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)). The County's three primary goals for conducting public outreach activities prior to adopting the plan include the following:

- Inform the public about the County's plan and processes regarding removal of barriers to accessibility within the rights-of-way. Provide information to assist interested parties to understand the issues faced by the County, 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 Skagit County between early April 2023 and mid-July 2023 to request responses via the County's virtual open house website and local festivals as well as on the County's social media channels.

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

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

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

The online survey received 66 respondents. Out of the 66 responses, 91 percent were Skagit County residents. Respondents also worked in or frequented Skagit County for recreation, medical appointments, social or community services, or shopping. Of the respondents, 30 percent (20 respondents) indicated they have a disability that impacts the way they travel and 23 percent (15 respondents) reported supporting someone with a disability. 6 percent (4) 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.

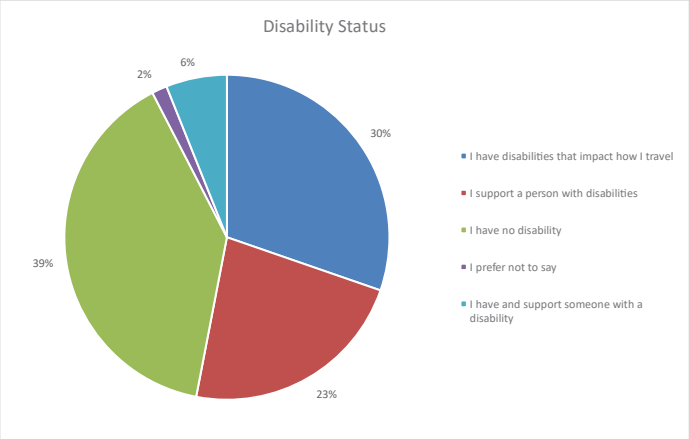

Figure 1 Disability Status

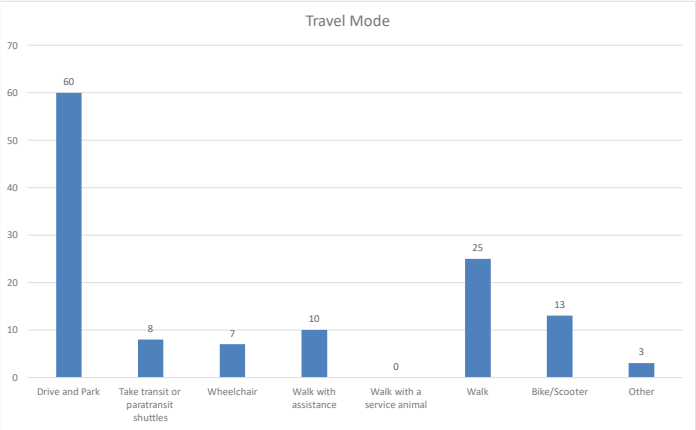

Figure 2 Travel Mode

The survey asked respondents to evaluate their use of frequent travel modes through the county, including driving, transit or paratransit shuttle, wheelchair, bike, or walk. Respondents were able to indicate if they use multiple travel modes. This mode split is shown in Figure 2. As shown in this Figure, the survey respondents predominantly drive and walk, with 60 of the 66 total respondents (91 percent) indicating that they drive, 35 respondents (53 percent) indicating that they walk, either on their own or with some sort of assistance. A smaller number of respondents use other modes, with 7 respondents (11 percent) using a wheelchair, 13 respondents (20 percent) using a bike/scooter and 8 respondents (12 percent) taking transit or paratransit shuttles.

Survey respondents were asked to identify barriers in the public right-of-way that limit participation and access to services in Skagit County.

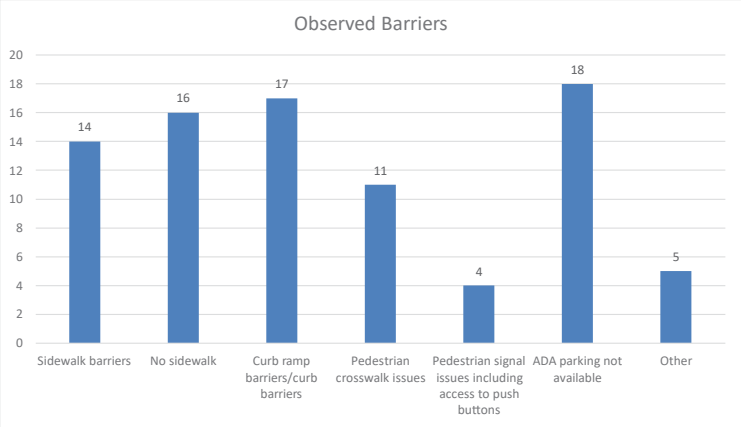

Figure 3 Observed Barriers in Public Right-of-Way

As shown on Figure 3, several barriers received significant response from the survey, with a lack of ADA parking selected most frequently. In addition, curb ramp barriers, and sidewalk barriers were identified as accessibility challenges. Survey respondents selecting the Other category identified barriers including sidewalk condition, structural barriers, and lack of ADA compliant sidewalk access including trip/fall hazards (path gravel or uneven), and lack of transit service or bus stop access.

Improvement Priorities

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

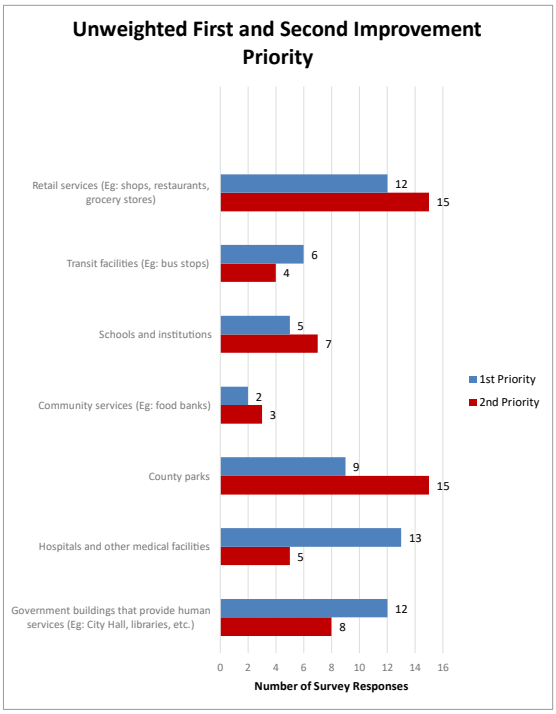

Figure 4 Unweighted First and Second Improvement Priority Ranking

When considering weighted scores, the top three priorities among survey respondents were retail services, hospitals and medical facilities, and government buildings. 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 County's transition plan.

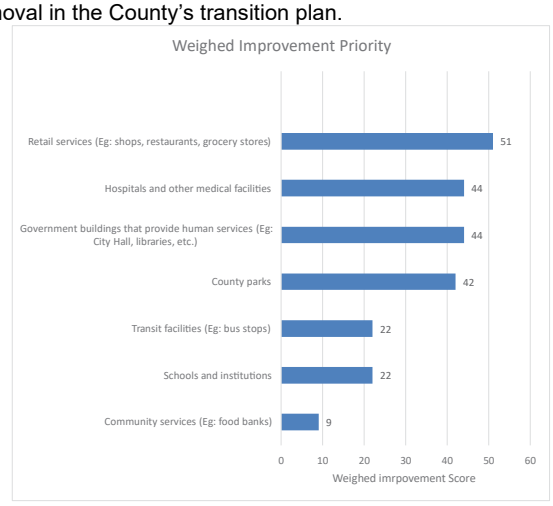

Figure 5 Weighted Improvement Priority Ranking

Respondents were also given the opportunity to identify locations where they have experienced mobility or accessibility challenges in Skagit County. 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 ADA parking and limited access to sidewalks due to curb ramp issues or missing sidewalk segments were identified as the most common barriers among the locations identified in Table 1. Many acknowledgements were given to the lack of sidewalk or safe crossings in downtown locations, on 30th St., and around the county's parks. A complete listing is given in Attachment A.

Table 1. Identified Accessibility Barriers

County Locations and/or Landmarks	County Roadways or Roadway Segments
Westside of State Street between Township and Puget in Sedro Woolley	West Blackburn Road west of Dike Road
Lions park	30th St (between Iroquois & Fir St.)
Anacortes High School	11th and Broad
Broad Street hill east of downtown Mount Vernon	S 13th St
Tommy Thompson trail	Roosevelt Ave

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 County 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 County, County e-news, and the County newsletter that will inform people how to view the plan and provide any comments.

Attachment A: Survey Response Data

Question 14: Please list up to three locations where you have experienced (or noticed) mobility challenges, accessibility challenges, trip hazards, etc. in Skagit County*.
*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
West Blackburn Road west of Dike Road	Sidewalk is unsafe as it slants toward the roadway and is uneven. Very unsafe for us seniors that live in Heather Village and must use walkers or canes to walk. Part of the sidewalk across from MV Christian School has been repaired but the walkway west of the repaired walk is still very dangerous for us seniors to use.
Wal Mart	Lack of ADA parking enforcement: Parking in ADA sites with no ADA window placard or license plate
Rails to trails	Past Helmick road, the trail is not taken care of- in particular- the break at baker lake rd.- you have to go out on the highway where you have to be in the lane of traffic
Lowe's	No ADA ramp equipped van parking.
downtown Mount Vernon	difficult to park and use walker to reach sidewalk access easily often need to walk in the street sidewalk access either not wide enough, or not enough access points.
Central Skagit Library	Access to the Bathroom. No automatic door opening. Doors on the shelves that hold magazines are difficult to open and accessing magazines on lower shelves is extremely difficult because of the way the doors open.
Sedro-Woolley	Lack of sidewalks along the Westside of state street between township and Puget St
N 30th St	No sidewalks from Manito to Fir
Every School and Park in Skagit County	We love living in Skagit County but are disappointed that there aren't any accessible parks. It's ironic, there is handicap parking, but no way to do the playground activities. There are many parks in other counties that have accessible activities (Million Smiles Park in Lynden, Freedom Park on Camano, Inspiration Playground in Bellevue, etc.)
Lions park	Sidewalks
30th St (between Iroquois & Fir St.) in Mount Vernon	There is no sidewalk on this portion of 30th St and not much of a shoulder making it very difficult for all to walk safely in this area. This is a main thoroughfare and cars frequently speed in this area, so a sidewalk is needed to keep pedestrians safe.
Commercial Ave	Hwy 20 roundabout to 12 St. No curb cutouts at intersections

Anacortes High School	Access cutouts are blocked by debris or equipment being stacked on access.
Target, Burlington	sidewalk a tripping hazard
Kinkaid around Hillcrest area	I walk with my daughter in her stroller and walking across broad/Kincaid in our neighborhood (9th-14th area) is scary!
Sidewalk on 11th and broad, north side	Sidewalk doesn't have a cut thru for the school crossing
1800 Continental Place, Mount Vernon	Whether coming in or going out of the main doors, a person in a wheelchair has to navigate to reach the automatic door buttons. Why can't they push ONE button to open both doors; coming and going?
Sidewalks on S 13th St near Hillcrest Park	Sidewalks are narrow and very uneven. Overhanging trees and street-parked cars cause pedestrians to have to duck and weave. Low spots allow water to pool and freeze into hazardous ice patches in the winter.
Along commercial Ave old town	Sorry about No addresses but I'm always looking out for raised sidewalk edges. There are many and scattered locations.
831 Bennett St.	The area around my house on Bennett St. Sedro Woolley. The sidewalks are cracked and uneven or just plain missing and many of the intersections do not have ramp slope from sidewalk so that I can cross the street. Bennett St. gets a ton of traffic from the schools and the streets around my house are so narrow and when it is busy with the buses and traffic from parents picking up their kids from school, it actually feels unsafe. Would love to see the road not only widened to accommodate this traffic but all sidewalks re-done with the intersections having the wheelchair ramp so that I can go on walks in my wheelchair.
Hals drive in	No Ada ramp to enter
Bay view	No bus service
Kulshan Trail east of N 18th St Mount Vernon	In Mount Vernon the Kulshan Trail is very well-lit west of N 18th St. East of this intersection the trail is dark. People with vision impairments cannot safely use this part of the trail during the winter months.
Hwy 20	No sidewalks
Downtown Mount Vernon	Sidewalk blocked; curb cuts way to steep.
Old Mt Vernon	Sidewalks are not wheelchair friendly
Downtown Mount Vernon	Try traversing from the Red Apple Market to Calico Cupboard in a wheelchair. Pretend your back has issues and you feel very bump of every uneven section of sidewalk. Curbs are irregular or don't mate well with the asphalt. It's not a smooth ride. It's painful.

7th Street (Near Mary-Purcell) in Sedro Woolley	Walking/biking child to school, there are missing and completely overgrown sidewalks. In addition, cars and trailers are blocking existing sidewalks. The county does not seem to enforce code related to this. One house at the 4 way stop next to Mary Purcell actually covered their sidewalk in gravel and plants (I used to be able to push a stroller here) forcing us and others into the street when walking.
Retail store parking for ADA	See vehicles parked with no ADA placard or license plate with ADA parked in spots marked as ADA spaces only [lack of ADA parking enforcement]
Downtown Anacortes	Sidewalks are very uneven
Fairhaven	High curbs
Burlington	Curbs in Burlington oldtown are too high for older people
Mount Vernon in general	ALL stores, offices, etc. need more ADA parking
Commercial at 23rd.	At the corner by the restaurant, there is a curb cut but not enough room to safely move past the outdoor eating area in a wheelchair. I saw someone in a wheelchair fall over there.
Double St sidewalk	Sideways by hospital
Padilla Bay walking trail	Unsuitable handicapped parking for a person in a wheelchair; cannot access the path because you must get up a small hillside before you can even get on the gravel path. The gravel path itself is challenging to push someone along who is wheelchair bound.
All sidewalks	When it snows or when it's fall and leaves cover the sidewalks, they are not cleaned up by home or business owners a majority of the time. The county or cities should make it a public service to clean the sidewalks because the laws aren't being enforced.
County Accessors Office	Had to wait by a small side door; could not access thru regular doors. Too many stairs.
Superior Court house	Limited access to elevator, which is very small and appears to be for employee use only so disabled citizens often miss it
Bow, WA	No bus service
Costco	[lack of enforcement for ADA parking] Parking in ADA sites with no ADA window placard or license plate
Most sidewalks in MV	So many trip hazards
Mount Vernon	Most buildings in the historic downtown have doors that are too narrow/heavy
N 30th St	Sidewalks have lifted. My mother law tripped and broke her wrist that required surgery and 6 weeks of a external fixator
MV Tulip Street Fair	We love doing the Street Fair and this was the first year we did it with our child in the wheelchair independently. It was so sad to see that booths were set up blocking access to the sidewalk ramps, and it was a literal maze to figure out how to navigate through it. It seems that there could be a statement of inclusion or ensuring access in the info on setting up a booth.

Walmart	Not enough ADA parking
Blackburn Hill-Mt. Vernon	The sidewalks on the Blackburn overpass (over I-5) are not accessible to those using a wheelchair or other mobility devices.
County streets when it snows.	I am completely trapped in my apt. in the snow because the county doesn't plow our cul-de-sac.
Downtown MV	needs to be more safe bike lane options
Roosevelt Ave, Mount Vernon, WA - various spots	Various spots along that road have no sidewalks for pedestrians.
Sidewalks on Broad Street hill east of downtown Mount Vernon	Sidewalk is narrow, overgrown with blackberry, and highly exposed to traffic. It would be great for residents to be able to walk downtown, but that hill feels too dangerous to walk or bike on.
Pam's past times	No access ramp
Anaco drive	No sidewalks
Downtown Burlington	No curb cuts in sidewalks
HW 20 in Burlington, section next to adjacent walk/bike path	There is no safe place to cross the highway from the neighborhood on the North side of HW 20 to get to the walking/biking path. There's also no sidewalks lining this part of HW into town. I have seen too many near-misses of car vs pedestrian incidents here. There is a large gap without signal crossings (Collins road to Burlington HS). The area could be lined with sidewalk at least on 1 side from the neighborhood to the BHS signal and 1 or 2 pedestrian signals could be added. It too bad for the people living on that side the only safe route anywhere is by car these days with the increased traffic.
ADA parking stalls	Need better control of use for those that need it by enforcement for those that park in said spots with no ADA Never see any enforcement by county or local police
Tommy Thompson trail	Tree roots breaking up blacktop path
La Conner	sidewalks are broken in places
Mount Vernon in general	Wish stores, offices, etc. had an ADA-type entrance (sloped, surfaced entrance)
O Street near 22nd to 20th to M to 22nd both sides	The sidewalks suddenly end, causing me to have to walk in the street, which is scary since I would not be able to move quickly out of the way of a car that is moving too fast. The other option is to walk in grass which is nearly impossible as walkers are not made for uneven ground. I have seen someone have to take his wheelchair in the street because the sidewalks are not level and at not at equal widths.
The ballpark/playground area connected to Skagit Valley CC	Need more paved area for wheelchair bound people to include walking path, good access to baseball fields, picnic and playground areas.
Most sidewalks	A majority of sidewalks lack benches and places for physical disabled people to sit, not all of us are wheelchair users, and we need benches at least every other block, if not every block.
Parks.	Not enough wheelchair access
Prosecutor's office	Sign says accessible entrance, but there are no power doors
Edison, WA	No bus service

Malls	Lack of [ADA Parking] enforcement, see cars parked in these spots many times but never see any Law Officer to in force non authorized vehicles
Hwy 20: Crossing from the trail in concrete to red apple or from the trail at the east end of Lyman Hamilton Hwy	cross walks are needed for safety
Skagit county	Recreational areas such as parks and lakes need more ADA trails.
N 30th St	Lack of sidewalks from Bakerview park to College way
Skagit Playfields in MV	We spent most of the Spring at the ball fields which were complete inaccessible by wheelchair for months due to gravel instead of pavement. Once it was torn up to be paved, it should have been paved in a timely manner or left unpaved for the months it wasn't in use instead of during the middle of baseball season when the gravel made it challenging for access during its peak season.
Safeway	Not enough ADA parking
Oliver hammer	Too cluttered to maneuver around in wheelchair
Sunset Ave	Sidewalks incomplete
Skagit County Parks	Loose gravel makes navigating with a wheelchair difficult.
HW 9 Sedro-Woolley to Clear Lake	This zone is terrifying on a bike and on foot. It would be super if the Centennial trail continued from the soon-to-be Clear Lake site connecting to Sedro-Woolley, utilizing the old train bridge. I think that could be a huge asset to the community, linking the Centennial to the Cascades trail that already exists out to Concrete. Enough of an asset that people would travel here to ride it (and spend their money at our local businesses).
Parking at The Brown Lantern on Commercial and downtown.	There is one accessible spot in front of the restaurant but it is hemmed in by the outdoor dining areas making it unusable. Early in the pandemic when the outdoor eating areas were created, they increased hardships for disabled. Although the pandemic is not over, they could be removed. Why haven't they? Downtown needs to be accessible.
Most streets	Most streets lack handicap parking. I plan to pass legislation that requires handicap parking at least every 1-2 square blocks anywhere were the public can acquire public or private services. Private parking spots can count toward the total if the county creates a public easement for those spots, and the private company isn't charging parking fees for those spots.
Sidewalks - 1st Street Mount Vernon	Had to have people help me get husband into wheelchair because no street access to sidewalk
Entrance to admin building near prosecutor/records	Power door button has been broken for months

Skagit County ADA Online Open House Survey Responses to Open Ended Question

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

*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
West Blackburn Road west of Dike Road	Sidewalk is unsafe as it slants toward the roadway and is uneven. Very unsafe for us seniors that live in Heather Village and must use walkers or canes to walk. Part of the sidewalk across from MV Christian School has been repaired but the walkway west of the repaired walk is still very dangerous for us seniors to use.
Wal Mart	Lack of ADA parking enforcement: Parking in ADA sites with no ADA window placard or license plate
Rails to trails	Past Helmick road, the trail is not taken care of- in particular- the break at baker lake rd.- you have to go out on the highway where you have to be in the lane of traffic
Lowe's	No ADA ramp equipped van parking.
downtown Mount Vernon	difficult to park and use walker to reach sidewalk access easily often need to walk in the street sidewalk access either not wide enough, or not enough access points.
Central Skagit Library	Access to the Bathroom. No automatic door opening. Doors on the shelves that hold magazines are difficult to open and accessing magazines on lower shelves is extremely difficult because of the way the doors open.

Skagit County ADA Online Open House Survey Responses to Open Ended Question

Sedro-Woolley	Lack of sidewalks along the Westside of state street between township and Puget St
N 30th St	No sidewalks from Manito to Fir
Every School and Park in Skagit County	We love living in Skagit County but are disappointed that there aren't any accessible parks. It's ironic, there is handicap parking, but no way to do the playground activities. There are many parks in other counties that have accessible activities (Million Smiles Park in Lynden, Freedom Park on Camano, Inspiration Playground in Bellevue, etc.)
Lions park	Sidewalks
30th St (between Iroquois & Fir St.) in Mount Vernon	There is no sidewalk on this portion of 30th St and not much of a shoulder making it very difficult for all to walk safely in this area. This is a main thoroughfare and cars frequently speed in this area, so a sidewalk is needed to keep pedestrians safe.
Commercial Ave	Hwy 20 roundabout to 12 St. No curb cutouts at intersections
Anacortes High School	Access cutouts are blocked by debris or equipment being stacked on access.
Target, Burlington	sidewalk a tripping hazard
Kinkaid around Hillcrest area	I walk with my daughter in her stroller and walking across broad/Kincaid in our neighborhood (9th-14th area) is scary!
Sidewalk on 11th and broad, north side	Sidewalk doesn't have a cut thru for the school crossing
1800 Continental Place, Mount Vernon	Whether coming in or going out of the main doors, a person in a wheelchair has to navigate to reach the automatic door buttons. Why can't they push ONE button to open both doors; coming and going?
Sidewalks on S 13th St near Hillcrest Park	Sidewalks are narrow and very uneven. Overhanging trees and street-parked cars cause pedestrians to have to duck and weave. Low spots allow water to pool and freeze into hazardous ice patches in the winter.
Along commercial Ave old town	Sorry about No addresses but I'm always looking out for raised sidewalk edges. There are many and scattered locations.
831 Bennett St.	The area around my house on Bennett St. Sedro Woolley. The sidewalks are cracked and uneven or just plain missing and many of the intersections do not have ramp slope from sidewalk so that I can cross the street. Bennett St. gets a ton of

Skagit County ADA Online Open House Survey Responses to Open Ended Question

	traffic from the schools and the streets around my house are so narrow and when it is busy with the buses and traffic from parents picking up their kids from school, it actually feels unsafe. Would love to see the road not only widened to accommodate this traffic but all sidewalks re-done with the intersections having the wheelchair ramp so that I can go on walks in my wheelchair.
Hals drive in	No Ada ramp to enter
Gloria	Sarai
Kulshan Trail east of N 18th St Mount Vernon	In Mount Vernon the Kulshan Trail is very well-lit west of N 18th St. East of this intersection the trail is dark. People with vision impairments cannot safely use this part of the trail during the winter months.
Hwy 20	No sidewalks
Downtown Mount Vernon	Sidewalk blocked; curb cuts way to steep.
Old Mt Vernon	Sidewalks are not wheelchair friendly
Downtown Mount Vernon	Try traversing from the Red Apple Market to Calico Cupboard in a wheelchair. Pretend your back has issues and you feel very bump of every uneven section of sidewalk. Curbs are irregular or don't mate well with the asphalt. It's not a smooth ride. It's painful.
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Skagit County ADA Online Open House Survey Responses to Open Ended Question

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Skagit County ADA Online Open House Survey Responses to Open Ended Question

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Safeway	Not enough ADA parking
Oliver hammer	Too cluttered to maneuver around in wheelchair
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Skagit County ADA Online Open House Survey Responses to Open Ended Question

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Sidewalks - 1st Street Mount Vernon	Had to have people help me get husband into wheelchair because no street access to sidewalk
Entrance to admin building near prosecutor/records	Power door button has been broken for months
Bay view	No bus service
County Accessors Office	Had to wait by a small side door; could not access thru regular doors. Too many stairs.

Skagit County ADA Survey Response Data Summary

Total Resonses	66

1. Why do you travel in Skagit County?

Answer	Count	Percent of Total Responses	
I live in Skagit	60	91%	
I work in Skagit	17	26%	
Attend school/college	0	0%	
Recreation/recreational activities	25	38%	
Medical appointments	30	45%	
Shopping	33	50%	
Other community or social services	27	41%	
Other Value	1	2%	Volunteer: COPP, Support Officers, CISM, church

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

Answer	Count	Percent of Total Responses
I have disabilities that impact how I travel	20	30%
I support a person with disabilities	15	23%
I have no disability	26	39%
I prefer not to say	1	2%
I have and support someone with a disability	4	6%

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	11	17%	
Blindess or serious difficulty seeing when wearing glasses	4	6%	
Condition that substantially limits one or more physical activities such as walking, climbing stairs, reaching, lifting, or carrying	35	53%	
Deafness or hearing difficulty	5	8%	
Use mobility device(s)	20	30%	
Use a wheelchair	11	17%	
Use assistive software technology such as a screen-reader	1	2%	
Use hearing aids or hearing assistive devices	9	14%	
Use a service animal	0	0%	
Other	3	5%	cane use, other assistive device

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)	18	27%	
Washington State Department of Services for the Blind (DSB)	0	0%	
Skagit County	14	21%	
Transit Service	8	12%	
Department of Veterans Affairs	5	8%	
Other	11	17%	ADA.gov, self learning, facebook, community, online resources, senior center, news, county mapping tools

5. Please Provide your five-digit zip code.

Answer	City	County	Count	Percent of Total Responses
98201	Everett	Snohomish	2	3%
98221	Anacortes	Skagit	10	15%
98231	Blaine	Whatcom	1	2%
98232	Bow	Skagit	3	5%
98233	Burlington	Skagit	5	8%
98237	Concrete	Skagit	4	6%
98245	Eastsound	San Juan	1	2%
98272	Monroe	Snohomish	1	2%
98273	Mt Vernon	Skagit	10	15%
98274	Mt Vernon	Skagit	16	24%
98284	Sedro Woolley	Skagit	8	12%

Skagit county total	Percent of Total Responses
56	85%

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

Answer	Count	Percent of Total Responses
Less than weekly	5	8%
1-2 days per week	6	9%
3-4 days per week	10	15%
5-7 days per week	42	64%

7. How do you travel within Skagit County?

Answer	Count	Percent of Total Responses	
Drive and Park	60	91%	
Take transit or paratransit shuttles	8	12%	
Wheelchair	7	11%	
Walk with assistance	10	15%	
Walk with a service animal	0	0%	
Walk	25	38%	
Bike/Scooter	13	20%	
Other	3	5%	motorcycle, walk with stroller, driven by another person

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

Answer	Count	Percent of Total Responses
Less than weekly	14	21%
1 day per week	2	3%
2-4 days per week	2	3%
5 or more days per week	1	2%

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	20	30%
1/2 mile	11	17%
1 mile	11	17%
2 miles	8	12%
More than 2 miles	3	5%

APPENDIX E: PLANNING COST ESTIMATE

transpogroup

Planning Level Cost Estimate

PROJECT NAME: Skagit County ADA Transition Plan
JOB NUMBER: 1.21218.01

NOTE: This cost estimate is planning level in nature. It should be considered preliminary and for planning purposes only. It specifically excludes structural impacts to buildings and parking structures, inflation, and sales tax. Potential items such as retaining walls, earthwork, etc., are assumed to be included in the planning level estimate contingency unless otherwise indicated.
When features require multiple improvements, the cost of the smaller component is included in the larger task. (i.e. detectable warning surface is included with curb ramp reconstruction.)

ROW and On-Site Facilities

Item No.	ADA Deficiency	Improvement Type	Quantity	Unit	Unit Price	Total Price
		Sidewalk Improvements				
1	Non-compliant sidewalk (width, condition, slope, etc.) **Within ROW**	Reconstruct existing sidewalk/paved shoulder walkway	10,123	SY	$ 145	$ 1,468,000
2	Non-compliant sidewalk (width, condition, slope, etc.) **On-Site**	Reconstruct existing sidewalk/paved shoulder walkway	63	SY	$ 145	$ 10,000
3	Non-compliant driveway (slope, grade break, etc.)	New driveway with sidewalk	66	EA	$ 2,900	$ 192,000
					Subtotal	**$ 1,670,000**
		Maintenance/Miscellaneous				
4	Non-compliant vertical discontinuity (>1/4in - <=1/2in w/out bevel)	Sidewalk grinding (7 LF of sidewalk).	29	EA	$ 250	$ 8,000
5	Non-compliant vertical discontinuity (>1/2in)	Replace two adjacent sidewalk panels (5ft x 5ft panels)	59	EA	$ 806	$ 48,000
6	Non-compliant horizontal discontinuity	Sidewalk crack sealing/grouting (5LF per occurrence)	920	LF	$ 5	$ 5,000
7	Fixed Obstacles	Relocation of obstacles including utility pole, mailbox, tree trunk, etc.	18	EA	$ 3,000	$ 54,000
8	Moveable Obstacles	Relocation of obstacles including tree/bush (prunable), message boards, parked cars, etc.	44	EA	$ 200	$ 9,000
9	Protruding Obstacles	Relocation of obstacles including of bush/tree, signs, awnings etc.	38	EA	$ 500	$ 19,000
					Subtotal	**$ 143,000**
		Curb Ramp Improvements				
10	Missing curb ramps **Within ROW**	Install new curb ramp	47	EA	$ 6,000	$ 282,000
11	Non-compliant ramp (running slope, cross slope, ramp width, flare slope, lip, grade break, etc.) **Within ROW**	Remove and reconstruct existing ramp	152	EA	$ 6,000	$ 912,000
12	Non-compliant ramp (running slope, cross slope, ramp width, flare slope, lip, grade break, etc.) **On Site**	Remove and reconstruct existing ramp	3	EA	$ 6,000	$ 18,000
13	Curb ramps without detectable warning surface (DWS), non-compliant DWS placement, non-compliant DWS depth, or non-compliant DWS Width **Within ROW**	Install/replace detectable warning surface	21	EA	$ 1,030	$ 22,000
					Subtotal	**$ 1,234,000**
		Pushbutton Improvements				
14	Non-APS pushbutton and pushbutton is located incorrectly.	Install new APS pushbutton and install new pole.	12	EA	$ 5,900	$ 71,000
15	APS pushbutton located incorrectly **and** has non-compliant dimensions and/or programming.	Install new pole and reprogram pushbutton.	14	EA	$ 3,500	$ 49,000
16	APS pushbutton that has non-compliant dimensions and/or programming	Reprogram pushbutton, reorient pushbutton, and/or install tactile arrow.	2	EA	$ 500	$ 1,000
					Subtotal	**$ 121,000**

Staircase Improvements						
17	Non-compliant handrail or missing handrail (height, diameter, extensions, etc.)	Replace handrail.	65	LF	$ 150	$10,000
					Subtotal	**$ 10,000**
Wheelchair Ramp Improvements						
18	Non-compliant ramp (width, slope, landing, etc.)	Replace ramp	37	SY	$ 190	$8,000
19	Non-compliant handrail (height, diameter, extensions, etc.) or missing handrail	Replace handrail	100	LF	$ 150	$15,000
					Subtotal	**$ 23,000**
Bus Stop Improvements						
20	Non-compliant bus shelter turning space cross slope	Replace bus shelter pad (7.5 SY per occurrence).	15	SY	$ 180	$3,000
21	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.	490	SY	$ 145	$72,000
					Subtotal	**$ 75,000**
Accessible Parking Improvements						
22	Non-compliant parking stall/parking aisle slope. **On-Site**	Grind surface and/or add asphalt lift.	7	EA	$ 2,000	$14,000
23	Non-compliant accessible parking stall/parking aisle width or pavement marking. **Within ROW**	Install parking stall accessible symbol/aisle pavement markings or resize and restripe stall/aisle.	1	EA	$ 200	$1,000
24	Non-compliant sign height or no sign indicating accessible stall. **Within ROW**	Install new sign or adjust existing sign.	4	EA	$ 100	$1,000
25	Non-compliant accessible parking stall/parking aisle width or pavement marking. **On-Site**	Install parking stall accessible symbol/aisle pavement markings or resize and restripe stall/aisle.	1	EA	$ 200	$1,000
26	Non-compliant sign height or no sign indicating accessible stall. **On-Site**	Install new sign or adjust existing sign.	4	EA	$ 100	$1,000
					Subtotal	**$ 17,000**
					Total	**$ 3,293,000**
					Contingency @ 20%	**$ 659,000**
					Design @ 12%	**$ 396,000**
					Mobilization @ 8%	**$ 264,000**
					TESC + Traffic Control @ 12%	**$ 396,000**
					Construction Management @ 20%	**$ 659,000**
					Right-of-Way & 20%	**$ 659,000**
Total					**Grand Total 2023 Dollars**	**$ 6,326,000**

Planning Level Cost Estimate - Right-of-Way and On-Site
PROJECT NAME: Skagit ADA Transition Plan
TG PROJECT NUMBER: 1.21218.01
NOTE: This cost estimate is planning level in nature. It should be considered preliminary and for planning purposes only. It specifically excludes right-of-way acquisition and all associated costs, structural impacts to buildings and parking structures, and sales tax. Potential items such as retaining walls, earthwork, etc., are assumed to be included in the planning level estimate contingency unless otherwise indicated.

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

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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) (ROW)	6,284	62%	3,215	32%	624	6%	0	0%	10,123
Sidewalks (SY) (On-Site)	0	0%	63	100%	0	0%	0	0%	63
Driveways (EA)	60	91%	5	8%	1	2%	0	0%	66
Non-compliant vertical discontinuity (EA)	49	56%	39	44%	0	0%	0	0%	88
Non-compliant horizontal discontinuity (LF)	720	78%	165	18%	35	4%	0	0%	920
Fixed Obstacles (EA)	12	67%	6	33%	0	0%	0	0%	18
Moveable Obstacles (EA)	27	61%	17	39%	0	0%	0	0%	44
Protruding Obstacles (EA)	33	87%	5	13%	0	0%	0	0%	38
Curb Ramps (EA) (ROW)	27	12%	65	30%	114	52%	14	6%	220
Curb Ramps (EA) (On-Site)	0	0%	1	33%	2	67%	0	0%	3
Wheelchair Ramps (EA)	0	0%	2	100%	0	0%	0	0%	2
Staircases (EA)	1	50%	1	50%	0	0%	0	0%	2
Pushbuttons (EA)	0	0%	13	46%	15	54%	0	0%	28
Bus Stops (SY)	110	22%	330	65%	65	13%	0	0%	505
Parking (EA)	1	11%	8	89%	0	0%	0	0%	9

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) (ROW)	$ 911,151	62%	$ 466,172	32%	$ 90,473	6%	$ -	0%	$ 1,468,000
Sidewalks (SY) (On-Site)	$ -	0%	$ 9,120	91%	$ -	0%	$ -	0%	$ 10,000
Driveways (EA)	$ 174,000	91%	$ 14,500	8%	$ 2,900	2%	$ -	0%	$ 192,000
Non-compliant vertical discontinuity (EA)	$ 28,917	52%	$ 25,861	46%	$ -	0%	$ -	0%	$ 56,000
Non-compliant horizontal discontinuity (LF)	$ 3,600	72%	$ 825	17%	$ 175	4%	$ -	0%	$ 5,000
Fixed Obstacles (EA)	$ 36,000	67%	$ 18,000	33%	$ -	0%	$ -	0%	$ 54,000
Moveable Obstacles (EA)	$ 5,400	60%	$ 3,400	38%	$ -	0%	$ -	0%	$ 9,000
Protruding Obstacles (EA)	$ 16,500	87%	$ 2,500	13%	$ -	0%	$ -	0%	$ 19,000
Curb Ramps (EA) (ROW)	$ 92,420		$ 355,210		$ 684,000		$ 84,000		$ 1,216,000
Curb Ramps (EA) (On-Site)	$ -	0%	$ 6,000	33%	$ 12,000	67%	$ -	0%	$ 18,000
Wheelchair Ramps (EA)	$ -	0%	$ 21,967	100%	$ -	0%	$ -	0%	$ 22,000
Staircases (EA)	$ 4,175	42%	$ 5,550	100%	$ -	0%	$ -	0%	$ 10,000
Pushbuttons (EA)	$ -	0%	$ 49,900	41%	$ 73,100	59%	$ -	0%	$ 123,000
Bus Stops (SY)	$ 15,950	22%	$ 47,850	65%	$ 9,950	13%	$ -	0%	$ 74,000
Parking (EA)	$ 200	1%	$ 16,800	99%	$ -	0%	$ -	0%	$ 17,000

	Low 1-15	Medium 16-30	High 31-45	Very High 46+	Total
Total	$ 1,289,000	$ 1,044,000	$ 873,000	$ 84,000	$ 3,293,000
Contingency @ 20%	$ 258,000	$ 209,000	$ 175,000	$ 17,000	$ 659,000
Design @ 12%	$ 155,000	$ 126,000	$ 105,000	$ 11,000	$ 396,000
Mobilization @ 8%	$ 104,000	$ 84,000	$ 70,000	$ 7,000	$ 264,000
TESC + Traffic Control @ 12%	$ 155,000	$ 126,000	$ 105,000	$ 11,000	$ 396,000
Const. Management @ 20%	$ 258,000	$ 209,000	$ 175,000	$ 17,000	$ 659,000
Right-of-way @ 20%	$ 258,000	$ 209,000	$ 175,000	$ 17,000	$ 659,000
Grand Total	**$ 2,477,000**	**$ 2,007,000**	**$ 1,678,000**	**$ 164,000**	**$ 6,326,000**

APPENDIX F: ACCESSIBLE PEDESTRIAN SIGNAL (APS) POLICY EXAMPLE

Skagit County - Example Policy for Installation of Accessible Pedestrian Signals and Pushbuttons

Intent:

It is the County'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 County'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: GRIEVANCE PROCEDURE EXAMPLE

Skagit County, 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 Skagit County.

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 their 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, the County Engineer or their designee will meet with the complainant to discuss the complaint and the possible resolutions. Within 15 calendar days of the meeting, the County Engineer or their 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 Skagit County and offer options for substantive resolution of the complaint.

If the response by the County Engineer or their designee does not satisfactorily resolve the issue, the complainant and/or their designee may appeal the decision within 15 calendar days after receipt of the response to the County Manager or their designee. Within 15 calendar days after receipt of the appeal, the County Manager or their designee will meet with the complainant to discuss the complaint and possible resolutions. Within 15 calendar days after the meeting, the County Manager or their 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 County Engineer or their designee, appeals to the County Manager or their designee, and responses from these two offices will be retained by Skagit County 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 County 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. There is no proposed paving on the County Roads.

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 County standards.

"Y" Avenue Intersection

Three of the four proposed curb ramps and all four proposed sidewalk ramps at the "Y" Avenue intersection meet current County 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 County 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 County 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 County 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: TERMINOLOGY

ADA Terminology

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

Barrier. Obstacle that prevents movement or access.

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

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

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

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

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

Hazard. Miscellaneous barrier along a pedestrian circulation route.

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

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

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

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

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

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

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

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

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

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