



# ADA SIDEWALK TRANSITION PLAN



# City of Lake Stevens Sidewalk ADA Transition Plan

## Purpose

The ADA Transition Plan consists of the policies, intent and procedures of the City of Lake Stevens for managing ADA access to public facilities. The plan serves as a guide document and shall be considered a living document subject to changes and revisions. The plan reflects expectations of City management and maintains flexibility for modifications.

## Background

The Americans with Disabilities Act (ADA) of 1990 is a civil rights statute that prohibits discrimination against those with disabilities. Under Title II of the ADA, public agencies must provide access to public services and public transportation for those with disabilities. Facilities for public use, such as sidewalks, must be designed and constructed to ADA standards. Should these facilities not be accessible to people with disabilities it can be considered discrimination.

With this document, the City intends to address mobility needs not only of those with disabilities but for the safety of all pedestrians as ADA compliant facilities are generally considered more accessible and safe for all. Most public agencies complete a transition plan for public facilities where sidewalks cross curbs for streets and parking lots, known as curb ramps. ADA requirements can be found in the ADA Title II Technical Assistance Manual, Section II-8.300.

## Inventory

The following table provides inventory information for curb ramps within the City of Lake Stevens.

Facility	Quantity*	Percentage*
ADA Compliant Curb Ramps (Inspected)	28	1.5%
Possible ADA Compliant Curb Ramps (Not yet inspected)	600	32.1%
Non-compliant ADA Curb Ramps	1147	61.4%
Technically Infeasible ADA Curb Ramps	14	0.7%
Curb Ramps Owned by Others within City Limits	81	4.3%
Total Ramps	1870	100%

\*As of 1/1/2015

## Policy Statement

In developing the ADA Sidewalk Transition Plan (AD) policies, the City considered a number of factors including:

- Public safety and welfare
- Promotion of an effective transportation system

AD. 1      Newly constructed or altered streets shall comply with 28 CFR 35.151i of the Title II ADA Standards.

AD. 2      Curb ramps shall comply with the most current ADA Title II specifications as outlined in official ADA standard documents.

AD. 3      Inventory, assessment, upgrades and installation shall be conducted in the most efficient, economic and feasible manner possible. Work shall be completed in areas according to the hierarchy outlined in the Priority Routes section.

AD. 4      Engineers and designers shall, when feasible, design sidewalks and curb slopes to a minimum of 0.5% under the required ADA specifications.

AD. 5      If physical limitations do not allow for a curb ramp or sidewalk to be constructed to ADA standards, the designer shall complete a Technically Infeasible form and submit to the City. The City Engineer, or designee, must approve the Technically Infeasible form.

AD. 6      Contractors shall be required to produce ADA compliant curb ramps as outlined in construction plans. Should these ramps fail to meet ADA specifications the contractor shall, at his/her own cost, reconstruct the ramps to ensure compliance.

AD. 7      Contractors shall be required to produce ADA compliant sidewalks as outlined in construction plans. Should these sidewalks fail to meet ADA specifications the contractor shall, at his/her own cost, reconstruct the sidewalks to ensure compliance.

AD. 8      Pedestrian facilities that have no connection to other pedestrian facilities will not be forced to have an ADA compliant ramp as these areas are not intended for anyone.

AD. 9      The City's inventory shall be continuously updated to reflect the current state of pedestrian facilities in the City.

AD. 10     The City shall, to the maximum extent possible, address all ADA concerns voiced by the public.

## **ADA Sidewalk Transition Plan**

It is the intention of Title II of the Americans with Disabilities Act to allow unimpeded use of public facilities to all people. To that end, a barrier free transportation system requires policies and procedures that will facilitate this and it is the duty of the City's Public Works department to ensure that progress is made toward achieving these goals. Due to the tremendous amount of sidewalks and curb ramps that require upgrading to meet ADA standards, the high costs associated with it and limited funding sources, the City has developed this plan to make sure that resources are dispersed efficiently and intelligently.

### **Objectives**

The City of Lake Stevens has devised the following objectives to adequately comply with ADA requirements:

- Prepare a set of policies and standards that facilitate continuing upgrades and installations of ADA curb ramps throughout the City.
- ✓ Inventory existing locations of curb ramps within City limits.
- Inspect existing curb ramps for ADA compliance or non-compliance.
- Identify pedestrian trip generating sites, transit routes, and priority routes to determine where improvements will allow for the highest level of public service.
- Establish costs of fully upgrading the transportation system to ADA standards.
- Integrate this Plan into the City GIS system and asset management program.
- Replace, upgrade or construct ADA ramps throughout the City.
- Evaluate future development for ADA compliance.

### **ADA Curb Ramps**

The ADA states that curb ramps shall be provided wherever an accessible public route crosses a curb. Strict standards have been set for the construction of these ramps. As a general rule, the City of Lake Stevens utilizes Washington State Department of Transportation (WSDOT) standards when constructing, reconstructing or upgrading pedestrian facilities. WSDOT Standard plans F-40.15-02, F-40.12-02, F-40.16-02, F-30.10-03, F-40.14-02 and F-45.10-01 provide specifications that have been accepted for use by the City. In some locations, however, standard ramps cannot be constructed. In that instance, the list below provides details for design and construction of ADA approved ramps. Approval from the City Engineer, or designee, must be given for non-standard ramps. This list should not be considered exhaustive and is subject to change depending upon future federal requirements. For complete details see section 4.7 of the Americans with Disabilities Act Accessibility Guidelines (ADAAG).

- Slopes of curb ramps shall not exceed a maximum slope of 1:12 (8.33%).
- Slopes of surfaces immediately adjacent to curb ramps shall not exceed a maximum slope of 1:20 (4.00%).
- Curb ramps shall be at least 48 inches wide not including flared sides.

- Cross slope of the curb ramp shall not exceed a maximum slope of 1:50 (2.00%).
- Surfaces along accessible routes shall be stable, firm and slip-resistant.
- All curb ramps located where pedestrians can walk across the ramp must have flared sides with a slope not to exceed maximum of 1:10 (10.00%).
- Built-up curb ramps shall not extend into vehicular travel lanes.
- Curb ramps shall have a detectable warning extending the full width and depth of the curb ramp.
- Curb ramps shall be located to prevent their obstruction from parked vehicles.
- Pavement markings shall wholly contain curb ramps excluding flared sides.
- Curb ramps shall have at least 48 inch x 48 inch landing at the top of the ramp.
- At the determination of the City Engineer or designee, flared ramps may have edge protection along the face of the flared section. This is intended to prevent people from slipping off the ramp into traffic. Edge protection shall be a minimum of 2 inches high.
- Newly constructed or altered streets, roads and highways must contain curb ramps or other sloped areas at any intersection having curbs or other barriers to entry from a street level pedestrian walkway.
- Newly constructed or altered street level pedestrian walkways must contain curb ramps or other sloped areas at intersections to streets, roads or highways.

### Technically Infeasible Locations

In some locations, it may not be possible to design or construct standard or non-standard curb ramps that meet ADA standards. According to Section 106.5 of the 2010 ADA standards, technically infeasible means, with respect to an alteration of a facility, ADA compliance has little likelihood of being accomplished because “existing physical or site constraints prohibit modification or addition of elements, spaces or features, which are in full and strict compliance with the minimum requirements for new construction and which are necessary to provide accessibility”. In these instances, the designer shall submit to the Public Works department a completed copy of the Technically Infeasible form. This document will be reviewed by Public Works staff and approved or denied by the City Engineer, or designee. Once approved or denied, a copy of the form will be returned to the designer and filed with the City. Acceptance of a non-ADA compliant curb ramp will only be accepted under these conditions.

### Priority Routes

With the high number of non-ADA compliant ramps and their associated costs, the most efficient use of City resources should be used to impact those areas with the highest public usage. Several areas have been identified as high priority when completing the inventory, analysis and upgrades. The City, in conjunction with other agencies, has compiled a hierarchical list that provides access to important destinations for citizens with disabilities. The list below identifies these situations from highest to lowest priority.

- Areas with high rates of pedestrian collisions
- Commercial development

- Assisted living facilities
- Medical facilities
- Transit facilities
- Senior Center
- Community Services
- Parks
- Schools
- Route with high levels of connectivity

Medium priority routes consist primarily of pedestrian facilities within residential areas. This priority will also include all those locations not listed as a high or low priority area. It is expected that the majority of ramps will fall within this category and that the priority areas should once again be redefined when all initial high priority ramps have been constructed, reconstructed or upgraded.

Low priority routes consist of isolated areas that have no connection to the rest of pedestrian transportation system. These areas are not expected to have significant pedestrian travel reducing the likelihood that ADA ramps will be needed. Existing areas where pedestrian facilities abruptly end will also be classified as low priority. It is assumed that when a sidewalk ends with no connection to other pedestrian facilities that neither disabled nor non-disabled citizens are permitted to continue along the path.

### Inventory

Inventorying all curb ramps within City limits is a costly procedure requiring significant amounts of labor to collect, input and manage. The City is working toward a complete inventory by using field visits, aerial imagery and public domain software to identify locations and compliance of curb ramps. At the same time, City staff is integrating the information into GIS with plans to incorporate it into the City's asset management program. A map of the City's curb ramps will be provided when mapped in GIS. At this time, the inventory is incomplete and will be updated in subsequent revisions of this plan. Inventory will be completed along trip generating sites, transit routes and priority routes as outlined in the Sidewalk Connection Plan and in areas with higher probability of disabled persons including but not limited to medical facilities, senior centers, assisted living facilities and community services. The documents used for collecting compliance information are included in Appendix A.

### Project Costs

Upon completion of the inventory, a cumulative cost estimate can be determined. It is expected that installing an ADA compliant sidewalk ramp will cost roughly \$5,000 in 2015 dollars. Using this estimate along with the total number of ramps inventoried in the City, Public Works staff will be better able to allocate resources. Costs and an expected improvements plan will be provided in future revisions of this plan. At this time, the City will continue to upgrade ramps at its current level of funding and at all locations as required by law and in this plan's policy.

At this time, the City does not have funds to upgrade all non-compliant ramps. The City continues to look for other funding sources for curb ramp improvements. These sources include state and federal grants along with local funding sources. The state and federal programs include but are not limited to:

- Community Development Block Grant Program (CDBG)
- Washington State Department of Transportation's Safe Route to School
- Washington State Department of Transportation's Pedestrian and Bicycle Safety Program
- Transportation Improvement Board's Sidewalk Program
- Washington Traffic Safety Commission

#### GIS/Asset Management Implementation

As the City inventories and upgrades curb ramps, the City's GIS and asset management tools will be continuously updated. It is the desire of the City to fully integrate the process into digital files for increased efficiency and ease of access. These programs will also allow for the City to continuously update its priority routes and high impact areas.

#### Future Development and Reconstruction

As stated in the Policy section of this report, it shall be the policy of the City of Lake Stevens to require that all facilities open to public use be constructed in compliance with the ADA. This includes any area within a development that is to be dedicated to the City in the immediate or distant future. Private locations that are not intended to be dedicated or sold to any public agency must comply with separate Titles and rulings under the ADA. The developer, designer, contractor and owner are responsible for complying with these regulations.