AMERICANS WITH DISABILITIES

ACT TRANSITION PLAN

(REVISION 1 - SEPTEMBER 2020

STAGES 1 THROUGH 3)

City Of Federal Way

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LIST OF ABBREVIATIONS / ACRONYMS / SYMBOLS

ADA	Americans with Disabilities Act
APS	Accessible Pedestrian Signal
BAA	Boarding and Alighting
DWS	Detectable Warning System
GIS	Geographic Information System
M/T/S	Median/Traffic Island/Splitter Island
MUTCD	Manual on Uniform Traffic Control Devices
PAR	Pedestrian Access Route
PPB	Pedestrian Push Button
PCP	Pedestrian Circulation Paths
City	City of Federal Way
min.	minimum
max.	maximum
in.	inch(es)
ft.	feet
”	inch(es)
’	feet
%	percent

REVISION HISTORY

Original Plan Adopted (Stage 1: City Center)	May 21, 2019
Revision 1 (added Stage 2: Arterials, Stage 3: City facilities, and Upgrades / maintenance completed)	October 6, 2020

1.0 INTRODUCTION

The landmark Americans with Disabilities Act of 1990 provides comprehensive civil rights protections to qualified individuals with disabilities in the areas of employment, public accommodations, state and local government services, and telecommunications. A primary goal of the ADA is the equal participation of individuals with disabilities in the "mainstream" of American society. Title II of the Act took effect on January 26, 1992 and covers programs, activities, and services of public entities, including City of Federal Way, Washington. Most requirements of Title II are based on Section 504 of the Rehabilitation Act of 1973, which prohibits discrimination on the basis of disability in federally assisted programs and activities. The ADA extends Section 504's non-discrimination requirement to all activities of public entities, not only those that receive Federal financial assistance.

Stage 1 of the City of Federal Way Americans with Disabilities Act (ADA) Transition Plan provides policies and practices for implementing physical pedestrian improvements within the public right-of-way of the City of Federal Way in the City Center. The goal is to optimize the pedestrian experience, to provide safe and usable pedestrian facilities for all pedestrians, and to assure compliance with all federal, state, and local regulations and standards. The ADA requires that all governmental agencies complete a Transition Plan for the construction of accessible routes in streets, municipally owned parking lots, and Public Facilities. The contents and requirements of ADA Transition Plans are described in the ADA Title II Technical Assistance Manual, Section II-8.3000. The City Council has adopted Stage 1 City Center on May,2019.

Future stages of the City's ADA Transition plan will cover:

Stage 2 – Arterial Streets (included in the September 2020 Revision)
Stage 3 – City Properties (under ADAAG) (included in the September 2020 Revision)
Stage 4 – Collector Streets
Stage 5 – Local Streets
Stage 6 – City Parks and Buildings (under ADAAG)

The stages were developed in order to have manageable amounts of work to complete and analyze. The order of the stages were determined to address the areas that serve the greatest number of people and that support access to mass transit.

The goal is to complete the self-evaluation work within the next ten (10) years; remove all major barriers in the next twenty (20) years; and complete biennial updates of the plan every two (2) years.

2.0 OVERVIEW

The City of Federal Way ADA Transition Plan contains the following:

- Policies and Procedures
- A list of physical barriers in the City that limit the accessibility of public pedestrian paths, including signalized pedestrian crossings to individuals with disabilities;
- A detailed outline of the process to be implemented for removing these barriers to make public sidewalks accessible;
- A schedule for taking the necessary steps to achieve compliance with Title II and identifies the interim steps that will be taken for the transition period;
- The name of the official responsible for the Plan's implementation.

This ADA Transition Plan is the first published by City of Federal Way. It should be considered a first step of a larger process. City of Federal Way's approach is unique, in that this document does not attempt to inventory all ADA deficiencies city-wide. This document fully inventories selected geographic areas within the City as they are completed. Taking an incremental approach better utilizes City of Federal Way's limited resources, balancing community needs with funding realities. The reduced scope of this first edition ADA Transition Plan will provide the City with valuable cost data that can be applied to other geographic areas within the City in future Plan updates. More accurate cost data will help to better fit size of projects to program budgets.

The ADA requires that meaningful public participation be included as part of the ADA Transition Plan drafting and adoption process. Input from various stakeholders is currently being sought. Members of the public who have requested accommodations are being invited to review the draft of this plan, as well as other individuals with disabilties and their advocates. The draft of this plan will be provided in accessible formats upon request. In addition to the specific call for comment on this draft Transition Plan, the document will undergo public hearings that allow for public comment at City of Federal Way City Council meetings.

There is much work to do to upgrade Federal Way's pedestrian facilities within its public rights of way, but the City of Federal Way is committed to making ours an accessible community.

3.0 POLICIES AND PROCEDURES

A barrier-free transportation system requires policies and procedures that ensure that all departments and programs are striving to meet the goal of a transportation system that is free of barriers. Planning documents must provide clear policy direction for new development. Inspection practices must assure that sidewalk facilities have been constructed according to plan and meet applicable standards.

The City is committed to ensure pedestrian facilities are developed to the highest accessibility standard, regardless of whether pedestrian facilities have been constructed as part of a private development project or as part of a public works project. The cost associated with remediation of work that has been done incorrectly often far exceeds the original cost of the initial project.

Specific Federal Way Policies are as follows:

1. The City's Comprehensive Plan includes goals and policies that support development of an accessible transportation system (Chapter Three Transportation, page 66, Policy TP62);
2. The City Development Standards include specific requirements to construct new infrastructure and upgrade existing infrastructure to meet current ADA guidelines;
3. Updates to the City Development Standards will include specific requirements to upgrade sidewalks and traffic signal crossings to meet current ADA guidelines;
4. Concurrent with street overlay work, every place where sidewalks intersect the project, the crossing will be brought up to current ADA guidelines, including compliant accessible routes, to the maximum extent feasible;
5. Concurrent with all major capital improvement projects, sidewalks (including driveways and curb ramps within the project limits) will be brought up to current ADA guidelines, and accessible pedestrian signals (APS) shall be installed at all signalized pedestrian crossings;
6. Roadway design will meet current ADA guidelines to the maximum extent feasible to assure that new ramps are properly located, designed, and constructed correctly;
7. Inspection practices will assure that sidewalk facilities have been constructed according to plan and meet applicable guidelines;
8. Citizen requests will be well-documented and follow-through will be tracked as an appendix to this document. Barriers associated with citizen requests will be mitigated as soon as practical and upgrades to current standards implemented as resources allow in accordance with prioritization process. (For example: additional flat, hard surface can be provided to provide reasonable access immediately, but adjacent pedestrian path may not be 100% ADA compliant).
9. The Public Works Director/Deputy Director will serve as the Sidewalk Transition Plan Manager for the Public Works Department for work within public right-of-way.

Federal Way is responsible for transitioning all of the City pedestrian facilities within public rights-of-way and public facilities to be compliant with the current ADA guidelines. Upgrading the entire network is an immense undertaking and must be done in phases that are dependent on available resources.

3.1 City of Federal Way Policies and Procedures for Creating Barrier-Free Transportation Systems: New Construction and Alterations

Title II of the ADA requires that new facilities be designed and constructed such that they are readily accessible to and usable by persons with disabilities. New construction projects address the construction of a new roadway or other transportation facility where none existed before. New construction is expected to meet the highest level of ADA accessibility unless it is structurally impracticable to achieve full compliance.

If full ADA compliance cannot be achieved in new construction, compliance is required to the extent structurally practicable. The United States Department of Justice (USDOJ), the primary enforcement agency for the ADA, has explicitly clarified in its guidance on the ADA regulations that structural impracticability is not to be applied to situations in which a facility is located in "hilly" terrain or on a plot of land upon which there are steep grades. In such circumstances, accessibility can be achieved without destroying the physical integrity of the structure, and is required in the construction of new facilities. The City of Federal way Development Standards demonstrate and take into account ADA requirements for new construction by providing compliant details for use in new developments or within public Rights of Way.

In the City of Federal Way, the vast majority of construction projects are not classified as new construction under the ADA, but rather they are classified as alterations. An alteration is a project that occurs within an existing developed right-of-way. Alterations include reconstruction, major rehabilitation, widening, resurfacing (e.g., asphalt overlays or mill and fill), signal installation and upgrades, and projects of similar scale and effect. An alteration project must be planned, designed, and constructed so that the required accessibility improvements occur at the same time as the alteration.

Alterations to existing facilities are required to meet new construction standards to the maximum extent feasible. If full ADA compliance cannot be achieved in an alteration, compliance is required to the maximum extent feasible within the scope of the project. Examples of work that is not within the scope of a project include the need to acquire right of way when right of way is not being acquired elsewhere on the project; the need to relocate utilities when utilities are not being relocated elsewhere on the project; the need to vertically realign the roadway when the roadway is not being vertically realigned elsewhere on the project; etc. Federal Way will document instances in alteration projects where full compliance could not be achieved in a maximum extent feasible memorandum. The documentation of these instances will reveal the standard of care that guided engineering judgments.

On January 23, 2008 the US Department of Transportation issued a memorandum titled Public Rights of Way Advisory. In this memorandum, USDOT requires local agencies receiving federal funds, such as Federal Way, to utilize the 2005 PROWAG for accessibility standards for all new construction and for all alteration projects. USDOT has provided subsequent clarification that "resurfacing is an alteration that triggers the requirement to add curb ramps if it involves work on a street or roadway spanning from one intersection to another, and includes overlays of additional material to the road surface, with or without milling," provided the overlay impacts an intersection or crosswalk. Minor patching, such as may occur to fill a pothole or adjust a utility lid is exempt.

3.2 Pedestrian Path Evaluation Procedures

Beginning in 2017, the City is updating the sidewalk and curb ramp inventory using the following two-step process:

3.2.1 Preliminary Evaluation – Curb Ramps Only

Preliminary evaluation is designed to give the City a reasonably accurate sense for what the existing conditions are. "The Preliminary Evaluation-Curb Ramps Only" will inventory and document:

A. Existence of sidewalk;
B. Existence of curb ramps at all locations in which the sidewalk intersects roadway intersections or makes a major transition;
C. Analysis using the City's aerial photography and Google Street View ™to determine whether or not existing curb ramps are compliant. These will be categorized as follows::
    1. Not compliant with current ADA guidelines and do not offer "substantial compliance", i.e. do not offer and safe and usable access to the majority of the population needing curb ramps for mobility;
    2. Not compliant with current ADA guidelines but do offer "substantial" compliance, i.e. they do offer safe and usable access to the majority of the population needing curb ramps for mobility (the ramp was built in the past under a vastly different standard and was compliant when built, but falls short of current guidelines); or
    3. Geometry is close to the current guideline, and:
        a. Has ADA detectable warning surface; or
        b. Does not have ADA detectable warning surface; and
        c. Does have what appears to be a level landing that is close to or exceeds four feet by four feet in area.
        d. Does not have what appears to be a level landing that is close to or exceeds four feet by four feet in area.

The City concluded this work in 2017 and the results showed that over 80% of the 2,600+ curb ramps fail to meet current ADA standards. However, it is estimated that approximately 30% of the 2,600+ curb ramps would need to be replaced or retrofitted in order to provide reasonable accessibility.

3.2.2 Detailed Evaluation

Detailed evaluation will fully satisfy the Federal guidance covering self-evaluation. The following evaluation criteria are based on the 2005 PROWAG and have been incorporated into inventory sheets covering six types of pedestrian facilities found within the City of Federal Way: Six types of pedestrian facilities are:

1. Pedestrian Circulation Paths (PCP) (sidewalks and road shoulders)
2. Curb ramp
3. Pedestrian pushbutton
4. Bus Stop
5. Public Parking
6. Street Furniture

Evaluation Criteria are listed below for all above facilities:

1. Pedestrian Circulation Paths (PCP) (sidewalks and road shoulders)

    - Continuous pedestrian access route
    - Diverging surfaces protected to prevent trips or falls
    - 4' min. clear width, excluding curb
    - 80" min. vertical clearance to protruding object, or 27" max. height barrier for protruding object
    - Post mounted objects 27" to 80" height protrude 4" max., excluding curb
    - Objects that protrude greater than 4" at a height greater than 27" and less than 80" must be equipped with a cane-detectable warning device.
    - A Pedestrian Access Route (PAR) less than 5' wide clear width (exclusive of curb) shall provide passing spaces 200' min. apart
    - Passing spaces 5' X 5' min.
    - PAR cross slope max. 2.0%, except mid-block crosswalk and connected curb ramp can match street grade
    - Cross slope 5.0% max. at crosswalk without stop sign control
    - Max. running grade for PAR adjacent to roadway shall not exceed the profile grade of the adjacent roadway
    - 5.0% max. running grade for PAR not adjacent to roadway
    - 5.0% max. running grade in a crosswalk (marked or unmarked)
    - PAR surface shall be firm, stable and slip resistant
    - Vertical alignment shall be planar
    - Grade breaks shall be flush
    - 1/4" max. vertical surface discontinuity
    - Vertical surface discontinuities between 1/4" and 1/2" may be beveled at 2H:1V or flatter, except at grade breaks.
    - Sidewalk joints and grate openings shall not permit passage of a max. 1/2" diameter sphere
    - Elongated grate openings shall be oriented perpendicular to the dominant direction of travel
    - Provide a PAR if a driveway intersects a walkway/sidewalk

2. Curb Ramps

    - PAR at each end of crosswalk connected by a ramp
    - Entrance to the street within crosswalk markings at marked crossings
    - Clear width 4' min., unobstructed, excluding flares
    - Running slope 8.3% max. unless ramp length is 15'
    - Cross slope 2.0% max.
    - Mid-block ramp cross slope may match the roadway profile
    - Landing required at top of perpendicular ramp and at bottom of parallel ramp
    - Ramp landing 4' by 4' min.

- Ramp landing cross slopes 2.0% max.
- Mid-block landing cross slopes may match the street profile.
- Flare slopes 10.0% max. measured relative to curb slope
- Flare slope required when PCP crosses the ramp from the side
- 5.0% max. gutter counter slope at the foot of the ramp
- Surfaces shall be firm, stable and slip resistant
- Gratings, access covers, utility objects and other appurtenances shall not be located on curb ramps, landings or gutters within the PAR
- No vertical surface discontinuity is allowed within curb ramps, landings, or clear spaces for operable parts, which must be planar
- Grade breaks at the top and bottom of curb ramps must be perpendicular to the direction of travel
- Grade breaks must be flush
- 4' by 4' min. clear space where the bottom of curb ramp or landing meets gutter
- Clear space must be contained within the crosswalk width
- Detectable Warning Surface (DWS) required if the curb ramp/landing connects to a roadway
- Truncated dome pattern required for DWS
- Rows of truncated domes parallel with back of curb
- DWS must be full width of curb ramp/landing connection to the street
- DWS must be 24' min. depth
- DWS must be installed at back of curb
- DWS must contrast with background (light-on-dark or dark-on-light)
- Median/Traffic Island/Splitter Island (M/T/S) shall provide a PAR connecting to each crosswalk
- Each M/T/S PAR is 6' min. length
- M/T/S shall provide a passing space min. 5' wide by 5' long for each PAR
- DWS located at each M/T/S curb ramp or roadway entrance of a PAR
- M/T/S DWS are separated by 2' min. in the direction of travel
- When the PAR of a shared-use path goes through a median or traffic island, the width shall be the same as the width of the shared-use path

3. Pedestrian Push Buttons (PPB) (at signalized intersections)

- Signalized pedestrian crossings use Accessible Pedestrian Signals (APS)
- PPB not greater than 5' from the crosswalk line (extended) that is furthest from the center of the intersection
- PPB between 1.5' and 10' from the edge of the curb, shoulder, or pavement
- PPB mounting height 48" max., 15" min. (42" desirable)
- Clear space adjacent to PPB must be connected to the crosswalk served by a PAR (May overlap ramp landing)
- Clear space adjacent to PPB 30" min. (design wheelchair width) by 48" min. (design wheelchair length)
- Additional maneuvering space required if the clear space is constrained on 3 sides

- Adjacent sidewalk access have 2.0% max. running and cross slopes
- Reach range for a parallel approach 10" max. if push button mounting height is between 46" and 48"
- Reach range for a parallel approach 24" max. (10" or less desirable) if push button mounting height is 46" max.
- Reach range for a forward approach 0" max.
- APS push buttons shall have a locator tone that operates during the DON'T WALK and the flashing DON'T WALK intervals only
- APS push buttons shall have both audible and vibrotactile indications during the WALK interval
- APS push button control faces shall be installed to face the intersection and be parallel to the crosswalk served
- APS push buttons shall have a tactile arrow that indicates the crossing direction activated by the button
- APS push button is aligned parallel to the direction of travel in the associated crosswalk
- APS push buttons shall be high contrast (light-on-dark or dark-on-light) against its housing
- APS push buttons with extended push button press features shall be marked with three braille dots forming an equilateral triangle in the center of the push button
- If additional crossing time is provided by an extended push button feature, then an MUTCD R10-32P plaque shall be mounted adjacent to or integral with the APS push button
- If the pedestrian clearance time is sufficient only to cross from the curb or shoulder to a median to wait the next cycle, then an additional APS push button shall be provided in the median
- 10' min. spacing between APS push buttons (5' min. in medians and islands), if feasible
- For spacing 10' or greater, audible WALK indication shall be a percussive tone
- For spacing less than 10', audible WALK indication shall be a speech walk message

4. <u>Bus Stops</u>

- Boarding and Alighting Area (BAA) to 8' min. (measured perpendicular to the curb/roadway) by 5' min. (measured parallel to the curb/roadway)
- BAA grade 2.0% max. measured perpendicular to the roadway, matches street grade measured parallel to the street
- BAA connected to streets, sidewalks or pedestrian paths by a PAR
- Bus shelter clear space entirely within the shelter
- Bus Shelter clear space 36" by 48" min. if constrained on three sides. Clear space 30" by 48" min. if not constrained on three sides
- Bus shelter connected to the boarding and alighting area by a PAR

5. <u>Public Parking</u>

- Number of accessible ramps shall meet or exceed the minimum required number of stalls for the block perimeter.
- Accessible stalls are located where most convenient to key destinations.
- Accessible stalls are located where street cross section and grade are flattest.
- For parallel stalls, where the adjacent walkway width exceeds 14 ft, a 5 ft min. access aisle shall be provided at street level.
- Parallel stall access aisles shall be connected to the PCP with a PAR.
- Parallel stall access aisles shall not encroach on vehicle travel lanes.
- Sidewalk adjacent to parallel stalls is free of obstructions and/or curb ramps.
- When an access aisle is not required, the accessible parking stall shall be located at either end of the block face.
- When an access aisle is not required, the end of block curb ramp may be used as the PAR.
- For perpendicular stalls, an 8 ft min. width access aisle shall be provided at street level the full length of the accessible stall.
- Perpendicular stall access aisles shall be connected to the PCP with a PAR.
- Perpendicular stall access aisles shall be marked to discourage parking in them.
- Two perpendicular stalls may share an access aisle except where backing in is prohibited.

6. Street Furniture

Where tables are provided in a single location, at least 5.0%, but no fewer than 1, shall comply with the following.

- At tables provide a level 30" by 48" clear ground space with knee and toe clearance.
- Knee clearance at tables shall be 8" deep min. at 27" height, and may be reduced to 9" height at 11" deep.
- Table tops shall be 28" min. and 34" max. height.
- The table clear ground space shall be attached to the PCP with a PAR.

Where benches without tables are provided at a single location, at least 50% but not less than 1, shall comply with the following:

- Provide a level 30" by 48" clear ground space parallel to the short axis of the bench at the end of the bench.
- Bench height at the front shall be between 17" min. and 19" max. height.
- The bench clear ground space shall be attached to the PCP with a PAR.

Trained inspectors use the inventory sheets to identify accessibility barriers in any of these pedestrian facilities. This data will be automatically entered into a database in the City's GIS system and when complete will include all of the City's streets. Once the data is complete, the database will be maintained in-house and such changes as annexations and improvements and/or deterioration that the "score" of a sidewalk segment or curb ramp will be accounted for as soon as the new data is entered. The pedestrian paths (sidewalks), curb ramps, PPB, BAA data dictionary used during ArcCollector ™ self-evaluation are located in Appendix A.

4.0 SIDEWALK, CURB RAMP, DRIVEWAY AND ACCESSSIBLE PEDESTRIAN SIGNAL INVENTORY

As of August 2018 approximately 36% of the City's sidewalks have been inventoried. Preparing a complete and useful inventory is costly for all agencies because of the huge amount of labor required to collect, input, and manage the data. The City of Federal Way has been striving toward the goal of having a complete and accurate inventory of all public infrastructures.

The City's current sidewalk and curb ramp inventory was completed in 2018 as part of a comprehensive citywide walkway study focused on high pedestrian use areas with emphasis on the City Center and principal arterial streets, and the City has also completed an inventory of all the city-owned traffic signals that may need accessible pedestrian signal improvements.

The inventory identified 1,311 existing curb ramps with approximately 445 of those judged to offer compliance when inventoried.

There are 87 traffic signals in Federal Way, six of which are owned and operated by WSDOT. The City has 563 push buttons, among 224 does not have Audible tones.

4.1 Barrier Prioritization

To focus City 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 government offices, schools, churches, parks, transit, senior centers, multifamily homes, and other pedestrian attraction zone are undergoing data collection. The result of this analysis will be a prioritized list of facilities with barriers.

If the facility did not meet PROWAG criteria points were assigned, with the number of points dependent on the relative extent of non-compliance. Each facility is given a point (described in section 4.2) for each deficiency category and a sum total of these points indicate the level of noncompliance based on geometric factors. These are categorized into three different levels. A higher total score indicates a higher level of non-compliance (i.e. more of a barrier).

The three categories are as follows:

1. Level 1: total score greater than 10
2. Level 2: total score between 5 and 10
3. Level 3: total score less than 5

Each of these Level 1, 2, and 3 non-compliance facilities are given further prioritization depending on the proximity to different types of public destinations. No numerical scoring was recommended to be applied to pedestrian attractors – only that barriers located near the listed facilities be given higher priority than those that are not. In general, highest priority will be given to Level 1 noncompliance close to public facilities (within 1/8th mile radius).

4.2 Accessibility Index Score

A number of criteria were used to establish the extent to which each pedestrian facility did or did not present a barrier to accessible mobility. The following Tables show 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. These scores are used in barrier prioritization matrix described in section 4.1

Table 1: Sidewalks

Criteria	Threshold	Score
Width	<32 inches	11
	<48 inches	3
Cross Slope	>2%	2
Cross Slope	>4%	11
Ramp Slope	>8.33%	2
Ramp Slope	>10%	11
Surface Condition	<Average	3
Vertical Discontinuity	<¼ inch	0
Vertical Discontinuity	>1/4 inch and<1/2 inch	4
Vertical Discontinuity	>1/2 inch	11
Horizontal Discontinuity	>1/2 inch	11
Fixed Obstacles	Present	11
Protruding Obstacles	Present	3
Non- Compliant Driveway	Present	2
Non-Compliant Driveway	Cross slope >4%	11
Non-Compliant Driveway	Ramp slope>10%	11

Table 2: Curb Ramps

Criteria	Threshold	Score
Landing	Not present	11
Landing Width	<32 inches	11
Landing Width	<48 inches	3
Ramp Width	<48 inches	3
Ramp Width	<32 inches	11
Ramp Running Slope	>8.33%	4
Ramp Running Slope	>10%	11
Ramp Running Cross Slope	>2%	2
Ramp Cross Slope	>4%	11
Truncated Domes	Not Present	3
Flare Slope	>10%	2
Gutter Slope	>2%	1
Lip	> ¼ Inch	2
Lip	>1/2 inch	11
Landing Clear Scape	< 4ft x 4ft	2
Landing Cross Slope	>4%	2

Table 3: Driveways

Criteria	Threshold	Score
Cross Slope	>2%	2
Cross Slope	>4%	11
Ramp Slope	>8.33%	4
Ramp Slope	>10%	11

Table 4: Pedestrian Push Button Accessibility Index

Criteria	Threshold	Score
No Audible	Y	11
Only Audible	Y	5
Same Pole	Y	5
Non-compliant Push Button Height	15" min. 48" max.	5

4.3 Pedestrian Attractor Prioritization Methodology

The following pedestrian attractors will be considered to select and prioritize deficient facilities from the inventories and those identified by citizen request and are based on following considerations:

1. Government Building: Title II requires city governments to ensure that all of the programs, services, and activities, when viewed in their entirety, are accessible to people with disabilities. Any feature that serves as a barrier to access to a government building or activity is assumed to have the highest priority. The feature must be corrected or an alternative route established that provides barrier-free access;
2. Transit Center or bus stop: a location blocking access to fixed route bus service will have higher priority – with higher priority given to transit centers over bus stops;
3. High percentage of environmental justice populations including minority and low to moderate income as determined by the most recent U.S. Census data.

4. Schools and Primary Walk Routes to Schools: A location that is a barrier along a primary route to school will have a higher priority than other walkways near schools;
5. Churches: church properties frequently host senior and disabled groups /activities.
6. Senior Citizen Center and Housing/Assisted Living/Social Service Agency/Disabled: a location that is a barrier to these locations will have higher priority;
7. Park: a location blocking pedestrian access to parks will have higher priority;
8. Other Pedestrian Attractions: a walkway that services more pedestrians than one with a lower number of pedestrians. The following facilities are identified as ones that tend to attract pedestrians. Additional consideration should accrue to locations that are in close proximity to more than one of the following pedestrian attractors:
    a. Hospitals
    b. Arterial Streets
    c. High Density residential neighborhoods
    d. Urban center
    e. Commercial/Mixed Use
    f. Commercial Neighborhood

4.4 Geographical Location Consideration

Table 5: Items of Geographical Location Consideration

Location Criteria	Rating Criteria
Government/Public Building	Within 1/8-mile radius of Government Building
Transit	
Park and Ride, Transit Center	Within 1/8-mile of high-capacity Transit Stop
Transit Bus Stops	
EJ Population	Within 1/8-mile of census tract/block
Schools	
Proximity to Schools	Within 1/8-mile radius of School
Walk-to-School Route	Within Safe routes to School Zone
Church	Within 1/8-mile radius of Church
Senior Center/ Assisted Living	Within 1/8-mile radius of location
Parks	Within 1/8-mile radius of Park
Pedestrian Attraction Zone	
Downtown /Urban /Commercial Business Centers /Hospital/ Library/ High Density Residential Neighborhood	Within ¼-mile radius of Downtown, Urban Commercial Business Center Zoning, and High-Density residential

4.5 Other Considerations

Other factors to be considered when prioritizing barrier removal include:

1. Availability of a convenient alternative route. If there is no alternative available, i.e. available by crossing a two-lane street or by going around a block counter-clockwise instead of clockwise, the location should be given priority over a location that does have an alternative available.

2. Location has standing curb, or "unusable" ramp, versus a location that has a usable ramp that does not conform to current guidelines.

3. The location is not within the project limits of a larger capital improvement project that is reasonably expected to be funded within the next six years.

5.0 HIGHEST PRIORITY EVALUATION CRITERIA

Citywide, not all non-compliant ramps and traffic signals can be upgraded or replaced immediately, or even in the short term. The City does not have the financial resources to do so. As such, facilities that are not up to current guidelines, but offer relatively safe usability and are not blocking access to an individual or to groups of individuals have a lower priority than barriers that cannot accommodate a large percentage of the affected population.

All requests for pedestrian accessibility improvements will continue to be given careful consideration. The City will continue to assign evaluation of citizen requests a high priority and when there is an immediate need, if practical, address barriers in those locations as soon as resources are available. However, in some instances, some barriers are beyond the City's ability to correct. In those cases, the City will work towards identifying an interim alternative accessible route.

High Priority facilities evaluation criteria is presented in the following table. To identify facilities that do not meet PROWAG criteria but offer relatively safe usability are presented in the table under the column Low Priority Barrier. Therefore, those facilities that meet the criteria will not get a higher priority.

Table 6: Pedestrian Circulation Path / Pedestrian Access Route

PROWAG Criteria	**Low Priority Barrier to be Addressed by Alteration Project Only or by Public Request.**
4' minimum clear width, excluding the curb.	The clear width may be reduced to 32" at spot locations (i.e., utility poles, signal poles or other foundation-mounted appurtenances) provided there is no drop-off on either side.
Pedestrian Access Route cross slope maximum 2%, except mid-block crosswalks and connected curb ramps can match street grade.	Cross slopes up to 4% maximum will be allowed on existing sidewalks and road shoulders.
Pedestrian Access Route surfaces shall be firm, stable and slip resistant.	Gravel shoulders will not be paved.
Vertical surface discontinuities between 1/4" and 1/2" may be beveled at 2H:1V or flatter, except at grade breaks.	Sidewalk panels displaced greater than ½" may be ground provided the resulting slope is planar and flatter than 8.3%.

Table 7: Curb Ramps

PROWAG Criteria	Low Priority Barrier to be Addressed by Alteration Project Only or by Public Request.
Clear width 4' minimum, unobstructed, excluding flares.	The clear width may be reduced to 32" provided all other 2005 PROWAG guidelines are met.
Cross slope 2.0% maximum.	Cross slopes up to 4.0% maximum will be allowed on existing sidewalks and road shoulders.
Ramp landing cross slopes 2.0% maximum.	Cross slopes up to 4.0% maximum will be allowed on existing sidewalks and road shoulders.
Flare slopes 10.0% maximum as measured relative to the curb slope.	Flare slopes may exceed 10.0% as measured relative to the curb slope where the flare is constrained by an existing utility facility or a foundation-mounted street appurtenance.
Gratings, access covers, utility objects and other appurtenances shall not be located on curb ramps, landings or gutters within the Pedestrian Access Route	Utility covers are permitted where such covers are treated with a slip resistant coating, the maximum open space is ½" or less, the cover surface is firm and stable, and surface discontinuities are ¼" or less.
Detectible Warning Surface required if the curb ramp/landing connects to a roadway	Detectible Warning Surface will not be prioritized for crossings adjacent to a paved shoulder for Local Access streets.

Table 8: Pedestrian Push Buttons and Accessible Pedestrian Signals (APS)

PROWAG Criteria	Low Priority Barrier to be Addressed by Alteration Project Only or by Public Request.
Push buttons located no greater than 5' from the crosswalk line (extended) that is furthest from the center of the intersection.	Push buttons may be located greater than 5' from the crosswalk line provided they are mounted on a signal pole.
Pushbuttons between 1 1/2' and 10' from the edge of the curb, shoulder, or pavement	Push buttons may be mounted less than 1.5' or greater than 10' from the curb, shoulder or pavement provided they are mounted on a signal pole.
Two pushbuttons on the same corner should be separated by at least 10 feet	Push Button are on the same pole will be separated only with new grant funded construction and citizen request

6.0 STRATEGIES FOR FUNDING BARRIER REMOVAL

Opportunities for funding the removal of access barriers include:

- New or widened roads
- Roadway alteration projects
- Maintenance upgrade and repair projects and programs
- Requiring private developers to remove access barriers when development affects facilities within the right-of-way; and
- Actively seeking out and applying for grant funding specific to removal of access barriers when available.

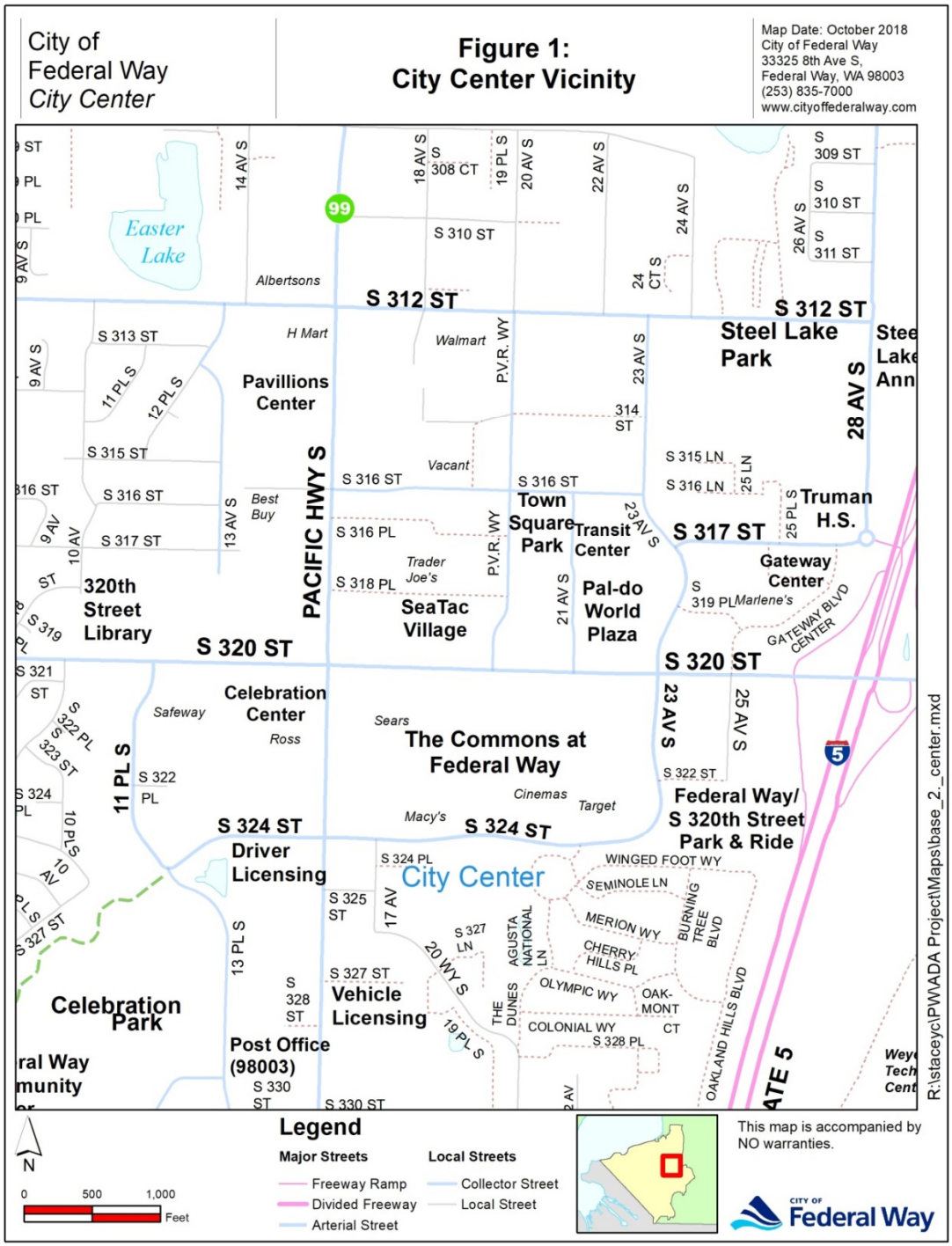
All of the City's capital improvement projects and private development projects within the City's rights-of-way will be constructed to current ADA guidelines. In addition, the City currently has in place a pavement management program that schedules roadway rehabilitation and maintenance. The City plans to review public roadway barriers during the implementation of this Plan, and address those barriers that can be resolved as part of the on-going pavement maintenance and rehabilitation program. As part of the review, the City will revise the Transition Plan schedule for the removal of barriers. The Transition Plan schedule will also be updated as projects for new construction and roadway alterations arise. As a result, the City of Federal Way averages over $300,000 in expenditures annually to achieve the City's goal of a barrier-free transportation system. It should be noted that, although grant funding is theoretically available for retrofitting existing streets, grant funding program criteria are currently structured such that a pure barrier removal project would not score well enough to receive funding. As such, other than as a part of a larger capital improvement project, the majority of barrier removal work is entirely city-funded.

CITY CENTER STAGE-1 (ADOPTED MAY 2019)

7.0 FINDINGS FOR CITY CENTER

The City Center is defined in the City's Comprehensive Plan as the area generally bordered by S 312th to the north, S 324th to the South, 11th Place to the west, and Interstate 5 to the east. See Figure 1 for the City Center Vicinity Map.

Figure 1 City Center Vicinity Map



7.1 Sidewalk

City Staff divided the sidewalks into approximately100 to 300 foot lengths, depending upon breaks at driveways and cross streets. The location and data are inventoried and mapped in a geographic information system (GIS) database. The analysis concluded that City Center has 41% ADA compliant sidewalk and 59% non-compliant sidewalk as shown in Figure 2. City Center has only 2% missing sidewalk in mostly one side of a street. All City Center sidewalks are compliant for ADA width. Priority matrix table is attached. The scoring criteria are described in Section 4.1.

Figure 2 City Center Sidewalk Deficiency

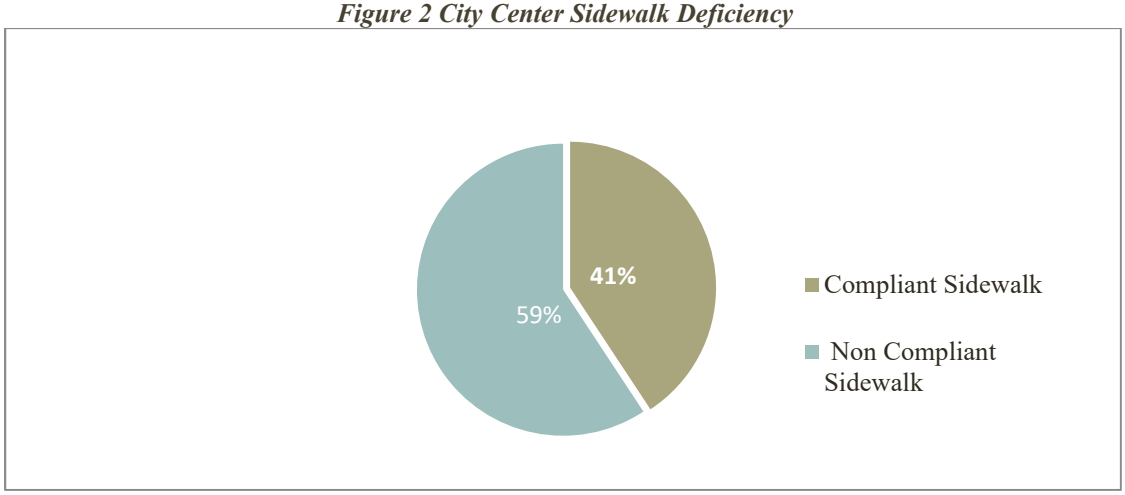


Figure 3 Sidewalk Priority Chart

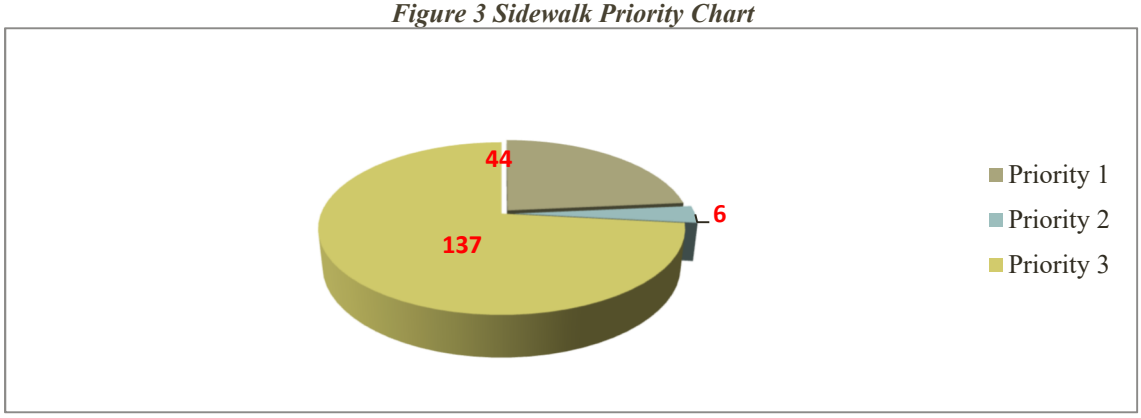
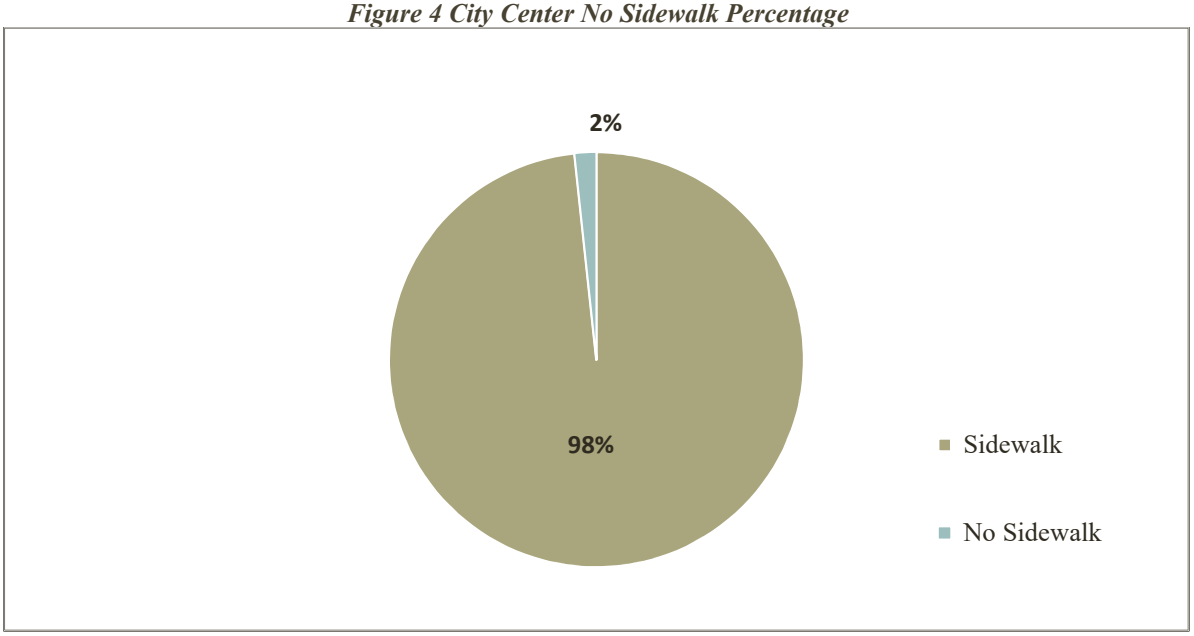


Table 9: Sidewalk Priority Matrix

Priority Description	Location Serving Government Offices and Public Facilities	Primary Walk Route to School	Churches	Senior Citizen Center/ Assisted Living / Social Service Agency	Transit Center / Park and Ride / bus stop	Park	Any Pedestrian attraction	Total
Sidewalk does not meet current standards- priority matrix score > 10 points	6	9	0	0	8	14	7	44
Sidewalk does not meet current standards- priority matrix score <= 10 points and >5	2	0	0	0	1	2	1	6
Sidewalk does not meet current standards- priority matrix score <= 5 points	36	50	1	0	11	20	19	137

Note: Each cell represents the number of deficient facilities

Figure 4 City Center No Sidewalk Percentage



The City does not have sidewalks on the Northside of S 314th St from Pete Von Reichbauer Way S to 23rd Ave S and portion of Southside at S 314th Place. S 314th Place is currently a private road but is designated to receive sidewalk with redevelopment. Sidewalk is also missing on the north side of S 312th St between 23rd Ave S and 25th Ave S.

Figure 5 Map of No Sidewalk Locations

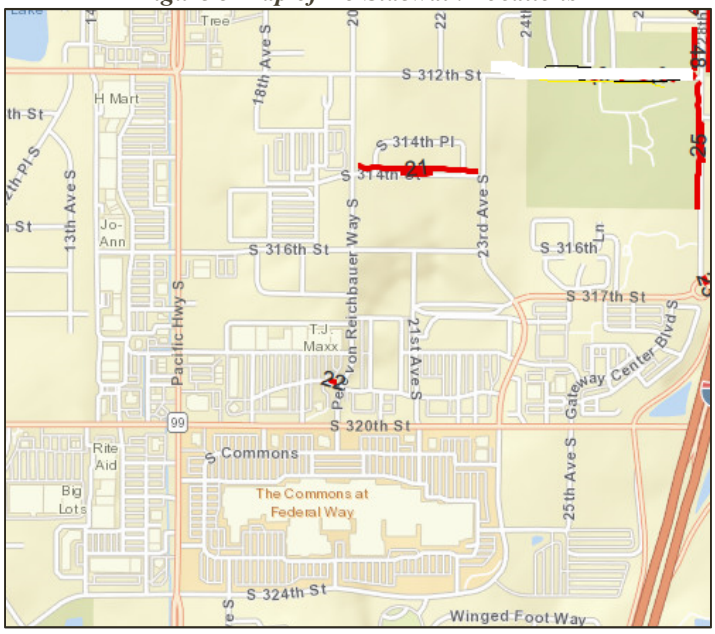


Table 10: Sidewalk Compliance Statistics for City Center

Sidewalk Measurement Category	Feet	Percentage
Sidewalk Material		
Concrete	25,680	100
Asphalt		
Others		
Sidewalk Cracks, Vertical Displacement		
Fully ADA compliant	22,730	88.51
Non-compliant	2,950	11.49
Sidewalk Cross Slope		
0.0%-2.0%(ADA Compliant)	11,640	51.96
2.1%-4.0%	13,344	45.33
>4%	696	2.71
Sidewalk Width		
0.1'-4.0'		
4.1' to <5.0' (ADA compliant if 200 ft. long or less)		
>=5.0' (ADA compliant)	25,689	100
Sidewalk Obstruction		
Fixed object obstruction sidewalk path	171	0.67

7.2 Curb Ramps

In City Center 71% of curb ramps are ADA non-compliant with ADA and 29% are compliant. Priority matrix table is attached.

Figure 6 City Center Deficient Curb Ramp Percentage

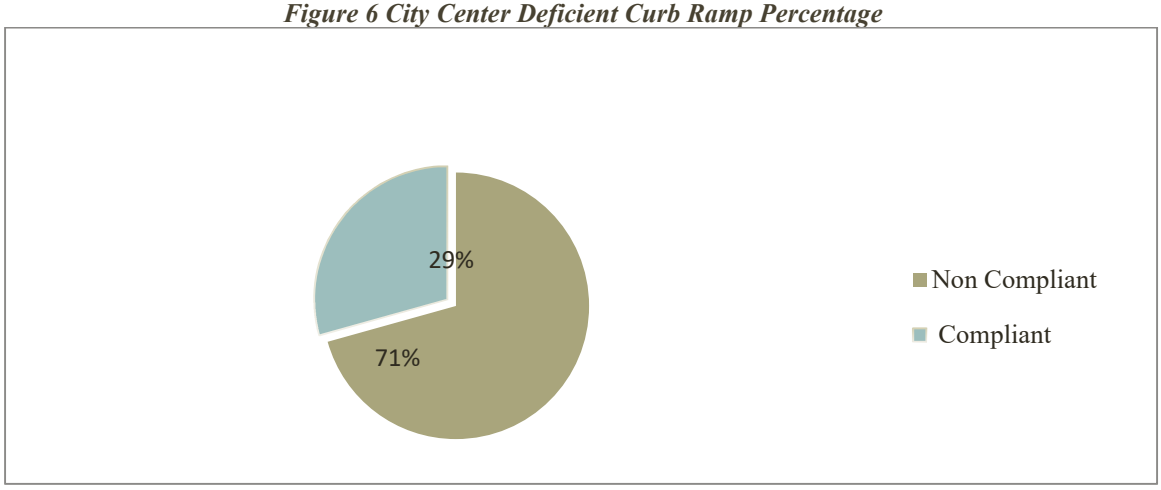


Figure 7 City Center Priority Level Chart for Curb Ramp

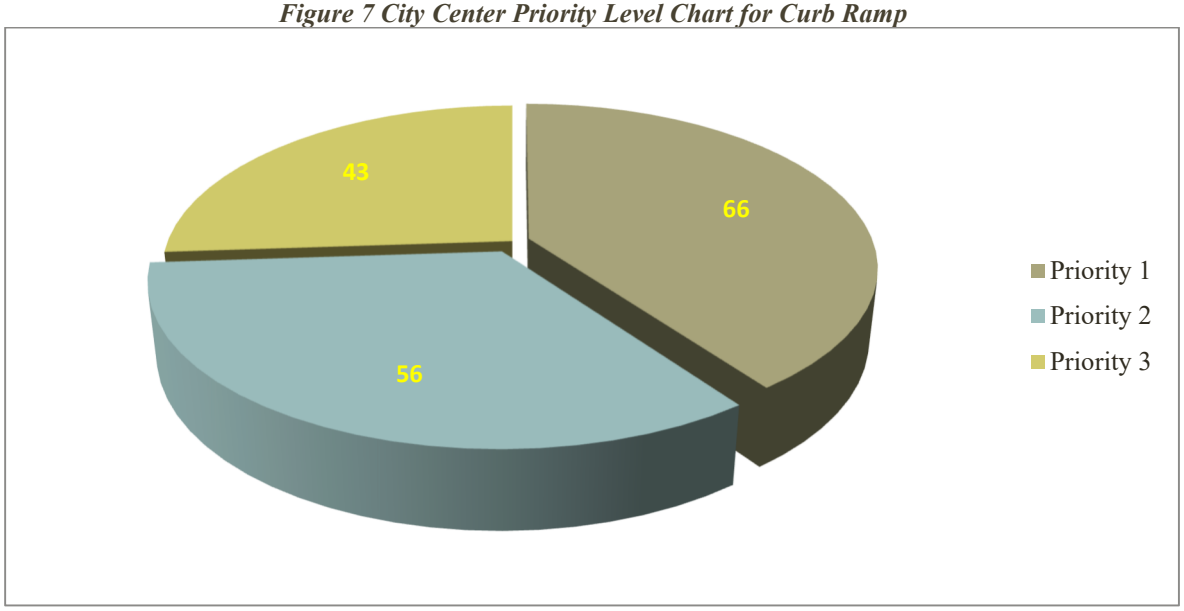


Table 11: Curb Ramp Priority Matrix

Priority Description	Location Serving Government Offices and Public Facilities	Primary Walk Route to School	Churches	Senior Citizen center/ Assisted Living / Social Service Agency	Transit Center, Park and Ride / bus stop	Park	Any Pedestrian attraction	Total
Curb Ramp does not meet current standards- priority matrix score > 10 points	15	25	0	2	6	4	16	66
Curb Ramp does not meet current standards- priority matrix score <= 10 points and >5 points	21	25	0	3	9	1	2	56
Curb Ramp does not meet current standards- priority matrix score <= 5 points	23	4	0	1	11	2	2	43

Note: Each cell represents number of deficient facilities

Table 12: City Center Curb Ramp Compliance Statistics

Curb Ramp Measurement Category	Number	Percentage
Curb Ramp Type		
Perpendicular	152	60.8
Parallel	70	28
Parallel Single Direction	26	10.2
Median crossing	2	0.8
Other/Non standard	0	0
Curb Ramps Absent Where Required		
Total missing Ramps	1	0.4
Curb Ramps Fully ADA Compliant		
Fully Compliant	66	26.4
Non fully compliant	184	73.6
Top Landing		
4.0’ or greater (ADA Compliant)	142	56.8
<4.0’	10	4
Cross Slope		
0.0%-2.0% (ADA Compliant)	122	48.8
2.1%-4.0%	128	51.2
>4%	0	0
Ramp Slope		
0.0% to less than 8.33%	134	53.6
8.33%-10%	44	17.6
>10%	72	28.8
Flared Side Slope (only perpendicular ramps)		
0.0%-10% (ADA Compliant)	194	77.6
>10%	56	22.4
Truncated Dome		
No Truncated Dome	125	50
Truncated Dome	125	50
Ramp Obstruction		
No Obstruction Present	250	100

7.3 Driveways

The City Center has 67% ADA deficient driveways and 33% non-deficient driveways. High priority driveways will be replaced to meet current ADA standards as part of adjacent capital improvement projects or stand-alone funding. The Priority matrix table is attached.

Figure 8 Deficient and Nondeficient Driveway Percentage at City Center

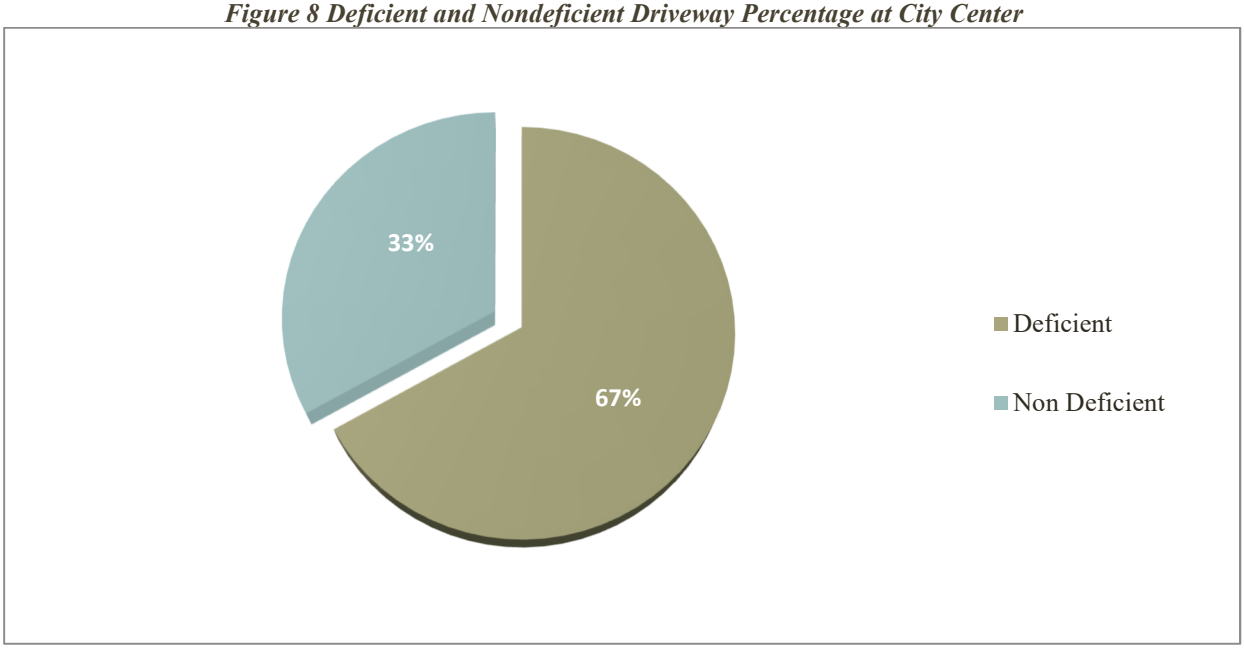


Figure 9 Driveway Priority Matrix

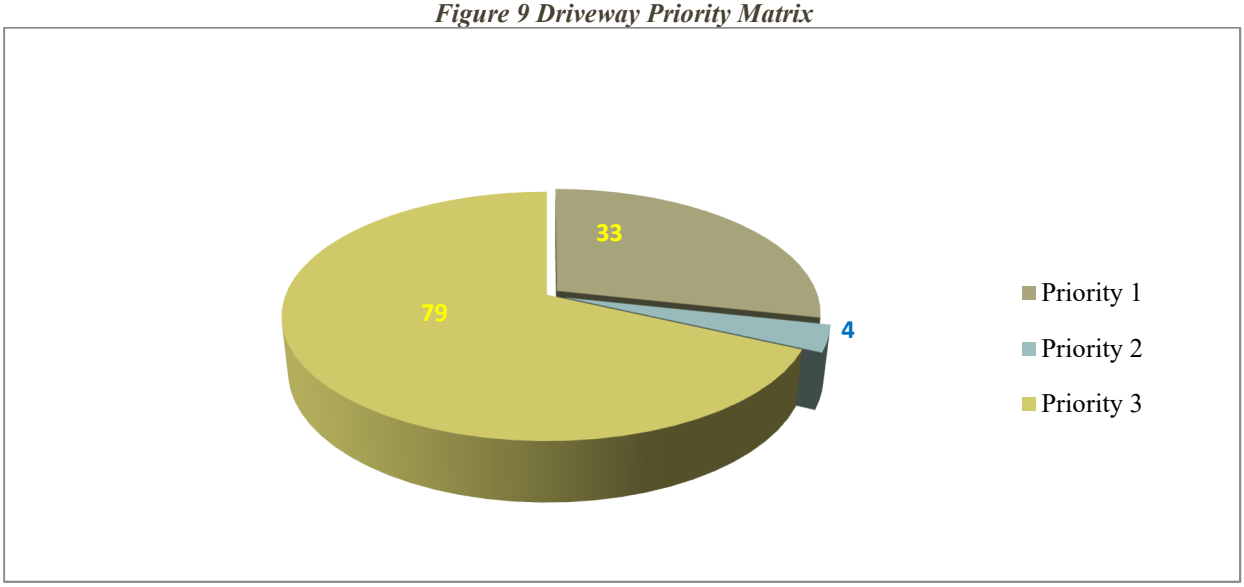


Table 13: Driveway Priority Matrix

Priority Description	Location Serving Government Offices and Public Facilities	Primary Walk Route to School	Churches	Senior Citizen Center/ Assisted Living/Social Service Agency	Transit Center, Park and Ride / Bus Stop	Park	Any Pedestrian Attraction	Total
Driveway does not meet current standards- priority matrix score > 10 points	5	0	0	0	0	19	9	33
Driveway does not meet current standards- priority matrix score <= 10 points to >5 points	3	0	0	0	0	1	0	4
Driveway does not meet current standards- priority matrix score <= 5 points	10	17	0	0	2	20	30	79

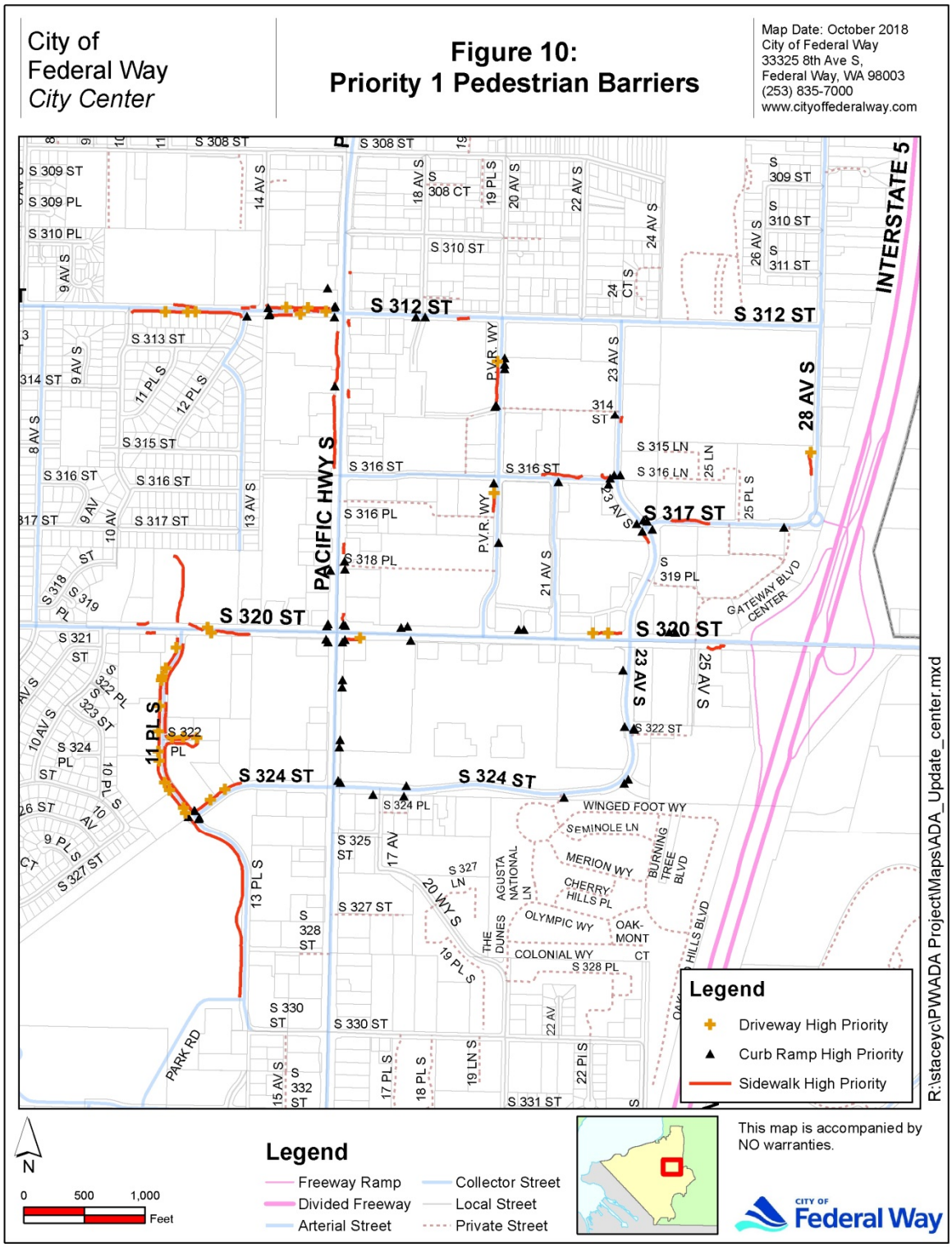
Table 14: Driveway Entrance Compliance Statistics

Driveway Entrance Measurement Category	Number	Percentage
Driveway Entrances Fully ADA Compliant		
Fully Compliant	56	32
Non-compliant	119	68
Ramp Running Slope		
<=8.33% (ADA Compliant)	147	82.85
8.34%-9.99%	5	2.85
10% or greater	23	13.14
Ramp Cross Slope		
0.0%-2.0% (ADA Compliant)	65	37.14
2.1%-4%	88	50.29
>4%	22	12.57

Driveway entrances featuring cross slopes greater than 4% and ramp running slopes greater than 10% are potentially significant barriers to accessibility.

The following Figure 10 shows all of the “Priority 1” deficiencies for sidewalks, curb ramps, and driveways.

Figure 10 Priority 1 Pedestrian Barriers



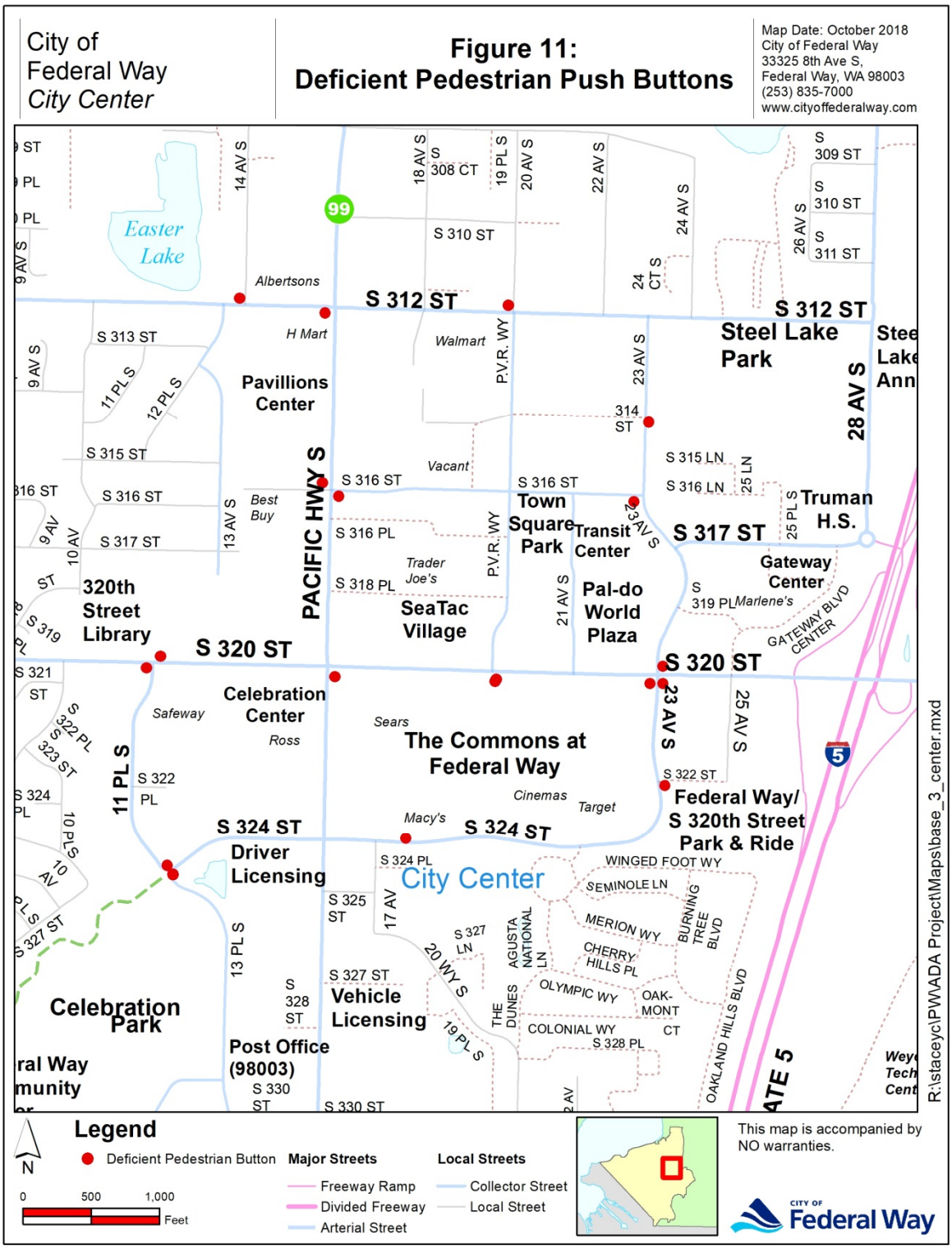
7.4 Pedestrian Signals

For Pedestrian signals, higher priority will be given to locations where there is potential demand to accessible pedestrian signals. APS will be installed according to the availability of funding and citizens' requests or if alterations trigger replacement. Where the existing APS is only audible the City will replace them according to citizens' request only. Other deficiencies are of low priority. However, on federally funded projects, any deficient pedestrian signal will be repaired to make them fully compliant. Figure 11 shows the location of the deficient pedestrian push buttons in city center.

Table 15: Pedestrian Signal Compliance Statistics for City Center

Pedestrian Signal Measurement Category)	Number	Percentage
Button APS Status		
No APS	20	14.28
Non-Compliant APS		
Compliant APS		
Height of push button		
0.0'-1.25'	0	
1.25'-3.0'(ADA compliant not recommended)	31	22.14
3.0'-4.0'(ADA compliant recommended height)	108	77.14
>4.0'	1	0.71
Distance Between Push Button and Edge of Curb		
0.0'-1.4'		
1.5'-6.0'(ADA Compliant)		
6.1'-10.0'(ADA Compliant if physical constraint)		
>10.0'	68	48.57
Distance Between Push Buttons		
Same Pole(ADA compliant if physical constraint)	36	25.71
Different poles 0.0'-9.9'(ADA compliant if physical constraint)		
Different poles 10.0'(ADA compliant)		

Figure 11 Deficient Pedestrian Push Buttons



7.5 Transition Plan Cost and Schedule

It will take the City many years of dedicated work to upgrade all sidewalk, traffic signals, and other pedestrian improvements to meet current ADA guidelines. This is further constrained by updates to the current guidelines that make current compliant improvements non-compliant. The City does not presently have standalone ADA funding. This Plan provides a foundation for this work, but will require updates in the future. The City will take interim steps on an annual basis to implement this Plan. The City of Federal Way's objective is to address all known Priority 1 deficiencies within twenty (20) years. This schedule can be accelerated if the budget becomes available for standalone barrier removal. The cost estimate is only for the City Center. Cost estimates for Priority Level I locations and all deficiencies is attached.

Table 16: City Center Priority Level I Cost Estimation

ADA Deficiencies	Improvement Type	Unit	Measurements	Unit Price (2018) (Remove and Replace)	Total Cost
Sidewalks					
Non-Compliant Sidewalk Width	Sidewalk improvements (upgrade/reconstruct existing sidewalk)	SY	all >4ft	$100	$0
Non-Compliant Sidewalk Slope	Sidewalk improvements (upgrade/reconstruct existing sidewalk)	SY	8'X700 (GIS length)	$100	$62,222
Non-Compliant Driveways	New Driveway with Curb, Gutter, and Sidewalk	SY	12'X35'x33	$150	$231,000
Non-Compliant Vertical Discontinuity	Sidewalk improvements (sidewalk grading)	SY	8'X 20'X38	$100	$67,556
Sidewalk Fixed Obstacles (trees)	Sidewalk improvements (tree removal, panel replacement)	SY	8'X20'X1	$100	$1,778
Sidewalk Fixed Obstacles (Utility Poles)	Sidewalk improvements (Relocate utility poles, panel replacement)	SY	8'x20'x3	$100	$5,333
Sidewalk Fixed Obstacles (fire hydrant)	Sidewalk improvements (Relocate Fire Hydrants, panel replacement)	SY		$100	$0
Sidewalk fixed obstacles (Mail Box)	Sidewalk improvements (Mailbox, remove and relocate)	SY		$100	$0
Sidewalk Fixed Obstacles (Junction Box)	Sidewalk improvements (remove and relocate junction box and panel, reset sidewalk and junction box)	SY	8'X20'X1	S100	$3,555
Subtotal					**$371,444**
Curb Ramps					
Curb Ramp without Truncated Domes	Add MMA truncated domes	EA	3	$1,200	$3,600
Crossings with missing curb ramp	New curb ramps	EA	1	$5,200	$5,200
Substandard curb landings	Curb ramp improvement (upgrade/install top landing)	EA	9	$5,200	$46,800
Non-compliant ramp width , slope and others	curb ramp improvement (reconstruct existing)	EA	56	$5,200	$291,200
Subtotal					**$346,800**
Push Buttons					
Location without APS Push Button	Upgrade existing traffic signal to APS	EA	20	$1,000	$20,000
Push buttons on same pole	Add new pedestrian push button pole	EA	Not in level 1 priority	$3,000	$0

Subtotal					**$20,000**
Total					**$738,244**
Contingency @ 10%					$73,824
Design and Construction Engineering @ 12 %					$88,589
Mobilization @ 8%					$59,060
TWSC + Traffic Control@ 15%					$110,737
Total 2018 Dollars					**$1,070,454**

* City will fix curb ramps with no other deficiencies other than only missing truncated dome in Priority level I because it is easy to fix without major construction.

Table 17: City Center Cost Estimation for All Deficiencies

ADA Deficiencies	Improvement Type	Unit	Measurements	Unit Price (2018) (Remove and Replace)	Total Cost
Sidewalks					
Non-Compliant Sidewalk Width	Sidewalk improvements (upgrade/reconstruct existing sidewalk)	SY	all >4ft	$100	$0
Non-Compliant Sidewalk Slope	Sidewalk improvements (upgrade/reconstruct existing sidewalk)	SY	8'X14,000 (GIS length)	$100	$1,244,444
Non-Compliant Driveways	New Driveway with Curb, Gutter, and Sidewalk	SY	12'X35'x117	$150	$819,000
Non-Compliant Vertical Discontinuity	Sidewalk improvements (sidewalk grading)	SY	8'X 20'X56	$100	$99,556
Sidewalk Fixed Obstacles (trees)	Sidewalk improvements (tree removal, panel replacement)	SY	8'X20'X1	$100	$1,778
Sidewalk fixed obstacles (Utility Poles)	Sidewalk improvements (Relocate utility poles, panel replacement)	SY	8'X20'X3	$100	$5,333
Sidewalk fixed obstacles (fire hydrant)	Sidewalk improvements (Relocate Fire Hydrants, panel replacement)	SY		$100	$0
Sidewalk fixed obstacles (Mail Box)	Sidewalk improvements (Mailbox, remove and relocate)	SY		$100	$0
Sidewalk fixed obstacles (Junction Box)	Sidewalk improvements (remove and relocate junction box and panel, reset sidewalk and junction box)	SY	8'X20'X4	S100	$1,778
Subtotal					**$2,171,889**
Curb Ramps					
Curb Ramp without Truncated Domes	No other deficiencies	EA	3	$1,200	$3,600
Crossings with missing curb ramp	New curb ramps	EA	1	$5,200	$5,200
substandard curb landings	Curb ramp improvement (upgrade/install top landing)	EA	16	$5,200	$83,200
Non-compliant ramp width , slope and others	curb ramp improvement (reconstruct existing)	EA	149	$5,200	$774,800
Subtotal					$866,800
Push Buttons					
Location without APS Push Button	Upgrade existing traffic signal to APS	EA	20	$1,000	$20,000

Push buttons on same pole	Add new pedestrian push button pole	EA	36	$3,000	$108,000
Subtotal					**$128,000**
Total					**$3,166,689**
Contingency @ 10%					$316,669
Design and Construction Engineering @ 12 %					$380,003
Mobilization @ 8%					$253,335
TWSC + Traffic Control@ 15%					$475,003
Total 2018 Dollars					**$4,591,699**

ARTERIAL STREETS STAGE-2 (SEPTEMBER 2020)

8.0 FINDINGS FOR ARTERIAL STREET

Stage 2 of the City of Federal Way Americans with Disabilities Act (ADA) Transition Plan provides policies and practices for implementing physical pedestrian improvements within the public right-of-way of the City of Federal Way in the Arterial Street System – not including the arterial streets within the City Center that were completed as part of Stage 1. The City has adopted Stage 1 ADA Transition Plan for City Center May 21, 2019. The contents and requirements of ADA Transition Plans are described in the ADA Title II Technical Assistance Manual, Section II-8.3000

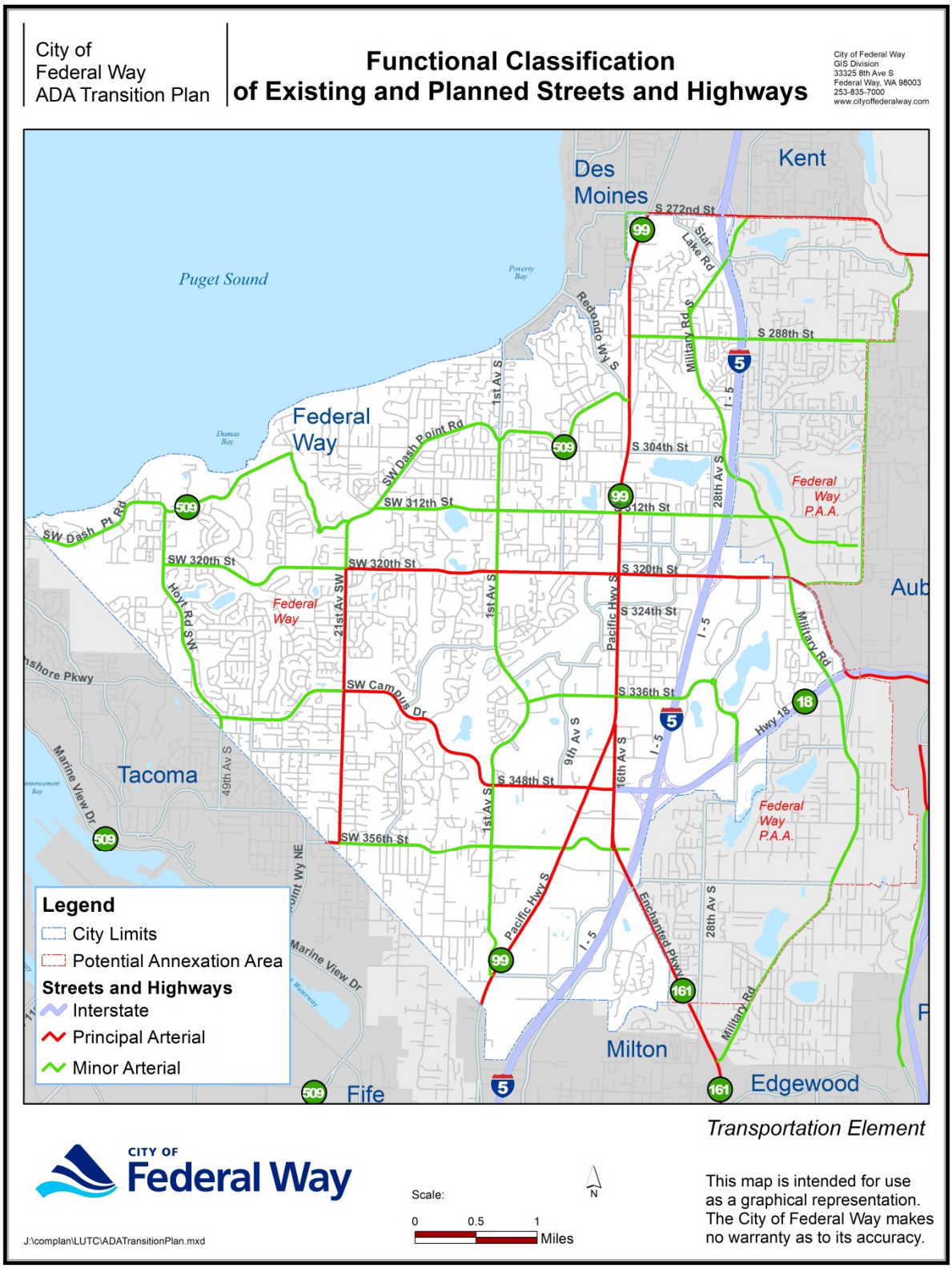
Other stages of the City's ADA Transition plan will cover:

Stage 3 – City Properties (under ADAAG)
Stage 4 – Collector Streets
Stage 5 – Local Streets
Stage 6 – City Parks and Buildings (under ADAAG)

The stages were developed in order to have manageable amounts of work to complete and analyze. The order of the stages were determined to address the areas that serve the greatest number of people and that support access to mass transit.

The Arterial Street in the City's Comprehensive Plan is divided into two categories as Principal Arterial and Minor Arterial Street. Principal Arterial Streets serve major activity centers within the City including commercial activities on Pacific Highway, Enchanted Parkway, S348th St, 21st Ave SW and S320th St. Dash Point Rd, S312th St, Hoyt Rd, 1st Ave, S356th St, S336th St, S288th St, and Military Rd are designated as Minor Arterial Street. Figure 12 shows the Principal and Minor Arterial Streets.

Figure 12: Principal and Minor Arterial Streets



8.1 Sidewalk

City Staff divided the sidewalks into approximately 100 to 300 foot lengths, depending upon breaks at driveways and cross streets. The location and data are inventoried and mapped in a geographic information system (GIS) database. The analysis concluded that Arterial Street has 39% ADA compliant sidewalk and 61% non-compliant sidewalk as shown in Figure 13. The Arterial Street has only 16% missing sidewalk (Figure 15 and Figure 16). All Arterial street sidewalks are compliant for ADA width. Priority matrix table (Table 18) and chart (Figure 14) is attached below. Details of the sidewalks are presented in Table 19. The scoring criteria are described in Section 4.1.

Figure 13: Arterial Street Sidewalk Deficiency

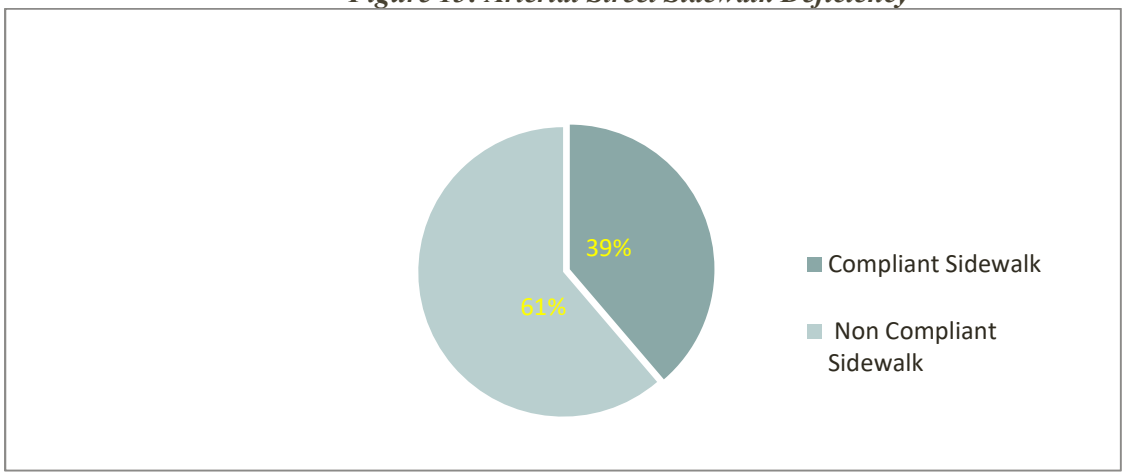


Figure 14: Sidewalk Priority Chart

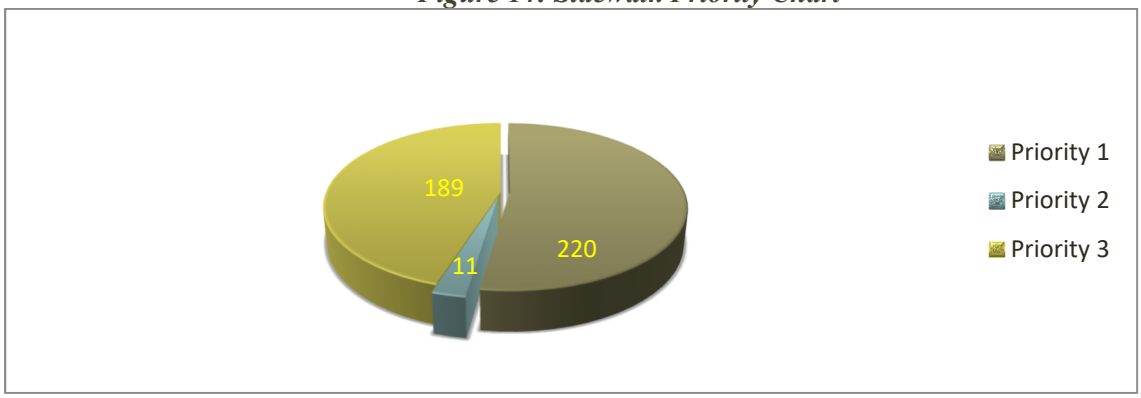
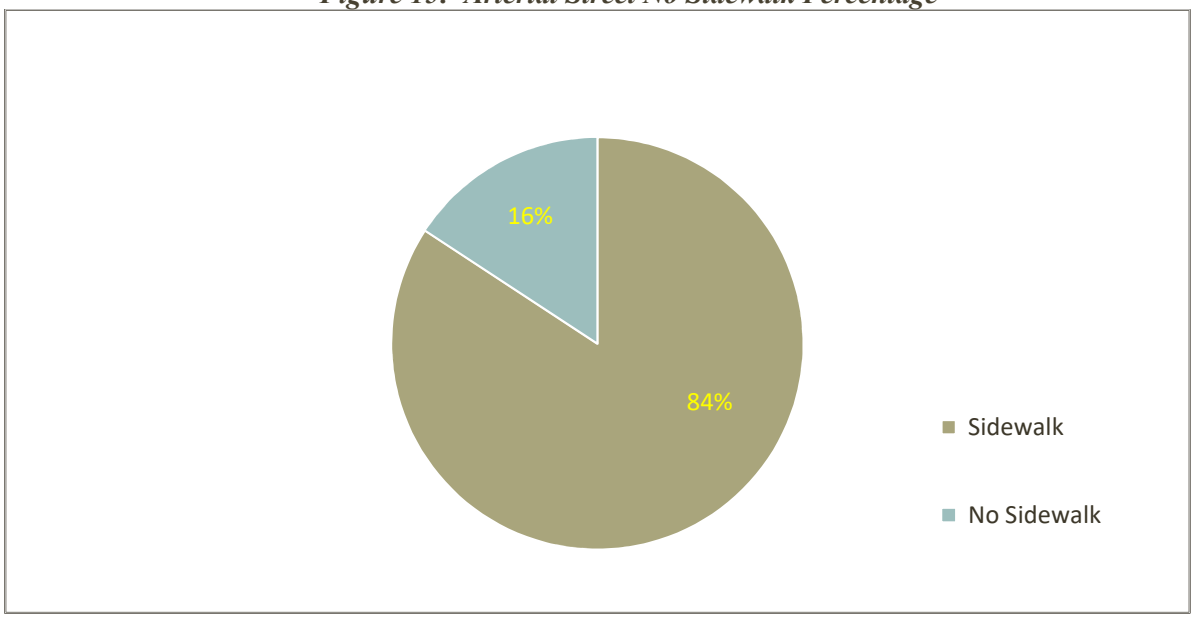


Table 18 Sidewalk Priority Matrix

Priority Description	Location Serving Government Offices and Public Facilities	Primary Walk Route to School	Churches	Senior Citizen Center/ Assisted Living / Social Service Agency	Transit Center / Park and Ride / bus stop	Park	Any Pedestrian attraction	Total
Sidewalk does not meet current standards- priority matrix score > 10 points	0	97	0	0	0	5	118	220
Sidewalk does not meet current standards- priority matrix score <= 10 points and >5	0	4	0	0	0	0	7	11
Sidewalk does not meet current standards- priority matrix score <= 5 points	0	41	0	0	0	9	137	189

Note: Each cell represents the number of deficient facilities

Figure 15: Arterial Street No Sidewalk Percentage



The City does not have sidewalks in several areas of the arterial street network. Dash Point Road, Military Road, and Hoyt Road do not have sidewalks for long stretches. Missing sidewalks do not constitute a violation of ADA standards. However, missing sidewalks provide a barrier and less safe condition to all non-motorized users.

The City sidewalks are built with development projects and grant funding. Unless significant changes are made in transportation funding, it is unlikely that significant progress will be made to add sidewalks along these roads in the next 20 years.

Table 19: Sidewalk Compliance Statistics for Arterial Street

Sidewalk Measurement Category	Feet	Percentage
Sidewalk Material		
Concrete	231,055	98.89
Asphalt	2,597	1.11
Others	0	
Sidewalk Cracks, Vertical Displacement		
Fully ADA compliant	214,392	91.76
Non-compliant	19,261	8.24
Sidewalk Cross Slope		
0.0%-2.0%(ADA Compliant)	209,008	89.45
2.1%-4.0%	24,150	10.34
>4%	495	0.21
Sidewalk Width		
0.1'-4.0'	24,684	10.56
4.1' to <5.0' (ADA compliant if 200 ft. long or less)		
>=5.0' (ADA compliant)	208,969	89.44
Sidewalk Obstruction		
Fixed object obstruction sidewalk path	415	0.18

8.2 Curb Ramps

In Arterial Street 70% of curb ramps are non-compliant with ADA and 30% are compliant (Figure 17). Priority matrix table (Table 20) and Priority chart (Figure 18) are attached below. There are 39 locations where only truncated domes are missing. The City will consider those in Priority 1. Figure 19 shows the map of missing curb ramps and Table 21 shows the overview of the curb ramps.

Figure 16: Arterial Street Deficient Curb Ramp Percentage

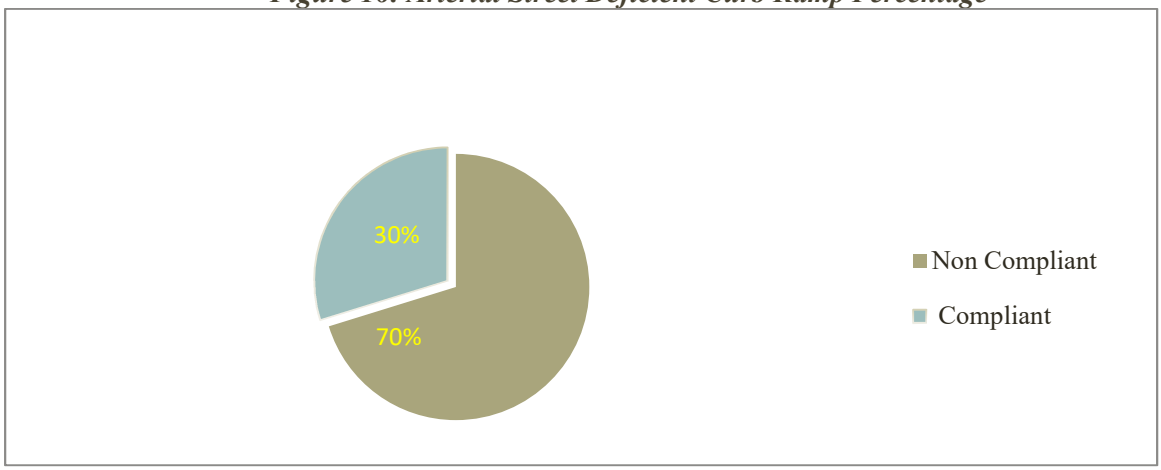


Figure 17: Arterial Street Priority Level Chart for Curb Ramp

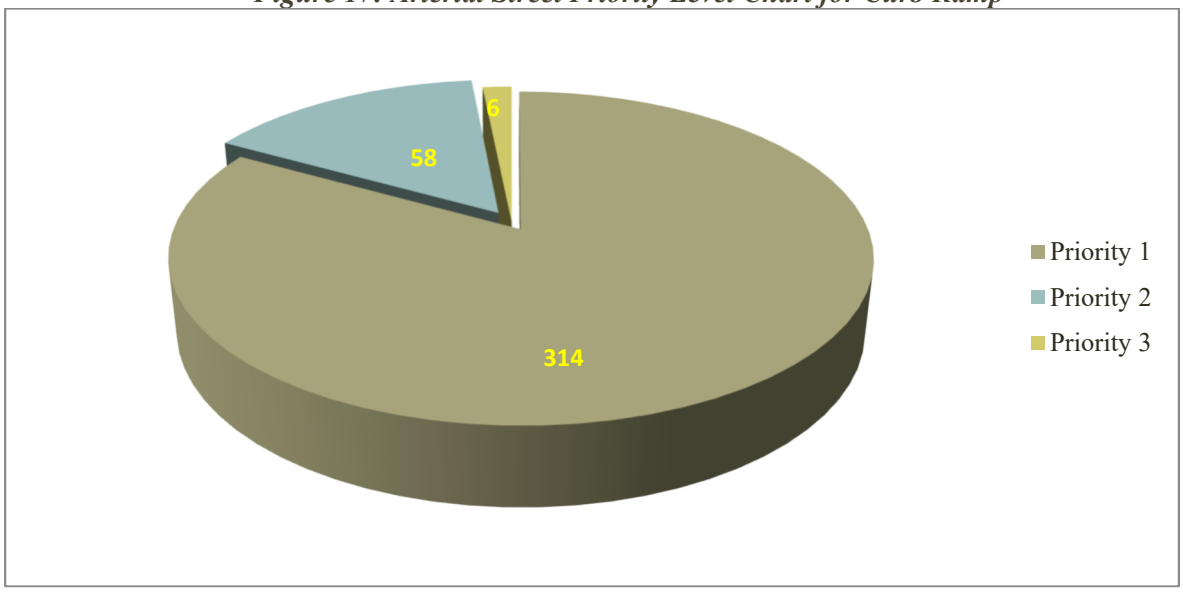


Table 20: Curb Ramp Priority Matrix

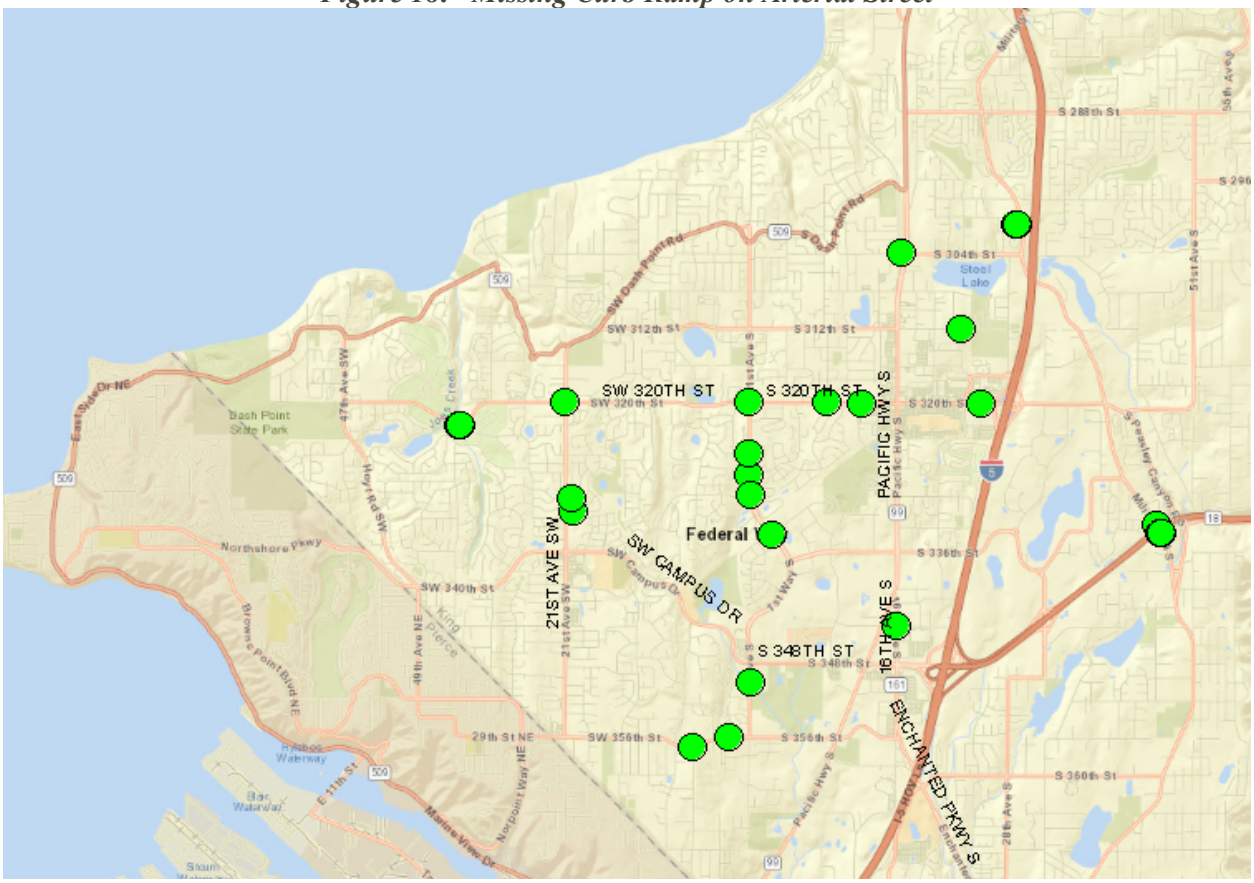
Priority Description	Location Serving Government Offices and Public Facilities	Primary Walk Route to School	Churches	Senior Citizen center/ Assisted Living / Social Service Agency	Transit Center, Park and Ride / bus stop	Park	Any Pedestrian attraction	Total
Curb Ramp does not meet current standards- priority matrix score > 10 points	22	107	0	0	20	95	35	314
Curb Ramp does not meet current standards- priority matrix score <= 10 points and >5 points	26	14	0	1	9	1	7	58
Curb Ramp does not meet current standards- priority matrix score <= 5 points	1	4	0	1	0	0	0	6

Note: Each cell represents number of deficient facilities

Table 21: Arterial Street Curb Ramp Compliance Statistics

Curb Ramp Measurement Category	Number	Percentage
Curb Ramp Type		
Perpendicular	252	32.35
Parallel	70	8.99
Parallel Single Direction	420	53.92
Median crossing	25	3.21
Other/Non standard	12	1.54
Curb Ramps Absent Where Required		
Total missing Ramps	25	2.81
Curb Ramps Fully ADA Compliant		
Fully Compliant	232	29.78
Non fully compliant	547	70.22
Top Landing		
4.0’ or greater (ADA Compliant)	316	40.56
<4.0’	264	33.89
Cross Slope		
0.0%-2.0% (ADA Compliant)	507	65.08
(2.1%-3%)	120	15.40
(>3%)	130	16.69
Ramp Slope		
0.0% to less than 8.33%	508	65.21
8.33%-10%	131	16.82
>10%	110	14.12
Flared Side Slope (only perpendicular ramps)		
0.0%-10% (ADA Compliant)	311	39.92
>10%	70	8.98
Truncated Dome		
No Truncated Dome	237	30.42
Truncated Dome	535	68.68
Ramp Obstruction		
No Obstruction Present	532	68.68

Figure 18: Missing Curb Ramp on Arterial Street



8.3 Driveways

The Arterial Street has 61% ADA deficient driveways and 39% non-deficient driveways (Figure 20). High priority driveways will be replaced to meet current ADA standards as part of adjacent capital improvement projects or stand-alone funding (Figure 21). The Priority matrix table is attached (Table 22). Table 23 shows the Driveway overview.

Figure 19: Deficient and Non deficient Driveway Percentage at Arterial Street

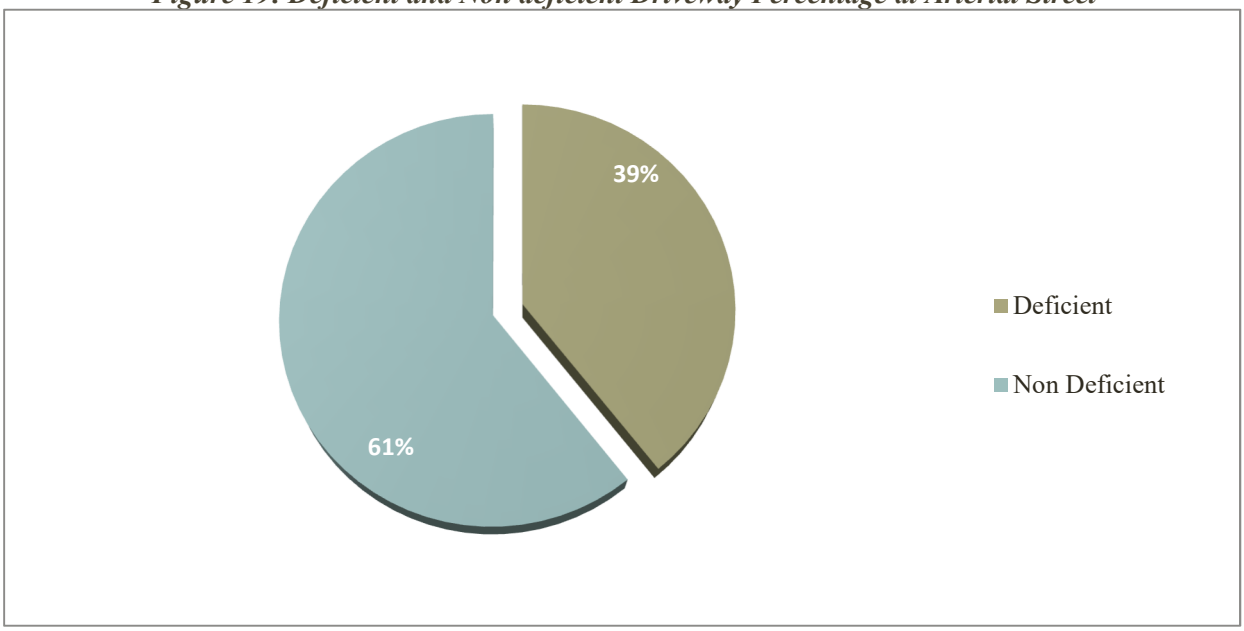


Figure 20: Driveway Priority Matrix

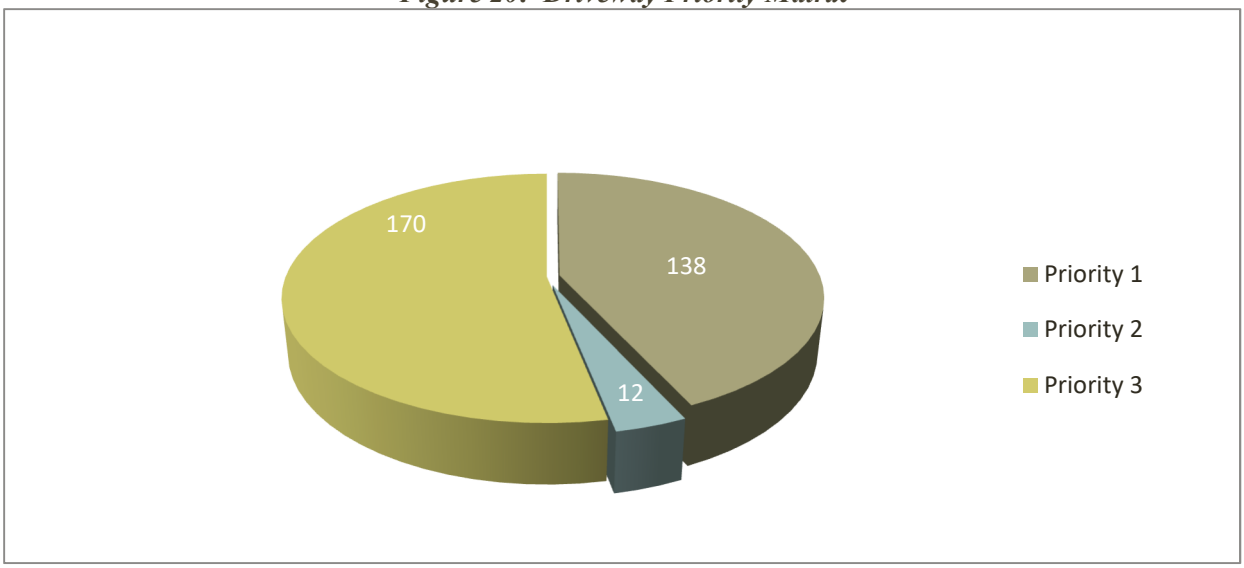


Table 22: Driveway Priority Matrix

Priority Description	**Location Serving Government Offices and Public Facilities**	**Primary Walk Route to School**	**Churches**	**Senior Citizen Center/ Assisted Living/Social Service Agency**	**Transit Center, Park and Ride / Bus Stop**	**Park**	**Any Pedestrian Attraction**	**Total**
Driveway does not meet current standards- priority matrix score > 10 points	3	28	1	0	0	22	84	138
Driveway does not meet current standards- priority matrix score <= 10 points to >5 points	2	1	0	0	0	2	7	12
Driveway does not meet current standards- priority matrix score <= 5 points	4	72	1	0	4	31	58	170

Table 23: Driveway Entrance Compliance Statistics

Driveway Entrance Measurement Category	Number	Percentage
Driveway Entrances Fully ADA Compliant		
Fully Compliant	217	39.52
Non-compliant	332	60.41
Ramp Running Slope		
<=8.33% (ADA Compliant)	407	74.13
8.34%-9.99%	32	5.82
10% or greater	71	12.93
Ramp Cross Slope		
0.0%-2.0% (ADA Compliant)	239	45.54
2.1%-4%	190	12.93
>4%	112	19.85

Driveway entrances featuring cross slopes greater than 4% and ramp running slopes greater than 10% are potentially significant barriers to accessibility.

8.4 Pedestrian Signals

For Pedestrian signals, higher priority will be given to locations where there is potential demand for accessible pedestrian signals. APS will be installed according to the availability of funding and citizens' requests or if alterations trigger replacement. Where the existing APS is only audible the City will replace them according to citizens' request only. Other deficiencies are of low priority. However, on federally funded projects, any deficient pedestrian signal will be repaired to make them fully compliant. Arterial Street has total 449 push buttons. Table 24 shows the overview of pedestrian signals.

Table 24: Pedestrian Signal Compliance Statistics for Arterial Street

Pedestrian Signal Measurement Category)	Number	Percentage
Button APS Status		
No APS	220	48%
Non-Compliant APS	Additional evaluation is needed.	
Compliant APS		
Height of push button		
0.0'-1.25'	0	
1.25'-3.0'(ADA compliant not recommended)	48	10.6%
3.0'-4.0'(ADA compliant recommended height)	377	83.77%
>4.0'	8	1.77%
Distance Between Push Button and Edge of Curb		
0.0'-1.4'	13	2.88%
1.5'-6.0'(ADA Compliant)	71	15.77%
6.1'-10.0'(ADA Compliant if physical constraint)	161	35.77%
>10.0'	194	43.11%
Distance Between Push Buttons		
Same Pole(ADA compliant if physical constraint)	Additional evaluation is needed.	
Different poles 0.0'-9.9'(ADA compliant if physical constraint)		
Different poles 10.0'(ADA compliant)		

8.5 Transition Plan Cost and Schedule

It will take the City many years of dedicated work to upgrade all sidewalks, traffic signals, and other pedestrian improvements to meet current ADA guidelines. This is further constrained by updates to the current guidelines that make current compliant improvements non-compliant. The City does not presently have standalone ADA funding. This Plan provides a foundation for this work, but will require updates in the future. The City will take interim steps on an annual basis to implement this Plan. The City of Federal Way's objective is to address all known Priority 1 deficiencies within twenty (20) years. This schedule can be accelerated if the budget becomes available for standalone barrier removal. The cost estimate is only for the Arterial Street Priority Level 1. Cost estimates for Priority Level 1 locations and all deficiencies are provided in Table 25 below.

Arterial Street Priority Level I Cost Estimation

Table 25: Arterial Street Cost Estimation for Priority Level I

ADA Deficiencies	**Improvement Type**	**Unit**	**Measurements**	**Unit Price (2018) (Remove and Replace)**	**Total Cost**	**Remarks**
Sidewalks						
Non-Compliant Sidewalk Width	Sidewalk improvements (upgrade/reconstruction existing sidewalk)	SY	12231 all<4	$100	$1,223,100	5ft wide
Non-Compliant Sidewalk Slope	Sidewalk improvements (upgrade/reconstruction existing sidewalk)	SY	8'X495 (GIS length)	$100	$44,000	8 ft. wide X 20 ft. long
Non-Compliant Driveways	New Driveway with Curb, Gutter, and Sidewalk	SY	12'X35'x110	$150	$770,000	12' wide x 35' long
Non-Compliant Vertical Discontinuity	Sidewalk improvements (upgrade/reconstruction existing sidewalk/grading)	SY	8'X 20'X60	$100	$106,667	assume 8 ft. wide x 20 ft. long panel
Sidewalk Fixed Obstacles (trees)	Sidewalk improvements (tree removal, panel replacement)	SY	8'X20'X146	$100	$259,556	8 ft. wide X 20 ft. long
Sidewalk fixed obstacles (Utility Poles)	Sidewalk improvements (Relocate utility poles, panel replacement)	SY	8'X20'X0	$100	$0	8 ft. wide X 20 ft. long
Sidewalk fixed obstacles (fire hydrant)	Sidewalk improvements (Relocate Fire Hydrants, panel replacement)	SY		$100	$0	
Sidewalk fixed obstacles (Mail Box)	Sidewalk improvements (Mailbox, remove and relocate)	SY		$100	$0	

Sidewalk fixed obstacles (Junction Box)	Sidewalk improvements (remove and relocate junction box and panel, reset sidewalk and junction box)	SY	8'X20'X3	S100	$5,333.33	8 ft. wide X 20 ft. long
Subtotal					$2,408,656	
Curb Ramps						
Curb Ramp without Truncated Domes		EA	39	$50	$1,950	
Crossings with missing curb ramp	New curb ramps	EA	19	$5,200	$98,800	
substandard curb landings	Curb ramp improvement(upgrade/install top landing)	EA	28	$5,200	$145,600	
Non-compliant ramp width , slope and others	curb ramp improvement(reconstruction existing)	EA	280	$5,200	$1,456,000	
Subtotal					$1,702,350	
Push Buttons						
Location without APS Push Button	Upgrade existing traffic signal to APS	EA	20	$1,000	$20,000	
Push buttons on same pole	Add new pedestrian push button pole	EA	not in level 1 priority	$3,000	$0	No data available assumed 20
Subtotal					$20,000	
Total					$4,131,006	

Contingency @ 10%					$413,101	
Design and Construction Engineering @ 12 %					$495,721	
Mobilization @ 8%					$330,480	
TWSC + Traffic Control@ 15%					$619,651	
Total 2018 Dollars					**$5,989,958**	

* City will fix curb ramps with no other deficiencies other than only missing truncated dome in Priority level I because it is easy to fix without major construction.

CITY FACILITIES STAGE-3
(September 2020)

9.0 FINDINGS FOR CITY OWNED BUILDINGS

The Americans with Disabilities Act (ADA) Transition Plan update involves identifying improvements needed to City facilities, Public Facilities where City Programs, services and activities are provided will be evaluated for accessibility. The Accessibility Study reviews existing facilities, identifies issues of non-compliance, and creates a priority list with recommendations for corrective action. The goal is to use the results of this study in establishing future work plans, funding proposals, and project design. This is the Stage 3 of ADA Transition Plan and includes four City Facilities as described below. The Stage 1 Transition Plan (Section 7) included City center and has been adopted. The Stage 2 (Section 8) includes the Transition Plan for the arterial street network.

Following is the list of City owned buildings evaluated for accessibility in stage 3. Figure 22 shows the location map.

- City Hall - Office of Local Government-33325 8th Ave S, Federal Way
- Community Center -Places of exercise or recreation-876 S 333rd St
- Dumas Bay -Places of lodging, serving food and drink – 3200 SW Dash Point Rd
- Steel Lake Maintenance Facility- Maintenance facility-31201 28th Ave S
- Performing Art and Entertainment Center-31510 Pete von Reichbauer Way S

The City has used a checklist to assist public accommodations as the first step in a planning process for readily achievable barrier removal. The checklist was produced by the New England ADA Center; a project of the Institute for the Human Centered Design and a member of the ADA National Network. The checklist follows the four priorities in the Department of Justice ADA title III regulations. These priorities are equally applicable to state and local government facilities. The four priorities are as follows:

- Priority 1 - Accessible approach and entrance
- Priority 2 - Access to goods and services
- Priority 3 - Access to public toilet rooms
- Priority 4 - Access to other items such as water fountains and public telephones

The Public Works Department will evaluate Priority 1 and part of Priority 2 which are applied outside the building. The City Park division will evaluate Priority 3 and Priority 4 for the same facilities in a future stage of this plan.

The ADA title II and III regulations require more than program accessibility and barrier removal. The regulations include requirements for nondiscriminatory policies and practices and for the provision of auxiliary aids and services, such as sign language interpreters and material in Braille. This checklist does not cover those requirements

Figure 21: Vicinity Map for City Facilities

9.1 INVENTORIES EVALUATED

The following elements of the public buildings have been evaluated for accessibility

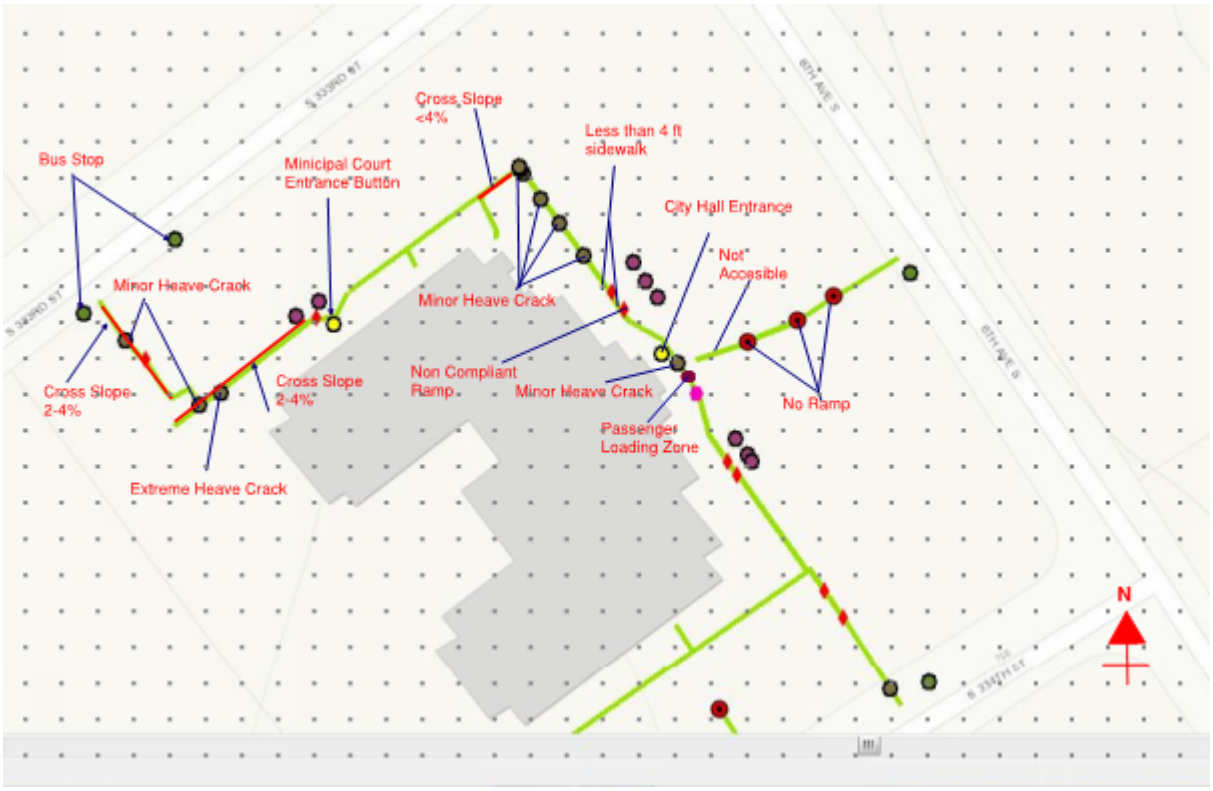
- Sidewalk
- Curb ramp
- Accessible Parking
- Passenger Loading Zone
- Bus Stop
- Barriers
- Entrance Door
- Driveways

The sidewalk sections were evaluated in shorter sections (5 to 10 feet long) for the city facilities since the routes are much shorter as opposed to 100 foot sections in the public right-of-way.

9.2 CITY HALL

The City of Federal Way City Hall is the building where the majority of all city government functions are housed including the Police Department, Municipal Court, Community Development, Public Works, Parks, Mayor's office, and City Council Offices. The building net square footage is 84,886 and has approximately 208 available parking spaces. In addition to that the City has 8 accessible parking spaces available. No van accessible parking is available. The City Hall is served by public transit route number 903. The closest bus stop is on the north side of the City Hall. City Hall has two public entrance doors to the building: one on the North side is the court and employee entrance, and the other one is the main entrance on the east side of the building. The map below (Figure 23) shows the accessible routes from the bus stop and from accessible parking to two entrances. The map also shows the ADA deficient inventories. The Table 26 shows the City Hall accessible facilities inventory list including deficient inventories.

Figure 22: Survey for City Hall Inventories for ADA Accessible Routes



FINDINGS

Table 26: City Hall Inventory

Inventory	Number	Compliant	Noncompliant	ID*	Deficiency
Sidewalk	29	15	14	6,8,9,13,14,15-19,22-25,27-34,36-43	Width less than 4 ft. (27.36.41), Cross Slope greater than 2%(9,15,16, 25,27,32,34,36,40),Running Slope more than 5%(42)
Curb ramp	9	1	8	2-9,11	Cross slope greater than 2%(7,8,11), Ramp Slope more than 8.33%(11), Lip (5,6,7) Truncated Dome missing all except 7
Accessible Parking	8	1	2	11-19	1,2not clearly marked, Slope greater than 2% (3-7), Curb ramp nonstandard (3-8),PAR nonstandard, no Van accessible parking
Passenger Loading Zone					
Bus Stop	1		1	2,3	PAR non- standard
Barriers	14		14	1,3,5,7, 8,10-13	7,11,13-18 has minor heave cracks remainder are moderate to severe
Entrance Door Button	2	2		1,2	
Driveways	2		1		North driveway cross-slope is greater than 4%

- ID from GIS Inspection Map

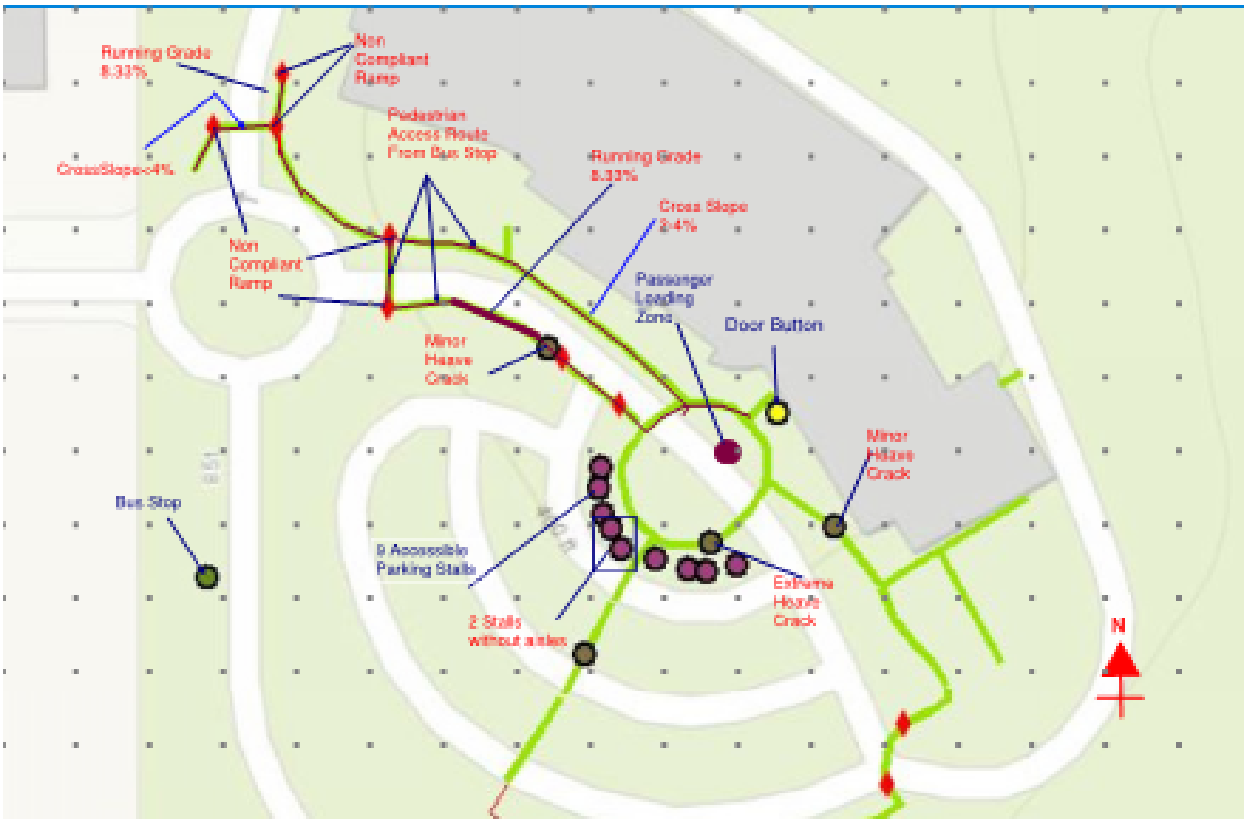
9.3 COMMUNITY CENTER

City of Federal Way Community Center is central Puget Sound's premier fitness and community facility. There is a large swimming pool, three gyms, fitness center, climbing pinnacle and cafeteria, plus programs and classes for all ages and abilities. Building net square footage 45,600 and year built 2007. There are total available 175 general parking spaces and eight (8) car accessible and one (1) van accessible parking stall(s). The Community Center is served by public transit route number 903. The facility has one public entrance with an accessible button. The map below (Figure 24) shows the accessible routes from the bus stop and from accessible parking to the entrance. The map also shows the ADA deficient inventories. Table 27 shows the Community Center accessibility inventory list including deficient inventories.

ADA inventory was evaluated for three pedestrian accessible routes

- Bus Stop to Entrance Door
- Accessible Parking to Entrance Door
- Passenger loading Zone to Entrance Door

Figure 23: Survey for Community Center Inventories for ADA Accessible Routes



Note: Public street accessibility will be completed as part of Stage 4.

FINDINGS

Table 27: Community Center Inventory

Inventory	Number	Compliant	Noncompliant	ID*	Deficiency
Sidewalk	38	12	22	46-64, 66-84	Cross Slope greater than 2%, Running Slope more than 5%
Curb ramp	9	1	8	12-20	Cross slope greater than 2%(13-16,18,20), Ramp Slope more than 8.33%(15,18), Flare Slope greater than 10%(13,17),Lip (12)
Accessible Parking	9	6	3	11-19	PAR nonstandard (11,13) , 2-4% cross slope ,2 stalls without aisles.
Passenger Loading Zone	1			2	Not Marked
Bus Stop	1			8	
Barriers	4		4	20-23	22,23 has minor heave cracks,21 has utility box
Entrance Door Button	1			4	
Driveways	1	1			

- ID from GIS Inspection Map

9.4 DUMAS BAY

Dumas Bay Centre, located at Dash Point Road, a space for favorite meeting and special events venue has a spectacular natural setting, comfortable accommodations and home-cooked meals.

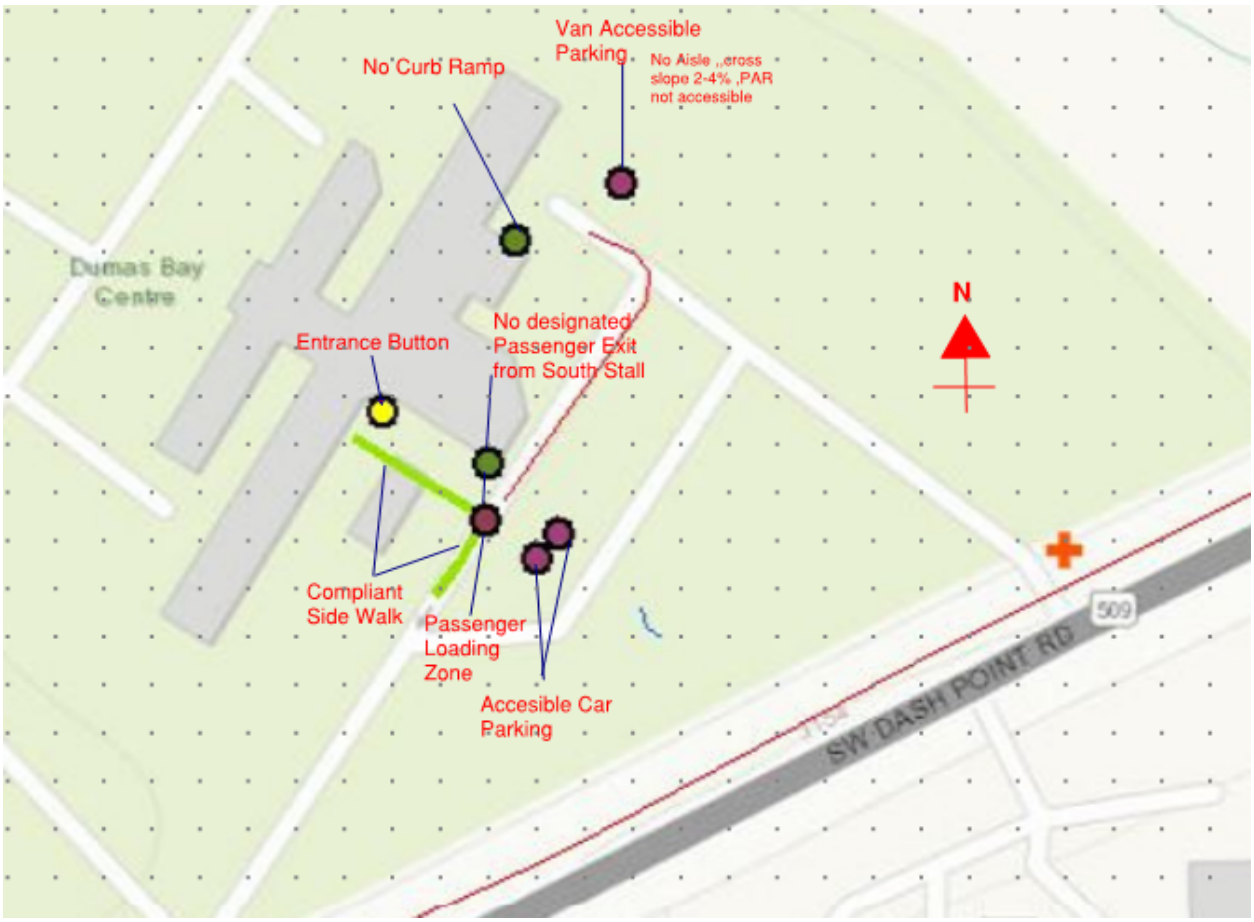
The facility has three (3) light-filled meeting and banquet rooms, each with stunning views of Puget Sound and the Olympic Mountains, plus an interior meeting room for small groups. For overnight stays, 67 bedrooms, and on-site catering is available. This facility has an old-fashioned wooden gazebo and lushness of flowering gardens and manicured lawns, Dumas Bay Centre is the perfect setting for all kinds of events. The building net square footage is 38,508 and was built in 1956. It has free parking for 104 cars, and 3 vans accessible parking stalls. This facility is not served by public transit. The Map (Figure 25) shows the accessible route from accessible parking

to the entrance. The map (Figure 25) also shows ADA deficient inventories. The Table 28 provided in shows Dumas Bay inventory list including deficient inventories.

ADA deficiency is evaluated in two pedestrian accessible routes

- Van Accessible Parking to Entrance Door
- Vehicle accessible parking/ Passenger loading Zone to Entrance Door

Figure 24: Survey for Dumas Bay Inventories for ADA Accessible Routes



FINDINGS

Table 28: Dumas Bay Inventory

Inventory	Number	Compliant	Noncompliant	ID*	Deficiency
Sidewalk	2	2		85.86	
Curb ramp	0		2		Missing one curb ramp
Accessible Parking	3	1	2	20,22,23	Missing curb ramp(22,20),PAR not accessible(20) ,2-4% cross slope and no aisle(20)
Passenger Loading Zone	1			3	PAR nonstandard, No designated passenger exit
Bus Stop	0				
Barriers	0				
Entrance Door Button	1			5	
Driveways	2	2		3,4	

- ID from GIS Inspection Map

9.5 STEEL LAKE MAINTAINANCE FACILITY

The Maintenance and Operations facility houses one of the most diverse divisions in Public Works and Parks. This facility serves the City of Federal Way community through maintenance of the city-owned properties, parks, and rights-of-way. The facility hosts Fleet Services, Parks, Streets and Storm Water Maintenance. This facility operates, maintains, and stores a variety of motor vehicles and equipment such as front end loaders, backhoes, bucket trucks, asphalt rollers and other similar equipment. Building net square footage is 4,070 and year built 1965. It has 25 employee parking, 1 accessible car parking, and over 20 heavy equipment vehicle parking stall(s).

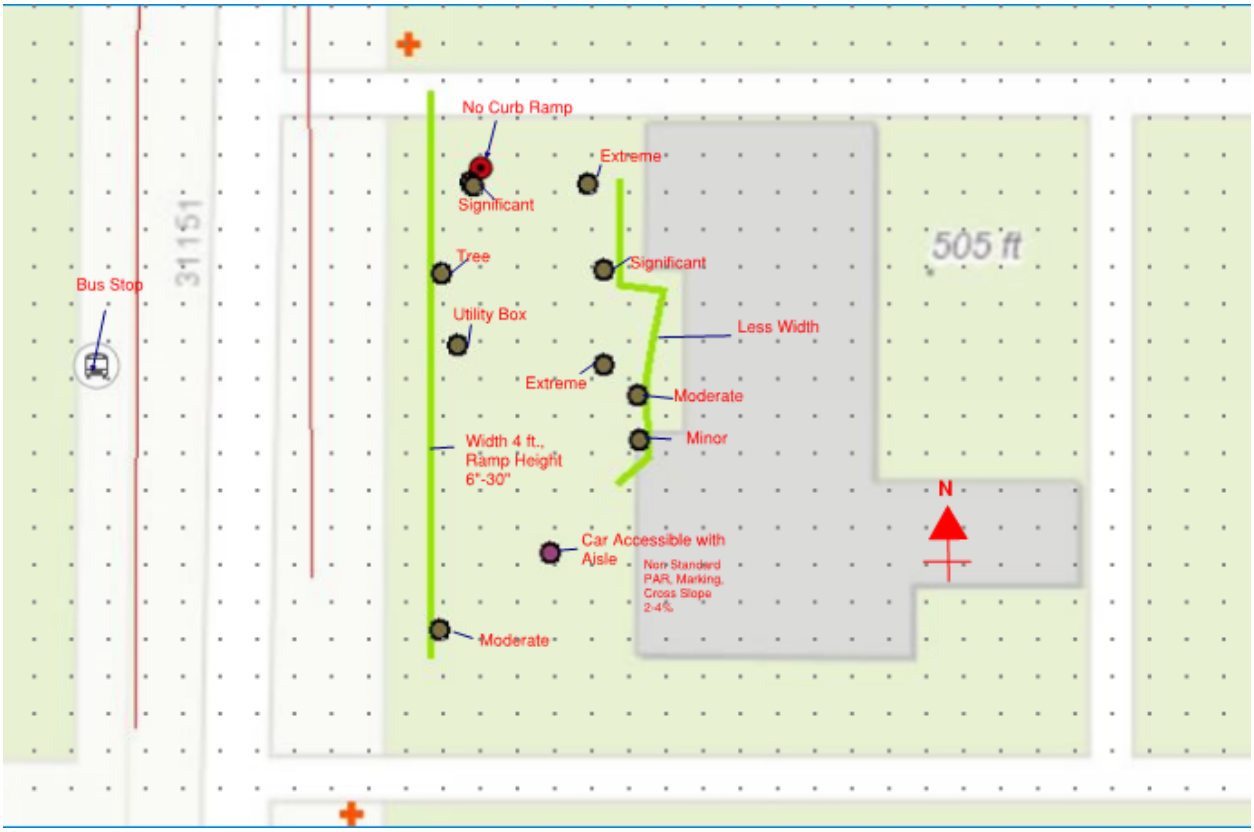
The facility is served by bus route 182. There is no sidewalk on S 28th Street and the route to the bus stop is inaccessible. The Map below (Figure 26) is showing accessible route from accessible parking to the entrance. The map is also showing the ADA deficient inventories. The Table 29 shows Steel Lake Maintenance Facility inventory list including deficient inventories.

The "green house" (a residential house painted green) located on the property and is utilized primarily for storage, was not evaluated for accessibility.

. ADA deficiency is evaluated in one pedestrian accessible route

- Accessible Parking to Entrance Door

Figure 25: Survey for Steel Lake Maintenance Facility Inventories for ADA Accessible Routes



FINDINGS

Table 29: Steel Lake Maintenance Facility Inventory

Inventory	Number	Compliant	Noncompliant	ID*	Deficiency
Sidewalk		0	2	87,88	Width Less than 4 ft. (88),below average Surface condition(88 , ramp height 6inch to 30 inch(87),Landing size & Slope nonstandard(88)
Curb ramp	0		1		Missing one curb ramp
Accessible Parking	1		1	21	Car accessible, marking nonstandard, 2-4% slope, no curb ramp, No Van accessible Parking
Passenger Loading Zone	0				
Bus Stop	1		1		No Sidewalk from Bus Stop on 28th Ave S
Barriers	9		9	25,26, 27,28, 30,31, 32,33, 34	1 only minor heave crack, one utility box and one tree
Entrance Door Button	0				
Driveways	2	2		5,6	

- ID from GIS Inspection Map

9.6 PERFORMING ARTS & EVENT CENTER

The Performing Arts & Event Center is a year round conference and meeting facility. Performing Arts & Event Center (PAEC) opened in summer 2017. This spectacular 44,000 sq. foot center is at the corner of S. 316th St & Pete Von Reichbauer Way S in downtown Federal Way. The 716 seat, two tiered theater accommodates theatrical, musical, dance, and spoken word performances from the region and around the world. This facility has 164 parking and 7 accessible parking. This facility is fully ADA compliant. Figure 27 shows the location.

Figure 26: Location Map: Performing Arts and Event Center

9.7 RECOMMENDATIONS

The City has evaluated the deficient routes from adjacent bus stops, accessible parking, and passenger loading zones to entrance door/doors for all the above buildings and identified non-compliant inventories. These inventories are plotted in maps for each individual building in the previous sections. Also in each section there are tables showing compliant and non-compliant inventories. The City will fix as a first priority, only those routes which are not accessible and has safety hazards. Those items include heave cracks, cross slope higher than 4%, missing curb ramps, accessible stalls without aisles, and adding/modifying van accessible stalls according to the required standard. Low cost fix for nonstandard inventories will be in first priority such as striping and marking and missing truncated domes.

City Hall is recommended to be the highest priority facility to correct deficiencies as it provides the most services that are vital to the Federal Way citizens. The goal should be to correct priority deficiencies within the next 1-2 years. The Community Center and Dumas Bay Centre provide reasonable, if not fully compliant access and will be corrected as a second priority.

The Steel Lake Maintenance facility primarily serves staff members versus the general public and is eventually going to be replaced. Steel Lake Maintenance Facility needs additional van and car accessible parking, and an entrance door button.

Eventually as the funding will be available the City will construct all inventories according to the required ADA standard.

9.8 COST ESTIMATES

The City has identified the accessible routes at the four facilities mentioned above. Probable cost has been calculated considering Priority Level 1 where the City will construct to standard where most tripping hazards and accessible problems are identified. Approximate cost estimate for Priority Level 1 is $272,326. The Table 30 below shows detailed cost estimate for Priority Level 1.

Table 30: Facilities- Cost Estimation for Priority 1

ADA Deficiencies	Improvement Type	Unit	Measurements	Unit Price (2018) (Remove and Replace)	Total Cost	Remarks
Sidewalks						
Non-Compliant Sidewalk Width	Sidewalk improvements (upgrade/reconstruction existing sidewalk)	SY	5X81	$100	$4,500	
Non-Compliant Sidewalk Slope	Sidewalk improvements (upgrade/reconstruction existing sidewalk)	SY	8'X616' (GIS length)	$100	$54,756	8 ft. wide X 5 ft. long panel
Non-Compliant Driveways	New Driveway with Curb, Gutter, and Sidewalk	SY	12'X35'x0	$150	$0	12' wide x 35' long
Non-Compliant Vertical Discontinuity	Sidewalk improvements (upgrade/reconstruction existing sidewalk/grading)	SY	8'X 5'X60	$100	$6,222	assume 8 ft. wide x 5 ft. long panel
Sidewalk Fixed Obstacles (trees)	Sidewalk improvements (tree removal, panel replacement)	SY	8'X5'X1	$100	$444	8 ft. wide X5 ft. long
Sidewalk fixed obstacles (Utility Poles)	Sidewalk improvements (Relocate utility poles, panel replacement)	SY	8'X5'X2	$100	$889	8 ft. wide X 5 ft. long
Sidewalk fixed obstacles (fire hydrant)	Sidewalk improvements (Relocate Fire Hydrants, panel replacement)	SY		$100	$0	
Sidewalk fixed obstacles (Mail Box)	Sidewalk improvements (Mailbox, remove and relocate)	SY		$100	$0	
Sidewalk fixed obstacles (Junction Box)	Sidewalk improvements (remove and relocate junction box and panel, reset sidewalk and junction box)	SY	8'X20'X0	S100	$0.00	8 ft. wide X 5 ft. long
Subtotal					$66,811	

Curb Ramps						
Curb Ramp without Truncated Domes		EA	12	$50	$600	
Crossings with missing curb ramp	New curb ramps	EA	5	$5,200	$26,000	
Substandard curb landings	Curb ramp improvement(upgrade/install top landing)	EA	2	$5,200	$10,400	
Non-compliant ramp width , slope and others	curb ramp improvement(reconstruction existing)	EA	16	$5,200	$83,200	
Subtotal					$120,200	
Door Push Buttons						
Noncompliant	Upgrade existing	EA	0	$100	$0	
Accessible Parking Stalls						
		EA	5	$100	$500	
Passenger Loading Zones						
		EA	3	$100	$300	
Subtotal					$800	
Total					$187,811	
Contingency @ 10%					$18,781	
Design and Construction Engineering @ 12 %					$22,537	
Mobilization @ 8%					$15,025	
TWSC + Traffic Control@ 15%					$28,172	
Total 2018 Dollars					**$272,326**	

* City will fix curb ramps with no other deficiencies other than only missing truncated dome in Priority level I because it is easy to fix without major construction.

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10.0 UPGRADES/MAINTENANCE COMPLETED

The City has completed upgrades of curb ramps and sidewalks in a few locations since publishing the first version of this document in May 2019.

The Curb ramps and sidewalks upgraded /constructed since 2019 May which are not considered in this ADA curb ramps and sidewalks analysis are listed below.

#	Location	Improvement	Approx. Cost	Date
1	Dash Point Road – 9th Place S to Sacajawea Park	Added Sidewalks	$1.0 M	August 2020
2	S 320th and Pacific Hwy (NW, NE, SW, SE Quadrants)	Upgraded curb ramps to current ADA standards	$170,000	June 2020
3	Pete von Reichbauer Way (S 320th to S 312th)	Upgraded curb ramps and sidewalk to current ADA Standards	$150,000	June 2020
4	S 312th – 13th Ave S to Pacific Hwy	Upgraded curb ramps and sidewalk to current ADA Standards	$60,000	July 2020
5	S 320th – a) 6th and 8th (4 panels) SW 320th a) 9th Ave (2 panels)	Replaced sidewalk panels with severe heaving and cracking	$6,000	July 2020
6	Pacific Hwy – a)29209 (2 panels) b) 29401 (2 panels) c) S 312th west side (5 panels)	Replaced sidewalk panels with severe heaving and cracking	$9,000	July 2020
7	S 316th Street – West of Pacific Highway	Added curb ramps where none existed.	$20,000	July 2020
8	202 S 348th – (2 panels)	Replaced sidewalk panels with severe heaving and cracking	$2,000	July 2020
9	19th Ave SW (south of Campus Dr) (2 panels)	Replaced sidewalk panels with severe heaving and cracking	$2,000	July 2020

11.0 RECOMMENDATIONS

Recommendation 1: Develop performance measures and processes to track removal of barriers

Status: Underway

The primary purpose of an ADA Transition Plan is to develop a plan for removal of accessibility barriers. In order to show progress towards this requirement, the City should develop a process of tracking barrier removal on a year by year basis. It is recommended that the City actively update the GIS ADA self-assessment database developed for this plan, tracking how and when ADA barriers are removed. This data can be used to provide annual updates on progress and demonstrate to the public as well as federal regulators that the City is making progress to meet Title II requirements.

Procedures:

Re-inventory areas within overlay and Capital Improvement Projects annually.

Recommendation 2: Develop a standard grievance / request process for barriers in the public right of way.

Status: Form Complete (see Appendix A). Deputy PW Director Assigned as Lead ADA Coordinator do respond to grievances and requests.

City of Federal Way 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, facilities and programs. The complaint should be in writing and contain information about the alleged discrimination such as name, address, and phone number of complainer and location, date and description of the problem. Alternative means of filing complaints such as personal interviews or a recording of the complaint will be made available upon request.

The form in Appendix A may be used by a qualified individual with a disability who believes he or she has experienced discrimination based on disability status in admission to, access to and treatment in facilities, program, services, or activities provided by City of Federal Way. An authorized representative may file on behalf of a qualified person with a disability. Grievance on behalf of classes of individuals is also permitted. Information requested on the form must be filled out completely to help expediting the grievance process.
The complaint should be submitted by the grievant and /or his/ her designee as soon as possible to:

ADA Coordinator
Desireé Winkler, PE
Deputy Director of Public Works
33325 8th Avenue South
Federal Way WA 98003-6325
Phone: 253-835-2700
Fax 253-835-2709

Recommendation 3: Develop stand-alone funding to remove the highest priority barriers not associated with Capital projects.

Recommendation 4: Prioritized next steps

Continue Stage 4.

Recommendation 5: Update and republish ADA Plan every two (2) years.

APPENDIX A

PUBLIC WORKS DEPARTMENT
33325 8th Avenue South
Federal Way WA 98003-6325
253-835-2700; Fax 253-835-2709
www.cityoffederalway.com

Customer Service Request for Barrier Removal

The Customer Request for Barrier Removal program is established through guidance under the American with Disabilities Act (ADA) to serve citizens with disabilities who have identified physical/structural barriers in the community which impede access to services, programs and activities offered by the City of Federal Way.

Date of Request: _____
Name: First _____Middle _____Last_____
Address:_____
_____
_____
_____
_____
Telephone number _____ Mobile #_____
Email:_____
If person needing accommodation is not the individual completing this form, please enter Name_____
Phone#_____email_____
Location information (please provide specific location of the problem/request)
Street Name and Address (if available)
_____
Cross Street
_____
Comments: (describe your request/concern, if possible location on Map)
_____
_____
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Signature: _____

Date: _____

Please return this form to City of Federal Way ADA Coordinator. City Staff will be in contact with you soon.

City of Federal Way
Public Works Department
33325 8th Avenue South
Federal Way WA 98003-6325

For assistance in completing this form please contact (253) 835-2700
Or email: pw-admin@cityoffederalway.com