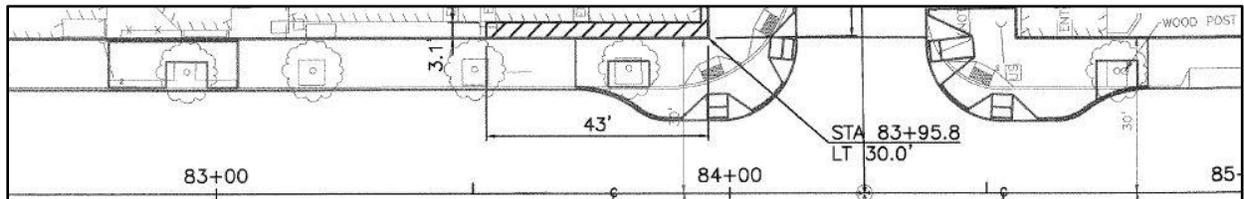




Seattle Department of Transportation

The Americans with Disabilities Act (ADA) Transition Plan for the Seattle Public Right-of-Way



Current Draft Edition: 2020

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For general ADA compliance questions within the Seattle public right-of-way, contact the SDOT ADA Coordinator Michael Shaw at 206-615-1974 or by email at Michael.Shaw@Seattle.gov.

To request an accommodation for a disability to provide you with access to a program, service, and/or activity, contact the [City of Seattle ADA Coordinator](#) at 206-684-2489 or visit the [City of Seattle ADA webpage](#).



Acknowledgements

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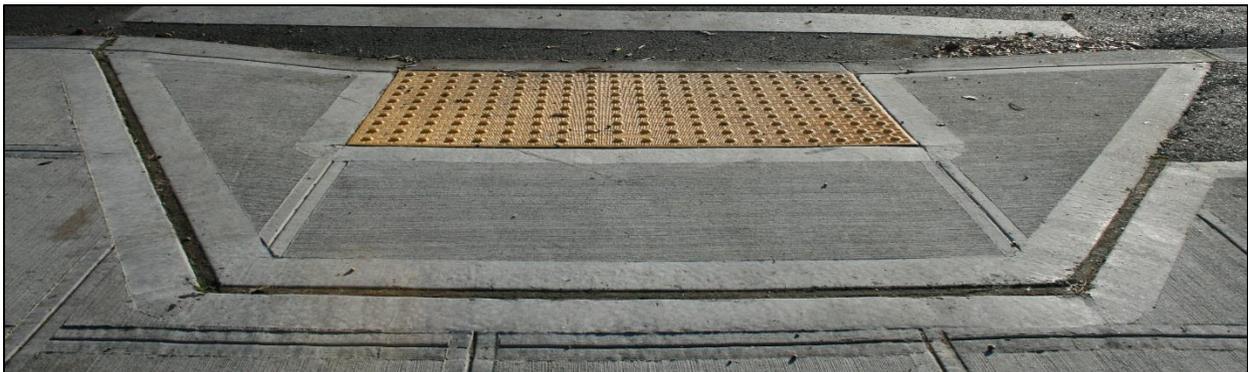


Table of Contents

1.0	Introduction.....	7
1.1	Executive Summary.....	7
1.2	Acronyms.....	8
1.3	Glossary of Terms.....	9
2.0	Legal Requirements.....	13
2.1	Federal Requirements.....	13
2.2	State and Local Non-Discrimination Requirements.....	16
2.3	<i>Reynoldson v. City of Seattle</i> Requirements.....	16
3.0	SDOT ADA Related Efforts.....	17
3.1	General.....	17
3.2	SDOT Divisional ADA Efforts and Roles.....	19
3.3	SDOT Pedestrian Programs and Initiatives.....	20
3.4	Customer Services.....	21
3.5	SDOT ADA Compliance Training.....	23
4.0	Methods to Remove Access Barriers in the Public Right-of-Way.....	25
4.1	Standards, Guidance, and SDOT Policies for ADA Compliant Construction.....	25
4.2	SDOT Requirements for Infrastructure Improvements.....	27
5.0	Self-Evaluation Efforts.....	37
5.1	Curb Ramps.....	37
5.2	Sidewalks and Shared-Use Paths.....	39
5.3	Accessible Pedestrian Signals.....	41
5.4	Accessible Parking and Passenger Loading Zones.....	41
5.5	Access to Transit Facilities.....	42
5.6	Other SDOT Transportation Facilities.....	42
6.0	Prioritized, Planned, and Completed Accessibility Improvements.....	44
6.1	Curb Ramps.....	46

6.2 Sidewalks and Shared-Use Paths.....50

6.3 Accessible Pedestrian Signals.....52

6.4 Accessible Parking and Passenger Loading Zones.....53

6.5 Access to Transit Facilities.....53

6.6 Other SDOT Transportation Facilities53

6.7 Miscellaneous Accessibility Improvements53

7.0 List of Appendices.....58

Questions or Comments?.....61

1.0 Introduction

1.1 Executive Summary

The City of Seattle strives to make city programs, services, and activities accessible to all. Pedestrian features such as curb ramps, sidewalks, and street crossings are components of an accessible network that people use to access Seattle's services and amenities. The Seattle Department of Transportation (SDOT) oversees the public right-of-way, including many of these pedestrian features, and works to improve accessibility for all.

This Americans with Disabilities Act (ADA) Transition Plan update for the Seattle Public Right-of-Way, referred to as the SDOT ADA Transition Plan, is intended to help identify and prioritize accessibility improvements where they may be needed for pedestrian use. As required by federal law, this document lists potential barriers to access in the public right-of-way identified through self-assessment efforts that SDOT conducts. In addition, this plan includes methods, schedules, and reports of barrier removal in the Seattle public right-of-way.

SDOT prioritizes accessibility improvements to the pedestrian network, delivered by multiple departmental programs, according to the criteria set forth in federal regulations. In addition to priorities identified in the federal regulations, SDOT works with the public, including organizations serving people with disabilities, to help prioritize pedestrian improvements where they may be needed for access. SDOT actively coordinates with the City of Seattle ADA Title II Compliance Program and other city departments to identify city programs and facilities that are of the highest priority to the public. Understanding these priorities and public requests will assist SDOT in improving pedestrian access.

Included in this document are detailed legal obligations relative to this plan (Section 2.0), SDOT efforts related to ADA Compliance (Section 3.0), methods to remove access barriers (Section 4.0), ADA self-evaluation efforts (Section 5.0), and planned barrier removal (Section 6.0).

This document is intended to supplement the City of Seattle ADA Title II Transition Plan.

1.2 Acronyms

ADA	Americans with Disabilities Act
ADAAG	Americans with Disabilities Act Accessibility Guidelines
APS	Accessible Pedestrian Signals
C.F.R.	Code of Federal Regulations
DOJ	(U.S.) Department of Justice
DWS	Detectable Warning Surface
FHWA	Federal Highway Administration
GIS	Geographic Information System
MEF	Maximum Extent Feasible
MUTCD	Manual on Uniform Traffic Control Devices
PAR	Pedestrian Access Route
PMP	Pedestrian Master Plan
PROW	Public Right-of-Way
PROWAG	Public Rights-of-Way Accessibility Guidelines
RCW	Revised Code of Washington
RSJI	Race and Social Justice Initiative
SDOT	Seattle Department of Transportation
SME	Subject Matter Experts
SMC	Seattle Municipal Code
SRTS	Safe Routes to School
USDOT	U.S. Department of Transportation
WSDOT	Washington State Department of Transportation

1.3 Glossary of Terms

The definitions used in this Glossary are for use with this Transition Plan and associated appendices. Terms are generally relative to accessibility features within the public right-of-way.

These definitions may not coincide with definitions found in other legal or guidance documents. Definitions marked with an asterisk () are terms found in the 2011 Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way, U.S. Access Board and/or the 2010 ADA Standards for Accessible Design, U.S. Department of Justice.*

Accessible: A facility in the public right-of-way or portion thereof that is usable by persons with disabilities.

Accessible Crossing (also referred to as accessible street crossing): The portion of the pedestrian walkway that provides a connection between the roadway and the pedestrian walkway. This allows people operating wheeled devices to have access between the road and sidewalk.

Accessibility: Refers to a site, facility, work environment, service, or program that is easy to approach, enter, operate, participate in, and/or use safely and with dignity by a person with a disability.

Alteration*: A change to a facility in the public right-of-way that affects or could affect pedestrian access, circulation, or use. Alterations include, but are not limited to, resurfacing, rehabilitation, reconstruction, historic restoration, or changes or rearrangement of structural parts or elements of a facility.

Americans with Disabilities Act: Federal law prohibiting discrimination against people with disabilities. As applied to the City, Title II of the ADA, 42 U.S.C. §§ 12131-12165 and Title II's implementing regulation, 28 C.F.R. part 35 and 49 C.F.R. part 37.

Areaway: The usable areas, generally in the street right-of-way, below the sidewalk and between building foundations and the street wall; that street wall holds back the earth below the road surface and provides support for the sidewalk.

Blended Transition*: A raised pedestrian street crossing, depressed corner, or similar connection between the pedestrian access route at the level of the sidewalk and the level of the pedestrian street crossing that has a grade of 5 percent or less.

Blind: Unable to see because of injury, disease, or a congenital condition.

Companion Ramp: A curb ramp or means of access that is required per RCW 35.68.075. This requires, every ramp constructed, which serves one end of a crosswalk, to be matched by

another ramp at the other end of the crosswalk, unless there is no curb or sidewalk at the other end. Ramps must be at least thirty-six inches wide and constructed as to allow reasonable access to the crosswalk for pedestrians with physical disabilities, without uniquely endangering blind persons.

Covered Entity: State and local governments required to comply with Title II of the ADA.

Cross Slope*: The grade that is perpendicular to the direction of pedestrian travel.

Crosswalk: The portion of the roadway between the intersection area and a prolongation or connection of the farthest sidewalk line or in the event there are no sidewalks then between the intersection area and a line ten feet therefrom, except as modified by a marked crosswalk. See RCW 47.04.010(10).

Curb Ramp*: A ramp that cuts through or is built up to the curb. Curb ramps can be perpendicular or parallel, or a combination of parallel and perpendicular ramps.

DeafBlind: Deafblindness is described as a sensory disability resulting from a combination of both a hearing and vision loss significantly affecting communication and mobility. *The community of DeafBlind people in Seattle prefer to capitalize the “D” and “B” signifying this unique condition is not simply a disability of vision loss plus hearing loss.*

Effective Communication: The requirement under the ADA to ensure people with vision, hearing, or speech disabilities can communicate with, receive information from, and convey information to the covered entity.

Element*: An architectural or mechanical component of a building, facility, space, site, or public right-of-way.

Equivalent Facilitation: Use of designs, products, or technologies to those prescribed in the adopted accessibility standards, provided they result in substantially equivalent or greater accessibility and usability.

Facility*: All or any portion of buildings, structures, improvements, elements, and pedestrian or vehicular routes located in the public right-of-way.

Grade Break*: The line where two surface planes with different grades meet.

Low Vision: Condition caused by eye disease, in which visual acuity is 20/70 or poorer in the better-seeing eye and cannot be correct or improved with regular eyeglasses.

Maintenance: Activities intended to preserve existing features or facilities and maintain usability while not altering structural elements.

Marked Crossing: An identified route intended for pedestrian use in crossing a vehicular way.

Maximum Extent Feasible (MEF): Applies where existing physical constraints make it impossible to fully comply with the applicable accessibility standards through a planned alteration to an existing facility or feature.

Mobility Disability: Refers to a disability affecting movement ranging from gross motor skills, such as walking, to fine motor movement, involving manipulation of objects by hand.

Operable Part*: A component of an element used to insert or withdraw objects, or to activate, deactivate, or adjust the element.

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

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

Program Accessibility: When viewed in its entirety, a service, program or activity is readily accessible to and usable by individuals with disabilities.

Public Facility: A facility or portion of a facility constructed by, on behalf of, or for the use of a public entity subject to Title II of the ADA and 28 C.F.R. part 35 or to Title II of the ADA and 49 C.F.R. 37.41 or 37.43.

Public Right-of-Way*: Public land or property, usually in interconnected corridors, that is acquired for or dedicated to transportation purposes.

Public Use*: Interior or exterior rooms, spaces, or elements that are made available to the public.

Qualified Historic Facility*: A facility that is listed in or eligible for listing in the National Register of Historic Places, or designated as historic under an appropriate state or local law.

Reasonable Accommodation: Modifications or adjustments to a program, work environment, or job description improving access to a person with a disability.

Running Slope*: The grade that is parallel to the direction of pedestrian travel.

Survey: To examine and record areas and features so as to construct a map, plan, or description.

Technically Infeasible*: With respect to an alteration of a building or a facility, something that has little likelihood of being accomplished because existing structural conditions would require removing or altering a load-bearing member that is an essential part of the structural frame; or because other existing physical or site constraints prohibit modification or addition of elements, spaces, or features that are in full and strict compliance with the minimum requirements.

In relation to curb ramps, Technically Infeasible means the instances when an Accessible Curb Ramp cannot be installed during alteration to Existing Pedestrian Facilities because of physical or site constraints. See 2010 ADA Standards 106.5.

Vertical Surface Discontinuities*: Vertical differences in level between two adjacent surfaces.
Note: May also be referred to as vertical level changes.

2.0 Legal Requirements

The purpose of this Transition Plan is to satisfy the City’s obligations under [Title II of the Americans with Disabilities Act \(ADA\) regulation 28 C.F.R. § 35.150\(d\)](#) to identify and plan for the removal of existing barriers to program access.

SDOT and the City of Seattle also comply with Washington State and local non-discrimination laws; however, those rules and regulations are not the focus of this Transition Plan.



2.1 Federal Requirements

The ADA, enacted on July 26, 1990, provides comprehensive civil rights protections to people living with disabilities in all areas of public life. The ADA is a civil rights law. It ensures people living with disabilities have equal rights and equality of opportunity.

Title II of the ADA and Program Accessibility

[Title II of the ADA](#) covers state and local government programs, services, and activities.

Under 28 C.F.R. § 35.150(a), a public entity “shall operate each service, program, or activity so that the service, program, or activity, when viewed in its entirety, is readily accessible to and usable by individuals with disabilities.” This regulation is known as program accessibility. Program accessibility is needed to ensure that people living with disabilities have adequate access to publicly available services and amenities.

Program accessibility may be accomplished through structural modifications to existing facilities, the relocation of services, or the reassignment of personnel as needed. Achieving program accessibility does not necessarily require each existing facility be made fully accessible. Public entities are not required to take action that would threaten or destroy the historic significance of a property, result in a fundamental alteration of a program, service, or activity, or result in undue financial and administrative burdens.

The pedestrian right-of-way is a “service, program, or activity” subject to program accessibility requirements for existing facilities. *See Barden v. City of Sacramento*, 292 F.3d 1073 (2002). Sidewalks and other pedestrian features are also used to help provide access to schools, transportation, and other publicly available services and amenities.

Self-Evaluation

A self-evaluation, as required by [28 C.F.R. § 35.105](#), must be performed by public entities to determine if publicly available programs, services, and activities are accessible to people with disabilities. The process of a self-evaluation typically includes an assessment of existing features or facilities as well as any programs or services offered. These assessments involve the recording of measurements, dimensions, or slopes of features that people use or access. Through this assessment process, self-evaluations may identify barriers accessing city programs, services, and activities.

SDOT is responsible for the assessment of features within the pedestrian network as well as any transportation facility it oversees. Detailed information, including lists, maps, and other supporting information, is provided within this document of all self-evaluation efforts SDOT has performed. Additional assessment efforts will be conducted as necessary.

SDOT assessments are generally independent of the ADA self-evaluation efforts of other city departments.

Transition Plan

Requirements of a transition plan are identified under [28 C.F.R. § 35.150\(d\)](#).

This SDOT ADA Transition Plan includes information about the self-evaluation efforts used to assist in planning and prioritizing accessibility improvements in the right-of-way. Methods used to remove barriers are referenced in this plan. Priorities have been determined through SDOT analysis and public input. Schedules for barrier removal efforts, to the extent that improvement projects may be planned, are identified in this document.

This plan is an iterative document that will be updated over time based on the progress of barrier removal. This document may also be updated when new priorities for improvements are identified through public outreach efforts.

Public Participation and Documentation

The ADA requires public participation be a part of the transition plan process and implementation. Per 28 C.F.R. § 35.150(d)(1), the City “. . . shall provide an opportunity to interested persons, including individuals with disabilities or organizations representing individuals with disabilities, to participate in the development of the transition plan by submitting comments.” Accordingly, the public will be provided opportunities to review and comment on this ADA Transition Plan. Specific efforts will be made to inform the disability community and local or regional disability organizations that this plan is available for public review and comment. Any comments or questions should be directed to the SDOT ADA Coordinator.

The City and SDOT will continue with community engagement efforts to help determine priorities for providing accessibility improvements. Working with the disability community to assist in future developments of this plan remains a priority.

SDOT's specific public outreach efforts are documented in [Section 3.4](#). Accessible facilities and locations are used when SDOT conducts public outreach or community meetings. Accessible flyers or printed material and online surveys are also available. Other documents will be provided in alternative formats upon request.

ADA Title II Coordinator

Public entities that employ 50 or more persons are required to designate at least one employee to coordinate and carry out the obligations identified under Title II of the ADA. The City of Seattle fulfills this obligation, as required per [28 C.F.R. § 35.107\(a\)](#), through a designated Citywide ADA Title II Coordinator.

The Citywide ADA Title II Coordinator is positioned within the City of Seattle's Finance and Administration (FAS) Department. Accommodation requests to access a city program, service, and/or activity are available through using the contact information below or by visiting the [City of Seattle ADA webpage](#):

Email: adacoordinator@seattle.gov
Voice: 206-684-2489 (CITY)
TTY: 7-1-1

**Department of Finance and
Administrative Services**
700 Fifth Ave., Suite 5200
P.O. Box 94689
Seattle, WA 98124-4689

In addition to the Citywide ADA Title II Coordinator, the City has designated employees to assist with ADA compliance efforts in multiple departments, including SDOT. The Citywide ADA Title II Coordinator and all other department ADA representatives work closely to ensure compliance with the ADA and make the City as accessible as it can be.

The SDOT ADA Coordinator oversees ADA compliance within the Seattle public right-of-way. Refer to [Section 3.1](#) for roles and responsibilities of the SDOT ADA Coordinator.

Grievance Procedures

Title II requires, under [28 C.F.R. § 35.107\(b\)](#), that public entities adopt and publish grievance procedures to achieve resolution of complaints in a timely and equitable way.

SDOT follows the City of Seattle's Title II grievance procedure, which can be found on the [City of Seattle Americans with Disabilities](#) webpage. Instructions are provided and alternative means for filing complaints are also listed.

Seattle public right-of-way requests or complaints should be directed to the SDOT ADA Coordinator. The Citywide Title II ADA Coordinator will respond to other ADA Title II inquiries or grievances.

2.2 State and Local Non-Discrimination Requirements

While this document addresses accessibility requirements under Title II, the City of Seattle is also governed by state and local requirements prohibiting discrimination against people with disabilities. See [Revised Code of Washington](#) (RCW) [49.60](#) *et seq.* (Washington Law Against Discrimination); [Seattle Municipal Code](#) (SMC) [14.06](#) *et seq.*

2.3 *Reynoldson v. City of Seattle* Requirements

In November of 2017, the United States District Court for the Western District of Washington approved a Consent Decree ending a 2015 class action lawsuit brought by individuals with mobility disabilities against the City of Seattle related to the provision of curb ramps in the pedestrian right-of-way. The Consent Decree established an 18-year agreement under which the City will make significant investments in the pedestrian right-of-way, primarily through the installation and remediation of curb ramps. The City's principal commitments under the Decree include:

-  Install or remediate 1,250 curb ramps per year.
-  Maintain SDOT's Customer Service Request Program and improve response times. A minimum of 150 curb ramps will be constructed each year responsive to Customer Service Requests. SDOT will put forth every effort to construct these requested ramps within a year from the time that they are requested.
-  Update the SDOT database to reflect current curb ramp data, including MEF forms, inspection reports and photos.
-  Maintain an ADA Coordinator position at SDOT.
-  Provide annual forecasting and reporting pertaining to ramp construction plans.
-  Continue public outreach efforts.

In addition to these identified commitments, SDOT will specifically work with Plaintiffs' Counsel in the review and further development of this ADA Transition Plan.

3.0 SDOT ADA Related Efforts



3.1 General

The Seattle Department of Transportation strives to improve accessibility and inclusion within the public right-of-way.

Access improvement efforts focus primarily on the projects designed, built, or overseen by SDOT. When pedestrian facilities in the Seattle public right-of-way are altered or newly built, SDOT ensures they are accessible to and useable by people with disabilities. SDOT develops ADA related policies, guidelines, and construction standards to reflect current requirements and best practices. Refer to [Section 4.0](#) for additional information.

Efforts to ensure an understanding of and compliance with the ADA are included in this section.

SDOT ADA Coordinator

In 2015, SDOT hired an ADA Coordinator to lead the Department in improving pedestrian accessibility in the public right-of-way. This includes the development of departmental policy and oversight of technical awareness of ADA requirements as they pertain to SDOT.

The SDOT ADA Coordinator is also responsible for intake and resolution of ADA related requests and complaints. This individual serves as a liaison between the public and SDOT staff and coordinates community outreach for SDOT.

The SDOT ADA Coordinator works closely with the Citywide ADA Title II Program Compliance Manager, the City of Seattle Title II ADA Coordinator, and established interdepartmental accessibility workgroups. These workgroups unite citywide efforts to improve access across city programs, services, and facilities. The SDOT ADA Coordinator participates in national ADA-related conferences and has active communications with others in similar roles throughout the nation.

The SDOT ADA Coordinator is responsible for the implementation of this ADA Transition Plan for the Seattle Public Right-of-Way. Contact information for the SDOT ADA Coordinator is provided below:

SDOT ADA Coordinator: Mike Shaw

Address: Seattle Municipal Tower
P.O. Box 34996
700 Fifth Avenue, Suite 3800
Seattle, WA 98124-4996



Telephone: (206) 684-ROAD (7623)

TTY Users: 7-1-1

Email: michael.shaw@seattle.gov

Website: <http://www.seattle.gov/transportation/>

SDOT ADA Program

The SDOT ADA Program, formed in 2016, is made up of Subject Matter Experts (SME), who focus on ADA Title II compliance. The Program is overseen by the SDOT ADA Coordinator and carries out the following key objectives:

- 🌐 Oversees the ADA Customer Service Request system, including curb ramp and APS requests. The Program is responsible for the intake, scoping, and delivery mechanism for these requests.
- 🌐 Responds to ADA Title II requests and complaints.
- 🌐 Prioritizes and plans right-of-way accessibility improvements identified in the SDOT ADA Transition Plan.
- 🌐 Coordinates fulfillment of the Consent Decree terms entered in *Reynoldson v. City of Seattle*.
- 🌐 Reviews construction documents for ADA compliance.
- 🌐 Develops ADA policy and guidance for all entities working in the public right-of-way.
- 🌐 Promotes consistent implementation for all entities working in the public right-of-way.

- 🌐 Develops and provides training to the Department as well as external agencies on ADA requirements and accessible design in the public right-of-way.
- 🌐 Verifies ADA-related asset data is properly maintained and updated for internal tracking and external mapping. This includes asset inspection support and gathering of field data.

Additional information detailing this program, participants, and responsibilities are included in the SDOT ADA Program Charter, available upon request.

SDOT ADA Committee

The SDOT ADA Committee is a group of stakeholders comprised of representatives from all SDOT divisions. The Committee meets regularly to further a united departmental approach on ADA compliance and to establish best practices for providing accessibility in the public right-of-way. The Committee discusses policies, procedures, and guidance on ADA and accessibility-related topics as well as assisting in communicating this information throughout the Department.

The ADA Committee is facilitated by the SDOT ADA Coordinator. The ADA Coordinator briefs the SDOT Division Directors on material covered by the ADA Committee.

Race and Social Justice Initiative

The City of Seattle's [Race and Social Justice Initiative](#) (RSJI) is a citywide effort to end institutionalized racism and race-based disparities in city government. It serves as overarching values to permeate all programs, policies, projects, and procedures in the City of Seattle. The RSJI helps develop and implement a racial equity lens through which the City of Seattle analyzes its work.

The ADA is a product of the civil rights movement. One of the primary objectives is to achieve equity and increase access to city programs and services for individuals or groups of people that may have historically been marginalized and underserved, particularly people living with disabilities. The RSJI recognizes that institutional marginalization and underservice has historically been based on race. The RSJI works in tandem with the SDOT ADA Transition Plan to ensure that the Plan is intentional and effective in including people of color living with disabilities.

RSJI/racial equity practices have been applied in the development of the SDOT ADA Transition Plan. The ADA Program has completed a Racial Equity Toolkit (RET) for the pedestrian improvements it is responsible for administering.

3.2 SDOT Divisional ADA Efforts and Roles

SDOT is organized into multiple divisions. Each division has a role in ensuring ADA compliance and improving access in the Seattle public right-of-way. Divisions work together to lead and guide

ADA efforts by planning and constructing accessible features in the public right-of-way. This includes developing construction standards or guidelines, reviewing and approving permits, and maintaining or tracking pedestrian assets as they are constructed or improved. SDOT is comprised of the following divisions:

-  **Office of the Director:** Oversees Seattle Department of Transportation.
-  **Finance and Administration Division:** Provides financial and accounting services, budgeting, legal affairs, contracting, risk management / safety, asset and performance management support including maintaining our asset database (including curb ramps, sidewalks, and other accessible features) database, reporting, business process and technology tool development.
-  **Policy and Planning Division:** Develops departmental policies and plans long-range transportation improvements.
-  **Project Development Division:** Develops conceptual designs for capital projects and transportation Master Plans; responsible for bicycle and pedestrian improvements implementation as well as Vision Zero and Safe Routes to Schools programs.
-  **Transit and Mobility Division:** Manages parking and load facilities and permitting, transit services (streetcar), car and bike share programs.
-  **Maintenance & Operations Division:** Manages and maintains streets and sidewalk surfaces, traffic signs, pavement markings, traffic control devices, and urban forestry services.
-  **Transportation Operations Division:** Installs and operates traffic signals, manages traffic data and records, and coordinates traffic signage and pavement marking installations.
-  **Capital Projects Division:** Oversees all aspects of capital public works contracted delivery including project management, engineering, construction management, and environmental and real property.
-  **Roadway Structures Division:** Responsible for the operations and maintenance of the City's roadway structures (bridges, stairways, etc.).
-  **Street Use Division:** Manages the public right-of-way; issues permits for construction of streets and sidewalks by private parties.

To learn more about the specific roles of each [SDOT Division](#) or to review division organization charts, visit the Department of Transportation website.

3.3 SDOT Pedestrian Programs and Initiatives

In addition to accessibility improvements that are planned and delivered by the SDOT ADA Program through this Transition Plan, there are several key SDOT pedestrian programs and initiatives working to increase access in the Seattle public right-of-way:

-  **Pedestrian Master Plan:** The Seattle [Pedestrian Master Plan](#) (PMP) is a long-term action plan to make Seattle the most walkable and accessible city in the nation. This plan establishes the policies, programs, design criteria, and projects to further enhance

pedestrian safety, comfort, and access in Seattle neighborhoods. Pedestrian improvements, which may include new sidewalks, curb ramps, and other treatments are designed to be dispersed equitably throughout the City based on pedestrian needs.

- 🌐 **Pedestrian Program:** SDOT's [Pedestrian Program](#) seeks to improve pedestrian safety and to encourage walking. This is accomplished by creating an environment where pedestrians feel safe and comfortable. The Pedestrian Program helps implement the Pedestrian Master Plan.
- 🌐 **Neighborhood Greenways:** Seattle is building a network of [Neighborhood Greenways](#) which are intended to be safer, calmer residential streets.
- 🌐 **Safe Routes to School:** [Safe Routes to School](#) (SRTS) is a local, state, and national movement to make it easier and safer for students to walk and bike to school. SDOT supports this effort by funding engineering improvements, education, and encouragement campaigns at public and private schools throughout Seattle.
- 🌐 **Sidewalk Development Program:** SDOT is committed to increasing the number of sidewalks in the City under the [Sidewalk Development Program](#).
- 🌐 **Sidewalk Safety Repair Program:** The [Sidewalk Repair Program](#) oversees the maintenance of the City's sidewalks and curbs. The program's goal is to make sidewalks safer and more accessible.

3.4 Customer Services

Customer Service Requests

SDOT provides opportunities for the public to make specific requests to improve pedestrian accessibility. In addition to general maintenance requests, curb ramps and Accessible Pedestrian Signals (APS) may be requested to serve people with disabilities or those who directly care for people with disabilities. These requests are submitted to and remain a top priority for the SDOT ADA Program.

Requests submitted to the ADA Program for increased pedestrian accessibility are generally prioritized in the order which they are received. Pedestrian Master Plan and other planned SDOT improvements are prioritized independently of these responses to Customer Service Requests.

Requests can be submitted through the [City of Seattle Customer Service Bureau](#) or by phone, email, or using the [SDOT ADA Request](#) webpage. Customer Service Requests increase access in areas where capital projects or other larger-scale projects are not currently planned.

Requests for [designated disabled on-street parking spaces](#) may be submitted through the SDOT parking program. SDOT will work with requestors to provide accessible parking spaces in locations best fitting the needs of individuals while acknowledging potential site constraints or challenges.

[Section 6.0](#) provides detailed information on Customer Service Request improvements.

Seattle Accessible Route Planner

In 2016, SDOT published the [Seattle Accessible Route Planner](#), an online map and planning tool to aid pedestrians in navigating the City's public right-of-way. The map is updated as city assets are added or modified.

This online planning tool provides views of pedestrian features, locations, and physical conditions of the assets (good, fair, and poor). The map identifies sidewalks, curb ramps and APS signals so users can plan appropriate routes, based on their individual preferences and needs. Approximate street slopes, locations of signalized and marked crosswalks, and construction zones or temporary closures are also shown on the map.

Construction projects and other activity that may impact city streets can also be found on SDOT's [online asset map](#).

Public Outreach Efforts



Community Engagement Plan

The SDOT ADA Program reaches out to communities, organizations, and individuals with disabilities to better understand how to make the public right-of-way accessible to all. These efforts not only help to identify needs but also assist in prioritizing future improvements. Outreach efforts are conducted primarily through the Pedestrian Access Advisory Committee (PAAC) which meets quarterly. Additional outreach efforts are planned and coordinated to obtain important feedback from individuals or communities who are unable to attend the PAAC meetings.

[Appendix 3.4a: SDOT Community Engagement Plan](#) and [Appendix 3.4b: SDOT Additional Public Outreach Efforts](#) include the community engagement plan and listings of all substantial public outreach efforts, beginning in 2015.

Additional information on PAAC meetings, including detailed meeting agenda and minutes, can be found on the [SDOT website](#).

SDOT Blog and Social Media

Efforts to improve accessibility in Seattle's public right-of-way are frequently posted on the [SDOT Blog](#) or on other social media outlets.

3.5 SDOT ADA Compliance Training



SDOT provides training to staff to ensure they are aware of current accessibility requirements and best practices. These trainings have been facilitated internally by the SDOT ADA Program or externally through agencies like the U.S. Access Board, the National ADA Network, and the Federal Highway Administration (FHWA). They include large-scale efforts delivering material to SDOT divisions and other involved city departments and agencies. Custom workshops are also available and may be tailored to fit the needs of smaller groups. SDOT conducts annual mandatory inspector trainings and trains designers and construction professionals on ADA compliance and accessibility provisions.

SDOT also actively searches for opportunities to work with and learn from individuals and the disability community to better understand the needs and abilities of all pedestrians. Engineers and designers at SDOT have participated, and will continue to participate in, blindness simulations, and mobility observations of DeafBlind pedestrians to better understand the needs of pedestrians with vision and/or hearing disabilities. SDOT has worked with professional mobility instructors to discuss possible new treatments in the public right-of-way that could assist pedestrians with disabilities. SDOT staff have also participated in wheelchair exercises to experience first-hand some of the challenges of rolling over sidewalks and curb ramps. SDOT engineers use wheelchairs to test different curb ramp designs to determine and evaluate improvements or adjustments that could be made in the future.

SDOT also participates in general citywide ADA training efforts to better understand ADA compliance issues that may impact all city departments. The citywide ADA training efforts are coordinated and facilitated by the Citywide ADA Title II Compliance Program.

[Appendix 3.5a: SDOT Facilitated ADA Trainings](#) and [Appendix 3.5b: Outside Facilitated ADA Trainings](#) include listings of all substantial training efforts, categorized by year, beginning in 2015.

4.0 Methods to Remove Access Barriers in the Public Right-of-Way

This Section identifies applicable requirements and methods for barrier removal.

4.1 Standards, Guidance, and SDOT Policies for ADA Compliant Construction

SDOT references federal, state, and local design standards and guidance documents to ensure facilities that are altered or newly constructed in the Seattle public right-of-way are accessible. The local design criteria developed for accessibility features are modeled using these federal standards and guidelines.

Federal Guidelines and Required Design Standards



When designing or building accessible pedestrian facilities in the Seattle public right-of-way, SDOT first looks to the current enforceable accessible design standards, [2010 DOJ ADA Standards](#), adopted by the U.S. Department of Justice, and the [2006 DOT ADA Standards](#), adopted by the U.S. Department of Transportation. The 2010 ADA Standards replaced the original 1991 ADA Standards when they were updated based on the 2004 Americans with Disabilities Act Accessibility Guidelines (ADAAG). The Standards, found at 28 C.F.R. Part 35, were adopted by the DOJ on September 15, 2010, and became effective on March 15, 2012. While the DOJ ADA Standards are applicable to all state and local governments under Title II of the ADA, SDOT also complies with the DOT ADA Standards, “having facilities used by state and local governments to provide designated public transportation services, including bus stops and stations, and rail stations.” (Language per [U.S. Access Board guidance](#)) The requirements in the DOJ and DOT ADA Standards are very similar. However, the DOT standards have additional accessibility requirements, including but not limited to, detectable warning surfaces at curb ramps. The DOT [final rule](#), published at 49 C.F.R. Part 37, became effective November 29, 2006.

Because the DOJ and DOT ADA Standards were primarily developed to address accessibility provisions for buildings and sites, SDOT also follows the 2011 [Public Rights-of-Way Accessibility Guidelines](#) (PROWAG). These guidelines specifically address accessibility features found in the public right-of-way, such as sidewalks, curb ramps, street crossings, and Accessible Pedestrian Signals (APS). The DOJ and the DOT have not yet adopted these guidelines as design standards. While not enforceable, they are widely used and understood as current best practices. In addition, the DOT and the Federal Highway Administration (FHWA) have endorsed PROWAG as

the recommended design guidelines to be used until they are formally adopted as standards. Refer to the DOT/FHWA [joint technical memorandum](#) for additional information.

The current enforceable standards (2010 ADA Standards and/or 2006 DOT ADA Standards) and the proposed guidelines (2011 PROWAG) are technical accessibility documents developed by the [U.S. Access Board](#). SDOT and other agencies rely on the expertise of the U.S. Access Board when designing accessible features. The Access Board is responsible for creating the accessibility guidelines and provides technical assistance directly to SDOT upon request.

Additional requirements relative to signage, pavement markings, temporary accessible routes around construction zones, and specific technical criteria for APS devices are identified in the [2009 Manual on Uniform Traffic Control Devices](#) (MUTCD). SDOT uses this manual when altering or installing new features in the Seattle public right-of-way, where applicable.

SDOT also uses guidance documents produced by the [FHWA](#), the [National Association of City Transportation Officials](#) (NACTO), the [American Association of State Highway and Transportation Officials](#) (AASHTO), and other nationally recognized transportation and accessibility professionals.

Washington State Requirements and Guidance



In addition to federal design standards and guidance material, SDOT complies with Washington State regulations under the Revised Code of Washington (RCW). Key state regulations include: [RCW 35.68.075](#) (requires companion ramps when a new curb ramp is installed); [RCW 47.04.010](#) (technical criteria defining sidewalks and crossings).

State level guidance is available in the [WSDOT Standard Plans](#) and the 2012 WSDOT [Field Guide for Accessible Public Rights of Way](#).

Seattle General Requirements for an Accessible Public Right-of-Way

The City of Seattle and/or SDOT has developed the following Seattle municipal requirements and guidance documents for accessible features in the public right-of-way:

-  The [Seattle Specifications and Standards for Municipal Construction](#) cover design criteria for accessible features including sidewalks, curb ramps, crosswalks, APS pushbuttons, and other pedestrian features. The standards for accessibility

requirements are modeled on the most stringent interpretation of both the ADA Standards and PROWAG and are updated to reflect changes in federal regulations.

- The [SDOT Right-of-Way Improvements Manual](#), also referred to as “Streets Illustrated,” contains design criteria for improvements made in the Seattle public right-of-way.
- SDOT Director’s Rules are administrative rules adopted according to the Administrative Code (Seattle Municipal Code Chapter 3.02). Public notice of all SDOT Director’s Rules are published in the City’s official newspaper, the Seattle [Daily Journal of Commerce](#), prior to adoption. Some Director’s rules have specific requirements that pertain directly to accessibility provisions and compliance with the ADA, including:
 - The [SDOT Right-of-Way Openings and Restoration Rule](#) (Director’s Rule 01-2017) describes the requirements that permittees, contractors, and city crews must meet when making or restoring openings within the right-of-way.
 - The [SDOT Pedestrian Mobility Rule in and Around Work Zones](#) (Director’s Rule 10-2015) identifies requirements to provide and maintain accessible pedestrian routes when projects require the temporary closure of existing routes as a result of construction activity. The SDOT Street Use Division helps to enforce this Director’s Rule, helping to maintain access in and around construction zones.
- **SDOT ADA Committee Policy and Technical Memoranda:** The SDOT ADA Committee develops Policy and Technical Memoranda on an as-needed basis:
 - **ADA Policy Memorandum:** memorializes SDOT position taken on a topic where clear guidance or direction may not be available from FHWA/DOT, the U.S Access Board, or the DOJ. Policy content is applicable to elements/facilities within the public right-of-way and within City of Seattle jurisdiction.
 - **ADA Technical Memorandum:** collects current best practices, guidance, and technical standards for reference.

All memoranda are available to the public and can be requested through a Project Manager, the SDOT ADA Coordinator, and are available on the SDOT website: [Current SDOT ADA Policies and Technical Memoranda](#).

4.2 SDOT Requirements for Infrastructure Improvements

In addition to federal, state, and local guidelines and standards for constructing new or altering existing pedestrian facilities in the Seattle public right-of-way, SDOT adheres to rules specific to identified pedestrian infrastructure improvements. These rules and current best practices assist in the barrier removal process ensuring ADA compliance in the public right-of-way. These established SDOT requirements are adhered to by design engineers when planning improvements that involve curb ramps, sidewalks, APS, and parking and loading zones.

Seattle’s challenging topography makes designing pedestrian features to the identified standards difficult if not impossible in some locations. In these cases, SDOT engineers design pedestrian facilities to comply with the ADA Standards to the Maximum Extent Feasible (MEF). Built infrastructure such as utilities, areaways, or other existing conflicts may also be justification for

MEF consideration. Methods for documenting MEF conditions are identified later in this document.

Curb Ramps



Curb ramps are an integral part of an accessible pedestrian network. They ensure sidewalks and street crossings are usable to people who use wheelchairs or have other disabilities. Because sidewalks are typically located higher than the roadway, a ramp or sloped surface is needed to connect pedestrians to the crosswalk.

To ensure usability for people with disabilities, the following minimum curb ramp characteristics are incorporated into design:

- 🌀 **Curb Ramp Running Slope:** The running slope, or slope in the direction of travel, on the ramp should be limited to 8.3%.
- 🌀 **Curb Ramp Cross Slope:** The cross slope, or the direction side-to-side, on the ramp should be limited to 2%.
- 🌀 **Curb Ramp Width:** The width of curb ramps should be at least 4’.
- 🌀 **Curb Ramp Landing or Turning Space:** A landing or turning space with a slope of no more than 2% should be provided at the top or the bottom of a curb ramp. The type of curb ramp used determines where the landing is located. The landing area must match the width of the ramp and extend back from the top or bottom of the ramp 4’ minimum (5’ for ramps that run parallel to the curb). This landing area must have a slope of no more than 2% for the entire area.
- 🌀 **Curb Ramp Side Flares (where applicable):** Curb ramp side flares, or wings, are provided on the sides of curb ramps to prevent pedestrians from tripping. The slope for these flares is limited to 10%. Curb ramp side flares are not intended to serve as part of the designated, accessible route.
- 🌀 **Curb Ramp Counter-slope:** The running slope of the pavement at the base of the curb ramp must not exceed 5%.
- 🌀 **Detectable Warning Surface:** Curb ramps and sidewalks intersecting the roadway at the same elevation must include a detectable warning surface matching the ramp width, turning space, or sidewalk where it is flush with the street at the street crossing. This detectable warning, with truncated domes on its surface, must be provided for a minimum depth of 2’ in the direction of travel.

Planning for Curb Ramps (Scoping)

When new sidewalks are installed, curb ramps are built to current applicable standards. When projects involve alterations or maintenance of existing roadway and pedestrian facilities, SDOT relies on guidance from the U.S. Access Board, the DOJ, and the U.S. DOT to determine when curb ramps must be installed.

In 2013, a [joint technical memorandum](#) was issued by U.S. DOT and FHWA clarifying when curb ramps are triggered due to roadway improvements, crosswalk alterations, or street resurfacing. The FHWA released a supplemental [question and answer](#) document to further clarify the obligations identified in the curb ramp memorandum. This included the differences between alterations that trigger curb ramp obligations and maintenance activities that may not.

SDOT developed local requirements based on these federal guidance documents. The [SDOT Right-of-Way Openings and Restoration Rule \(ROWORR\)](#) defines the requirements for the installation of new or improvement of existing curb ramps. The ROWORR identifies, regardless of the intended project scope of work, when restorations to the roadway trigger curb ramp obligations. These roadway alterations may include crosswalks. The ROWORR also defines sidewalk alterations which may trigger curb ramp obligations. The construction plan review process, whether performed internally within SDOT or by the Street Use Division for third-party permitted construction, confirms curb ramp installation or improvements are included when triggered under this rule.

Evaluating Existing Curb Ramps

Existing curb ramps complying with current federal standards are not generally required to be replaced when triggered by projects in the public right-of-way. The [SDOT Policy for ADA Compliance Assessment of Existing Curb Ramps](#) was established to help engineers understand the conditions necessary for an existing ramp to be deemed compliant. Engineers may also reference data on existing curb ramps listed in the [2015-2016 Curb Ramp Self-Evaluation Survey](#). Even if a curb ramp appears to comply with standards in the self-evaluation data, engineers are required to verify existing conditions.

Curb Ramp Design and Construction

Construction crews build curb ramps based on design plans. The current design requirements can be found in the [Seattle Specifications and Standards for Municipal Construction](#).

The curb ramp standard details (Standard Plan No. 422) were updated and expanded in 2017 to include more curb ramp designs as well as a series of notes clarifying the requirements. These

additional details and notes added are found in [Appendix 4.2a: 2017 Seattle Municipal Curb Ramp Standards](#). The specifications and standards are typically updated every three years.

Federal and State standards, guidelines, and other materials are also identified in [Section 4.1](#).

Curb Ramp Design: Potential Alternatives

There are multiple ways to access a crosswalk that may or may not include a typical curb ramp. Potential solutions providing crosswalk access may include, but are not limited to:

- 🌐 **Curb Bulbs:** Curb bulbs extend the sidewalk into the street, reducing the time and distance it takes a pedestrian to cross. Curb bulbs can also prevent drivers from parking in front of crosswalks or blocking curb ramps. The visibility between drivers and pedestrians is also improved with curb bulbs because pedestrians are brought farther out into the street, making crossing locations more recognizable.
- 🌐 **Combination of Curb Ramp Designs (Non-Standard):** When a standard curb ramp design cannot be applied due to existing site constraints, there may be an opportunity to design a custom curb ramp to provide adequate access to the crosswalk. This could involve modifying a standard curb ramp detail or blending two or more details together.
- 🌐 **Flush Transitions:** A flush transition occurs where the sidewalk and the street exist at the same elevation with no need to “ramp” down from the sidewalk to the crosswalk to provide access. However, the sidewalk intersecting the street must include a detectable warning surface to meet current ADA standards.
- 🌐 **Raised Crosswalks:** A raised crosswalk brings the elevation of the roadway up to meet the sidewalk. Like a flush transition, the sidewalk intersecting the street must include a detectable warning surface to comply with current ADA standards.



Example of a Curb Bulb



Raised Crosswalk at Magnuson Park

Curb Ramp Design: Maximum Extent Feasible (MEF)

There are times when, due to existing site conditions, it is not possible to design curb ramps to current technical specifications under the ADA standards. These conditions are considered to be “structurally impractical” or “technically infeasible” situations. In these cases, curbs ramps are designed and built to the Maximum Extent Feasible (MEF). Examples of existing site conditions that may limit the ability to comply with all technical requirements include:

- 🌐 **Right-of-Way Availability:** Limited right-of-way can result in less than adequate space to implement a standard curb ramp design.
 - Example: *An existing wall or building is located at the back of an existing, narrow sidewalk. In this case, the space available perpendicular the curb is limited.*
- 🌐 **Roadway Structural Constraint:** An existing structural component on or near the curb ramp location may limit the area that can be improved without extensive structural modifications.
 - Example 1: *An existing sidewalk is integral to a bridge structure (sidewalk is part of the bridge). In this case, the sidewalk cannot be altered until the bridge structure is significantly modified or reconstructed.*
 - Example 2: *The sidewalk surface is part of an existing, occupied areaway below. In this case, the areaway would have to be closed/filled or significant structural modifications would be required to lower the roof of the areaway to accommodate curb ramp installation or improvements.*
- 🌐 **Adjacent Developed Facility:** An existing building or facility located at the corner limits the ability to implement a standard curb ramp design without potentially reducing

access to the existing facility. This reduction of access to an existing facility is not permitted under the ADA.

- Example: *A building entrance is located at the corner. The elevation of the existing entrance is a fixed point that cannot be lowered to accommodate a standard curb ramp design. Lowering the sidewalk at the entrance would create a step, which is a reduction of access to the existing facility.*

 **Drainage:** Drainage impacts may require nonstandard designs.

- Example: *The installation of a standard perpendicular curb ramp would allow water to flow up and over the ramp and into the building behind it, located at a lower elevation than the roadway. The ramp may need to be designed accordingly to redirect water away from the building.*

 **Historic Feature:** Existing identified historic features may limit the area where curb ramps can be installed.

- Example: *A historic cobblestone street and brick paver sidewalk are recognized historic features. A recognized historic preservation board (or similar) limits the space available for curb ramp installation to preserve the features of the existing conditions.*

 **Existing Road/Sidewalk Slopes:** The existing slope of the roadway may have a significant impact on the slopes available for a curb ramp design. Reconstruction of the roadway or regrading of the hill may not be possible in the effort of curb ramp installation. Because the slopes of many Seattle streets are significant, full compliance with the current standards may often be infeasible.

- Example: *The existing roadway is at a 10% slope. The curb ramp must be designed to tie into the existing roadway, resulting in a 10% cross slope at the base of the ramp.*

 **Existing Utility Vault or Utility Structure:** Established utility structures or vaults may limit the space in which a curb ramp can be installed. Reconstruction or relocation of a utility structure may not be possible for limited scope projects that include curb ramp installations or improvements.

- Example: *A large, steel electrical vault is located near the corner where curb ramps have been requested. The vault houses electrical conduits serving the traffic signals and other facilities nearby and cannot be relocated. The curb ramp must be located where it does not impact the structure.*

Engineers will consider and implement alternative designs or layouts to avoid existing constraints such as light poles and utility structures.

Curb Ramp Inspection

All curb ramps installed or reconstructed in the Seattle public right-of-way are required to be inspected. This includes any curb ramp built by SDOT or permitted for construction by the Street Use Division, including ramps built by other city departments, private utilities, or private developers. Upon completion of curb ramp construction and inspection, data is submitted to the

SDOT Asset and Performance Management (A&PM) group where it is updated in the SDOT database. Updated curb ramp information is published in internal and external facing asset maps.

Sidewalks and Shared-Use Paths

Sidewalks are designed and built to be used by everyone. Accessible sidewalks incorporate the following characteristics in design:

- 🌐 **Sidewalk Running Slope:** The running slope, or slope in the direction of travel, of the sidewalk should not exceed the slope of the adjacent roadway. For sidewalks located outside of the roadway area, running slopes should be limited to 5%.
- 🌐 **Sidewalk Cross Slope:** The cross slope, or the direction side-to-side, of the sidewalk should be limited to 2%.
- 🌐 **Sidewalk Width:** The unobstructed width of sidewalks should be at least 4', with 5' wide passing spaces provided every 200' (if necessary).
- 🌐 **Sidewalk Surfaces:** Sidewalk surfaces should be firm, stable, and slip resistant.
- 🌐 **Sidewalk Level Changes:** Level changes on sidewalks should be limited to $\frac{1}{4}$ " , or $\frac{1}{2}$ " with a slope no more than 50%.
- 🌐 **Sidewalk Openings:** Horizontal openings in gratings and joints should not exceed $\frac{1}{2}$ " and must be aligned perpendicular to the path of travel.
- 🌐 **Sidewalk Vertical Clearance:** Vertical clearance on sidewalks should be 80" minimum.

Sidewalk Design and Construction

Newly constructed sidewalks in Seattle are built to the specified standards identified in the [Seattle Specifications and Standards for Municipal Construction](#) (refer to Standard Plan No. 420).

As with curb ramps, if new or replaced sidewalks are unable to meet the required standards, they must be built to the Maximum Extent Feasible (MEF) and documented.

Sidewalk Maintenance and Repair

Over time Seattle's sidewalks, over 2,000 miles in total, will require maintenance or repair. If sidewalks are damaged, sections may require replacement. As required with new sidewalk construction, replaced or repaired sections of sidewalk must comply with Standard Plan No. 420.

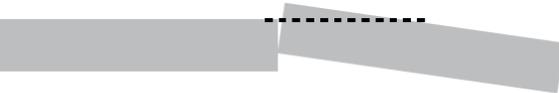
Per the [Seattle Municipal Code](#), the City shares sidewalk maintenance obligations with adjacent property owners. This includes keeping the sidewalks clear of temporary obstructions like vegetation overgrowth or snow and ice.

Interim measures may be necessary to make sidewalks safe and passable. These temporary measures may be taken until sidewalks can be replaced by the City or private property owners.

In rare cases, sidewalks may be closed due to existing sidewalk conditions. The SDOT [Sidewalk Repair Program](#) oversees maintenance of the City’s sidewalks, with the goal of making sidewalks safe and accessible. The following criteria have been developed by the Sidewalk Repair Program to ensure sidewalk usability for the highest number of people upon interim repair:

- 🌐 **Sidewalk Obstructions:** Provide a 4’ minimum clear width path
- 🌐 **Sidewalk Beveling (or grinding)**
- 🌐 **Sidewalk Uplifts:**
 - Occurs where sidewalk uplift is 2” or less
 - Maximum slope of bevels for uplifts up to 1/2” is 1:2
 - Maximum slope of bevels for uplifts up to 2” is 1:8*
 - Beveled edges must be flush with the adjoining sidewalk
- 🌐 **Sidewalk Asphalt Shims at Sidewalk Uplifts:**
 - Asphalt shims must be flush with the adjoining sidewalk
 - Maximum slope of shims is 1:10* (relative to existing sidewalk slope)

Bevel: the uplifted edge of the sidewalk is cut off* with a concrete saw



*No more than half of the thickness of a concrete sidewalk should be removed when beveling, otherwise the panel would become too thin and break apart.

Shim: a wedge of asphalt is applied on top of the sidewalk to mitigate the uplifted edge.



* These identified slopes are higher than a typical sidewalk slope of 5% (1:20) or ramp slope of 8.3% (1:12), but based on allowances for existing site conditions provided in [Section 405 in the 2010 ADA Standards](#).



Beveling (or grinding) Sidewalk Uplift to Make Smooth Sidewalk Transition



Asphalt Shims Applied to Make Smooth Sidewalk Sidewalk Transition

Accessible Pedestrian Signals

Accessible Pedestrian Signals (APS) make street crossings more accessible to people who have low vision, are blind, or are DeafBlind. These devices are designed to provide crossing information at signalized intersections. The following accessibility features are key components of APS:

-  **Audible Feature:** An audible feature alerts pedestrian when the walk sign is activated.
-  **Vibrotactile Feature:** A vibrating feature (pushbutton) alerts pedestrians when the walk sign is activated.
-  **Clear Ground Space:** This space must be 30" x 48" minimum and connected to the accessible route. This ensures people who use wheelchairs and other mobility devices can access the APS push button.
-  **Pushbutton Reach Range:** The pushbutton must be located between 15" and 48" above the ground to be within the required reach range.
-  **Pushbutton Location:** The pushbutton cannot be more than 10' from the edge of the roadway.
-  **Locator Tone:** An audible tone may be required to assist pedestrians in finding the push button.

Planning for APS (Scoping)

Accessible Pedestrian Signals are provided when new traffic signals are installed or when existing traffic signals are replaced. The [SDOT Policy for Accessible Pedestrian Signal \(APS\) Installation Requirements](#) clarifies when APS installation is required.

APS Design and Construction

The [Seattle Specifications and Standards for Municipal Construction](#) include Seattle's APS and pedestrian pushbutton design requirements (refer to Standard Plan No. 522). The [Accessible Pedestrian Signals \(APS\) and ADA Compliance Technical Memorandum](#) addresses scoping requirements from the PROWAG and technical requirements from the MUTCD.

Accessible Parking and Passenger Loading Zones

Accessible on-street parking spaces and passenger loading zones are designed so people can get from a vehicle to their final destination. Parking spaces should be adjacent to curb ramps or other means of accessing sidewalks. Obstructions and barriers should not preclude loading or unloading from a vehicle. Accessible parking spaces and loading zones are typically indicated with signage displaying the International Symbol of Accessibility (ISA).



International Symbol of Accessibility

Planning for Accessible Parking (Scoping)

The [Public Rights-of-Way Accessibility Guidelines](#) (PROWAG) determines how many accessible on-street parking spaces are required in marked or metered areas. This information is also included in the [Seattle Right-of-Way Improvements Manual](#).

Requests for residential [designated disabled on-street parking spaces](#) may be submitted to the parking program. Refer to [Section 3.4](#) for additional information.

Accessible Parking Design

SDOT provides guidance to engineers when determining where accessible on-street parking should be provided. Due to an existing built environment, such as hilly streets and barriers adjacent to parking, engineers must consider several factors when choosing locations for accessible on-street parking.

The [SDOT Policy for Designated Disabled Parking in the Right-of-Way](#) and the accompanying technical memorandum, [Designated Disabled Parking in the Right-of-Way: Requirements and Guidelines](#) provide additional information on this topic.

Accessible Passenger Loading Zones

Scoping and design requirements for accessible passenger loading zones are provided in the [Public Rights-of-Way Accessibility Guidelines](#) (PROWAG). When passenger loading zones are provided, excluding transit stops, at least one accessible section must be provided for each 100 feet of loading zone (or fraction thereof). Accessible passenger loading zones typically include a vehicle pull-up space, a marked access aisle, and an accessible connection to the sidewalk using a curb ramp or by other means.

5.0 Self-Evaluation Efforts

SDOT continues to evaluate pedestrian facilities for compliance with the ADA in the public right-of-way. This includes but is not limited to sidewalks, curb ramps, pedestrian traffic signals and street crossings.

5.1 Curb Ramps



2013 Curb Ramp Self-Audit

SDOT inventoried capital project records dating from 1992 to 2013 detailing improvements in the Seattle public right-of-way. The objective of this review was to identify where curb ramps needed to be installed and where existing curb ramps might need improvements, as a result of those projects. In these cases, curb ramps may have been triggered by alterations to a legal crosswalk where sidewalk and curb existed but were not constructed, were not built per plan, or were built but did not comply with the ADA Standards in effect at the time.

The inventory revealed approximately 5,000 curb ramps needing remediation or construction. Ramps identified in the audit were located throughout the City, from dense urban villages to residential neighborhoods.

SDOT prioritized the locations identified in the audit, with the highest priority being assigned to locations where ramps may be missing:

- **High priority:** 1,750 curb ramps
- **Mid priority:** 759 curb ramps
- **Low priority:** 2,676 curb ramps
- **No priority:** 1,949 curb ramps

[Appendix 5.1a: 2013 Curb Ramp Audit Prioritization Instructions](#) and [Appendix 5.1a: 2013 Curb Ramp Audit Prioritized Results](#) include the findings of audit, the methods used for prioritization and the assigned priorities. Maps of the ramp locations identified are available upon request.

2015-2016 Curb Ramp Self-Evaluation Survey

In 2015 and 2016, SDOT hired a consultant to evaluate all identified curb ramps within the City of Seattle public right-of-way. At the time of the self-evaluation, there were approximately 30,000 curb ramps in the City's asset inventory. Each ramp was measured and over 30 data points relative to physical condition and characteristics were collected. Examples included: slope, width and length, the type of material used to construct the ramp, and the existence of barriers or obstructions on or near the ramp. The survey data points were designed in collaboration with representatives from the disability community. Extensive planning and coordination were required to adequately disperse teams into the field to obtain the desired data. Trained surveyors used rolling measuring wheels, tape measures, digital levels and cameras to assess the ramp features. The data collected was then entered into handheld GPS units.

[Appendix 5.1b: 2015-2016 Curb Ramp Self-Evaluation Summary](#) includes detailed technical information about the survey as well as a map of sidewalk segments missing curb ramps, at the time of the assessment. More general information about the survey can be found in the curb ramp self-evaluation technical report on the [SDOT website](#).

2016-2017 Curb Ramp “Virtual Review”

Upon completion of the curb ramp self-evaluation survey SDOT performed a “virtual review” of locations where ramp data was lacking.

To perform the virtual review, SDOT used the Google Maps Street View function to assess conditions where sidewalk segments did not contain curb ramp information at one or both ends of the sidewalk. The Street View analysis allowed SDOT to identify curb ramps not indicated in the database as well as curb ramps designated as unknown. The SDOT database was then updated for all curb ramp or accessible street crossing locations. Photographs of the existing conditions were uploaded to the database. Upon completion of this review, 2,245 curb ramp assets were added to the SDOT database.

Appendices [5.1c: 2016-2017 Curb Ramp “Virtual Review” Identified Locations](#) and [5.1c: 2016-2017 Curb Ramp “Virtual Review” Mapped Locations](#) list curb ramps identified and added to the database.

2017 Curb Ramp “Virtual Review” Additional Self-Evaluation Survey

In July of 2017, SDOT commenced in-field surveys of the 2,245 locations from the virtual review. The measurements taken were the same data points taken for the 2015-2016 curb ramp self-evaluation.

SDOT completed the field assessments of the virtual review curb ramps in 2018. During this process 161 additional curb ramps were identified and were added to the list of ramps to be assessed. At the completion of this effort, 2,406 curb ramps had been assessed.

5.2 Sidewalks and Shared-Use Paths



2017 Sidewalk Condition Assessment

In December of 2016, SDOT began planning for an assessment of Seattle’s sidewalks, building on existing data gathered in 2007. It was the first comprehensive assessment of all SDOT sidewalks citywide. Information was collected on over 34,000 blocks of sidewalk, which equates to walking approximately 2,300 miles. Surveyors observed sidewalk conditions such as sidewalk cracks and uplifts, gaps, cross-slopes, and obstructions. They also collected information on other features like benches, other street furniture, and curb bulbs. Over 156,000 data points were collected as part of the sidewalk assessment.

It should be noted that the [2017 Sidewalk Condition Assessment](#) did not typically include observations of shared-use paths owned or maintained by SDOT.

Sidewalk Conditions Identified

The assessment was conducted May through August of 2017. Surveyors evaluated sidewalks using digital levels, tape measures, and I-Pads to record conditions. Results included 92,743 sidewalk uplifts, 38,607 surface conditions, 20,333 obstructions, and 3,599 isolated cross slope issues. The identified conditions could impact pedestrian use. The following sidewalk conditions could also impact accessibility:

-  **Uplift:** A vertical change in height along a sidewalk that exceeds ½ inch at its highest point. This can either occur at areas where the different panels of the sidewalk meet, or at locations where the sidewalk has cracked.
-  **Cracking:** Locations where the paved surface of the sidewalk has cracked and shows signs of crumbling and/or movement.
-  **Settling:** The sinking of sidewalk panels that creates vertical height differences on either side of the panel.

-  **Cross Slope:** The side-to-side slope of the sidewalk. Measurements were taken for the general cross slope of the sidewalk as well as isolated, elevated cross slopes exceeding 2% at driveways or similar.
-  **Fixed Obstructions:** Fixed obstructions are those objects that reduce sidewalk width to less than 36", including transit shelters, utility poles, fencing, hydrants, and non-flush utility vault lids.
-  **Vegetation Obstruction:** Similar to fixed obstructions, these obstructions reduce the horizontal clearance of the sidewalk to below 36". In this case, this is caused by overgrowth of vegetation near the sidewalk.
-  **Vertical Obstruction:** Vertical obstructions are those objects that are between 27" and 80" in height but extend more than 12" over the sidewalk. This may include fixed, permanent obstructions such as a building awnings or other temporary, moveable obstructions like vegetation overgrowth and tree branches.

Additional information on the [Sidewalk Condition Assessment](#) is available on the SDOT website.

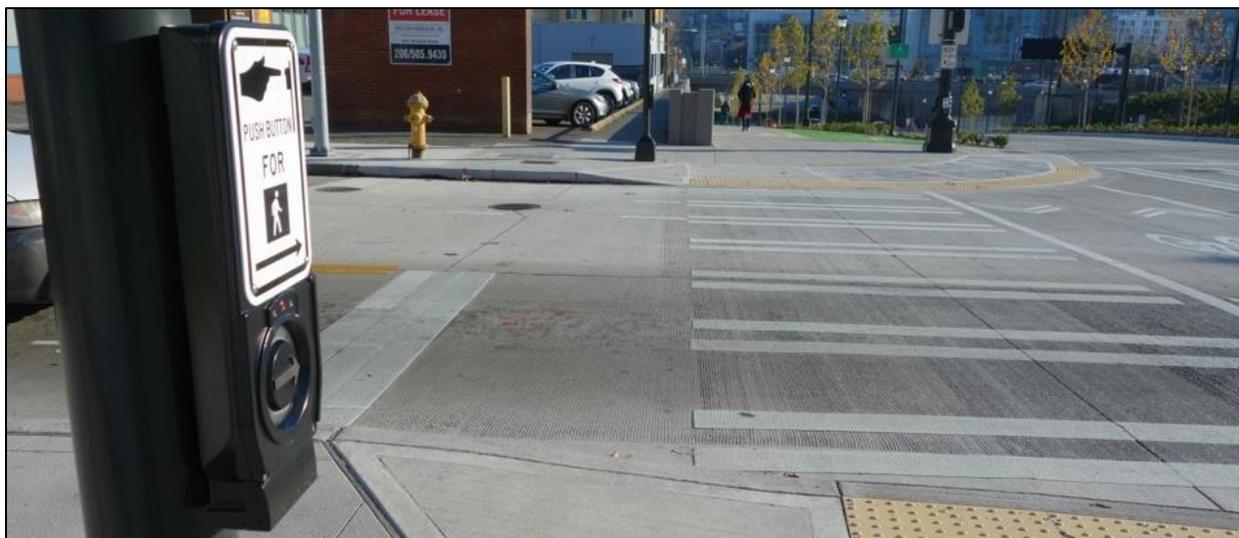
[Appendix 5.2a: 2017 Sidewalk Condition Assessment Observations](#) details technical results of the sidewalk condition assessment.

2019 Missing Sidewalk Inventory

As part of sidewalk project planning and prioritization under the [Pedestrian Master Plan](#), SDOT assesses its sidewalk inventory to determine where sidewalks may be missing or needed. As of 2019, approximately 24% of Seattle streets (11,000 blocks) were missing sidewalks.

[Appendix 5.2b: 2019 Missing Sidewalk Inventory](#) includes a map of streets without sidewalks on one or both sides of the street in Seattle as of 2019.

5.3 Accessible Pedestrian Signals



2018 Accessible Pedestrian Signal Inventory

In 2018, SDOT inventoried all signalized intersections. Of the 1,110 signalized intersections identified, 152 included pushbutton equipment with accessible features.

[Appendix 5.3a: 2018 Accessible Pedestrian Signal Inventory](#) lists all known signalized intersections at the time of the inventory, with signals including accessible features identified.

The inventory did not include field assessments or measurements of APS devices, pedestrian pushbutton locations, or sidewalk conditions of areas directly serving pedestrian pushbuttons. These additional assessments will be planned and executed at a future date.

2019 Accessible Pedestrian Signal Checklist

In 2019, SDOT developed an APS checklist to assist with self-evaluation efforts of existing pedestrian signals. Refer to [Appendix 5.3b: Accessible Pedestrian Signal Checklist](#) for additional information. This checklist will be used as the City continues to evaluate existing pedestrian infrastructure.

5.4 Accessible Parking and Passenger Loading Zones

2017 Accessible On-Street Parking Checklists

In 2017, SDOT developed checklists for accessible on-street parking facilities to assist with self-evaluation efforts of existing parking provisions. Refer to [Appendix 5.4a: Accessible On-Street](#)

[Parking Checklists](#) for additional information. These checklists may be used as the City continues to evaluate existing parking infrastructure.

2019 Accessible On-Street Parking Inventory

SDOT performed a general assessment of its accessible on-street parking inventory in 2019. The assessment identified 2,124 designated disabled parking spaces in SDOT's asset record database. Approximately 2,000 were in residential areas and/or were results of Customer Service Requests. In marked or metered areas, 124 accessible parking spaces were provided.

Refer to [Appendix 5.4b: 2019 Accessible On-Street Parking Inventory](#) for additional information.

5.5 Access to Transit Facilities

Transit facilities, outside of the Seattle Streetcar, are typically owned, maintained, and operated by regional transportation partners, King County Metro and Sound Transit.

To date, SDOT has not performed ADA assessments specific to transit access operated by other agencies.

5.6 Other SDOT Transportation Facilities

In addition to the citywide pedestrian assets overseen by SDOT, the Department also owns or maintains a limited number of transportation related facilities. These facilities, including King Street Station and the Seattle Streetcar, have been evaluated for accessibility.

[King Street Station](#), located on S Jackson Street between 3rd and 4th Ave S, is an important transportation facility that first opened in 1906. Millions of passengers currently use King Street Station each year to access rail services provided by Amtrak and Sound Transit. The facility is a public asset and is currently owned by the City of Seattle, with building management and oversight delegated to SDOT.

The [Seattle Streetcar](#) is a public transportation rail facility that currently has two lines open for service: the South Lake Union Line and the First Hill Line. The Seattle Streetcar is owned and maintained by SDOT and is operated by King County Metro.

2019 King Street Station ADA Assessment

SDOT conducted an ADA assessment of the King Street Station facility in 2019. The assessment team reviewed the existing facility features against the 2010 ADA Standards and identified barriers needing to be addressed. Interior and exterior features were reviewed.

[Appendix 5.6a: 2019 King Street Station ADA Assessment Report](#) includes results of the assessment.

2019 Seattle Streetcar ADA Assessment



In 2019, SDOT prepared an ADA checklist and evaluated the streetcar at the SDOT maintenance facility on South Charles Street to ensure that streetcar features are accessible. This assessment included observations of the streetcar as it entered and came to a stop at the 7th and Jackson boarding platform. The checklist was developed based on federal requirements identified in primarily in the federal register (C.F.R. Title 49, Subtitle A, §38) as well as the 2010 ADA Standards.

[Appendix 5.6b: 2019 Seattle Streetcar ADA Assessment](#) includes results of the assessment. Additional information at each available streetcar boarding platform is included as part of the Sidewalk Condition Assessment (refer to [Section 5.2](#)).

6.0 Prioritized, Planned, and Completed Accessibility Improvements

General

Accessibility improvements, including sidewalks, curb ramps, and/or Accessible Pedestrian Signals, are an important part of most SDOT projects. The focus of this Section is the prioritization of the planning, and completion of accessibility improvements and barrier removal.

Future improvement efforts reported in this document are projected for the next 1 to 5 years, depending on the nature and size of the projects planned. Long-range planning beyond 5 years is atypical as it is imperative to be flexible. This includes continually coordinating and adjusting work plans to accommodate multiple considerations. Examples of scenarios requiring this type of flexibility include: changing multi-modal transportation needs, public requests and priorities, coordination of grant opportunities and/or partnership with other agencies, and acknowledgment of improvements completed by other efforts (utility improvements and private developments).

Pedestrian and accessibility improvements are prioritized in the [Pedestrian Master Plan](#). Supplemental ADA Transition Plan improvements and responses to Customer Service Requests (CSR) are prioritized and planned by the SDOT ADA Program. Public right-of-way prioritization considerations are applied based on facilities identified under Title II of the ADA [28 C.F.R. § 35.150\(d\)\(2\)](#), as SDOT is responsible for streets, roadways, and walkways in Seattle:

1. Government offices, facilities, and schools
2. Transportation corridors
3. Hospitals, medical facilities, assisted living facilities, etc.
4. Places of public accommodation (commercial/business zones)
5. Employment facilities
6. Residential neighborhoods

SDOT projects are planned and prioritized in ways to increase access to these identified facilities. Many of SDOT capital projects directly increase access in high pedestrian-volume areas, serving government facilities, schools, transportation corridors, and commercial facilities. Supplemental ADA Transition Plan Improvements build on these efforts by addressing specific facility access needs as prioritized by means of public engagement and specific outreach to people with disabilities (refer to [Section 3.4](#) for additional information). SDOT's Customer Service Requests and ADA Program help to ensure access improvements in lower priority areas where they may be needed, e.g. residential areas.

An important aspect of how SDOT prioritizes ADA improvements includes addressing equitable distribution throughout the City. While prioritized facilities may not be located or distributed in all locations throughout the City, SDOT strives to address the pedestrian access needs citywide.

Completed accessibility improvements and barrier removal effort are updated in this plan every year in this document.

Capital Projects

Long-term planning is available for larger capital projects. Other divisional efforts are detailed in this Section when information is made available. Refer to the SDOT [Capital Projects Dashboard](#) to learn about future SDOT projects, the locations, and the planned scope of work and refer to the Levy to Move Seattle section below.

Maintenance & Operations

The Maintenance and Operations Division (MOD) delivers a significant number of improvements in the Seattle public right-of-way that increase accessibility for people with disabilities. MOD is also responsible for installing new or remediating existing curb ramps when street resurfacing projects occur. Unlike the Capital Projects Division work, MOD maintenance and resurfacing jobs are not generally planned far in advance, but rather based on immediate needs where roadway or sidewalk maintenance is required. General maintenance of crosswalks and sidewalks improves walking surfaces for all pedestrians.

Street Use

Pedestrian improvements resulting from third party construction efforts, such as private development or smaller utility projects, are difficult to project. Advanced notice of these proposed improvements is not typically available until the permit application process begins. When SDOT becomes aware of proposed pedestrian improvements impacting accessibility, coordination with other projects ensures efforts are not duplicated. Planned efforts for curb ramps and other pedestrian features are noted in the SDOT database as soon as they are known. Usually, this information is not provided more than 6 months before construction begins.

Large capital projects planned by other City of Seattle departments, such as Seattle Parks and Recreation, Seattle City Light, and Seattle Public Utilities, are coordinated with SDOT and are included in this document when the information is made available.

Levy to Move Seattle

The [Levy to Move Seattle](#) was approved by voters in November of 2015. This 9-year, \$930 million-dollar transportation levy provides funding to improve safety for all travelers, maintain streets and bridges, and invest in reliable, affordable travel options for a growing city. An oversight committee made up of Seattle residents, appointed by the Mayor and City Council, monitors levy expenses and revenues, reviews program and project priorities, and makes recommendations to the Mayor and City Council on how to spend levy proceeds.

While the Move Seattle Levy will help fund improvements for a diverse set of transportation needs, some improvements and efforts are specifically planned to address accessibility needs, such as new sidewalks and curb ramps. Many of the projects scheduled over the course of the Levy will improve pedestrian accessibility.

6.1 Curb Ramps



Planning and Construction

Yearly curb ramp projections and construction reports, including street intersection and specific curb ramp locations, are provided in the appendices of this ADA Transition Plan (see links below). Maps of projected and constructed improvements indicate where the improvements are generally located within the City. Information on priority facilities served may also be found in these appendices.

Annual projections will be added as they become available. Projections are yearly *estimates* and may not exactly match constructed results summarized at the end of each calendar year. Project scopes of work and schedules may fluctuate or be deferred or omitted altogether. This can directly impact the projected curb ramp improvements estimated for each year. Curb ramps constructed as a part of 3rd party permitted work in the Seattle public right-of-way are not included as a part of yearly projections because of the difficulty in accurately estimating the number of ramps in advance of approved permits and construction.

Curb ramps planned and constructed in response to Customer Service Requests are delivered in the order that they are received. If SDOT receives more requests than can be built in the year, a backlog of requests may be initiated. In that case, SDOT will look for other options to increase the number of ramps built in response to Customer Service Requests. This may include: pursuing additional funding for the ADA Program, request ramps be built as a part of other projects occurring in the public right-of-way, or other means. In these cases, locations may be improved based on available resources and not necessarily in the order that the requests were received. Curb ramp improvements requested by the public are identified in the annual projections and reporting listed in this Section.

[Appendix 6.1a: Annual Curb Ramp Projections](#) includes full listings of the curb ramps projected to be installed or remediated by SDOT for each construction year beginning in 2017.

[Appendix 6.1b: Annual Curb Ramp Construction Reporting](#) includes full listings of the curb ramps installed or remediated in the Seattle public right-of-way each construction year beginning in 2017. *The number of priority facilities within ¼ mile radius of each sidewalk segment associated with a curb ramp is indicated, excluding residential facilities (0 meaning none, 1 meaning 1 or more). For additional information, refer to prioritization considerations detailed within this Section.*

Below is a summary of curb ramps that have been constructed, inspected, and documented in the Seattle public right-of-way since 2017. The number of curb ramps installed responsive to Customer Service Requests are also included:

Year	# of Curb Ramps	# of Customer Service Requests
2017	942	98
2018	1,266	155
2019	1,316	210

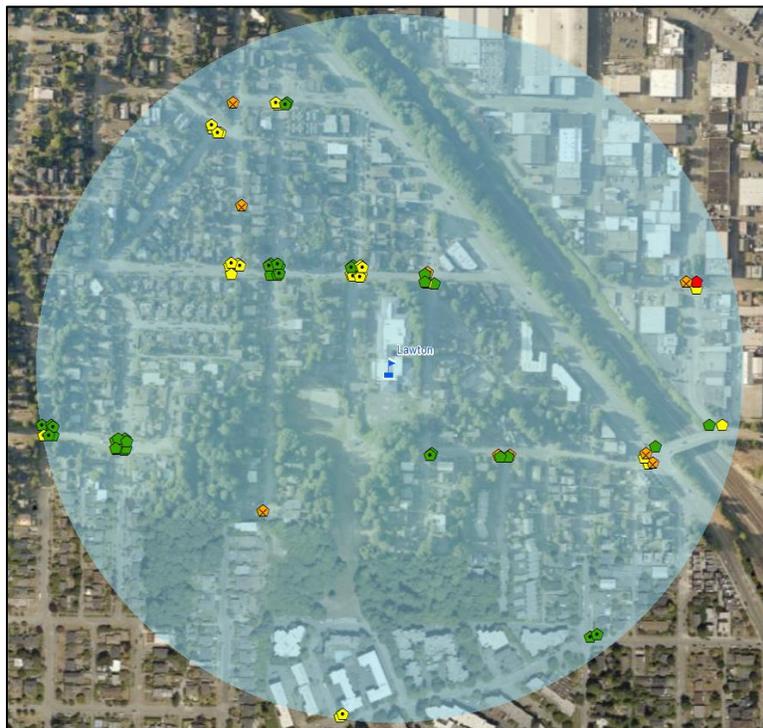
In addition to the annual curb ramp reports, SDOT has a [Planned Curb Ramp Application](#) feature available online. This map allows users to view planned and built curb ramps throughout the City by construction year and installer. It should be noted that the planned locations identified in this application do not serve as a comprehensive list of planned improvements. Instead, only projects that have been specifically planned for future years with knowledge of exact curb ramp improvements are included. These maps and lists of locations for future improvements are subject to change.

Prioritization: General

In addition to priorities established in the Pedestrian Master Plan, the SDOT ADA Program prioritizes Customer Service Requests and Supplemental ADA Transition Plan improvements to increase access in select locations. Customer Service Requests identify specific needs of individuals, while Supplemental ADA Transition Plan improvements are intended to prioritize and increase access in areas used by the greatest number of people with disabilities. Each year, the ADA Program constructs a minimum of 150 curb ramps responsive to Customer Service Requests. Additional ramps are built as a part of the Supplemental ADA Transition Plan efforts as prioritized in this plan and as funding and resources allow.

For Supplemental ADA Transition Plan improvements, curb ramp inventory data, gathered from self-evaluation efforts, is used to prioritize improvements. Using the asset database, SDOT performs “buffer analyses” on all sidewalk and curb ramp assets. This process helps with the planning for curb ramp improvements or installations. These analyses identify prioritized facilities

near existing curb ramps and/or sidewalk assets. For example, a buffer analysis can determine the facilities from the priority list (e.g. government, transit, healthcare facilities) near each sidewalk asset, using the sidewalk unique identifier number and GIS mapping tools. For the purposes of prioritizing facility access, SDOT typically analyzes curb ramp access within a ¼ mile from priority facilities. These priority facilities exist in the database and on GIS maps and can be updated or corrected when necessary. Sidewalks and the associated curb ramps often serve multiple priority facilities. Identifying them improves SDOT's ability to prioritize curb ramp improvements. After the buffer analysis is performed, SDOT reviews each curb ramp in the defined area and determines where curb ramps are missing. SDOT places the highest priority on locations where curb ramps are missing and are within ¼ mile of the priority facilities.



Example of ¼ Mile Buffer Analysis of Sidewalk Segment
(existing curb ramps shown with colored icons)

SDOT analyzes access to public transit stops serving prioritized facilities and the connecting routes. Work is typically prioritized in certain areas to build ramps where they are missing and SDOT can also review the conditions of existing ramps and improve, if necessary, while in the area.

Prioritization: 2017 Healthcare Facilities

In 2016 SDOT began analyzing its curb ramp inventory to determine priorities for future curb ramp improvements and installations. The 2015-2016 Curb Ramp Self-Evaluation provided

valuable information on existing curb ramps, including a supplemental evaluation that scored ramps based on existing conditions. Upon review of the curb ramp inventory and assessment results, SDOT determined a higher priority would be assigned to building ramps where they are nonexistent. These ramps take priority over rebuilding ramps. The SDOT ADA Program then determined an additional layer of prioritization was necessary to identify areas with the most critical need for new curb ramps.

SDOT established a public outreach plan as a first step in prioritizing curb ramp installation. Information was gathered from individuals with disabilities through this plan. A Curb Ramp Outreach meeting was held on November 1, 2016, and an online survey that was conducted were the main tools used to prioritize curb ramp improvements. The online curb ramp survey solicited feedback from people with disabilities and was completed by 352 individuals. The following priorities listed in order of importance included:

1. Transit Facilities
2. Medical Facilities
3. Residential Neighborhoods
4. Public Buildings (schools, libraries, community centers)
5. Senior Living Facilities
6. State and Local Government Office Buildings
7. Office Buildings, Retail, and Shopping Centers
8. Parks

It should be noted that this exercise was intended to determine what priorities the public consider most important for future planning considerations. SDOT continues to acknowledge and work towards improving access to prioritized facilities identified in [Section 6.0](#), but public input guided SDOT's approach to prioritization for this particular exercise.

[Appendix 6.1c: 2016 SDOT Curb Ramp Survey Results](#) includes additional information, including a survey form used and a mapping of recommended priorities using the results of the survey.

After identifying the top priorities, SDOT and representatives from other city departments reviewed strategy and prioritization considerations. It was decided hospitals and medical facilities would be addressed in SDOT's supplemental efforts because many of SDOT's Capital Projects already have a focus on improving access to transit and government facilities.

SDOT then performed a buffer analysis, using curb ramp inventory and available data to determine which locations near hospitals/medical facilities, assisted living facilities, senior living centers/nursing homes, and adult family homes are missing curb ramps. Within ¼ mile of these facilities, SDOT was able to identify 8,206 locations needing new curb ramps.

[Appendix 6.1d: 2017 Curb Ramp Healthcare Prioritization](#) includes a listing of missing curb ramps that serve these healthcare facilities, as well as a number of priority facilities served. A

map shows sidewalk segments that are missing curb ramps within ¼ mile of the identified facilities.

These missing curb ramp locations will be considered high priority for supplemental ADA Transition Plan improvements to be planned and delivered by the SDOT ADA Program.

Prioritization: 2019 School Zones

In 2019, the SDOT ADA Program performed a buffer analysis to identify missing curb ramps close to schools. As with the healthcare analysis performed in 2017, missing curb ramps were identified within a ¼ mile radius of schools to assist with ADA Transition Plan prioritization. Defining locations where these school zones may overlap with other identified priorities will benefit a significant number of pedestrians. It should be noted that schools prioritize the safest routes for student use and may discourage crossing streets in areas with high traffic volumes.

[Appendix 6.1e: 2019 Curb Ramp School Zone Prioritization](#) includes maps that identify sidewalks missing curb ramps within identified school zones.

6.2 Sidewalks and Shared-Use Paths



Planning and Construction: New Sidewalks

The majority of new sidewalks in Seattle are constructed through private development. However, SDOT does build new sidewalks through the New Sidewalks levy program in accordance with the Pedestrian Master Plan (PMP). Work plans for planned sidewalk improvements are included in the [PMP Implementation Plan](#). Sidewalk construction is reported in the [quarterly and annual Levy to Move Seattle reports](#).

Prioritization: New Sidewalks

Seattle's vision as the most walkable and accessible city in the nation is detailed in the Pedestrian Master Plan. This 20-year blueprint outlines the prioritization of new sidewalks to be constructed by SDOT. The plan establishes a Priority Investment Network (PIN), composed of streets serving

key walking routes to public schools and frequent transit stops. The PMP includes scoring for each intersection and street segment within the PIN based on two factors:

-  Health/equity (i.e., low-income population, disable population, communities of color, physical activity, obesity rates, diabetes rates)
-  Safety (i.e., pedestrian collisions, roadway width, vehicle speed, arterial classification, controlled crossing spacing)

The PIN and its associated scoring are the focus of PMP implementation funding. When the PMP Implementation Plan was developed, additional scoring factors were included based on City policies and input from the Seattle Pedestrian Advisory Board:

-  Age-friendly scoring (i.e., senior population congregate meal sites, senior centers, medical facilities)
-  Bicycle and Pedestrian Safety Analysis scoring for intersections (i.e., based on an intersection’s identification as a high-priority in SDOT’s Bicycle and Pedestrian Safety Analysis)
-  Urban Village scoring for street segments (i.e., based on a street segment’s presence in an urban village or urban center)

These additional scoring factors allow SDOT to better align projects with City policy directives and planning efforts. The urban village scoring also coordinates pedestrian investments with long-range growth and ensures geographic distribution. Once scored and ranked, each project is evaluated for feasibility and constructability. The top projects are then selected and incorporated into the five-year project list in the PMP Implementation Plan.

Maintenance and Repair: Existing Sidewalks

The SDOT [Sidewalk Repair Program](#) oversees the maintenance of the City’s sidewalks and curbs. However, adjacent property owners are obligated to keep sidewalks in good repair and safe for public travel (Refer to [Section 4.2](#) for additional information).

The Sidewalk Repair Program executes a limited amount of full sidewalk replacement or repair as funding permits. A more robust effort of interim sidewalk repairs, including bevels and shims as described in Section 4.2, is set forth each year to make sidewalks safe and accessible.

Sidewalk repair is reported in the [quarterly and annual Levy to Move Seattle reports](#). Specific locations can be provided upon request.

Below is a summary of sidewalk repair efforts completed by SDOT, beginning in 2019:

Year	Partial Sidewalk Replacement (Blocks)	Sidewalk Spot Improvements
2019	29 (Approx.)	11,965

Prioritization: Existing Sidewalks

In addition to sidewalk inventory information available in the [2017 Sidewalk Condition Assessment](#), sidewalks throughout the City continue to age and may become unsafe or inaccessible over time. The Sidewalk Repair Program prioritizes improvements that may be necessary.

When SDOT becomes aware of sidewalks that may need repair, through self-assessment efforts, complaints, or other, the responsibility of the repairs must be determined. This responsibility may fall on adjacent property owners or the City.

SDOT reviews areas that may need repair and prioritizes improvements that will benefit the greatest number of pedestrians. This may include, but is not limited to, proximity to transit facilities, schools, and clinics or hospitals. Additional information and prioritization considerations are provided on the [Sidewalk Repair Program](#) website.

6.3 Accessible Pedestrian Signals

Planning and Construction

Accessible Pedestrian Signals are installed by the SDOT Traffic Operations Division, the SDOT ADA Program in response to Customer Service Requests, capital projects, or through smaller traffic improvement projects.

[Appendix 6.3a: Annual APS Installation Reporting](#) includes a listing of Accessible Pedestrian Signals installed in the Seattle public right-of-way each construction year beginning in 2018. Installations that were responsive to Customer Service Requests are specifically identified.

Below is a summary of intersections where Accessible Pedestrian Signals have been installed or existing signals have been upgraded in the Seattle public right-of-way since 2018. The number of APS devices installed responsive to Customer Service Requests is also included:

Year	Total # of Intersections w/ APS Installations	# of Customer Service Request APS Installations
2018	30	5
2019	66	13

Prioritization: 2018 Customer Service Requests

The SDOT ADA Program aims to install Accessible Pedestrian Signals (APS) in at least ten locations on a yearly basis. These APS devices are requested by people with disabilities through the

customer services request process. Unlike prioritization of customer requested curb ramps, which are generally delivered in the order that they are received, the priority is to install APS devices in areas impacting the most users with disabilities. For this reason, in 2018 the Pedestrian Access Advisory Committee (PAAC) advised the ADA Program that it should prioritize APS installations that would benefit the most people for years 2019 through 2021. At the time, there were approximately 50 intersections requested for APS upgrades in the Customer Service Request Log. Participants at the PAAC meeting, including a significant number of blind and DeafBlind people, assisted SDOT with prioritizing the top 30 locations for those years.

[Appendix 6.b: 2019-2021 APS 3-Year Plan](#) includes a listing Accessible Pedestrian Signals prioritized for installation by the Pedestrian Access Advisory Committee in 2018.

6.4 Accessible Parking and Passenger Loading Zones

Accessible parking spaces are installed by the Transit & Mobility Division. Requests for residential [designated disabled on-street parking spaces](#) may be submitted to the parking program. SDOT is actively working to install additional accessible parking spaces in urban villages or commercial zones with marked or metered parking.

This Section is currently under development and will be updated in 2021.

6.5 Access to Transit Facilities

This Section is intended to identify SDOT improvements in the public right-of-way intended improve access to facilities owned and operated by other agencies.

Transit facilities, outside of the Seattle Streetcar, are typically owned, maintained, and operated by regional transportation partners, King County Metro and Sound Transit.

This Section is currently under development and will be updated in 2021.

6.6 Other SDOT Transportation Facilities

To date, no specific barrier removal or accessibility improvements to the transit facilities owned or maintained by SDOT have been reported.

6.7 Miscellaneous Accessibility Improvements

In this Section, a number of miscellaneous accessibility improvements implemented by the SDOT ADA Program are detailed. These efforts typically resulted from of public outreach efforts, which identified a need for access improvements.

2017 Detectable Warning Surface at Broadway Streetcar Platforms

Due to requests received from the public in 2017, the ADA Program installed detectable warning surfaces at all streetcar platforms. These platforms, where pedestrians cross protected bike lanes, are located along Broadway. The detectable warning surface identifies the crossing location to blind, low vision and DeafBlind individuals.



Detectable Warning Surface Installed at Broadway Streetcar Platforms

2017 Directional Tactile Surface Treatment

The SDOT ADA Program began experimenting with ways to help pedestrians who are blind or have low vision to navigate sidewalks in challenging circumstances.

One method to assist with wayfinding is using directional tactile surface treatment applications. Tactile treatments guide pedestrians that are blind or have low vision along the edge of the sidewalk, adjacent to bicycle facilities or transit platforms. The City of Seattle and SDOT are considered nationwide leaders in experimenting with these tactile surfaces.



Example of a Directional Tactile Feature (Westlake Cycle Track)

2017 Accessible Flashing Beacons

In 2017, the SDOT ADA Program worked with SDOT Traffic Operations Division testing new accessible Rectangular Rapid Flashing Beacons (RRFB). RRFBs alert drivers when pedestrians are crossing the street. The accessible version of the RRFB provides an audible locator tone and a verbal message indicating when warning lights are on. These audible features provide information not previously available on RRFBs for pedestrians with vision disabilities.

It should be noted that since the time of this installation, the FHWA has provided guidance on accessible features that should be included on RRFBs. This [memorandum](#) was issued in 2018.



Accessible RRFB with Audible Features

2019 Directional Tactile Surface Treatment (South Lake Union)

SDOT reviewed a section of sidewalk in South Lake Union in 2019 where the streetcar travels along the sidewalk near the intersection of Westlake Ave N and Valley St. When the streetcar tracks were installed, there was no identified plan to provide a tactile warning to indicate where the sidewalk ends and where the streetcar route begins.

SDOT committed to installing a yellow tactile warning along the rail tracks to assist blind pedestrians and those with low vision walking in this area. Raised longitudinal strips were added to provide a warning where the sidewalk and the rail facility meet. Traditional detectable warnings, consisting of truncated domes, were already provided at boarding platforms for the streetcar in this area. This work was completed in early 2020.



Before: South Lake Union Streetcar near Westlake Ave N and Valley St



After: South Lake Union Streetcar near Westlake Ave N and Valley St

2019 Tactile Crosswalks (23rd Ave S & Rainier Ave S)

In response to requests made by the public to provide tactile crosswalk information in Seattle to assist blind and low vision pedestrians, SDOT piloted a tactile crosswalk project at the intersection of 23rd Ave S and Rainier Ave S in 2019. This location was specifically requested due to the proximity of the Seattle Lighthouse for the Blind. Many employees of the Lighthouse utilize transit options that bring them to this intersection. Due to the complex geometry of this intersection, coupled with the high number of blind and low vision users, SDOT installed raised tactile delineators to help people identify the edges of the crosswalk using a white cane. These tactile features were installed on both sides of the crosswalks throughout the intersection. A black color was used to avoid sending confusing messages to motorists approaching the intersection.

SDOT continues to monitor this location and may proceed with additional similar installations in the future, based on public need and feedback.



Tactile Crosswalk Installation at Rainier Ave S and 23rd Ave S

7.0 List of Appendices

The following listed appendices include links to data, maps, and other material supporting the SDOT ADA Transition Plan for the Seattle public Right-of-Way. The names of appendices are prefaced by the number of the section from which they are referenced.

Appendices in alternative formats may be requested for any documents that are not currently in an accessible format using screen-reader or other technology.

Appendix 3.4a: SDOT Community Engagement Plan

Description: The SDOT ADA Program’s annual public outreach plan to solicit feedback on the SDOT ADA Transition Plan and to assist with prioritizing and planning accessibility improvements.

Appendix 3.4b: SDOT Additional Public Outreach Efforts

Description: A listing of additional SDOT public outreach efforts (not including PAAC meetings).

Appendix 3.5a: SDOT Facilitated ADA Trainings

Description: ADA compliance training efforts facilitated by SDOT.

Appendix 3.5b: Outside Facilitated ADA Trainings

Description: ADA compliance training efforts facilitated by external agencies, attended by or participated in by SDOT staff.

Appendix 4.2a: 2017 Seattle Municipal Curb Ramp Standards

Description: The curb ramp standard details as significantly revised in 2017. The most current curb ramp standard details are found in the Seattle Standard Plans for Municipal Construction.

Appendix 5.1a: 2013 Curb Ramp Audit Prioritization Instructions

Description: Document outlines the instructions and processes used to prioritize the results of the curb ramp audit.

Appendix 5.1a: 2013 Curb Ramp Audit Prioritized Results

Description: This spreadsheet includes curb ramps that may have not been constructed or not constructed per plan as a part of alteration projects dating back to 1992.

Appendix 5.1b: 2015-2016 Curb Ramp Self-Evaluation Summary

Description: A summary of the curb ramp self-evaluation findings and scoring methodology.

Appendix 5.1b: 2015-2016 Curb Ramp Self-Evaluation Data Dictionary

Description: The curb ramp self-evaluation spreadsheet code values are defined in this data dictionary.

Appendix 5.1b: 2015-2016 Curb Ramp Self-Evaluation Results

Description: This spreadsheet includes information and measurements of City of Seattle known existing curb ramps assessed by a consultant in 2015-2016. The document excludes complex locations or locations still under review at the time of substantial completion of the evaluation.

Appendix 5.1b: 2015-2016 Curb Ramp Self-Evaluation Scoring

Description: The curb ramp self-evaluation scoring spreadsheets score curb ramps based on their existing conditions. This scoring may be used to prioritize curb ramp improvements.

Appendix 5.1b: 2015-2016 Curb Ramp Self-Evaluation Missing Ramps

Description: A mapping of sidewalk segments that may have been missing curb ramps at one or both ends of the sidewalk at the time of the assessment.

Appendix 5.1c: 2016-2017 Curb Ramp “Virtual Review” Identified Locations

Description: Curb ramp and accessible street crossing locations added to the SDOT database as a part of the virtual review, using the Google Maps Street View function.

Appendix 5.1c: 2016-2017 Curb Ramp “Virtual Review” Mapped Locations

Description: The curb ramps and accessible street crossing locations shown on a map of the City of Seattle.

Appendix 5.2a: 2017 Sidewalk Condition Assessment Observations

Description: This spreadsheet includes observations and measurements of City of Seattle known sidewalks recorded by interns in 2017.

Appendix 5.2b: 2019 Missing Sidewalk Inventory

Description: Map of missing sidewalks in Seattle.

Appendix 5.3a: 2018 Accessible Pedestrian Signal Inventory

Description: A listing of known signalized intersections throughout the City at the time of the inventory. Signals with accessible features are identified by green text.

Appendix 5.3b: Accessible Pedestrian Signal Checklist

Description: Checklist used to determine ADA compliance of existing Accessible Pedestrian Signals.

Appendix 5.4a: Accessible On-Street Parking Checklists

Description: Checklists used to determine ADA compliance of existing accessible on-street parking facilities.

Appendix 5.4b: 2019 Accessible On-Street Parking Inventory

Description: A listing of known on-street accessible parking spaces throughout the City at the time of the inventory.

Appendix 5.6a: 2019 King Street Station ADA Assessment Report

Description: Facility ADA assessment report conducted in 2019.

Appendix 5.6b: 2019 Seattle Streetcar ADA Assessment

Description: Checklist and results of an ADA assessment performed on the streetcar facility in 2019.

Appendix 6.1a: Annual Curb Ramp Projections

Description: Estimated curb ramp installations or remediation scheduled for each calendar year beginning in 2017. Includes listing of locations and map.

Appendix 6.1b: Annual Curb Ramp Construction Reporting

Description: Curb ramp construction reporting for each calendar year beginning in 2017. Includes listing of locations and map.

Appendix 6.1c: 2016 Curb Ramp Outreach Survey Results

Description: As a part of a concerted public outreach effort in 2016, SDOT created a survey form to better understand public accessibility needs and where to prioritize curb ramps. A blank survey form, summarized results, and a mapping of priority locations is included.

Appendix 6.1d: 2017 Curb Ramp Healthcare Prioritization

Description: An analysis of the curb ramp inventory that identifies potentially missing curb ramps in areas that serve healthcare facilities.

Appendix 6.1e: 2019 Curb Ramp School Zone Prioritization

Description: An analysis of the curb ramp inventory that identifies potentially missing curb ramps in areas that serve schools.

Appendix 6.3a: Annual APS Installation Reporting

Description: APS installation reporting for each calendar year beginning in 2018. Includes listing of locations and map.

Appendix 6.3b: 2019-2021 APS 3-Year Plan

Description: Prioritized APS installation locations determined by the Pedestrian Access Advisory Committee (PAAC).

Questions or Comments?

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