SDOT Americans with Disabilities Act (ADA) Program
Agenda

• ADA Program Overview
  • Overall Priorities and Deliverables
  • Reynoldson Consent Decree
  • SDOT ADA Transition Plan
  • Customer Service Request (CSR) Curb Ramp Program
• ADA Program and the Levy to Move Seattle
• Public Resources
• Barriers and Equity Considerations
• Future of the ADA Program and Next Steps
ADA Program Overview

• Role of SDOT's ADA Coordinator
• Levy funds represent a piece of the ADA Program budget
• Priorities and Deliverables
  • Curb Ramp and Accessible Pedestrian Signal (APS) planning and construction
  • Sidewalk coordination
  • Updates to SDOT Transition Plan
  • Design review, technical guidance and policy development
  • Constituent ADA requests within public right-of-way (ROW)
  • Pedestrian Access Advisory Committee (PAAC)
ADA Program Overview

• SDOT liaison for all ADA-related inquiries impacting the public ROW

• Responsible for planning, design, and implementation of accessible infrastructure improvements within the public ROW

• Review plans and provides recommendations based on ADA laws and requirements (scoping/design)

• Develop comprehensive policy and technical guidance to improve accessibility in the public ROW
ADA Program Overview

• Responsible for updates to SDOT barrier removals via self-evaluations and transition plan documentation

• Manage requirements set forth in Reynoldson consent decree (more on next slide)

• Manage Customer Service Request (CSR) process for curb ramps and APS requests from public input and feedback
ADA Program Overview

Reynoldson Consent Decree

• 18-year timeframe initiated in 2017 (ends in 2035)
• Required SDOT to hire and retain an ADA Coordinator
• Required to build and coordinate 1,250 curb ramps annually
• 150 curb ramps based directly on customer service requests
ADA Program Overview

SDOT Transition Plan

• Required under Title II of the ADA to identify barriers and develop means to mitigate
• Drafted in 2020 and includes the following elements:
  • Curb Ramps
  • Accessible Pedestrian Signals (APS)
  • Sidewalks and Shared-Use Paths
  • Accessible Parking
  • SDOT Facilities
    • King Street Station
    • Streetcar Service and Stations
ADA Program Overview

• Existing Transition Plan Projects:
  • 2020/2021 Legacy Curb Ramps
  • 2019/2020 Transition Plan Curb Ramp Projects
  • 2020/2021 U.S. Dept. of Justice Curb Ramp Project
  • 2020/2021 Interdepartmental Curb Ramp Project

• Working on New Transition Plan Prioritization Model
  • Currently in scoping and planning phase
  • Completed framework and dataset by the end of 2022
  • Include all existing prioritization with accessibility at the forefront
  • Update existing data sets using components of other prioritization models (i.e. Pedestrian Master Plan, Bicycle-Pedestrian Safety Analysis)
ADA Program Overview

Requests for Curb Ramps, APS, and/or New Technology

*People can request via the ADA Program website (email/phone/web form) or through the city’s customer service request bureau*

- **Curb Ramps:**
  - In queue (15-day response), 30-day detailed response
  - Survey, Design, and Construction timelines

- **APS:**
  - In queue (15-day response), PAAC prioritization

- **New Technology**
  - Work with communities/individuals towards new technologies that can be applied to address accessibility issues
ADA Program + Levy to Move Seattle

Levy Legislation: Make curb ramp and crossing improvements at up to 750 intersections citywide (updated in 2018: 150-200 curb ramps/year)

• Curb Ramps and Crossings Program is funded by the Levy
  • CSR & Transition Plan Curb Ramps

• Levy and Non-Levy Funding:
  • From 2021 – 2023: Approximately $26.6M in Levy funding & $7M in other funds (SSTPI, Local other, NEW $20 VLF)

Partnership with other Levy/non-Levy projects
• APS are installed as part of our signals program
• ADA Program, Levy-funded curb ramps represent less than 25% of the total curb ramps SDOT constructs annually
• For example, in 2021, 1,640 ramps total were constructed, including:
  • Green Lake and Wallingford Multimodal Improvements Project: 436 ramps
  • Street Use permits: 555 ramps
Curb Ramps and Crossings | Progress

On track to meet 2015 Levy deliverables and 2018 targets.

Total Through Q1 2022:
446 intersections improved as part of Program 7 and Program 25

In 2018 workplan, SDOT began counting crossing improvements funded by Program 25 (approximately 20/year) towards the 750 intersections commitment.

<table>
<thead>
<tr>
<th>Year</th>
<th>Curb Ramps Constructed as part of Program 7 – Curb Ramps and Crossings</th>
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<tbody>
<tr>
<td>2016</td>
<td>108</td>
</tr>
<tr>
<td>2017</td>
<td>177</td>
</tr>
<tr>
<td>2018</td>
<td>155</td>
</tr>
<tr>
<td>2019</td>
<td>201</td>
</tr>
<tr>
<td>2020</td>
<td>311</td>
</tr>
<tr>
<td>2021</td>
<td>210</td>
</tr>
<tr>
<td>Total Through Q1 2022</td>
<td>1,162</td>
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<tr>
<td>2022-2024</td>
<td>150-200 planned per year</td>
</tr>
</tbody>
</table>
CSR Curb Ramp Improvement Example

Burke Ave N & N 43rd St. (SW corner), before & after
CSR Curb Ramp Improvement Example

17th Ave S & S Hinds St. (SE corner), before & after
ADA Program Public Resources

Seattle Accessible Route Planner
Map of curb ramp and sidewalk conditions

Compliant Curb Ramps
This is intended to help engineers, designers, and other construction professionals identify existing curb ramps in the [...]  

Planned Curb Ramps
Curb ramps planned for construction or reconstruction are displayed as blue circles and squares respectively.
Curb Ramps and Crossings | Challenges

- While full ADA compliance is always the goal, the ADA program navigates challenges in various ways.
  - Constituent concerns can take time to address, including redesigns, and may require additional funding and staff time.
  - Tree impacts on not only initial project budget, but lifecycle maintenance costs and subsequent accessibility concerns.
Curb Ramps and Crossings | Equity

- Equity considerations include disability rights
- Program focuses on historically underserved districts, but CSRs originate city-wide
- Part of updated prioritization model will include tactics from SDOT's Transportation Equity Framework efforts
- Focus on activity centers and corridors within these areas
Future of the ADA Program

• Proactive approach to accessibility
  • More than just curb ramps
  • Enhanced collaboration with other SDOT programs including PMP, SRTS, and Vision Zero
  • Mix of qualitative, community feedback and quantitative analysis incorporating new data

• Establishment and prioritization of accessible corridors
  • Mixing curb ramps, APS, sidewalks

• Coordinated approach to tactile wayfinding
  • Tactile warning surface indicators and detectable edges
  • Internal/external partnerships and tactile maps
Next Steps

What is ahead?

• Striving to achieve PMP goal – "to become the most walkable and accessible city in the nation"

• ADA Guidebook and Resources document for coordination and consistency

• Updated prioritization model for comprehensive accessibility improvements

• Tactile warning surface indicators and detectable edges work group
Thank You!

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