



King County

Department of Local Services
Road Services Division

King County
Road Services Division

Americans with Disabilities Act Transition Plan

Prepared for
King County Road Services Division
by Transpo Group

2021

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Alternate Formats Available:

206-477-2609 (TTY Relay: 711)

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Executive Summary

This Americans with Disabilities Act (ADA) Transition Plan (Transition Plan) advances the King County Department of Local Services Road Services Division (Roads)'s efforts to provide equal access for all, including those with disabilities. In developing this plan, Roads completed a Self-Evaluation, including a comprehensive field inventory of existing pedestrian facilities in Roads right-of-way and a review of related policies, standards, and practices. An outcome of this Self-Evaluation was the identification of the barriers to accessibility, within the unincorporated King County road system, that exist for individuals with disabilities. This Transition Plan summarizes these barriers and provides a set of recommendations to guide barrier removal over time, as well as actions needed to address identified policy, procedural, programmatic and design standards, on behalf of improved accessibility outcomes.

The Self-Evaluation and the Transition Plan are federally mandated by Title II of the ADA, which states that government agencies must provide equal access to their programs and services. While the ADA applies to all aspects of government services, this document focuses exclusively on existing pedestrian facilities within the unincorporated King County road system, including sidewalks, curb ramps, crosswalks, and pedestrian pushbutton-activated signals. Pedestrian facilities that are not within the unincorporated King County road system, such as those on city streets, private roads, trails, or state highways, are not addressed by this plan.

This Transition Plan was informed by community and stakeholder engagement, and Roads remains committed to working with the community to identify ADA access issues. Roads operates a toll-free customer service phone line that is staffed 24 hours, seven days per week, to field requests for assistance and to take in concerns regarding roads facilities, including the pedestrian facilities that are addressed by the plan. Some community-identified accessibility issues are quickly resolved through simple maintenance and operational activities, while others require longer-term and costly capital project solutions.

This Transition Plan identifies over five hundred million dollars of barriers to accessibility in rural and urban portions of the unincorporated King County road system. Yet, King County continues to experience a roads funding crisis, and this lack of revenue significantly impacts Roads' ability to maintain and improve the county network of roads and bridges. Despite Roads efforts over time, no new funding sources have materialized and this plan's implementation will be limited due to funding scarcity. Securing sustainable funding sources shall remain a top priority for Roads. Roads will continue its efforts to secure grant funding to supplement existing revenue sources to meet the costly capital project needs of improved pedestrian access and barrier removal.

The King County Road Engineer, JoAnn Kosai-Eng, is the official responsible for implementation of this plan.

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I Introduction

The purpose of this Americans with Disabilities Act (ADA) Transition Plan (Transition Plan) is to identify barriers to access within the existing pedestrian facilities of the King County Department of Local Services Road Services Division (Roads) right-of-way and to develop a plan for their removal or resolution over time.

Roads is responsible for almost 1,500 miles of roads, 182 bridges, and related infrastructure such as sidewalks and pathways, bike lanes, guardrails, drainage facilities, traffic control equipment, and traffic cameras. This widespread infrastructure network enables travel between cities and other counties, as well as within unincorporated communities. County roads and bridges support over one million trips per day and are necessary links for the movement of people, utilities, and goods throughout the most urban and dense county in the state.

All unincorporated communities receive a broad spectrum of road safety and maintenance services, with needs determined using risk analyses, consideration of asset condition, and engineering and safety criteria based on national standards. Similar criteria drive the identification of capital projects and programs. Customer service requests are an important way that needs, such as barriers to accessibility, are identified and evaluated using the analyses described above. Roads receives more than 7,000 service requests annually. Roads staff are responsive and work diligently to resolve issues within budgetary and other resource constraints.

The unincorporated King County system of roads and related facilities, many built generations ago, are failing and an ongoing roads funding crisis has left insufficient funding to maintain and replace them. Due to chronic underfunding, Roads focuses its limited resources on operational safety, regulatory compliance, and the maintenance and preservation of infrastructure. Securing sustainable funding sources remains a top priority for Roads. Without new funding sources, conditions on the road system will continue to deteriorate and Roads will focus its finite budgetary resources on critical safety needs. This Transition Plan was prepared within this financial context; its recommended actions, and future implementation, reflect Roads' significant funding constraints.

The unincorporated King County road system pedestrian facilities include curb ramps, pedestrian circulation routes (sidewalks, pathways, and some striped shoulders), pedestrian pushbutton-activated signals, and crosswalks. These facilities are located throughout King County, but are most heavily concentrated in urban areas, such as North Highline, Skyway-West Hill, Redmond Ridge, and Fairwood. These urban areas tend to be more supportive of pedestrian use due to their greater mix of land uses, residential densities, concentration of facilities and services, and denser street networks.

1.1 Plan Requirement

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

Title II of the ADA requires public entities to make their existing "programs" accessible "except where to do so would result in a fundamental alteration in the nature of the program or an undue financial and administrative burden." Accessibility requirements extend to all public facilities. Public right-of-way, public government buildings, and public parks all fall within the County's programs.

Government agencies with more than 50 employees, such as King County, are required to conduct an ADA self-evaluation and complete a transition plan. The geographic and functional scope of this Self-Evaluation and Transition Plan is limited to accessibility within King County Roads right-of-way.

Roads' Self-Evaluation met the requirements of ADA Title II Part 35, Subpart A—General § 35.105 Self-evaluation, which states:

(a) A public entity shall, within one year of the effective date of this part, evaluate its current services, policies, and practices, and the effects thereof, that do not or may not meet the requirements of this part and, to the extent modification of any such services, policies, and practices is required, the public entity shall proceed to make the necessary modifications.

(b) A public entity shall provide an opportunity to interested persons, including individuals with disabilities or organizations representing individuals with disabilities, to participate in the self-evaluation process by submitting comments.

(c) A public entity that employs 50 or more persons shall, for at least three years following completion of the self-evaluation, maintain on file and make available for public inspection:

(1) A list of the interested persons consulted;

(2) A description of areas examined and any problems identified; and

(3) A description of any modifications made.

(d) If a public entity has already complied with the self-evaluation requirement of a regulation implementing section 504 of the Rehabilitation Act of 1973, then the requirements of this section shall apply only to those policies and practices that were not included in the previous self-evaluation.

Based on the Self-Evaluation findings, Roads developed this Transition Plan, which meets the requirements of ADA Title II Part 35, Subpart D – Program Accessibility § 35.150 (d)(3) which states:

The plan shall, at a minimum—

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

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

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

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

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

The 2010 ADA Standards for Accessible Design (ADAS) is the standards document in which all federal ADA standards are collectively held.¹ The 2010 ADAS and regulations from the 28 CFR Part 36 replaced the 1991 ADA (ADA Accessibility Guidelines (ADAAG)).

The Revised Draft Guidelines for Accessible Public Rights-of-Way was published by the United States Access Board in 2005 to provide guidance on establishing accessible facilities within the right-of-way.² The United States Access Board's Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way, or PROWAG, was then published for comment in 2011 as a revised set of guidelines for right-of-way pedestrian facilities.³ Neither the 2005 nor 2011 guidelines have been adopted as federal standards yet. Despite this delay, many public entities use the 2005 Revised Draft Guidelines for Accessible Public Rights-of-Way as 'best practice' for features within the public right-of-way. This practice has been endorsed by the Federal Highway Administration (FHWA) and the US Access Board, and is the standard to which the Washington State Department of Transportation (WSDOT) adheres.

The public right-of-way facilities evaluated under this plan were evaluated against the 2011 PROWAG standards as this is the latest guideline developed by the United States Access Board.

¹ https://www.ada.gov/2010ADASTandards_index.htm

² <https://www.access-board.gov/prowag/draft-2005.html>

³ <https://www.access-board.gov/prowag>

1.2 Plan Structure

The structure of this plan is organized to closely follow federal ADA transition plan requirements. This includes the following chapters:

Chapter 1 – Introduction

Chapter 2 – Self-Evaluation

Documents Self-Evaluation methods and findings for policies, practices, design standards, and pedestrian facilities that result in accessibility barriers.

Chapter 3 – Community and Stakeholder Engagement

Documents public engagement methods and findings.

Chapter 4 – Barrier Removal

Provides an overview of existing barrier removal approaches employed by Roads, describes barrier removal priorities, and develops a total planning level cost estimate for the removal of existing pedestrian barriers and an accompanying schedule.

Chapter 5 – Implementation

Provides a set of recommendations to inform the implementation of this Transition Plan and ongoing removal of pedestrian barriers.

Several appendices are included independent of the chapters:

Appendix A – ADA Terms and Definitions

Appendix B – Existing Pedestrian Facility Maps

Appendix C – Community and Stakeholder Engagement

Appendix D – Prioritization Criteria

Appendix E – Planning Cost Estimate Documentation

Appendix F – Grievance Procedure

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2 Self-Evaluation

Title II of the Americans with Disabilities Act (ADA) requires that jurisdictions evaluate services, programs, policies, and practices to determine whether they comply with the nondiscrimination requirements of the ADA.

This chapter describes the methods and findings of the Self-Evaluation. Section 2.1 provides an overview of ADA-related county policies. Next, section 2.2 reviews county practices and design standards. Finally, section 2.3 summarizes the Self-Evaluation's field data collection methods and findings regarding existing pedestrian facilities, such as sidewalks and curb ramps.

2.1 Policy Review

King County policies that address pedestrian facilities in public rights-of-way are included in Chapter 8 of the King County Comprehensive Plan (2020), the Countywide Planning Policies (King County, 2012 – amended in 2016), the King County Code, and within a variety of agency plans. This Transition Plan reflects a review of the above-mentioned sources as well as the Puget Sound Regional Council (PSRC)'s 2018 Regional Transportation Plan (RTP). Design standards that relate to ADA pedestrian infrastructure within the unincorporated King County road system were reviewed and are discussed in Section 2.2.

2.1.1 Method

These documents were reviewed for content that relate to existing ADA programs, policies, and practices, including any PSRC or county requirements.

2.1.2 Findings

The King County Code requires the County to employ ADA compliance specialists to support ADA improvements (K.C.C. 2.55.010). County ADA compliance specialists are located within the Civil Rights Program of the Office of Equity and Social Justice. These specialists provide consultation to county departments, manage countywide grievance processes, and engage with the community on disability-related issues.

Chapter 8 of the King County Comprehensive Plan contains transportation-related policies. Policies T-101, T-101a, and T-230 direct the County to develop a transportation system that serves the needs of all community members, with emphasis placed on the needs of people with disabilities and other nonmotorized users. Policy T-201 encourages urban areas to emphasize multiple modes of travel. Policy T-308 states that road projects and programs shall be implemented in ways that avoid or minimize impacts to people with disabilities and shall seek to provide tangible, positive benefits.

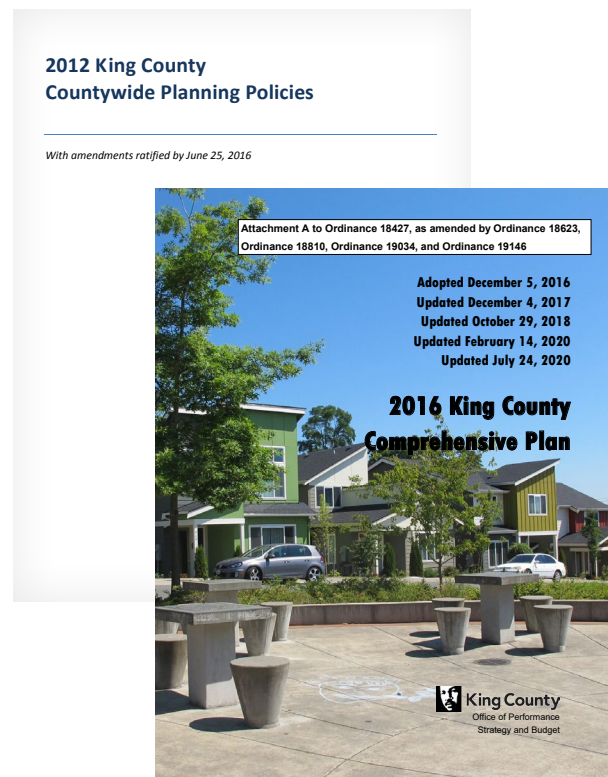


Figure 2-1: King County Countywide Planning Policies and King County Comprehensive Plan Cover Pages

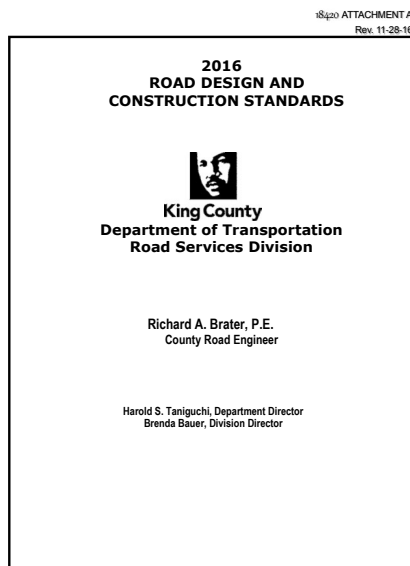


Figure 2-2: King County Road Design and Construction Standards Cover Page

The Countywide Planning Policies' policy T-19 is concerned with the design and retrofitting of roads and streets to accommodate a range of motorized and non-motorized travel modes. It states that designs should include well-defined, safe, and appealing spaces for pedestrians and bicyclists. Policy T-21 is to provide opportunities for an active, healthy lifestyle by integrating the needs of pedestrians and bicyclists in the local and regional transportation plans and systems.

The PSRC RTP emphasizes the importance of improving safety for all users of the transportation system. Appendix L of the RTP, the Active Transportation Plan (ATP), states four primary goals, all of which apply to pedestrians; improving equity, safety, access, and the percentage of people walking. The ATP and RTP Multicounty Planning Policy T-25 recognize that mobility choices for people with special transportation needs, including persons with disabilities, are essential, and that existing infrastructure may require improvements to meet ADA standards.

2.2 Practices and Design Standards

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

Roads develops and maintains design standards for pedestrian facilities in the 2016 King County Road Design and Construction Standards and accompanying Figures, referred to collectively as the Road Standards. These standards are used for both Roads and privately designed and constructed road and right-of-way facilities. Unless the Road Standards indicate otherwise, design details, construction workmanship, and materials requirements are determined by reference to the WSDOT/APWA Standard Specifications for Road, Bridge, and Municipal Construction; the WSDOT/APWA Standard Plans for Road and Bridge Construction; the WSDOT Design Manual; and the City and County Design Standards for the Construction of Urban and Rural Arterial and Collector Roads.

Additional ADA-related design requirements are set by the King County Code.

This section summarizes a review of the Road Standards and the King County Code to identify any barriers to accessible design. The review was conducted in September 2020.

2.2.1 Method

The Road Standards and King County Code were reviewed for compliance with ADA guidelines found in the 2011 Proposed Guidelines for Pedestrian Facilities in the Public Right-of Way (PROWAG).

2.2.2 Findings

The review recommended several changes to the current county standards to achieve ADA compliance and improve clarity. Most recommendations to the Road Standards were intended to improve clarity, increase consistency across figures, and provide a greater level of detail in the figures. A limited number of recommendations were made to update the Road Standards to meet current ADA requirements.

The Road Standards do not address traffic signals, railroad crossings, transit facilities, parking, or work zones. The design review recommended adding standards to address these facilities.

2.3 Existing Pedestrian Facilities

The Self-Evaluation inventoried barriers to access associated with existing pedestrian facilities, including curb ramps, pedestrian circulation routes (sidewalks, pathways, and some striped shoulders), pedestrian pushbutton-activated signals, and crosswalks, as required by ADA Title II Part 35, Subpart D – Program Accessibility § 35.150 (d)(3). Each facility and associated barriers were field inventoried and cataloged within the project’s geospatial (GIS) database. Field data was collected from April 2018 to April 2019.

Most existing pedestrian features within unincorporated King County Roads right-of-way contain barriers and require improvements to meet current ADA standards. It is important to note that many of these facilities were constructed before the adoption of current ADA standards, and likely met applicable state and federal standards at the time of construction. Additionally, it is important to note that ADA regulations require facilities to be made accessible to “the maximum extent feasible,” (MEF) in “circumstances when the unique characteristics of terrain prevent the incorporation of accessibility features” (U.S. Department of Justice, 28 CFR § 35.151 New construction and alterations). These circumstances are often a result of steep or otherwise constrained locations, which are common to the King County road system. This plan’s Self-Evaluation examined whether facilities were compliant with current ADA design requirements; it did not examine whether non-compliant facilities were built to the maximum extent feasible or practical.

Additional detail regarding the Self-Evaluation’s findings for curb ramps, pedestrian circulation routes, pedestrian pushbuttons and crosswalks is provided in the following sections.

2.3.1 Method

This plan’s Self-Evaluation included a robust data collection effort for all existing pedestrian facilities within the unincorporated King County road system. Location, condition, and other attribute data was collected for existing sidewalks, curb ramps, pedestrian pushbutton-activated signals, and crosswalks. The physical inventory of pedestrian facilities, as shown in Figure 2-3, included:

- Approximately 335 miles of existing sidewalks, paved shoulder walkways, and paved separated walkways
- 5,194 existing curb ramps
- 1,884 missing curb ramps
- 436 pedestrian pushbuttons for signal activation
- 2,688 marked and unmarked crosswalks
- More than 25,000 sidewalk barriers

A list of attributes and an accompanying measurement strategy was developed for each pedestrian facility type, as informed by PROWAG guidelines. These attributes were field measured to determine compliance with current ADA requirements.

Sidewalks



Curb Ramps



Crosswalks



Pushbuttons



Figure 2-3: Inventoried Pedestrian Facilities

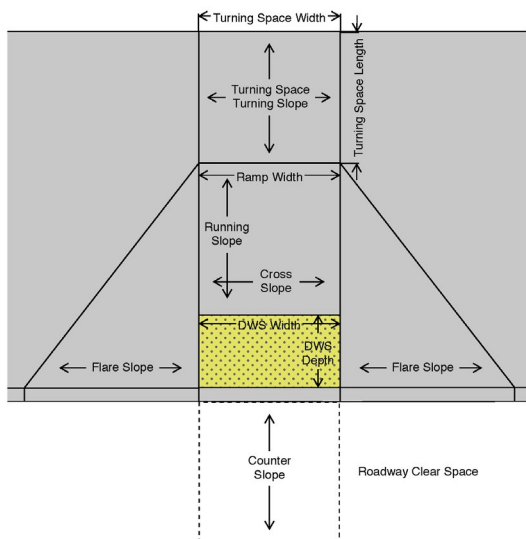


Figure 2-4: Perpendicular Curb Ramp Attributes

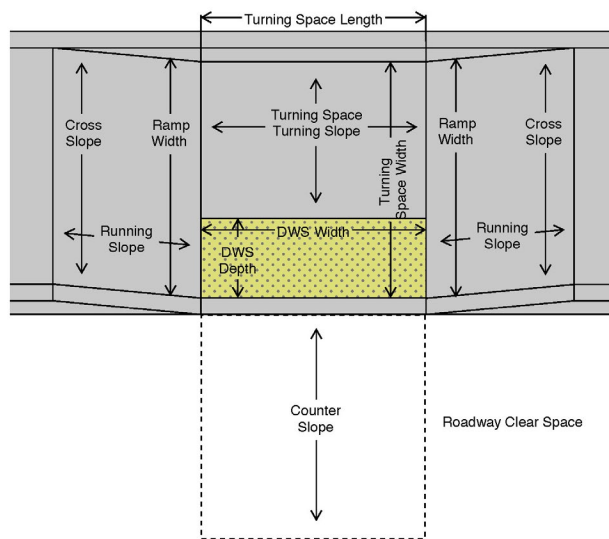


Figure 2-5: Parallel Curb Ramp Attributes

Field data collectors gathered data using a variety of measurement and automated data capture tools, including tablet computer units equipped with the Collector for ArcGIS application to capture geographic location; tape measures to capture sidewalk and curb ramp dimensions; smart levels to efficiently and accurately measure sidewalk and curb ramp slopes; and force gauges to measure the amount of force required to trigger a pedestrian pushbutton.

Quality control of the data collection effort included the establishment of protocols to guide the physical data collection effort and evaluation of the raw data by Roads and consultant staff. As raw data discrepancies, errors or omissions were discovered, field data collectors returned to the location to collect missing data or resolve inaccuracies.

Field data was incorporated into a GIS data set and validated through rigorous field and office-based data validation protocols. A GIS database and aerial imaging were used to accurately locate pedestrian features and provided a user-friendly, collaborative platform for analysis.

The following sections describe the Self-Evaluation methodology for each facility type.

Curb Ramps

Field data was collected for existing and missing curb ramps. Two primary types of curb ramps, perpendicular and parallel, were inventoried and evaluated for their compliance with ADA standards. Figures 2-4 and 2-5 show the major components of typical perpendicular and parallel curb ramps, respectively. As shown in these figures, a Detectable Warning Surface (DWS) is located at the back of curb where the curb ramp meets the roadway. A DWS is provided on curb ramps to indicate the boundary between pedestrian and vehicular routes where there is a flush connection. A DWS is not intended to provide wayfinding. Less common ramp types, such as ramps that provide a transition from the end of a sidewalk to the road shoulder, were also inventoried and evaluated. A missing ramp, for the purposes of this plan, is defined as a location where a legal crossing exists without a ramp, or where a sidewalk ends without a barrier or a transitional ramp to the shoulder. This planning level analysis did not determine whether alternate facilities were available at these locations.

If one curb ramp attribute contained two differing measures, such as flare slope (typically each ramp has two flares), the more extreme measure was recorded. Curb ramp data collection methods were optimized so that when a curb ramp was identified as non-compliant and needing replacement,

the data collector stopped taking additional measurements for that ramp, thereby improving the efficiency of the data collection process.

Each curb ramp was reviewed for compliance using 17 criteria, then scored based on the degree to which the barrier impeded accessibility. Curb ramps were scored using a scale of 0-30 and categorized as follows:

- 0: compliant
- 1-29: minor non-compliance
- 30: significant non-compliance

Curb ramps that were too narrow or had running or cross slopes that were too steep received a score of 30 and were considered significantly non-compliant. Locations that were missing a ramp received a score of 30 and were considered significantly non-compliant.

Other criteria relating to turning spaces, accessible paths, detectable warning surfaces (DWS), flare slopes, receiving ramps, grade breaks, counter slopes, curb ramp lips, roadway clear spaces, and location relative to a marked crosswalk were weighted lower, but could cumulatively reach the threshold for significant non-compliance.

Scoring and compliance criteria are discussed in more detail in Section 4.2.1 and in Appendix D.

Pedestrian Circulation Routes (Sidewalks, Separated Pathways, and Striped Shoulders)

Field data collection for sidewalks, separated pathways, and striped shoulders included three measurements of cross slopes, one at each end of the segment and one in the middle of each sidewalk segment. Each segment's running slope was measured at multiple locations, excluding curb ramps and driveways, and the steepest running slope measurement was recorded within the geospatial database. Sidewalk, pathway, and shoulder width was measured to reflect the average width for the length of the block. These attributes are shown in Figure 2-6.

Field data collectors also inventoried barriers along these pedestrian access routes, including:

- Horizontal and vertical discontinuities
- Fixed, movable, or protruding objects
- Non-compliant driveways

Each sidewalk, separated pathway, and striped shoulder segment was reviewed and scored based on the degree to which the following criteria impeded accessibility:

- Sidewalk width, i.e., the sidewalk is too narrow.
- Cross slope grade, i.e., the sidewalk cross slope is too steep.
- Fixed or moveable barriers or other discontinuities, i.e., the degree to which these features encroach upon required usable pedestrian space. Barriers include items such as mailboxes, utility poles, parked vehicles, tree branches, and utility lids without non-slip coatings.
- Driveway compliance, i.e., the slopes of driveways that cross sidewalks are too steep.

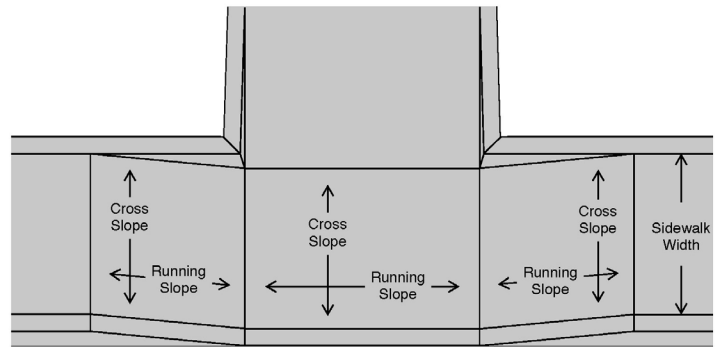


Figure 2-6: Driveway and Sidewalk Attributes

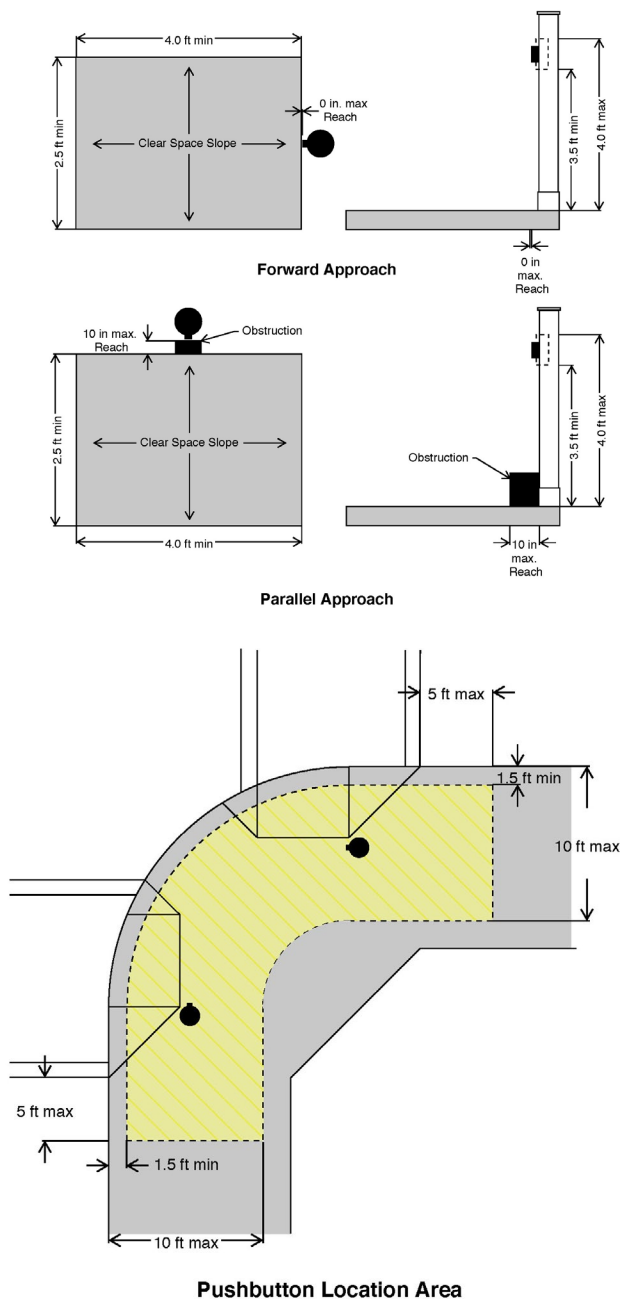


Figure 2-7: APS Pedestrian Pushbutton Location Attributes

Sidewalks, separated pathways, and striped shoulders scores ranged from 0-30 and were categorized as follows:

- 0: compliant
- 1-15: minor non-compliance
- 16-30: significant non-compliance

Scoring and compliance criteria are discussed in more detail in Section 4.2.1 and in Appendix D.

Pedestrian Pushbutton-Activated Signals

Accessible pedestrian signals and pushbuttons (APS) provide integrated visual, audible, and vibrotactile information to help pedestrians cross signalized intersections.

Field data was collected for pedestrian pushbuttons at traffic signals. Field data collectors recorded locational, design, and operational attributes for each pushbutton. Locational attributes included reach distance to the button, availability of a clear and level area at the button, and the location relative to the intersection and corresponding crosswalk (see Figure 2-7). Design attributes included visual and tactile elements, such as a raised arrow pointing to the crossing. Operational attributes include features that provide audible and vibrational feedback.

Each pedestrian pushbutton was reviewed for compliance using 15 criteria, then scored based on the degree to which the barrier impeded accessibility.

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

- 0: compliant
- 1-15: minor non-compliance
- 16-30: significant non-compliance

Scoring criteria are discussed in more detail in Section 4.2.1 and in Appendix D.

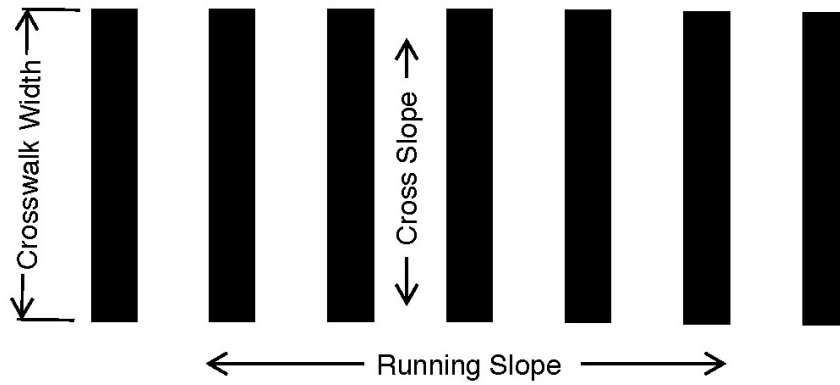


Figure 2-8: Crosswalk Attributes

Crosswalks

Field data was collected for marked and unmarked crosswalks. While the ADA and Washington state law consider all unmarked intersection crossings as legal crosswalks unless signed otherwise, this planning level inventory of unmarked crosswalks is limited to those between two existing curb ramps. Each crosswalk's running slope and cross slope was measured. Figure 2-8 shows the major attributes measured for crosswalks.

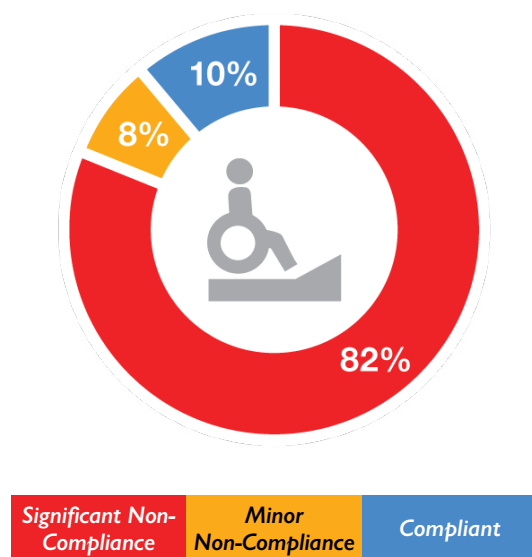


Figure 2-9: Curb Ramp Compliance

2.3.2 Findings

Curb Ramps

Approximately 90% of the 7,078 locations where curb ramps are needed are either missing a ramp or have an existing ramp that does not meet ADA standards (see Table 2-1).

As discussed in Section 2.3.1, significantly non-compliant ramps are those that are missing or have:

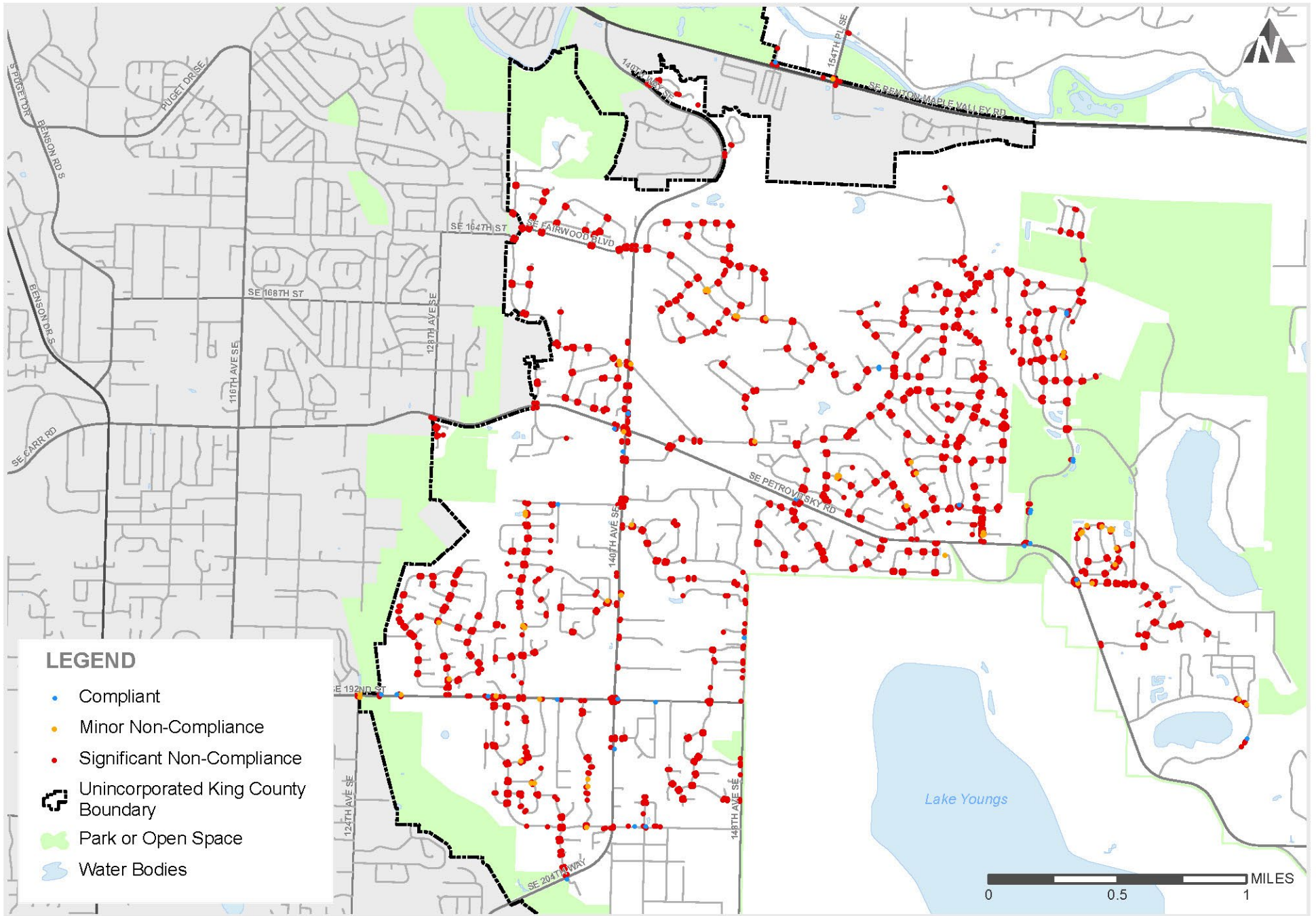
- Non-compliant ramp width, i.e., the ramp width is too narrow.
- Non-compliant running slope, i.e., the ramp running slope is too steep.
- Non-compliant cross slope, i.e., the cross slope is too steep.
- Several minor non-compliant features

Curb ramps are designed and constructed to tie into the existing roadway. As noted above, steep or otherwise constrained locations may make it infeasible to meet ADA grade standards. When it is not feasible to remove all curb ramp barriers, ramps may be built to the maximum extent feasible (MEF) to satisfy ADA requirements. This planning level Self-Evaluation did not examine whether non-compliant ramps were built to the maximum extent feasible. See Section 5.1 for additional information regarding MEF.

Figure 2-9 shows the percentage of significantly non-compliant, minor non-compliant, and compliant curb ramps across the county. Figure 2-10 shows a sample subarea of the county. This sample area provides an example of Roads curb ramp compliance.

Table 2-1: Existing Curb Ramp Compliance

CURB RAMP COMPLIANCE	RAMPS	% OF TOTAL
Significant non-compliance (missing ramps)	1,867	26%
Significant non-compliance (existing ramps)	3,978	56%
Minor non-compliance (existing ramps)	559	8%
Compliant ramps	674	10%
Total	7,078	



LEGEND

- Compliant
- Minor Non-Compliance
- Significant Non-Compliance
- Unincorporated King County Boundary
- Park or Open Space
- Water Bodies

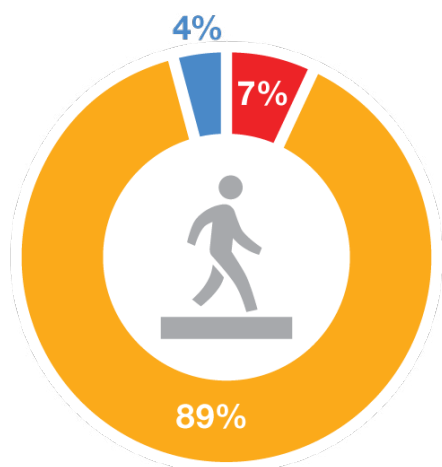


Figure 2-11: Pedestrian Circulation Route Compliance

Pedestrian Circulation Routes (Sidewalks, Separated Pathways, and Striped Shoulders)

Approximately 95% of the 335 miles of inventoried existing sidewalks, separated pathways, and striped shoulders did not meet ADA standards (see Table 2-2).

The most common barriers associated with existing unincorporated King County sidewalks were gaps between concrete panels, uplifted sidewalks panels, and protruding trees and bushes.

Figure 2-11 shows the compliance rates for pedestrian circulation routes. Figure 2-12 provides an example of sidewalk compliance in unincorporated King County.

Table 2-2: Sidewalk, Pathway, and Striped Shoulder Compliance

PEDESTRIAN CIRCULATION ROUTE COMPLIANCE	SIDEWALK		PAVED SEPARATED PATHWAY		STRIPED SHOULDER WALKWAY		TOTAL	
	Miles	% of Total	Miles	% of Total	Miles	% of Total	Miles	% of Total
Significant non-compliance	22.3	8%	0.1	0%	0.2	1%	22.6	7%
Minor non-compliance	259.9	88%	14.8	94%	21.9	94%	296.6	89%
Compliant	13.1	4%	0.9	6%	1.2	5%	15.2	4%
Total	295.4		15.8		23.3		334.5	

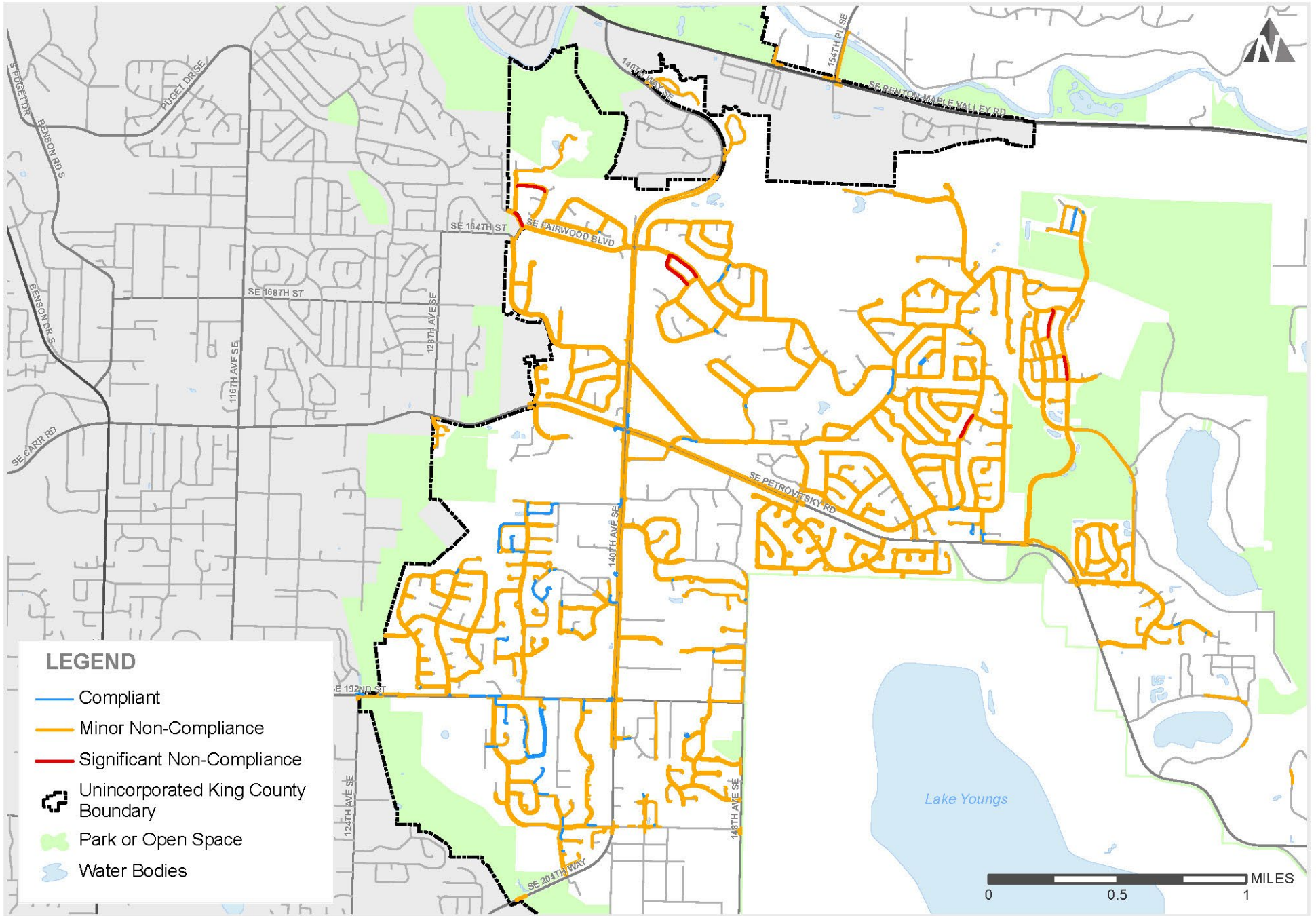




Figure 2-13: “H-style” (left) and APS-style pedestrian pushbutton (right)

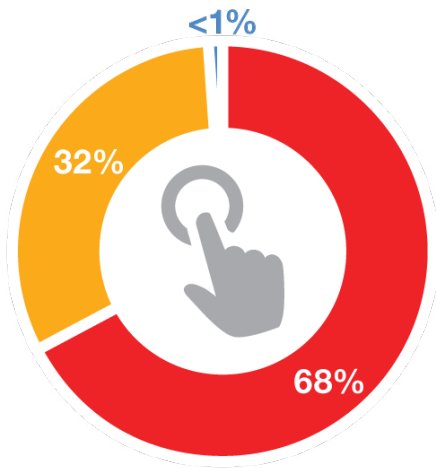


Figure 2-14: Pedestrian Pushbutton for Signal Activation Compliance

Pedestrian Pushbuttons

Most of the 436 inventoried pedestrian pushbuttons were not fully ADA compliant; one unit met all ADA requirements (see Figure 2-14). Many existing pushbuttons do not meet current standards for level clear space, use a locator tone during DON'T WALK phases, or provide vibratory feedback.

More than 85% of pedestrian pushbuttons in unincorporated King County are an older “H-style” design (see Figure 2-13). This style of pushbutton can be upgraded to increase accessibility but must be fully replaced with an accessible pedestrian signal (APS)-style pushbutton to achieve full ADA compliance (see Figure 2-13). Approximately 20% of Roads’ H-style pushbuttons have been upgraded with additional accessibility features.

The requirement to use APS-style pushbuttons is relatively new and lack of compliance is typically due to a crossing not being upgraded over time to reflect evolving requirements. As shown on Figure 2-15, pushbuttons are typically installed on major roadways and are typically upgraded to APS-style in groups rather than individually. As a result, APS-style additions and upgrades usually occur on an intersection-by-intersection basis.

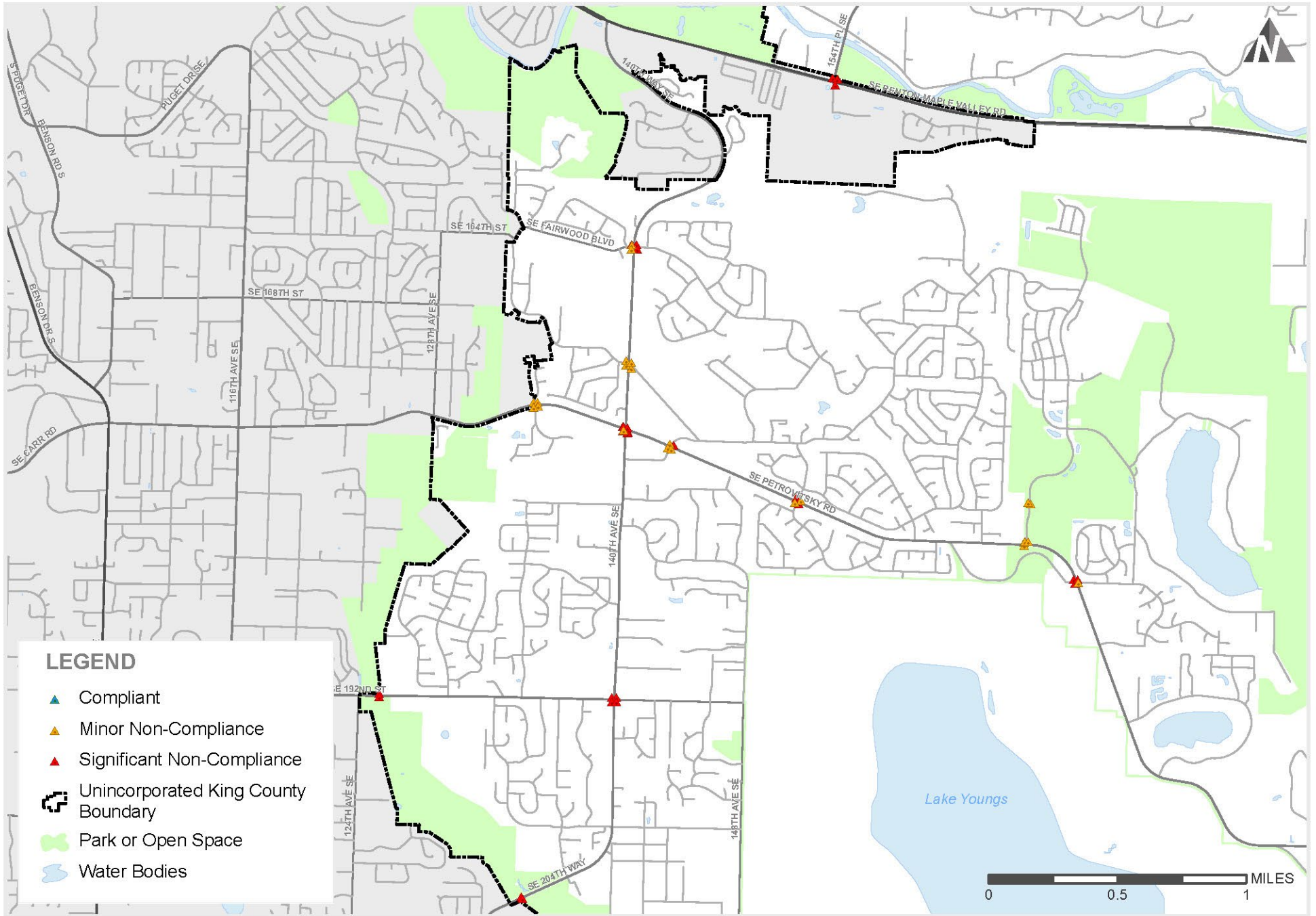


Table 2-3: Crosswalk Compliance

CROSSWALK COMPLIANCE	MARKED		UNMARKED		TOTAL	
	Cross-walks	% of Total	Cross-walks	% of Total	Cross-walks	% of Total
Non-compliant	538	53%	855	51%	1,393	52%
Compliant	468	47%	827	49%	1,295	48%
Total	1,006		1,682		2,688	

Crosswalks

Approximately 50% of the 2,688 inventoried marked and unmarked crosswalks did not meet ADA standards (see Table 2-3). Approximately 90% of non-compliant crosswalks did not meet cross slope requirements and 25% did not meet running slope requirements. This inventory included 1,006 marked crosswalks and 1,682 unmarked crosswalks.

ADA requirements vary by crosswalk location and intersection control. Midblock crosswalk slopes may match the grade of the road they are crossing. At intersections, crosswalks with stop or yield control are required to have a maximum cross slope of 2%; intersections without stop or yield control may have a cross slope up to 5%. This planning level Self-Evaluation did not examine whether midblock crosswalk cross slopes matched roadway grades or whether absence of intersection control allowed a cross-slope greater than 2%.

3 Community and Stakeholder Engagement

Chapter 3 addresses the community and stakeholder input that informed the preparation of this Transition Plan. As a division within the Department of Local Services, Roads supports the department's mission to promote the well-being of residents and communities in unincorporated King County by seeking to understand their needs and delivering responsive local government services.

Unincorporated King County is home to many diverse communities, especially in its urbanized areas, where roads are built to urban standards and contain a higher proportion of the county's pedestrian facilities. Roads is dedicated to working with the county's diverse communities to develop new and better ways to serve the urban and rural unincorporated areas of King County. Roads staff invest considerable time engaging with community members in multiple ways to learn about issues and requested improvements to the unincorporated King County road system. Customer service requests, such as those that relate to existing pedestrian barriers, are most often received through the Roads 24/7 Helpline (1-800-527-6237), but are also shared through community meetings, e-mails, subarea planning, and processes such as this one. Roads responds to community requests by meeting and corresponding with community members to understand their requests, conducting investigations, providing timely responses to community members, and tracking requests over time. Requests for ADA barrier removal and other facility needs are responded to within available budgetary and staffing resources; some requests are quickly resolved through typical maintenance and operational activities, while others require a larger scale and more costly capital project. Roads maintains a list of unfunded capital project needs, as informed by the best available technical and community request information. Roads prioritizes ongoing community engagement and timely responsiveness to community service requests as foundational to its service provision. This comprehensive approach to community engagement will guide ongoing, inclusive approaches to plan implementation.

In addition to ongoing community engagement, this Transition Plan was informed by a dedicated stakeholder engagement process that was designed to meet ADA and Title VI requirements. The methods used to solicit community engagement maximized remote participation due to the COVID-19 pandemic while meeting ADA regulations. These regulations require public entities to provide an opportunity to interested persons, including individuals with disabilities or organizations representing individuals with disabilities, to participate in the Self-Evaluation process and development of the transition plan by submitting comments:

A public entity shall provide an opportunity to interested persons, including individuals with disabilities or organizations representing individuals with disabilities, to participate in the self-evaluation process by submitting comments. (28 CFR 35.105(b))

A public entity shall provide an opportunity to interested persons, including individuals with disabilities or organizations representing individuals with disabilities, to participate in the development of the transition plan by submitting comments. A copy of the transition plan shall be made available for public inspection. (28 CFR 35.150(d)(1))

In addition, Title VI of the Civil Rights Act of 1964 requires that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance. This includes matters related to language access or limited English proficiency.

Transition Plan engagement methods and findings are discussed below.

3.1 Engagement Methods and Findings

Roads public outreach activities were designed to meet three primary goals:

- Inform the public of Roads' Transition Plan, barrier removal processes, issues and constraints related to barrier removal, and planned actions.
- Obtain public comment to identify any errors or gaps in the proposed Transition Plan for the public rights-of-way, specifically on prioritization.
- Meet Title II requirements for public comment opportunity.

To generate public involvement and capture public feedback, Roads created a Transition Plan web page that provided access to an online survey. The web page, www.kingcounty.gov/RoadsADAPlan, was cross-promoted in many online, virtual meeting and other forums and was designed to provide easy online access to project information and the online stakeholder engagement survey.

The 14-question survey was launched to solicit public feedback in an ADA-compliant online format, which enabled people with disabilities to use screen readers, screen magnifiers, or voice recognition software to participate. The survey questions focused on how respondents traveled in unincorporated King County, the types of destinations they considered to be most important for ADA accessibility improvements, and the types of accessibility barriers they considered most important for Roads to address. The survey was available to the public from August 24 through September 21, 2020.

Roads promoted the survey to educate the community, spread word about the plan, and encourage participation in the survey by reaching as many interested parties as possible. Roads worked with the King County Office of Equity and Social Justice Civil Rights program, King County Metro, the Department of Local Services, and others to compile a new and comprehensive contact list of 88 disability-related organizations and relevant cultural organizations; senior centers; King County, Washington State, and other governmental agencies serving the disability community; transportation staff of King County cities with pedestrian connections to the unincorporated area, and other King County organizations. Roads promoted the survey via e-mail to this stakeholder list, and via social media, newsletters, and a community planning meeting presentation to the broader unincorporated area community.

Roads received 207 responses to the Transition Plan online survey. More than half (55%) of the respondents reported that they had a disability or supported someone with a disability. Findings reflected respondents' travel for multiple purposes, including access to home, recreation, shopping, medical services, work, and school. Respondents ranked bus stops and public buildings such as libraries, post offices, and community centers, as the top two most important types of destinations for improved ADA accessibility. Respondents ranked sidewalks that are uneven, narrow, or sloped as the most important type of barrier to address. Additional open-ended questions provided respondents with an opportunity to share specific locations of concern. This community feedback informed the project team's analysis of the Self-Evaluation data and formulation of an approach to barrier removal prioritization. A full account of the public engagement findings can be found in Appendix C.

In addition to input received during the Transition Plan's stakeholder engagement process, the Draft Transition Plan was made available for a one-month long public review and comment period from February 18 through March 22, 2021. Roads advertised the public comment opportunity through a variety of media, newspaper, and online outlets including direct outreach to the project contact list of 88 disability-related organizations and agencies. A link to the draft plan was provided on the Roads website and reasonable accommodations were available to interested community members upon request.

4 Pedestrian Barrier Removal Methods and Schedule

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

4.1 Barrier Removal Approaches

The manner in which an existing pedestrian barrier is removed is typically a function of its complexity and cost. Roads addresses less complex pedestrian barriers, such as vegetation or moveable objects, through its maintenance and operations programs. More complex barriers, such as barriers associated with ramp or sidewalk design, typically require additional engineering as part of a more costly capital construction project. Occasionally, private developers upgrade sidewalks and curb ramps when developing projects with permit requirements for street frontage improvements. All capital projects that result in barrier removal through newly constructed or reconstructed pedestrian facilities, within the unincorporated King County road system, are built to meet ADA requirements.

The following sections provide additional detail regarding Roads capital, maintenance/operations and private developer approaches to barrier removal.

4.1.1 Capital Projects

Capital projects are one approach to barrier removal. The Roads capital program is approved by the King County Council through a biennial budget process. Preparation of the agency's biennial budget reflects a systematic assessment of safety using a risk-based framework to determine how to allocate limited funding. As funding for capital projects continues to decline, Roads will continue to use a risk-based approach, with safety as the highest priority, to manage its system of aging and deteriorated roads. Some capital funds are directed to pedestrian projects; these targeted capital resources often result in the removal of existing barriers to accessibility. More commonly, pedestrian barriers are incidentally removed or resolved through more broadly scoped capital projects, such as pavement preservation, intersection improvement, and traffic safety projects.

Roads' Pavement Preservation Program preserves and enhances the county's existing transportation system. The program systematically evaluates arterial and local roadway pavement conditions to identify pavement in greatest need of repair and preservation. Roadway preservation projects bring associated curb ramps and pushbuttons up to current standards. Traffic safety and intersection improvement capital projects also may result in upgrades to existing pedestrian facilities and corresponding barrier removal.

Occasionally, other entities complete work within King County Roads right-of-way and these externally-funded projects result in improvements to existing pedestrian facilities. For example, some utility upgrades or repairs to water, sewer, communication, or electrical systems impact roads and related pedestrian facilities. Roads coordinates with utility partners to ensure that pedestrian facilities are rebuilt to be ADA compliant.

Roads supplements its capital budget with local, state and federal grants to fund sidewalk and other pedestrian capital projects. These external funding sources are not predictable nor significant in quantity. One regional grant source for King County pedestrian projects is the Puget Sound Regional Council (PSRC). PSRC updates the four-year regional Transportation Improvement Program (TIP) at a minimum of every two years. The Regional TIP encompasses projects in King, Kitsap, Pierce, and

Snohomish counties. Over the last 10 years, Roads received \$11 million from these grant sources, in support of four capital projects that included pedestrian accessibility improvement elements.

4.1.2 Maintenance and Operations

Roads maintenance and operational activities typically resolve less costly and less complex barriers to accessibility. Roads maintenance activities take place throughout the unincorporated King County road system and a subset of these operational investments result in the removal of barriers and improved pedestrian access. Though maintenance investments for pedestrian facilities often do not bring sidewalks, ramps and other pedestrian infrastructure fully up to ADA standards, these investments of staff time and resources typically result in critically important access improvements. These activities include sidewalk panel grinding, panel replacement, and request-based curb ramp installations. Maintenance and operational investments are crucial to increasing the longevity of the existing pedestrian network.

Roads performs routine maintenance to pedestrian pushbutton units and detectable warning surfaces. Pushbuttons are replaced as they fail, while missing or damaged detectable warning surfaces are replaced as part of the Roads annual preventative maintenance program. When a pushbutton fails, Roads has the opportunity to ensure that pushbuttons and pedestrian signals meet current accessibility standards including button location and position, non-visual means of indicating “WALK” and “DON'T WALK” using audible tones, and vibrotactile surfaces.

4.1.3 Private Development Actions

At times, private development results in street frontage improvements as a function of construction permit requirements. Though this source of barrier removal and improvements to pedestrian access is relatively infrequent, all such improvements are designed and built to meet Road Standards and ADA standards. This approach to barrier removal is incremental and incidental to the issuance of a King County construction permit.

4.2 Barrier Removal Plan and Schedule

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

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

4.2.1 Prioritization of Pedestrian Barriers

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

Under the prioritization system, each barrier was scored interpedently on two factors:

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

The two resulting scores were added together to incorporate both factors into a single score for prioritization. Based on each facility's score, it was categorized as high, medium, or low priority for barrier removal. Under this system, facilities that present greater barriers to accessibility and are located near multiple key pedestrian destinations are considered a high priority, while facilities with less significant physical barriers located farther from key pedestrian destinations are considered a low priority.

Prioritization scoring factors are described below.

Physical impact to accessibility: Accessibility Index Score

The Accessibility Index Score describes the degree to which each facility presents a physical barrier to accessibility. Criteria and weights were developed for pedestrian circulation routes (sidewalks, separated pathways, and striped shoulders), curb ramps, and pedestrian pushbuttons. These criteria and weights are shown in Appendix D.

Potential scores for each facility range from 0 (compliant) to 30. Each facility's Accessibility Index Score is the sum of the individual criteria scores. Curb ramps with non-compliant ramp widths, running slopes, or cross-slopes were assigned the highest possible score of 30. Likewise, locations without ramps also received the highest possible score of 30.

Proximity to key pedestrian destinations: Location Index Score

The Location Index Score describes the importance of the pedestrian facility to accessing key pedestrian destinations. Each existing pedestrian facility was scored based on its proximity to schools, parks, transit facilities, signals or roundabouts, public buildings, and downtown or commercial business centers. Facilities near bus stops, public buildings, or commercial business centers received a higher score to reflect feedback received through the public engagement survey.

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

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

Combined Index Score

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

Scores were grouped into three categories:

- **High:** significant physical barriers in high-demand areas: 39-75 points
- **Medium:** 20-38 points
- **Low:** minor barriers in low-demand areas: 1-19 points

Scores reflect relative priority within each facility type; they do not indicate relative priority between facility types (ex., the importance of addressing a curb ramp barrier versus a sidewalk barrier).

Combined index scores provide planning level context to barrier removal and overall accessibility needs within the county. As this Transition Plan is implemented, barrier removal will be guided by multiple

factors, including funding availability, location of capital projects that include pedestrian elements, construction efficiency, project-level analysis, etc. Barriers of all priority levels will be removed over time.

4.2.2 Planning Level Cost Estimates to Remove Pedestrian Barriers

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

Process

Unit costs were developed for the improvements needed to address the pedestrian barriers inventoried through the Self-Evaluation. Unit cost estimates for each barrier type were developed using recent WSDOT and Roads construction bid tabulations, input from subject matter experts, and planning level cost assumptions. Unit cost estimates assumed contract-based construction, instead of use of in-house crews. Unit costs were not developed for crosswalks, as crosswalk reconstruction is typically infeasible unless incorporated into significant intersection or roadway reconstruction projects.

Unit cost estimates were applied to the inventoried barriers, with adjustments made to account for construction efficiencies and to avoid applying redundant improvements to the same facility. All cost estimates are in 2020 dollars. Cost estimate assumptions are detailed in Appendix E.

Barrier removal construction cost estimates account for contingency, design, right-of-way, mobilization, temporary erosion control, traffic control, and construction management. Sales tax, structural impacts to buildings, permit fees, inflation, and potential changes to accessibility standards are not assumed in the cost estimate.

This planning level cost analysis did not assess whether non-compliant pedestrian facilities had been built to the maximum extent feasible. Therefore, this cost estimate may overstate the amount of feasible improvements.

The total planning-level cost estimate, or total need, to remove all identified pedestrian barriers is approximately \$550,940,000 (in 2020 dollars). Cost estimates by facility and improvement type are shown in Table 4-1.

4.2.3 Barrier Removal Funding and Schedule

Based upon the Self-Evaluation, planning-level cost estimates, identified barrier removal methods, and projected budgetary resources that may be available over a six-year period, a barrier removal budget and schedule was developed.

As discussed earlier in this plan, Roads has limited funding available to direct to the removal of pedestrian barriers within the unincorporated King County road system. A requirement of this plan is to forecast available funding that may be used to support plan implementation. This plan assumes total annual funding for barrier removal of \$150,000 per year for the next six years (2021 – 2027). A breakdown of the budget resources anticipated to be available to support pedestrian barrier removal during the first six years of plan implementation follows.

Capital resources that can be targeted to prioritized barriers

- Countywide ADA Program. Countywide ADA Program funds are discretionary, allowing them to be prioritized in the projected six-year schedule for barrier removal. These funds may also be used to address community-requested barrier removal. This plan assumes \$150,000/year of funding for six years for a total of \$900,000. This funding is contingent upon approval of the King County Council during future biennial budget processes.
- Future TBD grant-funded capital projects, such as sidewalk reconstruction. Grant funding is largely targetable but may be subject to the requirements and priorities of the granting agency. Given the uncertainty of future grant acquisition, no grant funding is assumed in the schedule.

Table 4-1: Cost Estimates by Facility and Improvement Type

1/2 (Continued on next page)

ADA BARRIER	IMPROVEMENT TYPE	QUANTITY	UNIT COST	TOTAL COST
Sidewalks – Grades and Width				
Non-compliant sidewalk/ walkway	Reconstruct sidewalk (5' min. width)	5,224,951 SF (192 mi)	\$28	\$146,299,000
Non-compliant driveway	Reconstruct driveway	4,401 EA	\$13,000	\$57,213,000
			Subtotal	\$203,512,000
Sidewalks – Discontinuity and Obstacles¹				
Non-compliant vertical discontinuity	Grind sidewalk	2,497 EA (7LF)	\$300	\$749,100
Non-compliant horizontal discontinuity	Seal/grout sidewalk crack	4,488 EA (5LF)	\$25	\$112,200
Fixed obstacle (ex. mailbox, tree trunk)	Relocate obstacle	786 EA	\$1,800	\$1,414,800
Moveable obstacle (prunable tree/bush, parked car, etc.)	Relocate obstacle	1,618 EA	\$200	\$323,600
Protruding obstacle (tree, sign, etc.)	Relocate obstacle	12,333 EA	\$500	\$6,166,500
			Subtotal	\$8,767,000
Curb Ramps				
Curb ramp without detectable warning surface (DWS) or non- compliant DWS placement, depth, or width	Install/replace detectable warning surface	20 EA	\$750	\$15,000
Missing curb ramp	Construct new ramp	1,867 EA	\$13,514	\$25,230,700
Non-compliant curb ramp (running slope, cross slope, ramp width, etc.)	Replace curb ramp	4,492 EA	\$13,514	\$60,704,900
Curb ramp at marked crosswalk does not end within crosswalk	Rechannelize (relocate) crosswalk	12 EA	\$1,100	\$13,200
			Subtotal	\$85,964,000

1. Some discontinuities and obstacles are located on sidewalks that must be reconstructed to achieve full compliance. Costs shown here assume all discontinuities and obstacles are removed as an interim step before reconstruction.

2. No design or right-of-way costs assumed for discontinuity/obstacle removal or detectable warning surface activities.

Table 4-1: Cost Estimates by Facility and Improvement Type

2/2 (Continued from previous page)

ADA BARRIER	IMPROVEMENT TYPE	QUANTITY	UNIT COST	TOTAL COST
Pushbuttons				
Non-Accessible Pedestrian Signal (APS) pushbutton located incorrectly	Install APS pushbutton and new pole	375 EA	\$1,875	\$703,200
APS pushbutton with non-compliant dimensions and/or programming and located incorrectly	Reprogram and/or reorient pushbutton and/or install tactile arrow; install new pole and relocate pushbutton	52 EA	\$800	\$41,600
APS pushbutton located incorrectly	Install new pole and relocate pushbutton	1 EA	\$600	\$600
APS pushbutton in correct location with non-compliant dimensions and/or programming	Reprogram pushbutton, reorient pushbutton, and/or install tactile arrow	8 EA	\$200	\$1,600
Subtotal				\$747,000
Total Construction and Maintenance Costs				\$298,990,000
Contingency @ 20%				\$59,798,000
Design² @ 20%				\$58,042,000
Right-of-Way Acquisition² @ 5%				\$14,511,000
Mobilization @ 10%				\$29,899,000
Temporary Erosion and Sediment Control and Traffic Control @ 10%				\$29,899,000
Construction Management @ 20%				\$59,798,000
GRAND TOTAL (2020 DOLLARS)				\$550,937,000

1. Some discontinuities and obstacles are located on sidewalks that must be reconstructed to achieve full compliance. Costs shown here assume all discontinuities and obstacles are removed as an interim step before reconstruction.

2. No design or right-of-way costs assumed for discontinuity/obstacle removal or detectable warning surface activities.

Capital resources that result in the incidental removal of pedestrian barriers

Roads builds capital projects that result in the removal of ADA-related barriers. These barrier removal outcomes are incidental to the primary purpose of this category of capital investments. This following budget and schedule do not include barriers that are removed as incidental elements of larger capital projects, as those resources cannot be targeted to prioritized ADA barriers and will not necessarily address the highest priority pedestrian barriers. Examples of capital projects that result in the incidental removal of barriers include:

- A subset of capital projects completed through the Pavement Preservation Program.
- A small subset of capital projects completed through the Traffic Safety Program.

Table 4-2: Need and Funding by Priority Level

BARRIER REMOVAL PRIORITY LEVEL	ESTIMATED NEED	ANNUAL TARGETABLE FUNDING ¹	TOTAL FUNDS AVAILABLE 2021-2027 ²
High	\$118,157,000	\$150,000	\$900,000
Medium	\$221,642,000	\$0	\$0
Low	\$211,146,000	\$0	\$0
Total	\$550,945,000	\$150,000	\$900,000

1. Roads typically completes \$100,000 - \$200,000 of ADA improvements annually as incidental elements of larger capital projects and maintenance programs. These improvements may address low, medium, or high priority barriers based on the location of the larger project or program and are not included above.

2. Funding for 2023-2027 is contingent upon future councilmanic approval of funding for the Countywide ADA Program.

Maintenance resources that result in the incidental removal of pedestrian barriers

A subset of Roads maintenance activities result in the incidental removal of ADA-related barriers. These barrier removal outcomes are incidental to the primary purpose of the maintenance activities. This plan’s budget and schedule do not include barriers that are removed as incidental elements of maintenance activities, as those resources cannot be targeted to prioritized ADA barriers and will not necessarily address the highest priority pedestrian barriers. Those activities include:

- Replacement of damaged pushbuttons and detectable warning surfaces.
- Maintenance of damaged sidewalks and construction of community-requested curb ramps.

Combined, these capital projects and maintenance activities typically complete \$100,000 - \$200,000 of ADA improvements annually. These improvements may address low, medium, or high priority barriers based on the location of the larger project or maintenance program.

Given the ongoing fiscal crisis faced by Roads and uncertainty regarding intermediate to long-term capital funds availability, Roads’ barrier removal schedule reflects a six-year projection of funds. Table 4-2 summarizes projections of annual available funding over a six-year period. This plan implementation budget forecast does not account for future successful grant applications or other unanticipated pedestrian barrier removal funding sources.

Consistent with the County’s biennial budget approach, a two-year work program shall be prepared for the capital dollars that can be targeted to the highest priority pedestrian barriers. Where possible, areas with multiple high priority pedestrian barriers within close proximity shall be addressed, for project efficiency purposes. In addition, as existing pedestrian barriers are assessed and determined to have been built to the maximum extent feasible, Roads’ geospatial database shall be updated accordingly, which in turn will inform future updates to this plan’s implementation schedule. Following completion of the two-year plan implementation cycle, lessons learned regarding costs, methods, schedule, and outcomes shall be evaluated to inform the next two-year cycle of pedestrian barrier removal investments.

4.2.4 Equity and Social Justice

Roads completed an Equity Impact Review of this Transition Plan and its approach to barrier removal prioritization. Transition Plan implementation, over time, is expected to improve accessibility within the county’s existing system of pedestrian facilities, which in turn will advance disability justice and equity outcomes. Roads remains committed to supporting racial and economic equity through its maintenance, operations, capital planning, and project delivery processes. Whenever possible, the

division seeks grant funding to supplement existing revenue sources to meet capital project needs in traditionally underserved communities. Additionally, Roads maintenance and operational activities take place throughout unincorporated King County, and a portion of the division's capital investments, including grant-funded sidewalk construction and paving, will benefit Transition Plan implementation.

This plan identified non-compliant pedestrian facilities throughout urban and rural portions of unincorporated King County, with a large proportion located within urban areas characterized by a denser road network and diverse land uses. This plan's approach to barrier removal prioritization considers the severity of each barrier as well as its proximity to common community destinations. Though there are non-compliant pedestrian facilities located throughout urban and rural areas of unincorporated King County, the urban unincorporated areas had a greater number of non-compliant pedestrian facilities near key pedestrian destinations.

Roads reviewed non-compliant pedestrian facilities in relation to census tract level data for race/ethnicity, household income, and English-proficiency from the US Census Bureau American Community Survey. Urban unincorporated areas, such as the Skyway and White Center communities, tend to be more racially diverse, have lower household incomes, and/or have lower levels of English proficiency. An anticipated outcome from this approach to barrier prioritization is that as the Transition Plan is implemented over time, traditionally underserved communities will benefit from improved pedestrian accessibility.

Additionally, barrier removal prioritization methods were informed from this plan's stakeholder engagement findings. Many respondents to the online survey identified transit stops as a priority for barrier removal and access improvements. Barrier prioritization methods were adjusted accordingly to elevate the importance of correcting non-compliant pedestrian facilities that serve transit stops. Plan implementation will contribute to improved pedestrian access to our regional public transit system, which has many positive equity outcomes.

This plan's stakeholder and community engagement process was conducted with consideration to equity concerns. The stakeholder plan was reviewed to encourage participation by stakeholders with a wide variety of disabilities, as well as organizations representing traditionally underserved communities, including African Americans Reach & Teach Health Ministry, Asian Counseling and Referral Services, Banchemo Disability Partners, Chinese Information & Service Center, GenPride, and Open Doors for Multicultural Families. Plan implementation, including updates to the barrier removal priorities, will be informed by ongoing community engagement with a diverse array of constituent interests and stakeholder input.

5 Recommendations and Next Steps

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

5.1 Recommended Actions

- A. *Continue to seek additional funding sources, through grants and other sources, in support of this Transition Plan's pedestrian barrier removal priorities.*

Status: Ongoing

Roads will continue to seek new and expanded funding sources, to resolve its structural funding crisis.

- B. *Adopt an Accessible Pedestrian Signal policy*

Status: In preparation

Roads will develop an Accessible Pedestrian Signal (APS) policy to facilitate consistency between Roads signals and ADA traffic signal requirements. This policy will identify the criteria to guide upgrades of existing pushbuttons to APS devices.

- C. *Ongoing tracking and review of King County Comprehensive Plan and Countywide Planning Policies related to pedestrian accessibility for consistency with this Transition Plan.*

Status: Ongoing

Roads shall continue to advocate for countywide disability justice policies that are aligned with the principles embodied within this Transition Plan.

- D. *Implement a standard Roads grievance process, for individuals who feel they are denied access within the unincorporated King County road system.*

Status: Ongoing

Roads prefers to work closely with community members to resolve ADA barrier issues. If needed, individuals seeking a timely resolution to barriers within the unincorporated King County road system may also initiate a grievance process. Public entities subject to Title II of the ADA are required to adopt and publish a grievance procedure as part of their Transition Plan. A grievance process allows community members to formally report denial of access to a county facility, program, or activity on the basis of disability.

Roads formalized an agency-specific grievance procedure through the preparation of this Transition Plan (see Appendix F). A community member may elect to file a grievance with the County Road Engineer, who will review the accessibility complaint and prepare a formal communication back to the community member within a specified period of time. People who wish to appeal the County Road Engineer's response can appeal to the Director of the Department of Local Services.

Roads will clearly communicate this grievance process in an ADA-accessible manner on its website and other locations.

E. Develop a centralized Maximum Extent Feasible (MEF) documentation database

Status: Ongoing

The ADA dictates that alterations that could affect the usability of a facility must be made in an accessible manner to the maximum extent feasible (MEF). ADA Standards for Accessible Design (2010) dictates that:

Each facility or part of a facility altered by, on behalf of, or for the use of a public entity in a manner that affects or could affect the usability of the facility or part of the facility shall, to the maximum extent feasible, be altered in such manner that the altered portion of the facility is readily accessible to and usable by individuals with disabilities, if the alteration was commenced after January 26, 1992.

Roads documents newly constructed or altered facilities that have been built to the maximum extent feasible rather than full ADA standards using standard templates adapted from WSDOT. Each project is evaluated to determine if improvements to the facility are feasible in the engineering design phase. Roads documents the reason for any variation from accessibility standards when it is infeasible to fully remove any barriers.

Roads will review the MEF documentation process to identify opportunities to centralize the documentation, geocode the MEF facility location, and ensure consistency of data for ramps designed and constructed by others. Consolidation of past and future MEF records will be explored.

F. Review policies relating to accessibility through construction zones and update or clarify as needed

Status: Near term

Work zones must provide the same level of accessibility as permanent pedestrian facilities covered by ADA requirements. Pedestrian accessibility must be maintained in areas of street construction and maintenance.

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

G. Continue to identify, evaluate, and resolve operational effects on ADA accessibility

Status: Ongoing

Continue to review operational and maintenance practices regarding the provision of ADA-compliant access during maintenance, operational, and other temporary or isolated interruptions in service.

H. Prepare biennial performance reports to track the removal of pedestrian barriers

Status: Ongoing

In order to track and report Transition Plan implementation and barrier removal accomplishments, Roads will prepare performance reports on a two-year cycle. Roads will seek to leverage and update the ADA GIS dataset prepared for this plan's Self-Evaluation, in conjunction with the division's asset data management system, to track how and when ADA barriers are removed. These biennial performance reports will be informed by customer service requests received during the preceding period and ongoing community engagement.

I. Educate county staff, consultants, and contractors regarding Roads' Transition Plan and PROWAG standards

Status: Ongoing

Roads will seek opportunities to improve staff awareness of pedestrian barriers faced by those with disabilities. Education may take place through staff training sessions regarding updates to the Roads Standards; development of standard capital project/program procedures and checklists to ensure consistent application of the standards for pedestrian projects and programs; and ongoing engagement between Roads and the community.

J. Identify an official responsible for implementation of the King County Road Services Transition Plan

Status: Complete

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

Roads Official Responsible for Plan Implementation:

JoAnn Kosai-Eng, County Road Engineer

201 S Jackson Street

Seattle, WA 98104

206-477-2609

JoAnn.Kosai-Eng@kingcounty.gov

Appendix A: ADA Terms and Definitions

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

Barrier Obstacle that prevents movement or access.

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

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

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

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

Grade Break Location where a pathway’s slope changes.

Horizontal Discontinuity A gap in a Pedestrian Circulation Path surface.

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

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

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

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

Protruding Obstacle An object with a leading edge between 2.25 feet and 6.7 feet above and more than 4 inches horizontally into a Pedestrian Circulation Path.

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

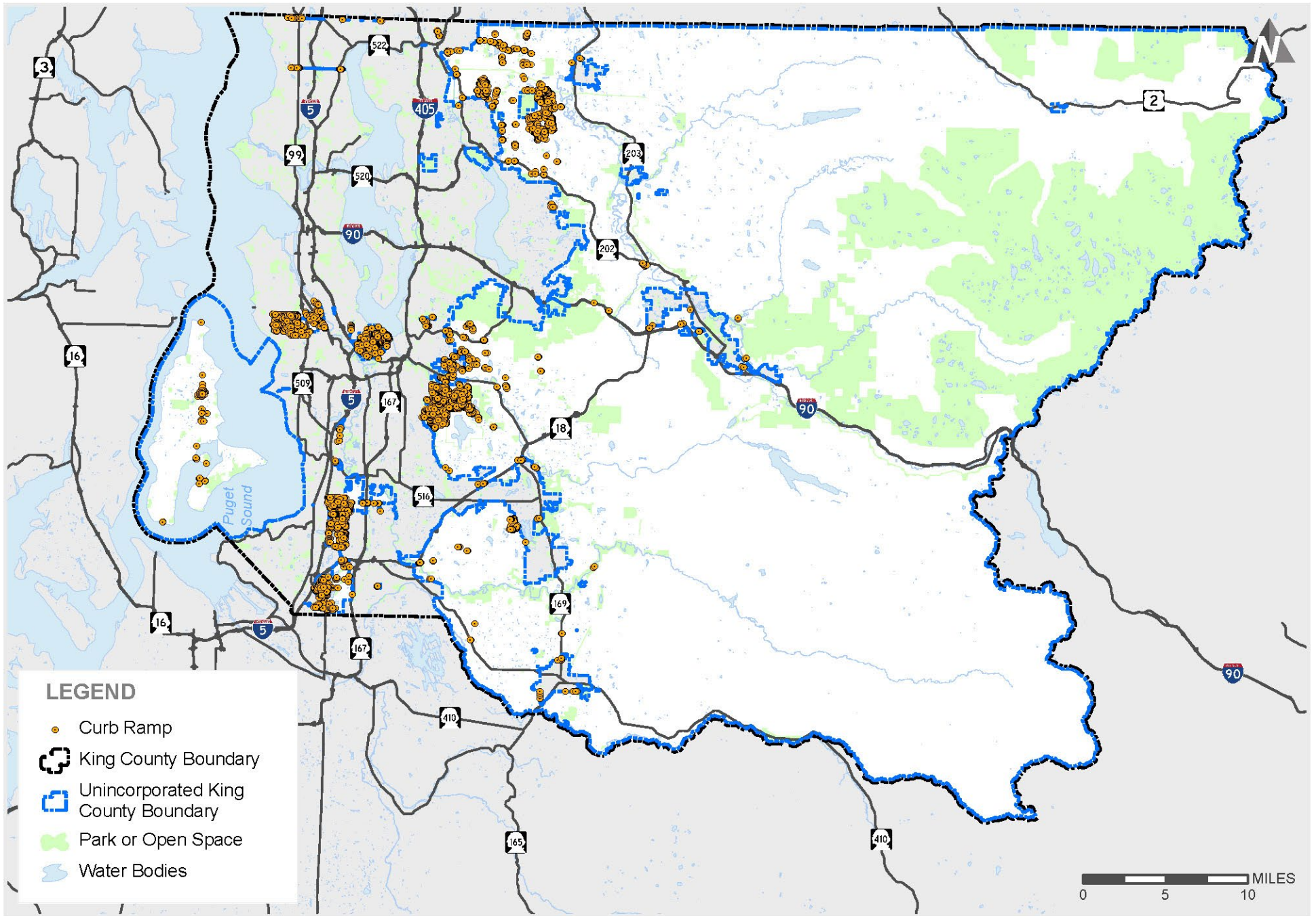
Running Slope The slope that is parallel to the direction of travel (see cross slope).

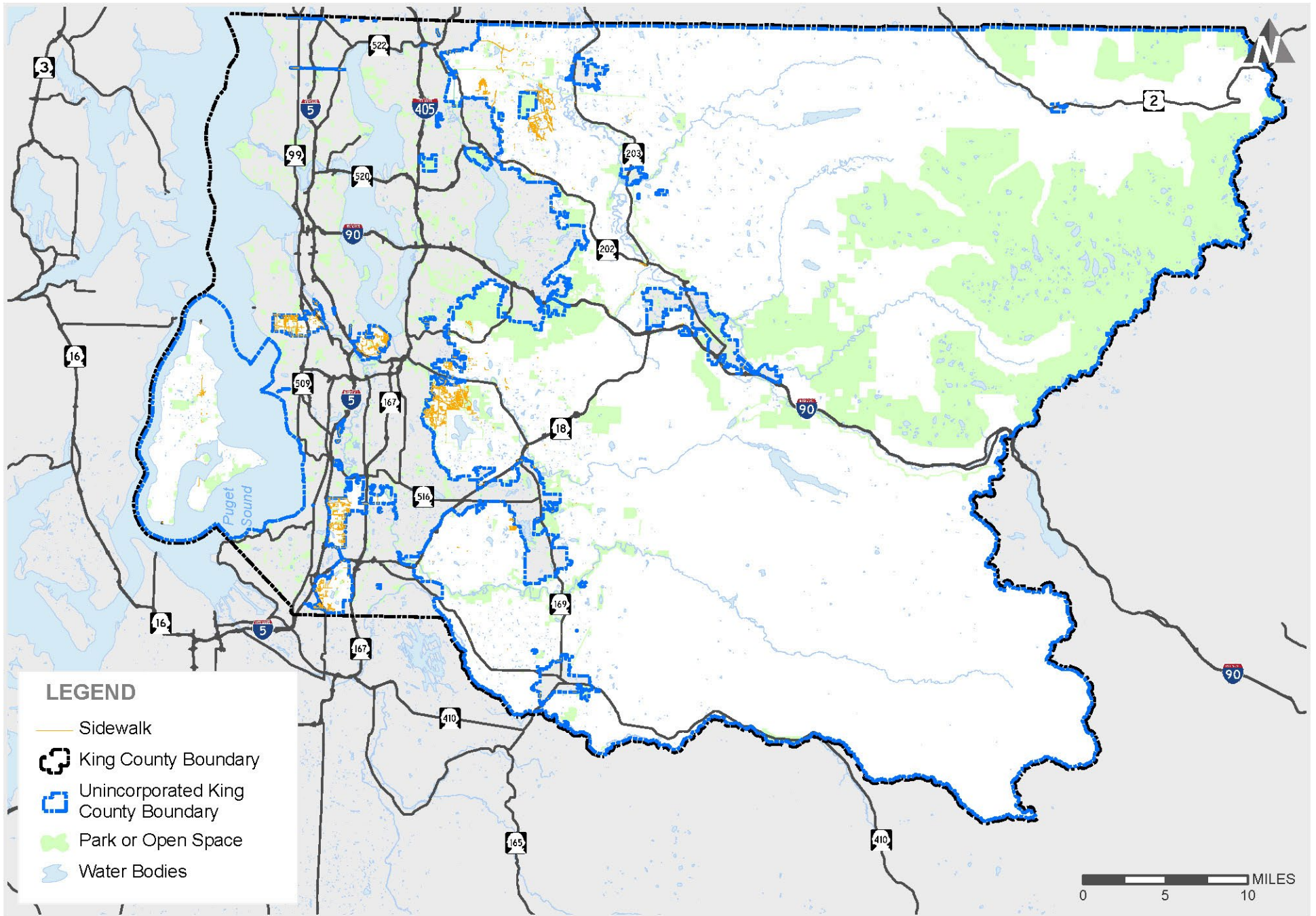
Ramp Flare Transitions the curb line to the elevation of the street.

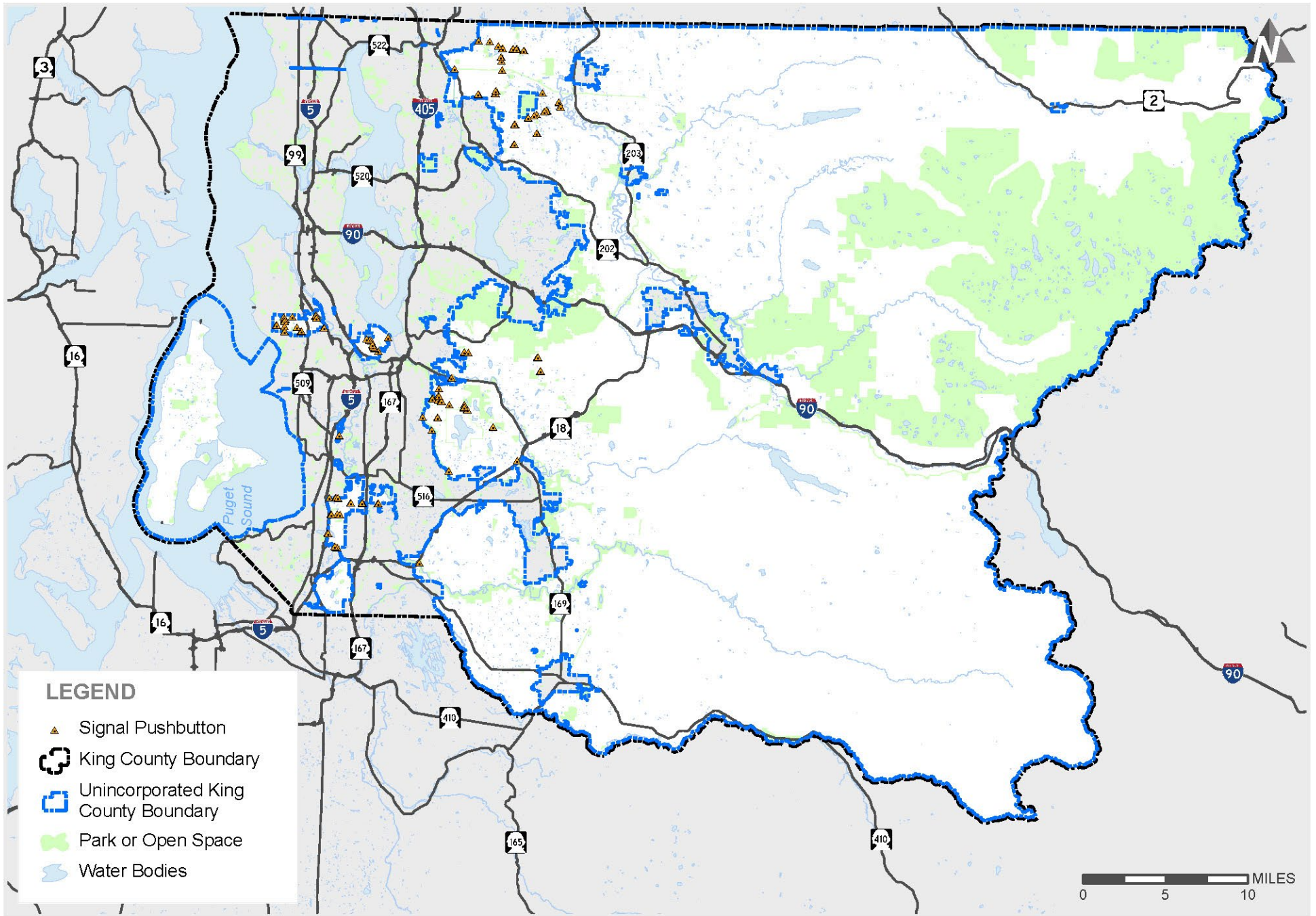
Turning Space Area that provides maneuvering space at the top/bottom of a ramp.

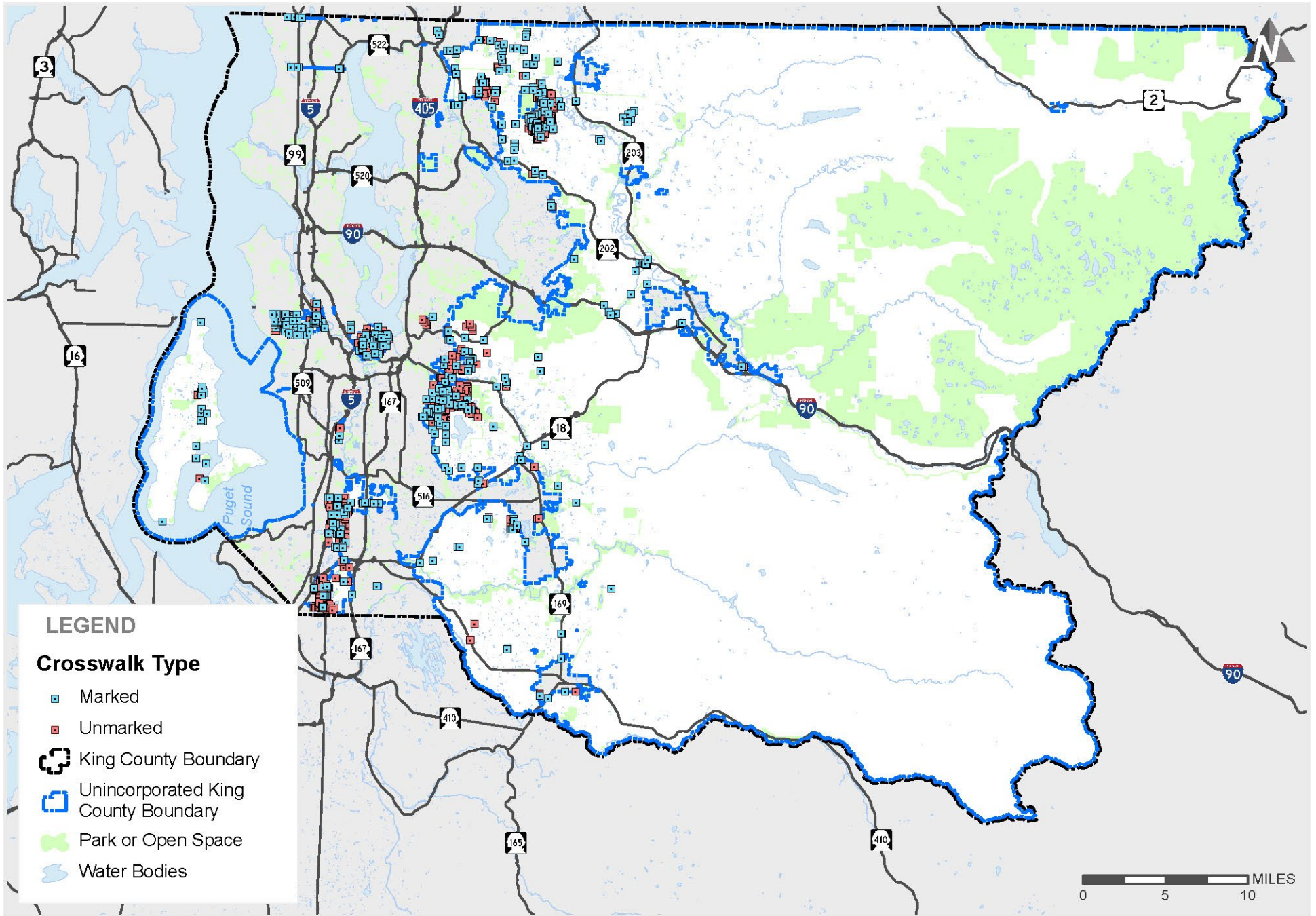
Vertical Discontinuity A vertical difference in level between two adjacent surfaces; an abrupt change in the height of a walking surface.

Appendix B: Existing Pedestrian Facility Maps









Appendix C: Community and Stakeholder Engagement

King County Road Services Americans with Disabilities Act
Transition Plan Stakeholder Engagement Summary

10/8/2020

King County Roads ADA Transition Plan Stakeholder Engagement Summary

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Introduction

The King County Road Services Americans with Disabilities Act (ADA) Transition Plan was informed by a stakeholder engagement process that took place during an unprecedented, pandemic COVID19 flu event. Public input to the Transition Plan was solicited using a variety of outreach approaches that directed people to an online survey. The survey was promoted to disability-related organizations and relevant cultural organizations; senior centers; King County, Washington State, and other governmental agencies serving the disability community; transportation staff of King County cities with pedestrian connections to the unincorporated area, other King County organizations; and unincorporated area community members. King County Road Services (Roads) used e-mails, social media, a home page link, and a presentation at a community planning meeting to encourage community members to take the survey. An overview of outreach methods and public engagement findings are summarized in the body of this document. Full survey results are provided in Appendix A, a copy of the online survey instrument is contained within Appendix B, and additional detailed outreach methodology is provided in Appendix C.

Outreach Methods

Roads used a variety of outreach methods to inform the public of the opportunity to provide input to the King County Road Services ADA Transition Plan through completion of an online survey. Roads created a project website that contained a description of the planning process, including the stakeholder engagement process. Outreach efforts included a brief description of the project and a link to the Roads project website. Table 1 summarizes each outreach method used by Roads as well as the reach associated with the method.

Table 1. Roads ADA Transition Plan Outreach Methods

Outreach Method	Reach
Roads ADA Page	625 unique page views ¹
Roads Home Page Link	1,268 unique page views ¹
Twitter	3,220 followers
Nextdoor	166 Nextdoor neighborhood groups, 5,812 views
Unincorporated Area News online newsletter	13,893 subscribers
Facebook (Department of Local Services)	1,757 subscribers
Facebook (King County)	34,095 subscribers
Instagram	685 followers
Skyway-West Hill Subarea Plan and Community Needs List Survey Site	unknown
Skyway-West Hill Subarea Plan Meeting, August 18, 2020	30 attendees (estimated)
Emails to Disability-related Organizations and Agencies	Initial: 174 contacts at 88 organizations and agencies Follow-up: 152 contacts at 84 organizations and agencies

¹ Unique page views are the number of sessions during which the specified page was viewed at least once.

King County Roads ADA Transition Plan Stakeholder Engagement Summary

Findings

Roads received 207 responses to the online survey. This section of the report summarizes survey findings for respondents' disability status, travel patterns, and ADA access priorities.

Survey respondent and travel information

Just over half (55%) of the respondents reported that they had or supported someone with a disability (see Figure 1). Most respondents who reported that they had a disability reported that they had a condition that substantially limited physical mobility, such as walking (72%); however, respondents also reported having or caring for someone with a condition that limited learning, remembering or concentrating (42%), deafness or hearing difficulty (22%), and blindness or serious difficulty seeing (18%). Respondents identified primarily as White/Caucasian (80%), but also as Asian/Asian American (10%), Hispanic/Latinx (8%), and Black/African American (4%).

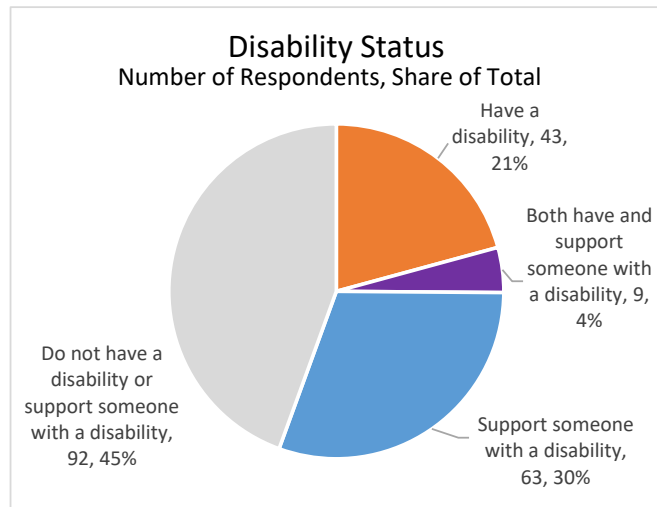


Figure 1. Disability status

Most respondents reported that they traveled in unincorporated King County because they lived there (75%), accessed recreation there (65%), and/or shopped there (62%). Twenty percent or fewer of respondents reported that they traveled in unincorporated King County to access medical services, for work, or for school. Nearly a third of respondents reported that they lived in North Highline/White Center or Skyway zip codes. Most traveled by driving (95%) or walking (62%), but respondents also used transit (34%), bike (27%), walking with assistance (18%), and paratransit (11%).

Survey respondent access priorities

Participants were asked to rank the types of locations they considered the most important for Roads to improve pedestrian access for people with disabilities. While results varied somewhat by disability status, respondents across disability status categories rated bus stops and public buildings such as libraries, post offices, community centers as the highest and second highest priorities, and park and rides as the lowest priority (see Figure 2). Respondents with a disability ranked commercial business centers and parks as the third and fourth highest priority, while those who supported someone with a disability, or had no disability nexus, rated traffic signals or roundabouts, commercial centers, and schools more highly.

King County Roads ADA Transition Plan Stakeholder Engagement Summary

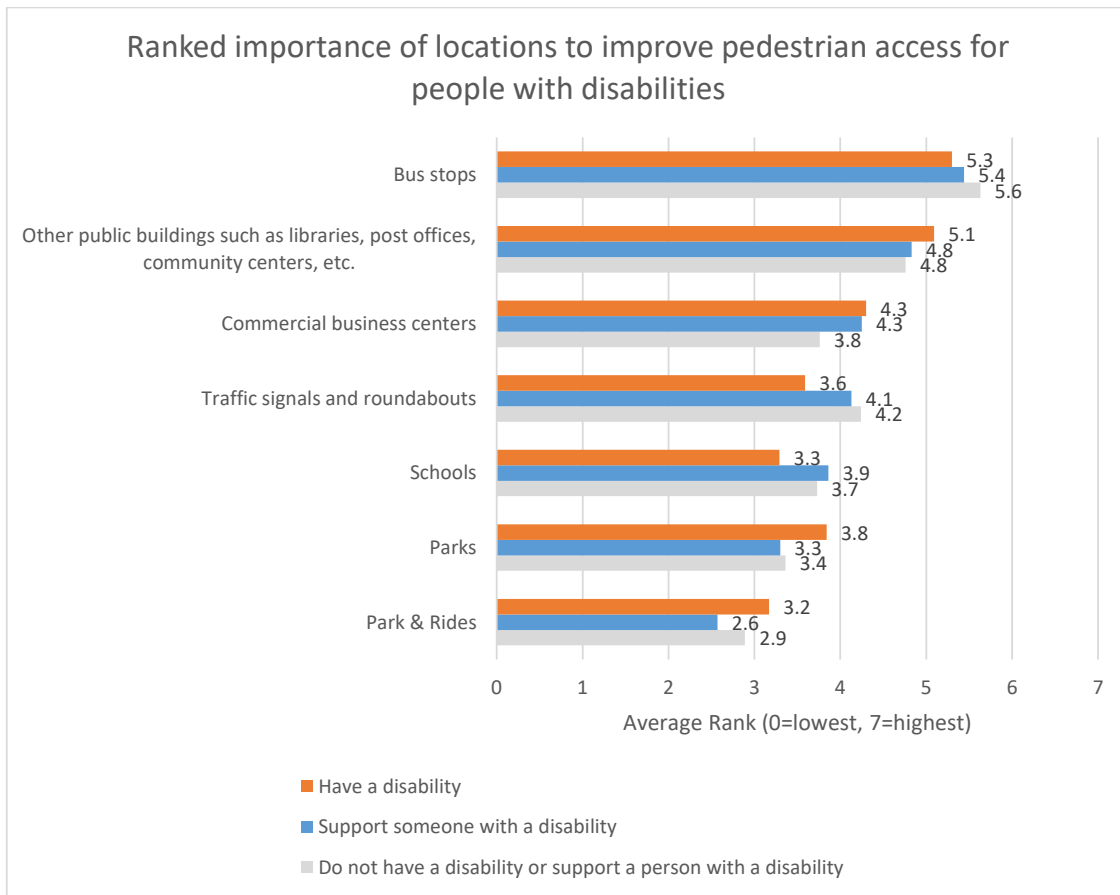


Figure 2. Ranked importance of locations to improve pedestrian access for people with disabilities

Survey respondents were asked to identify any location types that were more important to address than those above. Response was limited; 2% identified residential/side streets, 1% identified medical facilities; and 1% identified trails.

When asked to rank the type of barrier that was most important for Roads to address, respondents across disability status categories ranked sidewalks that are uneven, narrow, or sloped as the highest priority, and traffic signals with pedestrian push buttons that are difficult to reach, don't provide audible assistance, or are otherwise hard to use as the lowest priority (see Figure 3). Priority of addressing missing or non-compliant curb ramps and blocked ramps or sidewalks varied.

King County Roads ADA Transition Plan Stakeholder Engagement Summary

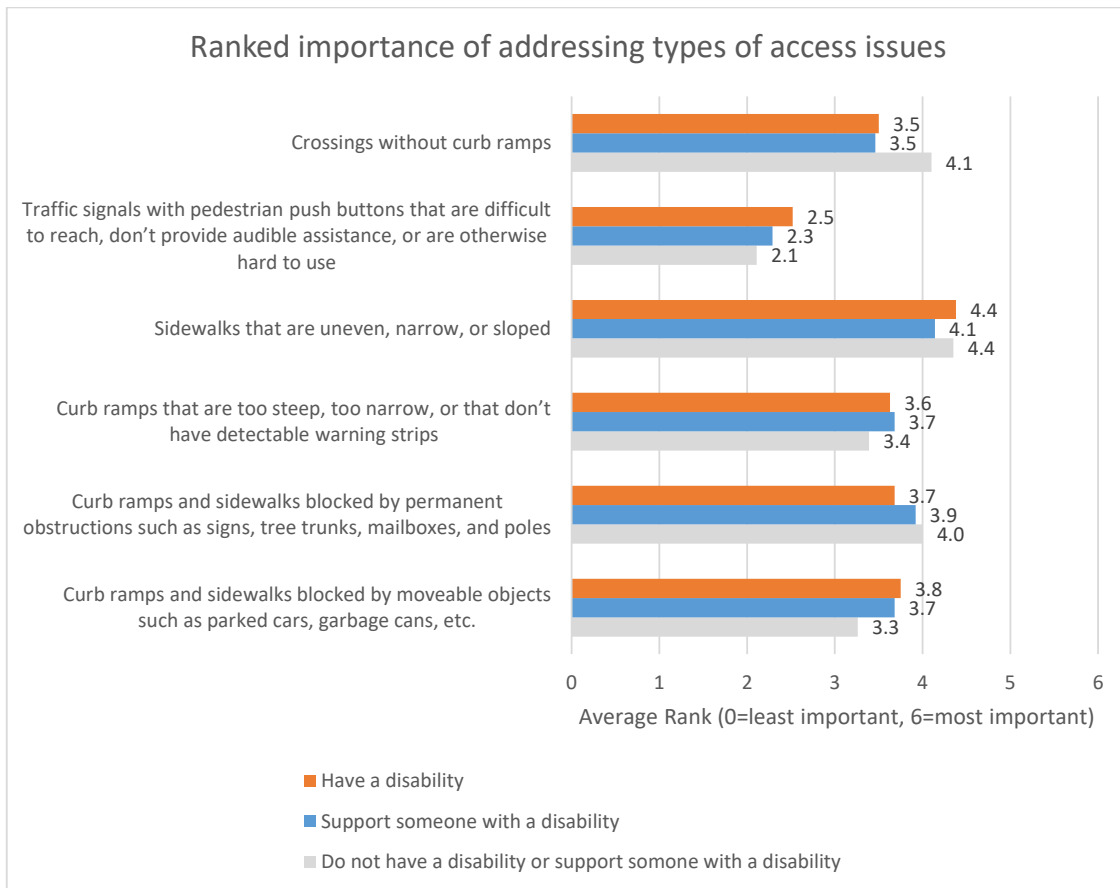


Figure 3. Ranked importance of addressing types of access issues

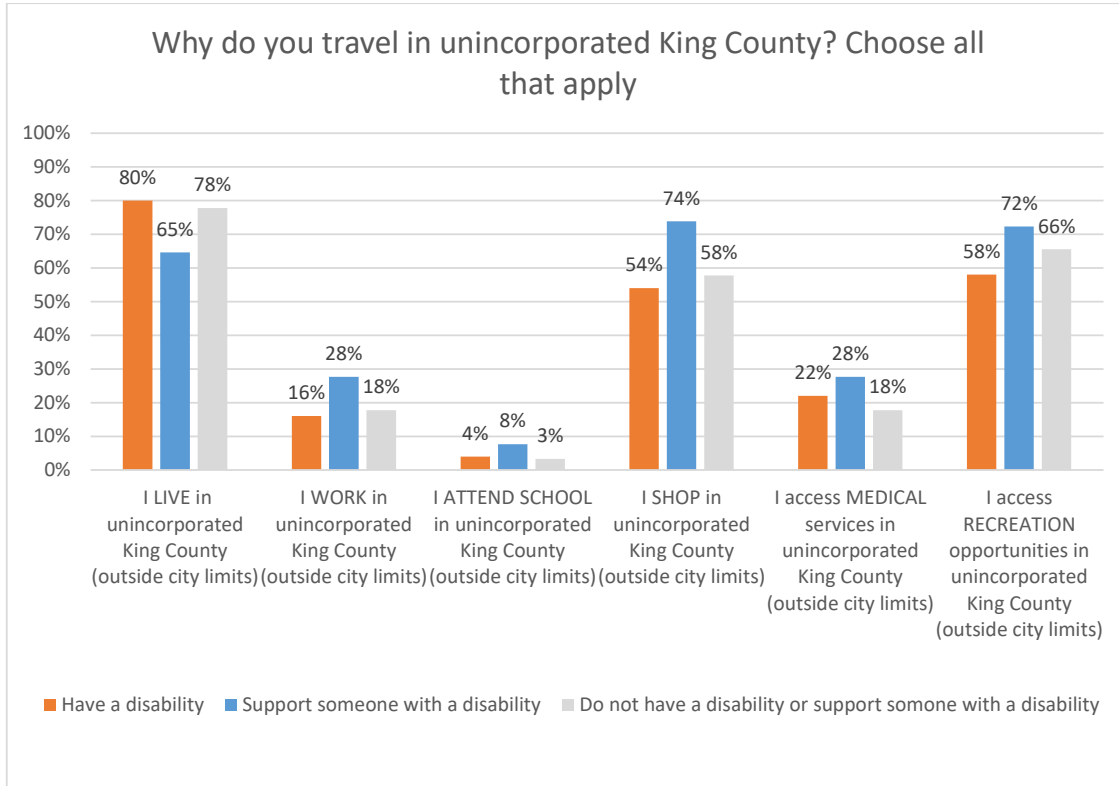
Survey respondents were also provided the opportunity to write in barrier types in addition to those identified within the survey. One quarter indicated that addressing a lack of sidewalks or other dedicated pedestrian space was important; 3% identified intersection-related issues such as crossing time, crossing distance, inadequate signage, absent or non-tactile feedback push buttons, and lack of traffic control; 2% identified speeding/lack of traffic calming, 1% identified lack of streetlights, 1% identified problems with accessibility of disability parking; and 1% identified concerns with pavement condition.

Full survey results are provided in Appendix A.

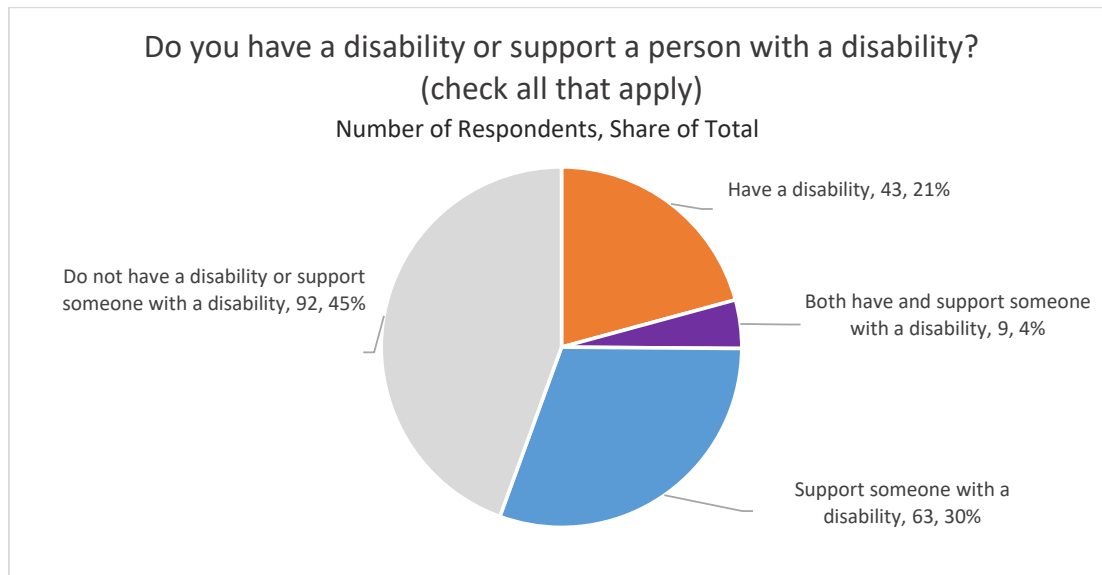
King County Roads ADA Transition Plan Stakeholder Engagement Summary

Appendix A: ADA Transition Plan Survey Results

1. Why do you travel in unincorporated King County (outside of city limits)?

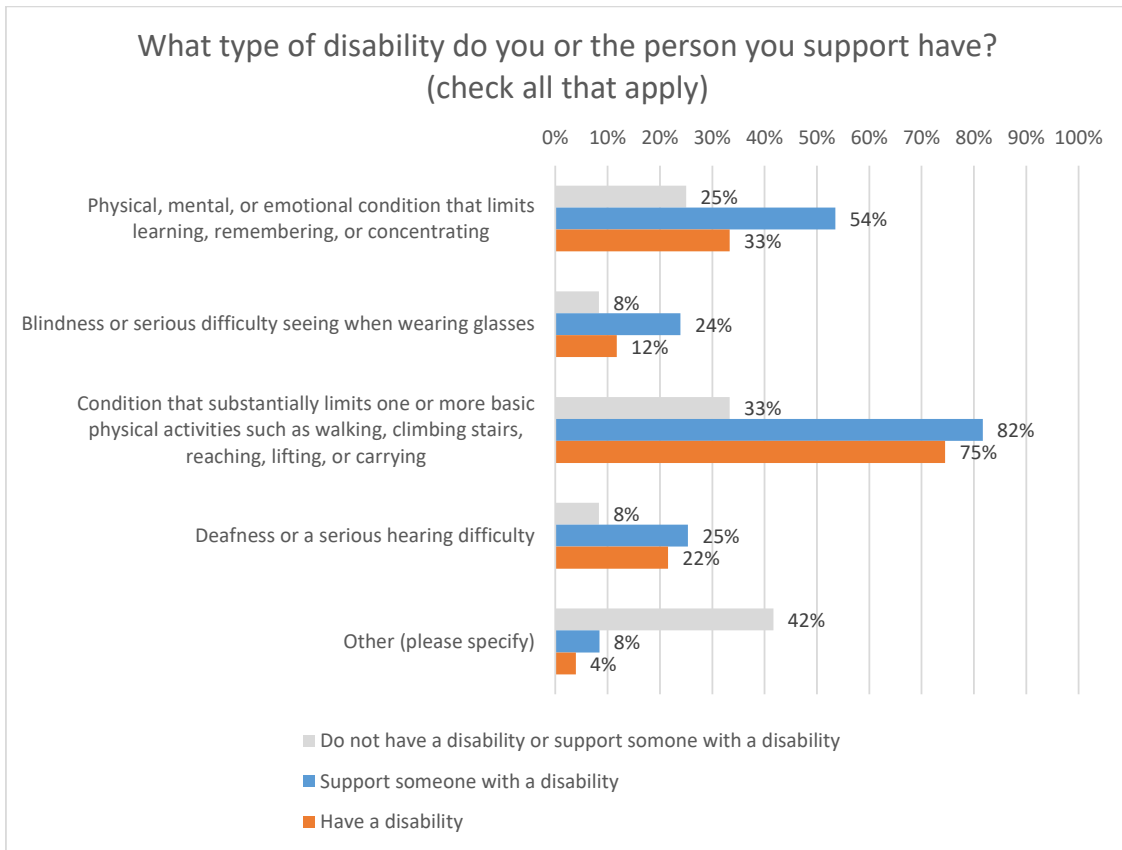


2. Do you have a disability or support a person with a disability? (check all that apply)



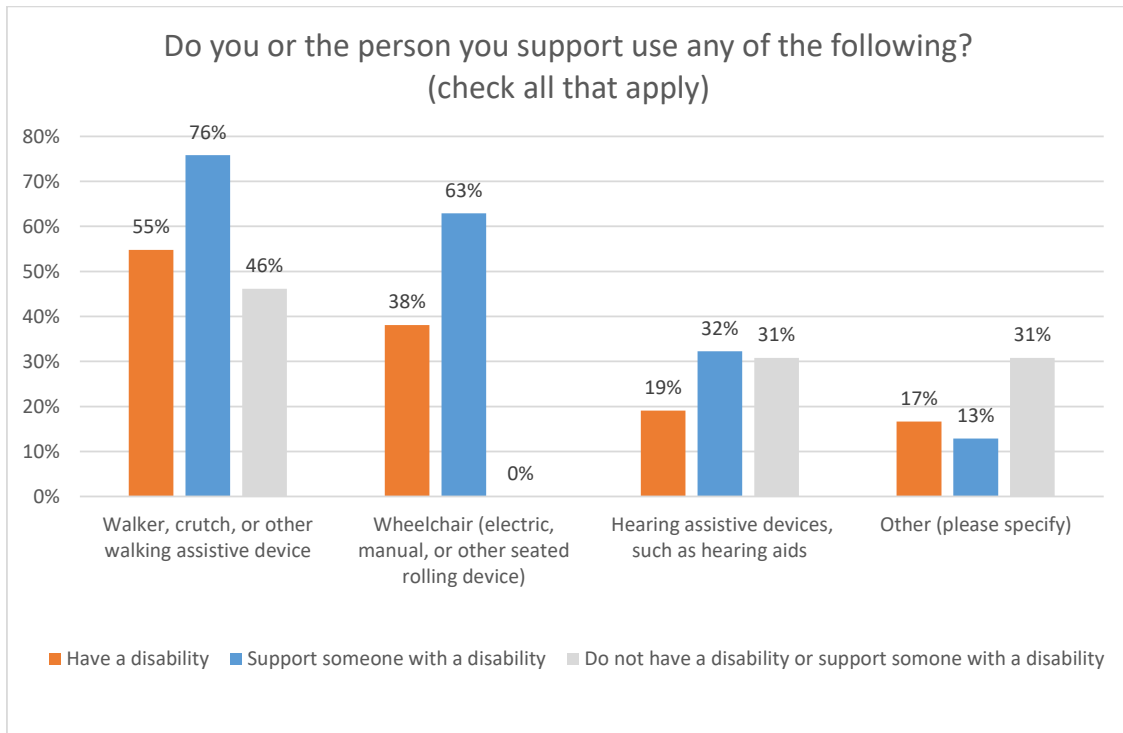
King County Roads ADA Transition Plan Stakeholder Engagement Summary

3. What type of disability do you or the person you support have? (check all that apply)



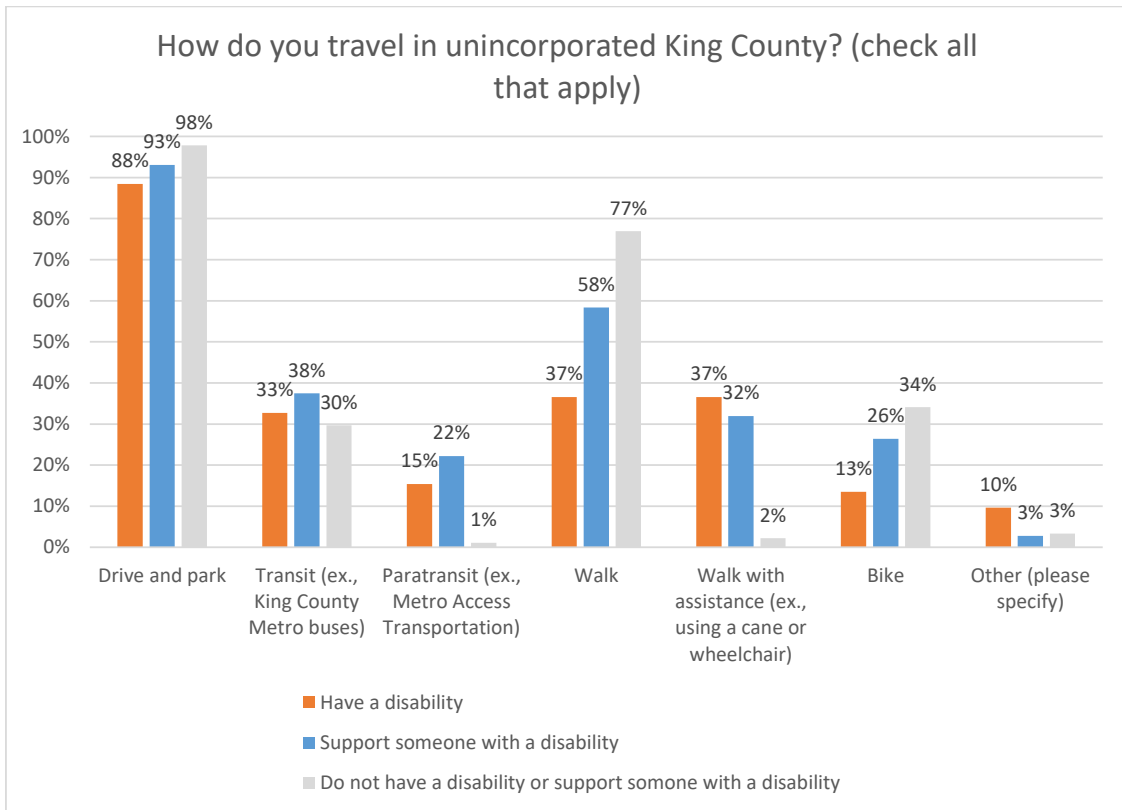
King County Roads ADA Transition Plan Stakeholder Engagement Summary

4. Do you or the person you support use any of the following? (check all that apply)



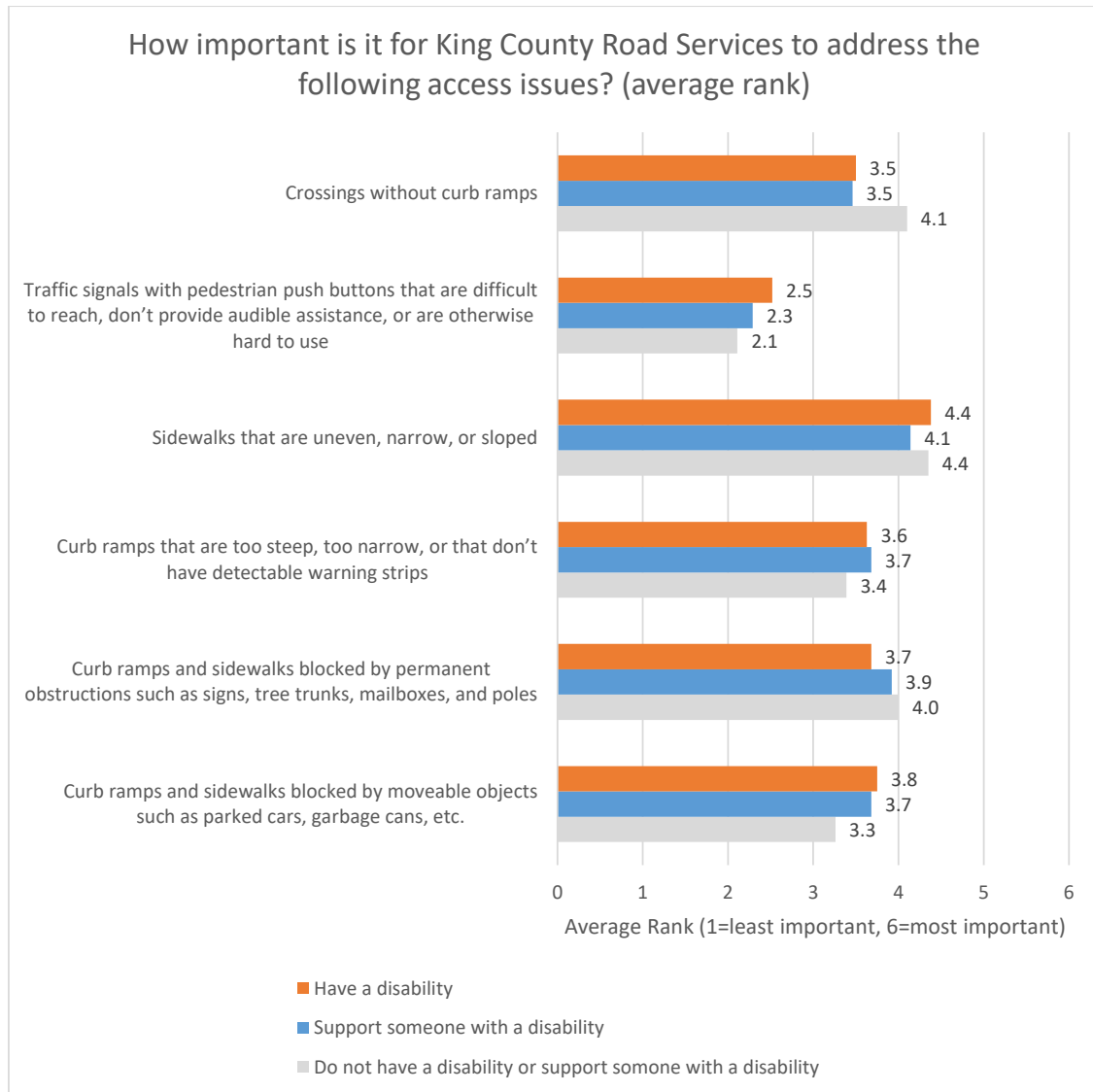
King County Roads ADA Transition Plan Stakeholder Engagement Summary

5. How do you travel in unincorporated King County (outside of city limits)?



King County Roads ADA Transition Plan Stakeholder Engagement Summary

6. How important is it for King County Road Services to address the following access issues? Please rank the following.²



² Note: survey respondents were asked to rank the locations from 1 (*most important*) to 6 (*least important*). Ranking scores are reversed on this chart for clarity (the respondent's most preferred choices is ranked as 6 and the least preferred choice is ranked as 1).

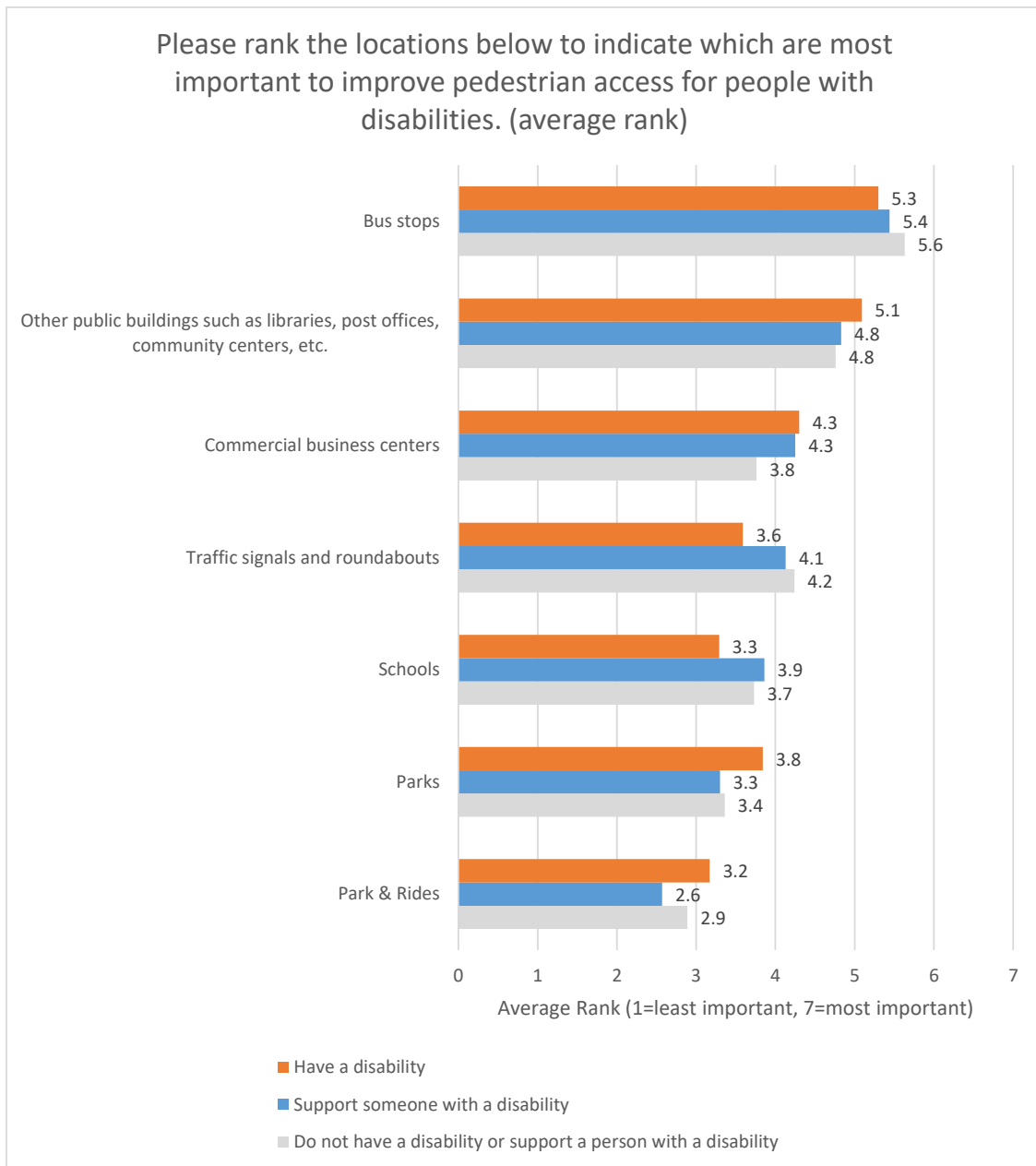
King County Roads ADA Transition Plan Stakeholder Engagement Summary

7. If there are any types of barriers to travel in unincorporated King County road rights of way that are more important than those above, please list them here.

Responses (standardized)	Number of responses
Crossing time at signal	1
Difficult accessible parking	1
Insufficient crossing signage	1
Narrow road	1
Need bike lanes	1
Need horse crossing	1
No disability parking spots	1
No pedestrian space	1
No pedestrian space; too many dead-end streets without pedestrian connection causes long travel; unsafe arterial crossings; no traffic calming.	1
No shoulder	1
No sidewalk	43
No sidewalk or other separation	1
No sidewalk; crossings	1
No sidewalk; no push buttons	1
No sidewalk; no traffic calming; no street light	1
No sidewalks; bus stops wheelchair inaccessible or without bench/shelter; speeding; crossing distance	1
No tactile feedback for APS	1
No traffic calming	1
Pavement condition	2
Pavement condition, street lights, slippery areas	1
Traffic speed	1
Trail access	1
Uncontrolled intersections; crossing time	1
Uneven/cracked sidewalk	1
Vegetation	2
Vegetation in alleys	1
Vegetation; no shoulders	1
Visual aids needed for blind	1

King County Roads ADA Transition Plan Stakeholder Engagement Summary

8. Please rank the locations below to indicate which are most important to improve pedestrian access for people with disabilities? Please rank the following from 1 (least important) to 7 (most important)³



³ Note: survey respondents were asked to rank the locations from 1 (*most* important) to 7 (*least* important). Ranking scores are reversed on this chart for clarity (the respondent's most preferred choices is ranked as 7 and the least preferred choice is ranked as 1).

King County Roads ADA Transition Plan Stakeholder Engagement Summary

9. If there are additional locations, not listed above, that are more important to improve pedestrian access for people with disabilities, please list them here.

Responses
321 St S
A large part of Vashon Island's population are older people. Town areas and public transportation for those people is a priority since the rest of the island is quite rural.
Again, accessibility for all of these are of the utmost importance
All restrooms
Alley ways
Community safety assistance, not cops.
Day care for children with disabilities
Fix the pot holes and drainage problems on our roads
Handicap parking spaces being used by people not handicapped
Having actual sidewalks
Houses of worship, retirement communities and medical facilities, community centers government buildings
Large apartment complexes
Medical facilities
MLK Boulevard
More designated handicapped party near building entrance.
Need for more Sidewalks on More streets
Need more sidewalks everywhere
Neighborhoods
Parking spots
Poorly maintained roads. I'm tired if tripping into incoming traffic trying to cross the street.
Put sidewalks in.
Residential areas around schools
Residential streets...gotta get to the other areas with sidewalks
Roads with no sidewalks
Safe crosswalks over highway 203.
Shopping Centers
Side streets
SIDE STREETS - TOO MUCH AND TO FAST TRAFFIC
Sidewalks would be nice.
Stand along restaurants not in business centers
The sidewalks in the neighborhood are in awful shape. They are uneven with extreme angles and transitions. It is difficult for a fit person to safely walk let alone a disabled person. Wheelchairs cannot use them at all. They are too narrow too. 2 people cannot walk abreast and often they are impeded by brush and other obstructions. 106th Ave SW is a prime example.
There are no sidewalks at all in many streets
Thriftway ferry dock parking
Trails

King County Roads ADA Transition Plan Stakeholder Engagement Summary

You must look beyond the immediate access points to the destinations. What is the route from a 1-mile radius to the destination? Is that safe, comfortable, and accessible? Additionally, access to multi-use trails. These are part of our transportation system too!

10. Please share any specific locations on unincorporated King County roads where you have experienced accessibility challenges with pedestrian facilities and the problem you experienced.

Be as specific as possible by giving an address or nearby intersection, the facility type (sidewalk, curb ramp, crosswalk, traffic signal push button, etc.), and the problem (too narrow, too steep, etc.)

	Have a disability	Support someone with a disability	Do not have a disability or support someone with a disability
Provided one location	44%	39%	29%
Provided two locations	21%	19%	12%
Provided three locations	10%	10%	4%

11. What is your five digit home zip code?

194 total respondents

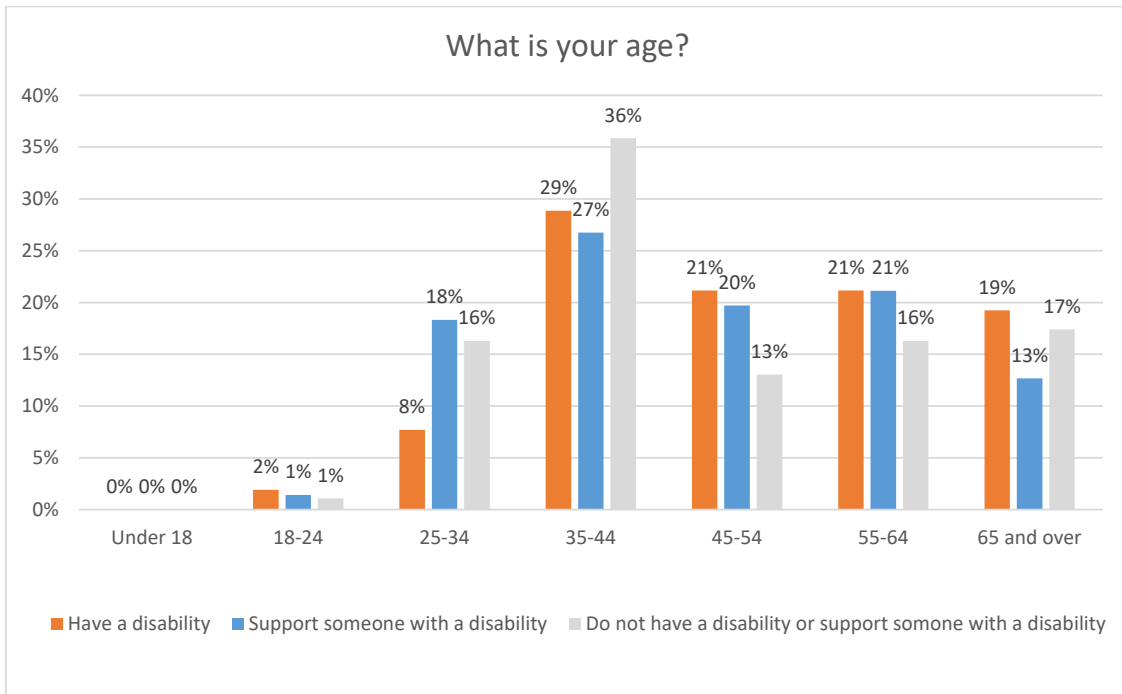
Home zip code	Number of Respondents
88146	1
98001	10
98002	2
98003	3
98008	1
98014	3
98019	2
98020	1
98022	4
98023	2
98024	1
98027	9
98031	1
98032	1
98033	1
98038	2
98042	4
98051	4
98052	2
98055	1

Home zip code	Number of Respondents
98058	4
98059	2
98070	14
98072	7
98092	3
98105	1
98106	11
98109	2
98112	1
98116	1
98117	1
98118	5
98119	1
98122	1
98126	3
98133	3
98144	2
98145	1
98146	17
98166	3

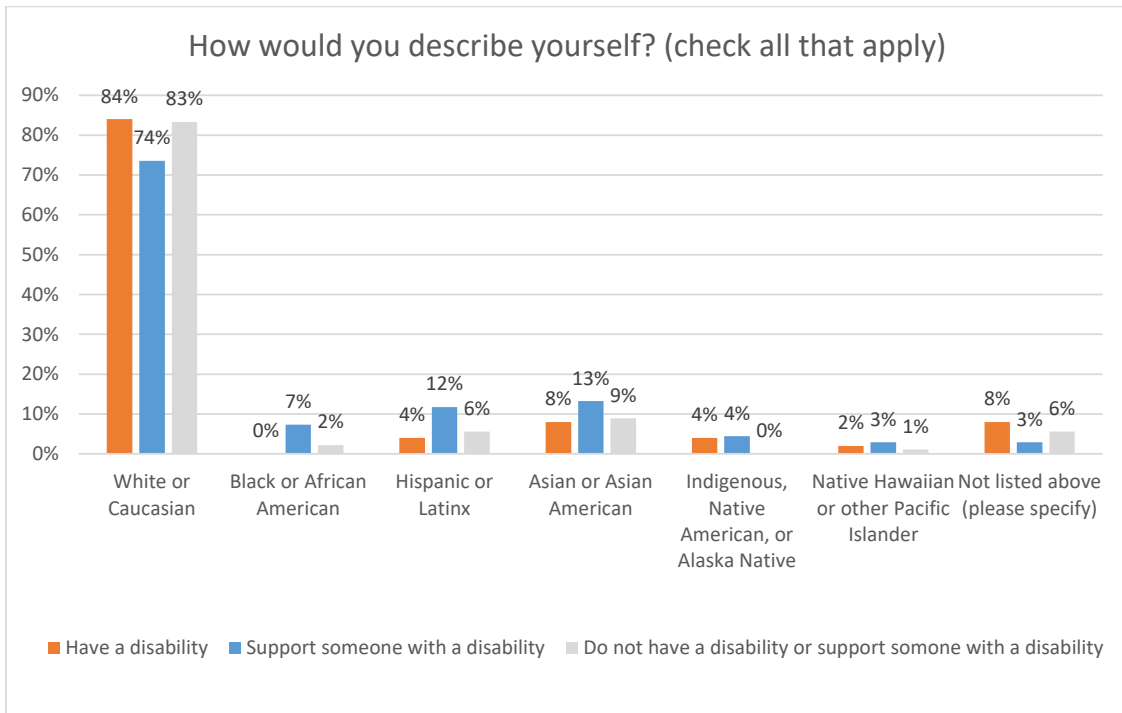
Home zip code	Number of Respondents
98168	5
98177	3
98178	41
98188	1
98198	1
98373	1
98387	1
98391	1
98444	1
98977	1

King County Roads ADA Transition Plan Stakeholder Engagement Summary

12. What is your age?



13. How would you describe yourself? (check all that apply)



King County Roads ADA Transition Plan Stakeholder Engagement Summary

14. Is there anything else we should know about the accessibility of pedestrian facilities on unincorporated King County roads?

Responses
Sidewalks would be nice.
The accessibility is dangerous because there needs to be speed control. It's a matter of time before someone or child is going to get killed just walking their dog or riding their bikes. Kids don't ride because it's dangerous.
Not at this time. However, I am not trying to be rude. However, it is great that unincorporated KC is now being included.
Spot lighted crosswalks especially around schools.
Making roads safe and accessible for people to use alternative means of transportation such as walking or biking gives people a safe way to get exercise and stay healthy. Reducing the burden on our health care system for all.
Lights in roads during winter time and inspiring murals
Due to the pandemic there may be an increased need for people to access locations that have broadband access!
Add more sidewalks
Visual Aids is the must - audio announcements should not be the only option, please, it is harder to know and I had to rely on other passengers' behaviors to know what's happening. Yes, I do make mistakes by taking wrong site/turn because lack of visual aids.
There is a great need for pedestrian pathways in our part of unincorporated king county. Our only option for walking is to dangerously maneuver between the side of the road and steep embankments. The path is usually filled with litter and fallen tree debris. Sidewalks would make this a safer place for those with disabilities and even those without.
Poor all over. limited access with no sidewalks in most areas , especially not connecting trails. -
Why don't you try walking them yourselves. Put on a leg brace and see how far you get and what the conditions are. Surveys and consultants are worthless. Do the job and stop trying to spend our tax money on pointless ideas.
It would be wonderful to have sidewalks.
Pedestrians should not jaywalk, looking at their cell phones and step off right in front of a vehicle
Semi dump truck drivers using compression Brakes or loud deceleration in front of no compression braking sign
Hard to provide feedback. We are not hampered by a disabilities nor do we encounter situations that would give use better perspectives. Our neighborhood has no sidewalks. The roads have gravel shoulders with ditches. Most shopping is in incorporated areas like Covington and Maple Valley.
Not really a priority in the big picture of things needing fixed. Removal of homeless camps and drugs in rural areas is more important in our area and trails.
The ramps that were mandatorily installed are useless without sidewalks!
Mandate safe pedestrian walkways on all access roads on this island.
You know what needs to be repaired/ installed. Just do it
Glad you are working on them. It is important!
Many roads don't even have sidewalks
No shoulders. Walking or biking has to be on the road.

King County Roads ADA Transition Plan Stakeholder Engagement Summary

There should be walking paths on the roads on Vashon Island.
Please test the audio feature on the traffic lights...
I have complained multiple times about these areas. No action happened, nothing mitigated
Need sufficient space at side of roads for pedestrians and bicyclists
Fix the pot holes and drainage problems on our roads. That's the most effective way to help both pedestrians and vehicles.
Need more sidewalks
What's insane are PVCs, metal pipes and phone poles that cut the sidewalks so much that they're unusable. Add weeds and blackberries, plus owners' plants, and much of King County - plus Seattle - are inaccessible.
Nothing comes to mind. Thank you!
Skyway deserves sidewalks
Lack of sidewalks in neighborhoods is the worst.
Need to think about creating continuity of accessible improvements rather than a patchwork of hit and miss facilities
Often crosswalks are poorly marked or in bad condition. Adding cross signals would help especially not at intersections like a trail Crossing
One of the biggest obstacles to walking in my area of Skyway is the lack of sidewalks which is a hazard for pedestrians especially with speeding drivers that ignore your safety at the expense of shaving off a few seconds to get to their destination. It also makes those with disabilities to put themselves in harms way to get to where they need to go and who are often unable to get out of the way / off the street when a car speeds towards them.
Sidewalks that transition into asphalt shoulders. perhaps detectable edging would provide awareness of the edge of the vehicular lane
LOTS OF UNEVEN SIDEWALKS THAT MAKE IT HARD FOR WHEELCHAIR OR PEOPLE USING WALKERS TO TRAVEL. MANY USE THE STREETS, BUT THE WAY THE STREETS ARE BUILD THEY SLANT ON THE SIDES, BUT LEVEL IN THE MIDDLE. FIX AND BUILD SIDEWALKS?
There's one homeowner at the end of my block that has a collection of motor vehicles parked in front of his home. My own neighbor, a mechanic, has at least 7 cars and 1 boat parked at his home and in front of mine. Parking these vehicles in the manner in which they have forces all pedestrians into the street which is not safe. WE NEED SIDEWALKS! I see old couples, young couples with strollers, joggers, youth returning from the park late afternoon, everyone is in the street. I simultaneously see the occasional speeding car and/or motorcycle. Sidewalks will definitely increase pedestrian safety in White Center.
Discarded bikes and scooters cause problems. So do sandwich boards. Salmon Creek Cafe's sign in Burien is CONSTANTLY blocking ADA access to the sidewalk, for example!
Lots of the residential streets without sidewalks do not have adequate site distance when driving
More lighted sidewalks please
There used to be another crosswalk in the Skyway Business district between 76th and s 126th. With increased foot traffic to the restaurants across the street, this should be added back. On Renton Ave at 75th, there are pedestrian crossing lights on the sides of the road. Cars do not pay attention. It needs to go back to how it was, with the light over the road. This is where people get off the bus and almost get hit daily.
Please widen State Highway 202 and 203 from Redmond to Carnation. The roads are 2 lanes, unsafe and impossible for a small bus to make stops. The community is growing and the roads are not adequate for the population.

King County Roads ADA Transition Plan Stakeholder Engagement Summary

Unincorporated King County is in great need to improvements to transit service also. There is currently no way to get from one side of Skyway to the other side by transit! Many without vehicle transportation are forced to walk or not travel.
Crosswalk needed at 6th SW crossing over 102nd (N/S)
Put in sidewalks everywhere!!!
The crosswalk lights in White Center need to be higher up above traffic. It is invisible for cars behind the cars in front to see the crosswalk.
Be smarter about sidewalks also not messing up traffic. The new sidewalks near 4th Ave SW and Roxbury are beautiful with the plants and such, but you took out the extra lane so now traffic is messed up trying to turn left and trying to continue down the street. Meanwhile there is this super wide sidewalk for why?
The roads near my house don't even have sidewalks and this poses a great safety risk for people of all ages. We need sidewalks in skyway!
Not much point doing most of these other things if there aren't even sidewalks.
People need safe ways to walk around their communities.
More sidewalks in skyway
Severe lack of sidewalks in this area.
Snow days are the WORST. I live on 127th street and My chosers are get stuck because I can't get up a hill, or try to weave around a bunch of cars on the street and hope I don't slide into them.
Lack of maintenance
We need sidewalks. Children walk home from school along the roads, and cars drive way too fast. It's only a matter of time until something bad happens.
We perhaps don't need sidewalks everywhere, but maybe some traffic slowing architecture (street trees?) and other changes with in the neighborhoods to increase pedestrian safety. I have a child on the way and I worry about his safety, both when in a stroller and when he is older. Thanks for your work!
The WA State law enforcement Academy is in Burien not unincorporated, but it REALLY needs a pedestrian signal for all the people who want to go there on the bus without having to go past and come back
It is difficult for people with mobility issues to reach the pedestrian facilities as there are not many roads with sidewalks and the ability for pedestrians to safely walk, especially at night.
Very difficult for blind pedestrians. Lack of sidewalks, curb ramps with tactile markers, accessible traffic signals, objects blocking sidewalks and walking paths, knowing where there is a corner/intersecting street (especially if there is no sidewalk or curb corner)
Need more street lights on sidewalks for night time.

King County Roads ADA Transition Plan Stakeholder Engagement Summary

Appendix B: ADA Transition Plan Online Survey Instrument



Unincorporated King County Roads Americans with Disabilities Act Transition Plan Survey

Give us your feedback!

King County Road Services seeks to make sidewalks, curb ramps and street crossings in unincorporated King County more welcoming and accessible for all users. We are preparing an Americans with Disabilities Act Transition Plan to inform accessibility improvements to Unincorporated King County roads. Your feedback helps us learn more about the communities we serve and their accessibility needs.

The survey takes approximately ten (10) minutes to complete. Every question is optional. No personally identifiable information is requested.

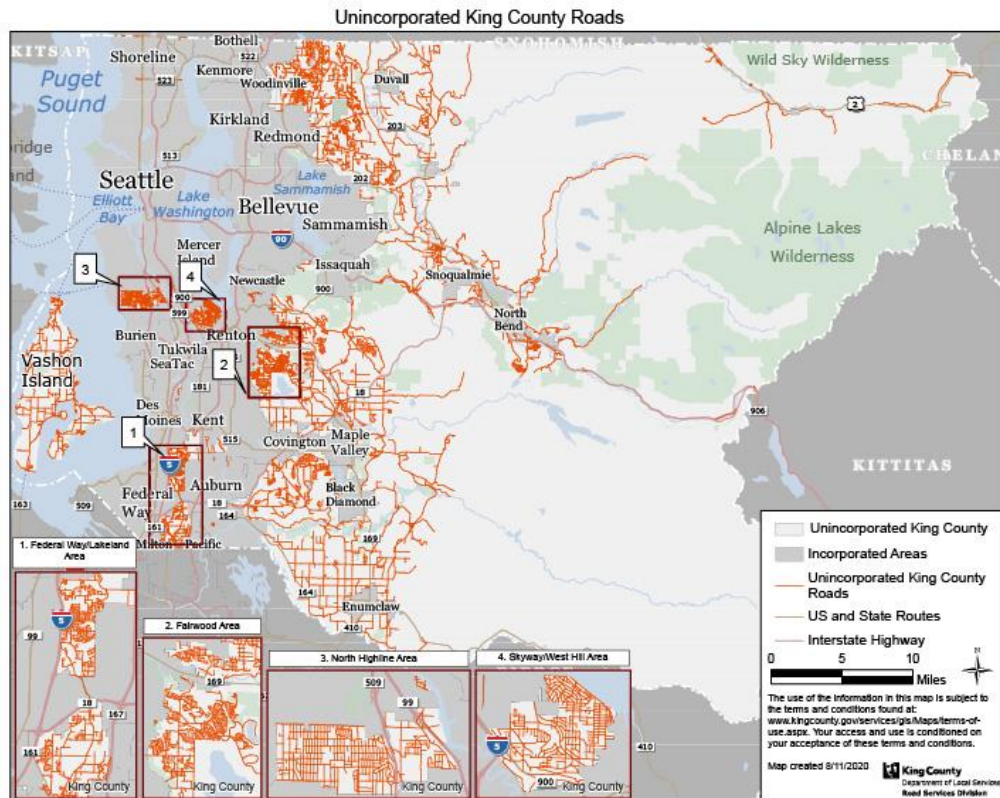
If you have additional questions or need to make a reasonable accommodation request, please contact John Vander Sluis at 206-263-0621 or email jvandersluis@kingcounty.gov.

Thank you for your participation. We look forward to hearing from you.

The Unincorporated King County Road Network

Please answer the questions in this survey based on your experience with roads in Unincorporated King County, as shown in the map below. King County Road Services does not manage roads within cities.

King County Roads ADA Transition Plan Stakeholder Engagement Summary



First, please tell us a little about yourself.

1. Why do you travel in unincorporated King County (outside of city limits)?
Choose all that apply.

- I LIVE in unincorporated King County (outside city limits)
- I WORK in unincorporated King County (outside city limits)
- I ATTEND SCHOOL in unincorporated King County (outside city limits)
- I SHOP in unincorporated King County (outside city limits)
- I access MEDICAL services in unincorporated King County (outside city limits)
- I access RECREATION opportunities in unincorporated King County (outside city limits)

If not listed above, what is your primary reason for traveling in unincorporated King County?

2. Do you have a disability or support a person with a disability? (check all that apply)

- I have a disability that impacts how I travel
- I support a person with a disability that impacts how they travel
- Neither of the above

King County Roads ADA Transition Plan Stakeholder Engagement Summary

3. What type of disability do you or the person you support have? (check all that apply)
- Physical, mental, or emotional condition that limits learning, remembering, or concentrating
 - Blindness or serious difficulty seeing when wearing glasses
 - Condition that substantially limits one or more basic physical activities such as walking, climbing stairs, reaching, lifting, or carrying
 - Deafness or a serious hearing difficulty
 - Other (please specify)
4. Do you or the person you support use any of the following? (check all that apply)
- Walker, crutch, or other walking assistive device
 - Wheelchair (electric, manual, or other seated rolling device)
 - Hearing assistive devices, such as hearing aids
 - Other (please specify)
5. How do you travel in unincorporated King County (outside of city limits)? (check all that apply)
- Drive and park
 - Transit (ex., King County Metro buses)
 - Paratransit (ex., Metro Access Transportation)
 - Walk
 - Walk with assistance (ex., using a cane or wheelchair)
 - Bike
 - Other (please specify)
6. How important is it for King County Road Services to address the following access issues? Please rank the following from 1 (most important) to 6 (least important)
- Curb ramps and sidewalks blocked by moveable objects such as parked cars, garbage cans, etc.
 - Curb ramps and sidewalks blocked by permanent obstructions such as signs, tree trunks, mailboxes, and poles
 - Curb ramps that are too steep, too narrow, or that don't have detectable warning strips
 - Sidewalks that are uneven, narrow, or sloped
 - Traffic signals with pedestrian push buttons that are difficult to reach, don't provide audible assistance, or are otherwise hard to use.
 - Crossings without curb ramps
7. If there are any types of barriers to travel in unincorporated King County road rights of way that are more important than those above, please list them here.
-

King County Roads ADA Transition Plan Stakeholder Engagement Summary

8. Please rank the locations below to indicate which are most important to improve pedestrian access for people with disabilities? Please rank the following from 1 (most important) to 7 (least important)

- Schools
- Parks
- Bus stops
- Park & Rides
- Traffic signals and roundabouts
- Other public buildings such as libraries, post offices, community centers, etc.
- Commercial business centers

9. If there are additional locations, not listed above, that are more important to improve pedestrian access for people with disabilities, please list them here.

10. Please share any specific locations on unincorporated King County roads where you have experienced accessibility challenges with pedestrian facilities and the problem you experienced.

Be as specific as possible by giving an address or nearby intersection, the facility type (sidewalk, curb ramp, crosswalk, traffic signal push button, etc.), and the problem (too narrow, too steep, etc.)

Location 1 _____

Facility type and problem _____

Location 2 _____

Facility type and problem _____

Location 3 _____

Facility type and problem _____

In order to better understand our survey audience, please answer a few demographic questions.

11. What is your five digit home zip code? _____

12. What is your age?

- Under 18
- 18-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65 and over

King County Roads ADA Transition Plan Stakeholder Engagement Summary

13. How would you describe yourself? (check all that apply)

- White or Caucasian
- Black or African American
- Hispanic or Latinx
- Asian or Asian American
- American Indian or Alaska Native
- Native Hawaiian or other Pacific Islander
- Other

14. Is there anything else we should know about the accessibility of pedestrian facilities on unincorporated King County roads? _____

Thank you for participating in this survey. Work on the plan will continue through 2020. If you have additional questions, please contact John Vander Sluis, King County Road Services Division, at 206-263-0621 TTY Relay: 711 or jvandersluis@kingcounty.gov.

King County Roads ADA Transition Plan Stakeholder Engagement Summary

Appendix C: Outreach Methods and Materials

Outreach Methods Summary

Outreach Method	URL	Reach
ADA survey	https://www.surveymonkey.com/r/RoadsADAPlan	209 responses
Roads ADA Page and survey	www.kingcounty.gov/RoadsADAPlan	625 unique pageviews ⁴
Roads Home Page Link	https://www.kingcounty.gov/depts/local-services/roads.aspx	1,268 unique pageviews
Twitter	https://twitter.com/kcroads/status/1305959079794192385 , https://twitter.com/kcroads/status/1299423623627841537	3,220 followers
Nextdoor		166 Nextdoor neighborhood groups
		5,812 views (to date)
Unincorporated Area News online newsletter	https://kingcounty.gov/en/dept/local-services/about-king-county/about-local-services/newsletter	13,893 subscribers
Facebook (DIS)	https://www.facebook.com/kingcountyllocalservices/posts/2692850347593213 , https://www.facebook.com/kingcountyllocalservices/posts/2709483799263201	1,757 subscribers
Facebook (KC)	https://www.facebook.com/KingCountyWA/	34,095 subscribers
Instagram	https://www.instagram.com/p/CFNfcuFAwOE/	685 followers
Skyway-West Hill Subarea Plan and Community Needs List Survey Site	https://www.publicinput.com/skyway	unknown
Skyway-West Hill Subarea Plan Meeting, August 18, 2020		30 attendees (estimated)
Emails to Disability-related Organizations and Agencies		Initial: 174 contacts at 88 organizations and agencies
		Follow-up: 152 contacts at 84 organizations and agencies

⁴ Unique page views are the number of sessions during which the specified page was viewed at least once.




King County Roads ADA Transition Plan Stakeholder Engagement Summary

Roads ADA Page

Date: Launched 8/24/2020

Views: 625 Unique pageviews (the number of sessions during which the specified page was viewed at least once).

URL: <https://www.kingcounty.gov/depts/local-services/roads/ada-plan.aspx>

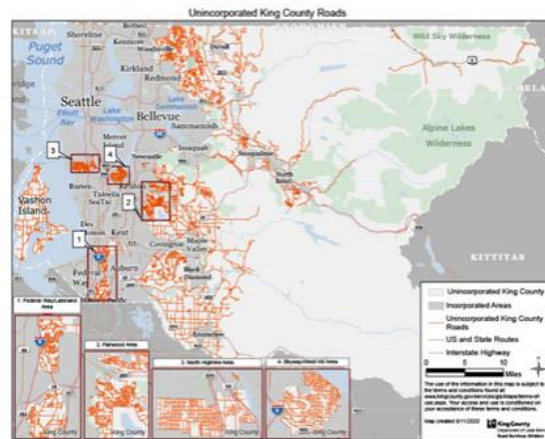
<p>Local Services Road Services</p> <p>24/7 Road Helpline: 206-477-8100</p> <p>Road crews are essential</p> <p>Closed and restricted roads</p> <p>Traffic cameras</p> <p>Sign up for Road Alerts</p> <p>Popular topics</p> <p>Projects, plans, reports & standards</p> <p>Services</p> <p>How do I...</p> <p>About us</p>	<p>Home » Local Services » Road Services » Unincorporated King County Roads Accessibility: ADA Transition Plan Survey</p> <h2>Unincorporated King County Roads Accessibility: ADA Transition Plan Survey</h2>  <h3>Give us your feedback!</h3> <p>King County Road Services seeks to make sidewalks, curb ramps and street crossings in unincorporated King County accessible for all users. We are currently preparing an Americans with Disabilities Act Transition Plan that will identify and plan accessibility improvements to pedestrian facilities on unincorporated King County roads. These roads are located outside of city limits, and do not include highways. Your feedback helps us learn more about the communities we serve and their accessibility needs.</p> <p>Take the King County Roads ADA Transition Plan Survey</p> <p>The survey takes approximately ten (10) minutes to complete. If you have additional questions or need to make a reasonable accommodation request, please contact John Vander Sluis at 206-263-0621, TTY Relay: 711 or email jvandersluis@kingcounty.gov.</p> <p>Thank you for your participation.</p> <h3>Contact us</h3> <p>If you have additional questions, please contact John Vander Sluis, King County Road Services Division, at 206-263-0621 or email jvandersluis@kingcounty.gov.</p> <h3>Follow us on Twitter</h3>  <p>Roads on Twitter</p> <h3>Find us on Facebook</h3>  <p>Local Services on Facebook</p>
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King County Roads ADA Transition Plan Stakeholder Engagement Summary

ADA Transition Plan – Overview

King County Road Services seeks to make sidewalks, curb ramps and street crossings in unincorporated King County accessible for all users. The County recently identified and inventoried existing pedestrian facilities on unincorporated King County roads that may not fully meet accessibility standards. This inventory is being used to develop a King County Roads Americans with Disabilities Act Transition Plan.

The Transition Plan will identify and plan improvements to pedestrian facilities managed by King County Roads Services. Streets within city limits, highways, and trails are outside of the scope of the Roads ADA Transition Plan. The map below shows the unincorporated King County road system.



See a larger view of the map. [PDF](#) [BMB](#)

An important part of this plan is hearing from the community to learn more about community priorities as well as existing physical barriers to access. Please complete our [ADA Transition Plan Survey](#) to let us know more about accessibility needs on unincorporated King County roads.

If you need help with road maintenance and traffic safety issues in unincorporated King County, such as downed stop signs, signals that are out, or specific ADA requests — call our [24/7 Road Helpline](#) at [1-800-527-6237 \(1-800-KC-ROADS\)](tel:1-800-527-6237), 24 hours a day.

Staff contact

If you have additional questions, please contact John Vander Sluis, King County Road Services Division, at [206-263-0621](tel:206-263-0621) or email jvandersluis@kingcounty.gov.

King County Roads ADA Transition Plan Stakeholder Engagement Summary

[Roads Home Page Link](#)

Date: Launched 8/24/2020

Views: 1,268 unique pageviews (the number of sessions during which the specified page was viewed at least once).

URL: <https://www.kingcounty.gov/depts/local-services/roads.aspx>

The screenshot shows the 'Road Services' page on the King County website. On the left is a navigation menu with items like 'Local Services', 'Road Services', '24/7 Road Helpline: 206-477-8100', 'Road crews are essential', 'Closed and restricted roads', 'Traffic cameras', 'Sign up for Road Alerts', 'Popular topics', 'Projects, plans, reports & standards', 'Services', 'How do I...', and 'About us'. The main content area has a breadcrumb trail 'Home > Local Services > Road Services' and a 'Road Services' header. Below the header is the '24/7 Road Helpline: 206-477-8100'. A prominent red banner reads 'Road crews are ESSENTIAL PLEASE STAY BACK Give crews at least 6 feet of space'. Below the banner is a link 'Road crews are essential - learn more'. There are three main content tiles: 'Take our ADA Accessibility Survey' (with a wheelchair icon), 'Road Alerts mapped' (with a 'ROAD ALERT' icon and 'Updated: 9/15/2020 8:33:00 AM'), and 'Live traffic cameras' (with a camera icon). A 'Tweets by @kcroads' section is also visible on the right side of the page.

Twitter

Post date: 8/28/2020 and 9/15/2020

Recipients: 3,220 Followers

Response: 10 retweets, 8 likes (as of 9/16/2020)

URLs: <https://twitter.com/kcroads/status/1305959079794192385>,

<https://twitter.com/kcroads/status/1299423623627841537>

Messages:

The first screenshot shows a tweet from KC Road Services (@kcroads) dated August 28. The text of the tweet is: 'Help us plan for more accessible sidewalks, curb ramps & street crossings in unincorporated @KingCountyWA Take our short survey now bit.ly/ADA_Survey. #ADA30 #Accessibility #disabilityawareness'. The tweet has 7 retweets and 4 likes. The second screenshot shows a tweet from KC Road Services (@kcroads) dated September 15, 2020. The text of the tweet is: 'Help us plan for more accessible sidewalks, curb ramps & street crossings in unincorporated @KingCountyWA Take our short survey now bit.ly/ADA_Survey. #ADA30 #Accessibility #disabilityawareness'. The tweet has 3 retweets, 1 quote tweet, and 4 likes.

King County Roads ADA Transition Plan Stakeholder Engagement Summary

Nextdoor

Post date: 9/11/2020

Recipients: 166 Nextdoor neighborhood groups corresponding to unincorporated area.

Response: 5,812 impressions (the number of times the post was onscreen as of 9/15/20)

Message:

King County Road Services needs your feedback!

King County Road Services manages the county's unincorporated road system – the public roads outside of city limits (other than highways). We seek to make the sidewalks, curb ramps and street crossings on these roads accessible for all users. Please take our brief Americans with Disabilities Act Transition Plan survey (through Sept. 19, 2020) to help us learn more about your accessibility needs and the communities we serve. Visit www.kingcounty.gov/RoadsADAPlan to learn more. If you have questions, please contact John Vander Sluis at 206-263-0621 TTY Relay: 711 or email jvandersluis@kingcounty.gov.

King County Roads ADA Transition Plan Stakeholder Engagement Summary

Unincorporated Area News monthly email newsletter

Post date: 9/1/2020

Recipients: 13,893

URL: <https://content.govdelivery.com/accounts/WAKING/bulletins/29cf728>

White Center sidewalks and mobility ramps, Fairwood sidewalks and drainage

This summer, Road Services is repairing sidewalks in White Center and Fairwood.

In White Center, crews are focusing on some of the busiest pedestrian pathways, like SW 107th Street between 18th Avenue SW and 22nd Avenue SW, a popular bus route. Workers removed tree roots that cause sidewalks to heave and buckle and replaced the broken sidewalk panels with new concrete sections that are smooth and level. Most of the trees will be replaced with new trees this fall. Next, county crews will widen and build out curb ramps at 16th Avenue SW and SW Roxbury Street.



In Renton's Fairwood neighborhood, crews dug up broken sidewalk and made repairs to improve drainage and walkability.

Help Road Services plan accessibility improvements to curb ramps, sidewalks, and crosswalks in unincorporated areas by visiting their [ADA Transition Plan Survey website](#) (see next article for details).

Road Services seeks community input to inform Americans with Disabilities Act transition plan



Photos show the Before, During, and After of a finished curb ramp improvement project at NE Novelty Hill Road and 238th Place NE.

Road Services seeks to make sidewalks, curb ramps, and street crossings on unincorporated King County roads accessible for all users. Road Services is currently preparing an Americans with Disabilities Act transition plan that will identify and plan accessibility improvements to pedestrian facilities on unincorporated King County roads.

An important part of this plan is hearing from members of the community who have mobility challenges, such as people who use wheelchairs, to learn about existing physical barriers and community priorities for improvement. Road Services invites people who travel on unincorporated King County roads to provide input regarding their accessibility needs through a [short survey](#).

Road Services will use the survey results to help prioritize improvements to its existing pedestrian facilities. Note that the resulting ADA Transition Plan will cover only pedestrian facilities on unincorporated King County roads — it will not include those on highways, city streets, or trails, which are maintained by other agencies.

King County Roads ADA Transition Plan Stakeholder Engagement Summary

Facebook

Post date: 8/28/2020, 9/16/2020

Recipients: 1,757 (Department of Local Services page), 34,095 (King County page repost)

URL: <https://www.facebook.com/kingcountylocalservices/posts/2692850347593213>,

<https://www.facebook.com/kingcountylocalservices/posts/2709483799263201>

King County Local Services - Roads, Permitting, Community Service Areas
August 28 at 12:20 PM · 🌐

We need your feedback! 🚗 🦽 🧑🏻

King County Road Services is preparing an Americans with Disabilities Act Transition Plan that will plan accessibility improvements to the sidewalks, curb ramps, and street crossings on unincorporated King County roads – the public roads outside of city limits, other than highways. Please take our brief survey to tell us about your accessibility needs and help us learn more about the communities we serve. Visit www.kingcounty.gov/RoadsADAPlan to find out more. #ADA30 #Accessibility #Disability

9
1 Comment 5 Shares

King County Roads ADA Transition Plan Stakeholder Engagement Summary

Instagram

Post date: 8/28/2020, 9/16/2020

Recipients: 685

URL: <https://www.instagram.com/p/CFNFcufAw0E/>

Instagram Search

kingcountylocalservices Follow ...

535 posts 685 followers 66 following

King County Local Services
Serving the residents and businesses of unincorporated King County - Permitting, Roads, etc. Content not an endorsement by King County unless implied.
kingcounty.zoom.us/j/9074762461

Community Small Busin... Weather Roads EcoDevelo... Fun Holiday fun

POSTS IGTV TAGGED

KC Road Services @kcroads
Help us plan for more accessible sidewalks, curb ramps & street crossings in unincorporated @KingCountyWA
Take our short survey now
bit.ly/ADA_Survey
#ADA30 #Accessibility #disabilityawareness

Maintenance Tiger Mountain
1 safety projects respond to critical er service requests
operations
Safe:
rent
placement
riders
nage assets
Contact us
24/7 Road Helpline - 206-477-8100 | 800-527-6237 | maint.roads@kingcounty.gov

1000 400 1000

1000 400 1000

King County Roads ADA Transition Plan Stakeholder Engagement Summary

Skyway-West Hill Subarea Planning Process

Staff presentation at public meeting (online)

Date: 8/18/2020

Attendees: 30 (est.)

Skyway-West Hill Subarea Plan and Community Needs List Survey Site

URL: <https://www.publicinput.com/skyway>

Roads Services

The **King County Road Services Division** is responsible for roads, bridges and related infrastructure in Skyway-West Hill.

The Road Services Division's service to Skyway-West Hill includes:

- [24/7 Road Helpline](#)
- [Road Maintenance](#)
- [Snow and Ice Removal](#)
- [Transportation Planning](#)

King County Road Services is preparing an **Americans with Disabilities Act Transition Plan** to improve accessibility on existing sidewalks, curb ramps and street crossings on unincorporated King County roads. These roads are located outside of city limits and do not include highways. The plan will identify and prioritize accessibility improvements to unincorporated King County road pedestrian facilities.

- Please [take their brief survey](#) to help them learn more about the communities served by the King County road system and their accessibility needs.

What are your thoughts or priorities about roads and infrastructure in Skyway-West Hill? You can also use the map below.

Skyway-West Hill Subarea Plan Timeline

August – November 2020

- Introduction of the planning scope and process
- Identify community's policy areas of interest
- Identify community's ideas for initial catalog for Community Needs List

December 2020 – May 2021

- County reviews initial catalog of requests and policy areas of interest
- County creates Community Needs List and policy proposals
- County discusses proposals with community and revises proposals based on feedback

June – December 2021

- Public Review Draft, including Subarea Plan and Community Needs List, released
- Based on feedback received on Public Review Draft, County develops final documents
- Final community review of Subarea Plan and Community Needs Lists
- Subarea Plan and Community Needs List sent to County Council

King County Roads ADA Transition Plan Stakeholder Engagement Summary

Email

Post date: 8/26/2020, 9/13/2020

Recipients: 174 contacts at 88 organizations and agencies (initial mailing), 152 contacts at 84 organizations and agencies (follow-up mailing)

Organization Type	Count
Disability-Related Organization	42
Relevant Cultural Organization	6
Senior Center	14
King County Agency	8
Incorporated City with Ped Connection	8
State Agency	6
Other Government Agency	3
Other	1
Grand Total	88

Appendix D: Prioritization Criteria

Sidewalk Accessibility Index Score Criteria

FACILITY	CRITERIA	THRESHOLD	SCORE	MAXIMUM POSSIBLE SCORE	
Sidewalks	Width	< 48 inches or 48-60 inches without pullouts	5	5	
	Cross Slope	> 2% to 2.4%	1	4	
		> 2.4% to 3%	2		
		> 3%	4		
	Condition	< Average	3	3	
	Vertical Discontinuity	1-4 Present	1	3	
		• > ¼ inch and <= ½ inch without bevel or	5-9 Present		2
		• >½ inch	10+ Present		3
	Horizontal Discontinuity > ½ inch	1-4 Present	1	3	
		5-9 Present	2		
		10+ Present	3		
	Fixed Obstacles	1 Present	1	3	
		2 Present	2		
		3+ Present	3		
	Moveable Obstacles	1 Present	1	3	
		2 Present	2		
		3+ Present	3		
	Protruding Obstacles	1 Present	1	3	
		2 Present	2		
		3+ Present	3		
Non-Compliant Driveways	1 Present	1	3		
	• > 2% cross slope and/or	2 Present		2	
	• Non-concurrent grade break and/or	3+ Present		3	
	• > 8.3% running slope				
Maximum Sidewalk Accessibility Index Score				30	

Curb Ramp Accessibility Index Score Criteria

FACILITY	CRITERIA	THRESHOLD	SCORE
Curb Ramp (Mac Score)	Ramp Width	< 48 inches	30
	Ramp Running Slope	> 8.3% and <15 feet for standard ramps, >5% for blended transition ramps	30
	Ramp Cross Slope	> 2%	30
	Type	Missing or Non-Compliant Type	30
Curb Ramps	Accessible Path (Access to ramp is not obstructed by trees, manholes, etc.)	No	3
	Turning Space	<4 feet x 4 feet or <4 x 5 feet when constrained	5
	Turning Space Cross Slope	> 2%	4
	Flare Slope	>10%	2
	Receiving Ramp Present	No	2
	Detectable Warning Surface Present	No	3
	Detectable Warning Surface Placement	Other than back of curb	1
	Detectable Warning Surface Depth	< 2 feet	1
	Detectable Warning Surface Width	Less than full width	1
	Grade Break	Not concurrent	2
	Counter Slope	> 5%	2
	Lip	> ¼ inch	2
	End in Marked Crosswalk (if present)	No	2
Maximum Curb Ramp (AIS) Score			30

Signal Activation Pedestrian Pushbutton Accessibility Index Score Criteria

FACILITY	CRITERIA	THRESHOLD	SCORE
Signal Pushbuttons	Pushbutton less than 10 feet from crosswalk	No	2
	Pushbutton less than 5 feet from the extension of the crosswalk line	No	2
	Pushbutton force more than 5 pounds	Yes	2
	Pushbutton provides vibratory feedback when pushed	No	2
	Pushbutton size meets minimum 2-inch diameter with visual contrast from housing	No	2
	Distance between pushbuttons on the same corner greater than 10 feet	No	2
	Reach depth from pushbutton to the landing less than 10 inches	No	2
	Mounting height of pushbutton from landing area between 42 inches and 48 inches	No	2
	Directional arrow on pushbutton face, housing or mounting & pushbutton with parallel orientation to crosswalk direction	No	2
	Level clear space provided at pushbutton (min. 30"X48") landing area provided with less than 2% cross slope in any direction	No	2
	Audible indication of WALK interval in tone	No	2
	Audible indication of WALK interval in speech	No	2
	Locator tone and tactile arrow provided	No	2
	Locator tone operates during DON'T WALK and flashing DON'T WALK intervals	No	2
APS-style pushbutton assembly	No	2	
	Maximum Signal Pushbutton Accessibility Score	30	

Location Index Score Value

FACILITY	THRESHOLD	SCORE
Schools	Within 1/8-mile radius of school	5
Schools	Within 1/8 to 1/2-mile radius of school	5
Parks	Within 1/8-mile radius of park	5
Transit: Park and Ride	Within 1/8-mile of park and ride	5
Transit: Bus Stops	Within 1/8-mile of transit stop	5
Traffic Signal/Roundabout	Within 1/8-mile of signal or roundabout	5
Public Buildings	Within 1/8-mile of location	5
Downtown/Urban/Commercial Business Centers	Within 1/4-mile radius of Downtown, Urban and Commercial Business Center Zoning	5
Community Identified Priorities: Bus stops, Public Buildings, Commercial Business Centers	Within 1/8-mile of location	5
TOTAL LOCATION INDEX SCORE (LIS)		45

Appendix E: Planning Cost Estimate Documentation

King County Road Services ADA Transition Plan | April 2021

Planning Level Cost Estimate

Prepared for King County by Transpo Group
 PROJECT NAME: King County ADA Transition Plan
 PROJECT NUMBER: 1.17287.00

NOTE: This cost estimate is planning level in nature. It should be considered preliminary and for planning purposes only. It specifically excludes structural impacts to buildings and parking structures, sales tax, permit fees, inflation, and contingency based on future accessibility laws and codes. Potential items such as retaining walls, earthwork, etc., are assumed to be included in the planning level estimate contingency unless otherwise indicated.

When features require multiple improvements, the cost of the smaller component is included in the larger task. (i.e. detectable warning surface is included with curb ramp reconstruction.)

County ADA Improvement Cost

Item No.	ADA Deficiency	Improvement Type	Quantity	Unit	Unit Cost	Total Cost
Sidewalk Improvements						
1	Non-compliant sidewalk	Reconstruct existing sidewalk/paved shoulder walkway (5ft minimum reconstructed width)	5,224,951	SF	\$ 28	\$ 146,299,000
2	Non-compliant driveway	New driveway with sidewalk	4,401	EA	\$ 13,000	\$ 57,213,000
Subtotal						\$ 203,512,000
Maintenance/Miscellaneous						
3	Non-compliant vertical discontinuity	Sidewalk grinding (7LF per occurrence)	2,497	EA	\$ 300	\$ 749,100
4	Non-compliant horizontal discontinuity	Sidewalk crack sealing/grouting (5LF per occurrence)	4,488	EA	\$ 25	\$ 112,200
5	Fixed Obstacles	Relocation of obstacles including utility pole, mailbox, tree trunk, etc.	786	EA	\$ 1,800	\$ 1,414,800
6	Moveable Obstacles	Relocation of obstacles including tree/bush (prunable), message boards, parked cars, etc.	1,618	EA	\$ 200	\$ 323,600
7	Protruding Obstacles	Relocation of obstacles including of bush/tree, signs, awnings etc.	12,333	EA	\$ 500	\$ 6,166,500
Subtotal						\$ 8,767,000
Curb Ramp Improvements						
8	Curb ramps without detectable warning surface (DWS), non-compliant DWS placement, non-compliant DWS depth, or non-compliant DWS width	Curb ramp improvement (install/replace detectable warning surface)	20	EA	\$ 750	\$ 15,000
9	Missing curb ramps	New curb ramp	1,867	EA	\$ 13,514	\$ 25,230,700
10	Non-compliant ramp (running slope, cross slope, ramp width, etc.)	Curb ramp improvement (reconstruct existing ramp)	4,492	EA	\$ 13,514	\$ 60,704,900
11	Curb ramp at marked crosswalk does not end within crosswalk.	Rechannelize crosswalk.	12	EA	\$ 1,100	\$ 13,200
Subtotal						\$ 85,964,000
Pushbutton Improvements						
12	Non-APS pushbutton and pushbutton is located incorrectly.	Install new APS pushbutton AND Install new pole.	375	EA	\$ 1,875	\$ 703,200
13	APS pushbutton that has non-compliant dimensions and/or programming and located incorrectly.	Reprogram pushbutton, reorient pushbutton, and/or install tactile arrow AND Install new pole and relocate pushbutton.	51	EA	\$ 800	\$ 40,800
14	APS pushbutton located incorrectly.	Install new pole and relocate pushbutton	2	EA	\$ 600	\$ 1,200
15	APS pushbutton that has non-compliant dimensions and/or programming and is located correctly.	Reprogram pushbutton, reorient pushbutton, and/or install tactile arrow.	7	EA	\$ 200	\$ 1,400
Subtotal						\$ 747,000
Total						\$ 298,990,000
Contingency @ 20%						\$ 59,798,000
Design @ 20%						\$ 58,042,000
Right-of-Way @ 5%						\$ 14,511,000
Mobilization @ 10%						\$ 29,899,000
TESC + Traffic Control @ 10%						\$ 29,899,000
Construction Management @ 20%						\$ 59,798,000
Grand Total (2020 Dollars)						\$ 550,937,000

Planning Level Cost Estimate By Accessibility and Route Demand Combined (ALCS) Priority

Planning Level Cost Estimate
 Prepared for King County by Transpo Group
PROJECT NAME: King County ADA Transition Plan
PROJECT NUMBER: 1.17287.00

NOTE: This cost estimate is planning level in nature. It should be considered preliminary and for planning purposes only.

Costs listed for each feature type includes cost of barrier removal for barriers that may remain in place due to the feature being installed to the maximum extent feasible (MEF). Further study of these features is necessary on a case by case basis.

This cost estimate is planning level in nature. It should be considered preliminary and for planning purposes only. It specifically excludes structural impacts to buildings and parking structures, sales tax, permit fees, inflation, and contingency based on future accessibility laws and codes. Potential items such as retaining walls, earthwork, etc., are assumed to be included in the planning level estimate contingency unless otherwise indicated.

When features require multiple improvements, the cost of the smaller component is included in the larger task. (i.e. detectable warning surface is included with curb ramp reconstruction.)

Feature	Quantity by ALCS Priority							Total
	Low 1-19 (Driveways and Barriers 0-11)	% Low	Medium 20-38 (Driveways and Barriers 12-22)	% Medium	High 39-75 (Driveways and Barriers 23-45)	% High	Total	
Sidewalks (SF)	2,521,620	48%	2,396,207	46%	307,124	6%	5,224,951	
Driveways	2,734	62%	1,142	26%	525	12%	4,401	
Non-compliant Vertical Discontinuities	1,025	41%	924	37%	548	22%	2,497	
Non-compliant Horizontal Discontinuities	2,651	59%	1,264	28%	573	13%	4,488	
Fixed Obstacles	333	42%	227	29%	226	29%	786	
Moveable Obstacles	930	57%	446	28%	242	15%	1,618	
Protruding Obstacles	7,312	59%	3,677	30%	1,344	11%	12,333	
Existing Curb Ramps	298	7%	1,828	40%	2,397	53%	4,523	
Missing Curb Ramps	0	0%	784	42%	1,083	58%	1,867	
Pushbuttons	21	5%	262	60%	152	35%	435	
Average		38.1%		36.6%		25.3%		

Planning Level Cost Estimate By Accessibility and Route Demand Combined (ALCS) Priority

Planning Level Cost Estimate
 Prepared for King County By Transpo Group
 PROJECT NAME: King County ADA Transition Plan
 PROJECT NUMBER: 1.17287.00

NOTE: This cost estimate is planning level in nature. It should be considered preliminary and for planning purposes only.

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This cost estimate is planning level in nature. It should be considered preliminary and for planning purposes only. It specifically excludes structural impacts to buildings and parking structures, sales tax, permit fees, inflation, and contingency based on future accessibility laws and codes. Potential items such as retaining walls, earthwork, etc., are assumed to be included in the planning level estimate contingency unless otherwise indicated.

When features require multiple improvements, the cost of the smaller component is included in the larger task. (i.e. detectable warning surface is included with curb ramp reconstruction.)

Feature	Cost by ALCS Priority						Total
	Low 1-19 (Driveways and Barriers 0-11)	% Low	Medium 20-38 (Driveways and Barriers 12-22)	% Medium	High 39-75 (Driveways and Barriers 23-45)	% High	
Sidewalks (SF)	\$ 70,605,349	48%	\$ 67,093,795	46%	\$ 8,599,473	6%	\$ 146,299,000
Driveways	\$ 35,542,000	62%	\$ 14,846,000	26%	\$ 6,825,000	12%	\$ 57,213,000
Non-compliant Vertical Discontinuities	\$ 307,500	41%	\$ 277,200	37%	\$ 164,400	22%	\$ 750,000
Non-compliant Horizontal Discontinuities	\$ 66,275	59%	\$ 31,600	28%	\$ 14,325	13%	\$ 113,000
Fixed Obstacles	\$ 599,400	42%	\$ 408,600	29%	\$ 406,800	29%	\$ 1,415,000
Moveable Obstacles	\$ 186,000	57%	\$ 89,200	28%	\$ 48,400	15%	\$ 324,000
Protruding Obstacles	\$ 3,656,000	59%	\$ 1,838,500	30%	\$ 672,000	11%	\$ 6,167,000
Existing Curb Ramps	\$ 3,801,270	6%	\$ 24,538,760	40%	\$ 32,393,058	53%	\$ 60,734,000
Missing Curb Ramps	\$ -	0%	\$ 10,594,976	42%	\$ 14,635,662	58%	\$ 25,231,000
Pushburtons	\$ 18,175	2%	\$ 444,425	59%	\$ 283,925	38%	\$ 747,000
Average		38.4%		40.2%		21.4%	
	Low 1-19 (Driveways and Barriers 0-11)		Medium 20-38 (Driveways and Barriers 12-22)		High 39-75 (Driveways and Barriers 23-45)		Total
Total	\$ 114,782,000		\$ 120,164,000		\$ 64,044,000		\$ 298,993,000
	Contingency @ 20%		\$ 24,033,000		\$ 12,809,000		\$ 59,799,000*
	Design @ 20%		\$ 21,993,000		\$ 12,548,000		\$ 58,042,000*
	Right-of-Way @ 5%		\$ 5,499,000		\$ 3,137,000		\$ 14,511,000*
	Mobilization @ 10%		\$ 11,479,000		\$ 6,405,000		\$ 29,900,000
	TESC + Traffic Control @ 10%		\$ 11,479,000		\$ 6,405,000		\$ 29,900,000
	Construction Management @ 20%		\$ 22,957,000		\$ 12,809,000		\$ 59,799,000
Grand Total	\$ 211,146,000		\$ 221,642,000		\$ 118,157,000		\$ 550,944,000

*Does not apply to maintenance or DWS items

Appendix F: Grievance Procedure

King County Road Services Division
Public Right-of-Way Grievance Procedure under
The Americans with Disabilities Act of 1990

To request accessibility improvements related to pedestrian facilities, such as curb ramps or sidewalks, on unincorporated King County roads, contact the Roads 24/7 Helpline at 1-800-527-6237 (TTY: 771) or maint.roads@kingcounty.gov. The Division will review requests and provide resolutions when possible.

The following Grievance Procedure is established to meet the requirements of the Americans with Disabilities Act of 1990 ("ADA"). It may be used by anyone who wishes to file a complaint alleging discrimination on the basis of disability in the provision of services, activities, programs, or benefits by the King County Road Services Division related to the public right-of-way. The County's Nondiscrimination, Anti-Harassment & Inappropriate Conduct Policy governs employment-related complaints of disability discrimination.

Procedure

1. Complete the King County Road Public Right-of-Way ADA Grievance Form [LINK TO BE ADDED]. Alternative means of filing complaints, such as personal interviews or an audio recording of the grievant, will be made available for persons with disabilities upon request.

The complaint should be submitted by the grievant or his/her/their designee as soon as possible but no later than 60 calendar days after the alleged violation to:

Joann Kosai-Eng
ADA Coordinator, County Road Engineer
King Street Center
201 S Jackson St
Seattle, WA 98104
Joann.Kosai-Eng@kingcounty.gov

2. Within 15 calendar days after receipt of the complaint, the County Road Engineer or their designee will meet with the grievant to discuss the complaint and the possible resolutions.
3. Within 15 calendar days of the meeting, the County Road Engineer or their designee will respond in writing, and where appropriate, in a format accessible to the grievant, such as large print, Braille, or audio tape. The response will explain the position of the King County Road Services Division and offer options for substantive resolution of the complaint.
4. If the response by the County Road Engineer or their designee does not satisfactorily resolve the issue, the grievant and/or their designee may appeal the decision within 15 calendar days after receipt of the response to the Director of the Department of Local

Services or their designee. To submit an appeal, complete the King County Road Public Right-of-Way ADA Grievance Appeal Form [LINK TO BE ADDED] and submit to:

Department of Local Services
Attn: Division Director
201 S Jackson Street
Seattle, WA 98104
[EMAIL ADDRESS TO BE ADDED]

5. Within 15 calendar days after receipt of the appeal, the Director of the Department of Local Services or their designee will meet with the grievant to discuss the complaint and possible resolutions.
6. Within 15 calendar days after the meeting, the Director of the Department of Local Services or their designee will respond in writing, and, where appropriate, in a format accessible to the grievant, with a final resolution of the complaint.

All written complaints received by the County Road Engineer or their designee, appeals to the Director of the Department of Local Services or their designee, and responses from these two offices will be retained by the King County Road Services Division for at least six years.



King County

Department of Local Services

Road Services Division

**King County Road Public Right-of-Way
Americans with Disabilities Act Grievance Form**

To submit accessibility requests related to pedestrian facilities, such as curb ramps or sidewalks, on unincorporated King County roads, please contact the Roads 24/7 Helpline at 206-477-8100 or 1-800-527-6237, or e-mail maint.roads@kingcounty.gov.

Please complete this form if you wish to file a complaint alleging discrimination by the King County Road Services Division on the basis of disability in the provision of services, activities, programs, or benefits related to the unincorporated King County public right-of-way. Attach additional pages as needed.

Alternative means of filing complaints, such as personal interviews or an audio recording of the complaint, will be made available for persons with disabilities upon request.

For questions about King County Road Services Division's Grievance Procedure, see www.kingcounty.gov/RoadsADAPlan, or contact the King County ADA Coordinator at Joann.Kosai-Eng@kingcounty.gov or (206) 477-2609 TTY Relay: 711.

Complainant Name

First Name: _____ Last Name: _____

Designee Name (if applicable). First Name: _____ Last Name: _____

Designee Relationship to Complainant (if applicable): _____

Contact Information

Complainant Designee

Street Address and Apt No: _____

City: _____ State: _____ Zip: _____

Phone: (____) _____ E-mail: _____

Complaint

Please provide a complete description of the grievance, in enough detail so that the nature of your grievance can be clearly understood:

Please specify any locations related to the grievance (if applicable). Provide an address or cross-street if known.

When did the alleged discrimination occur?

Please provide the name and department (if known) of any individuals you have contacted regarding this concern.

Please state what you think should be done to resolve the grievance:

Signature

Date

Return to:

Joann Kosai-Eng
ADA Coordinator, County Road Engineer
King Street Center
201 S Jackson Street
Seattle, WA 98104
Joann.Kosai-Eng@kingcounty.gov



King County

Department of Local Services

Road Services Division

King County Road Public Right-of-Way Americans with Disabilities Act Grievance Appeal Form

Please complete this form if you wish to appeal the King County Road Services Division's response to a complaint alleging discrimination on the basis of disability in the provision of services, activities, programs, or benefits. Attach additional pages as needed.

Alternative means of filing appeals, such as personal interviews or an audio recording of the complaint, will be made available for persons with disabilities upon request. For questions about King County Road Services Division's Grievance Procedure, see www.kingcounty.gov/RoadsADAPlan, or contact the King County ADA Coordinator at Joann.Kosai-Eng@kingcounty.gov or (206) 477-2609 TTY Relay: 711.

Complainant Name

First Name: _____ Last Name: _____

Designee Name (if applicable). First Name: _____ Last Name: _____

Designee Relationship to Complainant (if applicable): _____

Contact Information

Complainant Designee

Street Address and Apt No: _____

City: _____ State: _____ Zip: _____

Phone: (____) _____ E-mail: _____

Appeal

Please provide a detailed explanation of why you believe the response from King County Road Services did not satisfactorily resolve your complaint. Please attach a complete copy of your initial complaint and the response from King County Road Services.

Please describe the appeal remedy you are requesting.

Signature

Date

Return to:

John Taylor, Director
Department of Local Services
King Street Center
201 S Jackson Street
Seattle, WA 98104
[< email address pending >](#)



King County

Department of Local Services
Road Services Division