

## Appendix G: ADA Action Log

King County Metro  
ADA Self-Evaluation and Transition Plan  
Action Log  
12/15/2023

Facility Type	Corridor ID	GPS ID	Project Name	Barrier #	Self-Evaluation Barrier	Cost Projection	Priority Value	Priority Rank	Funding Year	Year Completed
Accessible Parking	N/A	3039	Auburn Park and Ride	N/A	See facility report and GIS data for detailed accessible parking evaluation findings.	\$ 72,700	1	High		
Accessible Parking	N/A	3033	Aurora Village TC Park and Ride	N/A	See facility report and GIS data for detailed accessible parking evaluation findings.	\$ 68,300	1	High		
Accessible Parking	N/A	3051	Bear Creek Park and Ride	N/A	See facility report and GIS data for detailed accessible parking evaluation findings.	\$ 78,400	1	High		
Accessible Parking	N/A	3043	Bothell Park and Ride	N/A	See facility report and GIS data for detailed accessible parking evaluation findings.	\$ 57,900	1	High		
Accessible Parking	N/A	3014	Eastgate Transit Center	N/A	See facility report and GIS data for detailed accessible parking evaluation findings.	\$ 129,200	1	High		
Accessible Parking	N/A	3050	Kent/Des Moines Park and Ride	N/A	See facility report and GIS data for detailed accessible parking evaluation findings.	\$ 95,200	1	High		
Accessible Parking	N/A	3035	Kent/James Street Park and Ride	N/A	See facility report and GIS data for detailed accessible parking evaluation findings.	\$ 116,400	1	High		
Accessible Parking	N/A	19157	Ober Park Park and Ride	N/A	See facility report and GIS data for detailed accessible parking evaluation findings.	\$ 21,400	1	High		
Accessible Parking	N/A	3023	Olson/Meyers Park and Ride	N/A	See facility report and GIS data for detailed accessible parking evaluation findings.	\$ 51,300	1	High		
Accessible Parking	N/A	19161	South Kirkland Park and Ride Surface Lot	N/A	See facility report and GIS data for detailed accessible parking evaluation findings.	\$ 111,300	1	High		
Accessible Parking	N/A	3040	Tukwila Park and Ride	N/A	See facility report and GIS data for detailed accessible parking evaluation findings.	\$ 68,100	1	High		
Accessible Parking	N/A	3039	Valley Center Park and Ride	N/A	See facility report and GIS data for detailed accessible parking evaluation findings.	\$ 36,700	1	High		
Accessible Parking	N/A	19760	Vashon North End Park and Ride	N/A	See facility report and GIS data for detailed accessible parking evaluation findings.	\$ 75,000	1	High		
Accessible Route Sidewalk	3042	N/A	Sidewalk at Ober Park Park and Ride	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 1,033	1	High		
Accessible Route Sidewalk	3051	N/A	Sidewalk at Valley Center Park and Ride	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 3,000	1	High		
Accessible Route Sidewalk	3043	N/A	Sidewalk at Olson/Meyers Park and Ride	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 4,603	1	High		
Accessible Route Sidewalk	3014	N/A	Sidewalk at Bothell Park and Ride	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 6,055	1	High		
Accessible Route Sidewalk	3050	N/A	Sidewalk at Tukwila Park and Ride	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 8,161	1	High		
Accessible Route Sidewalk	19760	N/A	Sidewalk at Eastgate Transit Center	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 11,736	1	High		
Accessible Route Sidewalk	3040	N/A	Sidewalk at Kent/Des Moines Park and Ride	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 12,500	1	High		
Accessible Route Sidewalk	19161	N/A	Sidewalk at Aurora Village TC Park and Ride	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 14,281	1	High		
Accessible Route Sidewalk	3023	N/A	Sidewalk at Bear Creek Park and Ride	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 26,000	1	High		
Curbs ramps at Transit Facility	N/A	16	Ramps at Bothell Park and Ride	N/A	See facility report and GIS data for detailed evaluation observations of curb ramps at Bothell Park and Ride	\$ 4,600	3	High		
Curbs ramps at Transit Facility	N/A	1	Ramps at Aurora Village TC Park and Ride	N/A	See facility report and GIS data for detailed evaluation observations of curb ramps at Aurora Village TC Park and Ride	\$ 19,900	2	High		
Curbs ramps at Transit Facility	N/A	2	Ramps at Aurora Village TC Park and Ride	N/A	See facility report and GIS data for detailed evaluation observations of curb ramps at Aurora Village TC Park and Ride	\$ 19,700	2	High		
Curbs ramps at Transit Facility	N/A	3	Ramps at Aurora Village TC Park and Ride	N/A	See facility report and GIS data for detailed evaluation observations of curb ramps at Aurora Village TC Park and Ride	\$ 15,700	2	High		
Curbs ramps at Transit Facility	N/A	4	Ramps at Aurora Village TC Park and Ride	N/A	See facility report and GIS data for detailed evaluation observations of curb ramps at Aurora Village TC Park and Ride	\$ 22,400	2	High		
Curbs ramps at Transit Facility	N/A	5	Ramps at Aurora Village TC Park and Ride	N/A	See facility report and GIS data for detailed evaluation observations of curb ramps at Aurora Village TC Park and Ride	\$ 13,000	2	High		
Curbs ramps at Transit Facility	N/A	6	Ramps at Aurora Village TC Park and Ride	N/A	See facility report and GIS data for detailed evaluation observations of curb ramps at Aurora Village TC Park and Ride	\$ 19,700	2	High		
Curbs ramps at Transit Facility	N/A	7	Ramps at South Kirkland Park and Ride Surface Lot	N/A	See facility report and GIS data for detailed evaluation observations of curb ramps at South Kirkland Park and Ride Surface Lot	\$ 10,900	2	High		
Curbs ramps at Transit Facility	N/A	10	Ramps at Valley Center Park and Ride	N/A	See facility report and GIS data for detailed evaluation observations of curb ramps at Valley Center Park and Ride	\$ 11,200	2	High		
Curbs ramps at Transit Facility	N/A	12	Ramps at Kent/James Street Park and Ride	N/A	See facility report and GIS data for detailed evaluation observations of curb ramps at Kent/James Street Park and Ride	\$ 2,700	2	High		
Curbs ramps at Transit Facility	N/A	13	Ramps at Kent/James Street Park and Ride	N/A	See facility report and GIS data for detailed evaluation observations of curb ramps at Kent/James Street Park and Ride	\$ 2,700	2	High		
Curbs ramps at Transit Facility	N/A	14	Ramps at Auburn Park and Ride	N/A	See facility report and GIS data for detailed evaluation observations of curb ramps at Auburn Park and Ride	\$ 12,600	2	High		

Facility Type	Corridor ID	GPS ID	Project Name	Barrier #	Self-Evaluation Barrier	Cost Projection	Priority Value	Priority Rank	Funding Year	Year Completed
Parking Garage	N/A	1	Burien PnR Garage (KC)	9	There are not enough accessible stalls within the garage.  There are (458) total parking stalls in the parking garage. Floors 3, 2, and 1 have standard accessible parking stalls with no van stalls provided.  Advisory 208.2 Minimum Number. The term "parking facility" is used in Section 208.2 instead of the term "parking lot" so that it is clear that both parking lots and parking structures are required to comply with this section. The number of parking spaces required to be accessible is to be calculated separately for each parking facility; the required number is not to be based on the total number of parking spaces provided in all of the parking facilities provided on the site.	\$ 32,400	4	High		
Parking Garage	N/A	1	Burien PnR Garage (KC)	13	5.3 percent the entire width of the stall. The running slope of the access aisle (long dimension) exceeds 2 percent.  The running slope in an accessible parking stall and the access aisle must not exceed 2 percent.	\$ 6,100	4	High		
Parking Garage	N/A	1	Burien PnR Garage (KC)	14	The running slope of the stall reads at 3.2 percent to 7.0 percent at the top part of stall.  The running slope in an accessible parking stall and the access aisle must not exceed 2 percent.	\$ 6,100	4	High		
Parking Garage	N/A	1	Burien PnR Garage (KC)	16	The access aisle is not a minimum 5 feet wide and the striping is incorrect.  An accessible parking stall's access aisle must be a minimum of 5 feet wide measured from centerline to centerline.  Where the access aisle is not adjacent to another parking space or access aisle, measurements shall be permitted to include the full width of the line defining the access aisle.	\$ 2,000	4	High		
Parking Garage	N/A	1	Burien PnR Garage (KC)	17	The running slope of the accessible parking stall is measured at 4.0 percent.  The running slope in an accessible parking stall and the access aisle must not exceed 2 percent.	\$ 6,100	4	High		
Parking Garage	N/A	1	Burien PnR Garage (KC)	21	There are no accessible parking stalls in the south parking lot/facility.  There are a total of (100) parking stalls in the parking lot that could be reasonably associated with this facility. There should be a minimum of (4) accessible stalls with a minimum of (1) being designed as van accessible.  Advisory 208.2 Minimum Number. The term "parking facility" is used in Section 208.2 instead of the term "parking lot" so that it is clear that both parking lots and parking structures are required to comply with this section. The number of parking spaces required to be accessible is to be calculated separately for each parking facility; the required number is not to be based on the total number of parking spaces provided in all of the parking facilities provided on the site.	\$ 6,100	4	High		
Parking Garage	N/A	1	Burien PnR Garage (KC)	25	The running slope (long dimension) for 9 of the accessible parking stalls exceeds 2 percent.  The running slope in an accessible parking stall and the access aisle must not exceed 2 percent.	\$ 18,200	4	High		
Parking Garage	N/A	1	Burien PnR Garage (KC)	26	The running slope of 5 of the access aisles (long dimension) exceeds 2 percent.  The running slope in an accessible parking stall and the access aisle must not exceed 2 percent.	\$ 10,100	4	High		
Parking Garage	N/A	2	Eastgate PnR Garage (KC)	4	The curb ramp on the accessible route has cross slopes greater than 2 percent.  Surface cross slopes shall not exceed one unit vertical in 48 units horizontal (2-percent slope).	\$ 5,400	4	High		
Parking Garage	N/A	2	Eastgate PnR Garage (KC)	5	The curb ramp side flares exceed maximum slope of 10 percent.  The sides of curb ramps (curb ramp flares) where provided, shall not be steeper than 1:10.	\$ 5,400	4	High		

Facility Type	Corridor ID	GPS ID	Project Name	Barrier #	Self-Evaluation Barrier	Cost Projection	Priority Value	Priority Rank	Funding Year	Year Completed
Parking Garage	N/A	2	Eastgate PnR Garage (KC)	6	<p>There are not enough accessible stalls within the parking garage.</p> <p>There are (1289) total parking stalls in the parking garage, Including (6) accessible parking stalls on the 4th floor (no van) and 11 accessible parking stalls on the 1st floor (no van). Vertical height on the first floor is &gt; 98".</p> <p>There should be a minimum of (23) accessible parking stalls, including a minimum of (4) van-accessible stalls.</p> <p>Advisory 208.2 Minimum Number. The term "parking facility" is used in Section 208.2 instead of the term "parking lot" so that it is clear that both parking lots and parking structures are required to comply with this section. The number of parking spaces required to be accessible is to be calculated separately for each parking facility; the required number is not to be based on the total number of parking spaces provided in all of the parking facilities provided on the site.</p>	\$ 12,200	4	High		
Parking Garage	N/A	2	Eastgate PnR Garage (KC)	9	<p>The cross slope (narrow dimension) of one parking stall exceeds 2 percent.</p> <p>The running and cross slope in an accessible parking stall and the access aisle must not exceed 2%.</p>	\$ 6,100	4	High		
Parking Garage	N/A	2	Eastgate PnR Garage (KC)	10	<p>The cross slope of the accessible parking stall is measured at 3.0 percent.</p> <p>The cross slope in an accessible parking stall and the access aisle must not exceed 2%.</p>	\$ 6,100	4	High		
Parking Garage	N/A	2	Eastgate PnR Garage (KC)	12	<p>The 6 parking spaces provided contain multiple barriers to access.</p> <p>The parking spaces and access aisles are incorrect widths; the striping is dilapidated and in need of repair and/or maintenance. The access aisles are not on an accessible route/obstructed required clear widths, signage is incorrect, and/or installed at incorrect heights. There are no Van stalls, even though marked van.</p>	\$ 12,200	4	High		
Parking Garage	N/A	2	Eastgate PnR Garage (KC)	13	<p>There are no accessible parking stalls in the west parking lot/facility.</p> <p>There are a total of (131) parking stalls in the parking lot that could be reasonably associated with this facility. There should be a minimum of (5) accessible stalls with a minimum of (1) being designed as van accessible.</p> <p>Advisory 208.2 Minimum Number. The term "parking facility" is used in Section 208.2 instead of the term "parking lot" so that it is clear that both parking lots and parking structures are required to comply with this section. The number of parking spaces required to be accessible is to be calculated separately for each parking facility; the required number is not to be based on the total number of parking spaces provided in all of the parking facilities provided on the site.</p>	\$ 10,100	4	High		
Parking Garage	N/A	3	Issaquah Highlands Garage (KC)	1	<p>There are no van-accessible parking stalls.</p> <p>1 in every 6, minimum of one, required accessible stalls must be a van-accessible stall. Vertical height on the first floor is &gt; 98".</p> <p>There are a total of (1045) parking stalls in the parking garage.</p> <p>There should be a minimum of (21) accessible stalls with a minimum of (4) being designed as van accessible.</p>	\$ 8,100	4	High		
Parking Garage	N/A	3	Issaquah Highlands Garage (KC)	8	<p>The running slope (long dimension) of one of the accessible parking stalls exceeds 2 percent.</p> <p>The running slope in an accessible parking stall and the access aisle must not exceed 2 percent.</p>	\$ 6,100	4	High		
Parking Garage	N/A	3	Issaquah Highlands Garage (KC)	9	<p>The running slope (long dimension) of one of the accessible parking stalls exceeds 2 percent.</p> <p>The running slope in an accessible parking stall and the access aisle must not exceed 2 percent.</p>	\$ 6,100	4	High		
Parking Garage	N/A	4	Overlake Garage (KC)	5	<p>The cross slopes (narrow dimension) of all the accessible parking stalls exceed 2 percent.</p> <p>The running and cross slope in an accessible parking stall and the access aisle must not exceed 2 percent.</p>	\$ 6,100	4	High		
Parking Garage	N/A	4	Overlake Garage (KC)	6	<p>The cross slope (short dimension) of all provided access aisles exceed 2 percent.</p> <p>The cross slope in an accessible parking stall and the access aisle must not exceed 2 percent.</p>	\$ 6,100	4	High		
Parking Garage	N/A	6	South Kirkland PnR Garage (KC)	2	<p>The walking surface is obstructed by the over grown foliage. A 36 inch wide minimum walking surface is required.</p>	\$ 1,400	4	High		

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Parking Garage	N/A	6	South Kirkland PnR Garage (KC)	4	There are not enough accessible stalls.  There are (562) total parking stalls in the parking garage, Including (7) accessible parking stalls on the 1st floor with 4 van stalls. Vertical height on the first floor is > 98".  There should be a minimum of (12) accessible parking stalls, including a minimum of (2) van-accessible stalls.	\$ 2,000	4	High		
Parking Garage	N/A	6	South Kirkland PnR Garage (KC)	6	The running slope (long dimension) of the accessible parking stall exceeds 2 percent.  The running slope in an accessible parking stall and the access aisle must not exceed 2 percent.	\$ 6,100	4	High		
Signalized Crossing at Transit Facility	N/A	9	Ramps at Eastgate Transit Center	N/A	See facility report and GIS data for detailed evaluation observations of signalized crossing at Eastgate Transit Center	\$ 18,400	2	High		
Standard Ramp	N/A	3042	Ramp at Ober Park and Ride	N/A	See facility report and GIS data for detailed standard ramp evaluation findings.	\$ 21,000	1	High		
Transit Stop	N/A	12373	DeafBlind Services Center	N/A	See facility report and GIS data for detailed evaluation observations for transit stop at DeafBlind Services Center	\$ 5,300	2	High		
Transit Stop	N/A	12820	Disability Empowerment Center (WB)	N/A	See facility report and GIS data for detailed evaluation observations for transit stop at Disability Empowerment Center (WB)	\$ 3,300	2	High		
Transit Stop	N/A	16149	Transit Stop at Aurora Village TC Park and Ride	N/A	See facility report and GIS data for detailed evaluation observations for Transit Stop at Aurora Village TC Park and Ride	\$ 3,000	2	High		
Transit Stop	N/A	47809	1st Ave S @ S 128th St (NB/NS)	N/A	See facility report and GIS data for detailed evaluation observations for transit stop at 1st Ave S @ S 128th St (NB/NS)	\$ 6,500	2	High		
Transit Stop	N/A	48398	1st Ave S at SW 128th St (SB/NS)	N/A	See facility report and GIS data for detailed evaluation observations for transit stop at 1st Ave S at SW 128th St (SB/NS)	\$ 3,700	2	High		
Transit Stop	N/A	50760	Multicultural Families	N/A	See facility report and GIS data for detailed evaluation observations for transit stop at Multicultural Families	\$ 3,000	2	High		
Transit Stop	N/A	54150	NE 4th St @ Union Ave NE (WB/FS)	N/A	See facility report and GIS data for detailed evaluation observations for transit stop at NE 4th St @ Union Ave NE (WB/FS)	\$ 3,700	2	High		
Transit Stop	N/A	57528	124th Ave SE @ SE 312th St (SB/FS)	N/A	See facility report and GIS data for detailed evaluation observations for transit stop at 124th Ave SE @ SE 312th St (SB/FS)	\$ 3,000	2	High		
Transit Stop	N/A	57891	Transit stop at Auburn Park and Ride	N/A	See facility report and GIS data for detailed evaluation observations for Transit stop at Auburn Park and Ride	\$ 3,300	2	High		
Transit Stop	N/A	73813	Central Way @ 3rd St (EB/FS)	N/A	See facility report and GIS data for detailed evaluation observations for transit stop at Central Way @ 3rd St (EB/FS)	\$ 3,300	2	High		
Transit Stop	N/A	80400	Factoria Blvd SE @ SE 40th PI (NB/FS)	N/A	See facility report and GIS data for detailed evaluation observations for transit stop at Factoria Blvd SE @ SE 40th PI (NB/FS)	\$ 3,100	2	High		
Transit Stop	N/A	80720	Transit Stop at Tukwila Park and Ride	N/A	See facility report and GIS data for detailed evaluation observations for Transit Stop at Tukwila Park and Ride	\$ 3,000	2	High		
Transit Stop	N/A	80763	The Arc of King County (SB)	N/A	See facility report and GIS data for detailed evaluation observations for transit stop at The Arc of King County (SB)	\$ 3,800	2	High		
Transit Stop	N/A	80765	The Arc of King County (NB)	N/A	See facility report and GIS data for detailed evaluation observations for transit stop at The Arc of King County (NB)	\$ 3,800	2	High		
Transit Stop	N/A	587821	Transit Stop at Kent/Des Moines Park and Ride	N/A	See facility report and GIS data for detailed evaluation observations for Transit Stop at Kent/Des Moines Park and Ride	\$ 5,100	2	High		
Transit Stop	N/A	670132	Transit Stop at Eastgate Transit Center	N/A	See facility report and GIS data for detailed evaluation observations for Transit Stop at Eastgate Transit Center	\$ 3,000	2	High		
Transit Stop	N/A	670192	Transit Stop at Eastgate Transit Center	N/A	See facility report and GIS data for detailed evaluation observations for Transit Stop at Eastgate Transit Center	\$ 600	2	High		
Transit Stop	N/A	670194	Transit Stop at Eastgate Transit Center	N/A	See facility report and GIS data for detailed evaluation observations for Transit Stop at Eastgate Transit Center	\$ 600	2	High		
Transit Stop	N/A	1673030	Central Ave N @ E James St (NB/FS)	N/A	See facility report and GIS data for detailed evaluation observations for transit stop at Central Ave N @ E James St (NB/FS)	\$ 3,700	2	High		
Transit Stop	N/A	1530	Disability Rights WA	N/A	See facility report and GIS data for detailed evaluation observations for transit stop at Disability Rights WA	\$ 1,100	1	High		
Transit Stop	N/A	3770	14th Ave S @ S Holgate St (SB/FS)	N/A	See facility report and GIS data for detailed evaluation observations for transit stop at 14th Ave S @ S Holgate St (SB/FS)	\$ 3,700	1	High		
Transit Stop	N/A	11990	S Jackson St at 20th Ave S (EB/FS)	N/A	See facility report and GIS data for detailed evaluation observations for transit stop at S Jackson St at 20th Ave S (EB/FS)	\$ 1,000	1	High		
Transit Stop	N/A	45440	87th Ave S @ S 115th PI (NB/NS)	N/A	See facility report and GIS data for detailed evaluation observations for transit stop at 87th Ave S @ S 115th PI (NB/NS)	\$ 2,200	1	High		
Transit Stop	N/A	46792	Transit Stop at Valley Center Park and Ride	N/A	See facility report and GIS data for detailed evaluation observations for Transit Stop at Valley Center Park and Ride	\$ 3,800	1	High		
Transit Stop	N/A	49500	Military Rd S @ S 125th PI (NB/FS)	N/A	See facility report and GIS data for detailed evaluation observations for transit stop at Military Rd S @ S 125th PI (NB/FS)	\$ 4,900	1	High		
Transit Stop	N/A	49571	SW 116th St @ 1st Ave S (EB/NS)	N/A	See facility report and GIS data for detailed evaluation observations for transit stop at SW 116th St @ 1st Ave S (EB/NS)	\$ 3,900	1	High		
Transit Stop	N/A	57892	Transit stop at Auburn Park and Ride	N/A	See facility report and GIS data for detailed evaluation observations for Transit stop at Auburn Park and Ride	\$ 1,200	1	High		
Transit Stop	N/A	58782	Transit Stop at Kent/Des Moines Park and Ride	N/A	See facility report and GIS data for detailed evaluation observations for Transit Stop at Kent/Des Moines Park and Ride	\$ 3,800	1	High		



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Transit Stop	N/A	70390	National Federation of the Blind (North Side (SB))	N/A	See facility report and GIS data for detailed evaluation observations for transit stop at National Federation of the Blind (North Side (SB))	\$ 1,100	1	High		
Transit Stop	N/A	70420	National Federation of the Blind (South Side (NB))	N/A	See facility report and GIS data for detailed evaluation observations for transit stop at National Federation of the Blind (South Side (NB))	\$ 1,100	1	High		
Transit Stop	N/A	77630	15th Ave NE @ NE 155th St (SB/FS)	N/A	See facility report and GIS data for detailed evaluation observations for transit stop at 15th Ave NE @ NE 155th St (SB/FS)	\$ 5,200	1	High		
Transit Stop	N/A	79590	SW Sunset Blvd at Oakesdale Ave SW (EB/FS)	N/A	See facility report and GIS data for detailed evaluation observations for transit stop at SW Sunset Blvd at Oakesdale Ave SW (EB/FS)	\$ 1,300	1	High		
Transit Stop	N/A	80580	Transit Stop at Kent/James Street Park and Ride	N/A	See facility report and GIS data for detailed evaluation observations for Transit Stop at Kent/James Street Park and Ride	\$ 1,200	1	High		
Transit Stop	N/A	80666	The Arc of King County - Planter Strip Spot (South Side (NB))	N/A	See facility report and GIS data for detailed evaluation observations for transit stop at The Arc of King County - Planter Strip Spot (South Side (NB))	\$ 1,300	1	High		
Transit Stop	N/A	80764	The Arc of King County - Planter Strip Spot (South Side (SB))	N/A	See facility report and GIS data for detailed evaluation observations for transit stop at The Arc of King County - Planter Strip Spot (South Side (SB))	\$ 1,400	1	High		
Transit Stop	N/A	81755	Transit Stop at Bear Creek Park and Ride	N/A	See facility report and GIS data for detailed evaluation observations for Transit Stop at Bear Creek Park and Ride	\$ 3,900	1	High		
Transit Stop	N/A	219451	Transit Stop at Kent/Des Moines Park and Ride	N/A	See facility report and GIS data for detailed evaluation observations for Transit Stop at Kent/Des Moines Park and Ride	\$ 1,200	1	High		
Accessible Route Sidewalk	3043	N/A	Sidewalk at Olson/Meyers Park and Ride	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 1,497	2	Medium		
Accessible Route Sidewalk	3040	N/A	Sidewalk at Kent/Des Moines Park and Ride	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 2,700	2	Medium		
Accessible Route Sidewalk	3035	N/A	Sidewalk at Auburn Park and Ride	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 4,083	2	Medium		
Accessible Route Sidewalk	3014	N/A	Sidewalk at Bothell Park and Ride	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 5,845	2	Medium		
Accessible Route Sidewalk	3050	N/A	Sidewalk at Tukwila Park and Ride	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 7,039	2	Medium		
Accessible Route Sidewalk	3033	N/A	Sidewalk at South Kirkland Park and Ride Surface Lot	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 8,700	2	Medium		
Accessible Route Sidewalk	19760	N/A	Sidewalk at Eastgate Transit Center	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 34,964	2	Medium		
Accessible Route Sidewalk	19161	N/A	Sidewalk at Aurora Village TC Park and Ride	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 51,219	2	Medium		
Parking Garage	N/A	3	Issaquah Highlands Garage (KC)	16	<p>The handrail projects less than 12 inches beyond the landing at the top of the stairs parallel to the floor or ground.</p> <p>At the top of a stair flight, handrails shall extend horizontally above the landing for 12 inches minimum beginning directly above the first riser nosing. Extensions shall return to a wall, guard, or the landing surface, or shall be continuous to the handrail of an adjacent stair flight.</p>	\$ 2,500	8	Medium		
Parking Garage	N/A	1	Burien PnR Garage (KC)	1	<p>The walk is missing directional signage that identifies the location/direction of the accessible route of travel to the accessible building entrance.</p> <p>Signs that identify, direct to or give information about accessible elements and features of a building or site shall have a non-glare finish, contrast with their background, be selected from fonts where the width of the uppercase letter "O" is 60 percent minimum and 110 percent maximum of the height of the uppercase letter "I" Stroke thickness of the uppercase letter "I" shall be 10 percent minimum and 20 percent maximum of the height of the character and be sized according to the viewing distance.</p>	\$ 600	7	Medium		
Parking Garage	N/A	1	Burien PnR Garage (KC)	7	<p>The grate openings are greater than 1/2 inch and are parallel to the direction of travel.</p> <p>Openings in floor or ground surfaces shall not allow passage of a sphere more than 1/2 inch diameter. Elongated openings shall be placed so that the long dimension is perpendicular to the dominant direction of travel.</p>	\$ 600	7	Medium		
Parking Garage	N/A	2	Eastgate PnR Garage (KC)	1	<p>The walkway is missing directional signage that identifies the location/direction of the accessible route of travel to the accessible building entrance.</p> <p>Signs that identify, direct to or give information about accessible elements and features of a building or site shall have a non-glare finish, contrast with their background, be selected from fonts where the width of the uppercase letter "O" is 60 percent minimum and 110 percent maximum of the height of the uppercase letter "I" Stroke thickness of the uppercase letter "I" shall be 10 percent minimum and 20 percent maximum of the height of the character and be sized according to the viewing distance.</p>	\$ 600	7	Medium		
Parking Garage	N/A	2	Eastgate PnR Garage (KC)	2	<p>The concrete expansion joint is spaced greater than 1/2 inch for 490 square feet (roughly 6 expansion joints).</p> <p>Openings in floor or ground surfaces shall not allow passage of a sphere more than 1/2 inch diameter. Elongated openings shall be placed so that the long dimension is perpendicular to the dominant direction of travel.</p>	\$ 3,300	7	Medium		

Facility Type	Corridor ID	GPS ID	Project Name	Barrier #	Self-Evaluation Barrier	Cost Projection	Priority Value	Priority Rank	Funding Year	Year Completed
Parking Garage	N/A	4	Overlake Garage (KC)	8	The ramp exceeds the maximum running slope of 8.8 percent at 63 inches wide for 50 feet. Ramps should have the least possible slope but in no case more than 8.3% (1:12).	\$ 5,400	7	Medium		
Parking Garage	N/A	4	Overlake Garage (KC)	10	There is no edge protection provided on one side of the ramp. The floor or ground surface of the ramp run or landing shall extend 12 inches minimum beyond the inside face of a handrail or a curb or barrier shall be provided that prevents the passage of a 4 inch diameter sphere, where any portion of the sphere is within 4 inches of the finish floor or ground surface.	\$ 3,400	7	Medium		
Parking Garage	N/A	4	Overlake Garage (KC)	11	The curb ramp on the accessible route has cross slopes greater than 2 percent. Surface cross slopes shall not exceed one unit vertical in 48 units horizontal (2-percent slope).	\$ 5,400	7	Medium		
Parking Garage	N/A	5	Redmond TC Garage (KC)	1	The walkway is missing directional signage that identifies the location/direction of the accessible route of travel to the accessible building entrance. Signs that identify, direct to or give information about accessible elements and features of a building or site shall have a non-glare finish, contrast with their background, be selected from fonts where the width of the uppercase letter "O" is 60 percent minimum and 110 percent maximum of the height of the uppercase letter "I" Stroke thickness of the uppercase letter "I" shall be 10 percent minimum and 20 percent maximum of the height of the character and be sized according to the viewing distance.	\$ 600	7	Medium		
Parking Garage	N/A	5	Redmond TC Garage (KC)	5	The door must have a smooth surface within 10 inches of the floor on the push side. Swinging door surfaces within 10 inches of the finish floor or ground measured vertically must have a smooth surface on the push side extending the full width of the door. Parts creating horizontal or vertical joints in these surfaces shall be within 1/16 inch of the same plane as the other. All gates, including ticket gates, shall meet all applicable specifications for doors.	\$ 600	7	Medium		
Parking Garage	N/A	1	Burien PnR Garage (KC)	2	The accessible path of travel between the building and the public way on the site has cross slopes greater than 2 for approximately 20 feet. Surface cross slopes shall not exceed one unit vertical in 48 units horizontal (2-percent slope).	\$ 2,100	6	Medium		
Parking Garage	N/A	1	Burien PnR Garage (KC)	3	There is a cross slope along the accessible route that goes up to 3.9 percent for a distance of about 20 feet. Surface cross slopes shall not exceed one unit vertical in 48 units horizontal (2-percent slope).	\$ 3,100	6	Medium		
Parking Garage	N/A	1	Burien PnR Garage (KC)	4	The curb ramp side flares exceed maximum slope allowances. The sides of curb ramps (curb ramp flares) where provided, shall not be steeper than 1:10.	\$ 6,100	6	Medium		
Parking Garage	N/A	1	Burien PnR Garage (KC)	5	There is a cross slope along the accessible route that goes up to 3.1 percent for a distance of about 10 feet. Surface cross slopes shall not exceed one unit vertical in 48 units horizontal (2-percent slope).	\$ 1,100	6	Medium		
Parking Garage	N/A	1	Burien PnR Garage (KC)	6	There is a cross slope along the accessible route that goes up to 2.9 percent for a distance of about 10 feet. Surface cross slopes shall not exceed one unit vertical in 48 units horizontal (2-percent slope).	\$ 1,100	6	Medium		
Parking Garage	N/A	1	Burien PnR Garage (KC)	11	The curb ramp side flares are 12.0 percent and exceed maximum slope allowances. The sides of curb ramps (curb ramp flares) where provided, shall not be steeper than 1:10.	\$ 6,100	6	Medium		
Parking Garage	N/A	1	Burien PnR Garage (KC)	22	All of the accessible parking signs are mounted too low. Parking space identification signs shall include the International Symbol of Accessibility. Signs identifying van parking spaces shall contain the designation "van accessible." Signs shall be 60 inches minimum above the finish floor or ground surface measured to the bottom of the sign.	\$ 4,800	6	Medium		
Parking Garage	N/A	1	Burien PnR Garage (KC)	24	Five of the curb ramps have side flares that exceed the 10 percent maximum slope allowance. The sides of curb ramps (curb ramp flares) where provided, shall not be steeper than 1:10.	\$ 30,400	6	Medium		
Parking Garage	N/A	2	Eastgate PnR Garage (KC)	3	There is a cross slope along the accessible route that goes up to 2.5 percent for a distance of about 20 feet at 6 feet wide. Surface cross slopes shall not exceed one unit vertical in 48 units horizontal (2-percent slope).	\$ 2,900	6	Medium		

Facility Type	Corridor ID	GPS ID	Project Name	Barrier #	Self-Evaluation Barrier	Cost Projection	Priority Value	Priority Rank	Funding Year	Year Completed
Parking Garage	N/A	2	Eastgate PnR Garage (KC)	14	The elevator audible car indicator signal is not loud enough.  The verbal annunciator shall be 10 decibels minimum above ambient but shall not exceed 80 dB, measured at the annunciator, and shall have a frequency of 300 Hz minimum to 3000 Hz maximum.	\$ 600	6	Medium		
Parking Garage	N/A	2	Eastgate PnR Garage (KC)	15	The emergency call boxes on floors 1-5 are positioned too high for either a side or front approach.  Where a clear floor or ground space allows a parallel approach to an element and the side reach is unobstructed, the high side reach shall be 48 inches maximum and the low side reach shall be 15 inches minimum above the finish floor or ground.  Where a forward reach is unobstructed, the high forward reach shall be 48 inches maximum and the low forward reach shall be 15 inches minimum above the finish floor or ground.	\$ 23,600	6	Medium		
Parking Garage	N/A	2	Eastgate PnR Garage (KC)	16	The emergency call boxes on floors 1-5 have clear floor spaces that exceed (2 percent or 1:48 maximum slope).  Changes in level are not permitted at required clear floor or ground space except that slopes not steeper than 1:48 shall be permitted.	\$ 50,600	6	Medium		
Parking Garage	N/A	3	Issaquah Highlands Garage (KC)	4	There are 5 accessible parking stalls that are not wide enough.  Each parking space must be at least 8 feet wide and shall be marked to define the width.  Alternatively, the stall can be 11 feet wide minimum with a 5 foot wide minimum access aisle.  The measurements of parking spaces and access aisles shall be made from the centerline of the markings. Where the parking space is not adjacent to another parking space or access aisle, the measurement shall be permitted to include the full width of the line defining the parking space.	\$ 10,100	6	Medium		
Parking Garage	N/A	3	Issaquah Highlands Garage (KC)	5	There is 1 access aisle that is not a minimum 5 feet wide.  An accessible parking stall's access aisle must be a minimum of 5 feet wide measured from centerline to centerline.  Where the access aisle is not adjacent to another parking space or access aisle, measurements shall be permitted to include the full width of the line defining the access aisle.	\$ 2,000	6	Medium		
Parking Garage	N/A	3	Issaquah Highlands Garage (KC)	17	The emergency call box has a clear floor space that exceed (2 percent or 1:48 maximum slope).  Changes in level are not permitted at required clear floor or ground space except that slopes not steeper than 1:48 shall be permitted.	\$ 2,000	6	Medium		
Parking Garage	N/A	4	Overlake Garage (KC)	2	All of the provided accessible parking signs are mounted too low.  Parking space identification signs shall include the International Symbol of Accessibility. Signs identifying van parking spaces shall contain the designation "van accessible." Signs shall be 60 inches minimum above the finish floor or ground surface measured to the bottom of the sign.	\$ 2,000	6	Medium		
Parking Garage	N/A	4	Overlake Garage (KC)	3	The stripe is missing on the left parking stall which identifies its border.  Vehicle spaces shall be marked to define the width, and shall have an adjacent access aisle.	\$ 600	6	Medium		
Parking Garage	N/A	4	Overlake Garage (KC)	9	The handrail does not extend past the ramp on level ground.  Handrails must be between 34 inches and 38 inches above the ramp surface and must extend beyond the top and bottom of the ramp run 12 inches horizontally. The 12 inches horizontal extensions must not include the radius at the top end of round handrails. Extensions shall return to a wall, guard, or the landing surface, or shall be continuous to the handrail of an adjacent ramp run.	\$ 2,000	6	Medium		
Parking Garage	N/A	5	Redmond TC Garage (KC)	6	The door exceeds the maximum allowable opening force and requires tight grasping to open.  Interior doors shall have a maximum opening force of 5 pounds.  These forces do not apply to the force required to retract latch bolts or disengage other devices that hold the door or gate in a closed position.	\$ 600	6	Medium		



Facility Type	Corridor ID	GPS ID	Project Name	Barrier #	Self-Evaluation Barrier	Cost Projection	Priority Value	Priority Rank	Funding Year	Year Completed
Parking Garage	N/A	5	Redmond TC Garage (KC)	7	The two parking signs are mounted too low.  Parking space identification signs shall include the International Symbol of Accessibility. Signs identifying van parking spaces shall contain the designation "van accessible." Signs shall be 60 inches minimum above the finish floor or ground surface measured to the bottom of the sign.	\$ 1,100	6	Medium		
Parking Garage	N/A	5	Redmond TC Garage (KC)	9	The handrail projects less than 12 inches beyond the landing at the top of the stairs parallel to the floor or ground.  At the top of a stair flight, handrails shall extend horizontally above the landing for 12 inches minimum beginning directly above the first riser nosing. Extensions shall return to a wall, guard, or the landing surface, or shall be continuous to the handrail of an adjacent stair flight.	\$ 2,000	6	Medium		
Parking Garage	N/A	5	Redmond TC Garage (KC)	11	The clear floor space required at 1 emergency call box is not flat (2 percent or 1:48 maximum slope) in all directions.  Changes in level are not permitted at required clear floor or ground space except that slopes not steeper than 1:48 shall be permitted.	\$ 2,000	6	Medium		
Parking Garage	N/A	6	South Kirkland PnR Garage (KC)	1	The walkway is missing directional signage that identifies the location/direction of the accessible route of travel to the accessible building entrance.  Signs that identify, direct to, or give information about accessible elements and features of a building or site shall have a non-glare finish, contrast with their background, be selected from fonts where the width of the uppercase letter "O" is 60 percent minimum and 110 percent maximum of the height of the uppercase letter "I" Stroke thickness of the uppercase letter "I" shall be 10 percent minimum and 20 percent maximum of the height of the character and be sized according to the viewing distance.	\$ 600	6	Medium		
Parking Garage	N/A	6	South Kirkland PnR Garage (KC)	11	The handrail does not extend for the correct distance and/or direction at the bottom of the stairway.  At the bottom of a stair flight, handrails shall extend at the slope of the stair flight for a horizontal distance at least equal to one tread depth beyond the last riser nosing. Extensions shall return to a wall, guard, or the landing surface, or shall be continuous to the handrail of an adjacent stair flight.	\$ 2,000	6	Medium		
Parking Garage	N/A	6	South Kirkland PnR Garage (KC)	12	The emergency call boxes (2) have clear floor spaces that exceed (2 percent or 1:48 maximum slope).  Changes in level are not permitted at the required clear floor or ground space except that slopes not steeper than 1:48 shall be permitted.	\$ 2,000	6	Medium		
Parking Garage	N/A	2	Eastgate PnR Garage (KC)	11	The maneuvering clearance at both sides of the door is 4.9 percent to 5.5 percent.  Maneuvering clearance must be generally flat with a 2 percent maximum slope in any direction over the entire clearance surface. The maneuvering clearance must be clear of obstructions.	\$ 6,800	5	Medium		
Parking Garage	N/A	3	Issaquah Highlands Garage (KC)	7	6 of the accessible parking stalls are not wide enough.  Each parking space must be at least 8 feet wide and shall be marked to define the width.  Alternatively, the stall can be 11 feet wide minimum with a 5 foot wide minimum access aisle.  The measurements of parking spaces and access aisles shall be made from the centerline of the markings. Where the parking space is not adjacent to another parking space or access aisle, the measurement shall be permitted to include the full width of the line defining the parking space.	\$ 8,100	5	Medium		
Parking Garage	N/A	3	Issaquah Highlands Garage (KC)	10	The accessible parking stall is not wide enough.  Each parking space must be at least 8 feet wide and shall be marked to define the width.  Alternatively, the stall can be 11 feet wide minimum with a 5 foot wide minimum access aisle.  The measurements of parking spaces and access aisles shall be made from the centerline of the markings. Where the parking space is not adjacent to another parking space or access aisle, the measurement shall be permitted to include the full width of the line defining the parking space.	\$ 1,400	5	Medium		

Facility Type	Corridor ID	GPS ID	Project Name	Barrier #	Self-Evaluation Barrier	Cost Projection	Priority Value	Priority Rank	Funding Year	Year Completed
Parking Garage	N/A	3	Issaquah Highlands Garage (KC)	11	Three of the access aisles are not a minimum 8 feet to the centerline of the stripe.  The accessible parking stall access aisle must be a minimum of 8 feet wide measured from centerline to centerline.  Where parking spaces or access aisles are not adjacent to another parking space or access aisle, measurements shall be permitted to include the full width of the line defining the parking space or access aisle. Alternatively, the stall can be 11 feet wide and the access aisle may be 5 feet wide.	\$ 4,100	5	Medium		
Parking Garage	N/A	3	Issaquah Highlands Garage (KC)	12	One access aisle is not a minimum 5 feet wide.  An accessible parking stall's access aisle must be a minimum of 5 feet wide measured from centerline to centerline.  Where the access aisle is not adjacent to another parking space or access aisle, measurements shall be permitted to include the full width of the line defining the access aisle.	\$ 1,400	5	Medium		
Parking Garage	N/A	3	Issaquah Highlands Garage (KC)	13	The striping and markings for the accessible parking stalls and loading/unloading access aisle are dilapidated and in need of repair and/or maintenance.	\$ 5,400	5	Medium		
Parking Garage	N/A	3	Issaquah Highlands Garage (KC)	14	All of the top-floor accessible parking stalls are not wide enough.  Each parking space must be at least 8 feet wide and shall be marked to define the width.  Alternatively, the stall can be 11 feet wide minimum with a 5 foot wide minimum access aisle.  The measurements of parking spaces and access aisles shall be made from the centerline of the markings. Where the parking space is not adjacent to another parking space or access aisle, the measurement shall be permitted to include the full width of the line defining the parking space.	\$ 6,100	5	Medium		
Parking Garage	N/A	3	Issaquah Highlands Garage (KC)	15	The van access aisle is not a minimum 8 feet to the centerline of the stripe.  The accessible parking stall access aisle must be a minimum of 8 feet wide measured from centerline to centerline. Where parking spaces or access aisles are not adjacent to another parking space or access aisle, measurements shall be permitted to include the full width of the line defining the parking space or access aisle.  Alternatively, the stall can be 11 feet wide and the access aisle may be 5 feet wide.	\$ 1,400	5	Medium		
Parking Garage	N/A	4	Overlake Garage (KC)	4	The accessible parking space is missing the required markings.  Vehicle spaces shall be marked to define the width, and shall have an adjacent access aisle.	\$ 1,400	5	Medium		
Parking Garage	N/A	5	Redmond TC Garage (KC)	4	The maneuvering clearance at the entrance door exceeds 2 percent slope.  Exterior doors with a front approach must have a landing on the pull side that is a minimum of 60 inches in depth perpendicular to the door in a close position by a minimum width dimension of 18 inches plus the door width. The additional 18 inches must extend past the door on the latch side. The entire maneuvering clearance must be free of obstructions and must be flat (2% max. slope is considered flat in any direction).	\$ 6,800	5	Medium		
Parking Garage	N/A	5	Redmond TC Garage (KC)	8	The accessible parking stall is not wide enough.  Each parking space must be at least 8 feet wide and shall be marked to define the width.  Alternatively, the stall can be 11 feet wide minimum with a 5 foot wide minimum access aisle.  The measurements of parking spaces and access aisles shall be made from the centerline of the markings. Where the parking space is not adjacent to another parking space or access aisle, the measurement shall be permitted to include the full width of the line defining the parking space.	\$ 6,100	5	Medium		
Parking Garage	N/A	6	South Kirkland PnR Garage (KC)	7	All of the accessible parking stalls on the first floor are not wide enough.  Each parking space must be at least 8 feet wide and shall be marked to define the width.  Alternatively, the stall can be 11 feet wide minimum with a 5 foot wide minimum access aisle.  The measurements of parking spaces and access aisles shall be made from the centerline of the markings. Where the parking space is not adjacent to another parking space or access aisle, the measurement shall be permitted to include the full width of the line defining the parking space.	\$ 6,800	5	Medium		

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Parking Garage	N/A	6	South Kirkland PnR Garage (KC)	8	The parking stall contains abrupt edges and surface irregularities due to the unsecured wheel stop.  Parking spaces and access aisles serving them shall be stable, firm, and slip resistant. Access aisles shall be at the same level as the parking spaces they serve. Changes in level are not permitted and shall not be sloped steeper than 2 percent in any direction.	\$ 700	5	Medium		
Parking Garage	N/A	6	South Kirkland PnR Garage (KC)	10	The maneuvering clearance on the pull side of the door does not extend a minimum of 18 inches on the latch side.  Doors with a front approach must have a landing on the pull side that is a minimum of 60 inches in depth perpendicular to the door in a close position by a minimum width dimension of 18 inches plus the door width. The additional 18 inches must extend past the door on the latch side. The entire landing must be free of obstructions and must be flat (2 percent max. slope is considered flat in any direction).	\$ 3,400	5	Medium		
Transit Stop	N/A	10105	Transit Stop at Aurora Village TC Park and Ride	N/A	See facility report and GIS data for detailed evaluation observations for Transit Stop at Aurora Village TC Park and Ride	\$ 300	4	Medium		
Transit Stop	N/A	12496	Lighthouse for the Blind	N/A	See facility report and GIS data for detailed evaluation observations for transit stop at Lighthouse for the Blind	\$ 600	4	Medium		
Transit Stop	N/A	12960	Disability Empowerment Center (EB)	N/A	See facility report and GIS data for detailed evaluation observations for transit stop at Disability Empowerment Center (EB)	\$ 300	4	Medium		
Transit Stop	N/A	16100	Transit Stop at Aurora Village TC Park and Ride	N/A	See facility report and GIS data for detailed evaluation observations for Transit Stop at Aurora Village TC Park and Ride	\$ 300	4	Medium		
Transit Stop	N/A	16101	Transit Stop at Aurora Village TC Park and Ride	N/A	See facility report and GIS data for detailed evaluation observations for Transit Stop at Aurora Village TC Park and Ride	\$ 300	4	Medium		
Transit Stop	N/A	16102	Transit Stop at Aurora Village TC Park and Ride	N/A	See facility report and GIS data for detailed evaluation observations for Transit Stop at Aurora Village TC Park and Ride	\$ 600	4	Medium		
Transit Stop	N/A	16103	Transit Stop at Aurora Village TC Park and Ride	N/A	See facility report and GIS data for detailed evaluation observations for Transit Stop at Aurora Village TC Park and Ride	\$ 300	4	Medium		
Transit Stop	N/A	16104	Transit Stop at Aurora Village TC Park and Ride	N/A	See facility report and GIS data for detailed evaluation observations for Transit Stop at Aurora Village TC Park and Ride	\$ 300	4	Medium		
Transit Stop	N/A	16106	Transit Stop at Aurora Village TC Park and Ride	N/A	See facility report and GIS data for detailed evaluation observations for Transit Stop at Aurora Village TC Park and Ride	\$ 300	4	Medium		
Transit Stop	N/A	16107	Transit Stop at Aurora Village TC Park and Ride	N/A	See facility report and GIS data for detailed evaluation observations for Transit Stop at Aurora Village TC Park and Ride	\$ 300	4	Medium		
Transit Stop	N/A	16111	Transit Stop at Aurora Village TC Park and Ride	N/A	See facility report and GIS data for detailed evaluation observations for Transit Stop at Aurora Village TC Park and Ride	\$ 1,200	4	Medium		
Transit Stop	N/A	16112	Transit Stop at Aurora Village TC Park and Ride	N/A	See facility report and GIS data for detailed evaluation observations for Transit Stop at Aurora Village TC Park and Ride	\$ 300	4	Medium		
Transit Stop	N/A	21141	Transit Stop at Olson/Meyers Park and Ride	N/A	See facility report and GIS data for detailed evaluation observations for Transit Stop at Olson/Meyers Park and Ride	\$ 300	4	Medium		
Transit Stop	N/A	46850	Transit Stop at Ober Park Park and Ride	N/A	See facility report and GIS data for detailed evaluation observations for Transit Stop at Ober Park Park and Ride	\$ 300	4	Medium		
Transit Stop	N/A	58393	17th St SE @ H St SE (EB/FS)	N/A	See facility report and GIS data for detailed evaluation observations for transit stop at 17th St SE @ H St SE (EB/FS)	\$ 1,000	4	Medium		
Transit Stop	N/A	60469	SE Kent-Kangley Rd @ 108th Ave SE (WB/FS)	N/A	See facility report and GIS data for detailed evaluation observations for transit stop at SE Kent-Kangley Rd @ 108th Ave SE (WB/FS)	\$ 600	4	Medium		
Transit Stop	N/A	67013	Transit Stop at Eastgate Transit Center	N/A	See facility report and GIS data for detailed evaluation observations for Transit Stop at Eastgate Transit Center	\$ 300	4	Medium		
Transit Stop	N/A	67014	Transit stop at Eastgate Transit Center	N/A	See facility report and GIS data for detailed evaluation observations for Transit stop at Eastgate Transit Center	\$ 300	4	Medium		
Transit Stop	N/A	67019	Transit Stop at Eastgate Transit Center	N/A	See facility report and GIS data for detailed evaluation observations for Transit Stop at Eastgate Transit Center	\$ 300	4	Medium		
Transit Stop	N/A	70410	National Federation of the Blind (South Side (SB))	N/A	See facility report and GIS data for detailed evaluation observations for transit stop at National Federation of the Blind (South Side (SB))	\$ 600	4	Medium		
Transit Stop	N/A	70440	National Federation of the Blind (North Side (NB))	N/A	See facility report and GIS data for detailed evaluation observations for transit stop at National Federation of the Blind (North Side (NB))	\$ 300	4	Medium		
Transit Stop	N/A	71328	Transit Stop at Overlake Garage	N/A	See facility report and GIS data for detailed evaluation observations for Transit Stop at Overlake Garage	\$ 1,100	4	Medium		
Transit Stop	N/A	74450	Transit Stop at South Kirkland Park and Ride	N/A	See facility report and GIS data for detailed evaluation observations for Transit Stop at South Kirkland Park and Ride	\$ 1,100	4	Medium		
Transit Stop	N/A	74555	Transit Stop at South Kirkland Park and Ride	N/A	See facility report and GIS data for detailed evaluation observations for Transit Stop at South Kirkland Park and Ride	\$ 1,200	4	Medium		
Transit Stop	N/A	76302	Transit Stop at Bothell Park and Ride	N/A	See facility report and GIS data for detailed evaluation observations for Transit Stop at Bothell Park and Ride	\$ 1,100	4	Medium		
Transit Stop	N/A	80590	W James St @ 4th Ave N (EB/NS)	N/A	See facility report and GIS data for detailed evaluation observations for transit stop at W James St @ 4th Ave N (EB/NS)	\$ 400	4	Medium		
Transit Stop	N/A	161070	Transit Stop at Aurora Village TC Park and Ride	N/A	See facility report and GIS data for detailed evaluation observations for Transit Stop at Aurora Village TC Park and Ride	\$ 1,200	4	Medium		
Transit Stop	N/A	173109	Transit Stop at Aurora Village TC Park and Ride	N/A	See facility report and GIS data for detailed evaluation observations for Transit Stop at Aurora Village TC Park and Ride	\$ 300	4	Medium		

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Transit Stop	N/A	211412	Transit Stop at Olson/Meyers Park and Ride	N/A	See facility report and GIS data for detailed evaluation observations for Transit Stop at Olson/Meyers Park and Ride	\$ 300	4	Medium		
Transit Stop	N/A	670131	Transit Stop at Eastgate Transit Center	N/A	See facility report and GIS data for detailed evaluation observations for Transit Stop at Eastgate Transit Center	\$ 300	4	Medium		
Transit Stop	N/A	670191	Transit Stop at Eastgate Transit Center	N/A	See facility report and GIS data for detailed evaluation observations for Transit Stop at Eastgate Transit Center	\$ 300	4	Medium		
Transit Stop	N/A	670193	Transit Stop at Eastgate Transit Center	N/A	See facility report and GIS data for detailed evaluation observations for Transit Stop at Eastgate Transit Center	\$ 1,200	4	Medium		
Transit Stop	N/A	744501	Transit Stop at South Kirkland Park and Ride	N/A	See facility report and GIS data for detailed evaluation observations for Transit Stop at South Kirkland Park and Ride	\$ 300	4	Medium		
Transit Stop	N/A	755551	Transit Stop at South Kirkland Park and Ride	N/A	See facility report and GIS data for detailed evaluation observations for Transit Stop at South Kirkland Park and Ride	\$ 1,100	4	Medium		
Transit Stop	N/A	817550	Transit Stop at Bear Creek Park and Ride	N/A	See facility report and GIS data for detailed evaluation observations for Transit Stop at Bear Creek Park and Ride	\$ 1,200	4	Medium		
Transit Stop	N/A	1673014	Transit Stop at Eastgate Transit Center	N/A	See facility report and GIS data for detailed evaluation observations for Transit Stop at Eastgate Transit Center	\$ 600	4	Medium		
Transit Stop	N/A	21945	Transit Stop at Kent/Des Moines Park and Ride	N/A	See facility report and GIS data for detailed evaluation observations for Transit Stop at Kent/Des Moines Park and Ride	\$ 1,200	3	Medium		
Accessible Route Sidewalk	3042	N/A	Sidewalk at Ober Park Park and Ride	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 7,167	3	Low		
Accessible Route Sidewalk	3035	N/A	Sidewalk at Auburn Park and Ride	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 7,517	3	Low		
Accessible Route Sidewalk	19157	N/A	Sidewalk at Vashon North End Park and Ride	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 35,700	3	Low		
Curbs ramps at Transit Facility	N/A	15	Ramps at Bothell Park and Ride	N/A	See facility report and GIS data for detailed evaluation observations of curb ramps at Bothell Park and Ride	\$ 700	13	Low		
Curbs ramps at Transit Facility	N/A	11	Ramps at Kent/Des Moines Park and Ride	N/A	See facility report and GIS data for detailed evaluation observations of curb ramps at Kent/Des Moines Park and Ride	\$ 5,000	9	Low		
Parking Garage	N/A	1	Burien PnR Garage (KC)	10	<p>There are (9) electric vehicle (EV) charging spaces with no accessible spaces provided.</p> <p>Although these may be eligible for safe harbor and there are specific standards adopted at this time, it is recommended that the agency follow The U.S. Access Board's Design Recommendations for Accessible Electric Vehicle Charging Stations.</p> <p>The U.S. Access Board has released Design Recommendations for Accessible Electric Vehicle Charging Stations, a technical assistance document that reviews existing requirements and new recommendations for making electric vehicle (EV) charging stations accessible.</p> <p>The Board's technical assistance document covers the Americans with Disabilities Act (ADA) and Architectural Barriers Act (ABA) accessibility requirements applicable to EV charging stations, such as technical provisions for operable parts and accessible routes. It also clarifies the differences between EV charging spaces and parking spaces. Accessible communication features are included under Section 508 requirements which are applicable to any EV charging stations procured or used by federal agencies.</p> <p>The Board intends to publish a notice of proposed rulemaking on accessibility guidelines for EV charging stations. These guidelines will supplement the Board's Accessibility Guidelines under the ADA and ABA with scoping and technical requirements specific to EV charging stations.</p>	\$ 3,400	12	Low		

Facility Type	Corridor ID	GPS ID	Project Name	Barrier #	Self-Evaluation Barrier	Cost Projection	Priority Value	Priority Rank	Funding Year	Year Completed
Parking Garage	N/A	2	Eastgate PnR Garage (KC)	7	<p>There are electric vehicle (EV) charging spaces with no accessible spaces provided.</p> <p>Although these may be eligible for safe harbor and there are specific standards adopted at this time, it is recommended that the agency follow The U.S. Access Board's Design Recommendations for Accessible Electric Vehicle Charging Stations.</p> <p>The U.S. Access Board has released Design Recommendations for Accessible Electric Vehicle Charging Stations, a technical assistance document that reviews existing requirements and new recommendations for making electric vehicle (EV) charging stations accessible.</p> <p>The Board's technical assistance document covers the Americans with Disabilities Act (ADA) and Architectural Barriers Act (ABA) accessibility requirements applicable to EV charging stations, such as technical provisions for operable parts and accessible routes. It also clarifies the differences between EV charging spaces and parking spaces. Accessible communication features are included under Section 508 requirements which are applicable to any EV charging stations procured or used by federal agencies.</p> <p>The Board intends to publish a notice of proposed rulemaking on accessibility guidelines for EV charging stations. These guidelines will supplement the Board's Accessibility Guidelines under the ADA and ABA with scoping and technical requirements specific to EV charging stations.</p>	\$3,400	12	Low		
Parking Garage	N/A	3	Issaquah Highlands Garage (KC)	6	<p>There are (11) electric vehicle (EV) charging spaces with no accessible spaces provided.</p> <p>Although these may be eligible for safe harbor and there are specific standards adopted at this time, it is recommended that the agency follow The U.S. Access Board's Design Recommendations for Accessible Electric Vehicle Charging Stations.</p> <p>The U.S. Access Board has released Design Recommendations for Accessible Electric Vehicle Charging Stations, a technical assistance document that reviews existing requirements and new recommendations for making electric vehicle (EV) charging stations accessible.</p> <p>The Board's technical assistance document covers the Americans with Disabilities Act (ADA) and Architectural Barriers Act (ABA) accessibility requirements applicable to EV charging stations, such as technical provisions for operable parts and accessible routes. It also clarifies the differences between EV charging spaces and parking spaces. Accessible communication features are included under Section 508 requirements which are applicable to any EV charging stations procured or used by federal agencies.</p> <p>The Board intends to publish a notice of proposed rulemaking on accessibility guidelines for EV charging stations. These guidelines will supplement the Board's Accessibility Guidelines under the ADA and ABA with scoping and technical requirements specific to EV charging stations.</p>	\$3,400	12	Low		
Parking Garage	N/A	4	Overlake Garage (KC)	7	<p>There are (2) electric vehicle (EV) charging spaces with no accessible spaces provided.</p> <p>Although these may be eligible for safe harbor and there are specific standards adopted at this time, it is recommended that the agency follow The U.S. Access Board's Design Recommendations for Accessible Electric Vehicle Charging Stations.</p> <p>The U.S. Access Board has released Design Recommendations for Accessible Electric Vehicle Charging Stations, a technical assistance document that reviews existing requirements and new recommendations for making electric vehicle (EV) charging stations accessible.</p> <p>The Board's technical assistance document covers the Americans with Disabilities Act (ADA) and Architectural Barriers Act (ABA) accessibility requirements applicable to EV charging stations, such as technical provisions for operable parts and accessible routes. It also clarifies the differences between EV charging spaces and parking spaces. Accessible communication features are included under Section 508 requirements which are applicable to any EV charging stations procured or used by federal agencies.</p> <p>The Board intends to publish a notice of proposed rulemaking on accessibility guidelines for EV charging stations. These guidelines will supplement the Board's Accessibility Guidelines under the ADA and ABA with scoping and technical requirements specific to EV charging stations.</p>	\$3,400	12	Low		



Facility Type	Corridor ID	GPS ID	Project Name	Barrier #	Self-Evaluation Barrier	Cost Projection	Priority Value	Priority Rank	Funding Year	Year Completed
Parking Garage	N/A	5	Redmond TC Garage (KC)	3	<p>There are (13) electric vehicle (EV) charging spaces with no accessible spaces provided.</p> <p>Although these may be eligible for safe harbor and there are specific standards adopted at this time, it is recommended that the agency follow The U.S. Access Board's Design Recommendations for Accessible Electric Vehicle Charging Stations.</p> <p>The U.S. Access Board has released Design Recommendations for Accessible Electric Vehicle Charging Stations, a technical assistance document that reviews existing requirements and new recommendations for making electric vehicle (EV) charging stations accessible.</p> <p>The Board's technical assistance document covers the Americans with Disabilities Act (ADA) and Architectural Barriers Act (ABA) accessibility requirements applicable to EV charging stations, such as technical provisions for operable parts and accessible routes. It also clarifies the differences between EV charging spaces and parking spaces. Accessible communication features are included under Section 508 requirements which are applicable to any EV charging stations procured or used by federal agencies.</p> <p>The Board intends to publish a notice of proposed rulemaking on accessibility guidelines for EV charging stations. These guidelines will supplement the Board's Accessibility Guidelines under the ADA and ABA with scoping and technical requirements specific to EV charging stations.</p>	\$ 3,400	12	Low		
Parking Garage	N/A	6	South Kirkland PnR Garage (KC)	5	<p>There are (5) electric vehicle (EV) charging spaces with no accessible spaces provided.</p> <p>Although these may be eligible for safe harbor and there are specific standards adopted at this time, it is recommended that the agency follow The U.S. Access Board's Design Recommendations for Accessible Electric Vehicle Charging Stations.</p> <p>The U.S. Access Board has released Design Recommendations for Accessible Electric Vehicle Charging Stations, a technical assistance document that reviews existing requirements and new recommendations for making electric vehicle (EV) charging stations accessible.</p> <p>The Board's technical assistance document covers the Americans with Disabilities Act (ADA) and Architectural Barriers Act (ABA) accessibility requirements applicable to EV charging stations, such as technical provisions for operable parts and accessible routes. It also clarifies the differences between EV charging spaces and parking spaces. Accessible communication features are included under Section 508 requirements which are applicable to any EV charging stations procured or used by federal agencies.</p> <p>The Board intends to publish a notice of proposed rulemaking on accessibility guidelines for EV charging stations. These guidelines will supplement the Board's Accessibility Guidelines under the ADA and ABA with scoping and technical requirements specific to EV charging stations.</p>	\$ 3,400	12	Low		
Parking Garage	N/A	1	Burien PnR Garage (KC)	8	<p>The vertical clearance is less than 98 inches, and there are no signs provided.</p> <p>Signs provided at entrances to parking facilities informing drivers of clearances and the location of van-accessible parking spaces can provide useful customer assistance.</p> <p>Parking spaces for vans and access aisles and vehicular routes serving them shall provide a vertical clearance of 98 inches minimum.</p>	\$ 2,000	9	Low		
Parking Garage	N/A	1	Burien PnR Garage (KC)	12	<p>The EXIT Stairway sign is not tactile and does not contain the required raised characters and Braille.</p> <p>Wall signs identifying exits shall have characters raised 1/32 inch minimum and shall be uppercase characters a minimum of 5/8 inch and a maximum of 2 inches high. Braille shall be placed directly below the tactile characters, flush left or centered. Signs shall be located a minimum of 48 inches above the floor, measured from the baseline of the lowest tactile characters, and 60 inches maximum above the finish floor or ground surface, measured from the baseline of the highest tactile characters.</p> <p>Where a tactile sign is provided at a door, the sign shall be located on the latch side. Where a tactile sign is provided at double doors, the sign shall be located to the right of the right-hand door. Where there is no wall space at the latch side of a single door or at the right side of double doors, signs shall be located on the nearest adjacent wall.</p>	\$ 600	9	Low		

Facility Type	Corridor ID	GPS ID	Project Name	Barrier #	Self-Evaluation Barrier	Cost Projection	Priority Value	Priority Rank	Funding Year	Year Completed
Parking Garage	N/A	1	Burien PnR Garage (KC)	15	<p>The EXIT STAIR sign is not tactile and does not contain the required raised characters and Braille.</p> <p>Wall signs identifying exits shall have characters raised 1/32 inch minimum and shall be uppercase characters a minimum of 5/8 inch and a maximum of 2 inches high. Braille shall be placed directly below the tactile characters, flush left or centered. Signs shall be located a minimum of 48 inches above the floor, measured from the baseline of the lowest tactile characters, and 60 inches maximum above the finish floor or ground surface, measured from the baseline of the highest tactile characters.</p> <p>Where a tactile sign is provided at a door, the sign shall be located on the latch side. Where a tactile sign is provided at double doors, the sign shall be located to the right of the right-hand door. Where there is no wall space at the latch side of a single door or at the right side of double doors, signs shall be located on the nearest adjacent wall.</p>	\$ 600	9	Low		
Parking Garage	N/A	1	Burien PnR Garage (KC)	18	<p>The EXIT STAIR sign is not tactile and does not contain the required raised characters and Braille.</p> <p>Wall signs identifying exits shall have characters raised 1/32 inch minimum and shall be uppercase characters a minimum of 5/8 inch and a maximum of 2 inches high. Braille shall be placed directly below the tactile characters, flush left or centered. Signs shall be located a minimum of 48 inches above the floor, measured from the baseline of the lowest tactile characters, and 60 inches maximum above the finish floor or ground surface, measured from the baseline of the highest tactile characters.</p> <p>Where a tactile sign is provided at a door, the sign shall be located on the latch side. Where a tactile sign is provided at double doors, the sign shall be located to the right of the right-hand door. Where there is no wall space at the latch side of a single door or at the right side of double doors, signs shall be located on the nearest adjacent wall.</p>	\$ 600	9	Low		
Parking Garage	N/A	1	Burien PnR Garage (KC)	19	<p>The tactile EXIT sign is missing at the door.</p> <p>Wall signs identifying exits shall have characters raised 1/32 inch minimum and shall be uppercase characters a minimum of 5/8 inch and a maximum of 2 inches high. Braille shall be placed directly below the tactile characters; flush left or centered. Signs shall be located a minimum of 48 inches above the floor, measured from the baseline of the lowest tactile characters and 60 inches maximum above the finish floor or ground surface, measured from the baseline of the highest tactile characters.</p> <p>Where a tactile sign is provided at a door, the sign shall be located on the latch side. Where a tactile sign is provided at double doors the sign shall be located to the right of the right-hand door. Where there is no wall space at the latch side of a single door or at the right side of double doors, signs shall be located on the nearest adjacent wall.</p>	\$ 600	9	Low		
Parking Garage	N/A	1	Burien PnR Garage (KC)	20	<p>The EXIT STAIR sign is not tactile and does not contain the required raised characters and Braille.</p> <p>Wall signs identifying exits shall have characters raised 1/32 inch minimum and shall be uppercase characters a minimum of 5/8 inch and a maximum of 2 inches high. Braille shall be placed directly below the tactile characters, flush left or centered. Signs shall be located a minimum of 48 inches above the floor, measured from the baseline of the lowest tactile characters, and 60 inches maximum above the finish floor or ground surface, measured from the baseline of the highest tactile characters.</p> <p>Where a tactile sign is provided at a door, the sign shall be located on the latch side. Where a tactile sign is provided at double doors, the sign shall be located to the right of the right-hand door. Where there is no wall space at the latch side of a single door or at the right side of double doors, signs shall be located on the nearest adjacent wall.</p>	\$ 600	9	Low		
Parking Garage	N/A	1	Burien PnR Garage (KC)	23	<p>The stripe is missing at the right side of the right parking stall which identifies its border.</p> <p>Vehicle spaces shall be marked to define the width, and shall have an adjacent access aisle.</p>	\$ 600	9	Low		
Parking Garage	N/A	2	Eastgate PnR Garage (KC)	8	<p>The vertical clearance is less than 98 inches, and there are no signs provided.</p> <p>Signs provided at entrances to parking facilities informing drivers of clearances and the location of van-accessible parking spaces can provide useful customer assistance.</p> <p>Parking spaces for vans and access aisles and vehicular routes serving them shall provide a vertical clearance of 98 inches minimum.</p>	\$ 2,000	9	Low		

Facility Type	Corridor ID	GPS ID	Project Name	Barrier #	Self-Evaluation Barrier	Cost Projection	Priority Value	Priority Rank	Funding Year	Year Completed
Parking Garage	N/A	3	Issaquah Highlands Garage (KC)	2	<p>There are no signs provided indicating the location of the van-accessible parking stalls.</p> <p>Signs provided at entrances to parking facilities informing drivers of clearances and the location of van-accessible parking spaces can provide useful customer assistance.</p> <p>Parking spaces for vans and access aisles and vehicular routes serving them shall provide a vertical clearance of 98 inches minimum.</p>	\$ 2,000	9	Low		
Parking Garage	N/A	3	Issaquah Highlands Garage (KC)	3	<p>The EXIT STAIR signs are not tactile and do not contain the required raised characters and Braille.</p> <p>Wall signs identifying exits shall have characters raised 1/32 inch minimum and shall be uppercase characters a minimum of 5/8 inch and a maximum of 2 inches high. Braille shall be placed directly below the tactile characters, flush left or centered. Signs shall be located a minimum of 48 inches above the floor, measured from the baseline of the lowest tactile characters, and 60 inches maximum above the finish floor or ground surface, measured from the baseline of the highest tactile characters.</p> <p>Where a tactile sign is provided at a door, the sign shall be located on the latch side. Where a tactile sign is provided at double doors, the sign shall be located to the right of the right-hand door. Where there is no wall space at the latch side of a single door or at the right side of double doors, signs shall be located on the nearest adjacent wall.</p>	\$ 5,400	9	Low		
Parking Garage	N/A	4	Overlake Garage (KC)	1	<p>The van stalls are missing a sign identifying it as a van-accessible stall.</p> <p>256 total parking stalls with 10 accessible parking stalls. All stalls are big enough to be van, although none are designated as van.</p> <p>Parking space identification signs shall include the International Symbol of Accessibility. Signs identifying van parking spaces shall contain the designation "van accessible."</p>	\$ 600	9	Low		
Parking Garage	N/A	5	Redmond TC Garage (KC)	2	<p>There are no signs provided indicating the location of the van-accessible parking stalls.</p> <p>Signs provided at entrances to parking facilities informing drivers of clearances and the location of van-accessible parking spaces can provide useful customer assistance.</p> <p>Parking spaces for vans and access aisles and vehicular routes serving them shall provide a vertical clearance of 98 inches minimum.</p>	\$ 2,000	9	Low		
Parking Garage	N/A	5	Redmond TC Garage (KC)	10	<p>The EXIT STAIR sign is not tactile and does not contain the required raised characters and Braille.</p> <p>Wall signs identifying exits shall have characters raised 1/32 inch minimum and shall be uppercase characters a minimum of 5/8 inch and a maximum of 2 inches high. Braille shall be placed directly below the tactile characters, flush left or centered. Signs shall be located a minimum of 48 inches above the floor, measured from the baseline of the lowest tactile characters, and 60 inches maximum above the finish floor or ground surface, measured from the baseline of the highest tactile characters.</p> <p>Where a tactile sign is provided at a door, the sign shall be located on the latch side. Where a tactile sign is provided at double doors, the sign shall be located to the right of the right-hand door. Where there is no wall space at the latch side of a single door or at the right side of double doors, signs shall be located on the nearest adjacent wall.</p>	\$ 600	9	Low		
Parking Garage	N/A	6	South Kirkland PnR Garage (KC)	3	<p>The vertical clearance is less than 98 inches, and there are no signs provided.</p> <p>Signs provided at entrances to parking facilities informing drivers of clearances and the location of van-accessible parking spaces can provide useful customer assistance.</p> <p>Parking spaces for vans and access aisles and vehicular routes serving them shall provide a vertical clearance of 98 inches minimum.</p>	\$ 2,000	9	Low		

Facility Type	Corridor ID	GPS ID	Project Name	Barrier #	Self-Evaluation Barrier	Cost Projection	Priority Value	Priority Rank	Funding Year	Year Completed
Parking Garage	N/A	6	South Kirkland PnR Garage (KC)	9	<p>Compliant room identification signs are missing.</p> <p>Sign shall be located alongside the door at the latch side. Where there is no wall space at the latch side of a single door or at the right side of double doors, signs shall be located on the nearest adjacent wall. Signs containing tactile characters shall be located so that a clear floor space of 18 inches minimum by 18 inches minimum, centered on the tactile characters, is provided beyond the arc of any door swing between the closed position and 45 degree open position.</p> <p>Wall signs identifying permanent rooms and spaces of a building shall be in a horizontal format and the characters raised 1/32 inch minimum and shall be sans serif uppercase characters a minimum of 5/8 inch and a maximum of 2 inches high. Contracted Grade 2 Braille shall be in a horizontal format and shall be placed a minimum of 3/8 inch and a maximum of 1/2 inch directly below the tactile characters; flush left or centered. Dots shall be 1/10 inch on center in each cell with 2/10-inch space between cells, measured from the second column of dots in the first cell to the first column of dots in the second cell. Dots shall be raised a minimum of 1/40 inch above the background. Braille dots shall be domed or rounded. Signs with raised characters or Braille shall be located 48 inches minimum above the finish floor or ground surface, measured from the baseline of the lowest tactile character and 60 inches maximum above the finish floor or ground surface, measured from the baseline of the highest tactile character.</p>	\$600	9	Low		
TOTAL						\$2,038,200				

## Appendix H: Cost Projection Tech Memo



## King County Metro ADA Transition Plan

### Cost Projection Methodology

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#### OVERVIEW

As part of King County Metro's ADA Transition Plan, the following facilities were evaluated for ADA compliance in accordance with the criteria and requirements within the 2010 ADA Standards, the 2006 DOT ADA Standards, and PROWAG:

- Parking Garage Facilities
- Transit Stops
- Transit Facilities
  - Transit Stops and Amenities
  - Pedestrian Path of Travel
    - Sidewalk
    - Curb Ramps and Pedestrian Street Crossings
    - Ramps
  - Accessible Parking

Where elements were found to be out of compliance with the evaluation criteria, a possible solution is provided. In practice there may be various methods to bring an element into compliance, however, the identified possible solution represents the most common improvement.

For each possible solution, an estimated cost of the associated improvements is provided so that King County Metro (KCM) staff can plan and budget for accessibility improvements now and in future years of ADA Transition Plan implementation. These cost estimates have been developed in accordance with the King County Cost Estimation Guidelines and are based on a combination of information from the Means ADA Compliance Pricing Guide, King County Metro Staff input, recent WSDOT bid tabulation average unit prices for pay items, and the consultant team's experience with accessibility-related improvements.

To identify funding sources and develop a reasonable implementation schedule, cost projection summaries for only the facilities evaluated were developed for each facility type. A contingency percentage (20%) was added to the subtotal to account for future unit price increases in addition to an engineering design percentage (15%). All costs are in 2023 dollars.

It is important to note that the facility cost estimates only include the costs to remediate accessibility compliance issues as determined by a visual inspection of the facilities. Additional budget considerations should be given to the following:

- Aesthetic upgrades, such as remodeling/upgrading of outdated facilities;

- Current market conditions that may affect pricing of construction materials and labor, such as COVID-19;
- Construction challenges not visible during the inspection, such as underground or in-wall utilities; and
- Other factors that may affect costs.

It is recommended that a design professional assist the KCM in determining the best overall design solutions with respect to various factors, including but not limited to, existing conditions, available construction budget, and consideration for all elements that are out of compliance in a particular area of a facility.

KCM should note that the agency is not necessarily required to make each of its existing facilities accessible to and usable by individuals with disabilities. In the event KCM determines a proposed action would generate undue financial or administrative burden, create a hazardous condition for other people, or threaten or destroy the historic significance of a historic property, KCM has a responsibility to communicate and document the decision and the methodology used to reach it. If an action would result in such an alteration or such burdens, KCM shall take any other actions that would not result in such an alteration or such burdens but would nevertheless ensure that individuals with disabilities receive the benefits or services provided by KCM.

The purpose of this document is to describe the methodology that was used to develop the estimated cost of improvements for the evaluated facilities. Note that additional information including background on the ADA, associated standards and requirements, and results of the facility evaluations are included in the overall KCM ADA Transition Plan.

## **PARKING GARAGE FACILITIES**

Parking garage facilities that have been evaluated to date as part of KCM's ADA Transition Plan are listed in **Appendix A**.

The estimated cost of improvements associated with parking garage facilities is based on RSMeans ADA Compliance Pricing Guide, 2<sup>nd</sup> Edition. The Means ADA Compliance Pricing Guide incorporates local and regional factors by using location factors. Location factors are multipliers that are applied to the base cost of a project to account for the cost of labor, materials, and other factors that vary from place to place. Location factors are based on data from the US Bureau of Labor Statistics and other sources.

King County, WA has been assigned a location factor of 1.15, which means that the cost of an ADA compliance project in King County is 15% higher than the cost of the same project in a city with a location factor of 1.00. The following are some of the specific factors that contribute to the higher location factor in King County:

- The cost of labor: The cost of labor in King County is higher than in many other parts of the country. This is due to the high cost of living in King County and the strong demand for labor.
- The cost of materials: The cost of materials in King County is also higher than in many other parts of the country. This is due to the high cost of shipping and the fact that many materials are imported into King County.
- The availability of materials and labor: The availability of materials and labor can also be a challenge in King County. This is due to the high demand for these resources and the fact that many materials and laborers are imported into King County.
- The size and complexity of the project: The complexity of an ADA compliance project can also affect the cost. Larger or more complex projects typically cost more than smaller or simpler projects.

In addition to the factors mentioned above, there are a few other things to keep in mind when budgeting for an ADA compliance project in King County:

- The permitting process: The permitting process in King County can be time-consuming and expensive. It is important to factor in the cost of permits and the time it will take to get them approved when budgeting for a project.
- The inspection process: The inspection process in King County is rigorous. It is important to factor in the cost of inspections and the time it will take to get a project inspected.
- The contingency fund: It is recommended to have a contingency fund when budgeting for any project. This is especially true for ADA compliance projects, as there are often unforeseen costs that can arise.

For all parking garage facilities, the costs developed using Means have been increased by a 20% contingency markup and an additional 15% engineering design markup, for a total of 35% markup.

### ***RSMeans ADA Compliance Pricing Guide, 2nd Edition: Additional information***

RSMeans is North America's leading supplier of construction cost information. A product line of Reed Construction Data, RSMeans provides accurate and up-to-date cost information that helps owners, developers, architects, engineers, contractors, and others to carefully and precisely project and control the cost of both new building construction and renovation projects. In addition to its collection of annual construction cost data books, RSMeans also offers construction estimating and facilities management seminars, electronic cost databases and software, reference books, and consulting services.

Revised and updated to recent ADA guidelines changes, this second edition features more than 70 of the most common modifications for ADA compliance and what they cost. The ADA requirements, cost

estimates, illustrations, and reference numbers have all been updated. The more than 70 project estimates contain specific dimensions and materials mandated by the ADA, with estimated material quantities, labor hours, total contractor charges, and alternative designs to meet budget limitations.

Easy-to-use location factors for over 900 cities and towns give accurate costs for specific regional areas, and an additional 3,000 unit prices allow for modifications to estimate unique site conditions.

Also included in RSMeans is additional guidance on:

- How the ADA guidelines apply to new construction and remodeling projects
- Who's responsible, and how to make any public accommodation accessible
- How to reduce future maintenance and avoid & "failure to comply" citations

RSMeans ADA Compliance Pricing Guide helps facility managers, owners, architects, engineers, contractors, interior designers, and building users answer the complicated questions of what's required, when, and how to make sure you comply.

## TRANSIT STOPS AND TRANSIT FACILITIES

Transit stops and transit facilities that have been evaluated to date as part of KCM's ADA Transition Plan are listed in **Appendix B**.

All costs associated with transit stops and elements at transit facilities, including transit stops and amenities, the pedestrian path of travel, and accessible parking spaces, are based on 2023 WSDOT bid tabulation average unit prices for applicable pay items found on the WSDOT website here: [UBA - Home/Search \(wa.gov\)](https://www.wa.gov/uba-home/search). Unique pay items were developed where standard WSDOT pay items were unavailable for accessibility-specific improvements. The estimated unit costs associated with unique pay items are based on the Consultant Team's experience with similar access-related projects. A description of all pay items for transit stops and transit facilities and the associated unit cost is contained in **Table 1**.

For all transit stops and elements at transit facilities, the base costs from within **Table 1** have been increased by a 20% contingency markup and an additional 15% engineering design markup, for a total of 35% markup.

**Table 1: Transit Stop and Transit Facility Pay Items**

Item Number	Item Description	Unit	Unit Price
WSDOT 0100-27	Removing Cement Conc. Sidewalk	SY	\$25.00
WSDOT 7060-2313	Driveways (Asphalt Conc Pav)	SY	\$85.00
WSDOT 7055-2312	Cement Conc. Sidewalk	SY	\$85.00
WSDOT 6856-2119	Painted Crosswalk Line	SF	\$4.50
WSDOT 0187-41	Removing Paint Line	LF	\$2.00
WSDOT 7058-2315	Curb Ramps (Corner)	EA	\$3,400.00
---	Retrofit Det Warn Surf (Cast In Place)	SF	\$45.00
---	Removal Of Pedestrian Push Buttons	EA	\$85.00
---	Ped Detect Push Button (Aps)	EA	\$950.00
---	Relocate Pedestrian Push Buttons	EA	\$300.00
---	Pedestrian Push Button Pole	EA	\$3,000.00
---	Repave Roadway	LS	\$5,000.00
---	Fix Ponding	LS	\$2,000.00
WSDOT 1945 - 2421	Pedestrian Handrail	LF	\$200.00
---	Median Nose Modification	LS	\$5,000.00
---	Relocate Ped Push Button Post Assem	EA	\$1,925.00
---	Removing Conc (Wheelchair Ramp)	SY	\$40.00
---	Ped Sig Sec (Led) (Countdown)	EA	\$725.00
---	Pedestrian Push Button Sign	EA	\$150.00
WSDOT 7054-2316	Detectable Warning Surface	SF	\$70.00
---	Relocate Fire Hydrant	LS	\$2,000.00
---	Adjust Utility Elevation	LS	\$1,000.00
---	Remove Obstruction	LS	\$1,000.00
---	Remove Temporary Obstruction	LS	\$500.00
---	Welded Steel Grate	EA	\$1,300.00
WSDOT 7059-2314	Cement Conc. Driveway Entrance Type	SY	\$115.00
---	Remove Pedestrian Push Button Sign	EA	\$50.00
---	Fix Curb Ramp Transition	LS	\$2,000.00
WSDOT 0300-61	Roadway Excavation	CY	\$25.00
WSDOT 6701-2033	Cement Conc. Traffic Curb	LF	\$75.00
WSDOT 0090-26	Removing Cement Conc. Pavement	SY	\$15.00
---	Fix Curb Ramp Counter Slope	LS	\$2,000.00
---	Median Ramps With Shared Landing	EA	\$3,400.00
---	Median Cut-Thru Ramp	EA	\$3,400.00
---	Type 22 (Channelizing Island Cut-Thru Ramp)	EA	\$3,400.00



**Table 1: Transit Stop and Transit Facility Pay Items (continued)**

Item Number	Item Description	Unit	Unit Price
---	Fix Connection Transition	LS	\$2,000.00
---	Aluminum Signs (Ty A)	SF	\$35.00
---	Fix Transit Shelter Opening	EA	\$1,000.00
WSDOT 0120 -31	Removing Asphalt Conc. Pavement	SY	\$12.00
---	Remove Concrete Railroad Panel	LS	\$2,000.00
WSDOT 7060 - 2313	Asphalt Conc. Sidewalk	SY	\$65.00

### IMPROVEMENTS NOT ASSOCIATED WITH ADA COMPLIANCE

If KCM staff would like to consider the cost of improvements that are in addition to bringing existing facilities into ADA compliance, it is recommended that each evaluated facility be reviewed individually to understand existing conditions and the feasibility of the desired improvements. Based on any non-accessibility improvements identified, a lump sum estimated cost for each improvement should be added to the estimated costs for improvements related to ADA compliance to reflect the overall estimated cost of the project.

KCM staff has provided input for the lump sum cost of various improvements, and these are shown in **Table 2**.

**Table 2: Lump Sum Cost Projections for Non-Accessibility Related Improvements**

Improvement Type	Estimated Lump Sum Cost
Remove existing shelter (standard or RapidRide) and amenities	\$9,000.00
Remove existing amenities (no shelter – standard or RapidRide stop)	\$5,000.00
Remove existing shelter footing	\$13,000.00
Install landing pads	\$23,000.00
Install standard shelter and stop amenities	\$44,000.00
Install standard shelter footing	\$25,000.00
Install Legacy RapidRide shelter	\$54,000.00
Install RapidRide shelter and footing	\$208,000.00
Install sign footing and large sign	\$17,000.00
Install pedestrian-scale lighting/light pole(s)	\$18,000.00
Install Tech Pylon and footing	\$99,000.00
Install RapidRide Tech Pylon 2.0	\$120,000.00
Install RTIS (large)	\$81,000.00
Install RTIS (e-link)	\$15,000.00
Construct a sidewalk for a full stop	\$113,000.00
Construct curb ramps	\$23,000.00
Construct concrete pavement for bus landing pads	\$99,000.00
Construct bulb-out for in-lane stop	\$129,000.00
Construct a retaining wall	\$2,000.00
Layover space	\$123,000.00
Install electrical connection	\$98,000.00

## Appendix A – Evaluated Parking Garage Facilities

Parking Garage	Address
Burien Park and Ride Garage	14900 4th Ave SW
Eastgate Transit Center Park and Ride Garage	14200 SE Eastgate Way
Issaquah Highlands Garage	1755 Highlands Drive NE
Overlake Garage	2578 152nd Ave NE
Redmond Transit Center Garage	16201 NE 83rd St
South Kirkland Park and Ridge Garage	10610 NE 38th Pl

## Appendix B – Evaluated Transit Facilities

### TRANSIT STOPS

Transit Stop ID	Transit Stop
1530	Disability Rights WA
3770	14th Ave S @ S Holgate St (SB/FS)
10105	Transit Stop at Aurora Village TC Park and Ride
11990	S Jackson St at 20th Ave S (EB/FS)
12373	DeafBlind Services Center
12496	Lighthouse for the Blind
12820	Disability Empowerment Center (WB)
12960	Disability Empowerment Center (EB)
16100	Transit Stop at Aurora Village TC Park and Ride
16101	Transit Stop at Aurora Village TC Park and Ride
16102	Transit Stop at Aurora Village TC Park and Ride
16103	Transit Stop at Aurora Village TC Park and Ride
16104	Transit Stop at Aurora Village TC Park and Ride
16106	Transit Stop at Aurora Village TC Park and Ride
16107	Transit Stop at Aurora Village TC Park and Ride
16111	Transit Stop at Aurora Village TC Park and Ride
16112	Transit Stop at Aurora Village TC Park and Ride
16149	Transit Stop at Aurora Village TC Park and Ride
21141	Transit Stop at Olson/Meyers Park and Ride
21945	Transit Stop at Kent/Des Moines Park and Ride
45440	87th Ave S @ S 115th PI (NB/NS)
46792	Transit Stop at Valley Center Park and Ride
46850	Transit Stop at Ober Park Park and Ride
47809	1st Ave S @ S 128th St (NB/NS)
48398	1st Ave S at SW 128th St (SB/NS)
49500	Military Rd S @ S 125th PI (NB/FS)
49571	SW 116th St @ 1st Ave S (EB/NS)
50760	Multicultural Families
54150	NE 4th St @ Union Ave NE (WB/FS)
57528	124th Ave SE @ SE 312th St (SB/FS)
57891	Transit stop at Auburn Park and Ride
57892	Transit stop at Auburn Park and Ride
58393	17th St SE @ H St SE (EB/FS)
58782	Transit Stop at Kent/Des Moines Park and Ride
60469	SE Kent-Kangley Rd @ 108th Ave SE (WB/FS)
67013	Transit Stop at Eastgate Transit Center

## Appendix B – Evaluated Transit Facilities

### TRANSIT STOPS (CONTINUED)

Transit Stop ID	Transit Stop
67014	Transit stop at Eastgate Transit Center
67019	Transit Stop at Eastgate Transit Center
70390	National Federation of the Blind (North Side (SB))
70410	National Federation of the Blind (South Side (SB))
70420	National Federation of the Blind (South Side (NB))
70440	National Federation of the Blind (North Side (NB))
71328	Transit Stop at Overlake Garage
73813	Central Way @ 3rd St (EB/FS)
74450	Transit Stop at South Kirkland Park and Ride
74555	Transit Stop at South Kirkland Park and Ride
76302	Transit Stop at Bothell Park and Ride
77630	15th Ave NE @ NE 155th St (SB/FS)
79590	SW Sunset Blvd at Oakesdale Ave SW (EB/FS)
80400	Factoria Blvd SE @ SE 40th Pl (NB/FS)
80580	Transit Stop at Kent/James Street Park and Ride
80590	W James St @ 4th Ave N (EB/NS)
80666	The Arc of King County - Planter Strip Spot (South Side (NB))
80720	Transit Stop at Tukwila Park and Ride
80763	The Arc of King County (SB)
80764	The Arc of King County - Planter Strip Spot (South Side (SB))
80765	The Arc of King County (NB)
81755	Transit Stop at Bear Creek Park and Ride
161070	Transit Stop at Aurora Village TC Park and Ride
173109	Transit Stop at Aurora Village TC Park and Ride
211412	Transit Stop at Olson/Meyers Park and Ride
219451	Transit Stop at Kent/Des Moines Park and Ride
587821	Transit Stop at Kent/Des Moines Park and Ride
670131	Transit Stop at Eastgate Transit Center
670132	Transit Stop at Eastgate Transit Center
670191	Transit Stop at Eastgate Transit Center
670192	Transit Stop at Eastgate Transit Center
670193	Transit Stop at Eastgate Transit Center
670194	Transit Stop at Eastgate Transit Center
744501	Transit Stop at South Kirkland Park and Ride
755551	Transit Stop at South Kirkland Park and Ride

## Appendix B – Evaluated Transit Facilities

### TRANSIT STOPS (CONTINUED)

Transit Stop ID	Transit Stop
817550	Transit Stop at Bear Creek Park and Ride
1673014	Transit Stop at Eastgate Transit Center
1673030	Central Ave N @ E James St (NB/FS)

### TRANSIT FACILITIES

Transit Facility	Address
Auburn Park and Ride	101 15th St NE
Aurora Village Transit Center Park and Ride	1524 N 200th St
Bear Creek Park and Ride	7760 178th PI NE
Bothell Park and Ride	10303 Woodinville Dr
Kent/Des Moines Park and Ride	23405 Military Rd S
Kent/James Street Park and Ride	902 W James St
Ober Park Park and Ride	17106 Vashon Hwy SW
Olson/Meyers Park and Ride	9000 Olson PI SW
South Kirkland Park and Ride Surface Lot	10610 NE 38th PI
Tukwila Park and Ride	13445 Interurban Ave S
Valley Center Park and Ride	20221 99th Ave SW
Vashon North End Park and Ride	10915 103rd Ave SW