

City of Snoqualmie

Americans With Disabilities Act (ADA) Transition Plan for the Public Right-of-Way



Snoqualmie, WA

October 2023

Prepared by



The Americans with Disabilities Act Notice

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990 ("ADA"), the City of Snoqualmie will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs, or activities.

ADA/504 Coordinator

The ADA/504 Coordinator is responsible for responding to grievances, complaints and other alleged ADA discrimination concerns, as well providing materials in alternative formats. Jeff Hamlin, Deputy Director of Parks and Public Works, is the City of Gig Snoqualmie's ADA/504 Coordinator and can be contacted at:

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List of Abbreviations

ADA – American with Disabilities Act

ADA/504 – Americans With Disabilities Act/Section 504 of the Rehabilitation Act of 1973

APS – Accessible Pedestrian Signal

CFR – Code of Federal Regulations (United States)

DOJ – Department of Justice (United States)

DOT – Department of Transportation (United States)

DWS – Detectable Warning System

GIS – Geographic Information System

HAWK – High-Intensity Activated Crosswalk

LAG – Local Agency Guidelines (published by Washington State Department of Transportation)

NCHRP – National Cooperative Highways Research Program

PROWAG – Public Right of Way Accessibility Guidelines

RRFB – Rectangular Rapid Flashing Beacon

SR – State Route

USDOT – United States Department of Transportation

WSDOT – Washington State Department of Transportation

A. Introduction & Legal Requirements

The City of Snoqualmie is committed to removing barriers to accessibility in its public right-of-way facilities. To achieve this end, the City has completed a Public Right-of-Way Americans with Disabilities Act (ADA) Transition Plan.

This introduction summarizes the legal precedent for and the required components of an ADA Self-Evaluation and Transition Plan. It also provides an overview of the scope and organization of the City's Public Right-of-Way ADA Transition Plan with respect to these requirements.

A.1 Legal Precedent

The following federal laws and local Washington State guidelines informed the content and scope of this ADA Self-Evaluation and Transition Plan. See also Washington State Department of Transportation (WSDOT) Local Agency Guidelines Chapter 29 (June 2022).

A.1.1 Section 504 of the Rehabilitation Act (1973)

Section 504 of the Rehabilitation Act of 1973 states that no person with a disability shall be excluded from participation in, denied the benefits of, or be subjected to discrimination under any program or activity that receives Federal funding. This includes both transportation and non-transportation funding.

Section 504 extends to the entire operations of a recipient or subrecipient, regardless of the specific funding source of a particular operation. Section 504 Regulations (49 CFR Part 27.5) define a recipient as any public entity that receives Federal financial assistance from the United States Department of Transportation (USDOT) or its operating administrations either directly or through another recipient. An example of a recipient is WSDOT. An example of a subrecipient is a local agency receiving USDOT funds through WSDOT, for projects/programs/activities administered by the local agency.

A.1.2 American with Disabilities Act (ADA)

The *Americans with Disabilities Act* of 1990 is a civil rights statute that prohibits discrimination against people who have disabilities. There are five separate Titles, or sections, of the Act that cover different aspects of potential discrimination. These include:

- Title I – Employment
- Title II – Public Services and Transportation
- Title III – Public Accommodations
- Title IV – Telecommunications, and
- Title V – Miscellaneous

Title II of the Act specifically addresses the subject of making public services and public transportation accessible to those with disabilities. Designing and constructing facilities for public use that are not accessible by people with disabilities constitutes discrimination.

The ADA is mirrored after Section 504 but extends the reach of Federal accessibility laws to include those agencies that are not recipients or subrecipients of Federal funding. Title II (28 CFR Part 35) of the ADA specifically pertains to state and local governments.

The ADA applies to all facilities, including both facilities built before and after 1990. State and local government and public entities or agencies are required to perform self-evaluations of their current facilities relative to the accessibility requirements of the current ADA accessibility standards. The requirements of the ADA apply to all public entities or agencies, no matter the size. The transition plan formal procedures as outlined in 28 C.F.R. section 35.150 only governs those public entities with more than 50 employees.

A.2 Scope of ADA Transition Plan

The Federal requirements for preparing and implementing an ADA Transition Plan are outlined in specific code sections. Certain code sections also identify accessibility requirements for existing facilities, new construction, and alterations of existing facilities. In addition, WSDOT provides local agency guidelines on ADA Transition Plan content. These codes and guidelines utilized in preparing the City's ADA Self-Evaluation and Transition Plan as well as the steps undertaken to engage the public in the process are included for reference in **Appendix A**.

The City is undertaking this Plan in phases. The initial scope of the City's ADA Transition Plan includes curb ramps and accessible pedestrian signals within the City's public right-of-way and select administrative policies and procedures. Other City facilities and infrastructure in public right-of-way, City buildings and park facilities, and City programs, services and activities will be evaluated and added in future Phases of the City's ADA Transition Plan.

A.2.1 Federal ADA Transition Plan Requirements

Under Title II of the ADA, Section 28 CFR Part 35.150 (d) - Transition Plan outlines four requirements of an ADA Transition Plan. For full code text, see **Appendix A**.

- Identify physical obstacles in the public entity's facilities that limit the accessibility of its programs or activities to individuals with disabilities;
- Describe in detail the methods that will be used to make the facilities accessible;
- Specify the schedule for taking the steps necessary to achieve compliance with this section and, if the time period of the transition plan is longer than one (1) year, identify steps that will be taken during each year of the transition period; and
- Indicate the official responsible for implementation of the plan.

A.2.2 Federal Accessibility Requirements for Existing Facilities

Section 28 § 35.150 of Title II of the ADA identifies the accessibility requirements for existing facilities. For full code text, see **Appendix A**.

Of note is section 28 CFR § 35.150 Existing facilities (b) (2) (i) *Safe harbor*. Elements that have not been altered in existing facilities on or after March 15, 2012 and that comply with the corresponding technical and scoping specifications for those elements in either the 1991 Standards or in the Uniform Federal Accessibility Standards (UFAS), Appendix A to 41 CFR part

101-19.6 (July 1, 2002 ed.), 49 FR 31528, app. A (Aug. 7, 1984) are not required to be modified in order to comply with the requirements set forth in the 2010 Standards.

A.2.3 Federal Accessibility Requirements for New Construction or Alterations

Section 28 § 35.151 of Title II of the ADA identifies the accessibility requirements for new construction or alterations to existing facilities. For full code text, see **Appendix A**.

Of note is section 28 CFR § 35.151 New Construction and alterations, (b) (4) (ii) (C) *Safe Harbor*. If a public entity has constructed or altered required elements of a path of travel in accordance with the specifications in either the 1991 Standards or the Uniform Federal Accessibility Standards before March 15, 2012, the public entity is not required to retrofit such elements to reflect incremental changes in the 2010 Standards solely because of an alteration to a primary function area served by that path of travel.

A.2.4 Washington State Department of Transportation (WSDOT) Local Agency Guidelines

WSDOT's Local Agency Guidelines (LAG) Chapter 29 includes additional ADA Transition Plan items per Section 504 listed below. For full local agency guidelines text, see **Appendix A**.

- Designate an ADA/504 Coordinator
- Maintain Public Notice of ADA Provisions
- Adopt and publish Grievance Procedure
- Adopt an Accessible Pedestrian System (APS) Policy

A.3 Organization of Document

The National Cooperative Highway Research Program (NCHRP) No. 20-7 (232) ADA Transition Plans: *A Guide to Best Practices* (May 2009) report demonstrates how the federal ADA Transition Plan requirements give agencies flexibility on how to format their Transition Plans. The City of Snoqualmie is preparing its Public Right-of-Way Transition Plan in phases across multiple budget years. This first phase of the Transition Plan addresses these components related to accessibility barriers in the City's public right-of-way:

- Administrative Policies and Procedures
- Self-Evaluation and Compliance Activities to Date
- Barrier Prioritization & Removal Recommendations
- Barrier Removal Schedule and Costs
- Barrier Removal Financial Plan and Schedule

The remaining sections address:

- Public Engagement
- Future Actions to Maintain and Achieve Compliance
- Accessibility Guidelines, Standards, and Resources
- Appendices

B. Administrative Policies and Procedures

In 2023, Transportation Solutions, Inc., conducted a self-evaluation inventory of the City's existing ADA-related administrative policies and procedures identified in the WSDOT LAG Manual Chapter 29 Checklist (see **Appendix A**).

B.1 Official Responsible to Implement the ADA Transition Plan

The City has designed Jeff Hamlin, ADA/504 Coordinator/Deputy Director of Parks and Public Works as the official responsible to implement this Plan as part of this ADA Transition Plan; contact information is provided below and available on the City's ADA webpage [here](#):

Jeff Hamlin, ADA Coordinator, Deputy Director of Parks and Public Works

P.O. Box 987, Snoqualmie, WA 98065

425-831-4919 x3006

Washington Telecommunication Relay Services: 7-1-1

Email: ADACoordinator@snoqualmiewa.gov

B.2 ADA/504 Coordinator

The City has designated Jeff Hamlin, ADA/504 Coordinator/Deputy Director of Parks Public Works, as part of this ADA Transition Plan; contact information is provided below and available on the City's ADA webpage [here](#).

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For questions regarding this ADA Transition Plan, the City has designated Patrick Fry as the City's Public Right-of-Way ADA Transition Plan Manager; contact information is provided below and available on the City's ADA Transition Plan webpage [here](#):

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B.3 Public Notice of ADA Provisions

The notice requirement applies to all state and local governments covered by Title II. The target audience for public notice includes anyone who may potentially interact with the agency and must be accessible to all. An effective notice states the basis of what the ADA requires of the public agency in clear, concise language and should include the name and contact information of the ADA Coordinator. It addresses the public agency's commitment to non-discrimination on the basis of disability and addresses the agency's associated policies regarding employment, effective communication, modifications to policies and procedures, provision of auxiliary aids, scope of the ADA, complaints, and provision of aid/services at no additional cost. The U.S. Department of Justice's ADA Best Practices Tool Kit for Local and State Governments provides a [template ADA Notice](#) for use by public agencies.

The City has publicly posted its Public Notice of ADA Provisions as part of this ADA Transition Plan; the public notice is posted on the City's webpage [here](#) and is provided in **Appendix C**.

B.4 ADA Grievance Procedure

The City has publicly posted its ADA Grievance Procedure and established an ADA Complaint Record as part of this ADA Transition Plan; the Grievance Procedure is posted on the City's webpage [here](#) and is provided in **Appendix D**.

B.5 Accessible Pedestrian Signal (APS) Policy

The City established an APS Policy as part of this ADA Transition Plan; the APS Policy is provided in **Appendix E**.

C. Public Right-of-Way

This chapter describes the City's efforts to address public right-of-way ADA barriers according to the following steps:

- Self-Evaluation and Compliance Activities to Date
- Barrier Prioritization and Removal Recommendations
- Barrier Removal Schedule and Costs
- Barrier Removal Financial Plan and Schedule

This ADA Transition Plan focuses on curb ramps and accessible pedestrian system features. Other public right-of-way facilities, such as sidewalks, driveway interface with sidewalks and accessible parking will be covered in future updates to this ADA Transition Plan.

C.1 Public Right of Way Self-Evaluation and Compliance Activities to Date

In 2023, field evaluations were performed to collect current condition and ADA-compliance information for all curb ramps and accessible pedestrian signal features within City limits. Curb ramps were at signalized intersections, unsignalized intersections, mid-block crossings, and at marked and unmarked crosswalks. Accessible pedestrian pushbuttons and other accessible pedestrian system features were evaluated at all signalized intersections, pedestrian actuated high-intensity activated crosswalk (HAWK) crossings, and at pedestrian actuated rapid rectangular flashing beacon (RRFB) crossings. For inventory documentation, see **Appendix B1**.

The City also has a long-standing practice of upgrading its public right-of-way facilities to current ADA-compliant standards as part of its capital projects, including over 90 curb ramps built to PROWAG standards in the residential neighborhoods east and west of SR 202 in Downtown Snoqualmie:

- Intersections with newly ADA-compliant ramps:
 - Cedar Street/SE Fir Street/Pine Avenue SE – 10 ramps
 - SE King Street/Maple Avenue SE/Olmstead Avenue – 7 ramps
 - SE King Street/Silva Avenue SE – 8 ramps
 - SE River Street/Maple Avenue SE/Doone Avenue SE – 3 ramps
 - SE Alpha Street/Euclid Place SE – 8 ramps
- Corridors with newly ADA-compliant ramps:
 - SE Newton Street – 19 ramps
 - Schusman Avenue SE – 18 ramps
 - Meadowbrook Way SE – 18 ramps

C.1.1 Curb Ramp Inventory

In 2023, field evaluations were performed to collect data on the City's existing curb ramp assets. Individual ramps were geo-located with geographic information system (GIS) mapping

software. Collected field attributes included ramp width, presence of a detectable warning surface, ramp type, running slope, cross slope, landing, additional notes, and a photo.

Each ramp was assigned an ADA compliance status of “Yes” (ADA-compliant) or “No” (not ADA-compliant). If one field attribute was not compliant, the curb ramp was assigned a “No” ADA compliance status and is considered an ADA barrier.

Each ramp was also assigned a condition (Fair/Better, Poor, Very Poor, or Missing) and an associated grade (A, B, C or D). The condition and grade provide a more nuanced understanding of the City’s existing curb ramp inventory. A curb ramp can be functional (i.e. usable) even if it is not ADA-compliant. The condition and grade are explained further in **Section C.2**.

See collected and assigned attribute data in **Table C-1 and Appendix B1**.

Table C-1. Curb Ramp Inventory Data Fields and Attributes Collected in 2023

No	Field	Attribute	
1	Curb Ramp ID	Number	
2		Fair or Better	
		Poor	
		Very Poor	
		Missing (needed but does not exist)	
3	Ramp Width (unobstructed and excluding flares, in inches)	60" or greater	
4		48" to > 60"	
		36" to > 48"	
		Less than 36"	
5	DWS (Detectable Warning Surface)	Compliant (Truncated Domes with Contrasting Color)	
6		Old Standard (Diamond/Exposed Aggregate)	
		No DWS (Non-Compliant)	
7		Perpendicular (Triangular wings)	
		Parallel	
		Combination	
		Single-Direction Parallel	
		Diagonally-Oriented Parallel	
		Blended Transition	
		Unknown	
8	Running slope	Up to or equal to 8.3%	
9		More than 8.3%	
10	Cross slope	Up to or equal to 2%	
		More than 2%	
11	Landing	4 x 4 feet or greater	
		Less than 4 x 4 feet	
12	Notes	As needed	

No	Field	Attribute
10	Attachments	Photo attached as .jpg
11	Grade	A
		B
		C
		D
12	ADA Compliant	Yes
		No

Of the City's total 1,343 ramps, 854 ramps (63.6%) are not ADA-compliant with current 2010 ADA standards. See **Table C-2** and **Figure C-1**.

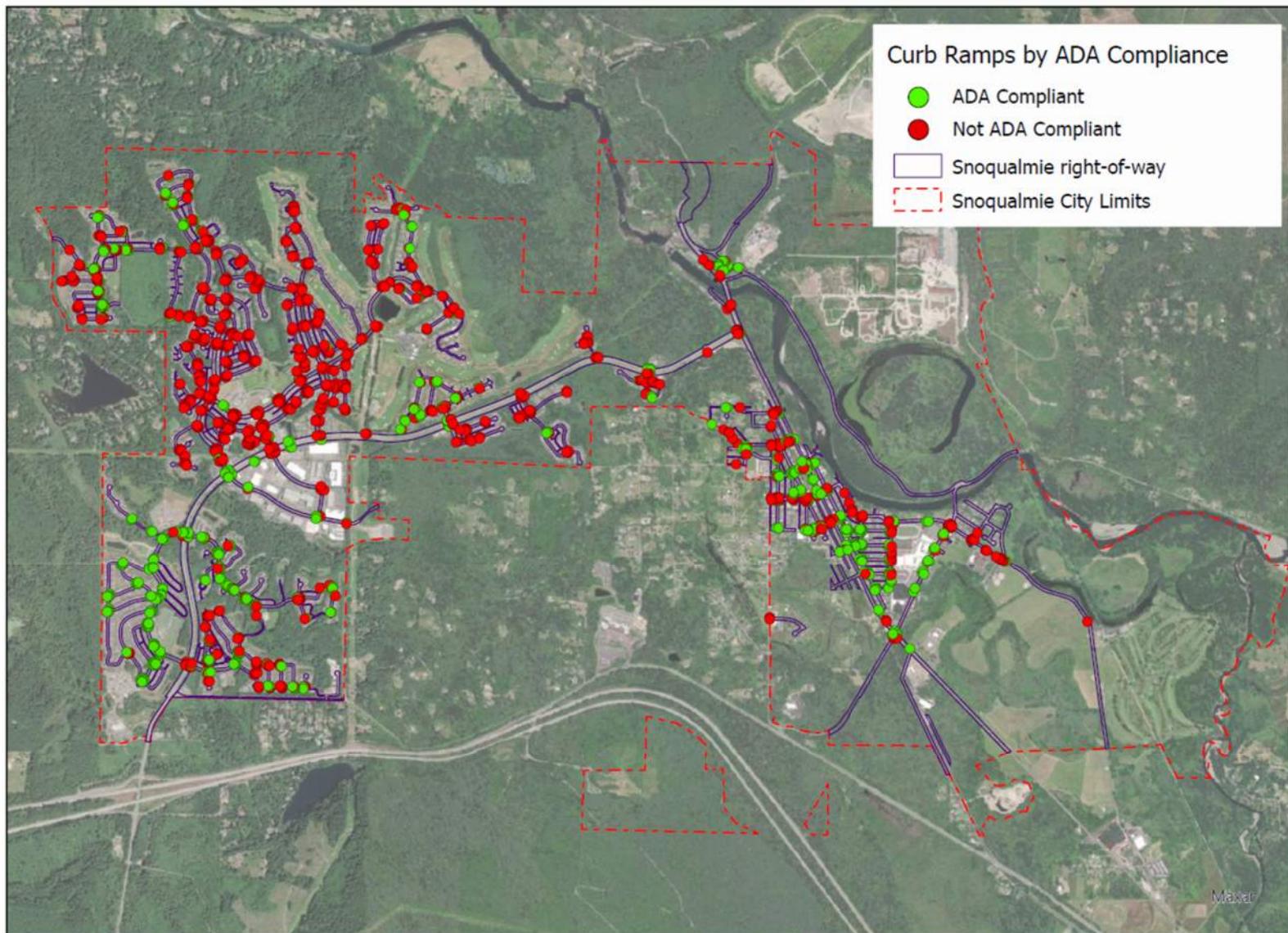
Table C-2. Curb Ramp ADA Compliance

ADA Compliance	Count	Percentage
Compliant	489	36.4%
Non-Compliant	854	63.6%
Total	1,343	100.0%

Note: There is an additional category of 26 “Other” ramps within the GIS database that are not included in the ADA compliance narrative/tables shown at this time because they are:

- Fourteen (14) locations where a pedestrian access route (PAR) ends but does not have an end barricade (i.e. not an ADA curb ramp barrier but is not ADA compliant for a PAR)
- Eight (8) locations where golf cart crossings include marked pedestrian crossings. The ADA regulations/guidance is not clear whether a detectable warning surface is required in these situations where the intended users are golf carts but pedestrians may also utilize the crossing locations.
- Four (4) locations where pedestrians use the corridor and it is not clear from the ADA standards whether DWS is required but the City could consider DWS.

Figure C-1. City of Snoqualmie Curb Ramp Inventory By ADA Compliance (2023)



ADA-Compliant Curb Ramps

36.4% of the curb ramps (489 ramps) in the City of Snoqualmie are ADA-compliant. This is typical for jurisdictions with residential areas built after 2010 (i.e. residential areas on Snoqualmie Ridge). The City of Snoqualmie has recently replaced over 90 curb ramps in downtown Snoqualmie in residential areas east and west of SR 202 to meet 2011 PROWAG standards per the WSDOT Design Manual. (The 2011 PROWAG recommends wider sidewalks and curb ramps as are required by the 2010 ADA Standards).

ADA Curb Ramp Barriers

63.6% of the curb ramps (854 ramps) in the City of Snoqualmie are not compliant with 2010 ADA Standards. Curb ramp barriers can vary in severity and functionality. For example, a curb ramp with a running slope of 10% (more than 8.3% as required by the 2010 ADA Standards) is less severe of a barrier than a location where a curb ramp is missing. The 10% running slope curb ramp is still functional, even though it is technically non-compliant.

210 non-compliant ramps have an “A” grade (Fair/Better) – these make up 15.6% of all inventoried ramps and 25% of non-compliant ramps. These 210 ramps appear to have been built to 2010 ADA Standards but include non-compliant features. These ramps are not Safe Harbor candidates and must be upgraded to current ADA standards when next altered unless they meet maximum extent feasible (MEF) requirements. Given their highly functional condition, they are not considered high-priority for removal, but are nevertheless barriers to be addressed by this ADA Transition Plan.

Safe Harbor for Existing Curb Ramps

Existing non-compliant curb ramps that have not been altered on or after March 15, 2012, and that comply with the corresponding technical and scoping specifications for those elements in either the 1991 Standards or in the Uniform Federal Accessibility Standards (UFAS), Appendix A to 41 CFR part 101-19.6 (July 1, 2002 ed.), 49 FR 31528, app. A (Aug. 7, 1984) are not required to be modified in order to comply with the requirements set forth in the 2010 Standards (see **Section A.2.2** above).

Note: A Safe Harbor attribute was not assigned to each ramp within the curb ramp inventory. However, 472 curb ramps with a “B” grade (Poor) – these make up 35.1% of all inventoried ramps and 55% of non-compliant ramps – are Safe Harbor candidates due to ramp widths between 36 and 48 inches, running slopes slightly more than 8.3%, and/or detectable warning surfaces made with exposed aggregate or a diamond pattern (rather than truncated domes).

If an existing non-compliant curb ramp that meets Safe Harbor is altered, the curb ramp should be upgraded to meet the proposed 2011 PROWAG design guidelines as required by the latest edition of the WSDOT Design Manual.

Curb Ramp Barrier Summary

The following corridors stand out for high proportions of very poor or missing ramps.

- Downtown Snoqualmie
 - SE Fir Street
 - SE Maple Street
 - SE Northern Street
 - Schusman Ave SE
 - Meadowbrook Way SE

The following location types stand out for high proportions of very poor or missing ramps or ramp features:

- Missing receiving ramps at midblock and unsignalized intersections.
- Railroad crossings and shared use path crossings without detectable warning surfaces.

These findings are consistent in communities with areas of older infrastructure built before the adoption of right-of-way ADA design standards. Areas in downtown Snoqualmie and older areas of Snoqualmie Ridge with non-compliant ramps due to steep slopes and/or design to ADA standards that pre-date the 2010 ADA Standards may qualify for Safe Harbor.

Some ramps may meet the maximum extent feasible (MEF) requirements. The inventory work completed in 2023 did not include preparation of maximum extent feasible documentation for ramps. Individual ramps may be notated as MEF candidates in the comment field of the GIS inventory provided to City staff.

C.1.2 Accessible Pedestrian Signals

Accessible pedestrian signals (APS) include audio, visual, and vibrotactile features for ADA accessibility, as well as installation location and operational requirements. APS are not addressed in the USDOJ 2010 ADA Standards, but they are addressed in the 2011 PROWAG and MUTCD. Pedestrian actuated signals including high-intensity activated crosswalk (HAWK) beacons and rectangular rapid flashing beacons (RRFBs) are also required to have accessibility features, but these requirements may differ from signalized intersection APS requirements.

In 2023, all signalized intersections, HAWK, and RRFB crossing locations within City of Snoqualmie limits were evaluated for the presence of APS features and ADA-compliance. For a list of the APS, HAWK, and RRFB intersection locations, see **Table C-3 and Figure C-2**.

Individual pushbutton locations were geo-located with geographic information system (GIS) mapping software. Collected field attributes included pushbutton type (APS or non-APS), pushbutton features (directional arrows, height, location, clearance), audible tones/messages, vibrotactile features, pedestrian countdown heads, and a photo. Each pedestrian pushbutton has its own identification number as well as an intersection identification number to allow for searching by individual pushbuttons or by intersection. For a list of the collected attributes, see **Table C-4**.

Each pushbutton was assigned an ADA compliance status of “Yes” (ADA-compliant) or “No” (not ADA-compliant). If one field attribute was not compliant, the APS pushbutton location was assigned a “No” ADA compliance status and is considered as having an ADA barrier.

Note: APS at signalized intersections and RRFBs along SR 202 are under WSDOT jurisdiction. APS at signalized intersections and HAWK signals along Snoqualmie Parkway are under City of Snoqualmie jurisdiction. For a map of the APS, HAWK, and RRFB locations by ADA compliance, see **Figure C-3**.

Table C-3. APS Locations Evaluated in 2023

TSI Intersection ID	Intersection Type	Cross Street 1	Cross Street 2	Maintaining Jurisdiction
1	Signalized Intersection	Snoqualmie Parkway	SE Jacobia St	City of Snoqualmie
2	Signalized Intersection	Snoqualmie Parkway	SE Swenson Dr	City of Snoqualmie
3	Signalized Intersection	Snoqualmie Parkway	Douglas Ave SE	City of Snoqualmie
4	Signalized Intersection	Snoqualmie Parkway	SE Center Blvd SE	City of Snoqualmie
5	Signalized Intersection	Snoqualmie Parkway	Fairway Ave SE	City of Snoqualmie
6	Signalized Intersection	Snoqualmie Parkway	Better Way SE	City of Snoqualmie
7	Signalized Intersection	Snoqualmie Parkway	Railroad Ave	WSDOT
8	Signalized Intersection	Railroad Ave	Meadowbrook Way SE	WSDOT
9	RRFB	Railroad Ave	SE King St	WSDOT
10	RRFB	Railroad Ave	Mid-Block between SE King St and SE River St	WSDOT
11	RRFB	Railroad Ave	SE River	WSDOT
12	HAWK	Snoqualmie Parkway	Fischer Ave	City of Snoqualmie

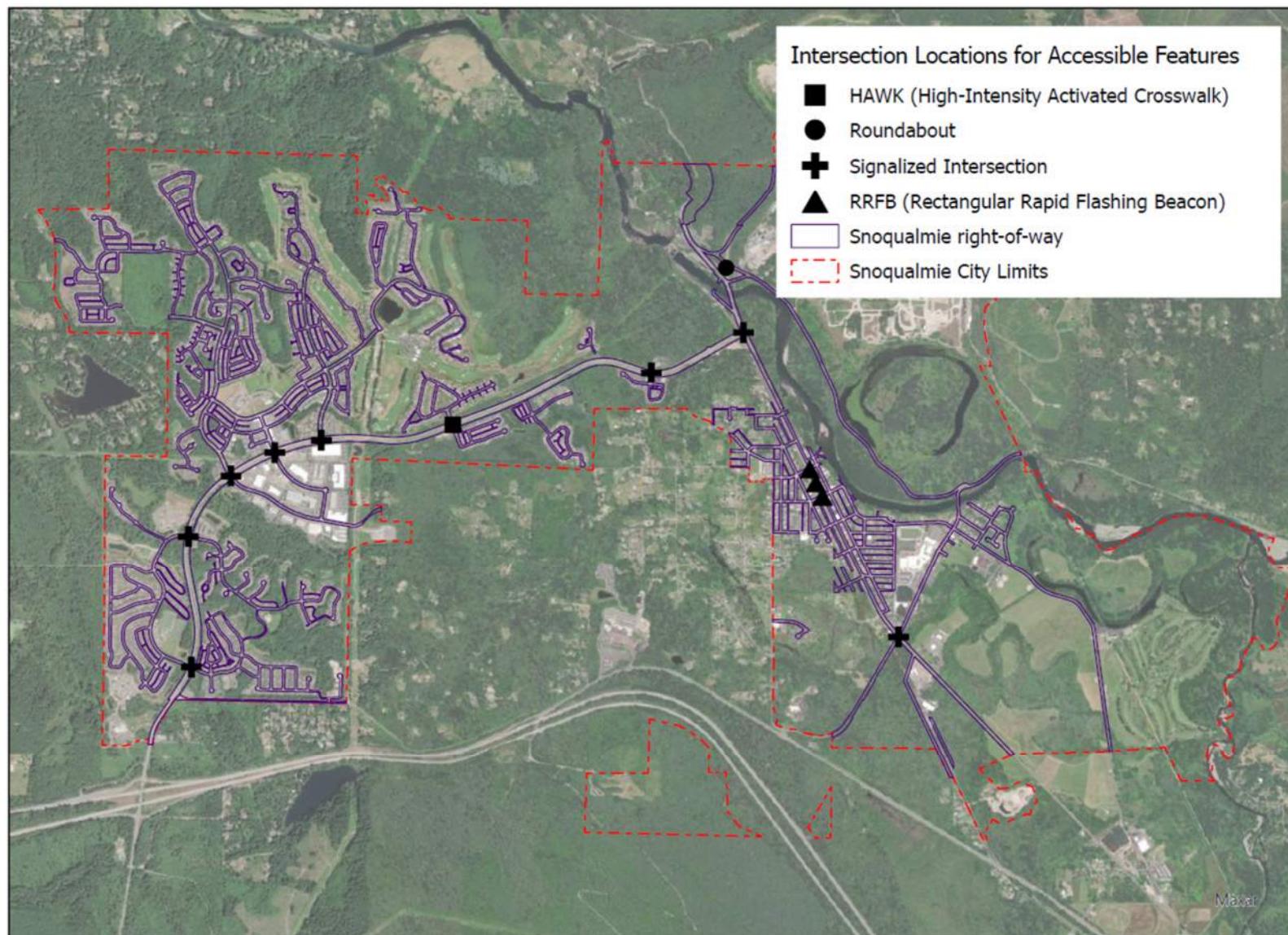
Figure C-2. City of Snoqualmie APS Intersection Locations (2023)

Table C-4. City of Snoqualmie Collected APS Attribute Data 2023

No.	Question	Attribute
1	Are the pushbuttons APS compliant? (only for pushbutton, not entire APS system)	Yes
		No
2	Is the directional arrow parallel to crosswalk?	Yes
		No
3	Is pushbutton height 42 in above pedestrian route surface?	Yes
		No
4	What is the height of the pushbutton above the pedestrian route surface?	Measurement (inches)
5	Is the pushbutton to curb line between 1.5 to 6 ft?	Yes
		No
6	Is the pushbutton to curb line less than max 10 ft?	Measurement (feet)
7	Is the pushbutton to crosswalk line between 0 to 5 ft?	Yes
		No (feet)
8	[PROWAG] Is the clear level ground at least 32 in by 54 in?	Measurement (inches)
9	[ADAAG] Is the clear level ground at least 36 in x width of ramp?	Measurement (inches)
10	Is there 4 ft minimum clearance around obstructions?	Measurement (inches)
11	Is there 4 ft minimum continuous pedestrian access route?	Measurement (inches)
12	Is there a 2 x 4 ft Detectable Warning Surface (DWS) 6-8 in from curb line?	Measurement (inches)
13	Is an audible message given to cross (Note if tone)?	Yes
		No
14a-c	If a speech pushbutton information message is used...	
14a	...is a locator tone provided?	Yes
		No
14b	...does the audible information device use vibrotactile or percussive indications?	Yes
		No
14c	... does the message say, "Yellow lights are flashing" (RRFBs) and is the message spoken twice?	Varies
14d	What message is spoken?	Varies
15	Is the reach from the pedestrian pushbutton to the face of curb/guardrail 10" max?	Yes
		No
16	Is there a pedestrian countdown head present?	Yes
		No
17	Photo Attachment	.jpg

No.	Question	Attribute
18	Notes	Varies
19	Are all fields ADA compliant (pushbutton, location, reach, etc.)	Yes No

APS Inventory Summary

In 2023, sixty-eight (68) pushbutton locations were identified at the following location types:

- Fifty-six (56) accessible pedestrian signal pushbuttons at signalized intersections (APS)
- Ten (10) rectangular rapid flashing beacon pushbuttons (RRFB)
- Two (2) pushbuttons at high-intensity activated crosswalk beacons (HAWK)

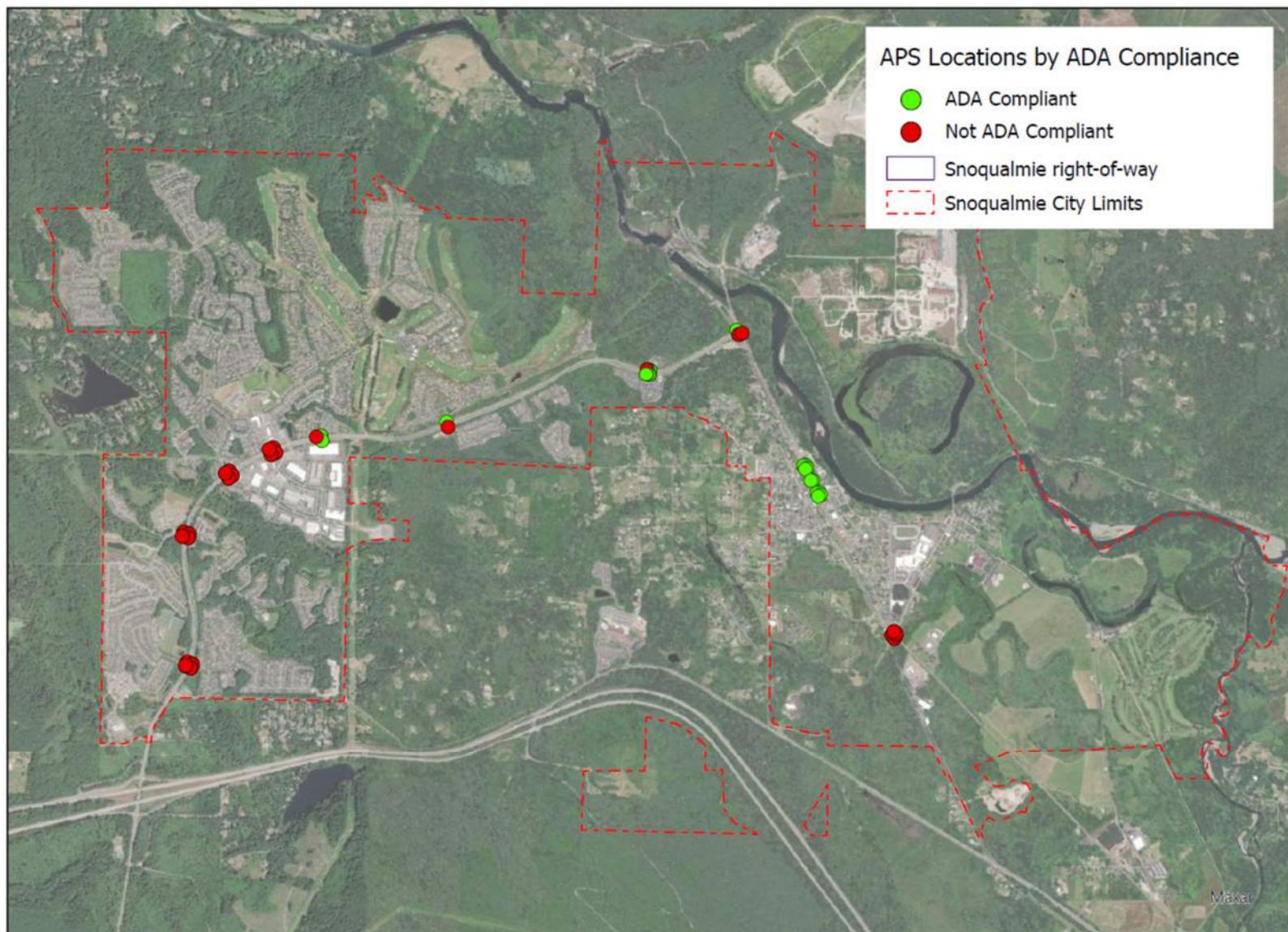
Within this inventory, the following ADA-compliance level was identified:

- Forty-nine (49) pushbutton locations had at least one non-ADA-compliant feature
- Nineteen (19) pushbutton locations had all ADA-compliant features

The level of non-compliance at each non-ADA-compliant pushbutton may vary. The following list identifies specific features and their associated level of compliance:

- Sixty (60) pushbuttons have APS features including a directional arrow parallel to the crosswalk and the requisite R10-3e sign.
- Eight (8) pushbuttons are the old style with no APS pushbuttons at the intersection of SR202/Meadowbrook Way (under WSDOT jurisdiction). The pushbutton poles are in ADA-compliant locations.
- Three (3) pushbuttons have directional arrows that are not pointing parallel to the crossing direction.
- All pushbuttons are between 32" and 42" above the pedestrian access route, which is within the allowed range of 15" to 48" above the pedestrian access route.
- Thirty-six (36) pushbutton locations exceed the maximum 10' distance from the pushbutton to the curb.
- Three (3) pushbuttons exceed the maximum 5' distance from the pushbutton to the crosswalk line.
- One (1) pushbutton does not have adequate clear space around the pushbutton.
- Twelve (12) pushbuttons do not provide an audible message.
- Ten (10) pushbuttons do not provide a locator tone.
- Twenty-nine (29) pushbuttons do not provide vibro-tactile or percussive features.
- Twelve (12) pushbuttons do not provide an audible message.
- All pedestrian pushbuttons are within the maximum 10" reach.
- All pedestrian pushbuttons have countdown heads present.

In **Table C-4**, questions 13 and 14a-d are not in the PROWAG or MUTCD but are in federal RRFB requirements. If information was available at APS and HAWK locations, it was provided. For a table of the collected attribute data, see **Appendix B1**.

Figure C-3. City of Snoqualmie APS Inventory By ADA Compliance (2023)

APS Policy

At the time of self-evaluation, the City did not have an adopted Accessible Pedestrian Signal (APS) Policy. The City is adopting a 2023 APS Policy as part of this Plan. **See Appendix E.**

C.1.3 Other Public Right-of-Way Barriers

The scope of this ADA Transition Plan does not address the following public right-of-way facility types:

- Sidewalks
- Sidewalk/Driveway Interface
- Accessible Parking

ADA barriers for these facility types will be inventoried at future update of this ADA Transition Plan.

C.2 Public Right of Way Barrier Prioritization & Removal Recommendations

C.2.1 Curb Ramp Barriers

Curb Ramp Barrier Prioritization

The curb ramp grading system below was used to assign a grade and condition to each ramp in the focus area based on the 2023 field review. The curb ramp grading system was developed by the Vermont Department of Transportation (VDOT) and amended for City of Snoqualmie use. See the grading system in **Table C-5**.

Table C-5. City of Snoqualmie Curb Ramp Grading System

Grade	Ramp Width	Detectable Warning Surface	Material Condition
			<u>Fair or Better Condition</u>
A GREEN	48" or greater	Truncated Dome	Limited or tight cracking, faulting (<1/4"), isolated spalling
B YELLOW	>36" to <48"	Exposed Aggregate Surface or Diamond Shape Stamp	<u>Poor Condition</u> Moderate cracking, faulting (1/4"-3/4"), moderate spalling
C ORANGE	36" or less	No detectable warning surface	<u>Very Poor Condition</u> Severe cracking, faulting (>3/4"), extensive spalling, no landing
D RED	A curb ramp is needed but does not exist at the location to access an existing sidewalk where it crosses a curb.		

Ramps with a grade (condition) of A (Fair or Better) include ADA-compliant and non-ADA compliant ramps. A-grade ramps that are non-compliant are not Safe Harbor candidates and

must be upgraded to current ADA standards when next altered unless they meet maximum extent feasible (MEF) requirements. Ramps with a grade of B (Poor) are usable in their current form but are not ADA-compliant with 2010 ADA standards (they also likely meet Safe Harbor). All ramps with a grade of C (Very Poor), or D (Missing) are not ADA-compliant.

Of the 1,343 ramps documented in this ADA Transition Plan, 63.6% (854 ramps) are not ADA-compliant. Non-compliant ramps with poor or no functionality (grades C or D) are considered higher priority for barrier removal than non-compliant ramps with higher functionality (grades A and B). For a table of the City's curb ramps by grade, condition, and ADA-compliance, see **Table C-6** and **Figure C-4**. For a map of the City's curb ramps by grade and condition, see **Figure C-4**.

Table C-6. City of Snoqualmie Curb Ramp Grade, Condition, and ADA-Compliance Status

Grade	Condition	Count	Percentage Grade	ADA Compliant	Count	Percentage Compliant
A	Fair or Better	699	52.1%	Compliant	489	36.4%
				Non-Compliant	210*	63.6%
B	Poor	472	35.1%	Non-Compliant	472**	
					83	
C	Very Poor	83	6.2%		89	
Total	-	1343	100%	-	1343	100%

* These 210 ramps appear to have been built to 2010 ADA Standards but include non-compliant features. These ramps are not Safe Harbor candidates and must be upgraded to current ADA standards when next altered unless they meet maximum extent feasible (MEF) requirements.

**These 472 curb ramps with a "B" grade (Poor) – these make up 35.1% of all inventoried ramps and 55% of non-compliant ramps – are Safe Harbor candidates due to ramp widths between 36 and 48 inches, running slopes slightly more than 8.3%, and/or detectable warning surfaces made with exposed aggregate or a diamond pattern (rather than truncated domes).

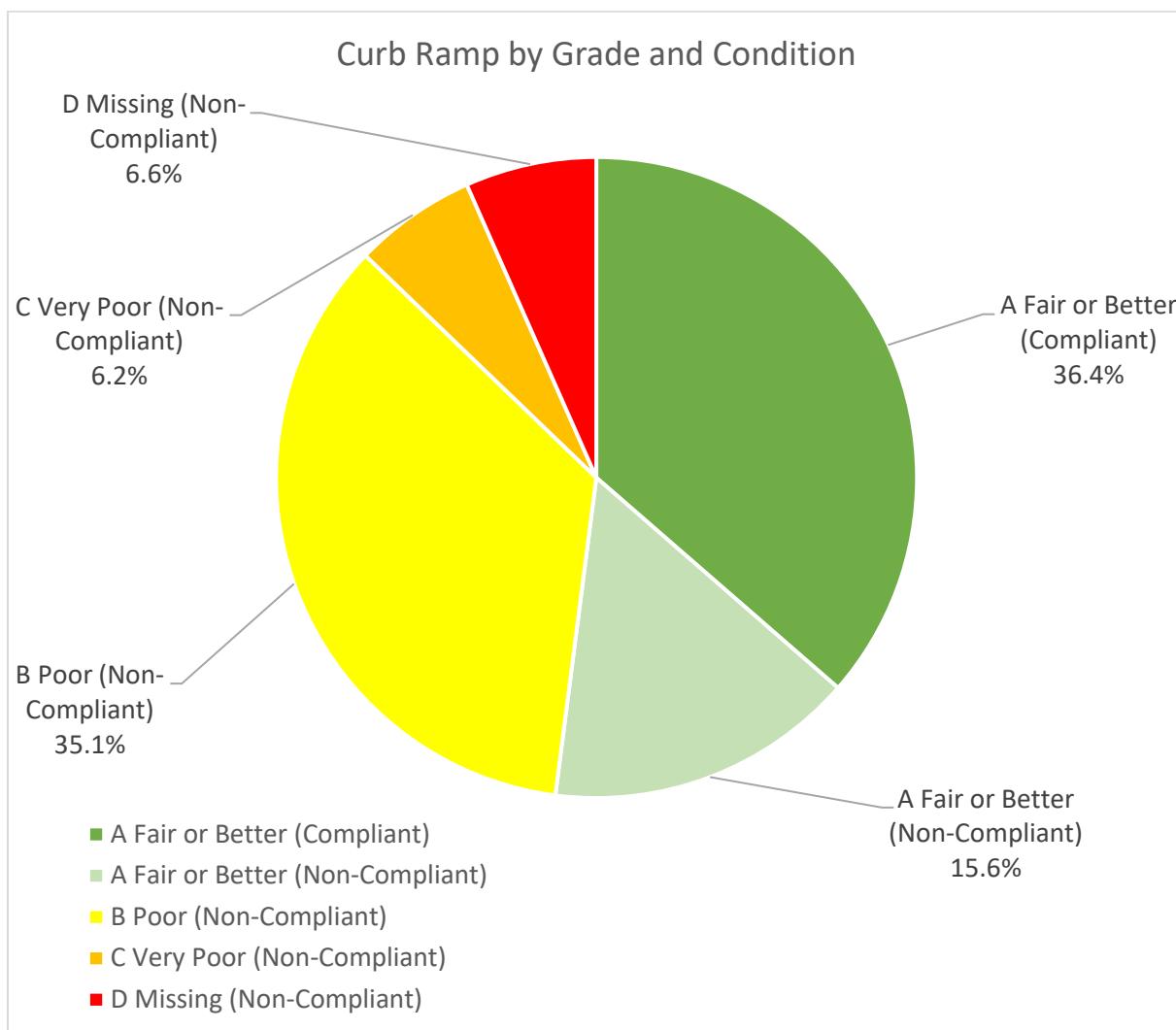
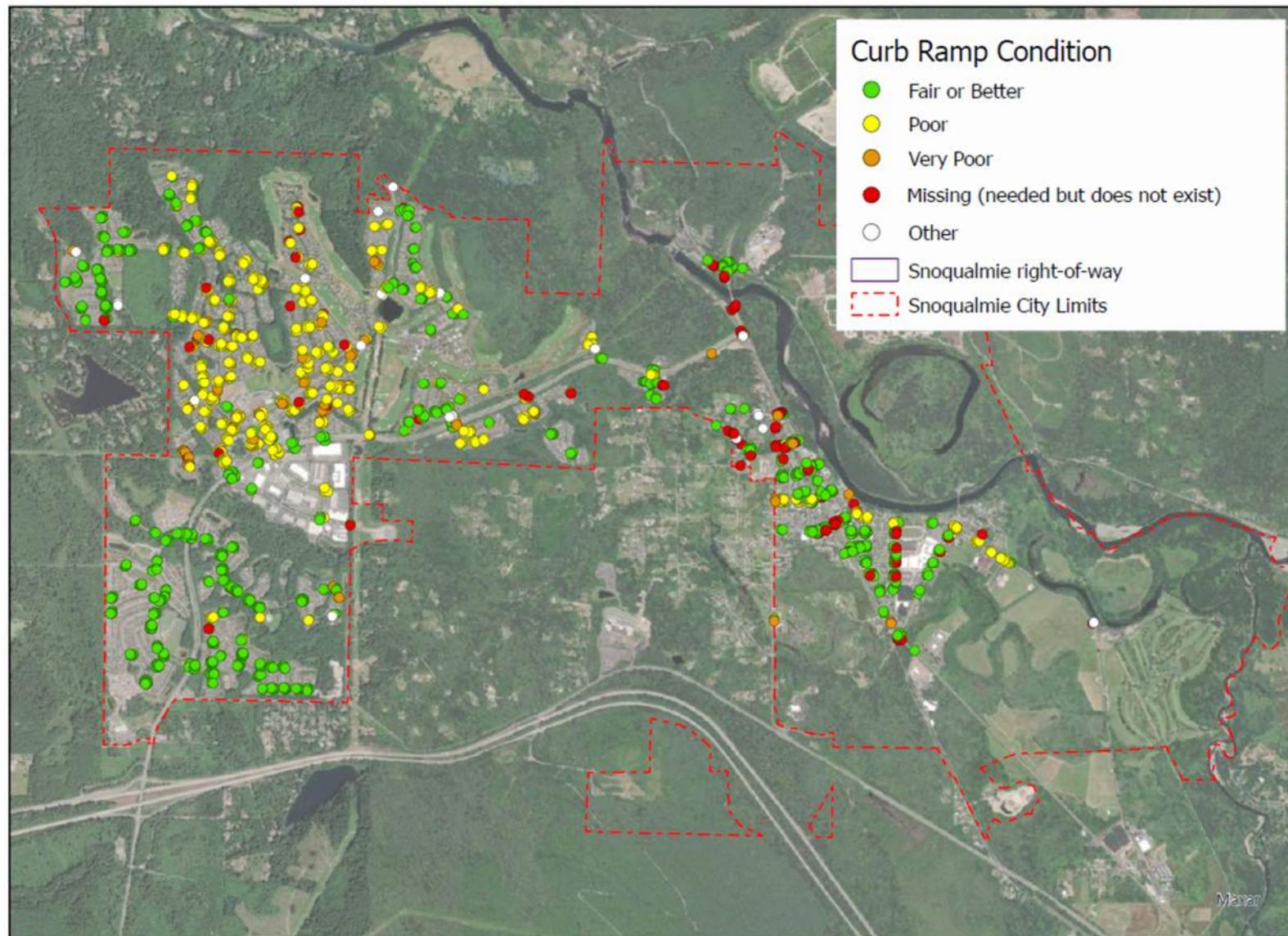
Figure C-4. City of Snoqualmie Curb Ramps by Grade and Condition Percentage

Figure C-5. City of Snoqualmie Curb Ramps by Condition

Note: The map in **Figure C-5** displays the 26 “Other” ramps (shown in white) discussed below **Table C-2** for visual reference. These 26 ramps were excluded from **Tables C-2** and **C-6** and **Figures C-1** and **C-4**. For all collected curb ramp data for graded and “other” curb ramps, see **Appendix B1**.

Curb Ramps in Vicinity of Future Capital Improvement Projects

A number of non-compliant curb ramps will be replaced as part of future CIP and pavement preservation programs. Of the 92 curb ramp barriers within a 100 foot buffer of the City’s 2023-2028 Capital Improvement Plan (CIP), at least 63 barriers will be removed in the next 6-year period. See **Figure C-6**.

Snoqualmie Parkway Rehabilitation Project: This summer 2023 project was under construction at the time of development of this ADA Transition Plan and is anticipated to remove the following 63 curb ramp barriers:

- Reconstruct 21 ramps to full ADA-compliance
- Reconstruct 8 ramps to maximum extent feasible (MEF) ADA-compliance
- Remove 4 ramps
- Add detectable warning surface at blended transition
- Note: Existing MEF documentation has been gathered for 29 ramps

These above locations were identified in the City’s plan set and associated MEF documentation. The ramp numbers from those sources are provided in parenthesis below and included in the GIS inventory for City staff reference. For more information, see **Appendix B3**:

- **SE Jacobia St Intersection:** 8 new ADA-compliant ramps (1-8)
- **Swenson Drive Intersection:** 2 ramps at southwest corner will be made fully ADA compliant (9-10)
- **Center Blvd Intersection:** 8 new ADA-compliant ramps (25-32)
- **Fisher Ave Intersection:**
 - 1 current MEF ramp in NE corner will be improved to MEF (39)
 - 1 current MEF ramp in NE corner will be made fully ADA compliant (43)
 - 2 ramps on east side of intersection will be removed (40 and 44)
- **Better Way Intersection:** 4 ramps will be improved to MEF (45-48)
- **Orchard Ave SE Intersection:**
 - 1 ramp will be improved to MEF (53)
 - 2 ramps will be made fully ADA-compliant (54 and 55)
 - 1 blended transition will have detectable warning surface added (no number provided)
- **Allman Ave SE Intersection:**
 - 2 ramps will be improved to MEF (57 and 58)
 - 2 ramps will be removed (56 and 59)
- **Existing MEF Documentation:** 29 ramps along the Snoqualmie Parkway Corridor have MEF documentation for ADA compliance (11-24, 33-38, 41-42, 45-50, 52)

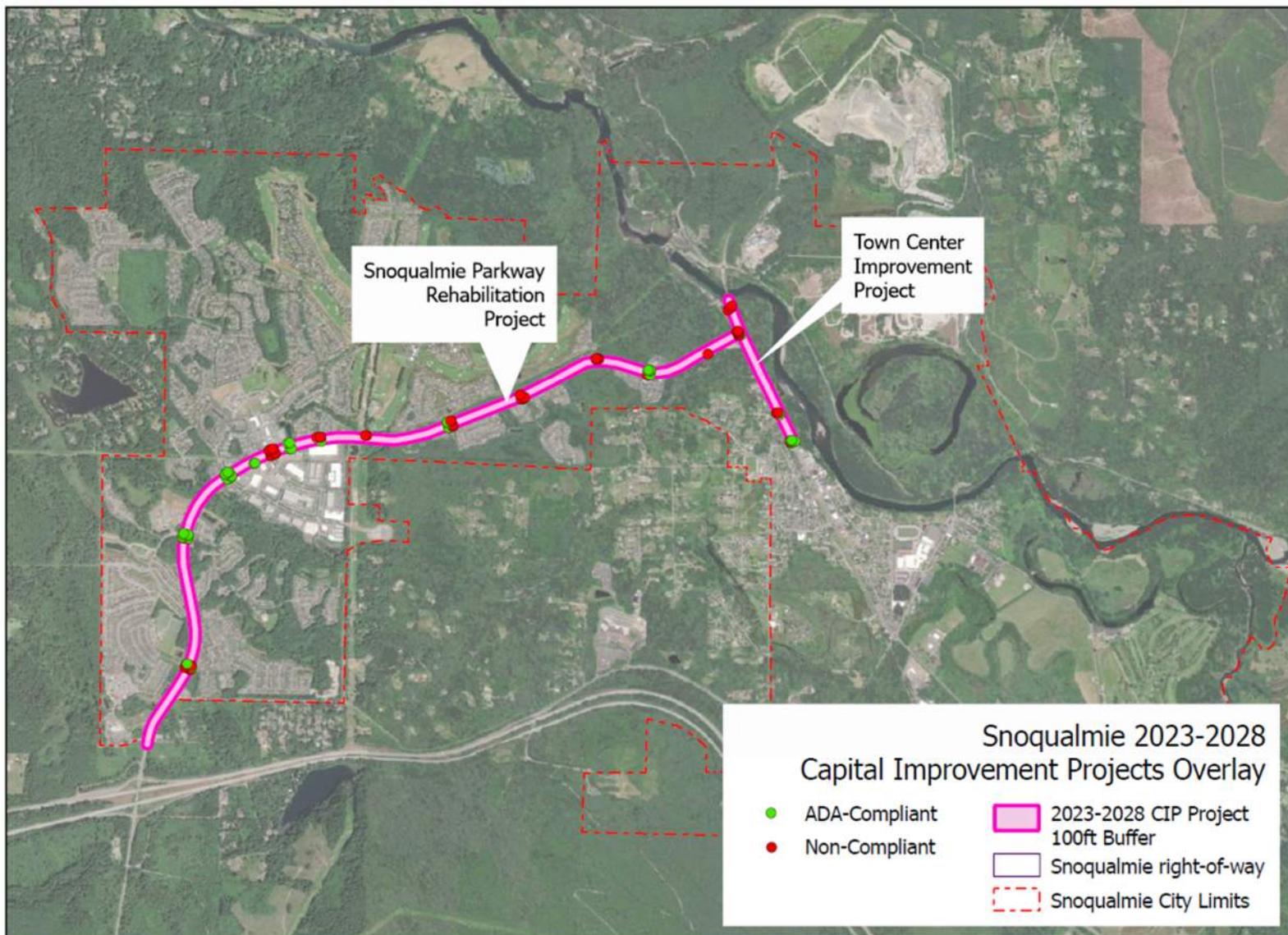
Town Center Improvement Project – Phase III - TBD:

- This project has the potential to address 5-12 curb ramp barriers with reconstruction of both pedestrian and street infrastructure between downtown Snoqualmie and Snoqualmie Falls.

Curb Ramp Barrier Removal Recommendations

Curb ramp barriers will be prioritized in accordance with the general prioritization criteria established in **Section A.4**. It is recommended the City:

- Consider removing curb ramp barriers identified by the public through grievances or requests when selecting barriers for removal during annual budgeting activities.
- Consider removing curb ramp barriers with grade of C (Very Poor) or D (Missing) before other curb ramp barriers.
- Consider grouping barriers into corridors or sub-areas to provide for cost effective barrier removal. This could be addressed in a future update of the ADA Transition Plan and is dependent upon financial resources available to the City beyond the CIP.
- Annually monitor the removal of curb ramp barriers in the City's GIS inventory.

Figure C-6. City of Snoqualmie 2023-2028 CIP Project Buffer

C.2.2 Accessible Pedestrian Signal (APS) Barriers

APS Barrier Prioritization

ADA upgrades to APS pedestrian signals will be prioritized according to the City's Accessible Pedestrian Signal Policy provided in **Appendix E** and in accordance with the general prioritization criteria established in **Section A.4**.

2023 Snoqualmie Parkway Rehabilitation Project and APS

The 2023 Snoqualmie Parkway Rehabilitation Project includes relocation of twenty-three (23) pedestrian pushbutton poles to ADA-compliant locations connected with ramp alterations along the corridor. The pre-existing pushbuttons with directional arrows and ADA-compliant signs are being reinstalled at these upgraded pole locations.

APS Barrier Removal Recommendations

It is recommended the City:

- Remove APS barriers consistent with the adopted APS Policy.
- Consider removing APS barriers identified by the public through grievances or requests when selecting high priority barriers for removal during annual budgeting activities.
- Annually monitor the removal of APS barriers in the City's APS/HAWK/RRFB GIS inventory.

C.2.3 Other Public Right-of-Way Barriers

The scope of this ADA Transition Plan does not address barriers of the following public right-of-way facility types:

- Sidewalks
- Sidewalk/Driveway Interface
- Accessible Parking

ADA barriers for these facility types will be addressed at future update of this ADA Transition Plan. It is recommended these barriers be prioritized in accordance with the general prioritization criteria established in **Section A.4**. It is recommended the City:

- Consider removing barriers identified by the public through grievances or requests when selecting high priority barriers for removal during annual budgeting activities.
- Consider grouping barriers into corridors or segments to provide for cost effective barrier removal. This could be addressed at a future update of the ADA Transition Plan and is dependent upon financial resources available to the City beyond the TIP/CFP.
- Annually monitor the removal of barriers in a City GIS inventory.

C.3 Public Right-of-Way Barrier Removal Costs Estimates

C.3.1 Curb Ramp Barriers Cost Estimate

A planning level estimated cost for replacing one (1) curb ramp is \$15,000. See **Table C-7**.

Table C-7. Individual ADA-Compliant Curb Ramp Cost Estimates

Unit	Cost (\$2023)
Survey/Map	\$1,600.00
Design	\$1,900.00
Construction Management	\$1,500.00
Construction	\$7,500.00
Subtotal	\$12,500.00
Contingency (20%)	\$2,500.00
Cost (\$) per Curb Ramp	\$15,000.00

To estimate the probable program cost to remove all 854 curb ramp barriers, a cost estimate ranges from \$12,500 (85%) to \$17,500 (115%) per barrier has been provided.

In addition to design and construction of the curb ramp itself, additional costs may arise from addressing issues such as relocation of existing utilities, acquisition of new public right-of-way, and other roadway improvements such as curb bulbs and new enclosed drainage. Correcting barriers at blended transitions (near-level transitions between a pedestrian access route and pedestrian crossing) may cost less than estimated if installation of detectable warning surfaces is sufficient to remove barriers to accessibility.

Note regarding Safe Harbor: Grade B (Poor) non-compliant ramps may meet Safe Harbor provisions and potentially reduce the overall program cost estimate. Grade C (Very Poor) non-compliant ramps are not likely to meet Safe Harbor as the lack of a detectable warning system and/or no clear space automatically triggers the C grade. Any ramp location should be re-evaluated for Safe-Harbor and accessibility as part of the survey/design phase of a specific project/request for an upgrade.

Note reading Maximum Extent Feasible: Grade A (Fair/Better) non-compliant ramps may meet Maximum Extent Feasible (MEF) requirements due to steep topography or other factors. Any ramp location should be re-evaluated for MEF accessibility as part of the survey/design phase of a specific project/request for an upgrade. Note: The City has documented MEF ramps along Snoqualmie Parkway in 2023 – see City GIS Inventory in **Appendix B2** and MEF Reports in **Appendix B3**.

To remove and replace all 854 known curb ramp barriers, it would cost an estimated \$10.7 to \$14.9 million. For cost estimates, see **Table C-8**.

Table C-8. Curb Ramp Barrier Removal Program Cost Estimates

Probable Program Cost for Curb Ramp Barriers			
Cost Range	LOW	MED	HIGH
Cost Percentage (%) of Estimate	85%	100%	115%
Cost (\$2023) per Ramp	\$12,750	\$15,000	\$17,250
Total All Curb Ramp Barriers	\$10,675,000	\$12,810,000	\$14,945,000

C.3.2 Accessible Pedestrian Signal (APS) Cost Estimate

The following cost estimates have been provided for APS facilities in **Table C-9**. Note: These are construction cost estimates.

Table C-9. New Accessible Pedestrian Signals Construction Cost Estimates

Accessible Pedestrian Signal (APS) Type	Construction Cost Estimates (\$2023)
Full APS (at signalized intersection for pedestrian pushbutton poles, vibro-tactile pushbuttons, and displays)	\$35,000
Partial APS (at signalized intersection for additional pedestrian pushbutton pole and vibro-tactile pedestrian pushbuttons only)	\$10,000
Full Rapid Rectangular Flashing Beacon (controller, power supply, poles, beacons, signs, with message and locator tone pushbuttons)	\$40,000
Rapid Rectangular Flashing Beacon (per each side of crossing for extension arms, message and locator tone pushbuttons)	\$2,500

To remove known APS barriers, it would cost an estimated \$80,000. See **Table C-10**.

Table C-10. New Accessible Pedestrian Signals Barrier Removal Program Cost Estimates

Accessible Pedestrian Signal (APS) Type	Cost	Number of Locations	Construction Cost Estimates (\$2023)
[Full APS (at signalized intersection) in coordination with WSDOT]	\$35,000/intersection	1	[\$35,000]
Partial APS (at intersection for vibro-tactile pedestrian pushbuttons only)	\$10,000/intersection	8	\$80,000
Total Accessible Pedestrian Signal Program Cost Estimate + [WSDOT]	-	9	\$80,000 +[\$35,000]

C.3.3 Other PROW Barriers Cost Estimates

The Barrier Removal Program cost estimates for sidewalk, sidewalk/driveway interface, and accessible parking will be addressed at a future update of this PROW ADA Transition Plan.

C.3.4 Sidewalk Maintenance

According to [Snoqualmie Municipal Code Chapter 12.06.010](#), it is the duty of the owner to remove snow from the sidewalk.

C.4 Public Right of Way Barrier Removal Financial Plan and Schedule

Future CIP Projects are expected to follow the pattern of the past years to continue incremental ADA barrier removal in the public right-of-way. The CIP for period 2023-2028 calls for \$3.8 million in capital programs and up to \$13.6 million in capital projects that include ADA barrier removal components. The following bullet points identify the programs and associated potential funding sources for each barrier type.

C.4.1 Curb Ramps

- **2023-2028 CIP – Americans with Disabilities Act Program** includes \$272,000 (approximately \$45,000 annually) to remove barriers including curb ramp upgrades at priority locations to be determined by the ADA Transition Plan. This funding would support replacement or upgrade of approximately 3-5 ramps per year.
- **2023-2028 CIP - Streets Resurfacing Program** includes \$3.527 million for street resurfacing projects. Approximately 5% (\$31,000 annually) is anticipated to be used for curb ramp upgrades associated with street resurfacing projects. The City upgrades curb ramps with these projects as needed.
- **2023 Snoqualmie Parkway Rehabilitation Project:** Snoqualmie Parkway may undergo a jurisdictional transfer to become part of Highway 18 with ramps remaining under City jurisdiction. As of adoption of this Plan, Snoqualmie Parkway is still under City of Snoqualmie jurisdiction. The summer 2023 rehabilitation project includes:
 - Reconstruction of 21 ramps to full ADA-compliance
 - Reconstruction of 8 ramps to maximum extent feasible (MEF) ADA-compliance
 - Removal of 4 ramps
 - Addition of 1 detectable warning surface at blended transition
 - MEF documentation for 29 ramps – compiled from 2014, 2019 and 2023 year reports.

This curb barrier allocation budget may change due to the City's ability to fund CIP projects, which is subject to annual budget review and reassessment. See **Table C-11**.

Table C-11. Curb Ramp Barrier Removal Schedule with Programmed Funding

Curb Ramp Barrier Removal Funding Source	Amount (\$2023)
Total Estimated Curb Ramp Barrier Removal Costs (\$2023)	\$14,950,000
2023-2028 CIP ADA Program (approx. \$45,000 annually)	\$272,000
2023-2028 CIP Street Resurfacing Program (approx. \$31,000 annually)	\$186,000
2023 Snoqualmie Parkway Rehabilitation Project	\$202,000
2029- Remainder Curb Ramp Barrier Costs	\$14,290,000

C.4.2 Accessible Pedestrian Signals

- **2023 Snoqualmie Parkway Rehabilitation Project:** this summer 2023 project includes relocation of twenty-three (23) pedestrian pushbutton poles to ADA-compliant locations connected with ramp alterations along the corridor. The pre-existing pushbuttons with directional arrows and ADA-compliant signs are being reinstalled at these upgraded pole locations at a value of \$121,000.
- **Accessible Pedestrian Signal (APS) Policy:** As part of this ADA Transition Plan, the City has adopted an APS Policy and posted it on its website. The City will address requests for APS according to its APS Policy.

C.4.3 Other Public Right-of-Way Barriers

The City intends to address reported sidewalk, driveway interface with sidewalk, and accessible parking ADA barriers through the listed PROW funding sources in **Table C-12**.

C.4.5 Public Right-of-Way Barrier Removal Schedule Funding Summary

In summary, the City has planned to spend up to \$781,000 in 2023-2028 on barrier removal in the public right-of-way. For a summary table of the planned budget for all ADA barriers, including public right-of-way barriers, see **Table C-12**. For more information, see the most recent City of Snoqualmie budget.

Table C-12. City of Snoqualmie PROW ADA Barrier Removal Funding Framework 2023-2028

Funding Source	2023 (\$)	2024 (\$)	2025 (\$)	2026 (\$)	2027 (\$)	2028 (\$)	Total (2023-2028)	Notes
ADA Program	\$42,000	\$44,000	\$45,000	\$46,000	\$47,000	\$48,000	\$272,000	This secured funding will support ADA Transition Plan implementation and replace or upgrade approximately 305 ramps per year.
Street Resurfacing Program (approx. 5% of \$3.527 million)	\$31,000	\$31,000	\$31,000	\$31,000	\$31,000	\$31,000	\$186,000	This secured funding will address curb ramp upgrades associated with street resurfacing projects.
2023 Snoqualmie Parkway Rehabilitation Project	\$323,000	\$0	\$0	\$0	\$0	\$0	\$323,000	This secured funding reconstructed 21 ramps to full ADA compliance, reconstructed 8 ramps to MEF, removed 4 ramps, and added 1 detectable warning surface at a blended transition. (MEF documentation for 29 ramps is also included). This project also relocated 23 pedestrian pushbutton poles to meet ADA requirements while retaining pre-existing pushbutton/display features.
Town Center Improvement Project – Phase III*	\$0	\$0	\$0	\$0	\$0	\$0	\$0	*Conditional on grant funding and other contributions. This unsecured funding will make improvements to the sidewalk and curb ramps from Northern Street to the State Route 202 bridge.
TOTAL	\$396,000	\$75,000	\$76,000	\$77,000	\$78,000	\$79,000	\$781,000	See also City of Snoqualmie 2023-2028 CIP budget.

D. Future Actions to Achieve Compliance

D.1 Future Actions Needed

The City is pursuing a phased approach to its Public Right-of-Way ADA Self-Evaluation and Transition Plan. This first phase focused on self-evaluation, barrier prioritization, and initial barrier removal scheduling for curb ramp barriers and accessible pedestrian signals (APS).

The City owns/maintains other public right-of-way facilities that were not part of the first phase and will be evaluated for ADA barriers at a future update to this Public-Right-of-Way ADA Transition Plan. These facilities include:

- Sidewalks;
- Driveway interface with sidewalks;
- and accessible parking.

The City owns/maintains other facility types that will be addressed in the future:

- City buildings with publicly accessible areas;
- City park facilities including building structures, restrooms, and recreational areas;
- City trails;
- and City programs, services, and activities.

Notes: The City addressed the policy and procedure requirements identified in **Section B** as part of this PROW ADA Transition Plan. The City will conduct an internal self-assessment and barrier prioritization for programmatic barriers at a future date. Cost estimates for barrier removal for these outstanding facilities and programming will be included in a future update to the Plan.

D.2 Annual Report of Barriers Removed

To ensure implementation of this ADA Transition Plan, it is recommended that the City incorporate an annual review/update process to track ADA self-evaluation and barrier removal progress. It is recommended that the official responsible for implementation of the ADA Transition Plan coordinate this effort in cooperation with relevant City staff from other departments who are involved with projects that remove ADA barriers.

D.3 Five-Year ADA Transition Plan Update Schedule

This Plan is intended to be reviewed and updated at five year intervals. As the Plan is updated, an updated barrier removal schedule will be identified. With each five-year Plan update, an official public comment period is recommended to continue public engagement. The inventories and cost estimates will be re-analyzed at each five-year Plan update to determine patterns of need as it relates to the complete facility inventory and barrier removal prioritization.

D.4 Monitor ADA Regulation Updates

It is recommended that the City:

- **Monitor activity on final rule-making for the Public Right-of-Way Accessibility Guidelines (PROWAG).** The rule now goes through final stages of rulemaking and the Department of Justice and U.S. Department of Transportation are expected to announce in April 2024 before full implementation as regulation.
- **Monitor USDOJ activity regarding efforts to strengthen web and mobile application ADA accessibility.** As of October 2023, USDOJ was ending the public comment period for its proposed rulemaking on [Accessibility of Web Information and Services of State and Local Government Entities.](#)

E. Public Engagement

E.1 Public Engagement Strategy

The City's developed the following public engagement strategy to inform interested members of the public of the undertaking of this Plan and to invite participation in the process. This strategy included digital announcements, direct stakeholder engagement with existing contacts within and organizations that provide services to members of the ADA community, and opportunities for the general public to report ADA barriers and comment on the Draft Plan. For documentation of public engagement, see **Appendix F**.

E.1.1 Project Webpage

The project webpage content was launched in May 2023. The project webpage included the following components:

- Project Description
- Schedule
- Public Involvement:
 - Links to online Map-enabled ArcGIS Survey123®
 - Link to ADA Workshop Virtual Meeting Information held June 13, 2023
 - Virtual City Council meeting information
- City staff contacts and other ADA resources
- Documents section for posting the draft version for public comment and final version
- Recent and annual accomplishments section for further tracking of ADA Transition Plan implementation progress

The ADA Transition Plan Project webpage is available at:

<https://www.snoqualmiewa.gov/1024/Public-Right-of-Way-ADA-Transition-Plan>

E.1.2 Web-Based Publications

The following web-based publications promoted the project, online surveys, virtual workshop, and Draft ADA Transition Plan in 2023:

- E-News Flash posting on City's website on 6/5.
- E-News Publication to City residents on 6/9
- City of Snoqualmie Twitter® on 6/5, 6/13, 6/20, Draft Plan on 8/23 and 9/21
- City of Snoqualmie Facebook® on 6/5 and 6/20, Draft Plan on 8/23 and 9/21
- NextDoor® City agency page on 6/20, and Draft Plan on 8/23
- E-News Publication to City residents on 8/25 and Draft Plan on 9/25

E.1.3 Direct Engagement with Local ADA Community Organizations

City staff contacted the following organizations via direct e-mail in late May/early June 2023, to seek out interest in the online survey and public comment opportunities:

- Sno-Valley Senior Center
- Snoqualmie Valley School District
- Social Services
- Empower Youth
- Encompass Northwest (and further email distribution to therapists to share with clients)
- Mt. Si Senior Center

E.1.4 Online Surveys

A 5-7 minute survey was created in consultation with City staff and was hosted on the map-enabled ArcGIS Survey123® platform that gave respondents the option to mark barrier locations on a map. The online surveys were activated from June 6 through 30, 2023.

E.1.5 Virtual Public Workshop

A Virtual Public Workshop was held on June 13, 2023, on the Zoom® platform scheduled for 6:00-7:00pm. Project team staff kept the virtual meeting open until 6:15 pm and then ended the meeting due to no public participation.

Presentation materials were provided in accessible formats with alternative text prior to the event. The presentation explained the reasons for and required content of an ADA Transition Plan and the City's approach to self-evaluation and barrier removal implementation focused first on curb ramps and accessible pedestrian signals within the public right-of-way. An open comment opportunity followed each presentation. For documentation, see **Appendix F**.

E.1.6 Public Hearing Opportunities

The Draft ADA Transition Plan was presented to the City of Snoqualmie City Council Parks and Public Works Committee of the Whole at their meetings held August 22, 2023, and September 6, 2023, on the Zoom® platform from 5:00-6:00pm. For documentation, see **Appendix F**.

E.2 Public Engagement Findings

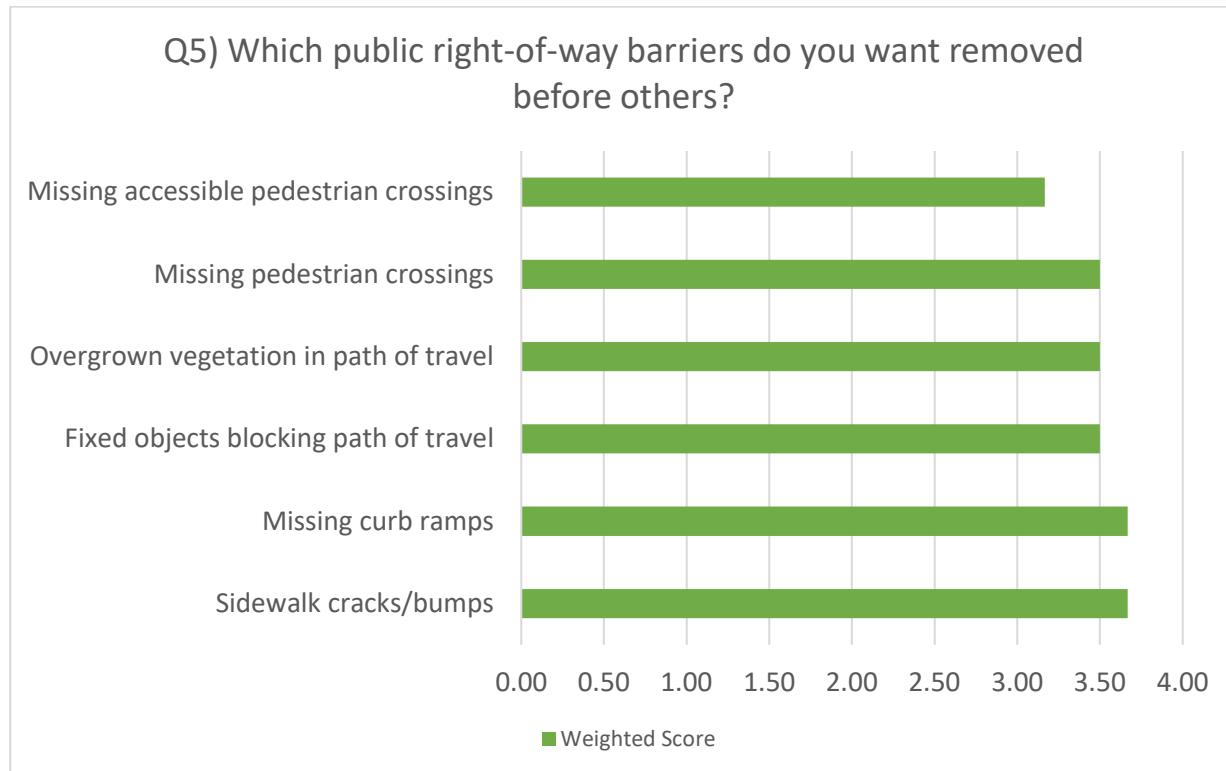
The virtual platform of online survey, ADA workshop, and City Council meeting provided the public with accessible participation options. The findings are helpful in guiding City staff in the selection and prioritization of barrier removal. For further documentation, see **Appendix F**.

E.2.1 Online Survey Responses

The online ArcGIS Survey123® public survey yielded a total of 7 responses. The public survey asked two questions to rank barriers within the public right-of-way:

- Which public right-of-way barriers do you want removed before others?
- Where is most important to remove barriers?

Note: Ranked question scores were calculated using a weighted average score. Higher scores are for more popular choices. Lower scores are for less popular choices. See **Figures E-1 and E2** and **Tables E-1 and E-2**. For additional documentation, see **Appendix F**.

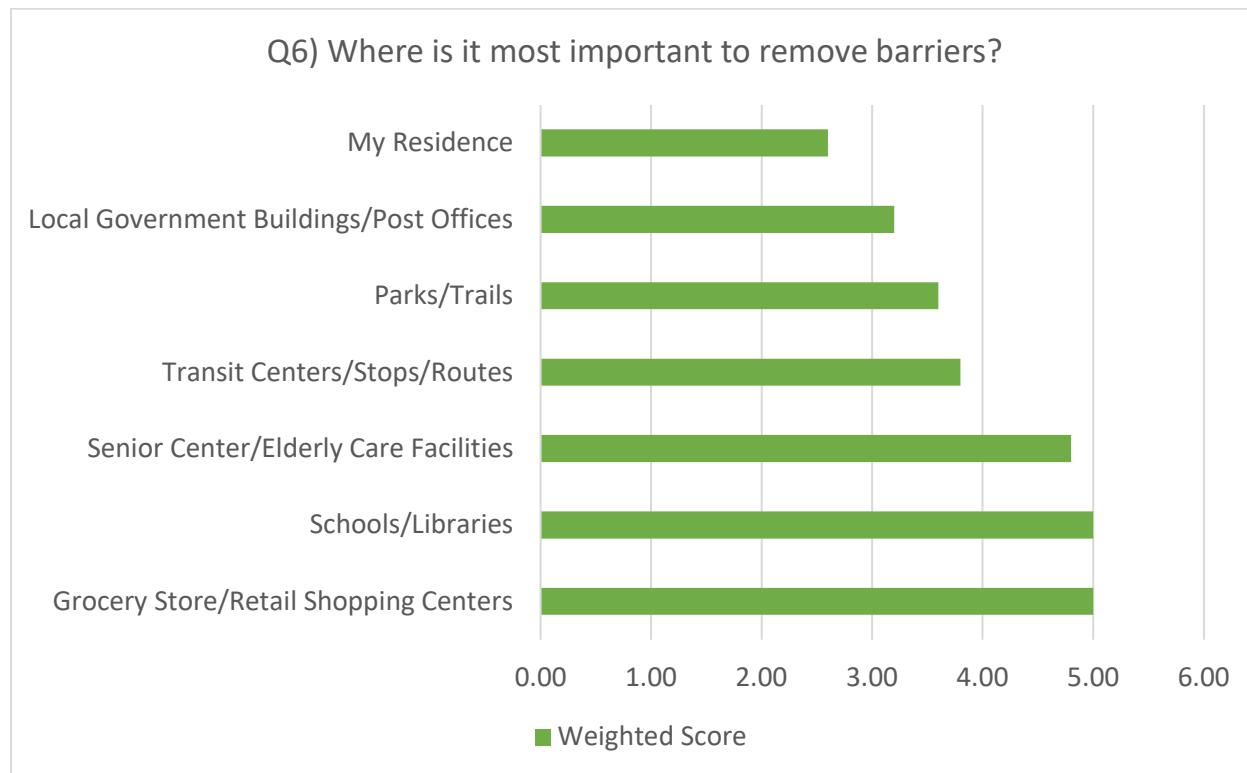
Figure E-1. Most Important Barrier Types for Removal by Rank

*Of the 7 survey respondents, 6 completed this question.

Table E-1. Most Important Barrier Types for Removal by Rank

Rank	Barrier Type for Removal	Score*
1	Sidewalk Cracks/Bumps	3.67
2	Missing Curb Ramps	3.67
3	Fixed Objects Blocking Path of Travel	3.50
4	Overgrown Vegetation in Path of Travel	3.50
5	Missing Pedestrian Crossings	3.50
6	Missing Accessible Pedestrian Signals	3.17

*Of the 7 survey respondents, 6 completed this question.

Figure E-2. Most Important Locations for Barrier Removal by Rank

*Of the 7 survey respondents, 5 completed this question.

Table E-2. Most Important Locations for Barrier Removal by Rank

Rank	Location for Barrier Removal	Score*
1	Grocery Store/Retail Shopping Centers	5.00
2	Schools/Libraries	5.00
3	Senior Care/Elderly Care Facilities	4.80
4	Transit Center/Stops/Routes	3.80
5	Parks/Trails	3.60
6	Local Government Buildings/Post Offices	3.20
7	My Residence	2.60

*Of the 7 survey respondents, 5 completed this question.

Narrative Survey Feedback

Beyond the ranking questions, narrative data from the surveys include the following themes:

- **Ramps:** Request for curb ramps in old town near Silva Ave where they are currently missing.
- **Improved Pedestrian Crossings:** Requests were made to consider ways to improve ADA accessibility and safety at the following crossings, including the suggestion of RRFBs and/or manual flags:
 - Snoqualmie Elementary School on Park St at Mountain Ave
 - Snoqualmie Elementary School on Park St at Centennial Field entrance
 - Park St and Meadowbrook Way
 - Park St and Boalch Ave/Golf Course
- **HAWK Signal:** Request to evaluate full 4-way traffic light at Snoqualmie Parkway and Fisher Ave SE to address safety concerns.
- **Sidewalks:**
 - Request for painted lines in crosswalks, particularly on or near Center Blvd.
 - Request for improved sidewalks in old town, including Silva Ave close to the Snoqualmie Valley School District administration building.
 - Request for dedicated pedestrian connection between sidewalk along Railroad Ave/SR 202 into Snoqualmie Middle School (pedestrians must use grass or vehicle/bus roadway for non-motorized access).
- **Vegetation/Snow Management**
 - Request to address low hanging branches on Park St a few feet east Mountain St.
 - Request for sidewalks/ramps to be shoveled during snow events.
- **Parks:** Opportunity to upgrade playground design at Centennial Field
- **Other**
 - Suggestion to close Center Blvd to vehicles during the summer months.
 - Lack of an ADA-compliant connection (i.e. stair-only access) to Snoqualmie Valley Trail at Reinig Road (respondent recognized this is a King County facility).

E.2.2 Public Hearing Comments

No public hearing comments were received at the City of Snoqualmie's Parks and Public Works City Council of the Whole meetings held on August 22, 2023, and September 6, 2023.

E.2.3 Draft ADA Transition Plan Public Comments

No public comments were received via email on the Draft ADA Transition Plan during the public comment period between August 23 and September 28, 2023.

E.3 Recommendations

It is recommended that the City:

- Consider prioritizing the high ranking barrier types for removal before other barrier types. These include:
 - Sidewalk cracks/bumps
 - Missing curb ramps

- Consider prioritizing barriers near the following high ranking locations before barriers near other locations. These include:
 - Grocery Stores/Retail Shopping Centers
 - Schools/Libraries
- Utilize the City of Snoqualmie ADA Transition Plan project webpage as a tool for future public engagement efforts related to ADA Transition Plan barrier removal progress.
- Utilize a screen-reader friendly survey option to function as a barrier reporting tool for the public to report accessibility barriers, with a mapping feature, if available.

F. Accessibility Regulations, Standards & Guidelines Resources

This ADA Transition Plan is based on the most recent federal and state ADA regulations, standards, and guidelines. The resources are divided into general and barrier specific groups with links to websites. For the WSDOT Local Agency Guidelines Chapter 29 ADA Title II Checklist of requirements for ADA transition plans, see **Appendix A**.

F.1 General Resources

Federal ADA Regulations

- [ADA Title II Regulations \(28 CFR Part 35\)](#)
- [ADA Title III Regulations \(28 CFR Part 36\)](#)

U.S. Access Board Standards

- [U.S. Access Board DOJ ADA Accessibility Standards \(2010\)](#)

U.S. Department of Justice Guidelines

- [U.S. DOJ ADA Best Practices Tool Kit for State and Local Governments](#)

WSDOT Local Agency Guidelines

- [Local Agency Guidelines: Chapter 29 Section 504 of the Americans with Disabilities Act](#)

F.2 Barrier-Specific Resources

Curb Ramps, Accessible Pedestrian Signals, Sidewalks, and Pedestrian Access Routes:

- [ADA Title II Technical Assistance Manual](#)
- [USDOT ADA Standards for Transportation Facilities \(2006\)](#)
- [U.S. Access Board Public Rights-of-Way Accessibility Guidelines \(PROWAG\) \(2011\)](#)
- [U.S. Access Board Public Rights-of-Way Accessibility Guidelines Supplemental Notice on Shared Use Paths \(PROWAG\) \(2013\)](#)
- [U.S. Access Board Final Rule on Public Rights-of-Way Accessibility Guidelines \(PROWAG\) \(2023\)](#)
- [WSDOT Field Guide for Accessible Pedestrian Facilities \(2012\)](#)

Parking:

- [Facility \(Off-Street\) Accessible Parking \(2010 ADA Standards\)](#)
- [On-Street Accessible Parking \(2011 PROWAG\)](#)