

ADA Transition Plan

Clark County Public Works Sidewalk and ADA Ongoing Program

9/1/2010

Background

Title II of the Americans with Disabilities Act (ADA) requires public entities such as Clark County to ensure programs, activities and services are accessible to individuals with disabilities. A transition plan describes the process for bringing facilities into compliance.

Required elements of an ADA Transition Plan include:

- A list of physical barriers in public entities facilities that limit accessibility of programs, activities or services to individuals with disabilities. (An Architectural Barriers Survey)
- A detailed outline of the methods to be utilized to remove barriers and make facilities accessible.
- The schedule for achieving compliance with Title II
- If the time period for achieving compliance is longer than 1 year, the transition plan identifies interim steps for each year of the plan.
- The name of the official responsible for the plan's implementation.

This document will focus on the Clark County Public Works Department's Ongoing Programs for Sidewalk and ADA Improvements. These programs are designed to facilitate smaller infill, retrofit or 'spot' improvements in established locations throughout the county. Other related construction programs will be referenced but not described in detail within this document.

Program Goals & Objectives

The construction, management, maintenance and repair of sidewalks and ADA accessible curb ramps within Clark County is a responsibility shared by several departments with some overlapping responsibilities.

Most new sidewalks, curb ramps and other road-frontage improvements are constructed as part of larger capital construction projects managed by Clark County Public Works, or by private developers whose site-specific plans are approved by the Clark County Community Development Department.

Clark County also funds two programs to construct small projects not associated with development or road construction. The Sidewalk Ongoing Program and ADA Ongoing Program are designed to facilitate smaller infill, retrofit or 'spot' improvements,

completing gaps in the existing pedestrian network to help ensure that existing sidewalks and pathways are accessible to all citizens.

These two Ongoing Programs are part of the County's annually updated, six-year Transportation Improvement Plan (TIP) to insure long-term attention and consistent funding. The Sidewalk and ADA Ongoing Programs (OGPs) use similar criteria for prioritizing and selecting projects for each year's construction program. The general criteria are described below.

Types of Physical Barriers

Sidewalks and curb ramps in the public right-of-way can present several kinds of physical barriers. Absence of an ADA accessible walkway is one potential barrier, especially in suburban areas where sidewalks were not required at the time subdivisions were built.

Obstacles such as utility poles, traffic signal control boxes, telephone pedestals, storm water catch basins and other equipment can be found reducing the effective width of sidewalks or blocking the optimal corner location of a curb ramp.

Geography can also create barriers, increasing the cost or complexity of an accessible walkway. Side slopes (perpendicular to the direction of travel) may necessitate retaining walls or railings. Hills and valleys parallel to the sidewalk may require ramps and landing areas. Open roadside ditches in suburban areas collect storm water, creating barriers and increasing the construction challenges.

Identifying and Prioritizing Improvements

Identifying locations for small 'spot' improvements to sidewalks and curb cuts to be completed by the Ongoing Programs is initiated largely by citizen requests. Citizen comments and complaints received by the Public Works Call Center and county website are tracked and recorded.

Additional suggestions, discussion and feedback comes from school district transportation and safety coordinators, the county's Citizen ADA Advisory Committee, and county maintenance and engineering staff who forward observations and potential locations to the program coordinator. New and existing suggestions are reviewed each year, and a prioritized list is created which serves as the basis for construction decisions.

Sidewalk Program Prioritization

The goal of the Sidewalk Ongoing Program is to address small-scale projects, usually filling gaps of 500 feet or less in existing sidewalks and walkways within the community.

The Sidewalk Ongoing Program uses a ranked list to select projects funded by this program. Higher ranking equates to a higher probability of construction. County staff visit proposed sites to evaluate and rank projects based on factors including:

- Nearby pedestrian generators including household density, schools, parks, shopping and medical offices.
- Technical factors including pedestrian accident rate, roadway speed, terrain and amount of vehicle traffic.
- Construction factors including availability of right-of-way, adjacent development applications and environmental or storm water impacts to be mitigated.

Detailed sidewalk rating criteria can be found in the Appendix. The current list of ranked sidewalk segments is published in the Roadway Conditions book, released each October by the Public Works Transportation Program.

ADA Program Criteria

Where needed, ADA ramps are constructed as part of each capital road construction or re-construction project. Therefore, the goal of the ADA Ongoing program is to provide a consistent source of funds to address small-scale ‘spot’ improvements along existing walkways within the community.

General priority for the ADA Ongoing Program is:

- Locations lacking any ramps along high volume arterial or collector roads, in response to a specific public request.
- Locations lacking any ramps along lower volume roads, responding to a specific public request.
- Replacing or upgrading ramps that met code at the time of construction and remain generally safe and useable, even though the ramps are not up to current design standards. Higher volume roadways or locations with significant pedestrian generators are a higher priority for these ramp upgrades.

An inventory of curb ramps along major county arterials within the Urban Growth Boundary is slowly progressing but not sufficiently comprehensive to be the primary source for project selection. Curb ramps are evaluated using a form in the WSDOT Design Manual, ADA Supplement. Evaluation factors include:

- Existence of ramp / need to exist
- Presence of detectable warning / truncated dome
- Adequacy of upper and lower landing areas
- Visual evaluation of longitudinal, cross and side slopes.

A copy of this form can be found in the Appendix.

Infeasible Locations

Technically infeasible – Under some conditions, Clark County will be limited in its ability, or completely unable, to provide sidewalks or curb ramps because of existing physical or site restraints. For example, clear space at the top of the ramp is obstructed by a building, the building abuts the edge of pavement leaving no room, or the slope of a hill

is so extreme as to prevent a reasonable slope for a ramp or walkway. Under these circumstances, the County may invoke the defense that a curb ramp is technically infeasible or structurally impractical.

Program Access – Given programs as broad and comprehensive as a curb ramp or sidewalk program, the county will follow the concept of Program Access under Title II of the ADA. As described in Title 28 of the Code of Federal Regulations, Section 35.150(a) (also referred to as the ADA Rules), Program Access does not necessarily require a public entity to make each of its existing facilities accessible to and usable by individuals with disabilities, as long as the program as a whole is accessible.

Under the Program Access concept, the county may choose not to install curb ramps or sidewalks at some locations (or to install them as a lower priority later), as long as a reasonable path of travel is available even without those curb ramps.

Extending the Program Access concept, the county generally does not install sidewalks in suburban and rural areas outside the Urban Growth Boundary (UGB). Further, because ADA requires accessibility, not a specific material or type of construction, portions of the paved road surface in excess of a 12-foot wide travel lane are considered by the County to be an accessible pedestrian surface in some circumstances.

Program Budget and Timing

Annexations, new development and additions to the county Urban Growth Boundary constantly change the roadways under county control. These factors, along with budget constraints, make a defined timeline for complete accessibility too speculative.

Continual progress toward the goal is realized through the county’s commitment to regular funding. The Sidewalk Ongoing Program and ADA Ongoing Programs are included in the county’s Transportation Improvement Plan (TIP), a state-mandated, forward looking document with a detailed 6-year capital plan.

Within the TIP, funding for both Sidewalk and ADA projects comes from the county’s road fund, supplemented by occasional grants received for and spent on specific projects. Recent annual allocations to the ongoing programs are shown in the table below:

| Year | Sidewalk OGP | ADA OGP |
|------|--------------|-----------|
| 2008 | \$500,000 | \$100,000 |
| 2009 | \$200,000 | \$100,000 |
| 2010 | \$200,000 | \$50,000 |
| 2011 | \$650,000 | \$50,000 |
| 2012 | \$650,000 | \$50,000 |
| 2013 | \$650,000 | \$50,000 |
| 2014 | \$700,000 | \$50,000 |
| 2015 | \$700,000 | \$50,000 |

Source: Annual Clark County Transportation Improvement Program (TIP)
 Data for OGP only. Other sidewalk / ADA projects may be listed separately.
 Future year data is preliminary and may change.

As of mid-2010, a linear foot of standard 6-foot wide sidewalk with curb (attached or detached) is approximately \$160.00. A basic ADA ramp costs \$5,000 to \$8,000. Right of way or the need to customize standard designs can significantly increase costs for both sidewalks and curb ramps, limiting the progress possible in a given year with available funding.

Performance

In addition to the Sidewalk Ongoing Program and ADA Ongoing Program detailed in this document, major road construction projects often include extensive upgrades to sidewalks and ADA ramps. The list of completed projects below includes the amount spent on sidewalks and ADA upgrades across all Public Works programs. The intent is to show a continual and comprehensive approach to meeting the needs of the community as well as an ADA Transition Plan:

2007:

| | | |
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| NE 104 th St Sidewalk: NE 28 th Ave to NE 23 rd Ave | (361511) | \$177,368 |
| NE 72 nd Ave Walkway: NE 63 rd St to NE 73 rd St | (360922) | \$108,775 |
| NE-NW 149 th St Walkway | (330822) | \$1,833 |
| NE 12 th Ave Walkway | (360711) | \$12,990 |
| Maple Crest Sidewalk, NE 28 th St | (371011) | \$1,411 |
| NE 159 th St Sidewalk: Hockinson HS to Middle School | (371121) | \$2,294 |
| Chelatchie Prairie Rail/Trail | (361212) | \$107,315 |
| NE 63 rd Street | (330422) | \$402,743 |

2008:

| | | |
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| 2008 Sidewalk Ongoing Program includes: | (380521), | \$81,944 |
| NW 127 th St. Sidewalk, NE 36 th Ave – NE 39 th Ave | | |
| NW 124 th St. Walkway, NW 33 rd Ave – NW 36 th Ave | | |
| NW 116 Wy Sidewalk infill (near NW 34 th Ave) | | |
| Brad Crawford Park Pedestrian Island (NW 131 St) | | |
| NE Maple Crest Sidewalk, NE 28 th St | (371011) | \$71,560 |
| NE 72 nd Ave, 88 th St to 110 th St | (310122) | \$332,176 |
| NE St. Johns Rd, NE 50 th Ave to NE 72 nd Ave | (301422) | \$779,803 |

2009:

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| NE 142 nd Ave Sidewalk, NE 79 th St – NE 81 st St | (390421) | \$ 85,000 |
| NE 58 th St Sidewalk Infill near NE 75 th Ave | (390421) | \$ 25,000 |
| NE Hazel Dell Ave, sidewalk infill 68 th St – 72 nd St | (390421) | \$ 90,000 |
| ADA sidewalk widening, 6800 blk Hazel Dell Ave | (390121) | \$ 25,000 |
| ADA ramp replacement, 76 th St at 91 st Ave | (390121) | \$ 10,000 |
| ADA ramp installations, NE 162 nd Ave, Ward to NE 93 St. | | \$ 30,000 |
| NE 88 th St, NE St. Johns Rd to NE Andresen Rd | (321022) | \$376,000 |
| NE 99 th Street (SR 503 to NE 138 th Ave) | (330522) | \$183,000 |

2010:

| | |
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| NE 72 nd Ave Sidewalk @ 65 th St Design/ROW phase) (300411) | \$ 10,000 |
| NE 72 nd Ave Sidewalk, (58 th St to 59 th St, Design/ROW)(300311) | \$ 95,000 |
| NE 172 nd Ave Sidewalk, (NE 23 rd St to NE 26 th Wy) (300311) | \$ 22,000 |
| ADA barrier removal, Highway 99 & 78 St (300211) | \$ 20,000 |

2011: (all prices estimated)

| | |
|--|------------|
| NE 72 nd Ave Sidewalk @ 65 th St. Construction phase) (300411) | \$ 80,000 |
| NE 72 nd Ave Sidewalk, (58 th St to 59 th St, Construction)(300311) | \$ 125,000 |
| NE 172 nd Ave Sidewalk, (NE 23 rd St to NE 26 th Wy) (300311) | \$ 125,000 |
| NW 94 th Street Sidewalk, (NW 1 st Ave to Hazel Dell) (300411) | \$ 100,000 |

Responsible Parties

Clark County employs a full-time ADA coordinator to oversee compliance efforts, and coordinate the Citizen ADA Advisory Committee:

Tim McVicker
 Clark County ADA Coordinator
 1300 Franklin Street
 Vancouver, WA 98660
 Phone: (360) 397-2025 Relay: #711 or (800) 833-6388.

The Sidewalk Ongoing Program and ADA Ongoing Program, and Transportation Improvement Program (TIP) are managed by the Public Works Transportation Program:

Bill Wright, P.E.
 Clark County Transportation Program
 1300 Franklin Street
 Vancouver, WA 98660
 Phone: (360) 397-6118 x 4523 Relay: #711 or (800) 833-6388.

Additional information on the Citizen Committee and county ADA efforts is available from the ADA coordinator or county website: <http://www.clark.wa.gov/ada/index.html>

Appendix

2011 Sidewalk Ranking Criteria Clark County, WA Based on 2010 Pedestrian Master Plan

The Sidewalk Ongoing Program (OGP) constructs small infill or 'gap' projects not associated with new development or capital road projects. Ranking criteria is partially based on the 2010 Bicycle and Pedestrian Master Plan and used to help evaluate and prioritize projects for the annual construction program.

| Criteria | Possible Points | Measurement |
|-------------------------------|-----------------|--|
| Safety & Comfort (25 pts) | 10 | Road Classification: Arterial |
| | 5 | Road Classification: Collector |
| | 3 | Road Classification: Local Access |
| | 10 | Separation: Walking in 12' travel lane |
| | 5 | Separation: Less than 5' separation from travel lane |
| | 5 | Visibility: Curves or hills limit sight distance |
| Access & Land use (10 pts) | 5 | Density: 1 pt per 100 housing units within ½ mile |
| | 5 | Mobility: 1 pt for each shopping/commerce, healthcare or government office within ½ mile. Multi-tenant counts as 1. |
| Multi-Modal (14 pts) | 7 | Transit: Within ¼ mile of C-Tran route |
| | 5 | Transit: Within ½ mile of C-Tran route |
| | 7 | Trail: Within ¼ mile of trailhead |
| | 5 | Trail: Within ½ mile of trailhead |
| Implementation (15 pts) | 5 | Right of Way: Sufficient for project |
| | 5 | Environmental: Minimum effect on project |
| | 5 | Development: No nearby applications or projects |
| Community Benefit (10 pts) | 5 | Schools: Within ¼ mile of a school |
| | 3 | Schools: Within ½ mile of a school |
| | 5 | Parks: Within ¼ mile of park or open recreation space |
| | 3 | Parks: Within ½ mile of park or open recreation space |
| Health Outcomes (20 pts) | 10 | Economic: Low to moderate income census tract (HUD definition) |
| | 10 | Walkability: Lowest 20% quintile, CCPH Calculation |
| | 0 | Walkability: Highest 20% quintile, CCPH Calculation |
| Closes Gaps (6 pts) | 6 | Completes Gap: ADA Accessible surface on both ends of project. |
| | 0 | Extends Network: Accessible surface on one end of project. |
| | | |

Total Possible 100 Points

Additional Factors (not directly impacting rating)

| | |
|-----------------|--|
| Sidewalk 1 Side | Is sidewalk already present on 1 side of street along project length? (Y-N) |
| Source | Source of suggested segment P=2010 Pedestrian Plan, W=Walkway List (Annual Roadway Conditions) C=Citizen Requested (Documented) |

Curb Ramp Inventory & Evaluation

Source: WSDOT Design Manual, ADA Supplement 6-29-04

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| CROSS STREET _____ | | ID _____ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SURVEYOR _____ | | DATE _____ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | PUBLIC STREET <input type="checkbox"/> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | DRIVEWAY DRCP <input type="checkbox"/> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |