City of Ferndale

ADA Transition Plan

Prepared by Transpo Group
December 2023

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WHAT TRANSPORTATION CAN BE.

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For questions about the City of Ferndale ADA Transition Plan or for access to an alternate format of this document email the City of Ferndale ADA Coordinator at ADAcoordinator@cityofferndale.org or by calling toll free, Voice: 360.685.2377

For those who are deaf or hard of hearing, the Washington State Relay can be contacted at 711 for assistance in making a request to the City.

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Executive Summary

This Americans with Disabilities Act Self-Evaluation and Transition Plan establishes the City of Ferndale's ongoing commitment to providing equal access for all, including those with disabilities. In developing this plan, the City of Ferndale has undertaken a comprehensive evaluation of its facilities and policies related to the public rights-of-way to determine what types of access barriers exist for individuals with disabilities. This plan will be used to help guide future planning and implementation of necessary accessibility improvements.

Both the Self-Evaluation and the Transition Plan are required elements of the federally mandated ADA Title II, which requires that government agencies provide equal access to programs and services they offer. While the ADA applies to all aspects of government services, **this document focuses on City of Ferndale facilities within the public right-of-way, and includes attributes of sidewalks, curb ramps, bus stops, and pedestrian pushbuttons.**

A summary of the Self-Evaluation, which includes an accessibility review of pedestrian facilities as well as practices and procedures which relate to them, such as design standards, is provided in this document. It also contains a Transition Plan, which identifies a schedule for the removal of barriers and identifies how the City will address requests for accommodations in a consistent manner.

In totality the inventory included 1,217 sidewalk segments (approximately 74 miles), 1,029 existing curb ramps (and 608 missing curb ramps), 74 pedestrian signal pushbuttons, 20 ADA parking stalls, 43 bus stops, 8 pedestrian railroad crossings, 2,969 driveways, 8,579 hazards, and 885 crosswalks (both marked and unmarked).

Facilities are scored according to the severity of any physical barriers they are associated with and to the extent that they have been identified through community engagement processes to be of particular community importance. Facilities located near schools, transit access, and other key destinations are scored higher and therefore ranked with higher improvement priority over those facilities located farther from key destinations. Information about the scoring method is given in 4.2.1, while Chapter 3 summarizes the stakeholder engagement process.

The planning level cost anticipated to remove all barriers identified in this Self-Evaluation and Transition Plan is $68,263,000. It is important to note that this planning level cost analysis did not assess whether non-compliant pedestrian facilities had been built to the maximum extent feasible. Therefore, this cost estimate may overstate the amount of feasible improvements. More information on this process is provided in section 4.2.2.

Sidewalk data was collected for 74 miles of existing facilities and did not include gaps or facilities that have not yet been built. Such features are addressed by the standards barrier audit which provides recommendations to ensure that newly constructed facilities are built compliant to the maximum extent feasible. For a full assessment of pedestrian facility gaps, see the Transportation Element of the Ferndale Comprehensive Plan. Grinding, patch repair, and full reconstruction are potential solutions for removing sidewalk barriers.

The curb ramp inventory, as noted above, included 608 missing curb ramps and revealed that **more than 55 percent of the existing curb ramps were significantly**

non-compliant. Remedies to address non-compliant curb ramps are similar to those for sidewalk panels and include patch repairs and full reconstruction.

8,579 sidewalk hazards were inventoried. **These include both fixed objects such as mailboxes and utility poles, and movable objects such as trash cans, vehicles, and overgrown shrubbery.** Pruning, clearing, relocating objects, and full sidewalk panel reconstruction are potential solutions for removing hazards depending on the severity and type of the hazard.

Driveway data was recorded **when it was determined that the driveway contained non-compliant features** that introduced one or more hazards into the adjoining pedestrian access route. Driveways were not collected in areas that did not have existing pedestrian access routes, or if they were determined to be fully compliant with ADA standards. The remedies to remove barriers associated with non-compliant driveways are similar to those for sidewalks and curb ramps.

Parking stalls were inventoried when they were adjacent to an existing pedestrian access route and did not include an assessment of whether the stall had been constructed to ADA standards to the maximum extent feasible.

Data was collected for the pedestrian accessibility of bus stops. While the pathway or sidewalk leading up to the bus stop, the turning pads at bus stops, and slopes associated with bus stops are part of this Self-Assessment, vertical elements associated with the bus stops such as shelters or benches are WTA's responsibility and were not included in the inventory. Solutions to remove barriers associated with bus stops include grinding, patch repair, and full reconstruction of boarding areas.

The City's objective is to remove physical barriers associated within the public right-of-way using the sidewalk program, TIP projects, and tax funding. The City is committed to removing these barriers and in future years will implement projects to remove all barriers identified in this plan. In addition, the City is continually working towards maintaining ADA compliance for all future capital improvement projects, permitted development, and any other right-of-way construction projects.

As this document focuses solely on **existing facilities, and missing or incomplete segments are not yet in existence to be included**, a review of the City's Development Standards, May 2023 (Title 19 FMC) , City of Ferndale Municipal Code (FMC), and the 2019 City of Ferndale Comprehensive Plan was conducted in March 2023 to identify any barriers to accessible design. This ensures that when gaps are addressed and new facilities are built, they will be compliant with ADA standards to the maximum extent feasible.

An overview of the plan structure follows:

Chapter 1 – Introduction

Chapter 2 – Self-Evaluation

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

Chapter 3 – Stakeholder Engagement Documents

public engagement methods and findings.

Chapter 4 – Pedestrian Barrier Removal Methods and Schedule

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

Chapter 5 – Recommendations and Next Steps

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

City of Ferndale | ADA Transition Plan

1 Introduction

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

1.1 Plan Requirement

Cities and other government agencies are required to have an ADA self-evaluation and transition plan when they grow beyond a threshold of 50 employees. Accessibility requirements extend to all public facilities. The scope of this plan is focused on accessibility within the public rights-of-way.

The City of Ferndale completed an inventory of its pedestrian facilities and this plan allows the City to prioritize removal of barriers and update procedures as they relate to the public right-of-way.

There are five titles, or parts, to the ADA of which Title II is most pertinent to travel within the public right-of-way and government owned buildings. Title II of the ADA requires public entities to make their existing "programs" accessible "except where to do so would result in a fundamental alteration in the nature of the program or an undue financial and administrative burden." Public right-of-way, public government buildings, and public parks all fall within the City's programs.

This effort was initiated by the City of Ferndale to satisfy the requirements of ADA Title II Part 35, Subpart D – Program Accessibility § 35.150 (d)(3) which states:

The plan shall, at a minimum:

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

ii. Describe in detail the methods that will be used to make the facilities accessible

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

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

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

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

The ***Revised Draft Guidelines for Accessible Public Rights-of-Way*** was published by the United States Access Board in 2005 to provide guidance on establishing accessible facilities within the right-of-way. The United States Access Board's Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way, or PROWAG, was then published for comment in 2011, and the final rule was published in August, 2023, as a revised set of guidelines for right-of-way pedestrian facilities. While the guidelines have not yet been adopted as federal standards, many public entities currently use the 2011 PROWAG as 'best practice' for features within the public rights-of-way. This practice has been endorsed by the Federal Highway Administration (FHWA), the US Access Board, and is the standard to which the Washington State Department of Transportation adheres.

Due to the timing of the final ruling, the public right-of-way facilities evaluated under this plan were evaluated against 2011 PROWAG as this is the latest guideline developed by the Access Board.

1.2 Plan Structure

The structure of this plan was organized to closely follow federal ADA transition plan requirements. This includes:

Chapter 1: Introduction

Chapter 2: Self-Evaluation Documents Self-Evaluation methods and findings for policies, practices, design standards, and pedestrian facilities that result in accessibility barriers.

Chapter 3: Stakeholder Engagement

Documents public engagement methods and findings.

Chapter 4: Pedestrian Barrier Removal Methods and Schedule Provides an overview of existing barrier removal approaches employed by the City, describes barrier removal priorities, and develops a total planning level cost estimate for the removal of existing pedestrian barriers and an accompanying schedule.

Chapter 5 – Recommendations and Next Steps

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

Several associated appendix items are included to supplement this plan.

City of Ferndale | ADA Transition Plan

2 Self-Evaluation

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

2.1 Policy Review

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

The City of Ferndale primarily addresses pedestrian facilities in their City of Ferndale Standard Plans and Municipal Code (FMC Title 19). The City of Ferndale Comprehensive Plan (2016) also includes goals and policies that address pedestrian connectivity.

The policies and standards were reviewed against the Access Board's Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way, PROWAG 2011 and recommendations were provided to fill gaps as they relate to the ADA.

2.1.1 Method

These documents were reviewed for content that relate to existing ADA programs, policies, and practices.

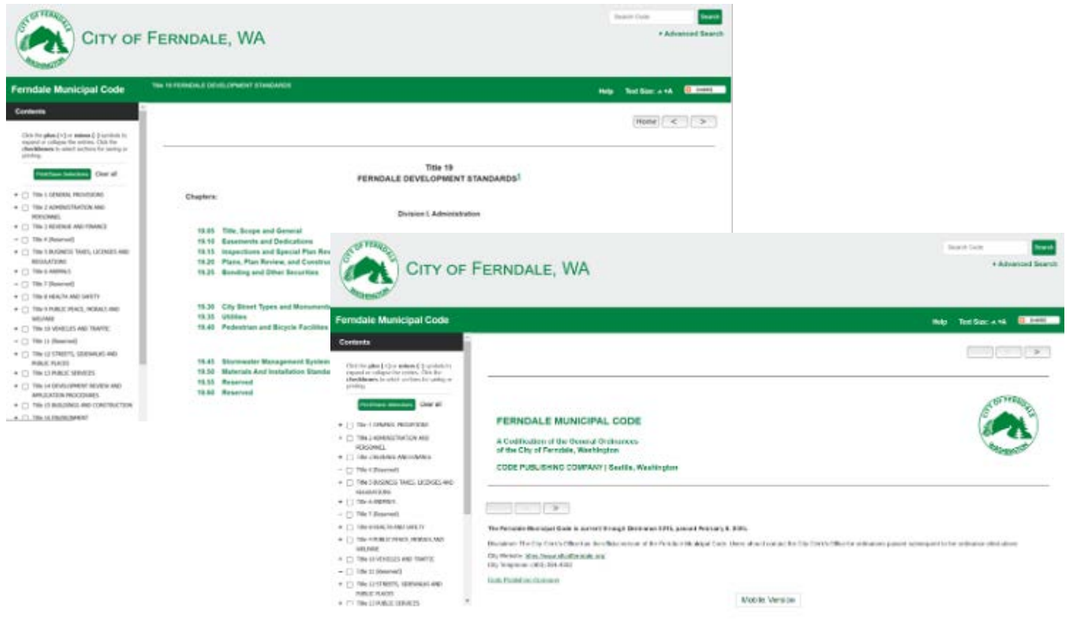


Figure 2-1 City of Ferndale Development Standards and Guidelines Webpage and City of Ferndale Municipal Code Webpage

2.1.2 Findings

The City of Ferndale's Comprehensive Plan, required by the State's Growth Management Act (GMA), articulates a series of goals, policies, objectives, actions, and standards that are intended to guide the day-to-day decisions by the City Council and staff. The latest version of this plan was adopted in 2016 and amended in 2023. The plan elements include land use, housing, capital facilities, utilities, transportation, economic development, parks and recreation, environmental protection, and shoreline. The City will be initiating an update of its Comprehensive Plan as part of the 2025 GMA periodic update cycle.

Goals and policies connected to transportation, specifically pedestrian facilities, within the 2016 adopted Comprehensive Plan generally include the following:

- Enhance the use of nonmotorized travel within the City and around the I-5 interchanges.
- Develop a coordinated, multimodal transportation system.
- Provide road improvements that facilitate increased pedestrian and bicycling trips.
- Evaluate new connector streets and upgrades to arterials and collector streets to enhance the pedestrian connectivity.
- Establish a system of trails and sidewalks that provide connectivity to major destinations, to parks and even proposed regional trail systems trails to encourage walkability and non-motorized transportation.

2.2 Practices and Design Standards

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

This section summarizes a review of the City's Development Standards, May 2023 (Title 19 FMC), City of Ferndale Municipal Code (FMC), and the 2019 City of Ferndale Comprehensive Plan to identify any barriers to accessible design. The review was conducted in March 2023. For greater detail on the practices and standards review, see Appendix A for a barrier audit memo.

2.2.1 Method

The City of Ferndale USSG and FMC were reviewed for compliance with ADA guidelines found in the 2011 Proposed Guidelines for Pedestrian Facilities in the Public Right-of Way (PROWAG).

2.2.2 Findings

The City of Ferndale USSG and FMC maintain adopted design standard plans and guidelines for sidewalks, pathways, curb ramps, signals, transit shelters, parking spaces and driveways. Figure 2-1 shows the webpages where the standard plans and municipal code can be accessed.

The City's design standards and code are limited to guidance for sidewalks, pathways, curb ramps, parking spaces and driveways. This represents merely a portion of the design elements associated with ADA compliance. The review recommended several changes to the current City standards to achieve ADA compliance and improve clarity. Most recommendations to the City standards were intended to improve clarity, increase consistency across figures, and provide a greater level of detail for design elements that have not yet been addressed.

The City standards and code do not address crosswalks. It is recommended for many of these areas that the City may modify the City of Ferndale USSG or FMC to include a section detailing the recommended design requirements that are currently missing, as noted in the barrier audit memo included in Appendix A.

2.3 Existing Pedestrian Facilities

The Self-Evaluation inventoried barriers to access associated with existing pedestrian facilities, including curb ramps, sidewalks, pedestrian pushbuttons, as required by ADA Title II Part 35, Subpart D – Program Accessibility § 35.150 (d) (3). Each facility and associated barriers were field inventoried and cataloged within the project's geospatial (GIS) database. The inventory was started in November of 2021. A combination of City of Ferndale staff and Transpo Group staff completed the data collection in January of 2023.

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

Additional detail regarding the Self-Evaluation's findings for curb ramps, sidewalks, and pedestrian pushbuttons is provided in the following sections.


Curb Ramps


Crosswalks

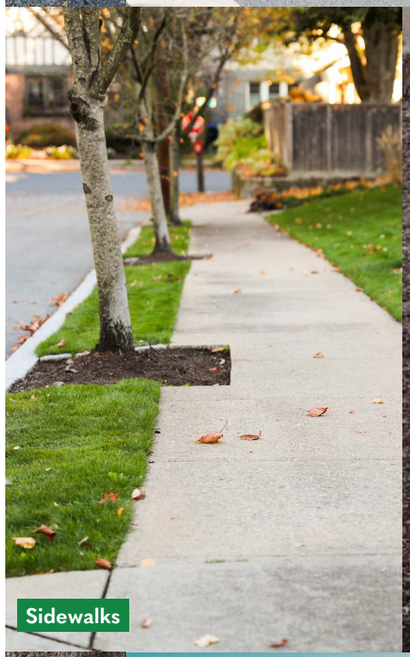
2.3.1 Method

A self-evaluation of facilities within the public right-of-way was conducted by City staff and by Transpo Group on behalf of the City. The City provided data on pedestrian pushbuttons, while Transpo Group's data collection included sidewalks and curb ramps.

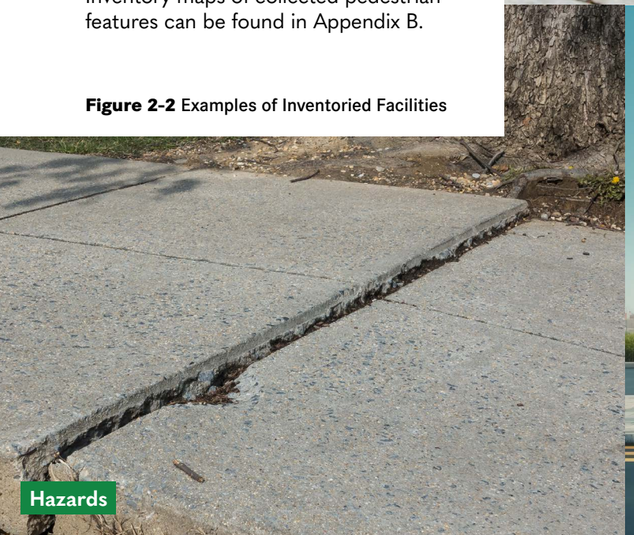
The physical inventory of pedestrian facilities, as shown in Figure 2-2 , included:

- 1,217 Sidewalk segments (approximately 74 miles)
- 1,029 Curb ramps (additional 608 missing curb ramps)
- 74 Signal pushbuttons
- 20 ADA parking stalls
- 43 Bus stops
- 8 Pedestrian railroad crossings
- 2,969 Driveways
- 8,579 Hazards
- 885 Crosswalks (marked and unmarked)

Inventory maps of collected pedestrian features can be found in Appendix B.


Sidewalks

Pedestrian Pushbuttons


Hazards

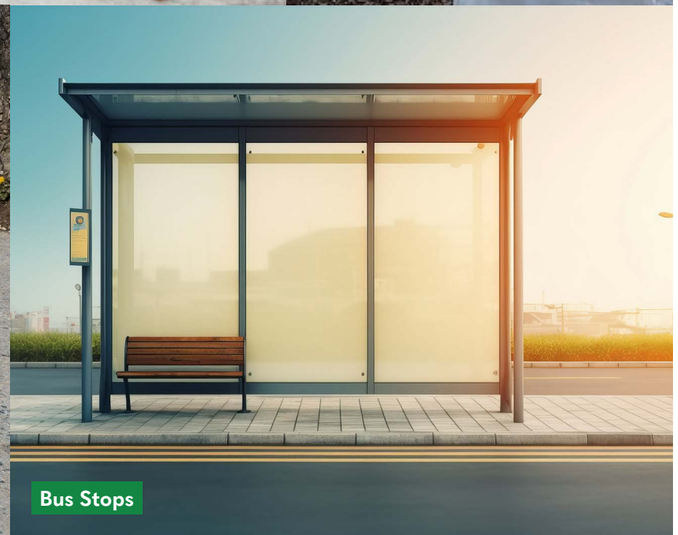

Bus Stops

Figure 2-2 Examples of Inventoried Facilities

Curb Ramps

Field data was collected for existing curb ramps by City of Ferndale staff and Transpo Group. The field data was then evaluated for their compliance with ADA standards. Figure 2-3 and Figure 2-4 show the major components of typical perpendicular and parallel curb ramps, respectively, two common types of curb ramps. Less common ramp types, such as ramps that provide a transition from the end of a sidewalk to the road shoulder are also located in the city.

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

- 0: Compliant
- 1-29: Minor Compliance Issue
- 30: Significant Compliance Issue

These scores are referred to as the Accessibility Index Score (AIS). Curb ramps that had running slopes that were too steep received a score of 30 and were considered non-compliant. Curb ramps that had cross slopes slightly above the compliant threshold received a score of 20 while steeper cross slopes received a 30. Other criteria relating to turning space, flare slopes, detectable warning surfaces (DWS), obstructions, and condition were weighted lower, but could cumulatively reach the threshold for non-compliance.

To maximize efficiency during data collection, an optimization process was used to collect curb ramp data. If the width, running slope, or cross slope was found to be non-compliant, it is assumed that the remedy to correct the accessibility barrier would be full replacement. Because of this, if the accessibility criteria listed above were found to be out of compliance, data collectors would cease collecting and move on to the next feature.

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

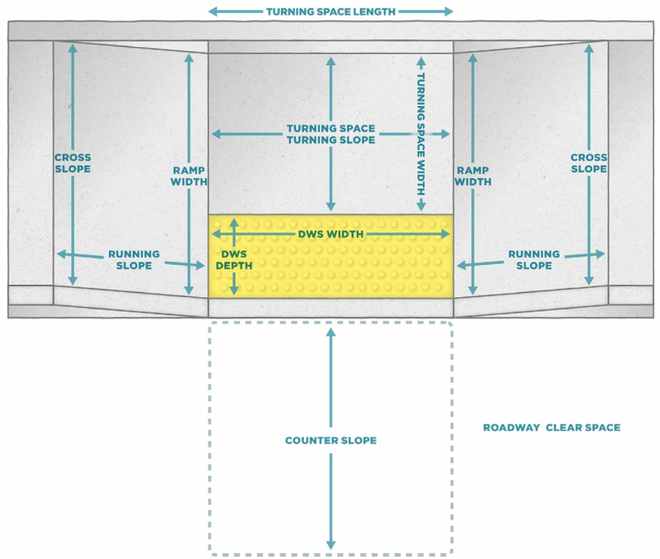


Figure 2-3 Perpendicular Curb Ramp Attributes

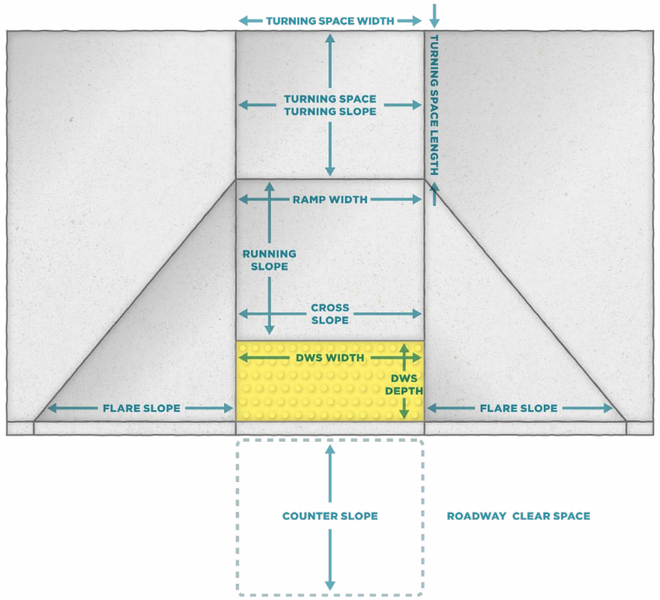


Figure 2-4 Parallel Curb Ramp Attributes

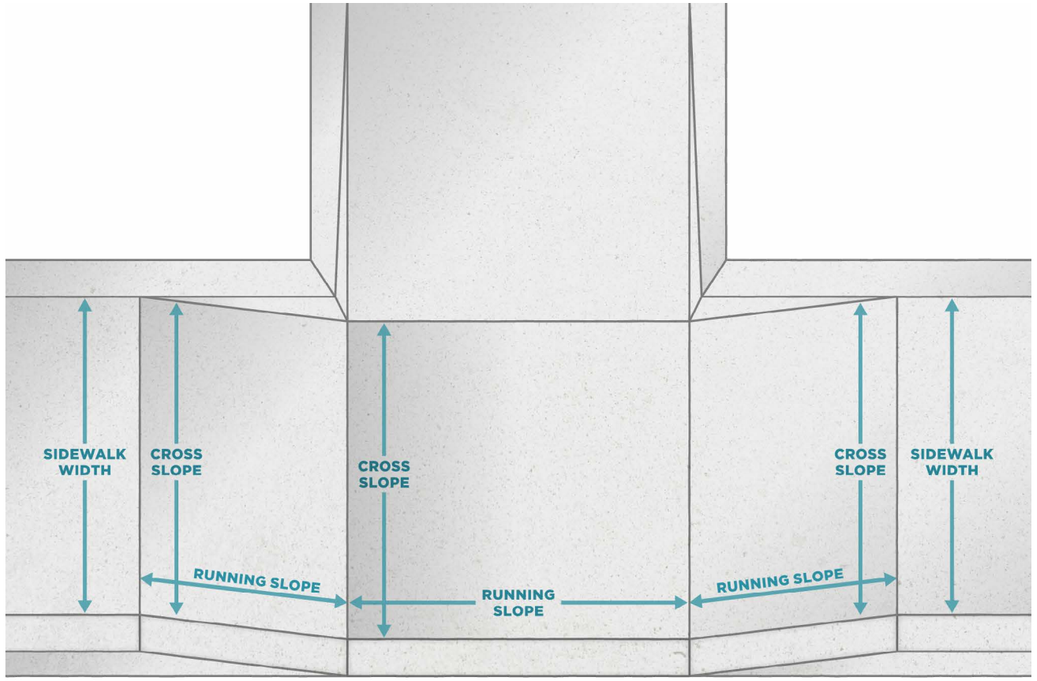


Figure 2-5 Sidewalk Attributes

Sidewalks

Field data was collected for sidewalks by City of Ferndale staff and Transpo Group. This field data collection for sidewalks was completed along the length of each segment and then evaluated for their compliance with ADA standards. Common attributes for sidewalks are shown in Figure 2-5.

Each sidewalk was reviewed for compliance, then scored based on the degree to which the barrier impeded accessibility.

- Width, i.e., the sidewalk is too narrow.
- Slope, i.e., the sidewalk is too steep in either run or cross slope.
- Condition, i.e., amount of cracking.

Sidewalks were scored using a scale of 0-30 and categorized as follows:

- 0: Compliant.
- 1-15: Minor Compliance Issue.
- 16-30: Significant Compliance Issue.

Scoring and compliance criteria for all features are discussed in more detail in Section 4.2.1 and in Appendix C.

Driveways

Data was recorded when it was determined that the driveway contained non-compliant features that introduced a hazard into the adjoining pedestrian access route. Driveways were not collected in areas that did not have existing pedestrian access routes, or if they were determined to be fully compliant with ADA standards. Features that were measured included driveway cross slopes and other driveway barriers.

Each driveway located along a pedestrian access route was reviewed for compliance, then scored based on the degree to which the barrier impeded accessibility. These barriers include:

- Non-Concurrent Grade Break, i.e., when any grade changes along the pedestrian travel path are non-concurrent within the driveway.
- Driveway cross slopes, i.e., the cross slope of the driveway is too steep.
- Running Slope, i.e., the running slope is too steep.

Signal Pushbuttons

Accessible pedestrian signals and pushbuttons (APS) provide integrated visual, audible, and vibrotactile information to help pedestrians cross signalized intersections. Some pushbuttons can be programmed to request an extended crossing time or to make the name of the street being crossed audible when pushed for a longer time.

GIS data was collected for pedestrian pushbuttons at traffic signals by City of Ferndale staff and Transpo Group.

Data collectors recorded location and design attributes for each pushbutton. Location attributes included reach distance to the button, availability of a clear and level area at the button, and the location relative to the intersection and corresponding crosswalk (see Figure 2-6). Design attributes included visual and tactile elements, such as a raised arrow pointing to the crossing, as well as features that provide audible and vibrational feedback.

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

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

- 0: Compliant
- 1-15: Minor Compliance Issue
- 16-30: Significant Compliance Issue

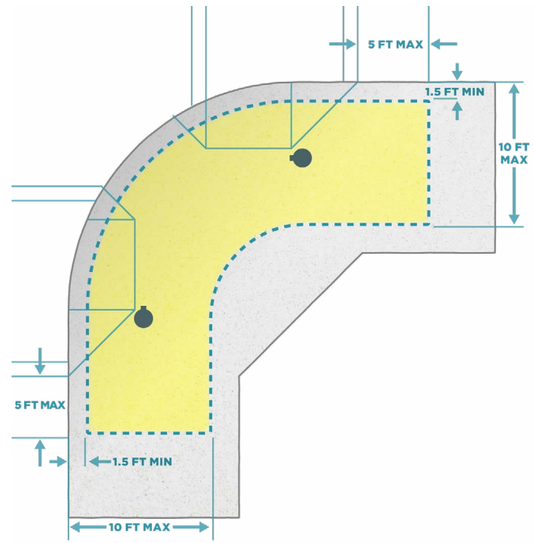


Figure 2-6 Pushbutton Location Attributes (above) and APS Pedestrian Pushbutton (page left)

Hazards

Data was recorded when a hazard was observed in the pedestrian access route. Features that were measured included vertical and horizontal discontinuities, objects, and driveways.

Each hazard located along a pedestrian access route was reviewed for severity, then scored based on the degree to which the barrier impeded accessibility. These barriers include:

- Vertical discontinuity, i.e., elevation changes in the walkway that can cause issues such as someone tripping or impeding a wheelchair or walker.
- Horizontal discontinuity, i.e., holes, gaps, and cracks that can cause issues such as someone falling or catching a cane in the discontinuity.
- Fixed, movable or protruding objects, i.e., objects that reduce the available walkway space such as branches, signs, poles, and mailboxes.

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

- 0: Compliant
- 1-15: Minor Compliance Issue
- 16-30: Significant Compliance Issue

Bus Stops

Data was collected for bus stops located across the city. Features measured included boarding and alighting areas, bus shelter floor areas, and connecting pathways. Data collection did not include vertical elements such as the shelter structures or benches.

Each bus stop was reviewed for compliance, then scored based on the degree to which the barrier impeded accessibility. These barriers include:

- Boarding/alighting dimensions, i.e., the area is too narrow.
- Boarding/alighting grades, i.e., the area is too steep.
- Shelter surface grades, i.e., the area is too steep.

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

- 0: Compliant
- 1-15: Minor Compliance Issue
- 16-30: Significant Compliance Issue

ADA Parking Stalls

Data was collected for accessible parking stalls located across the city. Parking stalls were inventoried when they were adjacent to an existing pedestrian access route and did not include an assessment of whether the stall had been constructed to ADA standards to the maximum extent feasible. See Section 5.1 for additional information regarding MEF documentation. Features measured included:

- Parking area location, i.e., the stall is located on-street, in a parking garage, etc.
- Stall and aisle arrangement, i.e., orientation and size of stalls and access aisles.
- Paving markings, i.e., striping accessibility symbology, hatching.
- Signage, i.e., is there an accessible parking sign present and at the correct height.

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

- 0: Compliant
- 1-15: Minor Compliance Issue
- 16-30: Significant Compliance Issue

Crosswalks

Transpo Group collected data for marked and unmarked crosswalks located across the city. Features measured included width, cross slope, and running slope.Each crosswalk was reviewed for compliance, then scored based on the degree to which the barrier impeded accessibility. These barriers include:

- Insufficient width, i.e., the crosswalk is less than six feet wide.
- Cross slope grade i.e., the cross slope is too steep.
- Running slope grade, i.e., the running slope is too steep.

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

- 0: Compliant
- 1-15: Minor Compliance Issue
- 16-30: Significant Compliance Issue

2.3.2 Findings

Curb Ramps

91 percent of the 1,029 existing curb ramps do not meet ADA standards (see Table 2-1 and Figure 2-7).

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

- Non-compliant ramp width, i.e., the ramping area is not present or too narrow (Figure 2-8).
- Non-compliant running slope, i.e., the ramp running slope is too steep (Figure 2-9). 380 curb ramps have running slopes greater than 8.3 percent.
- Non-compliant cross slope, i.e., the cross slope is too steep (Figure 2-10). 551 curb ramps have cross slopes greater than 2 percent, 310 of which have cross slopes greater than 3 percent.
- Several minor non-compliant features.

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

In addition to the 1,029 existing curb ramps shown in Table 2-1, 608 missing curb ramps were recorded (Figure 2-11). Missing curb ramps are recorded with maximum scoring and are in the “significant compliance issue” category.

Table 2-1 Existing Curb Ramp Compliance

Compliance Status	Ramps	% Of Total
Significant Compliance Issue	567	55%
Minor Compliance Issue	369	36%
Compliant ramps	93	9%
Total	1,029	

Figure 2-7 Non-Compliant Curb Ramp

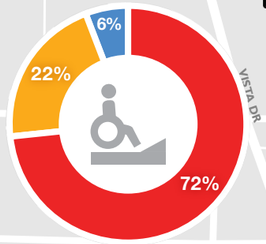


Figure 2-8 Curb Ramp Width

Figure 2-9 Curb Ramp Running Slope

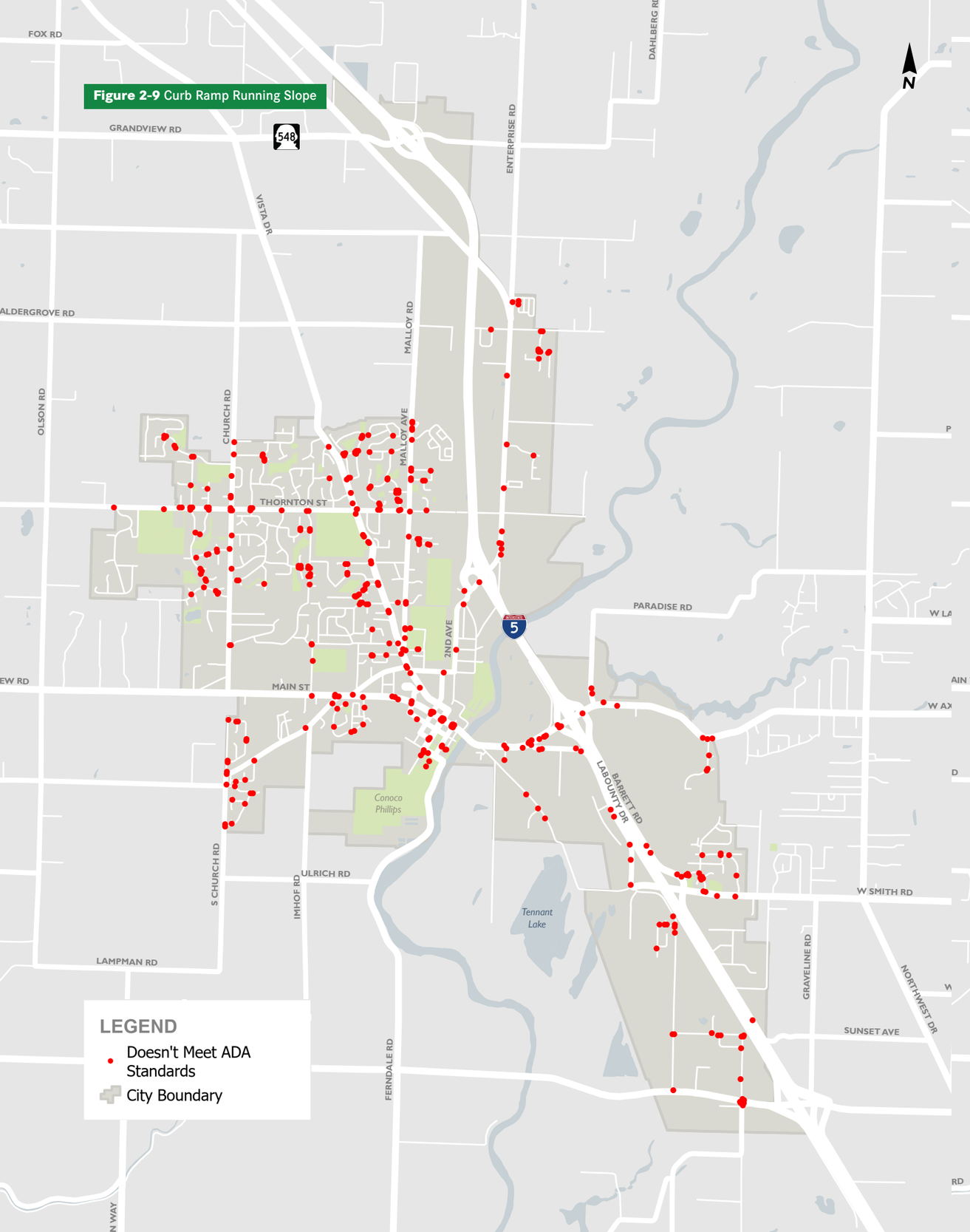
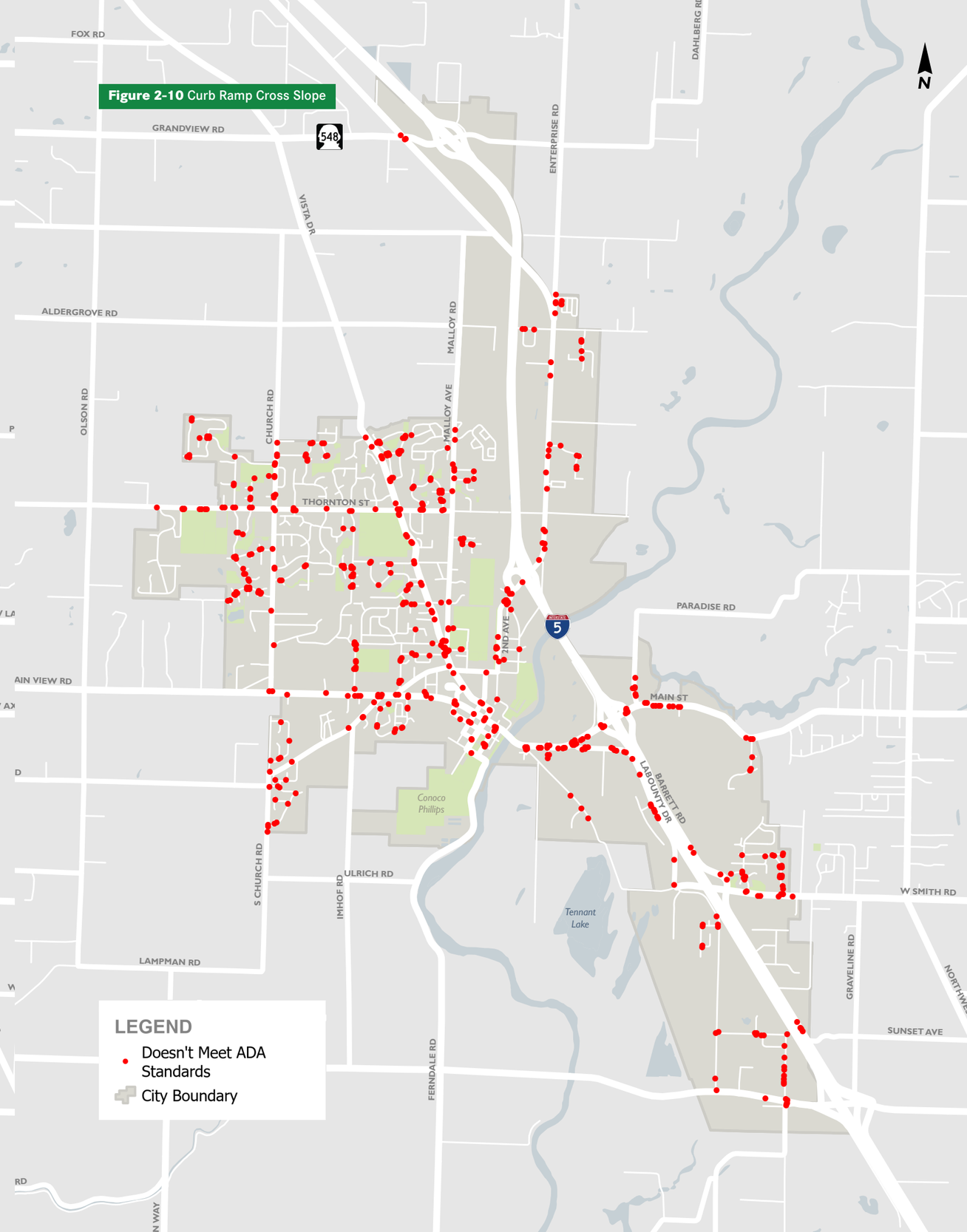


Figure 2-10 Curb Ramp Cross Slope



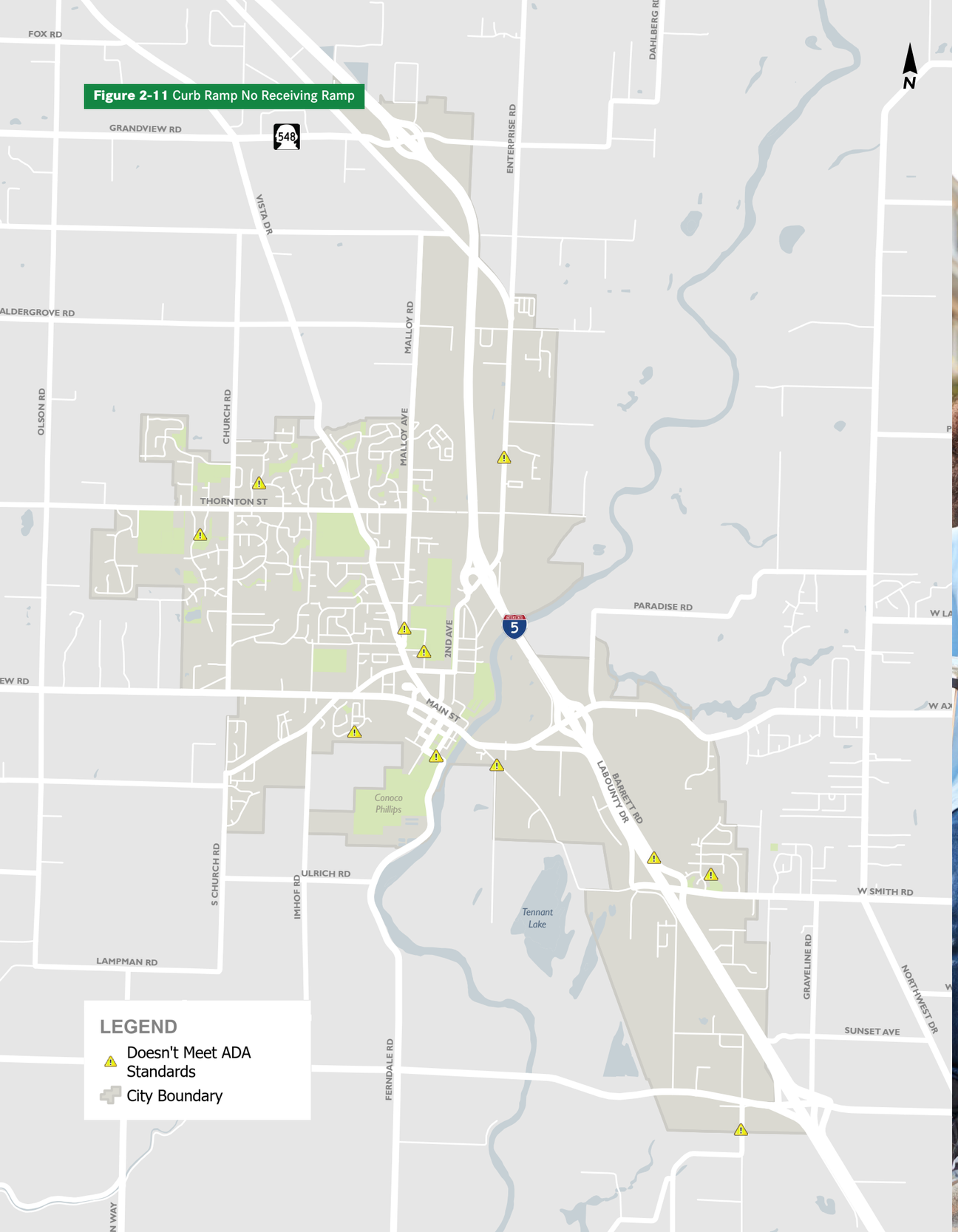


Figure 2-11 Curb Ramp No Receiving Ramp

Table 2-2 Sidewalk Compliance

Compliance Status	Miles	% Of Total
Significant Compliance Issue	2.4	3%
Minor Compliance Issue	65.1	88%
Compliant Sidewalks	6.7	9%
Total	74.2	

Sidewalks

74 miles of sidewalk were inventoried with 91 percent not meeting ADA standards (see Table 2-2 and Figure 2-12). Grinding, patch repair, and full reconstruction are potential solutions for removing the sidewalk barriers depending on the severity of the barrier.

Figure 2-13 shows which sidewalk segments have widths less than 48 inches. Figure 2-14 shows the locations of sidewalk segments with non-compliant cross slopes.

Hazards

8,579 hazards were inventoried. Pruning, clearing, relocating objects, and full sidewalk panel reconstruction are potential solutions for removing hazards depending on the severity and type of the hazard. Figure 2-15 shows the location of sidewalk hazard barriers.

Driveways

Driveways are inventoried when it is found that they contain one or more non-compliant features that introduce a hazard to the pedestrian access route that they intersect. Driveway data is not recorded for areas where no pedestrian facilities exist, or when the driveway is found to be compliant. For this Self-Assessment, 2,969 driveways were inventoried. Figure 2-16 shows the location of non-compliant driveway barriers. Grinding, patch repair, and full reconstruction are potential solutions for removing the driveway barriers depending on the severity of the barrier.

Crosswalks

885 Crosswalks were inventoried, with 76 percent found to be non-compliant.

Figure 2-12 Non-Compliant Sidewalk

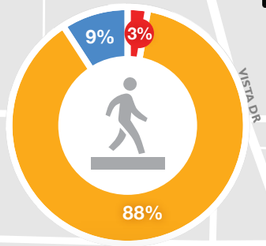


Figure 2-13 Sidewalk Width

FOX RD
GRANDVIEW RD
548
ENTERPRISE RD
DAHLBERG RD
VISTA DR
ALDERGROVE RD
MALLOY RD
MALLOY AVE
OLSON RD
CHURCH RD
PARADISE RD
5
MAIN ST
LABOUNTY DR
BARRETT RD
Conoco Phillips
S CHURCH RD
IMHOF RD
ULRICH RD
W SMITH RD
Tennant Lake
LAMPMAN RD
GRAVELINE RD
NORTHWEST DR
SUNSET AVE
FERNDALE RD
2ND AVE
N

LEGEND
- Compliant
- Minor Compliance Issue
- Non-Compliant
- City Boundary

LEGEND
- Meets ADA Standards
- Doesn't Meet ADA Standards
- City Boundary

Figure 2-14 Sidewalk Cross Slope

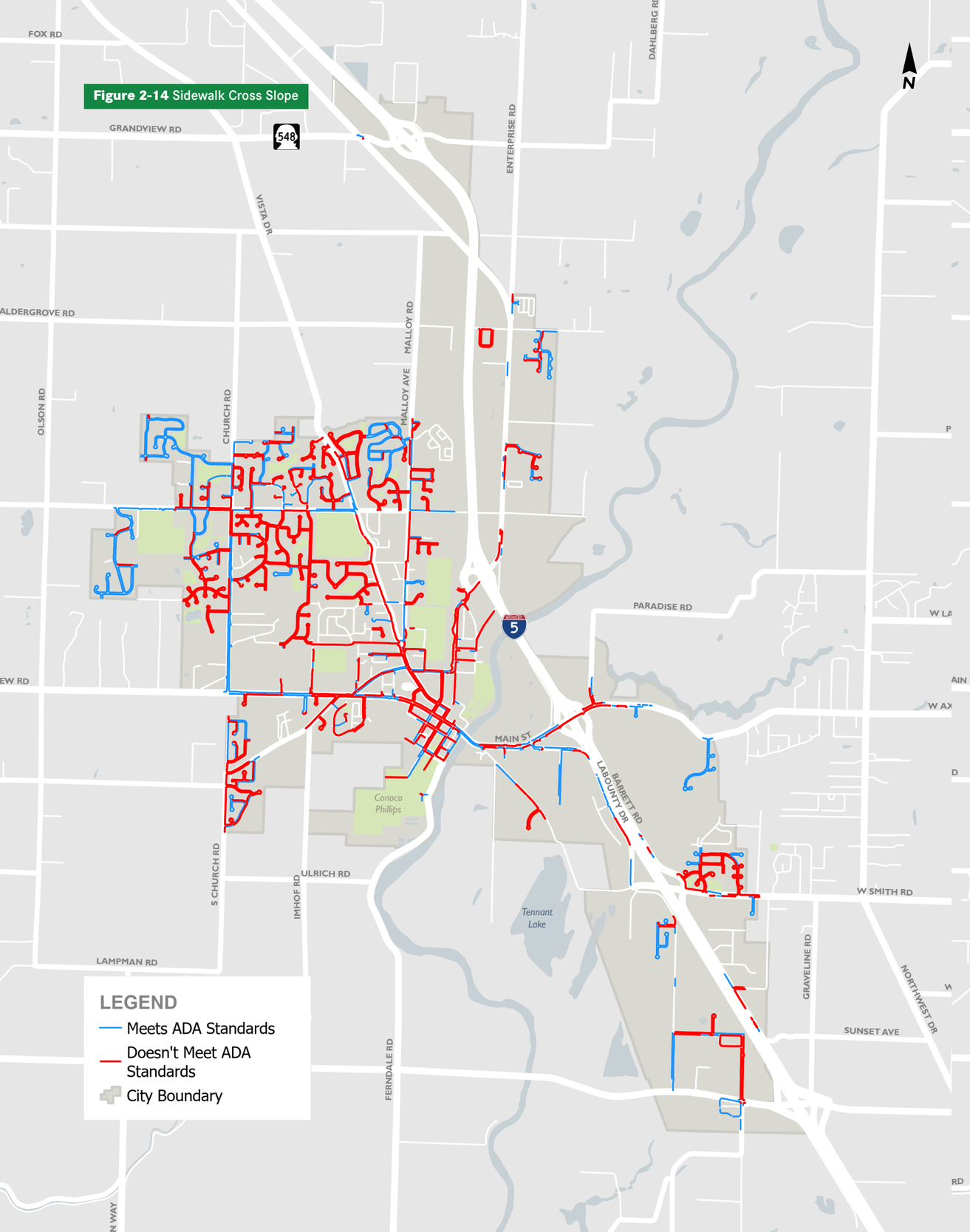


Figure 2-15 Sidewalk Barriers

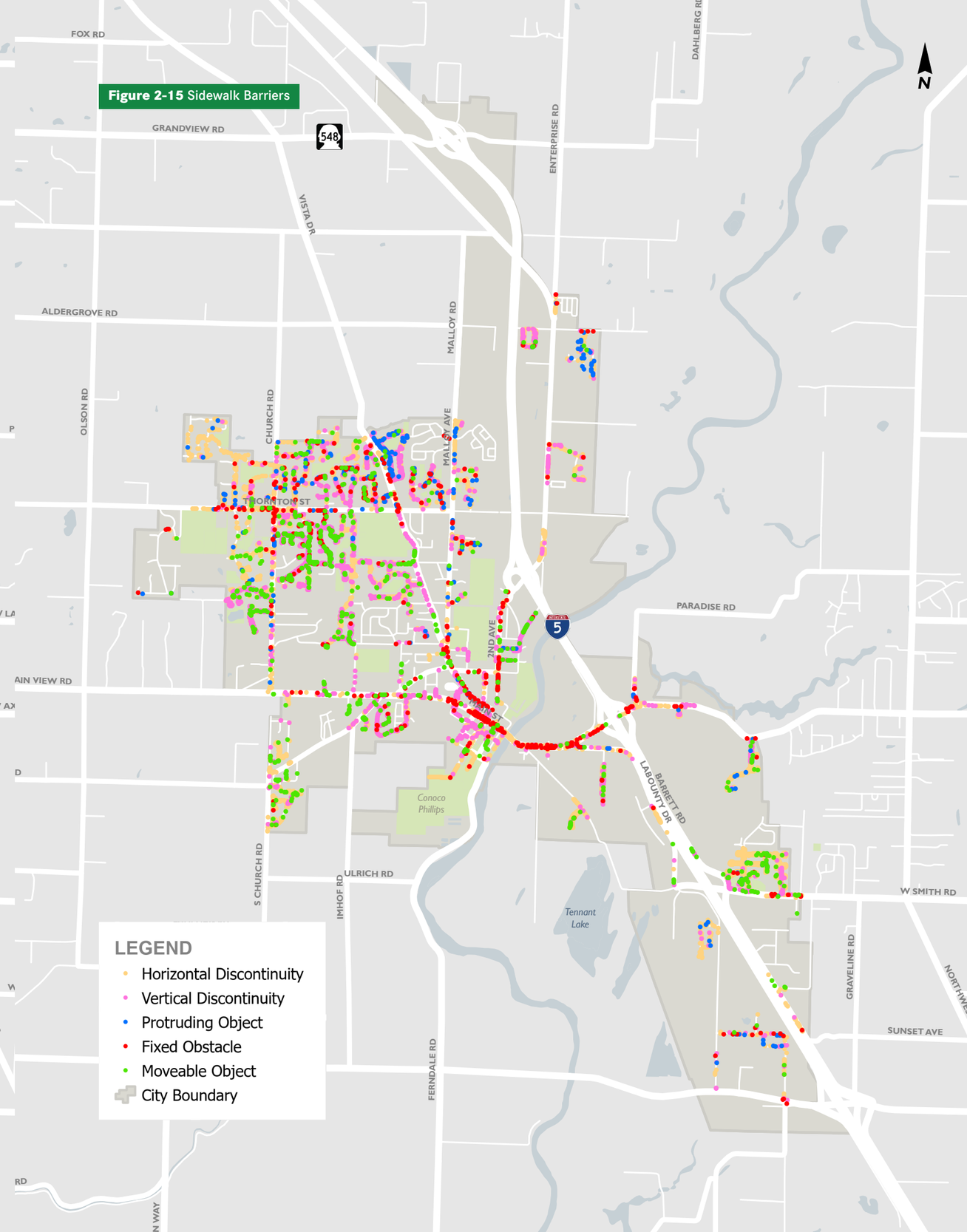


Figure 2-16 Non-Compliant Driveways

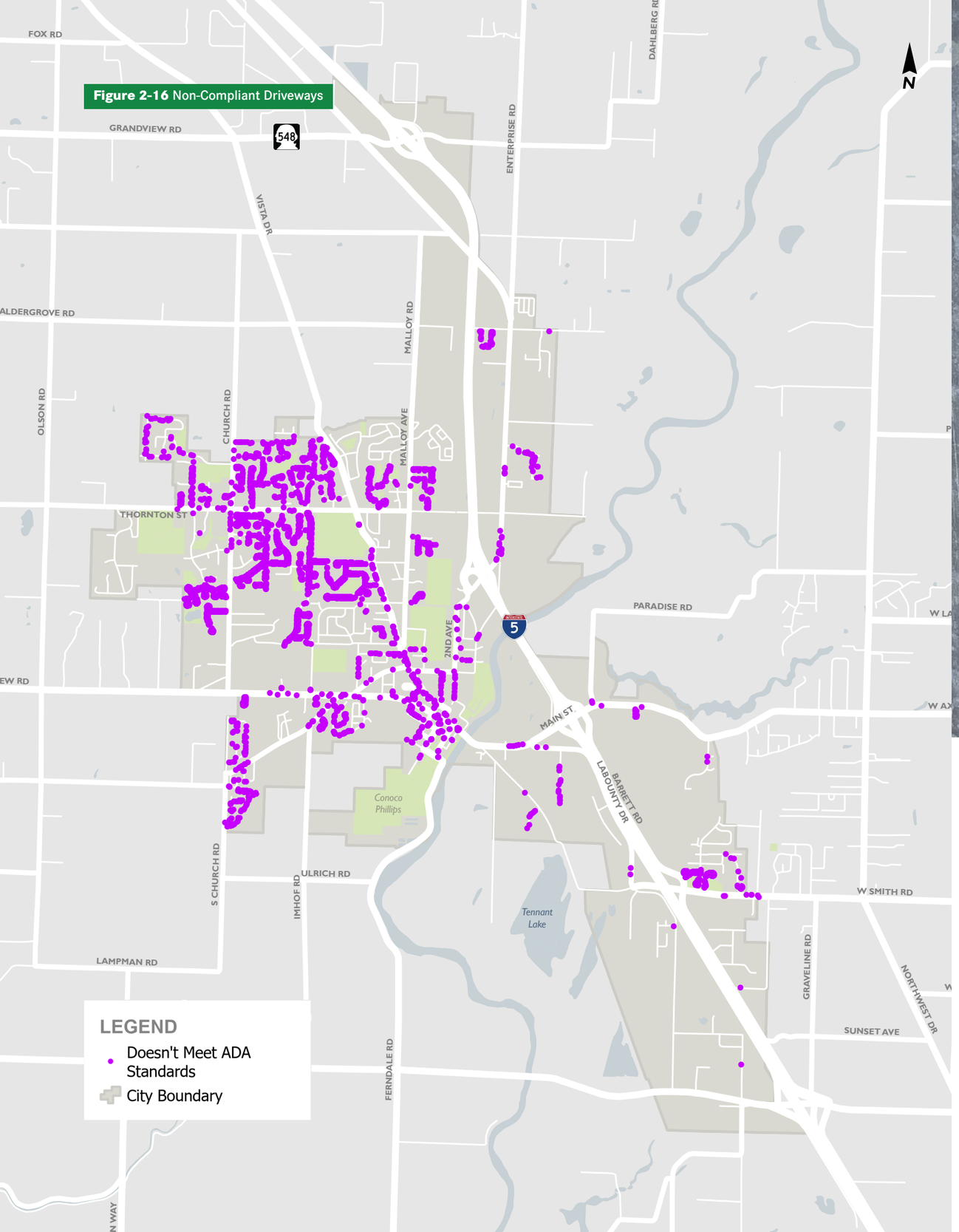


Figure 2-17 "H-style" (left) and APS-style (right) pedestrian pushbutton

Signal Pushbuttons

66 of the 74 inventoried pedestrian pushbuttons were non-APS style. The non-compliant pedestrian pushbuttons include non-APS style buttons to be replaced and APS-style buttons to be reprogrammed or relocated.

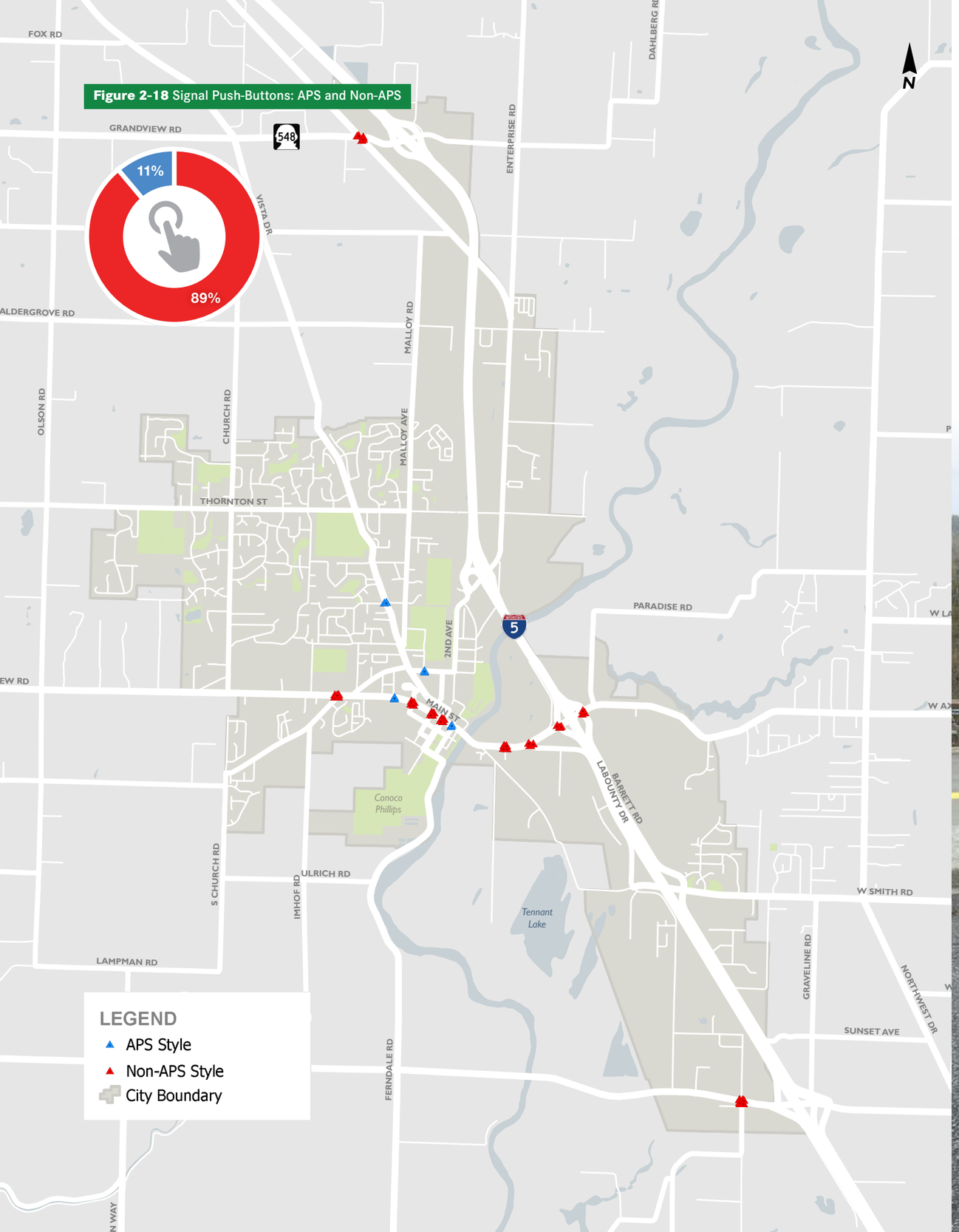
Upgrading non-APS style pushbuttons would fall under City responsibility when the pushbutton is City-owned or if a City-funded project located on a WSDOT facility calls for signal upgrades. WSDOT-owned non-APS style pushbuttons would require City improvements where City-funded projects are located.

89 percent of pedestrian pushbuttons in the city are an older "H-style" design (see Figure 2-17). This style of pushbutton can be upgraded to increase accessibility but must be fully replaced with an accessible pedestrian signal (APS)-style pushbutton to achieve full ADA compliance (see Figure 2-17).

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

Figure 2-18 demonstrates the type and locations of these pushbuttons throughout the city.

Figure 2-18 Signal Push-Buttons: APS and Non-APS



Bus Stops

A total of 43 bus stops were inventoried with 74 percent not meeting ADA standards (see Table 2-3). Non-compliant boarding areas were the most frequent barrier types to ADA compliant bus stop access. 65 percent of inventoried bus stops were found to have non-compliant boarding areas. Grinding, patch repair, and full reconstruction of boarding areas are potential solutions for removing bus stop barriers depending on the severity of the barrier.

Table 2-3 Bus Stop Compliance

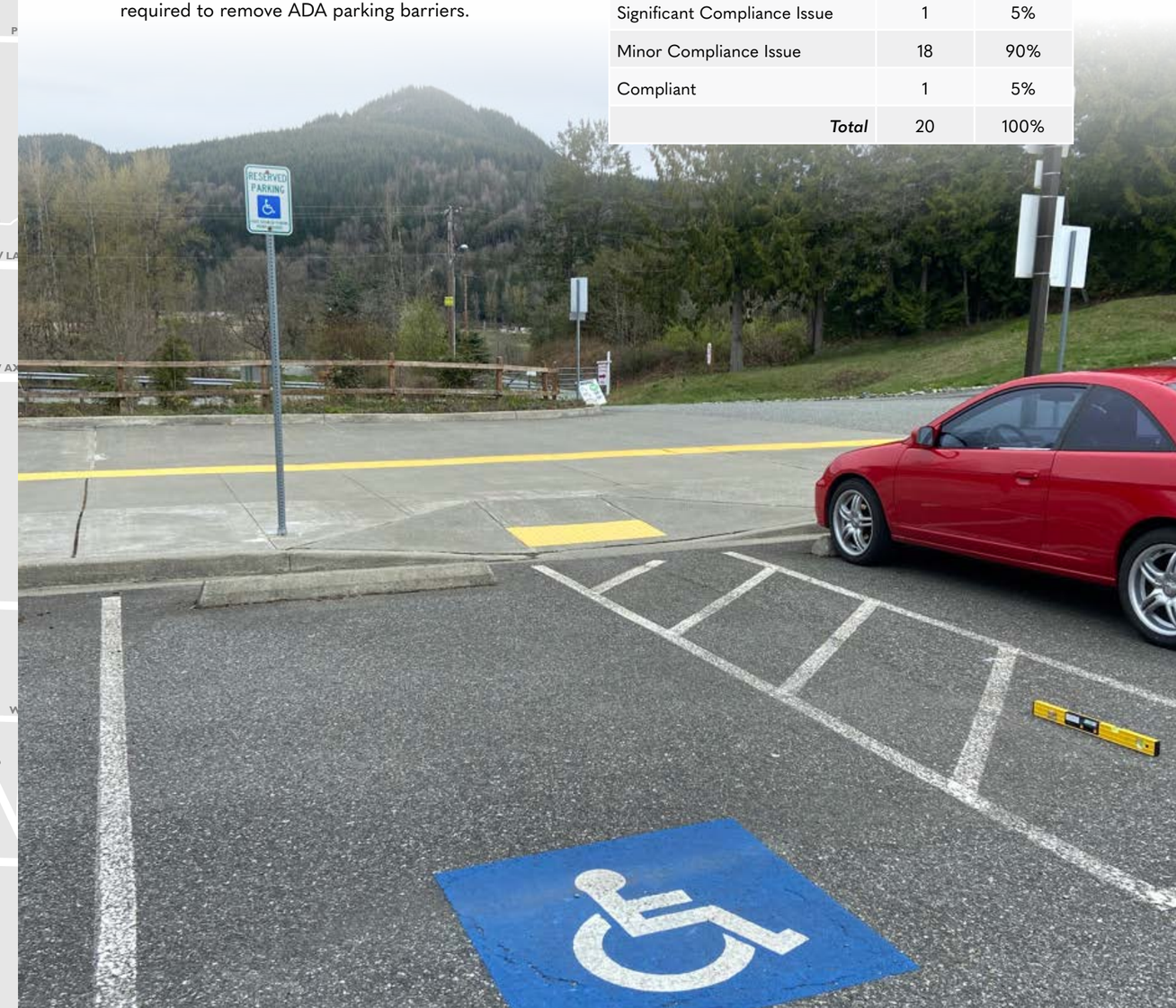
Compliance Status	Features	% Of Total
Non-Compliant Shelter Areas	32	74%
Compliant	11	26%
Total	43	

ADA Parking Stalls

20 ADA parking stalls were inventoried with 95 percent not meeting ADA standards. Table 2-4 shows the type and quantity of solutions required to remove ADA parking barriers.

Table 2-4 Parking Stall Compliance

Remedy	Features	% Of Total
Significant Compliance Issue	1	5%
Minor Compliance Issue	18	90%
Compliant	1	5%
Total	20	100%



3 Stakeholder Engagement

Public and stakeholder input is an essential element in the transition plan development and self-evaluation processes.

There were three primary goals for the public outreach activities prior to adopting the plan:

- Inform the public about the City's plan and processes regarding removal of barriers to accessibility within the right-of-way. Provide information to assist interested parties to understand the issues faced by the City, alternatives considered and planned actions.
- Obtain public comment to identify any errors or gaps in the proposed accessibility transition plan for the public rights-of-way, specifically on prioritization and grievance processes.
- Meet Title II requirements for public comment opportunity.

3.1 Engagement Methods

ADA implementation regulations require public entities to provide an opportunity to interested persons, including individuals with disabilities or organizations representing individuals with disabilities, to participate in the self-evaluation process and development of the transition plan by submitting comments (28 CFR 35.105(b) and 28 CFR 35.150(d)(1)). To generate public involvement and capture public feedback on the ADA Transition Plan, the City used a virtual open house, engagement survey, and an online mapping tool. Promotion and advertising for these outreach methods utilized the City's website and social media channels, as well as radio and newspaper ads. The City of Ferndale developed a project website for easy online access to project information and ways to provide feedback. A full account of the public engagement findings can be found in Appendix D.

3.1.1 Online Open House and Survey

An online open house that unpacked the ADA transition plan project and outlined the goals and focus areas was made available on the City's website. Within the open house an online survey and reporting tool was provided for the public to give feedback on gaps and barriers at specific locations.

The survey contained questions focusing on the following areas.

- Whether they have a disability or support someone with one
- Which type of accessibility barriers they currently experience
- How they rate the accessibility conditions of existing right-of-way facilities; and,
- What facility types they believe should be prioritized when removing accessibility barriers.

The survey was made available for public participation from early November 2022 to late December 2022. A detailed summary of engagement and outreach efforts are included in the Public Involvement Summary in Appendix D.

The survey respondents identified their first and second priorities for improving pedestrian facilities within the city. The weighted rank priorities showed that the following three categories were highest priority:

- Neighborhoods
- Retail Services
- Government buildings

4 Pedestrian Barrier Removal Methods and Schedule

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

4.1 Barrier Removal Methods

The City currently has a variety of barrier removal methods that are funded from sources that include capital projects, sales taxes, REET, and grant programs. Certain programs provide continual means of barrier removal while others vary based on outside influences such as permitted development and grants. The manner in which an existing pedestrian barrier is removed is typically a function of its complexity and cost. Less complex pedestrian barriers, such as a missing detectable warning surface (DWS), can be removed through maintenance and operations programs. More complex barriers, such as barriers associated with ramp or sidewalk design, typically require additional engineering as part of a more costly capital construction project.

For these methods to be effective, City practices and design standards must comply with federal ADA guidance. If standards are not updated and enforced, new or reconstructed pedestrian facilities may not be constructed to accessible standards, requiring costly revision, and increasing the duration it will take the City to remove accessibility barriers.

The following sections provide additional detail regarding some of the main funding sources available for ADA barrier removal.

4.1.1 Capital Improvement Program

The Capital Improvement Program (CIP) defines projects and identifies funding for different elements of the government including the Transportation Improvement Plan (TIP). Transportation projects range from minor street widening to street extension projects. A variety of short and long-range plans, studies and individual requests help identify projects which are then included and prioritized. The City of Ferndale updates its TIP annually or biennially and forecasts projects for a six-year period. ADA compliant improvements (new or replacement) are often included as a component of these projects. With this transition plan, accessibility barriers are now easier to identify and include in TIP projects.

4.1.2 Solid Waste, State Gas Tax, and REET

Ferndale's Solid Waste Tax applies to the collection of solid waste (garbage) in the City. The State Gas tax is collected when purchasing gas withing Washington State. At the time of this plan, this tax is $0.494 per gallon. The Real Estate Excise Tax (REET) is funding receiving from real estate transactions within Ferndale. A portion of each of these taxes goes to the improvement of pedestrian facilities within the City.

4.1.3 Sidewalk Maintenance

The maintenance of sidewalks in the City of Ferndale is designated under FMC 12.16.060 as the responsibility of the adjacent property owner. Once a sidewalk is deemed unsafe, the Public Works Department will place a notice on the resident's property or in the mail instructing them to perform maintenance on the sidewalk. Failure to comply with the improvements will result in a fine from the city.

4.1.4 Sidewalk Program

The City's Sidewalk Program is the City's current efforts for prioritizing improvements to existing sidewalks. This program funding can be focused on the high priorities identified within this plan. The City identifies areas that are deficient and plans constructions projects accordingly that allows the City to achieve an economy of scale for the work.

4.1.5 Grant Funding

The City has received funding from grants provided at local, state, and federal levels, some of which directly remove ADA barriers. The following list shows some of the grants types the City has received in past few years with project components that contributed to ADA barrier removal.

Safe Routes to Schools Program (SRTS)

The program is funded by the FHWA but administered by the State DOTs for the benefit of elementary and middle school children. The main goals are to enable and encourage children to walk and bike to school, to make it safer to do so, and to facilitate in the implementation of projects that improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

Complete Streets Grant

The purpose of the grant program is to encourage local governments to build infrastructure that provides safe access to all users, including bicyclists, pedestrians, motorists, and public transportation users.

4.1.6 Permitted Development

Even with the current funding for accessibility improvements, it will take many years to remove accessibility barriers or provide sidewalk connections between gaps. Redevelopment of properties such as construction of new housing or commercial buildings or major remodels can provide a valuable boost to barrier removal efforts. At times, private development results in street frontage improvements as a function of construction permit requirements. All such improvements are designed and built to meet City and ADA standards. This approach to barrier removal is incremental and depends on the outside influence of developers, and therefore was not included in the City's funding estimate.

4.2 Barrier Removal Plan and Schedule

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

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

4.2.1 Prioritization of Pedestrian Barriers

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

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

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

Physical Impact to Accessibility: Accessibility Index Score (AIS)

The Accessibility Index Score describes the degree to which each facility presents a physical barrier to accessibility. Criteria and weights were developed for sidewalks, curb ramps, and pedestrian pushbuttons. These criteria and weights are shown in Appendix C.

Potential scores for each facility range from 0 (compliant) to 30. Each facility's Accessibility Index Score is the sum of the individual criteria scores. Figures 4-1 through 4-7 show the AIS for each of the facilities where data was collected.

Figure 4-1 Accessibility Index Score Composite (Sidewalk)

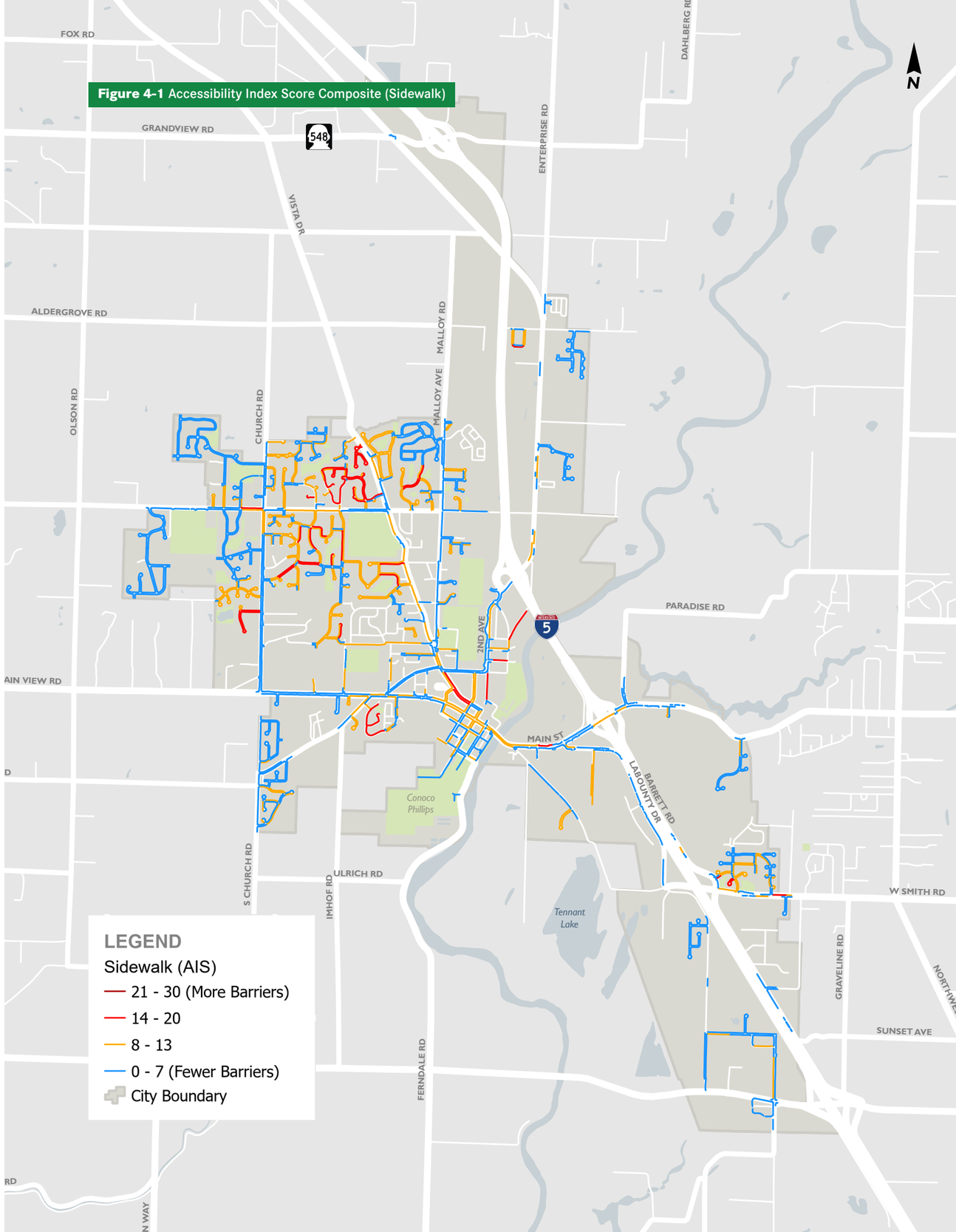


Figure 4-2 Accessibility Index Score Composite (Curb Ramp)

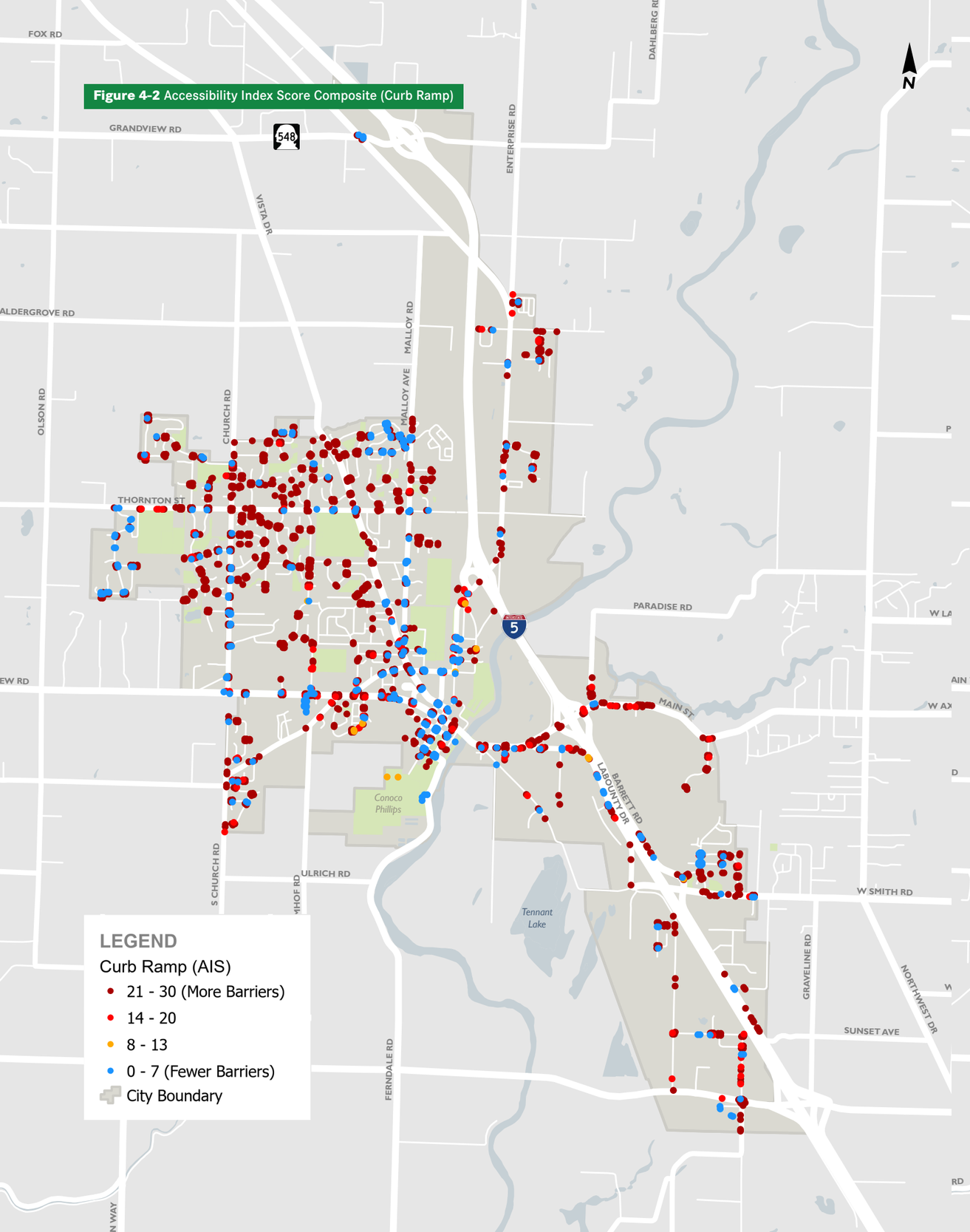


Figure 4-3 Accessibility Index Score Composite (Signal Push Button)

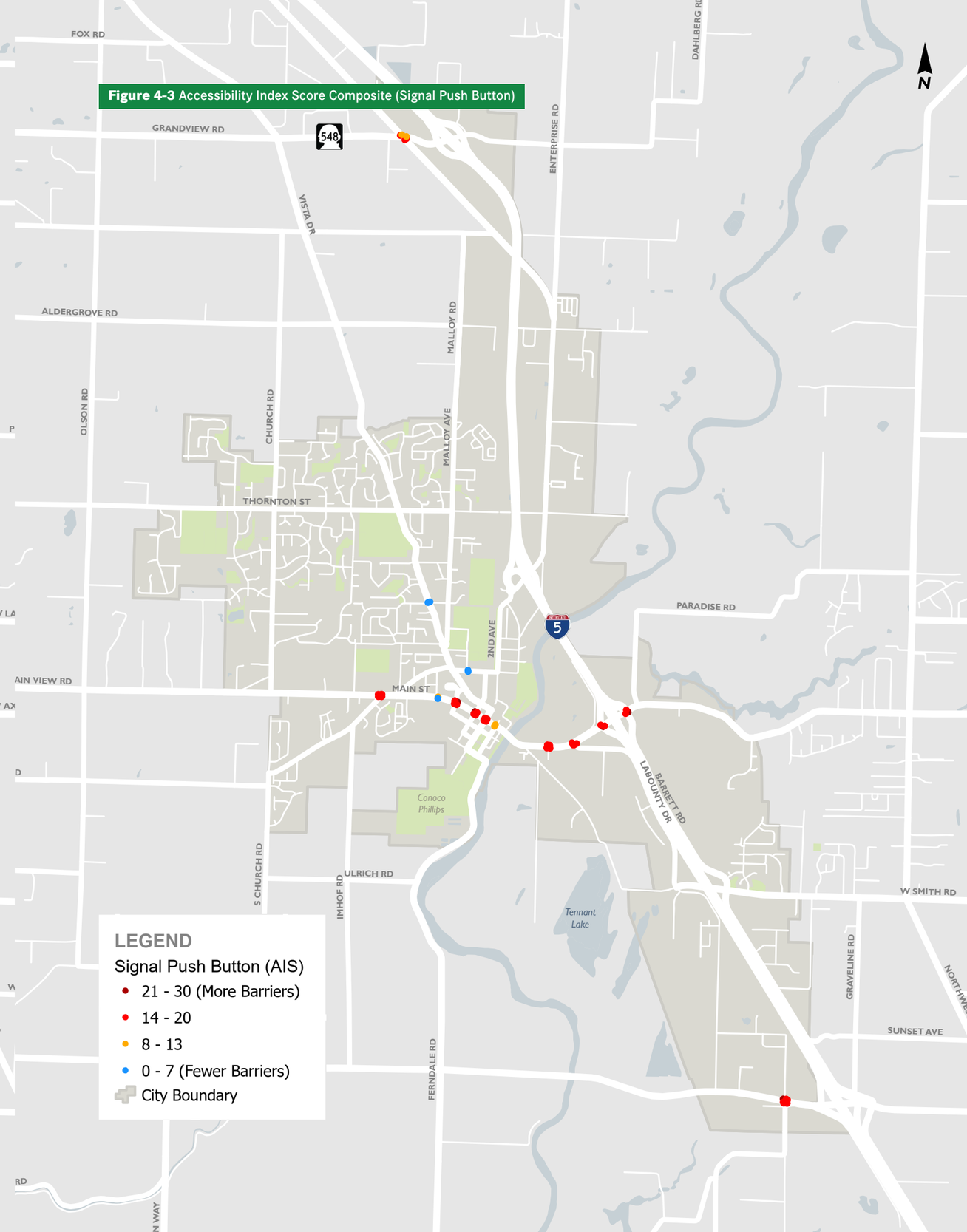


Figure 4-4 Accessibility Index Score Composite (Crosswalk)

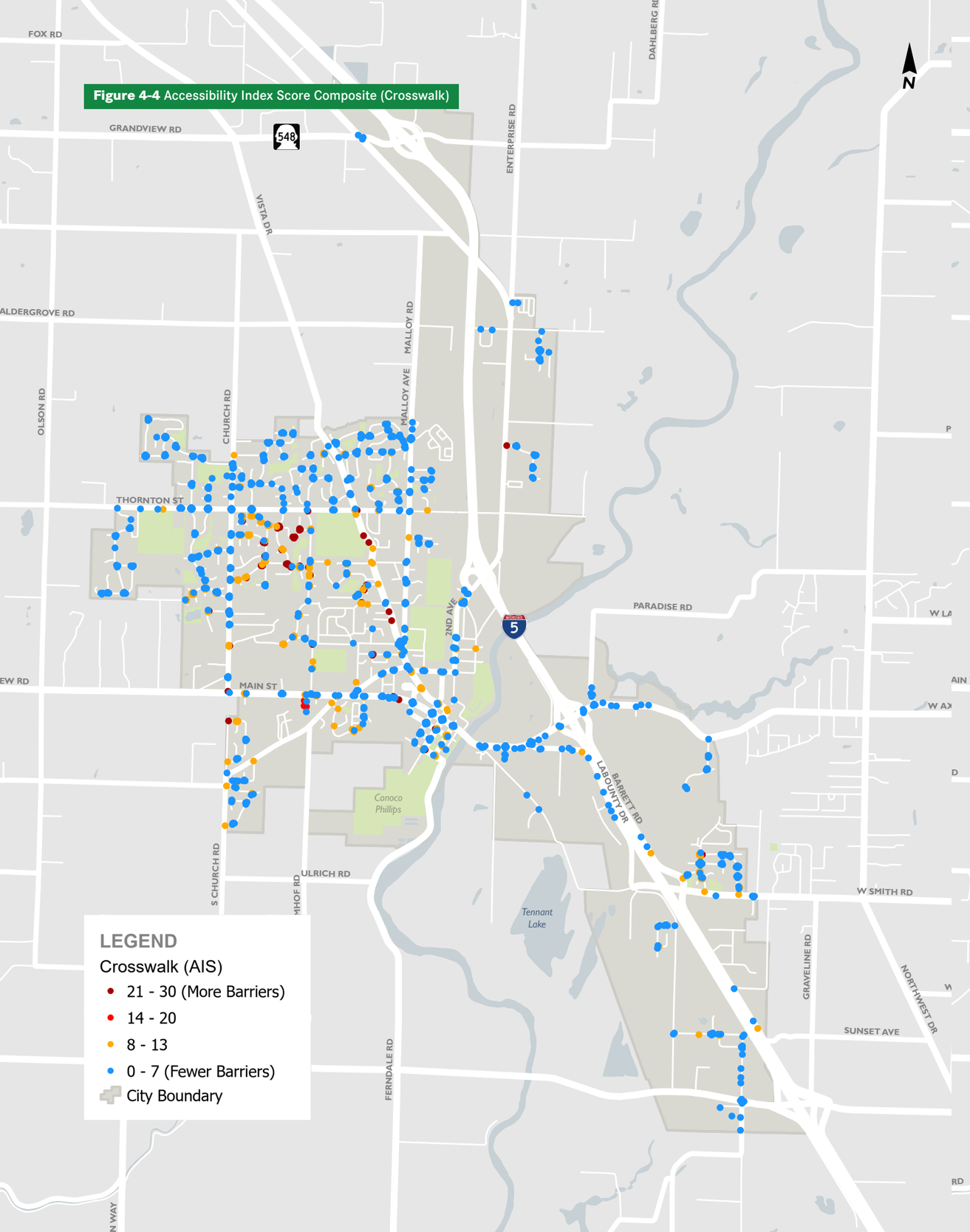


Figure 4-5 Accessibility Index Score Composite (Bus Stop)

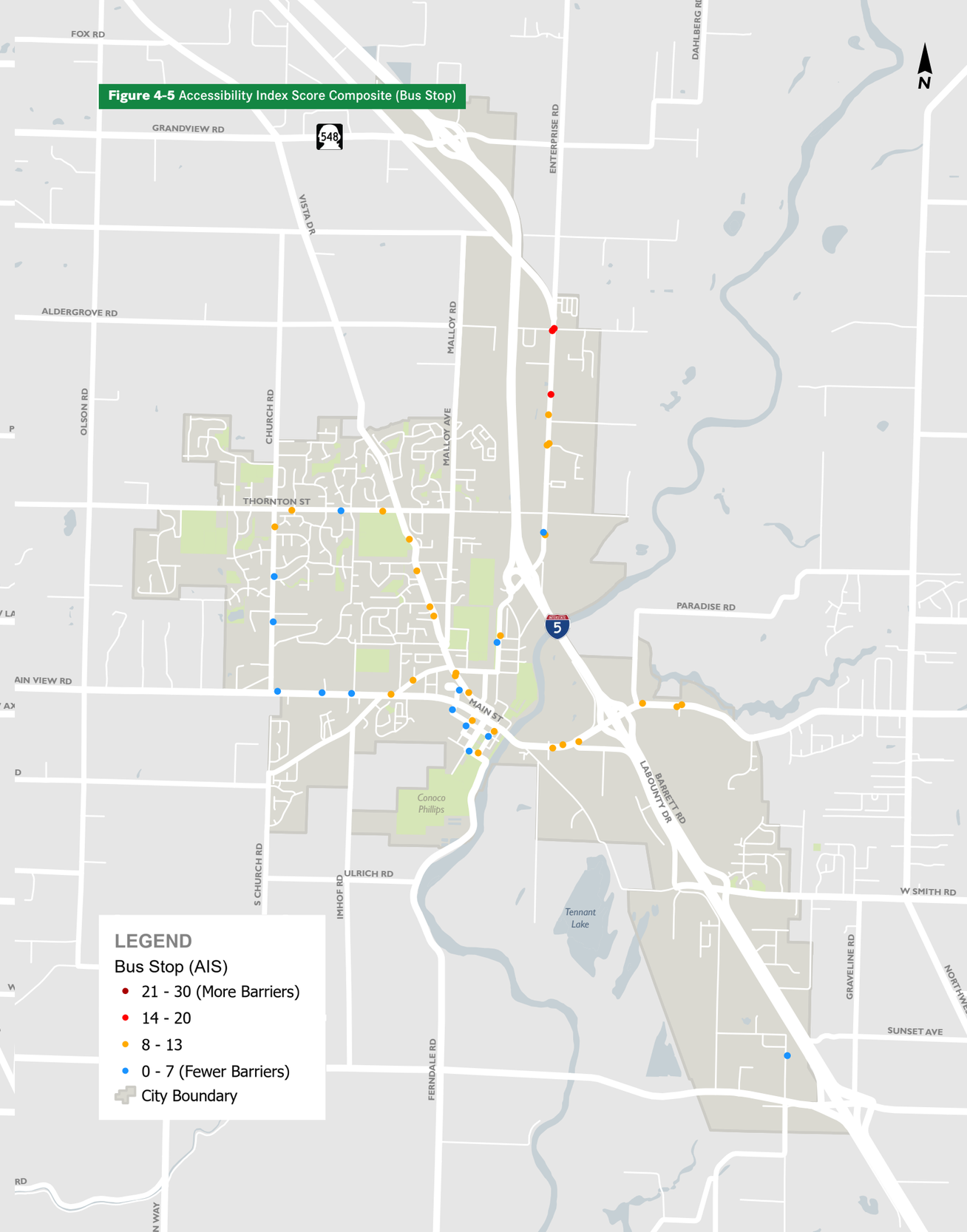


Figure 4-6 Accessibility Index Score Composite (Parking)

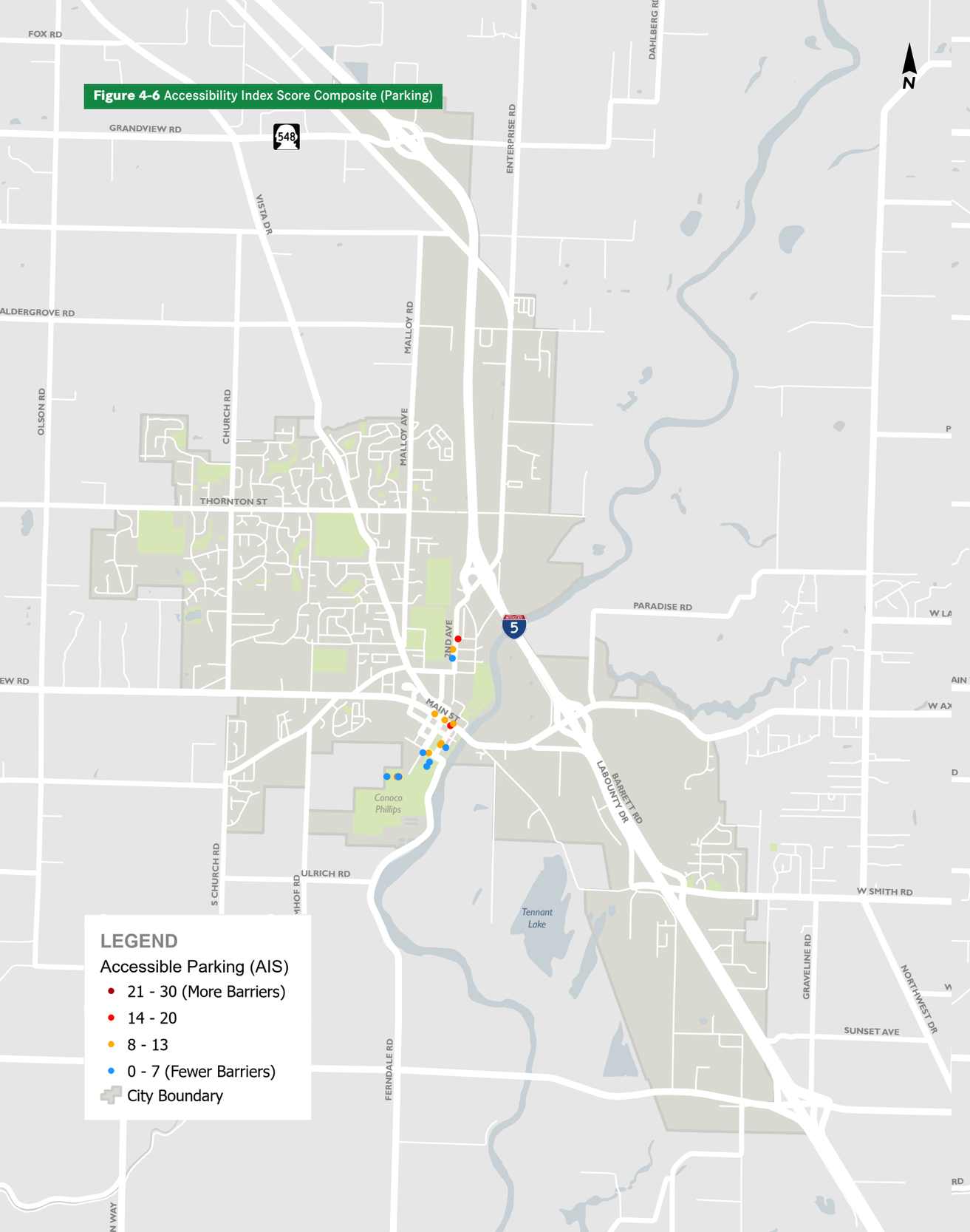
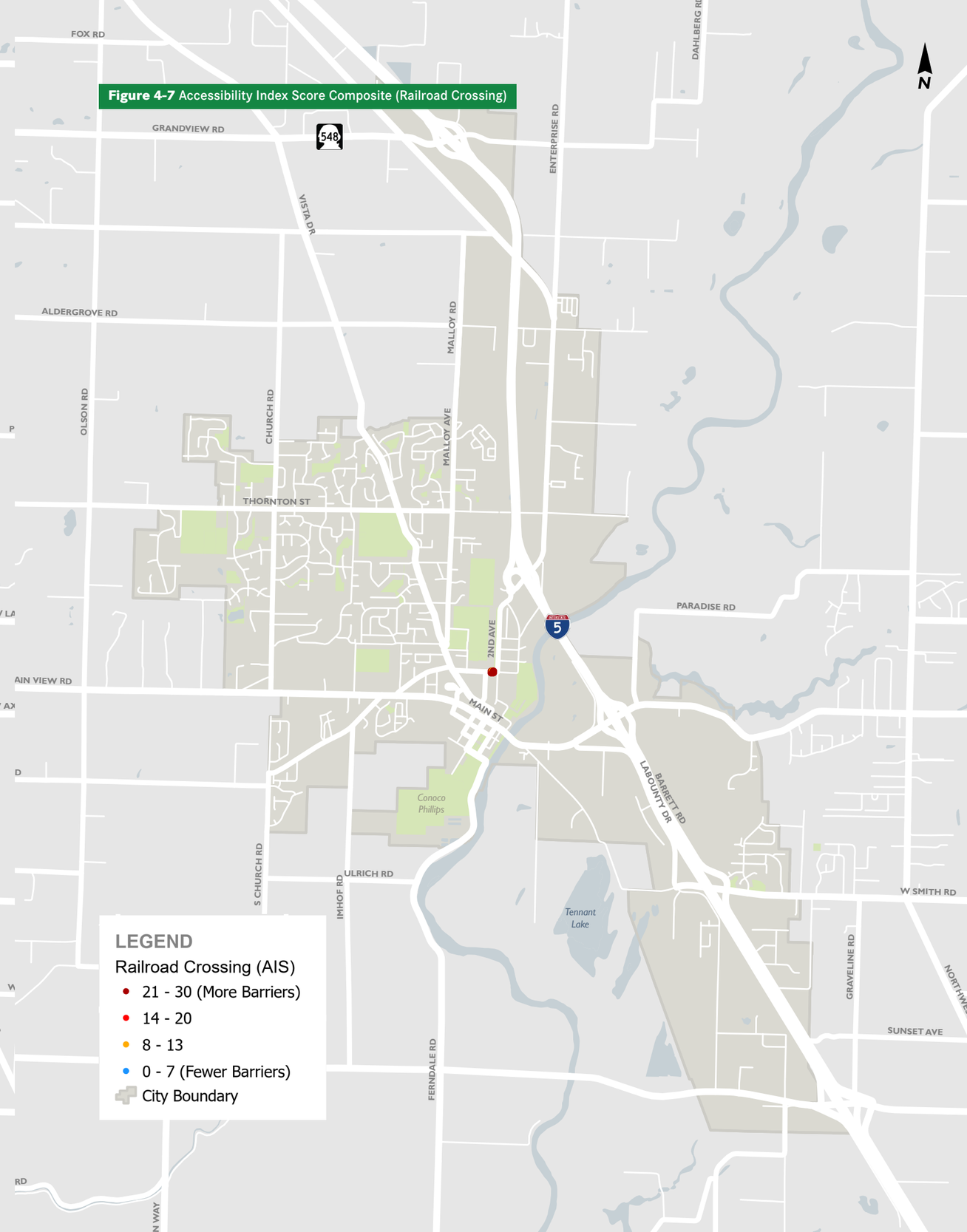


Figure 4-7 Accessibility Index Score Composite (Railroad Crossing)



Proximity to Key Pedestrian Destinations: Location Index Score (LIS)

The Location Index Score describes the importance of the pedestrian facility to accessing key pedestrian destinations such as schools, parks, transit facilities, signals or roundabouts, public buildings, and downtown or commercial business centers. Facilities near government buildings, hospitals and medical facilities, and City parks received a higher score to reflect feedback received through the public engagement survey.

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

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

Figures 4-8 through 4-12 show the LIS for each of the facilities where data was collected.

Figure 4-8 Location Index Score Composite (Sidewalk)

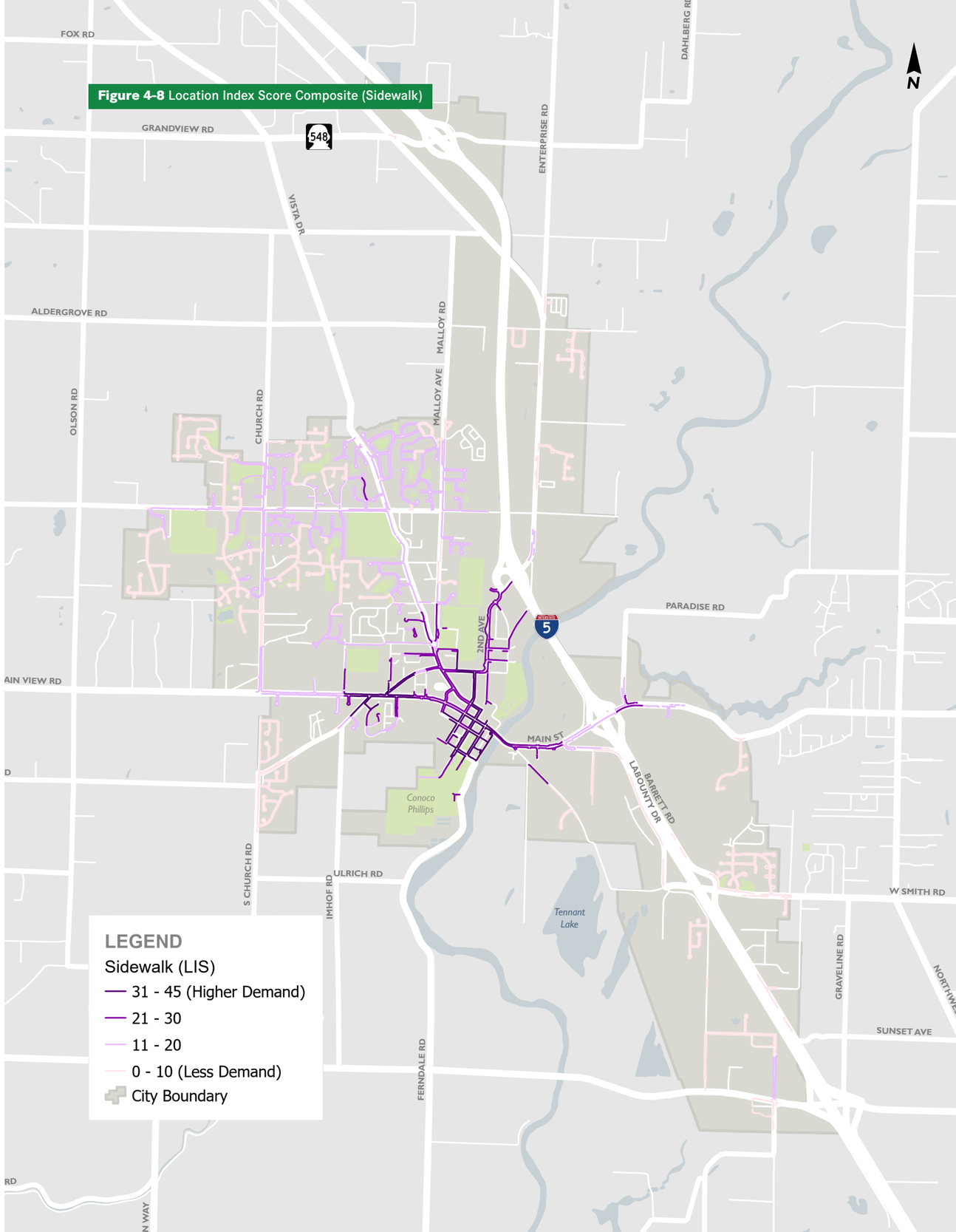


Figure 4-9 Location Index Score Composite (Curb Ramp)

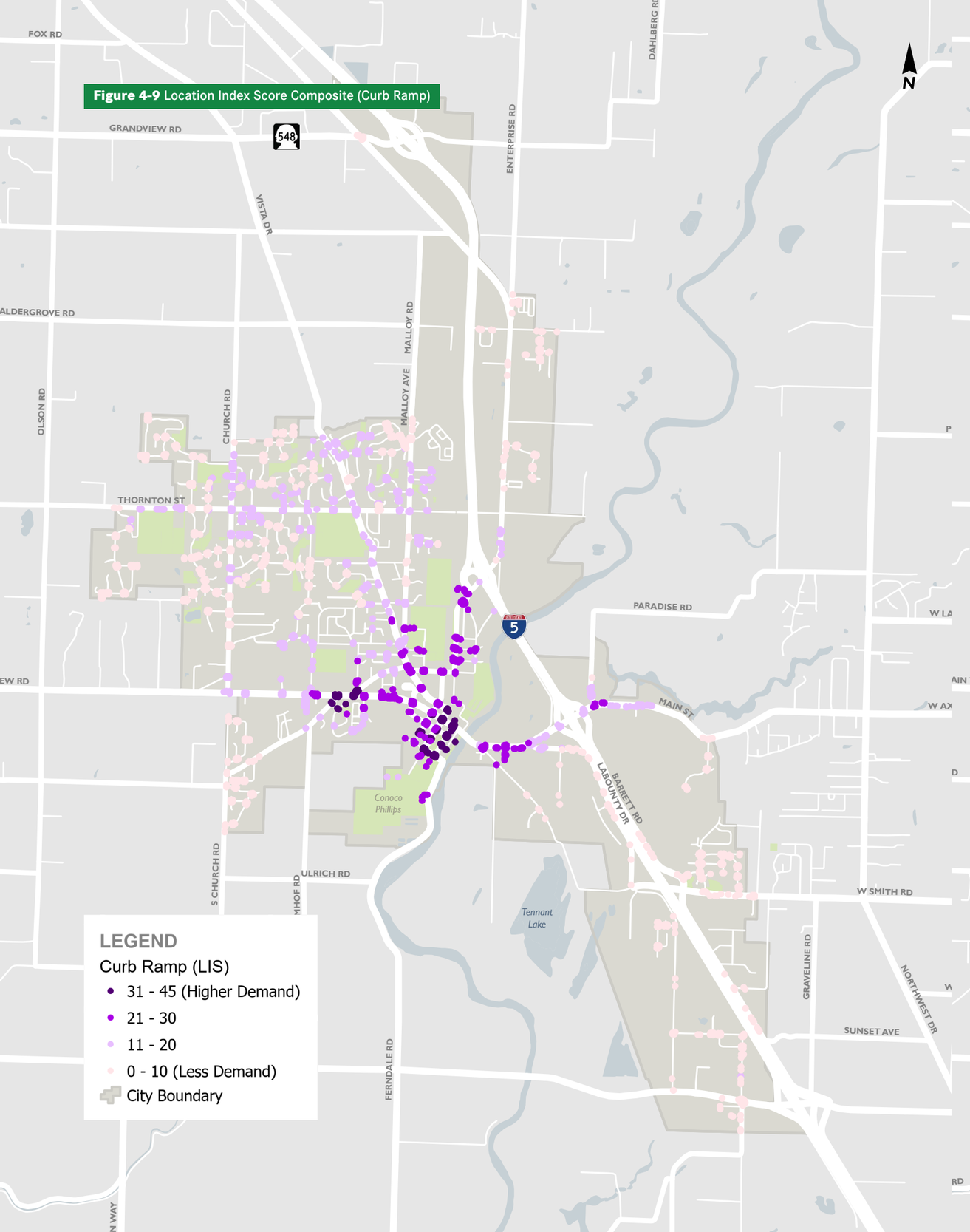


Figure 4-10 Location Index Score Composite (Signal Push Button)

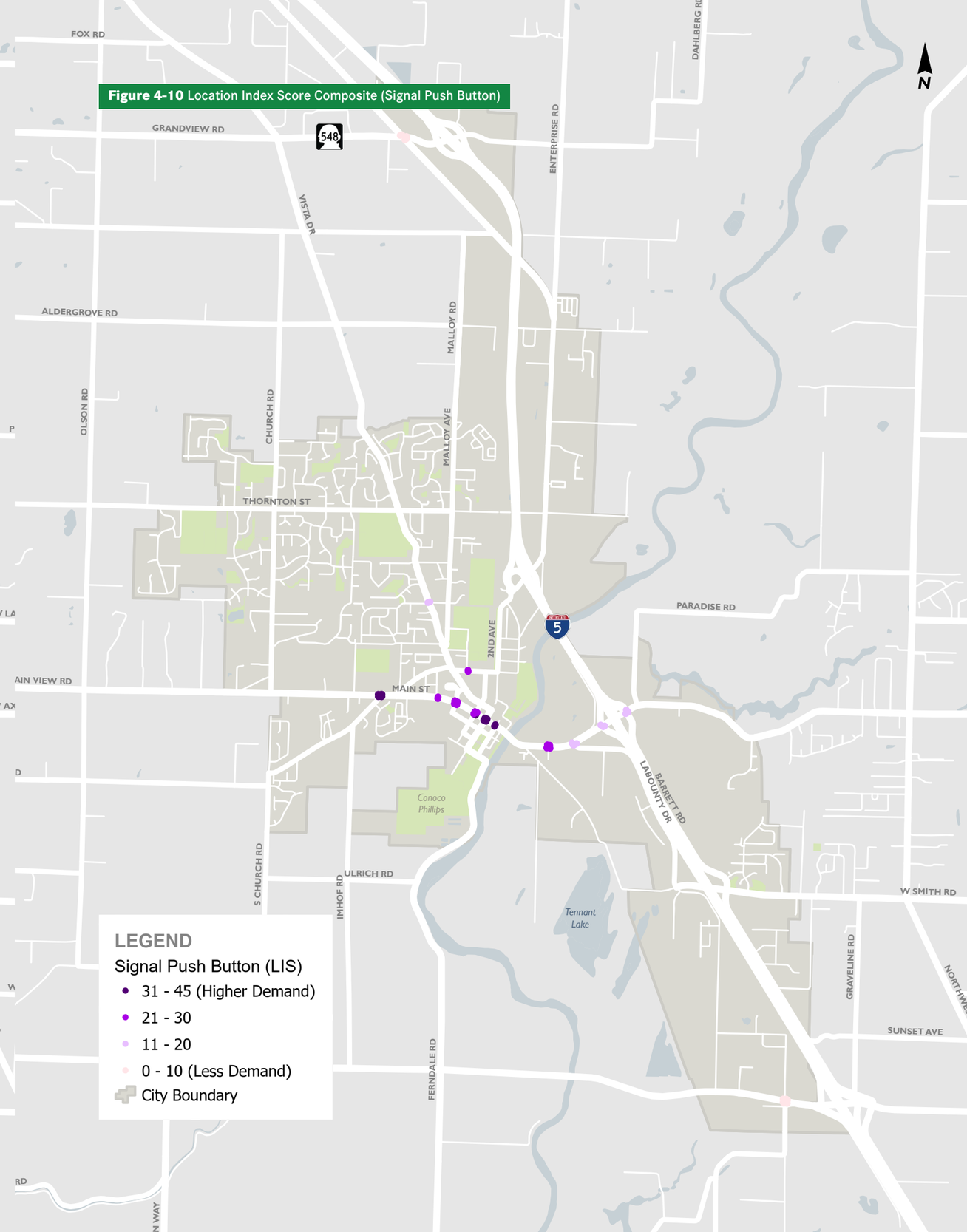


Figure 4-11 Location Index Score Composite (Non-Compliant Driveway)

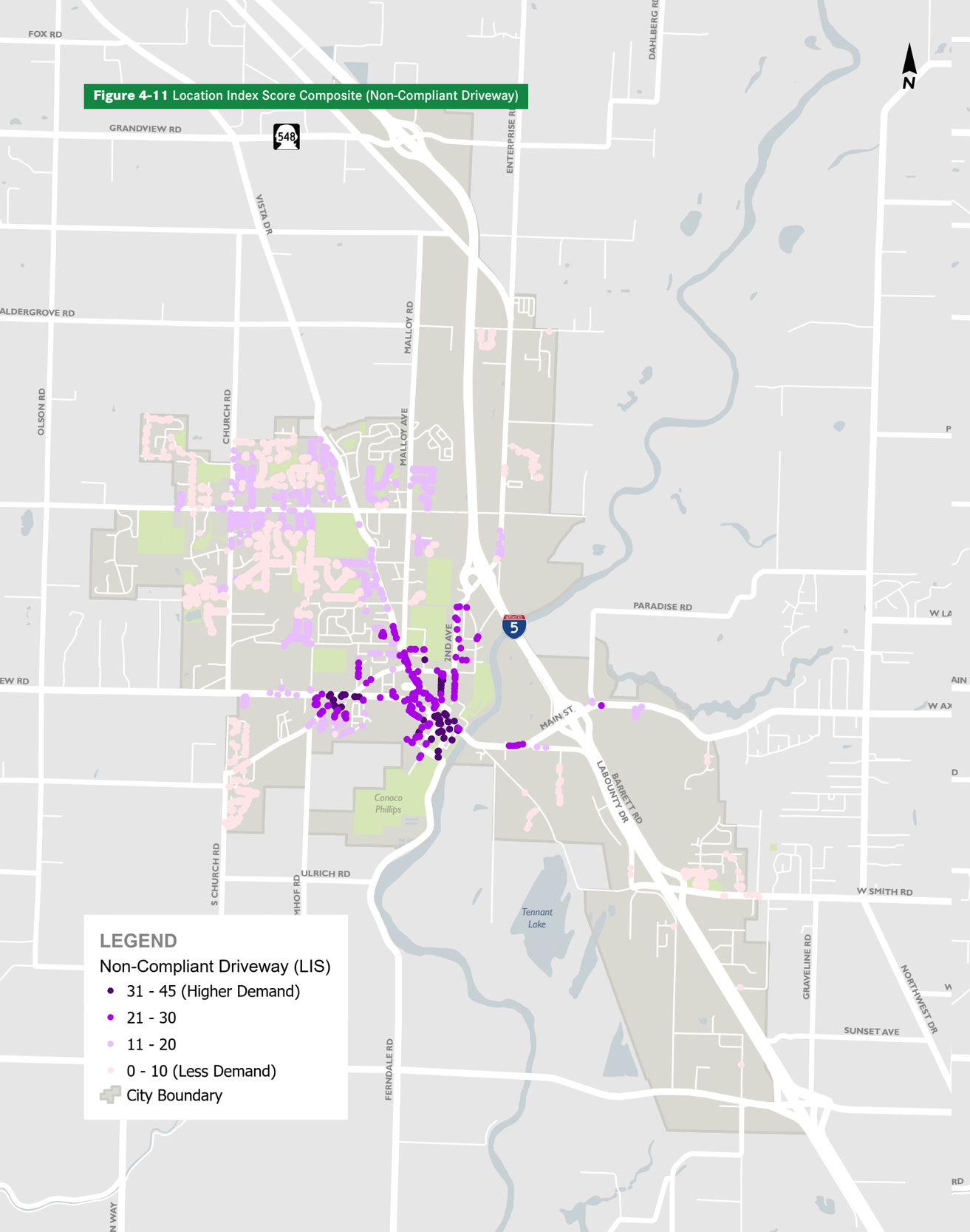
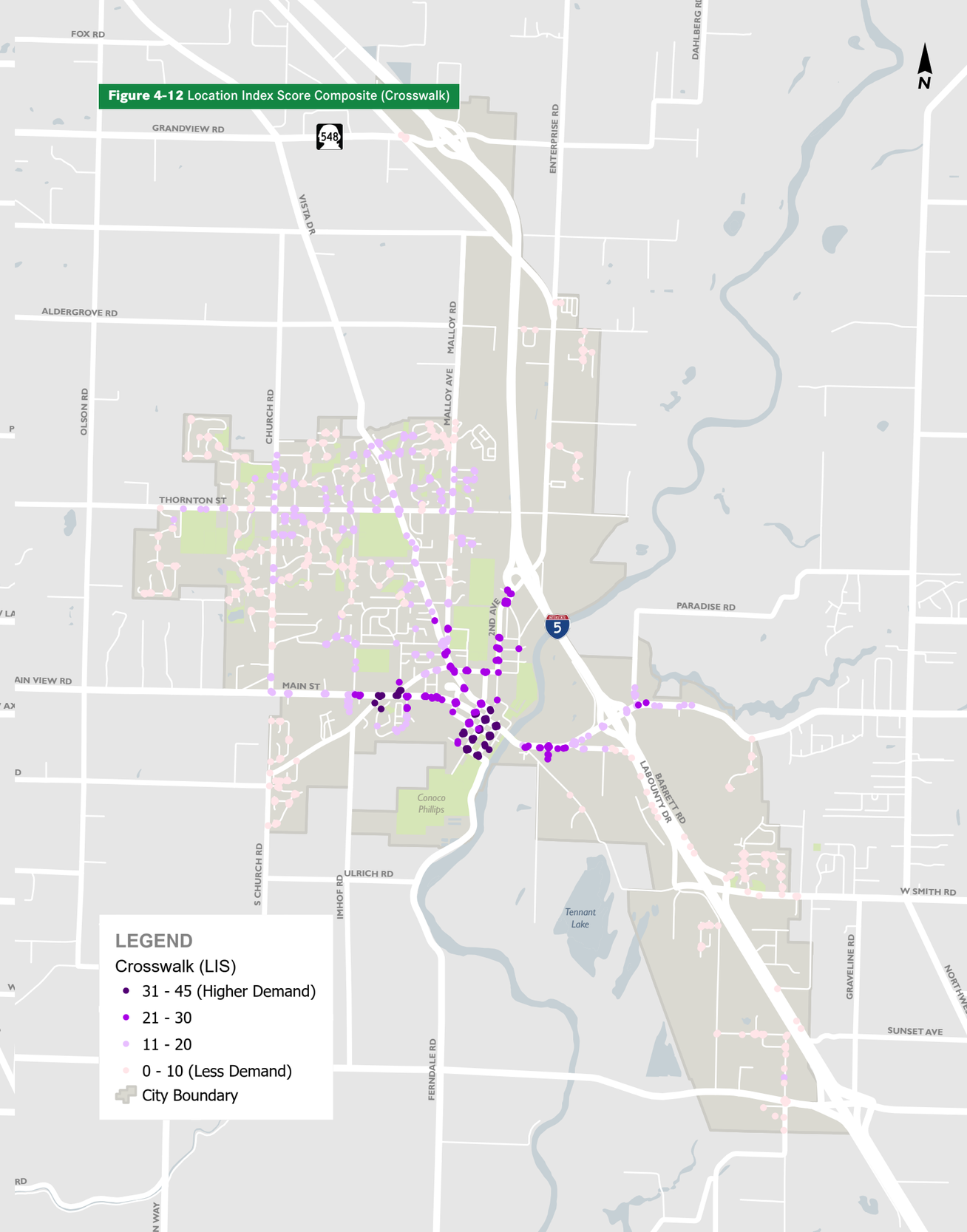


Figure 4-12 Location Index Score Composite (Crosswalk)



Combined Index Score

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

Scores were grouped into four categories:

- Very High: significant physical barriers and high number of hazards in high-demand areas: 46+ points.
- High: significant physical barriers in high-demand areas: 31-45 points.
- Medium: 16-30 points.
- Low: minor barriers in low-demand areas:1-15 points.

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

Combined index scores provide planning level context to barrier removal and overall accessibility needs within the city. As this Transition Plan is implemented, barrier removal will be guided by multiple factors, including funding availability, location of capital projects that include pedestrian elements, construction efficiency, project-level analysis, etc. Barriers of all priority levels will be removed over time.

Figure 4-13 Accessibility (AIS) & Location (LIS) Combined Score (Sidewalk)

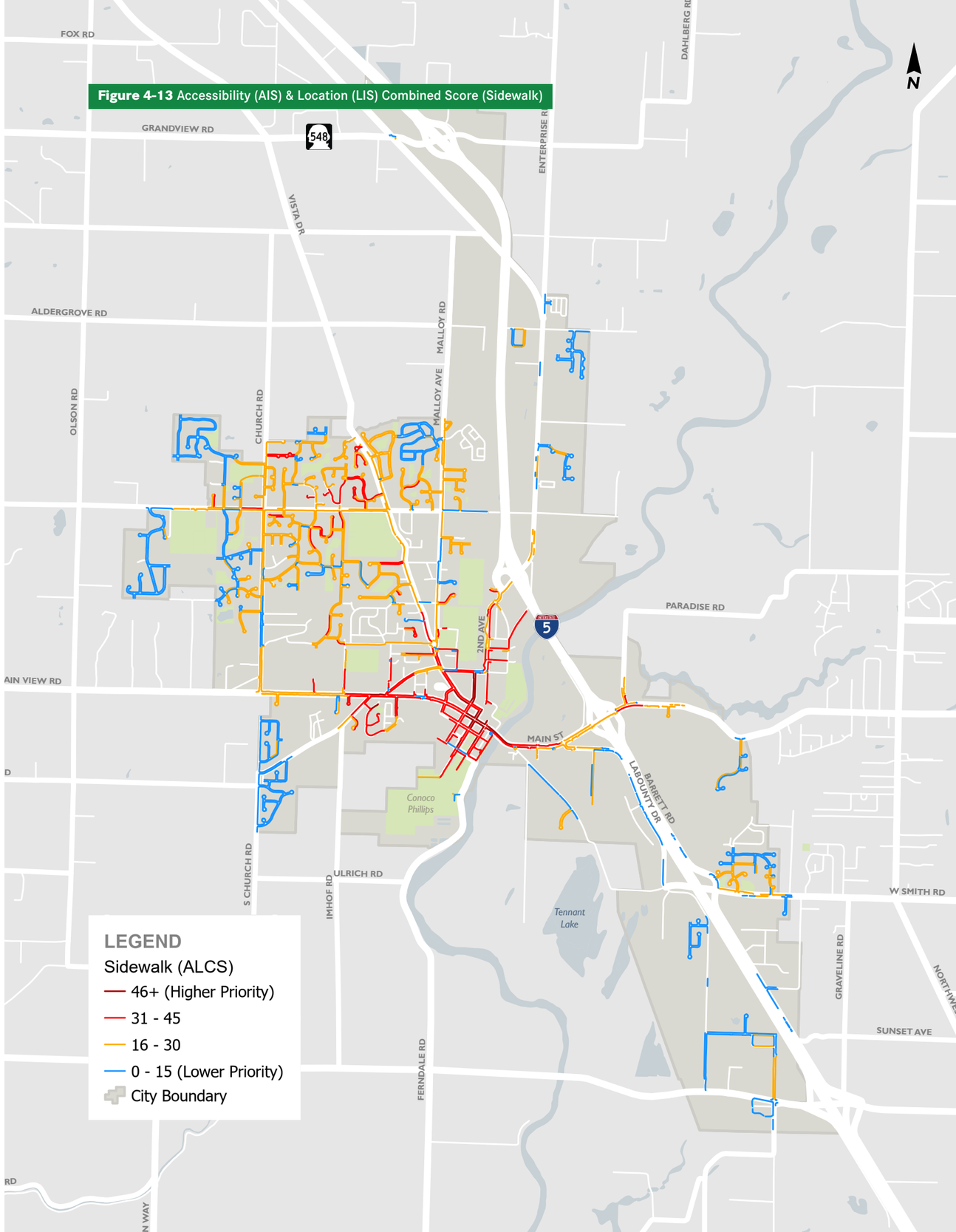


Figure 4-14 Accessibility (AIS) & Location (LIS) Combined Score (Curb Ramp)

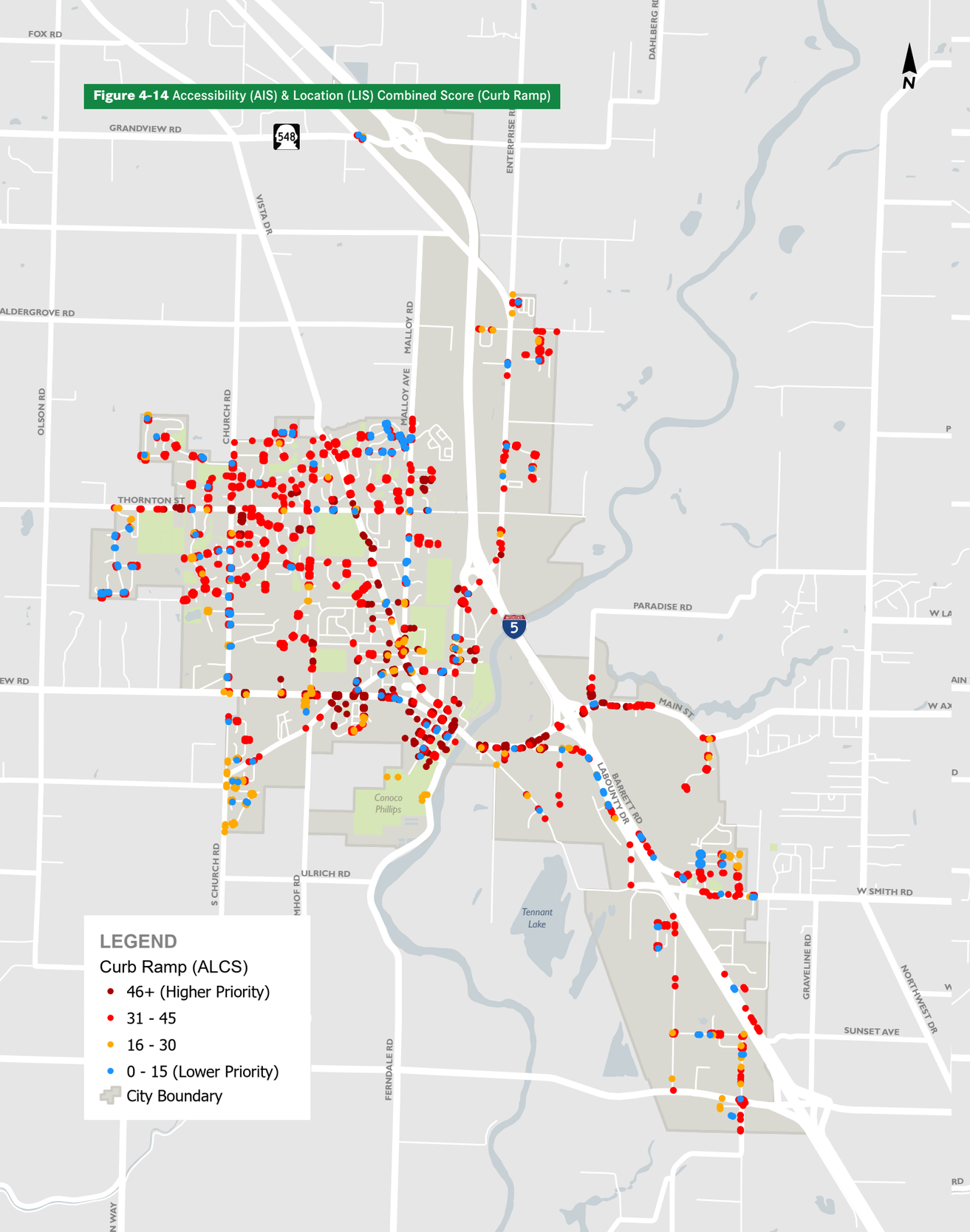
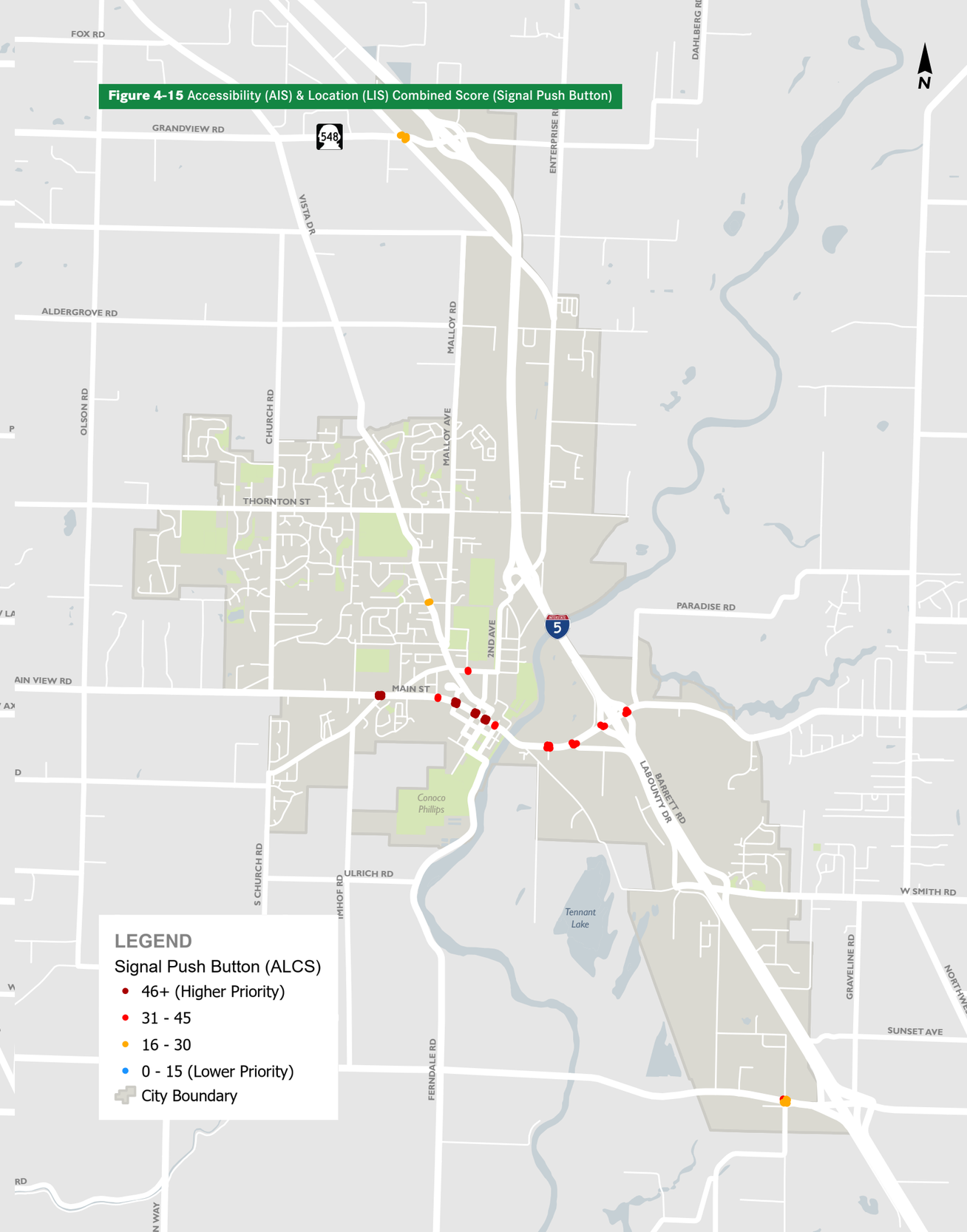


Figure 4-15 Accessibility (AIS) & Location (LIS) Combined Score (Signal Push Button)



4.2.2 Planning Level Cost Estimates to Remove Pedestrian Barriers

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

Process

Unit costs were developed for the improvements needed to address the pedestrian barriers inventoried through the Self-Evaluation. Unit cost estimates for each barrier type were developed using recent WSDOT and other local construction bid tabulations, input from subject matter experts, and planning level cost assumptions. Unit cost estimates assumed contract-based construction, instead of use of in-house crews.

Unit cost estimates were applied to the inventoried barriers, with adjustments made to account for construction efficiencies and to avoid applying redundant improvements to the same facility. All cost estimates are in 2023 dollars. Cost estimate assumptions are detailed in Appendix E.

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

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

The total planning-level cost estimate, or total need, to remove **all identified pedestrian barriers is approximately $68,263,000** (in 2023 dollars). Cost estimates by facility and improvement type are shown in Table 4 1 .

Table 4-1 Planning Level Cost Estimate

ADA Deficiency	Improvement Types	Quantity	Unit Cost	Total Cost
Sidewalk Improvements				
Non-compliant sidewalk (width, condition, running slope, cross slope, and/or large vertical discontinuity)	Reconstruct existing sidewalk.	100,192 SY	$145	$14,528,000
Non-compliant driveway (running slope, cross slope, and/or grade break)	New driveway with sidewalk.	2,969 EA	$2,900	$8,611,000
			Subtotal	$23,139,000
Maintenance/Miscellaneous				
Non-compliant vertical discontinuity (>1/4in - <=1/2in w/out bevel)	Sidewalk grinding (5 LF of sidewalk).	1,495 EA	$250	$374,000
Non-compliant vertical discontinuity (>1/2in)	Replace two adjacent sidewalk panels (5ft x 5ft panels)	742 EA	$806	$598,000
Non-compliant horizontal discontinuity	Sidewalk crack sealing/grouting (5LF per occurrence)	24,225 LF	$5	$122,000
Fixed Obstacles	Sidewalk crack sealing/grouting (5LF per occurrence)	492 EA	$3,000	$1,476,000
Moveable Obstacles	Relocation of obstacles including tree/bush (prunable), message boards, parked cars, etc.	813 EA	$200	$163,000
Protruding Obstacles	Relocation of obstacles including of bush/tree, signs, awnings etc.	302 EA	$500	$151,000
			Subtotal	$2,884,000

Table 4-1 Planning Level Cost Estimate

ADA Deficiency	Improvement Types	Quantity	Unit Cost	Total Cost
Curb Ramp Improvements				
Missing curb ramps (along existing sidewalks)	Install new curb ramp.	608 EA	$6,000	$3,648,000
Non-compliant curb ramp (width, running slope, cross slope, landing, flare slope, lip, grade break, counter slope, lip, and/or clear space)	Reconstruct existing ramp.	885 EA	$6,000	$5,310,000
Curb ramps without detectable warning surface (DWS), non-compliant DWS placement, non-compliant DWS depth, or non-compliant DWS Width	Install/replace detectable warning surface	36 EA	$1,030	$38,000
Curb ramp at marked crosswalk does not end within crosswalk	Rechannelize crosswalk.	20 EA	$1,100	$22,000
			Subtotal	$9,018,000
Pushbutton Improvements				
Non-APS pushbutton and pushbutton is located incorrectly	Install new APS pushbutton and install new pole.	66 EA	$5,900	$390,000
APS pushbutton that has non-compliant dimensions and/or programming and located incorrectly	Install new APS pushbutton and install new pole.	3 EA	$3,700	$12,000
APS pushbutton that has non-compliant dimensions and/or programming	Reprogram/reorient pushbutton, and/or install tactile arrow.	5 EA	$200	$1,000
			Subtotal	$403,000
Bus Stop Improvements				
Non-compliant bus shelter turning space cross slope	Replace bus shelter pad (7.5 SY per occurrence).	15 SY	$180	$3,000
Non-compliant bus stop boarding area (running slope, cross slope, size, and/or condition)	Replace/construct boarding area (10 SY per occurrence).	310 SY	$145	$45,000
			Subtotal	$48,000
Accessible Parking Improvements				
Non-compliant parking stall/parking aisle slope	Grind surface and/ or add asphalt lift.	28 EA	$2,000	$56,000
Non-compliant accessible parking stall/ parking aisle width or pavement marking	Install parking stall accessible symbol/aisle pavement markings or resize and restripe stall/aisle.	2 EA	$200	$1,000
Non-compliant sign height or no sign indicating accessible stall	Install new sign or adjust existing sign.	12 EA	$100	$1,200
			Subtotal	**$59,000**
			Total	$35,551,000
			Contingency @ 20%	$7,111,000
			Design @ 12%	$4,267,000
			Mobilization @ 8%	$2,845,000
			TESC + Traffic Control @ 12%	$4,267,000
			Construction Management @ 20%	$7,111,000
			Right-of-Way @ 20%	$7,111,000
			Total 2023 Dollars	**$68,263,000**

Table 4-2 Potential Transition Schedules

Transition Years	Additional Annual Investment Required
35 Years	$300,000
30 Years	$650,000
25 Years	$1,000,000

4.2.3 Barrier Removal Funding

A requirement of this plan is to forecast available funding that may be used to support plan implementation. This plan assumes total annual funding for barrier removal of $1,390,000 per year for pedestrian barrier removal. A breakdown of the annual budget resources anticipated to be available to support pedestrian barrier removal implementation follows.

- Solid Waste Tax, $325,000
- State Gas Tax, $144,000
- Encroachment Permits/Haul Route Fees, $10,000
- Private Assessments/Contributions, $8,000
- Misc., 1,000
- Grants, $325,000
- Traffic Mitigation Fees, $65,000
- Reet I & II, $115,000
- Sales Tax, $297,000
- Sidewalk Program $100,000

See Section 4.1 for details on these programs. Generally, funding from all sources but the Sidewalk program will address barriers at all levels of priority, low to very high, depending on how each funding source identifies projects across the city. Funding from the Sidewalk Program can be prioritized in order to better align with the goals of this plan. It was assumed for this plan's schedule that the Sidewalk Program funds would be split evenly across the high and very high priority levels.

4.2.4 Schedule

Based upon the Self-Evaluation, planning-level cost estimates, identified barrier removal methods, and projected budgetary resources that may be available, a barrier removal budget and schedule was developed. Due to the large investment needed to remove accessibility barriers, it is important to identify the highest priority barriers and focus resources to remove them first.

An analysis of the barrier prioritization was completed to determine how many barriers found during the self-evaluation process are classified as 'very high', 'high', 'medium', and 'low' priority as defined in Section 4.1. Highest priority level represents a significant barrier to accessibility in areas with higher pedestrian demand. Lower priority levels represent lesser barriers to accessibility in areas with lower pedestrian demand. Although some facilities will receive low ratings, all barriers associated with them will still need to either be removed or be determined to have been built to the maximum extent feasible.

The City should aim to remove the highest priority barriers first as targetable funding becomes available. This will support the goal of providing better access to the most needed programs in the shortest timeframe possible.

A transition plan was developed to target removal of high and very high priority barriers. With the City's current funding allocation, approximately 42 transition years would be required to remove all high and very high priority barriers. With additional funding, the City could reduce this timeframe. Table 4-2 shows various transition schedule lengths that could be achieved depending on a different levels of additional funding.

The City should create a two to five-year barrier removal plan with a list of projects to remove specific barriers. This program should focus on the highest priority barriers as funding allows. The purpose of the repeated program is to make progress in barrier removal but also to provide a way to reassess the 30- to 50-year plan and measure incremental progress. In order to inform the two-to-five-year program, a scoping effort should occur that includes site visits for areas identified as a high priority to determine the severity of the barrier and to brainstorm possible solutions to fix the issue.

When selecting projects, site conditions and improvement feasibility should be considered. Areas with multiple barriers within proximity to one another can be grouped together to achieve cost savings. As areas are identified, additional data collection should be completed in the vicinity of the proposed project and added into the facility's GIS database. The additional information will provide the remaining attributes necessary to determine if a facility fully meets PROWAG requirements.

Following completion of each two to five-year plan implementation cycle, lessons learned regarding costs, methods, schedule, and outcomes shall be evaluated to inform the next two-to-five-year cycle of pedestrian barrier removal investments. If progress is slower than anticipated, additional funding may be required. If progress is faster than anticipated, a shorter timeline may be achievable. Several factors may contribute to differences between the estimated transition schedule and the actual rate and cost of implementation. Some of these factors include actual funding acquired, individual project cost, site specific design savings, additional deterioration of pedestrian facilities, and unanticipated capital projects. In addition, it may be determined that some barriers identified through this transition plan are on facilities that have been built to the maximum extent feasible as discussed in Section 5.1. Each project to remove barriers should be evaluated to determine if improvements to the facility are feasible in the engineering design phase.

5 Recommendations and Next Steps

This chapter provides a set of recommendations intended to inform the implementation of this Transition Plan and ongoing removal of pedestrian barriers. Recommendations are not presented in priority order and represent near-term and longer-term Transition Plan implementation workplan tasks. Recommendations identified as Pending require additional action from the City to implement. Underway recommendations are in progress at this time. On-going recommendations have been previously established and are continually in progress. Complete recommendations have been completed but may require additional action based on adjustments noted in this section.

5.1 Recommended Actions

Recommendation 1:

Update City design standards to match ADA Standards

Status: Pending

A detailed audit of City design standards using Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way 2011 (PROWAG) was conducted to inform Chapter 2. This audit, which is included in Appendix A and recommends specific changes and additions to the City's standard plans and municipal code. Recommendations were identified for updating existing sidewalk, curb ramp, and pushbutton standards and filling in ADA guidelines for areas not covered in the City's standards and code. The City should update these documents to meet PROWAG standards.

Recommendation 2:

Identify an official responsible for Transition Plan implementation within the Public Works Department

Status: Pending

The City's ADA Coordinator will be the responsible official for implementation of this plan. This ADA Coordinator position is one of the four major federal requirements for every ADA transition plan. The ADA Coordinator is responsible for facilitating transition planning such as responding to grievance requests. The ADA Coordinator also functions as a central figure for organizing the various programs within the City to maintain a consistent approach to barrier removal and achieving ADA standards across capital, maintenance, and operational activities. Until this important position is filled, all such requests will be administered by the Public Works Program Specialist.

Official Responsible for Plan Implementation:

Public Works Program Specialist

2095 Main St.
Ferndale, WA 98248

360-685-2377 Voice
ADAcoordinator@cityofferndale.org

Recommendation 3:

Develop a Citywide Accessible Pedestrian Signal (APS) policy

Status: Pending

Accessible Pedestrian Signal (APS) policies serve as a means for cities to be consistent with ADA requirements at traffic signals. The APS policy covers when installation of APS devices that "communicate information about pedestrian timing in nonvisual formats such as audible tones, verbal messages, and/or vibrating surfaces" (MUTCD) is required. The proposed APS policy is included in Appendix F. It is recommended that this policy be modified to specify that all signalized intersections are required to have APS devices installed that meet ADA requirements.

Recommendation 4:

Educate City staff, consultants, and contractors on ADA standards and provide dedicated training to City inspectors

Status: On-Going

Transition plans are often a learning experience for City staff, consultants, and contractors alike since they change existing practices and expectations. The City should use updates to the City's design standards as an opportunity to teach and learn about accessibility and the barriers that those with limited mobility or sight experience when traveling in the City's public right-of-way. This should include clarifying guidance from the Department of Justice, for example, that when pedestrian facilities (curb ramps, sidewalks, crosswalks, pedestrian signals, etc.) within the public right-of-way are altered, they must be revised/replaced to meet current ADA standards. Education can take many forms from review of updated design standards with key individuals such as field inspectors and contractors, development and review of City specific design standards or checklists with City engineers, or training from groups that serve those with disabilities.

Recommendations 5:

Develop a standard grievance process for barriers to accessibility

Status: Pending

Public entities subject to Title II of the ADA are required to adopt and publish a grievance procedure as part of their transition plan. A grievance process allows community members to formally report denial of access to a City facility, program, or activity on the basis of disability.

Currently, the City does not have an established process to file a grievance or a request for accommodation or barrier removal with the City's ADA Coordinator. It is recommended that the City of Ferndale adopt a grievance process that is easy to initiate, transparent and responsive.

A process like this could include a two-step approach to comply with the requirement for grievance procedures. The first step of the process would be to file a "Request for Service" and the second step to file for a "Grievance".

A Request for Service allows the public to request accommodations or barrier removal. A request should be possible in-person, by telephone, by mail, or via e-mail and should be recorded in the City of Ferndale. Information on how to file this should be easily accessible. The recording of the request is critical for recordkeeping and to evaluate the Department's response to ADA-related requests.

The second step, a Grievance, is used to report denial of access to a City facility, activity, or program. A Request for Service should be required prior to submitting a grievance. The City should then acknowledge, review the filing, and respond within a set number of days upon receipt. A clear process for appeal of a Grievance decision should be communicated if a denial is issued.

An example template for a grievance procedure is located in Appendix G.

Recommendation 6:

Develop a consistent and centralized MEF documentation database

Status: Pending

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

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

The City should document newly constructed or altered facilities that have been built to the maximum extent feasible rather than full ADA standards using standard template. An example template is included in Appendix H. Each project is to be evaluated to determine if improvements to the facility are feasible in the engineering design phase.

The reason for any variation from accessibility standards when it is infeasible to fully remove any barriers should be documented. To help organize MEF documentation, a central location for all MEF documentation can be established and geocoded to the facility location and ensure consistency of data for facilities designed and constructed by others. Consolidation of past MEF records into this data is also recommended.

Recommendation 7:

Develop performance measures and processes to track removal of barriers

Status: Pending

The primary purpose of an ADA transition plan is to develop a plan for removal of accessibility barriers. To show progress towards this requirement, the City should develop a process of tracking barrier removal on an annual basis. It is recommended that the City actively update the GIS ADA self-evaluation database developed for this plan, tracking how and when ADA barriers are removed. This data can be used to provide two-to-five-year updates on progress and demonstrate to the public as well as federal regulators that the City is making progress to meet Title II requirements. These updates should coincide with the two-to-five-year planning efforts completed to outline future barrier removal efforts.

Recommendations 8:

Continue data collection for pedestrian features in the public right-of-way

Status: Pending

The City should continue their data collection efforts to complete their database of pedestrian facilities in the public right-of-way. Attributes that are part of the PROWAG standards but not included in the first round of collection should be added to the GIS database as well as new types of facilities not inventoried like street parking, crosswalks, and bus stops. As construction projects within the City enter into the as-built phase, pedestrian facility data should be collected and entered into the GIS Database to enhance the barrier removal tracking process.

Recommendation 9:

Review and clarify policies relating to accessibility and implementation of accessible features in construction projects

Status: Pending

Work zones must provide the same level of accessibility as permanent pedestrian facilities covered by ADA requirements. Pedestrian accessibility must be maintained in areas of street construction and maintenance. The City should review its standards and policies to ensure that temporary, alternative walking routes are available within designated construction zones.

The City should develop and publish guidelines for replacing pedestrian facilities that are impacted by construction projects. When facilities are altered by construction, they should be reconstructed within ADA compliance to the maximum extent feasible. The City's guidelines would outline expectations for reconstructed facilities and who holds responsibility for reconstruction.

Recommendation 10:

Look for opportunities to increase existing barrier removal funding

Status: Pending

As stated in Section 4.2.4 and Table 4-2, with the City's current funding allocation for barrier removal, approximately 42 transition years would be required to remove all high and very high priority barriers, and an additional annual investment of $300,000 is required to remove these barriers within an approximate 30-year transition period. Additional annual investment may be necessary to remove the existing high priority barriers that challenge ADA users in Ferndale. It is recommended that the City of Ferndale actively look for opportunities to increase annual barrier removal funding. In addition, the City should identify barriers that fall under WSDOT ownership within the City limits and determine a plan for cost-sharing regarding improvements to these barriers.

Recommendation 11:

Evaluate all City Programs and Activities as they relate to the ADA

Status: Pending

The focus of the initial self-evaluation was on ADA barriers related to the public right-of-way within the City. Although this plan focused on the public right-of-way, the requirements for accessibility found in Title II of the ADA also apply to physical facilities including City-owned buildings and parks. In addition, Title II ADA requirements apply to many functions, programs, and activities the City may provide or engage in such as community gatherings, recreational groups, and City-sponsored events. In addition to the public right-of-way, self-evaluation and transition planning related to activities such as hiring communications, recreational programs, physical facilities, etc. should be performed to identify barriers within these City buildings, parks, programs, and activities.

Appendix A: Standards Review Barrier Audit

transpogroup
WHAT TRANSPORTATION CAN BE.

TECHNICAL MEMORANDUM

Date:	March 24, 2023	**TG:**	1.08213.05
To:	Kevin Renz, City of Ferndale		
From:	Patrick Lynch, AICP, Transpo Group		
Subject:	Barrier Removal Audit – City of Ferndale ADA Transition Plan		

The City of Ferndale maintains municipal code which includes development standards covering pedestrian facilities. The development standards are used for City funded projects as well as privately designed and constructed projects within City public right-of-way. This memorandum describes design guidelines that meet the requirements of the Americans with Disabilities Act (ADA), common accessibility design issues, and references to specific design guidelines. The audit of the City's standards as they relate to pedestrian features within the public right-of-way include the City of Ferndale Municipal Code (FMC) and specifically the Ferndale Development Standards (FDS).

Design Guidelines

There are several key design measurements that ADA design guidelines address. These measures are used because they are important to the accessibility and safety of the facility. When pedestrian facility designs cannot be constructed to full design requirements, they should be built to conform to the maximum extent feasible. When this arises, the City should identify the location where this occurs, provide justification, and document for future reference.

Several guidelines and references are available to assist the City of Ferndale in adhering to accessible design standards based on the needs for various projects. There are many opportunities to improve pedestrian conditions by identifying areas of need and establishing the appropriate accessibility design requirements.

2010 ADA Standards for Accessible Design (ADAS) (September 2010)

The Department of Justice published revised regulations for Titles II and III of the Americans with Disabilities Act of 1990 "ADA" in the Federal Register on September 15, 2010. These regulations adopted revised, enforceable accessibility standards called the 2010 ADA Standards for Accessible Design "2010 Standards". The 2010 Standards set minimum requirements – both scoping and technical — for newly designed and constructed or altered State and local government facilities, public accommodations, and commercial facilities to be readily accessible to and usable by individuals with disabilities.

Proposed Guidelines for Pedestrian Facilities in the Public Right-of Way (PROWAG) (November 2011)

The United States Access Board is the rule making body that guides ADA compliance across the US. Since the late 2000's the US Access Board has been in the process of updating its Guidelines for Pedestrian Facilities in the Public Rights-of-Way. These draft guidelines focus on accessibility of sidewalks, curb ramps and in the soon to be released versions address shared-use trails. The draft guidelines cover legislative background, administration requirements, and design requirements.

Many public entities currently use the 2005 draft PROWAG as 'best practice' for features within the public right-of-ways. This practice has been endorsed by the Federal Highway Administration (FHWA), the US Access Board, and is the standard the Washington Department of Transportation adheres to. The City's standards and codes were evaluated against 2011 PROWAG as this is the latest guideline developed by the Access Board. PROWAG sections referenced in this memo refer to 2011 PROWAG sections. When these standards conflicted with the 2010 ADA, the PROWAG standard is recommended.

Design Requirements

Although the City of Ferndale has standards in place it is important for the standards to be consistent and compliant with the above standards and guidelines. To that end, this memo will provide recommendations to improve and clarify the

existing city documents. Recommended actions are included where necessary to meet ADA design standards and best practice. The tables below describe requirements for specific design elements, how they are addressed in City standards, and recommendations for modifications.

Sidewalks and Pathways

Sidewalks are mentioned in the City's standard details and city code. These standards cover desired dimensions and materials to be used for construction of these facilities. Sidewalks are a common element found in a pedestrian access route (PAR).

Design Element	Requirement	Review	Recommendations
Pedestrian Access Route (PAR) and Pedestrian Circulation Path (PCP)	Various	Sidewalks multiple standard details.	N/A
Sidewalk Width	Minimum clear width of PAR is 4 ft. excluding the curb; however, on PAR less than 5 ft. wide, passing space of 5 ft. by 5 ft. is required every 200 ft. minimum (PROWAG R302.3 and R302.4) Clear width of walking surfaces shall be 36 inches minimum. The clear width shall be permitted to be reduced to 32 inches minimum for a length of 24 inches maximum provided that reduced width segments are separated by segments that are 48 inches long minimum and 36 inches wide minimum. Additional space is required at turns (ADAS 403.5.1).	5 ft. min. sidewalk width (FDS Std. Details R-1 and R-12). 6 ft. sidewalk width (FDS Std. Detail R-2). 5 ft. sidewalk width (FDS Std. Details R-4, R-5, and R-6). 8' sidewalk width in commercial zones (FDS Std. R-12). "Sidewalks shall generally be a minimum of 5' wide on each side of the street" (FDS Sec. 19.30.040). "Sidewalks within the City's pedestrian-oriented area, where sidewalks shall be a minimum of 10' wide" (FDS Sec. 19.30.040). "Sidewalks shall be at least five feet" (FDS Sec. 19.40.040).	N/A
Sidewalk Running Slope	Where the PAR is contained within a street or highway right-of-way, its grade shall not exceed the general grade established for the adjacent street or highway. When the PAR is not contained within the street or highway right-of-way, the grade of shall not exceed 5 percent (PROWAG R302.5). The running slope of walking surfaces shall not be steeper than 1:20 (ADAS 403.3).	Not mentioned.	Add note to FDS Std. Detail R-12, the running slope for a sidewalk along the roadway shall not exceed the general grade of the roadway. Sidewalks not adjacent to a roadway shall not have a running slope greater than 5%.
Sidewalk Cross Slope	The cross slope of a PAR shall be 2 percent maximum (PROWAG R302.6). The cross slope of walking surfaces shall not be steeper than 1:48 (ADAS 403.3).	Sidewalk cross slope shown as 2% (FDS Std. Details R-1, R-2, R-4, R-12).	Recommend including a desired cross slope of 1.5 percent or flatter to allow for construction tolerances with 2% as the maximum cross slope.
Protruding Objects	Objects with leading edges more than 2.25 ft. and not more than 6.7 ft. above the finish surface shall	"Construction signs shall not be placed on sidewalk or pedestrian pathways impeding wheelchair or	Add note discussing protrusion requirements/cane detection requirements when mailbox is

Design Element	Requirement	Review	Recommendations
	protrude 4 in. maximum horizontally into the pedestrian circulation path (PCP) (PROWAG R402.2 & ADAS 307.2). Objects mounted on free-standing posts or pylons more than 2.25 ft. and not more than 6.7 ft. above the finish surface shall overhang pedestrian circulation paths 4 in. maximum measured horizontally from the post or pylon base. The base dimension shall be 2.5 in. thick minimum. Where objects are mounted between posts or pylons and the clear distance between the posts or pylons is greater than 1.0 ft, the lowest edge of the object shall be 2.25 ft. maximum or 6.7 ft. minimum above the finish surface (PROWAG R402.3). Free-standing objects mounted on posts or pylons shall overhang circulation paths 12 inches maximum when located 27 inches minimum and 80 inches maximum above the finish floor or ground. Where a sign or other obstruction is mounted between posts or pylons and the clear distance between the posts or pylons is greater than 12 inches, the lowest edge of such sign or obstruction shall be 27 inches maximum or 80 inches minimum above the finish floor or ground (ADAS 307.3).	pedestrian traffic" (FDS Sec. 19.05.150). "Signs and traffic control devices should not be a hazard to pedestrians. Signs located near or adjacent to the sidewalk should have a seven-foot vertical clearance" (FDC Sec. 19.05.150). 5' min. sidewalk required around mailbox cluster (FDC Std. Detail M-1). Trees, plants, shrubs or vegetation that overhangs the sidewalk are a nuisance (FMC Sec. 8.08.080).	connected to pedestrian circulation route (MI Std. Details M-1, M-2, M-3, and M-4).
Surface Discontinuities	Vertical surface discontinuities shall not exceed 0.5 in. maximum. Vertical discontinuities between 0.25 in. and 0.5 in. maximum shall be beveled not steeper than 50 percent (PROWAG R302.7.2) Horizontal openings shall not permit passage of a sphere more than 0.5 in. in diameter. Elongated openings in grates shall be placed so that the long dimension is perpendicular to the dominate travel direction (PROWAG R302.7.3). Vertical. Changes in level of 1/4 inch high maximum shall be permitted to be vertical. Changes in level between 1/4 inch high minimum and 1/2 inch high maximum shall be beveled with a slope not steeper than 1:2 (ADAS 302.2 & 302.3).	3/8" x 2" Min. Dummy Joints (FDS Std. Detail R-12). 3/8" x 4-1/2" thru joints at curb returns and at driveways (FDS Std. Detail R-12).	Add requirement that utility boxes located in sidewalks shall have non-slip lids.

Crossings

Crosswalks are part of the PAR at intersections, midblock crossings, and pedestrian refuge islands. These are important connections across streets to enable pedestrians travelling from one side to the other.

Design Element	Requirement	Review	Recommendations
Crosswalk Running Slope	The running slope shall be 5 percent maximum, measured parallel to the direction of pedestrian travel in the crossing (PROWAG R302.5.1).	“Except where these standards provide otherwise, design, construction and materials shall conform to the appropriate standards of the current edition of the publications produced by the Washington State Department of Transportation (WSDOT) (FDS Sec. 19.05.020).	N/A
Crosswalk Cross Slope	Crosswalk cross slope at crossings without yield or stop control shall be 5 percent maximum (PROWAG R302.6.1). Crosswalk cross slope at yield or stop control crossings shall be 2 percent maximum (PROWAG Advisory R302.6.1). Crosswalks cross slope at midblock crossings shall be permitted to equal the street or highway grade (PROWAG R302.6.2).	“Except where these standards provide otherwise, design, construction and materials shall conform to the appropriate standards of the current edition of the publications produced by the Washington State Department of Transportation (WSDOT) (FDS Sec. 19.05.020).	N/A
Refuge Islands	Detectable warning surfaces at cut-through islands shall be located at placed at the edges of the pedestrian island and separated by a 2.0 ft. minimum length of surface between detectable warning surfaces (PROWAG R305.2.4). The clear width of a PAR with median and pedestrian refuge islands shall be 5.0 ft. minimum (PROWAG R302.3.1).	“Except where these standards provide otherwise, design, construction and materials shall conform to the appropriate standards of the current edition of the publications produced by the Washington State Department of Transportation (WSDOT) (FDS Sec. 19.05.020).	N/A

Curb Ramps

Curb ramps are the immediate junctions between the sidewalk and street crosswalk. Perpendicular and diagonal curb ramps have a running slope that cuts through the curb at right angles, while parallel curb ramps have a running slope that is in-line with the sidewalk. Combination ramps include elements of both parallel and perpendicular curb ramps.

Design Element	Requirement	Review	Recommendations
Ramp Width	The clear width of curb ramp runs and blended transitions, excluding flares, shall be 4.0 ft. minimum (PROWAG R304.5.1). The clear width of a ramp run shall be 36 inches minimum (ADAS 405.5).	“Installation of curb ramps shall be per plan and in accordance with the current WSDOT standard plans: F-40.12-0X F-40.14-0X F-40.15-0X F-40.16-0X” (FDS Std. Detail R-14).	N/A
Running Slope	The running slope shall be 5 percent minimum and 8.3 percent maximum but shall not require the ramp length to exceed 15.0 ft. (PROWAG R304.2.2). The running slope of blended transitions shall be 5 percent maximum (PROWAG R304.4.1). Ramp runs shall have a running slope not steeper than 1:12. In existing sites, buildings, and facilities, ramps shall be permitted to have running slopes steeper than 1:12 complying with Table 405.2 where such slopes are necessary due to space limitations (ADAS 405.2).	“Installation of curb ramps shall be per plan and in accordance with the current WSDOT standard plans: F-40.12-0X F-40.14-0X F-40.15-0X F-40.16-0X” (FDS Std. Detail R-14).	N/A
Cross Slope	The cross slope shall be 2 percent maximum. At pedestrian street crossing without yield or stop control and at midblock pedestrian street crossings, the cross slope shall be permitted to equal the street or highway grade (PROWAG R304.5.3). Cross slope of ramp runs shall not be steeper than 1:48 (ADAS 405.3).	“Installation of curb ramps shall be per plan and in accordance with the current WSDOT standard plans: F-40.12-0X F-40.14-0X F-40.15-0X F-40.16-0X” (FDS Std. Detail R-14).	N/A

Curb Ramps

Design Element	Requirement	Review	Recommendations
Flared Sides	Flared sides with a slope of 10 percent maximum, measured parallel to the curb line, shall be provided where a pedestrian circulation path crosses the curb ramp (PROWAG R304.2.3). Curb ramp flares shall not be steeper than 10 percent (ADAS 406.3).	"Installation of curb ramps shall be per plan and in accordance with the current WSDOT standard plans: F-40.12-0X F-40.14-0X F-40.15-0X F-40.16-0X" (FDS Std. Detail R-14).	N/A
Direction	Perpendicular curb ramps shall have a running slope that cuts through or is built up to the curb at right angles or meets the gutter grade break at right angles. Parallel curb ramps shall have a running slope that is in-line with the direction of sidewalk travel (PROWAG Advisory R304.1).	"Installation of curb ramps shall be per plan and in accordance with the current WSDOT standard plans: F-40.12-0X F-40.14-0X F-40.15-0X F-40.16-0X" (FDS Std. Detail R-14).	N/A
Counter Slope	The counter slope of the gutter or street at the foot of curb ramp run, blended transitions, and turning space shall be 5 percent maximum (PROWAG R304.5.4). Counter slopes of adjoining gutters and road surfaces immediately adjacent to the curb ramp shall not be steeper than 5%. The adjacent surfaces at transitions at curb ramps to walks, gutters, and streets shall be at the same level (ADAS 406.2).	"Installation of curb ramps shall be per plan and in accordance with the current WSDOT standard plans: F-40.12-0X F-40.14-0X F-40.15-0X F-40.16-0X" (FDS Std. Detail R-14).	N/A
Grade Breaks	Grade breaks at the top and bottom of curb ramps shall be perpendicular to the direction of ramp run. Grade breaks shall not be permitted on the surface of ramp runs and turning spaces. Surface slopes that meet at grade breaks shall be flush (PROWAG R304.5.2). Changes in level other than the running slope and cross slope are not permitted on ramp runs (ADAS 405.4).	"Installation of curb ramps shall be per plan and in accordance with the current WSDOT standard plans: F-40.12-0X F-40.14-0X F-40.15-0X F-40.16-0X" (FDS Std. Detail R-14).	N/A

Curb Ramps

Design Element	Requirement	Review	Recommendations
Turning Space/Landing Size	For perpendicular curb ramps, a turning space 4.0ft. by 4.0ft. minimum shall be provided at the top of the curb ramp. If the turning space is constrained at the back of sidewalk, the turning space shall be 4.0ft. by 5.0ft. minimum. The 5.0ft. dimension shall be provided in the direction of the ramp run. (PROWAG R304.2.1). For parallel curb ramps, a turning space 4.0ft. by 4.0ft. minimum shall be provided at the bottom of the curb ramp. If the turning space is constrained on 2 or more sides, the turning space shall be 4.0ft. by 5.0ft. minimum. The 5.0ft. dimension shall be provided in the direction of the pedestrian crossings. (PROWAG R304.3.1). The landing clear length shall be 36 inches minimum. The landing clear width shall be at least as wide as the curb ramp, excluding flared sides, leading to the landing (ADAS 406.4).	"Installation of curb ramps shall be per plan and in accordance with the current WSDOT standard plans: F-40.12-0X F-40.14-0X F-40.15-0X F-40.16-0X" (FDS Std. Detail R-14).	N/A
Turning Space/Landing Slope	The running slope of turning spaces shall be 2 percent maximum (PROWAG R402.2 & PROWAG R304.3.2). The cross slopes of turning spaces shall be 2 percent maximum. At pedestrian street crossings without yield or stop control and at midblock pedestrian street crossings, the cross slope shall be permitted to equal the street or highway grade. (PROWAG R304.5.3).	"Installation of curb ramps shall be per plan and in accordance with the current WSDOT standard plans: F-40.12-0X F-40.14-0X F-40.15-0X F-40.16-0X" (FDS Std. Detail R-14).	N/A

Curb Ramps

Design Element	Requirement	Review	Recommendations
Clear Space	Beyond the bottom grade break, a clear space 4.0ft. by 4.0ft. minimum shall be provided within the width of the pedestrian crossing and wholly outside the parallel vehicle travel lane (R304.5.5). Diagonal or corner type curb ramps with returned curbs or other well-defined edges shall have the edges parallel to the direction of pedestrian flow. The bottom of diagonal curb ramps shall have a clear space 48 inches minimum outside active traffic lanes of the roadway. Diagonal curb ramps provided at marked crossings shall provide the 48 inches minimum clear space within the markings. Diagonal curb ramps with flared sides shall have a segment of curb 24 inches long minimum located on each side of the curb ramp and within the marked crossing (ADAS 406.6).	"Installation of curb ramps shall be per plan and in accordance with the current WSDOT standard plans: F-40.12-0X F-40.14-0X F-40.15-0X F-40.16-0X" (FDS Std. Detail R-14).	N/A
Detectable Warning Surfaces	Detectable warning surfaces shall extend 2.0 ft. minimum in the direction of pedestrian travel and the full width of the curb ramp (exclusive of flares), the turning space, or the blended transition. (PROWAG R305.1.4). The truncated domes in a detectable warning surface shall have a base diameter of 0.9 in. minimum and 1.4 in. maximum, a top diameter of 50 percent of the base diameter minimum and 65 percent of the base diameter maximum, and a height of 0.2 in. (PROWAG R305.1.1 & ADAS 705.1.1). The truncated domes shall have a center-to-center spacing of 1.6 in. minimum and 2.4 in. maximum, and a base-to-base spacing of 0.65 in. minimum, measured between the most adjacent domes (PROWAG R305.1.2 & ADAS 705.1.2) Detectable warning surfaces shall contrast visually with adjacent gutter, street or highway, or walkway surfaces, either light-on-dark or dark-on-light (PROWAG R305.1.3). Detectable warning surfaces shall contrast visually with adjacent walking surfaces either light-on-dark, or dark-on-light (ADAS 705.1.3).	"Detectable warning surface shall be per WSDOT standard plan: F-40.15-0X" (FDS Std. Detail R-14).	N/A

Curb Ramps

Design Element	Requirement	Review	Recommendations
Detectable Warning Surface Placement	On perpendicular curb ramps, detectable warning surfaces shall be placed as follows: • Where the ends of the bottom grade break are in front of the back of curb, detectable warning surfaces shall be placed at the back of curb. • Where the ends of the bottom grade break are behind the back of curb and the distance from either end of the bottom grade brake to the back of curb is 5.0 ft. or less, detectable warning surfaces shall be placed on the ramp run within one dome spacing of the bottom grade break. • Where the ends of the bottom grade break are behind the back of curb and the distance from either end of the bottom grade brake to the back of curb is more than 5.0 ft, detectable warning surfaces shall be placed on the lower landing at the back of curb. (PROWAG R305.2.1). On parallel curb ramps, detectable warning surfaces shall be placed on the turning space at the flush transition between the street and sidewalk at the back of curb. (PROWAG R305.2.2). On blended transitions, detectable warning surfaces shall be placed at the back of curb. Where raised pedestrian street crossings, depressed corners, or other level pedestrian street crossings are provided, detectable warning surfaces shall be placed at the flush transition between the street and the sidewalk (PROWAG R305.2.3).	"Detectable warning surface shall be per WSDOT standard plan: F-40.15-0X" (FDS Std. Detail R-14).	N/A
Receiving Ramp	A crosswalk served by a curb ramp must also have an existing curb ramp in place on the receiving end unless there is no curb or sidewalk on that end of the crosswalk Revised Code of Washington (RCW) 35.68.075.	"On all streets with vertical curb, ramp sections to facilitate passage of disabled persons shall be constructed through curb and sidewalk street intersections and other crosswalk locations" (FDS Sec. 19.30.160). "Where a ramp is constructed on one side of the street, a ramp shall be provided at a corresponding location on the opposite side of the street" (FDS Sec. 19.30.160).	N/A

Signals

Signals are important connections in the pedestrian network that provide crossings at intersections for all roadway users. Where pedestrian signals are provided at pedestrian street crossings, they shall include accessible pedestrian signals and pedestrian pushbuttons complying with sections 4E.08 through 4E.13 of the MUTCD (PROWAG R209.1).

Design Element	Requirement	Review	Recommendations
Accessible Pedestrian Signals and Pedestrian Pushbuttons	Where pedestrian signals are provided at pedestrian street crossings, they shall include accessible pedestrian signals and pedestrian pushbuttons complying with sections 4E.08 through 4E.13 of the MUTCD. An accessible pedestrian signal and pedestrian pushbutton is an integrated device that communicates information about the WALK and DON'T WALK intervals at signalized intersections in non-visual formats (i.e., audible tones and vibrotactile surfaces) to pedestrians who are blind or have low vision. (PROWAG R209.1). Existing pedestrian signals shall comply with R209.1 when the signal controller and software are altered, or the signal head is replaced (PROWAG R209.2).	"Except where these standards provide otherwise, design, construction and materials shall conform to the appropriate standards of the current edition of the publications produced by the Washington State Department of Transportation (WSDOT) (FDS Sec. 19.05.020).	N/A
Accessible Pedestrian Pushbuttons Clear Space	Clear spaces shall be 2.5 ft. minimum by 4.0 ft. minimum with additional space needed if it is confined on all or part of three sides (PROWAG R404.3). One full unobstructed side of a clear space shall adjoin a pedestrian access route or adjoin another clear space (PROWAG R404.6).	"Except where these standards provide otherwise, design, construction and materials shall conform to the appropriate standards of the current edition of the publications produced by the Washington State Department of Transportation (WSDOT) (FDS Sec. 19.05.020).	N/A
Accessible Pedestrian Pushbutton Reach Ranges	Where a forward reach is unobstructed, the high forward reach shall be 4.0 ft. maximum and the low forward reach shall be 1.25 ft. minimum above the finish surface. Forward reach over an obstruction is not permitted (PROWAG R406.2). Where a clear space allows a parallel approach to an element and the side reach is unobstructed, the high side reach shall be 4.0 ft. maximum and the low side reach shall be 1.25 ft. minimum above the finish surface. An obstruction shall be permitted between the clear space and the element where the depth of the obstruction is 10 in. maximum (PROWAG R406.3).	"Except where these standards provide otherwise, design, construction and materials shall conform to the appropriate standards of the current edition of the publications produced by the Washington State Department of Transportation (WSDOT) (FDS Sec. 19.05.020).	N/A

Curb Ramps

Design Element	Requirement	Review	Recommendations
Pedestrian Crossing Times	All pedestrian signal phase timing shall comply with section 4E.06 of the MUTCD, shall be based on a pedestrian clearance time that is calculated using a pedestrian walking speed of 3.5 ft./s. or less (PROWAG R306.2).	"Except where these standards provide otherwise, design, construction and materials shall conform to the appropriate standards of the current edition of the publications produced by the Washington State Department of Transportation (WSDOT) (FDS Sec. 19.05.020).	N/A
At Roundabouts	At roundabouts with multi-lane pedestrian street crossings, a pedestrian activated signal shall be provided for each multi-lane segment of each pedestrian street crossing, including the splitter island (PROWAG R306.3.2).	"Except where these standards provide otherwise, design, construction and materials shall conform to the appropriate standards of the current edition of the publications produced by the Washington State Department of Transportation (WSDOT) (FDS Sec. 19.05.020).	N/A
At multi-lane channelized turn lanes	At signalized intersections and roundabouts with multi-lane channelized turn lane crossings, pedestrian activated signals shall be provided (PROWAG R306.4 & PROWAG R306.5).	"Except where these standards provide otherwise, design, construction and materials shall conform to the appropriate standards of the current edition of the publications produced by the Washington State Department of Transportation (WSDOT) (FDS Sec. 19.05.020).	N/A

Other Pedestrian Areas

Other pedestrian areas include transit stops and work zones. Transit provides a critical lifeline of access and independence for those with limited mobility or vision. Transit stops have additional width requirements for boarding and alighting passengers, and work zones should provide the same level of accessibility as permanent pedestrian facilities.

Design Element	Requirement	Review	Recommendations
	Transit Stops		
Boarding and Alighting Area Dimensions	Bus stop boarding and alighting areas shall provide a clear length of 8.0 ft. minimum, measured perpendicular to the curb or vehicle street or highway edge, and a clear width of 5.0 ft. minimum, measured parallel to the vehicle street or highway (PROWAG R308.1.1.1 & ADAS 810.2.2).	"Except where these standards provide otherwise, design, construction and materials shall conform to the appropriate standards of the current edition of the publications produced by the Washington State Department of Transportation (WSDOT) (FDS Sec. 19.05.020).	N/A
Boarding and Alighting Area Slopes	Parallel to the street or highway, the grade of the bus stop boarding and alighting areas shall be the same as the street or highway, to the extent practicable. Perpendicular to the street or highway, the grade of the bus stop boarding and alighting areas shall not be steeper than 2 percent (PROWAG R308.1.1.2 & ADAS 810.2.4).	"Except where these standards provide otherwise, design, construction and materials shall conform to the appropriate standards of the current edition of the publications produced by the Washington State Department of Transportation (WSDOT) (FDS Sec. 19.05.020).	N/A
Transit Shelters	Transit shelters shall be connected by PARs to boarding and alighting areas. Transit shelters shall provide a minimum clear space complying with R404 entirely within the shelter. Where seating is provided within transit shelters, the clear space shall be located either at one end of a seat or shall not overlap the area within 1.5 ft. from the front edge of the seat (PROWAG R308.2). Bus shelters shall provide a minimum clear floor or ground space complying with 305 entirely within the shelter. Bus shelters shall be connected by an accessible route complying with 402 to a boarding and alighting area complying with 810.2 (ADAS 810.3).	"Except where these standards provide otherwise, design, construction and materials shall conform to the appropriate standards of the current edition of the publications produced by the Washington State Department of Transportation (WSDOT) (FDS Sec. 19.05.020).	N/A

Other Pedestrian Areas

Design Element	Requirement	Review	Recommendations
	Parking		
Parking Spaces	Where parking spaces are marked with lines, width measurements of parking spaces and access aisles shall be made from the centerline of the markings (ADAS 502.1). Car parking spaces shall be 96 inches wide minimum and van parking spaces shall be 132 inches wide minimum, shall be marked to define the width, and shall have an adjacent access aisle (ADAS 502.2). Van parking spaces shall be permitted to be 96 inches wide minimum where the access aisle is 96 inches wide minimum (ADAS 502.2 Exception).	"Parking within the City of Ferndale shall conform to the requirements of the Americans with Disabilities Act" (FMC Sec. 18.76.100).	N/A
Parking Spaces	Where parking spaces are marked with lines, width measurements of parking spaces and access aisles shall be made from the centerline of the markings (ADAS 502.1). Car parking spaces shall be 96 inches wide minimum and van parking spaces shall be 132 inches wide minimum, shall be marked to define the width, and shall have an adjacent access aisle (ADAS 502.2). Van parking spaces shall be permitted to be 96 inches wide minimum where the access aisle is 96 inches wide minimum (ADAS 502.2 Exception).	"Parking within the City of Ferndale shall conform to the requirements of the Americans with Disabilities Act" (FMC Sec. 18.76.100).	N/A
Parking Spaces	Where parking spaces are marked with lines, width measurements of parking spaces and access aisles shall be made from the centerline of the markings (ADAS 502.1). Car parking spaces shall be 96 inches wide minimum and van parking spaces shall be 132 inches wide minimum, shall be marked to define the width, and shall have an adjacent access aisle (ADAS 502.2). Van parking spaces shall be permitted to be 96 inches wide minimum where the access aisle is 96 inches wide minimum (ADAS 502.2 Exception).	"Parking within the City of Ferndale shall conform to the requirements of the Americans with Disabilities Act" (FMC Sec. 18.76.100).	N/A
Parking Spaces	Where parking spaces are marked with lines, width measurements of parking spaces and access aisles shall be made from the centerline of the markings (ADAS 502.1).	"Parking within the City of Ferndale shall conform to the requirements of the Americans with Disabilities Act" (FMC Sec. 18.76.100).	N/A

Other Pedestrian Areas

Design Element	Requirement	Review	Recommendations
	Car parking spaces shall be 96 inches wide minimum and van parking spaces shall be 132 inches wide minimum, shall be marked to define the width, and shall have an adjacent access aisle (ADAS 502.2). Van parking spaces shall be permitted to be 96 inches wide minimum where the access aisle is 96 inches wide minimum (ADAS 502.2 Exception).		
Parking Spaces	Where parking spaces are marked with lines, width measurements of parking spaces and access aisles shall be made from the centerline of the markings (ADAS 502.1). Car parking spaces shall be 96 inches wide minimum and van parking spaces shall be 132 inches wide minimum, shall be marked to define the width, and shall have an adjacent access aisle (ADAS 502.2). Van parking spaces shall be permitted to be 96 inches wide minimum where the access aisle is 96 inches wide minimum (ADAS 502.2 Exception).	"Parking within the City of Ferndale shall conform to the requirements of the Americans with Disabilities Act" (FDS Sec. 18.76.100).	N/A
	Alternative Pedestrian Access Routes		
Alternate Pedestrian Access Route	When a pedestrian circulation path is temporarily closed by construction, alterations, maintenance operations, or other conditions, an alternate pedestrian access route complying with sections 6D.01, 6D.02, and 6G.05 of the MUTCD shall be provided. Where provided, pedestrian barricades and channelizing devices shall comply with sections 6F.63, 6F.68, and 6F.71 of the MUTCD (PROWAG R205).	"If the work entails removing panels of sidewalk, the contractor shall follow WSDOT standards for sidewalk closures" (FDS Sec.19 .05.140). "Traffic Control for all projects shall comply with WSDOT work zone traffic control plans and Chapter 6 of the MUTCD" (FDS Sec. 19.05.150).	N/A
	Driveways		
Driveways	The cross slope shall be 2 percent maximum (PROWAG R304.5.3). Cross slope of ramp runs shall not be steeper than 1:48. (ADAS 405.3) The running slope shall be 5 percent minimum and 8.3 percent maximum but shall not require the ramp length to exceed 15.0 ft. (PROWAG R304.2.2).	Ramp running slope shown as 12H:1V slope (typ.) (FDS Std. Detail R-6). Ramp running slope shown as 7.5% or flatter recommended for design/formwork (8.3% max.) (FDS Std. Detail R-6). Ramp cross slope recommended to be 1.5% or flatter for design/formwork (2% max.) (FDS Std. Details R-6).	Remove ramp slope label "Ramp with 12H:1V Slope (Typ)." and replace with double star asterisk (FDS Std. Detail R-6)..

Other Pedestrian Areas

Design Element	Requirement	Review	Recommendations
	Ramps		
Ramp Width	The clear width of a ramp run and, where handrails are provided, the clear width between handrails shall be 3.0 ft. minimum (PROWAG R407.4 & ADAS 405.5).	"Except where these standards provide otherwise, design, construction and materials shall conform to the appropriate standards of the current edition of the publications produced by the Washington State Department of Transportation (WSDOT) (FDS Sec. 19.05.020).	N/A
Running Slope	Ramp runs shall have a running slope between 5 percent minimum and 8.3 percent maximum (PROWAG R407.2) Ramp runs shall have a running slope not steeper than 1:12. In existing sites, buildings, and facilities, ramps shall be permitted to have running slopes steeper than 1:12 complying with Table 405.2 where such slopes are necessary due to space limitations (ADAS 405.2).	"Except where these standards provide otherwise, design, construction and materials shall conform to the appropriate standards of the current edition of the publications produced by the Washington State Department of Transportation (WSDOT) (FDS Sec. 19.05.020).	N/A
Cross Slope	The cross slope of ramp runs shall be 2 percent maximum (PROWAG R407.3). Cross slope of ramp runs shall not be steeper than 1:48. (ADAS 405.3)	"Except where these standards provide otherwise, design, construction and materials shall conform to the appropriate standards of the current edition of the publications produced by the Washington State Department of Transportation (WSDOT) (FDS Sec. 19.05.020).	N/A
Rise	The rise for any ramp run shall be 2.5 ft. maximum (PROWAG R407.4 & ADAS 405.6).	"Except where these standards provide otherwise, design, construction and materials shall conform to the appropriate standards of the current edition of the publications produced by the Washington State Department of Transportation (WSDOT) (FDS Sec. 19.05.020).	N/A
Landing Size	Ramps shall have landings at the top and the bottom of each ramp run (PROWAG R407.6 & ADAS 405.7). The landing clear width shall be at least as wide as the widest ramp run leading to the landing (PRWOAG R407.6.2 & ADAS 405.7.2) The landing clear length shall be 5.0 ft. long minimum (PROWAG R407.6.3 & ADAS 405.7.3) Ramps that change direction between runs at landings shall have a clear landing 5.0 ft. by 5.0 ft. minimum (PROWAG R407.6.4 & ADAS 405.7.4).	"Except where these standards provide otherwise, design, construction and materials shall conform to the appropriate standards of the current edition of the publications produced by the Washington State Department of Transportation (WSDOT) (FDS Sec. 19.05.020).	N/A

Other Pedestrian Areas

Design Element	Requirement	Review	Recommendations
Landing Slope	Landing slopes shall be 2 percent maximum in any direction (PROWAG R407.6.1 & ADAS 405.7.1).	"Except where these standards provide otherwise, design, construction and materials shall conform to the appropriate standards of the current edition of the publications produced by the Washington State Department of Transportation (WSDOT) (FDS Sec. 19.05.020).	N/A
		Stairways	
Stairway Treads and Risers	All steps on a flight of stairs shall have uniform riser heights and uniform tread depths. Risers shall be 4 in. high minimum and 7 in. high maximum. Treads shall be 11 in. deep minimum (PROWAG R408.2 & ADAS 504.2). Open risers are not permitted (PROWAG R408.3 & ADAS 504.3). The radius of curvature at the leading edge of the tread shall be 0.5 in. maximum. Nosings that project beyond risers shall have the underside of the leading edge curved or beveled. Risers shall be permitted to slope under the tread at an angle of 30 degrees maximum from vertical. The permitted projection of the nosing shall extend 1.5 in. maximum over the tread below (PROWAG R408.5 & ADAS 504.5).	"Except where these standards provide otherwise, design, construction and materials shall conform to the appropriate standards of the current edition of the publications produced by the Washington State Department of Transportation (WSDOT) (FDS Sec. 19.05.020).	N/A
		Handrails	
Handrails	Stairways shall have handrails (PROWAG R408.6). Handrails are required on ramp runs with a rise greater than 6 in. and on certain stairways (PROWAG R407.8 & ADAS 405.8). Edge protection complying shall be provided on each side of ramp runs and landings (PROWAG R407.9 & ADAS 405.9). Where required handrail shall be provided on both sides of ramps and stairways (PRWOAG R409.2 & ADAS 505.2). Top of gripping surfaces of handrails shall be 2.8 ft. minimum and 3.2 ft. maximum vertically above walking surfaces, ramp surfaces, and stair nosings. Handrails shall be at a consistent height above walking surfaces, ramp surfaces, and stair	"Except where these standards provide otherwise, design, construction and materials shall conform to the appropriate standards of the current edition of the publications produced by the Washington State Department of Transportation (WSDOT) (FDS Sec. 19.05.020).	N/A

Other Pedestrian Areas

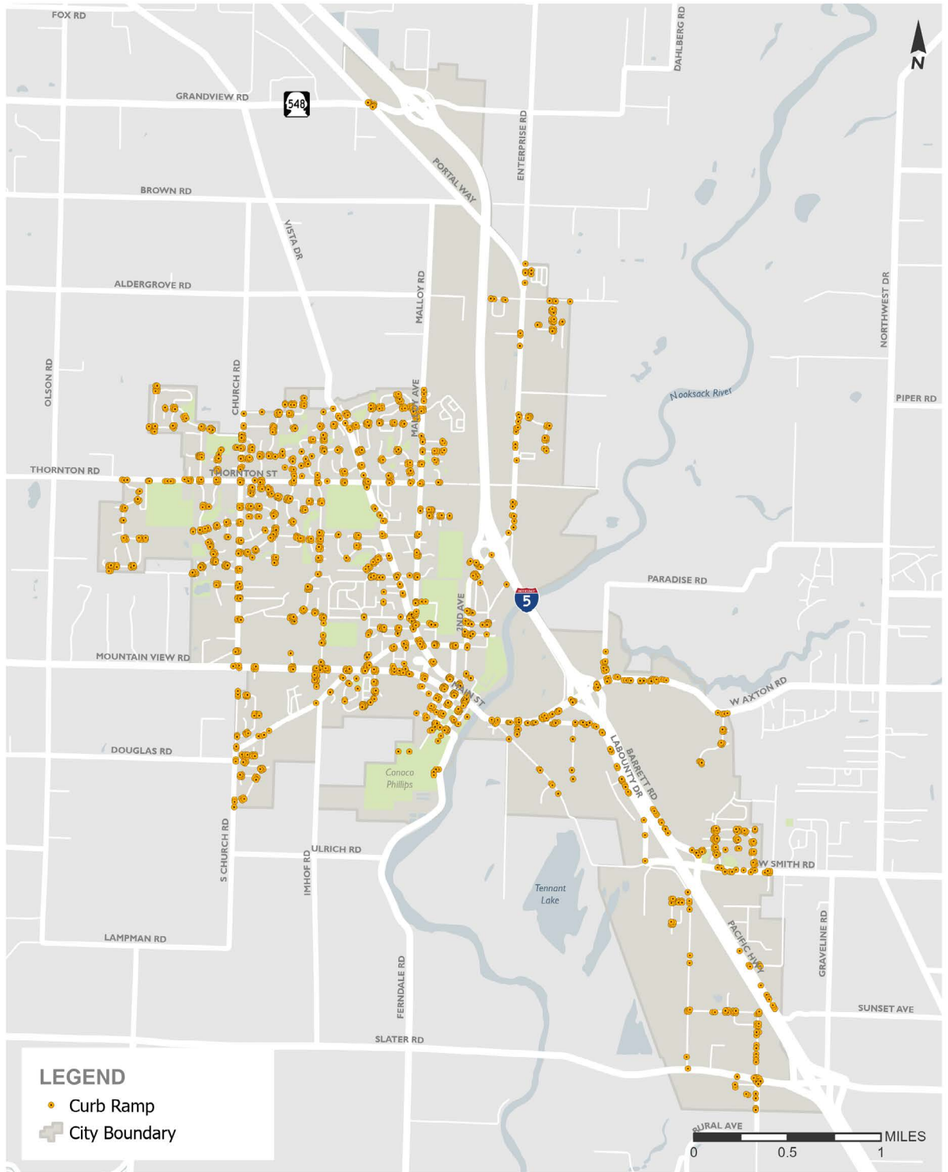
Design Element	Requirement	Review	Recommendations
	nosings (PROWAG R409.4 & ADAS 505.4). Clearance between handrail gripping surfaces and adjacent surfaces shall be 1.5 in. minimum (PROWAG R409.5 & ADAS 505.5). Handrail gripping surfaces shall be continuous along their length and shall not be obstructed along their tops or sides. The bottoms of handrail gripping surfaces shall not be obstructed for more than 20 percent of their length. Where provided, horizontal projections shall occur 1.5 in. minimum below the bottom of the handrail gripping surface (PROWAG R409.6 & ADAS 505.6).		
Handrail Extension on Ramps	Ramp handrails shall extend horizontally above the landing for 1.0 ft. minimum beyond the top and bottom of ramp runs. Extensions shall return to a wall, guard, or the landing surface, or shall be continuous to the handrail of an adjacent ramp run. (PROWAG R409.10.1 & ADAS 505.10.1).	"Except where these standards provide otherwise, design, construction and materials shall conform to the appropriate standards of the current edition of the publications produced by the Washington State Department of Transportation (WSDOT) (FDS Sec. 19.05.020).	N/A
Handrail Extension on Stairways	At the top of a stair flight, handrails shall extend horizontally above the landing for 1.0 ft. 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 (PROWAG R409.10.2 & ADAS 505.10.2). 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. (PROWAG R409.10.3 & ADAS 505.10.3).	"Except where these standards provide otherwise, design, construction and materials shall conform to the appropriate standards of the current edition of the publications produced by the Washington State Department of Transportation (WSDOT) (FDS Sec. 19.05.020).	N/A
Handrail Cross Section	Handrail gripping surfaces with a circular cross section shall have an outside diameter of 1.25 in. minimum and 2 in. maximum (PROWAG R409.7.1 & ADAS 505.7). Handrail gripping surfaces with a non-circular cross section shall have a perimeter dimension of 4 in. minimum and 6.25 in. maximum, and a cross-section dimension of	"Except where these standards provide otherwise, design, construction and materials shall conform to the appropriate standards of the current edition of the publications produced by the Washington State Department of Transportation (WSDOT) (FDS Sec. 19.05.020).	N/A

Other Pedestrian Areas

Design Element	Requirement	Review	Recommendations
	2.25 in. maximum (PROWAG R409.7.2 & ADAS 505.7).		
		Railways	
Railroad Flangeway Gaps	Flangeway gaps at pedestrian at-grade rail crossings shall be 2.5 in. maximum or non-freight rail track and 3 in. maximum on freight rail track (PROWAG R302.7.4). Where a circulation path serving boarding platforms crosses tracks, it shall comply with 402. Openings for wheel flanges shall be permitted to be 2 1/2 inches maximum (ADAS 810.10).	Not mentioned.	No recommendation as there are no railroad crossings with pedestrian facilities in City of Ferndale.
Detectable Warning Surfaces at Rail Crossings	At pedestrian at-grade rail crossings not located within a street or highway, detectable warning surfaces shall be placed on each side of the rail crossing. The edge of the detectable warning surface nearest the rail crossing shall be 6.0 ft. minimum and 15.0 ft. maximum from the centerline of the nearest rail. Where pedestrian gates are provided, detectable warning surfaces shall be placed on the side of the gates opposite the rail. (PROWAG R305.2.5).	Not mentioned.	No recommendation as there are no railroad crossings with pedestrian facilities in City of Ferndale.
Detectable Warning Surfaces at Rail Boarding Areas	At boarding platforms for rail vehicles, detectable warning surfaces shall be placed at the boarding edge of the platform (PROWAG R305.2.6). At boarding and alighting areas at sidewalk or street level transit stops for rail vehicles, detectable warning surfaces shall be placed at the side of the boarding and alighting area facing the rail vehicles (PROWAG R305.2.7).	Not mentioned.	No recommendation as there are no railroad crossings with pedestrian facilities in City of Ferndale.

City of Ferndale | ADA Transition Plan

Appendix B: Existing Data Inventory



Inventory Curb Ramp
City of Ferndale ADA Transition Plan

FIGURE
I-1

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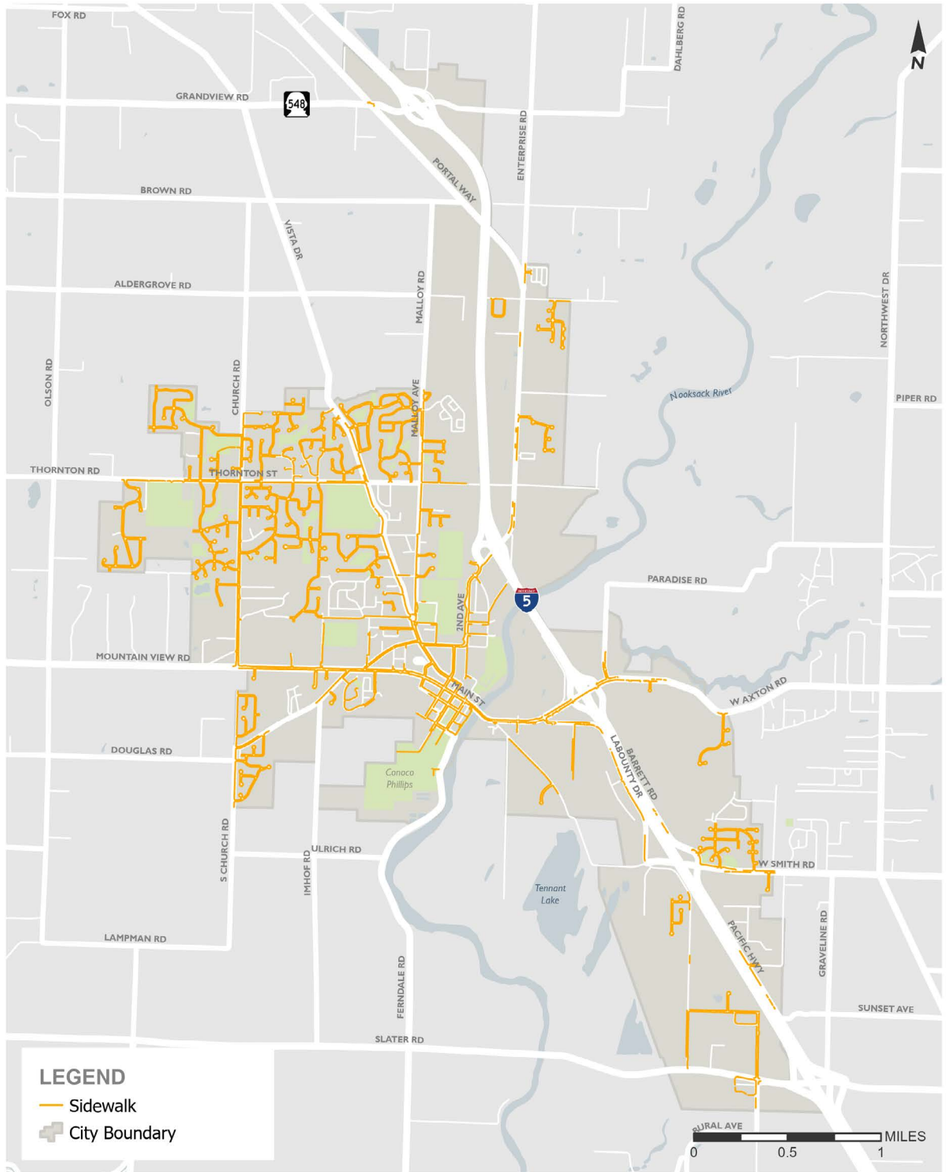

Inventory Sidewalk
City of Ferndale ADA Transition Plan

FIGURE
I-2

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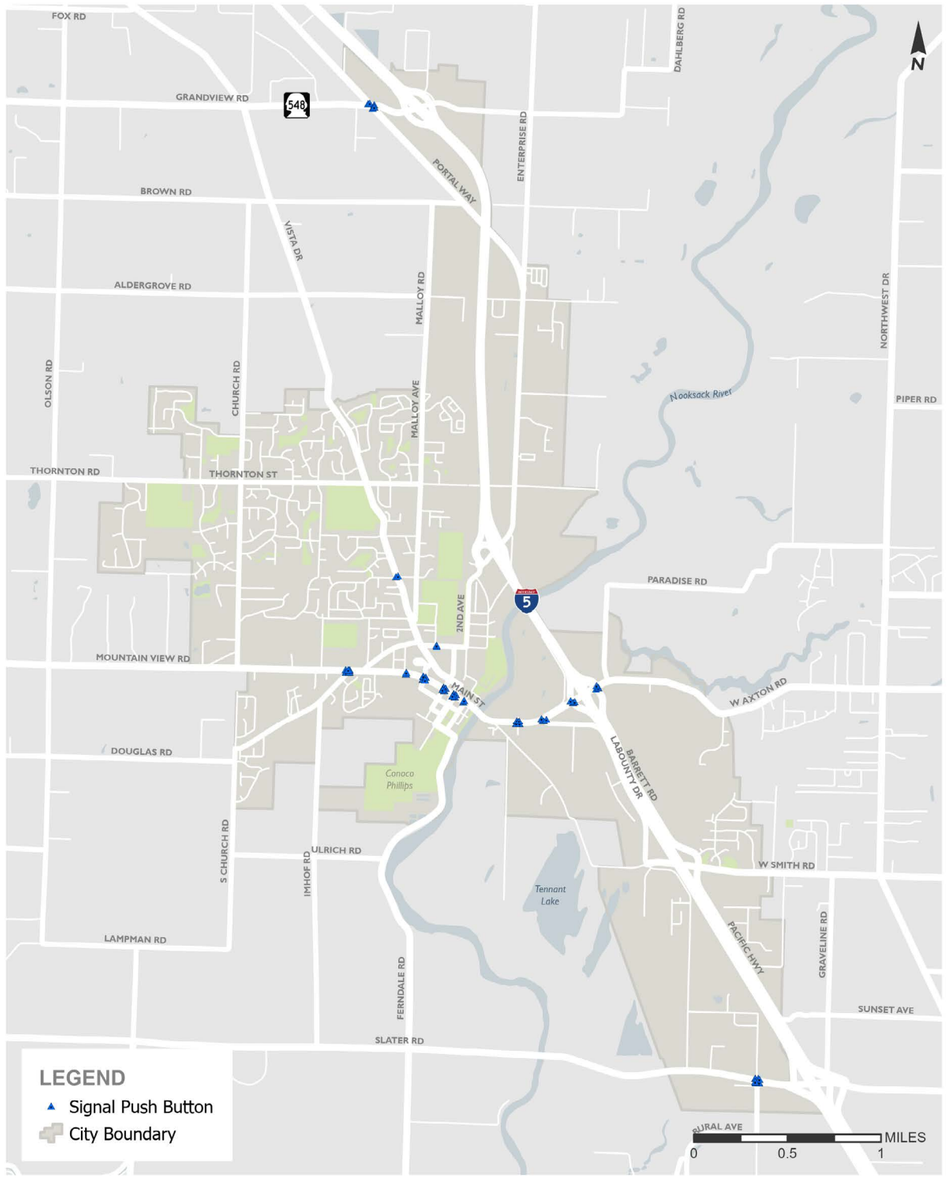

Inventory Signal Push-Button
City of Ferndale ADA Transition Plan

FIGURE
I-3

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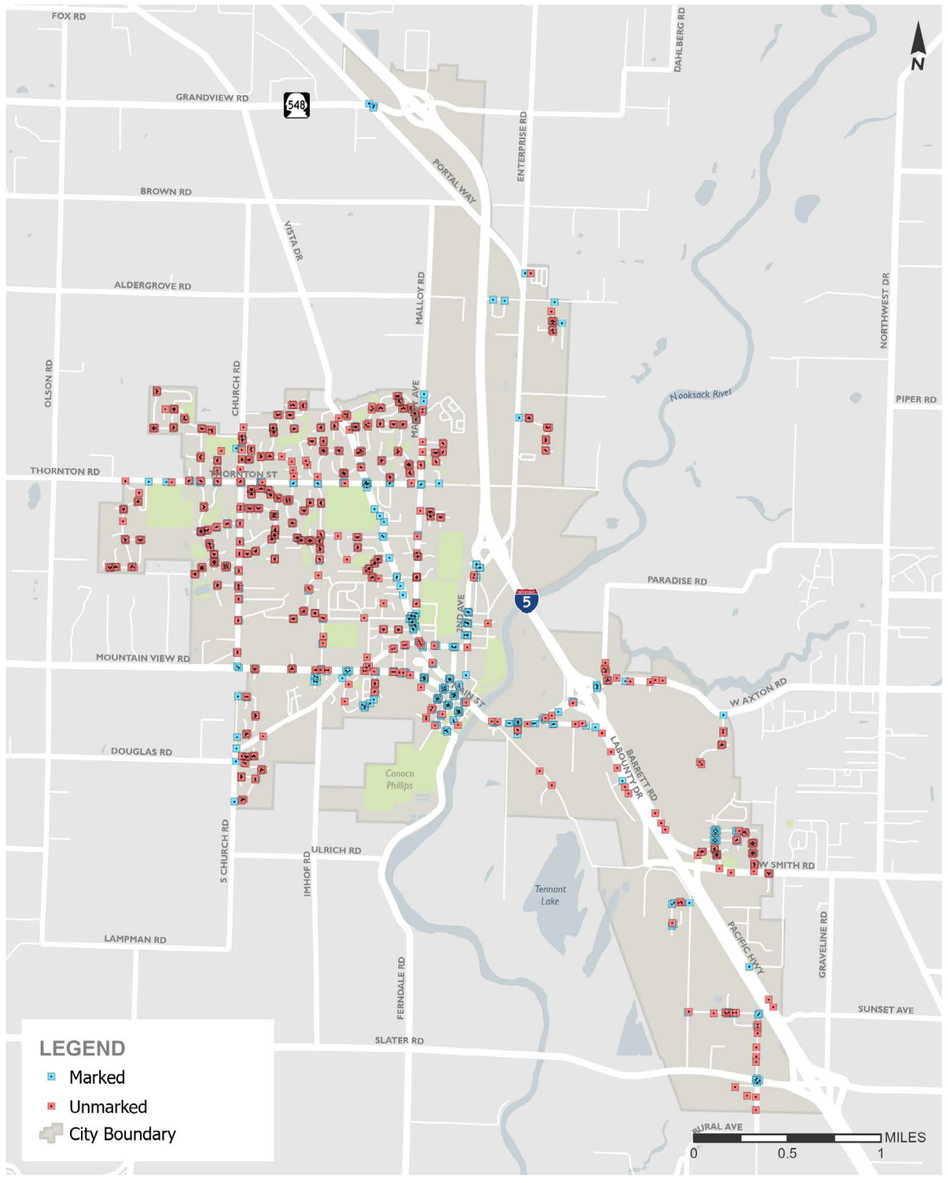

Inventory Crosswalk
City of Ferndale ADA Transition Plan

FIGURE
I-4

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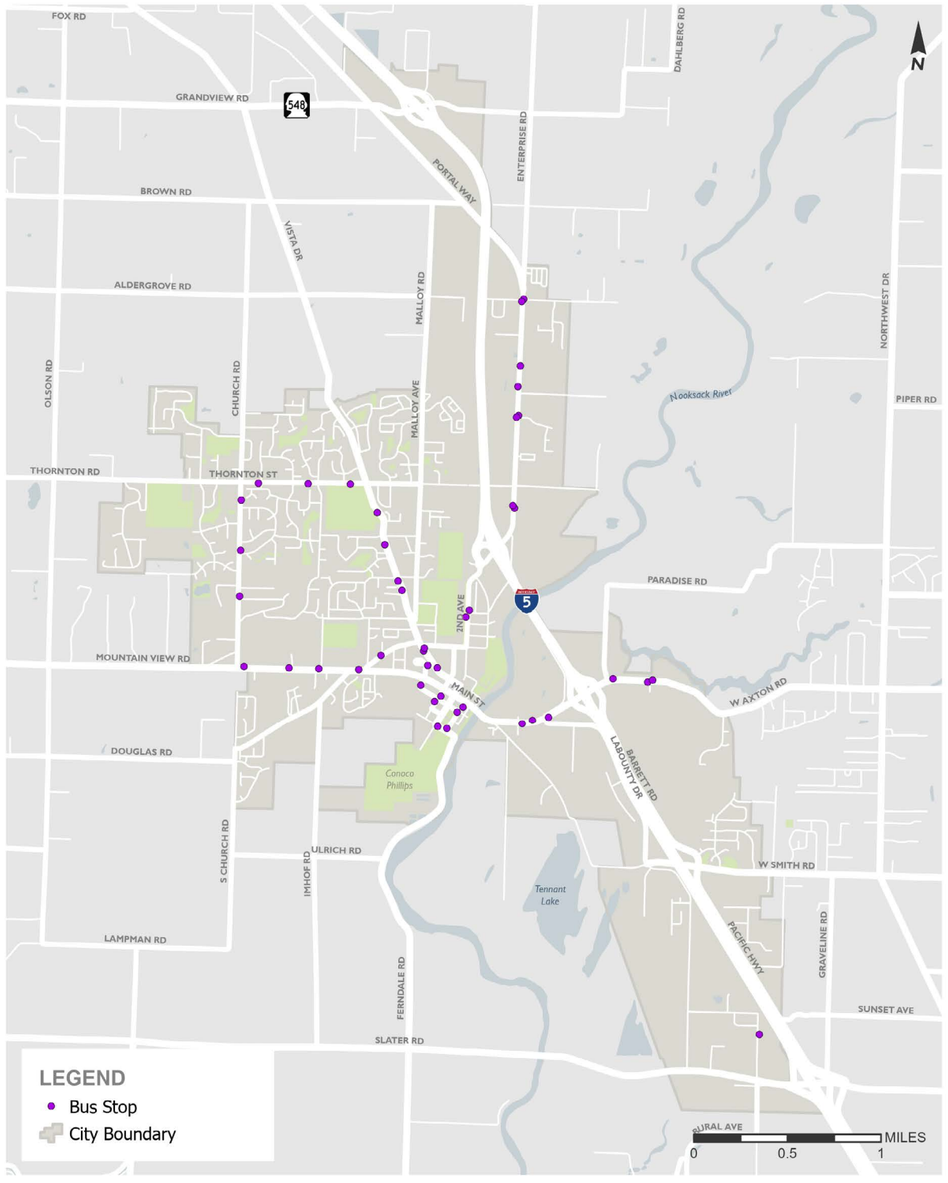

Inventory Bus Stop
City of Ferndale ADA Transition Plan

FIGURE
I-5

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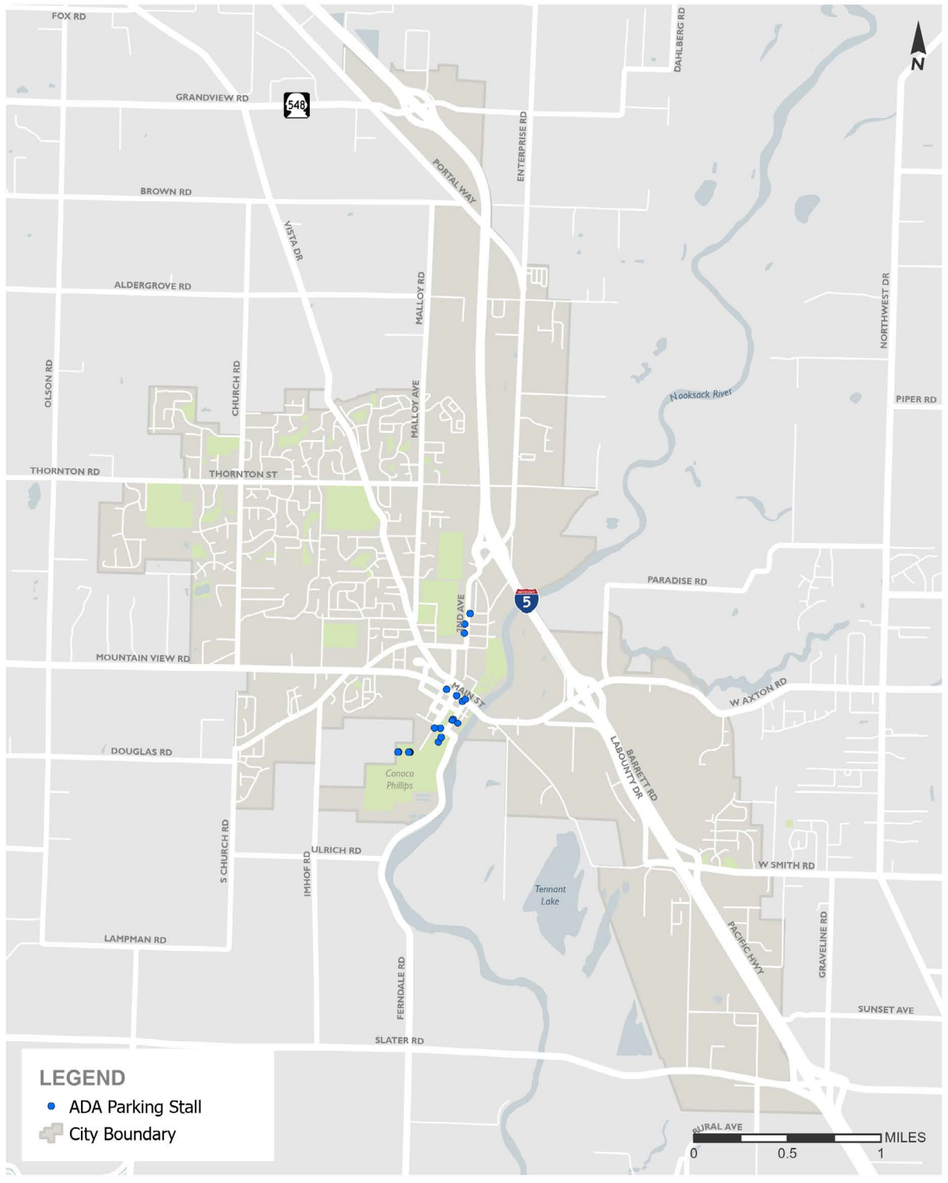

Inventory ADA Parking
City of Ferndale ADA Transition Plan

FIGURE
I-6

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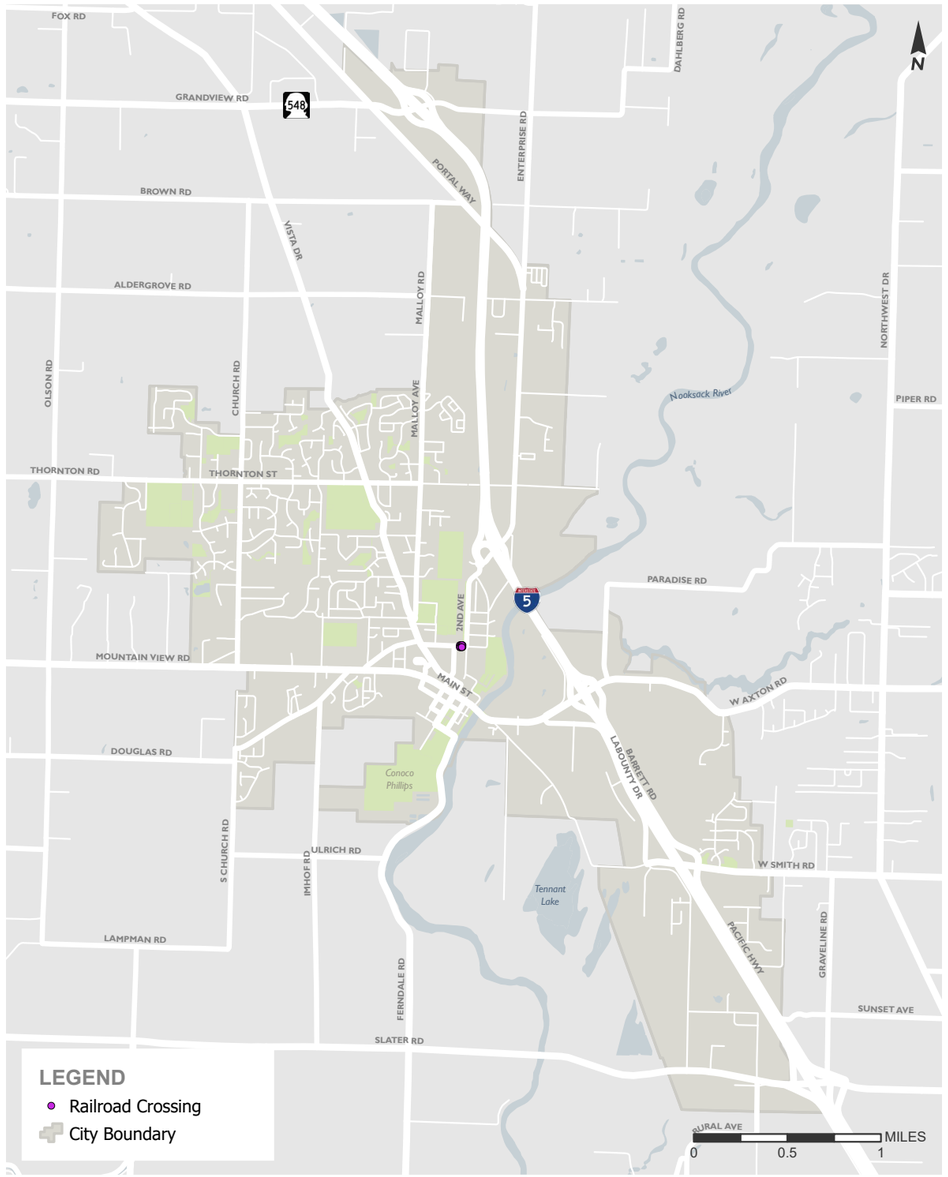

Inventory Railroad Crossing

City of Ferndale ADA Transition Plan

FIGURE **I-7**

transpogroup

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Appendix C: Prioritization Criteria

ADA Transition Plan Prioritization Process

Public Right-of-Way

To focus efforts toward facilities that pose the largest barrier within the public right-of-way, an analysis of the accessibility of each pedestrian facility and its proximity to public destinations such as schools, libraries, parks, transit, and city buildings will be completed. The result of this analysis is a prioritized list of projects, with the highest benefit projects identified for removal first.

To complete this assessment, a multi-criteria analysis is conducted to determine which facilities do not meet existing sidewalks and curb ramp standards. Each attribute collected in the field is compared against PROWAG requirements.

If the facility does not meet PROWAG criteria or is located near public destinations, points are assigned, with the number of points dependent on the relative importance or proximity. Sidewalks or curb ramps with poor PROWAG compliance and a number of proximate destinations receive a high score and are prioritized for removal while PROWAG compliant ramps far from public destinations have a score of zero. Missing curb ramps are assigned the greatest number of points.

Accessibility Prioritization (aka Accessibility Index Score)

A number of criteria are used to establish the extent to which each pedestrian facility did or did not present a barrier to accessible mobility. Table shows these criteria, the threshold used to identify them as a barrier, and the score used to indicate the severity of each barrier relative to each other. Pedestrian facilities with a higher Accessibility Index Score (AIS) presented a large accessibility barrier and have a higher score. Facilities with fewer or no barriers have a lower score.

Below is an example of typical weighted values to equal a total possible score of 30

ACCESSIBILITY INDEX SCORE	CRITERIA	THRESHOLD	SCORE	MAX. POSSIBLE SCORE
Sidewalks	Width	In ROW, < 48 inches or >= 48 - < 60 inches w/ out pullouts. On-Site, < 36 inches	4	4
	Run Slope	> 5% (and not similar to roadway grade if in ROW)	3	3
	Cross Slope	> 2%	1	3
	Cross Slope	> 2.4%	1	
	Cross Slope	> 3%	1	
	Surface Condition	< Average	2	2
	Vertical Discontinuity > ¼ inch and <= ½ inch without bevel or >½ inch	Barriers Present >= 1	1	3

ACCESSIBILITY INDEX SCORE	CRITERIA	THRESHOLD	SCORE	MAX. POSSIBLE SCORE
	Vertical Discontinuity	Barriers Present >= 5	1	
	Vertical Discontinuity	Barriers Present >= 10	1	
	Horizontal Discontinuity > ½ inch	Barriers Present >= 1	1	3
	Horizontal Discontinuity	Barriers Present >= 5	1	
	Horizontal Discontinuity	Barriers Present >= 10	1	
	Fixed Obstacles	Barriers Present >= 1	1	
	Fixed Obstacles	Barriers Present >= 2	1	3
	Fixed Obstacles	Barriers Present >= 3	1	
	Moveable Object	Barriers Present >= 1	1	
	Moveable Object	Barriers Present >= 2	1	3
	Moveable Object	Barriers Present >= 3	1	
	Protruding Object	Barriers Present >= 1	1	
	Protruding Object	Barriers Present >= 2	1	3
	Protruding Object	Barriers Present >= 3	1	
	Non-Compliant Driveway Non-Compliant >2% cross-slope, and/or Non-Concurrent Grade Break and/or >8.3% Running Slope	Barriers Present >= 1	1	3
	Non-Compliant Driveway	Barriers Present >= 2	1	
	Non-Compliant Driveway	Barriers Present >= 3	1	
	Maximum Sidewalk (AIS) Score			**30**
Curb Ramps (Max. Score)	Ramp Width	< 48 inches	30	30
	Run Slope	> 8.3% (less than 15 feet) or > 5% (Blended)	30	30
	Cross Slope	> 2% - <= 3%	20	30
	Cross Slope	> 3%	10	
	Curb Ramp Type	Non-Compliant Type	30	30
Curb Ramps	Accessible Path	No	2	2
	Turning Space	None or width < full width of ramp or length < 48 inches	5	5
	Turning Space Cross Slope	> 2%	3	3
	Truncated Domes (DWS)	No	3	3
	Truncated Domes (DWS) Placement	Other than Back of Curb	1	3
	Truncated Domes (DWS) Depth	< 2 feet	1	
	Truncated Domes (DWS) Width	Less than Full Width	1	
	Flare Slope	> 10%	2	2
	Grade Break	Not Concurrent	2	2
	Counter Slope	> 5%	2	2

ACCESSIBILITY INDEX SCORE	CRITERIA	THRESHOLD	SCORE	MAX. POSSIBLE SCORE
	Lip	> ¼ inch	2	2
	Roadway Clear Space	< 4ft x 4ft	2	2
	Receiving Ramp	No	2	2
	End inside of Marked Crosswalk if present	No	2	2
	Maximum Curb Ramp (AIS) Score			**30**
Signal Pushbuttons	Pushbutton is <= 10 feet from Curb in Direction of Travel	No	2	2
	Pushbutton is <= 5 feet from Extension of Crosswalk Width Edge	No	2	2
	Force to Activate Pushbutton is <= 5 lbs.	No	2	2
	Pushbutton Includes Vibe Feedback during "Walk" Phase	No	2	2
	Pushbutton is >= 2 inches in Diameter and Includes Visual Contrast from Housing	No	2	2
	Tactile Arrow Present on Pushbutton	No	2	2
	Nearest Pushbutton > 10 feet Away or Pushbutton Includes Audible Speech Indicating "Walk" Phase	No	2	2
	Level Clear Space at Pushbutton that Includes Minimum 30 inch x 48 inch Landing Area and < 2% Slope in Any Direction	No	2	2
	Reach Depth from Landing to Pushbutton is <= 10 inches	No	2	2
	Mounting Height of Pushbutton	Mounting height of pushbutton from landing area is < 42 inches or > 48 inches	2	2
	Directional Arrow Exists on Pushbutton Face, Housing, or Mounting and is Parallel to Crossing	No	2	2
	Audible Tone indicating "Walk" Phase or Audible Speech indicating "Walk" Phase Present	No	2	2
	Locator Tone during "Don't Walk" Phases Present	No	2	2
	Street Name in Braille Present on Pushbutton	No	2	2
	APS-Style Pushbutton Housing	No	2	2
	Maximum Signal Pushbutton (AIS) Score			**30**

ACCESSIBILITY INDEX SCORE	CRITERIA	THRESHOLD	SCORE	MAX. POSSIBLE SCORE
Crosswalks	Width	< 6 feet	6	6
	Run Slope	> 5%	12	12
	Cross Slope	> 5% at Non-Stop/Yield Controlled Intersections or > 2% at any other type except for mid-block crossings	12	12
	Maximum Crosswalk (AIS) Score			**30**
Bus Stops	Boarding Area Dimensions	< 5'x8' or no boarding area	8	8
	Condition	Poor	5	5
	Boarding Area Cross Slope	> 2%	5	5
	Boarding Area Run Slope	> 5% and not similar to roadway grade	4	4
	Accessible Route Slope	> 5% and not parallel roadway grade (if separation between boarding area and shelter)	4	4
	Shelter Cross Slope	> 2% if shelter exists	4	4
	Maximum Bus Stop (AIS) Score			**30**
Parking Stalls	Stall Width	If regular stall, < 96 inches. If van accessible stall, < 132 inches and adjacent aisle is < 96 inches.	4	4
	Stall Turning Slope	> 2%	4	4
	Stall Pavement Marking	No Marking	3	3
	Sign Present	No Sign	2	2
	Sign Height	< 60 inches	1	1
	Wheelstop or Curb Present	No Wheelstop/Curb (and not a parallel stall)	2	2
	Vertical Clearance	< 98 inches and a van accessible parking stall	2	2
	Adjacent Walkway Width	For parallel on-street parking with a sidewalk <= 14 feet wide nearby, stall is not at end of block. If sidewalk is > 14 feet wide, no access aisle provided in road parallel to stall or access aisle is < 5 feet wide.	2	2
	Connected to Access Aisle (Max. Score)	**No Access Aisle**	**10**	10
	Connected to Accessible Path	Not Connected	2	
	Access Aisle Width	< 60 inches	3	

ACCESSIBILITY INDEX SCORE	CRITERIA	THRESHOLD	SCORE	MAX. POSSIBLE SCORE
	Access Aisle Turning Slope	> 2%	3	
	Pavement Marking	No Hatching	2	
	Maximum Parking Stall (AIS) Score			**30**
Pedestrian Railroad Crossings	Flange Gap	> 3 inches wide	10	10
	DWS	No DWS	10	10
	DWS Placement	< 6 feet or > 15 feet from edge of nearest rail, or No DWS	10	10
	Maximum Railroad Crossing (AIS) Score			**30**

Location Prioritization (aka Location Index Score)

A number of destinations are used to identify high priority pedestrian facilities within the City. This is done by identifying public destinations such as public buildings, transit and parks and identifying pedestrian facilities within close proximity of one or more of these destinations.

Pedestrian facilities within the identified proximity were assigned points based on each destination they were close to, as shown in Table. This measure is called the Location Index Score (LIS), which identifies high pedestrian generating overlapping areas. Ultimately the more pedestrian generating areas an asset is within, the higher number. Community Defined Destinations criteria is added to the Location Index Score (LIS) following comments and results received from open house attendees, City staff, other stakeholders during engagement and public outreach. This assists in factoring in what's important to the citizens and community to help with the overall prioritization.

Below is an example of typical weighted values to equal a total possible score of 45

LOCATION CRITERIA	RATING CRITERIA	POSSIBLE SCORE
Schools		
Proximity to Schools	Within ⅛-mile radius of school	5
Walk-To-School Route Proximity	Within ½-mile radius of school	5
Parks	Within ⅛-mile radius of park	5
Transit		
Park and Ride	Within ⅛-mile of park and ride	5
Bus Stops	Within ⅛-mile of transit stop	5
Traffic Signal/Roundabout	Within ⅛-mile of signal or roundabout	5
Public Buildings	Within ⅛-mile of location	5
Downtown / Urban / Commercial Business Centers	Within ¼-mile radius of Downtown, Urban and Commercial Business Center Zoning	5
Community Defined Destinations (defined by Stakeholder/Public Engagement*)	Within ⅛-mile of location	5
TOTAL LOCATION INDEX SCORE (LIS)		45

* Note: Community Defined Destinations to be identified based on public outreach, ADA surveys, etc. on what locations are more important, thus giving extra weight to those community defined destinations. (To be determined)

Barrier Removal Priorities (Combined Composite Index Score)

By combining the Accessibility Index Score and Location Index Score, a Combined Composite Index Score was developed. Together, these measures prioritize barrier removal at locations where pedestrian facilities present a barrier and where pedestrians would be expected.

Facilities with the highest score should be addressed first (46+ points) and represent facilities that present a clear physical barrier and are in high-demand areas. Facilities with lower scores should be address last (0 to 15 points), have minor barriers, and are in locations where pedestrian demand would be expected to be lower. These scores are relative, comparing one facility to the other. The ranges for medium and high priority were defined based on review of the identified barriers and assessment of the relative barrier they present. It should be noted that while some barriers have a lower priority, they still should be removed.

Appendix D: Stakeholder Engagement

MEMORANDUM

Date:	March 16, 2023	**TG:**	1.08213.05
To:	Kevin Renz – City of Ferndale		
From:	Patrick Lynch, AICP – Transpo Group Francesca Liburdy, PE – Transpo Group		
Subject:	Ferndale ADA Transition Plan Stakeholder Engagement		

The following document summarizes the Ferndale ADA Transition Plan stakeholder engagement process and identifies trends and priorities based on the community's responses.

Public and stakeholder input is an essential element in the transition plan development and self-evaluation processes. ADA implementation regulations require public entities to provide an opportunity to interested persons, including individuals with disabilities or organizations representing individuals with disabilities, to participate in the self-evaluation process and development of the transition plan by submitting comments (28 CFR 35.105(b) and 28 CFR 35.150(d)(1)). The City's three primary goals for conducting public outreach activities prior to adopting the plan include the following:

- Inform the public about the City's plan and processes regarding removal of barriers to accessibility within the rights-of-way. Provide information to assist interested parties to understand the issues faced by the City, alternatives considered and planned actions.
- Obtain public comment to identify any errors or gaps in the proposed accessibility transition plan for the public rights-of-way, specifically on prioritization and grievance processes.
- Meet Title II requirements for public comment opportunity.

Engagement Survey

The engagement survey was promoted by the City of Ferndale between early November 2022 and late December 2022 to request responses via the City's virtual open house website and social media channels, including two Facebook posts on the City's page in November 2022 and December 2022.

An online survey was made available to residents through the City Ferndale's website, https://www.cityofferndale.org/public-works-department/ferndaleada/. The online open house provides context on the City's ADA Transition Plan process and allows viewers to respond to the feedback survey. The feedback survey asked respondents to provide input on their disability status, travel modes, barriers to travel that they experience, and priorities for improving ADA facilities. The survey contained several sections that asked the responder to comment on the following subtexts:

1. Whether they have a disability or support someone with one;
2. Which type of accessibility barriers they currently experience;
3. How they rate the accessibility conditions of existing right-of-way facilities; and,
4. What facility types they believe should be prioritized when removing accessibility barriers.

A full account of the survey findings can be found in Attachment A. In addition to the online survey, an interactive map was available for respondents to identify areas of concern.

The online survey received 84 respondents. Out of the 84 responses, 63 percent were residents of Ferndale. Respondents also worked in or frequented Ferndale for recreation, medical appointments, social or community services, or shopping. Of all respondents, 21 percent (23 respondents) indicated they have a disability that impacts the way they travel and 23 percent (26 respondents) reported supporting someone with a disability. 19 of these respondents reported that they both have a disability and support someone with a disability. A summary of respondents' disability status is shown on Figure 1.

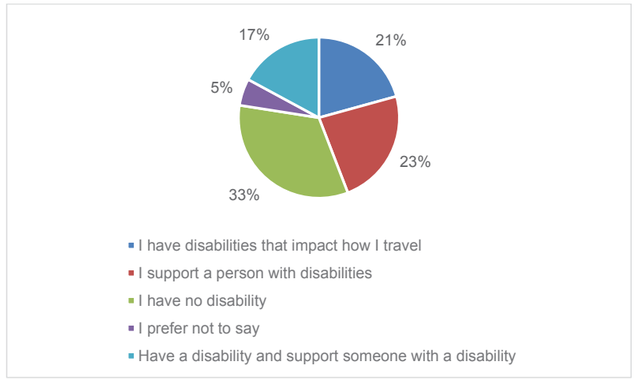

Figure 1 Disability Status

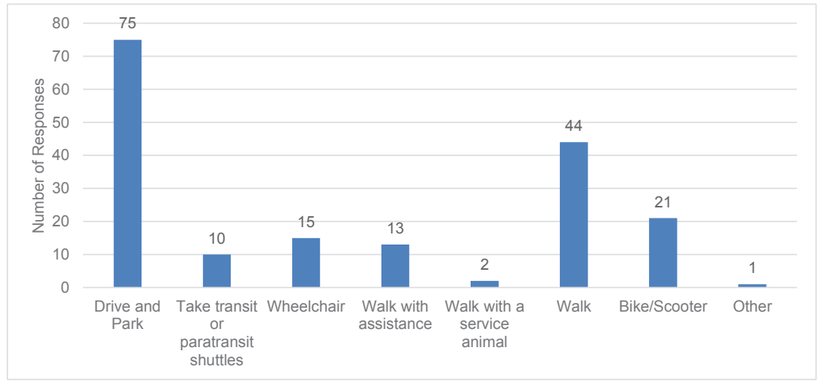

Figure 2 Travel Mode

The survey asked respondents to evaluate their use of frequent travel modes through the city, including driving, transit or paratransit shuttle, wheelchair, bike, or walk. Respondents were able to indicate if they use multiple travel modes.

As shown in Figure 2, the survey respondents predominantly drive and walk, with 75 of the 84 total respondents (89 percent) indicating that they drive, 44 respondents (52 percent) indicating that they walk. A smaller number of respondents use other modes, with 15 respondents (18 percent) using a wheelchair, 21 respondents (25 percent) using a bike/scooter and 10 respondents (2 percent) taking transit or

paratransit shuttles. 13 respondents (15 percent) walk with assistance, and two respondents (2 percent) walk with a service animal.

Survey respondents were asked to identify barriers in the public right-of-way that limit participation and access to services in the City of Ferndale.

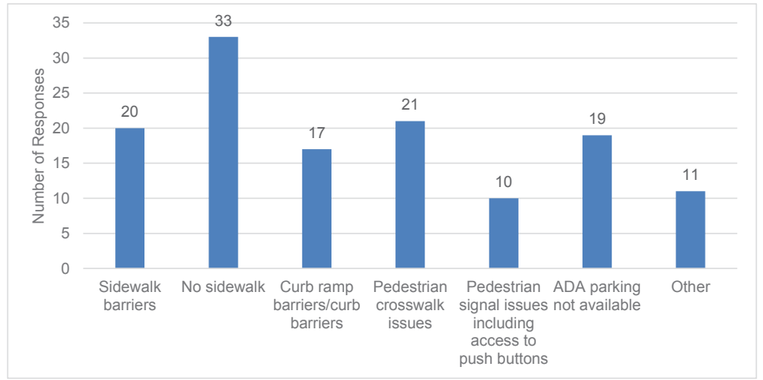

Figure 3 Observed Barriers in Public Right-of-Way

As shown on Figure 3, several barriers received significant response from the survey, with lack of sidewalk, pedestrian crosswalk issues, and lack of ADA parking selected most frequently. In addition, curb ramp barriers, lack of ADA parking, and sidewalk barriers were identified as challenges. Other survey respondents selecting the Other category identified barriers including sidewalk barriers, lack of ADA parking, lack of accessible transit available frequently, and lack of ADA compliant public restrooms.

Improvement Priorities

The survey respondents both identified and ranked their accessibility priorities within the City's public right-of-way. Respondents ranked areas within City right-of-way as first and second priority. Ranking an item as a first priority improvement was given a greater weight than second priority to emphasize the improvement's importance. A first priority ranking scored 3 points in the weighted scoring system, while a second priority ranking scored one point. The first and second priority survey responses are shown in Figure 4.

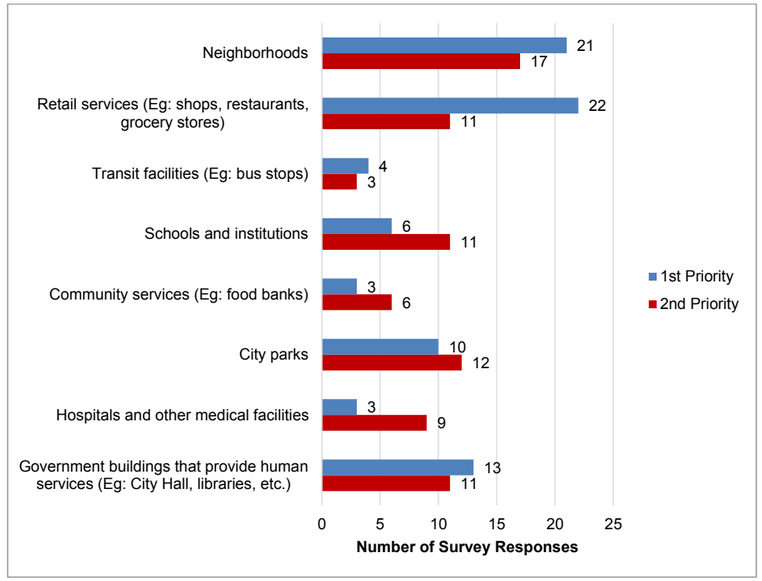

Figure 4 Unweighted First and Second Improvement Priority Ranking

When considering weighted scores, the top three priorities among survey respondents were neighborhoods, retail services, and government buildings. A summary of the weighted ranked priority locations is included in Figure 5. These weighted ranked priorities were utilized in the prioritization of barrier removal in the City's transition plan.

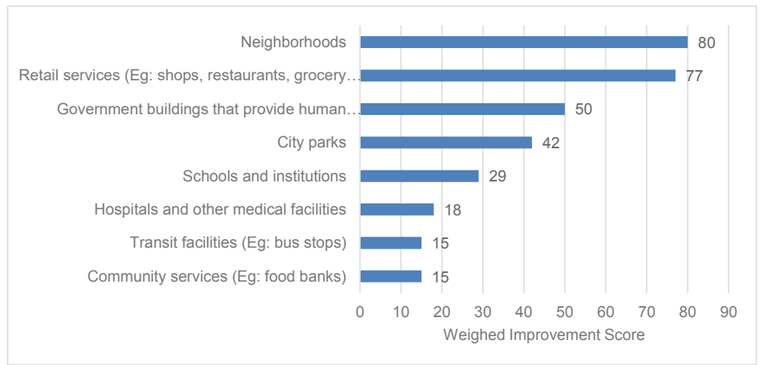

Figure 5 Weighted Improvement Priority Ranking

As shown Figure 5, neighborhoods, retail services, and government buildings ranked as the three highest weighted priorities for improvement.

Respondents were also given the opportunity to identify locations where they have experienced mobility or accessibility challenges in the City of Ferndale. Locations were able to be identified via written survey responses and an online mapping tool. Key locations identified via written survey results and the online mapping tool are summarized in Table 1. Lack of sidewalk or limited access to sidewalks were identified as the most common barriers among the locations identified in Table 1. Many acknowledgements were given to the lack of sidewalk or safe crossings Downtown, on Main St., and around the parks.

Table 1. Identified Accessibility Barriers

City Locations and/or Landmarks	City Roadways or Roadway Segments
Downtown	Main St.
City of Ferndale	Vista and 2nd Avenue
Hovander Homestead Park	Portal Way
Star Park	Thornton between Vista and Church
Ferndale Public Library	Douglas Road to Main Street
Vista Ridge Neighborhood	Siddle Street
City Hall	Henderson Rd
Carnation building	Pine Dr. And Evergreen
Ferndale station	Somerset Ave Malloy Street

In addition to the online survey, locations with mobility and accessibility barriers were identified by respondents via an online mapping and reporting tool.

Meeting ADA Standards

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

The City has engaged with the public for feedback on developing the ADA transition plan in a manner that meets Title VI of the Civil Rights act. Title VI of the Civil Rights Act of 1964 is a Federal statute and provides that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance. This includes matters related to language access or limited English proficient (LEP) persons.

Additional Outreach

A draft version of the ADA transition plan will be made available for public comment. Notice will be sent out via a mailer to all address in the City, City e-news, and the City newsletter that will inform people how to view the plan and provide any comments.

Attachment A: Survey Response Data

Ferndale ADA Survey Response Data Summary

Total Resonses

1. Why do you travel in Ferndale?

Answer	Count		
I live in Ferndale	63		75%
I work in Ferndale	19		23%
Attend school/college	1		1%
Recreation/recreational activities	25		30%
Medical appointments	15		18%
Shopping	34		40%
Other community or social services	13		15%
Other value	6		7%
	84	*Total Responses*	

2. Please tell us about yourself (select all that apply)

Answer	Count		
I have disabilities that impact how I travel	23	21%	Have a disability
I support a person with disabilities	26	23%	Support a person with a disability
I have no disability	37	33%	No disability
I prefer not to say	6	5%	Prefer not to say
Have a disability and support someone with a disability	19	17%	Have a disability and support someone with a disability
Subtotal	111	*Total Responses*	

3. Please describe your disability/disabilities or those of the person you support (select all that apply)

Answer	Count
Physical, mental, or emotional condition that limits learning, memory, or concentration	19
Blindess or serious difficulty seeing when wearing glasses	6
Condition that substantially limits one or more physical activities such as walking, climbing stairs, reaching, lifting, or carrying	39
Deafness or hearing difficulty	8
Use mobility device(s)	24
Use a wheelchair	22
Use assistive software technology such as a screen-reader	8
Use hearing aids or hearing assistive devices	11
Use a service animal	5
Other	4

4. What resources do you use to find information on ADA issues? (select all that apply)

Answer	Count
Washington State Department of Social and Health Services (DSHS)	31
Washington State Department of Services for the Blind (DSB)	1
City of Ferndale	10
Transit Service	10
Department of Veterans Affairs	6
Other (The City has limited resources. I have to go elsewhere.)	11

5. Please Provide your five-digit zip code.

Answer	City	County	Count
85381	Peoria	Maricopa	1
98201	Everett	Snohomish	1
98223	Arlington	Snohomish	1
98226	Bellingham	Whatcom	6
98229	Bellingham	Whatcom	2
98230	Blaine	Whatcom	1
98240	Custer	Whatcom	3
98247	Everson	Whatcom	1
98248	Ferndale	Whatcom	59
98264	Lynden	Whatcom	2
98270	Marysville	Snohomish	1

6. How often do you travel in the City of Ferndale? (pre-pandemic)

Answer	Count
Less than weekly	4
1-2 days per week	9
3-4 days per week	20
5-7 days per week	50

7. How do you travel within the City of Ferndale?

Answer	Count	Percent of Total
Drive and Park	75	89%
Take transit or paratransit shuttles	10	12%
Wheelchair	15	18%
Walk with assistance	13	15%
Walk with a service animal	2	2%
Walk	44	52%
Bike/Scooter	21	25%
Other	1	1%
Subtotal	181	*Total Responses*

8. If you use transit, how often do you use it in a typical week?

Answer	Count
Less than weekly	23
1 day per week	2
2-4 days per week	2
5 or more days per week	3
N/A	54

9. If you walk, how far are you willing/able to walk to your destination?

Answer	Count
Less than 1/2 mile	24
1/2 mile	10
1 mile	23
2 miles	9
More than 2 miles	6

10. Are you now or were you ever unable to participate in an event or obtain services in the City of Ferndale?

Answer	Count	Percent of Total
No	44	52%
Yes	34	40%

11. Which of the following barriers in the public right-or-way are reasons you could not participate?

Answer	Count
Sidewalk barriers	20
No sidewalk	33
Curb ramp barriers/curb barriers	17
Pedestrian crosswalk issues	21
Pedestrian signal issues including access to push buttons	10
ADA parking not available	19
Other	11

12. What areas would be your first priority in improving pedestrian facilities? **1st Priority Point Value** **3**

Answer	Count	Points
Government buildings that provide human services (Eg: City Hall, libraries, etc.)	13	39
Hospitals and other medical facilities	3	9
City parks	10	30
Community services (Eg: food banks)	3	9
Schools and institutions	6	18
Transit facilities (Eg: bus stops)	4	12
Retail services (Eg: shops, restaurants, grocery stores)	22	66
Neighborhoods	21	63

13. What areas would be your second priority in improving pedestrian facilities? **2nd Priority Point Value** **1**

Answer	Count	Points
Government buildings that provide human services (Eg: City Hall, libraries, etc.)	11	11
Hospitals and other medical facilities	9	9
City parks	12	12
Community services (Eg: food banks)	6	6
Schools and institutions	11	11
Transit facilities (Eg: bus stops)	3	3
Retail services (Eg: shops, restaurants, grocery stores)	11	11
Neighborhoods	17	17

15. What is your age? (optional)

Answer	Count
under 18	0
18 to 24	2
25 to 34	11
35 to 44	15
45 to 54	22
55 to 64	13
over 65	15

16. How do you identify yourself? (optional)

Answer	Count
African American/Black	1
Asian	1
Caucasian/White	65
Native American	2
Native Hawaiian/Pacific Islander	0
Other	4

17. Are you of Spanish, Hispanic, or Latino origin or descent? (optional)

Answer	Count
No	71
Yes	4

Ferndale ADA Online Open House Survey Responses
August 18, 2022

Question 14: Please list up to three locations where you have experienced (or noticed) mobility challenges, accessibility challenges, trip hazards, etc. in the City of Snohomish*.

*For these open-ended questions, please provide the location/s where you have experienced challenges with pedestrian facilities as well as a description of the problem/s you encountered. For example:

Location: sidewalks on 1st Avenue, to the east of A Street.

Description: Sidewalk is raised creating a trip hazard

Ferndale Public Library	Steep ramp does not address access to the library for people who cannot use the ramp. There is no comfortable drop-off place for people to enter the library on level ground. The library also has two doors for staff in the back, but no access for people with mobility challenges. Also it would be helpful to have a drive-up drop-off, for people to drop off materials without getting out of their vehicles.
Sidewalks in older neighborhoods. For example, Aquarius Ave	I've lived in Ferndale since 1983, and back when I was pushing a stroller, noticed that I can't walk around the block with a stroller without leaving the sidewalk because of mailboxes in the way. I can imagine the challenges this poses for people with disabilities.
Driveway curb at 2133 Jensen Street	I used to care for a gentleman who lived at 2133 Jensen Street. He has passed away now, but back in 2015 I let the City know of his challenges with the cracked curb on his driveway and nothing was done about it. Then one day (Jan 4, 2016) I backed up in his driveway and ended up damaging my car in the process. I submitted a claim to the City and my claim went ignored. I hope that that curb can be repaired for the benefit of people living there now.
Little Caesars sidewalk	Huge bump in sidewalk
Main street businesses	little to no accessible parking spots in front of buildings, lack of parking in general. If we have to park very far away, it's less likely that we'll visit a building.
second and main	leader block railing taking over the sidewalk
No location given	no parking in town makes farther walking
Vista Dr. by mug shots	Along that side walk there are a lot of bushes and mail boxes along with uneven side walks. The side walks are also not wide enough.

Ferndale ADA Online Open House Survey Responses
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Malloy Ave and seamount dr	There is a desperate need for a blinking cross walk there. 7 children in wheel chairs live on Diane Ct.
Star park	Really hard to get wheelchairs through in the bark to get to swings.
Vista and 2nd Avenue	Need to have temporary ADA parking marked for parade spectators at various places along the parade route so we can have easier access.
Vista	Sidewalks are lacking all the way up the hill. Pedestrian crossing not well lit
Thornton	Sidewalks are lacking all the way up the hill. Pedestrian crossing not well lit
Sterling avenue	Sterling avenue has no sidewalks and very rough pavement. A lot of families use Sterling to get to the library and have to walk in a kind of dangerous street.
Front/Ferndale Ave	A lot of families love Star Park but it's inaccessible by stroller or wheelchair if walking from downtown. Sidewalks should be added. Or a paved trail could be added from second ave by the boys & girls club/pioneer village.
3rd and alder	All of the curb cuts are insufficient and in disrepair making it dangerous to drive a wheelchair through.
Main Street and 3rd avenue	After snowing, all of the snow is pushed up into the disabled parking spot making them unusable. After the snow plows go through they push all of the snow in those spots.
City Hall	The accessibility buttons to enter the building through automatic doors has been broken on more than one occasion. It is difficult to maneuver in the foyer one in a power chair and buttons are not in a very accessible spot.
Crosswalk at mt view Rd bear Church Rd	Poor visibility and needs flashers to alert drivers
Crosswalk at Main St near Correll Drive	Poor visibility, needs flashing lights to alert drivers
Main Street.	Not very pedestrian friendly, for example, if you were to walk from Hovander to Pioneer Park, you have to cross some streets where it's not easy to know if traffic is coming.

Ferndale ADA Online Open House Survey Responses
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Portal Way	Limited sidewalks, also would be great to have a path into town from Portal Way. Good luck trying to walk around the roundabouts if on foot.
Siddle Street	Weekly garbage bins are placed haphazardly on sidewalk, blocking pedestrian access
Dick Stone & Main St	extremely dangerous 4-way crosswalk. Drivers do not pay attention to pedestrians even when we have the right of way.
All of downtown	Inadequate sidewalks, inadequate bicycling infrastructure. I lived in Ferndale for 5 years and could not wait to leave because it was so difficult and unsafe to be a pedestrian there.
East Main Street/Axton rd	No sidewalks!
Throughout Ferndale neighborhoods	Severely lacking in sidewalks
City of ferndale	No bike lanes anywhere
Leader block	The railings make it hard to get around on low foot traffic days and nearly impossible on high foot traffic days
Ferndale Terrace “sidewalks”	Not level in many places and very narrow in others.
Any older neighborhood	Lack of sidewalks
Main street	Never parking
2nd street	Never parking
Downtown Ferndale	It’s terrible
Going from home to town	We often have to wheel in the road with small children in wheelchairs to get around trash cans, overgrown bushes, cars, or other things blocking the sidewalk
Parks	From playground to ball fields

Ferndale ADA Online Open House Survey Responses
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places of business	There needs to be a change in the signage of handicapped parking spots not just in Ferndale but statewide. The signs need to be more clear about what "van accessible" actually means. ALL spaces are van accessible. Many times we've encountered other vehicles with handicapped identification parked there legally but unaware that they've blocked our limited access. It would be helpful if the van accessible signs stated "van ONLY accessible" and were located away from the front door. Most people who drive ramp vans also use a motorized wheelchair so we can navigate to the front door, another hazard in itself. At Costco, for example, we have permission to park in the outer area of the parking lot as if we were an RV, taking up several parking spots that are less desirable anyway. We've also learned that we can park next to a loading zone in some cases, knowing that the ramp will only be blocking the loading for a minute or so. There was an interesting article recently in the Bellingham Herald stating that only about 8% of the population is handicapped and it would be cost prohibitive to make everything accessible. We are cognizant of this and the fact that there are many kinds of handicaps. Education is a key element. We commend your interest in trying to rectify some aspects of the problem.
Hovander Park	They've done a terrific job there making most of the trails wheelchair accessible. The parking lot has some issues however.
Hovander Homestead Park	Uneven trails makes walks difficult
Main st.	Too much vehicle traffic makes pedestrian use dangerous and unpleasant.
Star park	Absolutely no pedestrian access. I have to drive my child 2 blocks to go to the only nearby playground.
Vista Ridge	The roots of the trees that were planted 25 years ago by the developer have caused the sidewalks to raise and cause tripping hazards.
Malloy Street	Sidewalk only on one side of the street making it difficult to walk.
2156 Sunrise St	No sidewalks, despite many walkers to/from school
Hovander Park	Need paved trails.
Pioneer Park	Need to complete paved trail around Cherry Blossoms.

Ferndale ADA Online Open House Survey Responses
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VanderYacht Park	Need a paved trail
Douglas road	There are no sidewalks on this road and there are a lot of people who would like to walk to town without getting hit by a car. The road is also very narrow. AND PLEASE FIX YHR CONDITION OF THR ROAD ITS TERRIBLE WITH POTHOLES ETC.
Star park area	Several trip hazards around bandstand area on Foodtruck Fridays
Ferndale Terrace west of circle	No sidewalk and trip hazards on both sides of street
Hovander Homestead Park	For many wheelchairs it's difficult to see the animals due to grassy area.Very hard to push wheel chairs.
Round a Bout in front of high school.	Needs pedestrian lights for students,the blind,and hard of hearing.Very busy area.Very foggy in mornings.
Some Neighborhoods	Making sure repaired and level.On Vista I saw a motor wheel chair person chair tip over on it before.Was helped back up.
Everything near Ferndale unity care	It's not accessible on a bus line
Downtown	Needs more crosswalks, especially speaking or vibrating for the blind
main Street and Hovander	That whole area needs safer crosswalks
Italian restaurant on Main St.	Lack of parking. I avoid most food places on Main street because of lack of close parking to get into the places
Henderson Rd	No sidewalk when you get near the church by Ferndale terrace
Intersection of Hovander rd and main	The triangle area needs a flashing light for pedestrians
Thornton Road between Malloy and Vista	No sidewalk
Parking lot by the boat launch/dog park	Very rough entrance
Corner of 2nd and Main	entrance to Leader Block makes sidewalk narrow
Main Street	Limited parking. Unsafe street ADA spots with high traffic.
Limited access to special event	Main street events. Ferndale Police do not respect the need for proximity access for ADA drivers nor passengers.
Ped safety around downtown	Sidewalks and streets very worn and uneven.

Ferndale ADA Online Open House Survey Responses
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From Main St to Hovander Park	No sidewalk; have to push wheelchair on uneven shoulder of road if cars on road.
Mt View/Main between Church and Hendrickson	Sidewalks are being overtaken by shrubbery and blackberries.
Thornton between Vista and Church	There are several "dead zones" for street lights, especially right by the bus stop and just after Skyline. You can't see the terrain.
Church between Thornton and Heather	There are several "dead zones" for street lights. You can't see the terrain.
Side walks by the old police station next to riteaid.	N/A
Carnation building	No ramps or accessibility for wheelchairs
Wells fargo/nearby shops	Parking limitations
Malloy/Thornton	Dangerous visually
Chihuahua's parking lot	Drain eroded in accessible parking, making van ramp unusable
Main Street	Crossways should have lights and sound, the one closest to the Main Street bar does not
Leaving home on Pine Dr. And Evergreen	All sidewalk corners on Pine Dr are raised so wheelchair has to move down the street to the next driveway to exit sidewalk or cross street
Most restaurants	Issues finding local restaurants with true wheelchair friendly bathrooms or stalls
Downtown to Hagen area	Difficult to park and walk around in general downtown area
Ferndale station	Handicap parking is far from the heart of the center, and there's only one because the ADA only requires 1 per 50 spaces—-there are 49 spaces there…the city should require more…
By old mountain view elementary school	In the winter most of the sidewalk is clear but it is pilled up in the up in wear the sidewalk were you the parking lot entrance.
Portal way underpass	Pedestrians have no infactrusture to cross 1-5 under portal way other than navigating a NO SHOULDER road and crossing the freeway off-ramp. No alternate routes as this is a major bottleneck due to 1-5.

Ferndale ADA Online Open House Survey Responses
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Vista Drive from Washington to Ferndale terrace	Sidewalks are very narrow and have series of mailboxes mounted in the middle of the sidewalk, making passing in a wheelchair/scooter/bike nearly impossible.
Not enough parking on main st	Local grocery stores not enough parking
Douglas road by meadows Montessori school	There is zero sidewalks and I have fallen due to the road being uneven and also watched a parent holding a child fall due to the deplorable condition of the road
6210 Church Road	Cross walks to Cascadia Elementary are not wheelchair accessible
Various crossings down church road from Pheasant to Thornton	do not have wheelchair access
13215 North 94th Drive, Rm 510 A	N/A
Vista Ridge Neighborhood	sidewalks buckled, tripping hazard
Somerset Ave	Sidewalk is at the ends but not in between (s.side)
Cedar's Restaurant area	Parking hard enuf for able-bodied people, impossible if you're challenged.
All of Main Street	Inc. 3rd street - once again, no parking.
Little Disabled parking	Very few spots I can pull my wheelchair out of my van without being in the street. Wat to support local businesses but feel like my disabled $ are not wanted, just like downtown Bellingham
Cracking sidewalks on main street	Side streets off of Main street need to have repairs. some have cracks.
Vista Middle School and Ferdnle High School	I feel like the schools could use some help. It is virtually impossible for me to attend games at my son's school due to no place for me to be.
Main street	ADA parking is very limited in the area of main street, and for a wheelchair user, the ADA sites open up into the bike lane which makes it difficult for a driver to get out without being in traffic.
Douglas Road to Main Street	No sidewalks in several spots and no clearing of sidewalks during snow.
Main Street	No clearing of snow at all and all sidewalks are unwalkable much less use any mobility aid. They are unusable during snow and this must be addressed.

Ferndale ADA Online Open House Survey Responses
August 18, 2022

Portal Way roundabout and all down portal way	There is no safe crossing for pedestrian traffic going from portal way into Ferndale. There's not even sidewalks in places. The density in population, medical and retail facilities really requires this.
Library	Have to exit the vehicle to return books. We should have a drive up drop off like Lynden.
Sidewalks	People constantly put their recycling and trash bins out for pickup ON the sidewalk, instead of at the curb, blocking access for those who use mobility aids. Also, people parking in their driveways but blocking the sidewalks.
Douglas	Lack of sidewalks
Vista Drive at Gabis Lane	Sidewalk during construction of Gabis Lane was uneven or even non existent. I'm not sure if it's still that way. Trip hazard.
Sidewalk in front of Samuels Furniture store on E. Main St	Raised bump near West end of Samuels sidewalk
Walking under Nooksack River bridge on East side.	The rocks are hard to walk on and it's much safer to cross the roadway underneath to get to Hovander Park.

Appendix E: Planning Cost Estimate Backup

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Planning Level Cost Estimate - Right-of-Way

PROJECT NAME: Ferndale ADA Transition Plan

TG PROJECT NUMBER: 1.08213.05

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

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

Item No.	ADA Deficiency	Improvement Type	Quantity	Unit	Unit Price	Total Price
		Sidewalk Improvements				
1	Non-compliant sidewalk (width, condition, slope, etc.)	Reconstruct existing sidewalk/paved shoulder walkway	100,192	SY	$ 145	$ 14,528,000
2	Non-compliant driveway (slope, grade break, etc.)	New driveway with sidewalk	2,969	EA	$ 2,900	$ 8,611,000
					Subtotal	**$ 23,139,000**
		Maintenance/Miscellaneous				
3	Non-compliant vertical discontinuity (>1/4in - <=1/2in w/out bevel)	Sidewalk grinding (5 LF of sidewalk).	1,495	EA	$ 250	$ 374,000
4	Non-compliant vertical discontinuity (>1/2in)	Replace two adjacent sidewalk panels (5ft x 5ft panels)	742	EA	$ 806	$ 598,000
5	Non-compliant horizontal discontinuity	Sidewalk crack sealing/grouting (5LF per occurrence)	24,225	LF	$ 5	$ 122,000
6	Fixed Obstacles	Sidewalk crack sealing/grouting (5LF per occurrence)	492	EA	$ 3,000	$ 1,476,000
7	Moveable Obstacles	Relocation of obstacles including tree/bush (prunable), message boards, parked cars, etc.	813	EA	$ 200	$ 163,000
8	Protruding Obstacles	Relocation of obstacles including of bush/tree, signs, awnings etc.	302	EA	$ 500	$ 151,000
					Subtotal	**$ 2,884,000**
		Curb Ramp Improvements				
9	Missing curb ramps	Install new curb ramp.	608	EA	$ 6,000	$ 3,648,000
10	Non-compliant ramp (running slope, cross slope, ramp width, flare slope, lip, grade break, etc.)	Remove and reconstruct existing ramp.	885	EA	$ 6,000	$ 5,310,000
11	Curb ramps without detectable warning surface (DWS), non-compliant DWS placement, non-compliant DWS depth, or non-compliant DWS Width	Install/replace detectable warning surface.	36	EA	$ 1,030	$ 38,000
12	Curb ramp at marked crosswalk does not end within crosswalk.	Rechannelize crosswalk.	20	EA	$ 1,100	$ 22,000
					Subtotal	**$ 9,018,000**

Pushbutton Improvements						
12	Non-APS pushbutton and pushbutton is located incorrectly.	Install new APS pushbutton AND Install new pole.	66	EA	$ 5,900	$ 390,000
13	APS pushbutton that has non-compliant dimensions and/or programming and located incorrectly.	Reprogram pushbutton, reorient pushbutton, and/or install tactile arrow AND Install new pole and relocate pushbutton.	3	EA	$ 3,700	$ 12,000
14	APS pushbutton that has non-compliant dimensions and/or programming	Reprogram pushbutton, reorient pushbutton, and/or install tactile arrow.	5	EA	$ 200	$ 1,000
					Subtotal	**$ 403,000**
Bus Stop Improvements						
15	Non-compliant bus shelter turning space cross slope	Replace bus shelter pad (7.5 SY per occurrence).	15	SY	$ 180	$3,000
16	Non-compliant bus stop boarding area (running slope, cross slope, size, and/or condition)	Replace/construct boarding area (8ftx5ft) and two transition panels (5ftx5ft) - 10 SY per occurrence.	310	SY	$ 145	$45,000
					Subtotal	**$ 48,000**
Accessible Parking Improvements						
17	Non-compliant parking stall/parking aisle slope.	Grind surface and/or add asphalt lift.	28	EA	$ 2,000	$56,000
18	Non-compliant accessible parking stall/parking aisle width or pavement marking.	Install parking stall accessible symbol/aisle pavement markings or resize and restripe stall/aisle.	2	EA	$ 200	$1,000
19	Non-compliant sign height or no sign indicating accessible stall.	Install new sign or adjust existing sign.	12	EA	$ 100	$1,200
					Subtotal	**$ 59,000**
					Total	**$ 35,551,000**
					Contingency @ 20%	**$ 7,111,000**
					Design @ 12%	**$ 4,267,000**
					Mobilization @ 8%	**$ 2,845,000**
					TESC + Traffic Control @ 12%	**$ 4,267,000**
					Construction Management @ 20%	**$ 7,111,000**
					Right-of-Way @ 20%	**$ 7,111,000**
	Grand Total 2023 Dollars					**$ 68,263,000**

Planning Level Cost Estimate - Right-of-Way

PROJECT NAME: Ferndale ADA Transition Plan

TG PROJECT NUMBER: 1.08213.05

NOTE: This cost estimate is planning level in nature. It should be considered preliminary and for planning purposes only. It specifically excludes right-of-way acquisition and all associated costs, structural impacts to buildings and parking structures, and sales tax. Potential items such as retaining walls, earthwork, etc., are assumed to be included in the planning level estimate contingency unless otherwise indicated.

This planning cost estimate covers only the pedestrian features within the first stage of data collection.

transpogroup

Quantity by Priority

	Low		Medium		High		Very High		
Feature	**1-15 (0-10 hazards)**	**%**	**16-30 (11-20 hazards)**	**%**	**31-45 (21-30 hazards)**	**%**	**46+ (31+ hazards)**	**%**	**Total**
Sidewalks (SY)	14,254	14%	58,232	58%	24,288	24%	3,418	3%	100,192
Driveways (EA)	1,565	53%	1,054	36%	267	9%	83	3%	2,969
Non-compliant vertical discontinuity (EA)	763	34%	952	43%	341	15%	180	8%	2,236
Non-compliant horizontal discontinuity (LF)	13,565	56%	8,575	35%	1,380	6%	695	3%	24,215
Fixed Obstacles (EA)	115	23%	169	34%	131	27%	75	15%	490
Moveable Obstacles (EA)	394	48%	293	36%	78	10%	48	6%	813
Protruding Obstacles (EA)	134	44%	155	51%	13	4%	0	0%	302
Curb Ramps (EA)	99	6%	172	11%	953	62%	318	21%	1,542
Pushbuttons (EA)	0	0%	14	19%	28	38%	32	43%	74
Bus Stops (SY)	0	0%	168	52%	138	42%	20	6%	325
Parking (EA)	0	0%	4	21%	10	53%	5	26%	19

Cost by Priority

	Low		Medium		High		Very High		
Feature	**1-15 (0-10 hazards)**	**%**	**16-30 (11-20 hazards)**	**%**	**31-45 (21-30 hazards)**	**%**	**46+ (31+ hazards)**	**%**	**Total**
Sidewalks (SY)	$ 2,066,897	14%	$ 8,443,578	58%	$ 3,521,820	24%	$ 495,554	3%	$ 14,528,000
Driveways (EA)	$ 4,538,500	53%	$ 3,056,600	35%	$ 774,300	9%	$ 240,700	3%	$ 8,611,000
Non-compliant vertical discontinuity (EA)	$ 307,417	32%	$ 443,556	46%	$ 142,472	15%	$ 77,778	8%	$ 972,000
Non-compliant horizontal discontinuity (LF)	$ 67,825	56%	$ 42,875	35%	$ 6,900	6%	$ 3,475	3%	$ 122,000
Fixed Obstacles (EA)	$ 345,000	23%	$ 507,000	34%	$ 393,000	27%	$ 225,000	15%	$ 1,470,000
Moveable Obstacles (EA)	$ 78,800	48%	$ 58,600	36%	$ 15,600	10%	$ 9,600	6%	$ 163,000
Protruding Obstacles (EA)	$ 67,000	44%	$ 77,500	51%	$ 6,500	4%	$ -	0%	$ 151,000
Curb Ramps (EA)	$ 464,980	5%	$ 936,040	10%	$ 5,708,060	63%	$ 1,908,000	21%	$ 9,018,000
Pushbuttons (EA)	$ -	0%	$ 71,200	18%	$ 141,500	35%	$ 188,800	47%	$ 402,000
Bus Stops (SY)	$ -	0%	$ 24,550	51%	$ 20,200	42%	$ 2,900	6%	$ 48,000
Parking (EA)	$ -	0%	$ 16,200	28%	$ 22,700	39%	$ 18,700	32%	$ 58,000

	Low 1-15	Medium 16-30	High 31-45	Very High 46+	Total
Total	$ 7,937,000	$ 13,678,000	$ 10,754,000	$ 3,171,000	$ 35,543,000
Contingency @ 20%	**$ 1,588,000**	**$ 2,736,000**	**$ 2,151,000**	**$ 635,000**	**$ 7,109,000**
Design @ 12%	**$ 953,000**	**$ 1,642,000**	**$ 1,291,000**	**$ 381,000**	**$ 4,266,000**
Mobilization @ 8%	**$ 635,000**	**$ 1,095,000**	**$ 861,000**	**$ 254,000**	**$ 2,844,000**
TESC + Traffic Control @ 12%	**$ 953,000**	**$ 1,642,000**	**$ 1,291,000**	**$ 381,000**	**$ 4,266,000**
Const. Management @ 20%	**$ 1,588,000**	**$ 2,736,000**	**$ 2,151,000**	**$ 635,000**	**$ 7,109,000**
Right-of-way @ 20%	**$ 1,588,000**	**$ 2,736,000**	**$ 2,151,000**	**$ 635,000**	**$ 7,109,000**
Grand Total	$ 15,242,000	$ 26,265,000	$ 20,650,000	$ 6,092,000	**$ 68,246,000**

Appendix F: Accessible Pedestrian Signal (APS) Policy

City of Ferndale- Policy for Installation of Accessible Pedestrian Signals and Pushbuttons

Intent:

It is the City's intention to be consistent with the most current version of the Public Right of Way Access Guidelines (PROWAG) in the provision of and location of accessible pedestrian signals and pushbuttons (APS) at traffic signals. Further guidance is available in 28 CFR Part 35 and Manual on Uniform Traffic Control Devices (MUTCD) section 4E.08 through 4E.13.

Purpose:

The purpose of this plan is to establish a reasonable and consistent policy for installing APS.

Scope:

1. *Requests*: Requests for APS systems from the public will be responded to in a timely manner and the consideration for installation will be done in accordance with applicable sections of the ADA.

2. *New construction*: New construction of traffic signal projects requires installation of APS and associated accessible features when pedestrian signals are installed.

3. *Alterations:* When the signal controller and software are altered, the pedestrian signal head is replaced, or pedestrian detectors are replaced, the existing pedestrian signals shall be upgraded to APS on poles in accessible locations.

4. *Curb ramp replacement at traffic signals*: Altering or replacing curb ramps does not require installation of APS unless the curb ramp cannot be altered or replaced without the alteration, installation or replacement of any pole to which a pedestrian pushbutton is attached. Then, installation of APS on poles in accessible locations is required.

5. In addition to the above conditions, APS will be installed through fulfillment of the City's obligations to complete its ADA Transition Plan.

Installation of APS is not required, unless otherwise noted, under the following conditions, but is recommended when inclusion in the project scope is possible:

1. *Minor work and routine maintenance at traffic signals:* Projects including but not limited to: emergency repairs, vehicular detection installation and repairs, installation and repair of CCTV or other cameras, vehicular signal head upgrades and repairs, and repair of pedestrian detection do not require installation of APS and associated accessible features.

2. *Signal timing changes:* Updating signal timing including cycle length, splits, offsets, and pedestrian clearance times do not require installation of APS and associated accessible features.

Appendix G: Grievance Procedure

City of Ferndale, Washington
***Example* Grievance Procedure under The Americans with Disabilities Act**

This Grievance Procedure is established to meet the requirements of the Americans with Disabilities Act of 1990 ("ADA"). It may be used by anyone who wishes to file a complaint alleging discrimination on the basis of disability in the provision of services, activities, programs, or benefits by the City of Ferndale. The City's Employee Handbook, Section 13.1 governs complaints of disability discrimination made by City employees.

The complaint should be in writing and contain information about the alleged discrimination such as name, address, phone number of complainant and location, date, and description of the problem. Alternative means of filing complaints, such as personal interviews or a tape recording of the complaint, will be made available for persons with disabilities upon request.

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

XYZADA
Coordinator
Contact Info

Within 15 calendar days after receipt of the complaint, City Engineer or their designee will meet with the complainant to discuss the complaint and the possible resolutions. Within 15 calendar days of the meeting, City Engineer or his/her designee will respond in writing, and where appropriate, in a format accessible to the complainant, such as large print, Braille, or audio tape. The response will explain the position of the City of Ferndale and offer options for substantive resolution of the complaint.

If the response by City Engineer or his/her designee does not satisfactorily resolve the issue, the complainant and/or his/her designee may appeal the decision within 15 calendar days after receipt of the response to the City Manager or his/her designee. Within 15 calendar days after receipt of the appeal, the City Manager or his/her designee will meet with the complainant to discuss the complaint and possible resolutions. Within 15 calendar days after the meeting, the City Manager or his/her designee will respond in writing, and, where appropriate, in a format accessible to the complainant, with a final resolution of the complaint. All written complaints received by City Engineer or his/her designee, appeals to the City Manager or his/her designee, and responses from these two offices will be retained by the City of Ferndale for at least three years.

Appendix H: Maximum Extent Feasible (MEF) Document Template

Maximum Extent Feasible (MEF) Template

Project Description

Highway/Building Parameters

- Roadway Classification:
- Design Speed/Posted Speed:
- Design Year ADT:
- Truck Percentage:
- Access Control:
- Building Type:
- Facilities Provided in Building:

Existing Pedestrian Facilities – general description (for new construction projects include a summary of the project pedestrian study)

Pedestrian Design Standards – cover the following subjects

- Discuss the criteria that apply to the pedestrian elements on the project that will be built to the Maximum Extent Feasible
- Include reference(s) to the appropriate PROWAG/ADA section(s) and City Public Works Standards [including revision date]

Alternative(s) analysis - needed for new construction projects only

Proposal – cover the following subjects

- What features will remain that meet guidelines
- What features are being built to guidelines
- What is being built to the maximum extent feasible

Justification

- Discussion of what constraints/challenges there are to meet full design level
- See worksheet

Additional Benefits – new construction projects

Attachments

MEF Template – Public Right-of-Way Alteration Project Example

Project Description

This Alteration project will mill & fill SR "A" (from edge line to edge line) with 0.15' HMA (Class 1/2" PG 64-22) from MP 4.03 to 4.45 and from MP 4.71 to 6.89. This project will overlay the roadway (from edge of pavement to edge of pavement) with 0.20' HMA (Class 1/2" PG 64-22) from MP 4.45 to 4.71. There is no proposed paving on the County Roads.

Highway Parameters

- Roadway Classification: Non-NHS, U-1, Urban Principal Arterial.
- Funding Program: P1 – Paving
- Posted/Design Speed: Mainline - 55/60 mph
- Average Daily Traffic: 25,000 (per Project Definition)
- Truck %: 9% (per Traffic Operations)
- Access Management Classification: Currently classified as Managed Access Class 3. On Master Plan for Modified Limited Access

Existing Pedestrian Facilities

There are five curb ramps and eight sidewalk ramps (from sidewalk to shoulder) located along SR "A" within the paving limits of this project. All five curb ramps and seven of the eight sidewalk ramps do not meet current ADA standards. One sidewalk ramp is located north of the "X" Street intersection (east side – E1, meets guidelines) at the north end of the sidewalk.

There are curb ramps and sidewalk ramps located at the four corners of the "Y" Avenue signalized intersection. Pedestrians can cross this intersection via six curb ramps and four marked crosswalks.

There are curb ramps and sidewalk ramps located at the southwest and northwest corners of the "Z" Way signalized tee intersection. Pedestrians can cross this intersection via three curb ramps and two marked crosswalks. There is one unmarked crossing on SR "A" located at the north side of this intersection. The unmarked crossing meets ADA standards, but the curb ramp located at the west side of the unmarked crossing does not meet ADA standards. This curb ramp is for the marked crosswalk on "Z" Way, is outside of our paving limits, and will not be addressed.

Pedestrian Design Standards

Curb Ramps – Landing, PROWAG 2005 R303.2.1.3

The cross slopes of a curb ramp landing shall be 2% maximum.

This also implies that the gutter slope adjacent to a curb ramp landing shall be 2% maximum.

Proposal

Curb Ramps and Ramps (from sidewalk to shoulder)

North of the "X" Street intersection (west side - W4)

This sidewalk ramp will be upgraded to meet City standards.

"Y" Avenue Intersection

Three of the four proposed curb ramps and all four proposed sidewalk ramps at the "Y" Avenue intersection meet current City standards. Proposed curb ramp "Y" Avenue SW2, located at the southwest corner, is designed to the maximum extent feasible.

Proposed curb ramp "Y" Avenue SW2 will maintain its current landing location to accommodate two crosswalks. All curb ramp elements will meet current City standards, except for the proposed gutter slope (4.4%) and landing cross slope (5.0%). These two elements will maintain the existing gutter slope >2%.

"Z" Way Intersection

The two proposed sidewalk ramps at the "Z" Way intersection meet current City standards. Proposed curb ramp "Z" Way SW2, located at the southwest corner, is designed to the maximum extent feasible.

Proposed curb ramp "Z" Way SW2 will maintain its current landing location to minimize the gutter slope and landing cross slope. All curb ramp elements will meet current City standards, except for the proposed gutter slope (7.4%) and landing cross slope (7.9%). These two elements will maintain the existing gutter slope >2%.

Justification

To construct the curb ramps to be 100% compliant would require re-profiling the existing roadway. This type of major reconstruction is not feasible in this type of Alteration project.

To construct the curb ramps while maintaining the existing profile of the roadway would require rebuilding the roadway adjacent to the proposed curb ramps. The rebuilt roadway would not eliminate the transition from the 2% cross slope of the curb ramps as it matches into the steeper cross slopes of the existing crosswalks but would simply move the transition further into the active traveled roadway. The result would be a grade change transition within the driving lane that would be undesirable.

Attachments

Vicinity Map

Spreadsheet

Curb Ramp Geometrics

Plan Sheets

Appendix I: ADA Terminology

ADA Terminology

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

Barrier. Obstacle that prevents movement or access.

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

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

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

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

Grade Break. Location where a pathway's slope changes.

Hazard. Miscellaneous barrier along a pedestrian circulation route.

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

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

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

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

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

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

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

Stakeholder. Focused group of the general public with interest in outreach efforts.

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


CITY OF FERNDALE
WASHINGTON