

CITY OF RENTON, WASHINGTON

RESOLUTION NO. 4456

A RESOLUTION OF THE CITY OF RENTON, WASHINGTON, ADOPTING THE BARRIER FREE MOBILITY RENTON: CITY OF RENTON RIGHT-OF-WAY ADA TRANSITION PLAN.

WHEREAS, the federal government enacted the Americans with Disabilities Act of 1990 (ADA), and its amendments, to prevent discrimination, to extend the protections of the Rehabilitation Act of 1973, and to ensure equal opportunities for the physically and mentally disabled to employment, public accommodations, commercial facilities, transportation, and services, programs or activities of all state and local governments; and

WHEREAS, Title II of the ADA requires that municipalities conduct a self-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, and develop and adopt transition plans to help guide future planning and implementation of necessary accessibility improvements; and

WHEREAS, the City has been and remains committed to meeting or exceeding ADA requirements and to eliminating barriers to public services, activities, programs and facilities; and

WHEREAS, the City prepared an ADA Transition Plan, which was adopted by the Council by Resolution No. 4254, passed May 18, 2015; and

WHEREAS, the Barrier Free Mobility Renton: City of Renton Right-of-Way ADA Transition Plan will serve as an update to the ADA Transition Plan adopted in 2015;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF RENTON, WASHINGTON, DO RESOLVE AS FOLLOWS:

RESOLUTION NO. 4456


SECTION I. The Council hereby adopts the Barrier Free Mobility Renton: City of Renton Right-of-Way ADA Transition Plan, attached hereto as Exhibit A and incorporated by this reference.

PASSED BY THE CITY COUNCIL this 13th day of December, 2021.




Jason A. Seth, City Clerk

APPROVED BY THE MAYOR this 13th day of December, 2021.



Armondo Pavone, Mayor

Approved as to form:



Shane Moloney, City Attorney

RES:1894:12/10/21



EXHIBIT A

BARRIER FREE MOBILITY RENTON: CITY OF RENTON RIGHT-OF-WAY ADA TRANSITION PLAN



Barrier Free Mobility Renton

City of Renton Right-of-Way ADA Transition Plan





CITY OF RENTON

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Additional copies of this document are available online at:

www.rentonada.com

For questions about the City of Renton ADA Transition Plan or for access to an alternate format of this document email the City of Renton Risk Manager and ADA Coordinator Kelsey Ternes at kternes@rentonwa.gov or by calling toll free, Voice: 425-430-7669 TTY Relay Service: 711.

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.

PREPARED BY

transpogroup 
WHAT TRANSPORTATION CAN BE.

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Executive Summary

This Americans with Disabilities Act Self-Evaluation and Transition Plan establishes the City of Renton's ongoing commitment to providing equal access for all, including those with disabilities. In developing this plan, the City of Renton 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. This document serves as an update to the ADA Transition Plan adopted in May 2015.

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 Renton facilities within the public right-of-way.**

This includes attributes of sidewalks, curb ramps, and pedestrian pushbuttons as these are the facility types inventoried by the City.

This document summarizes the Self-Evaluation, which includes an accessibility assessment of pedestrian facilities as well as practices and procedures which relate to them, such as curb ramp design standards. 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.

The City's objective is to remove physical barriers associated within the public right-of-way using operation and maintenance, overlay, and Barrier-Free program funding. The City is committed to removing these barriers and in future years will implement projects to remove 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.

I Introduction

I.1 Plan Requirement

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

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 completed an inventory of some 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 Renton 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 as a revised set of guidelines for right-of-way pedestrian facilities. Both the 2005 and 2011 guidelines have not yet been adopted as federal standards. Despite this delay, many public entities currently use the 2005 draft 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 the Washington Department of Transportation adheres to.

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.

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

Chapter 3 – Stakeholder

Engagement Documents 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.

2 Self-Evaluation

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

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

2.1 Policy Review

The City of Renton primarily addresses pedestrian facilities in their City of Renton Standard Plans and Municipal Code. The City of Renton Comprehensive Plan (2015) 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.

2.1.2 Findings

The City of Renton develops a Comprehensive Plan in order to complete long range planning for the city. The latest version of this plan was completed in 2015 and amended in 2018. The planning covers topics including land use, transportation, housing and human services, economic development, parks, community planning, utilities, and capital facilities.

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

- Enhance pedestrian movement and safety
- Develop and designate appropriate pedestrian commuter routes along minor arterials and collector arterial corridors
- Promote safety and convenience for travel of all users, specifically pedestrians, bicyclists, and transit riders in addition to motor vehicle drivers
- Invest in non-motorized connections across the City and provide intersection improvements to promote pedestrian safety and comfort
- Support energy efficient transportation modes
- Establish essential maintenance, preservation, and safety improvements of the transportation system as a high priority
- Encourage reduction in single occupant vehicles through investments in non-motorized facilities and connections
- Promote pedestrian access from transit stops and stations

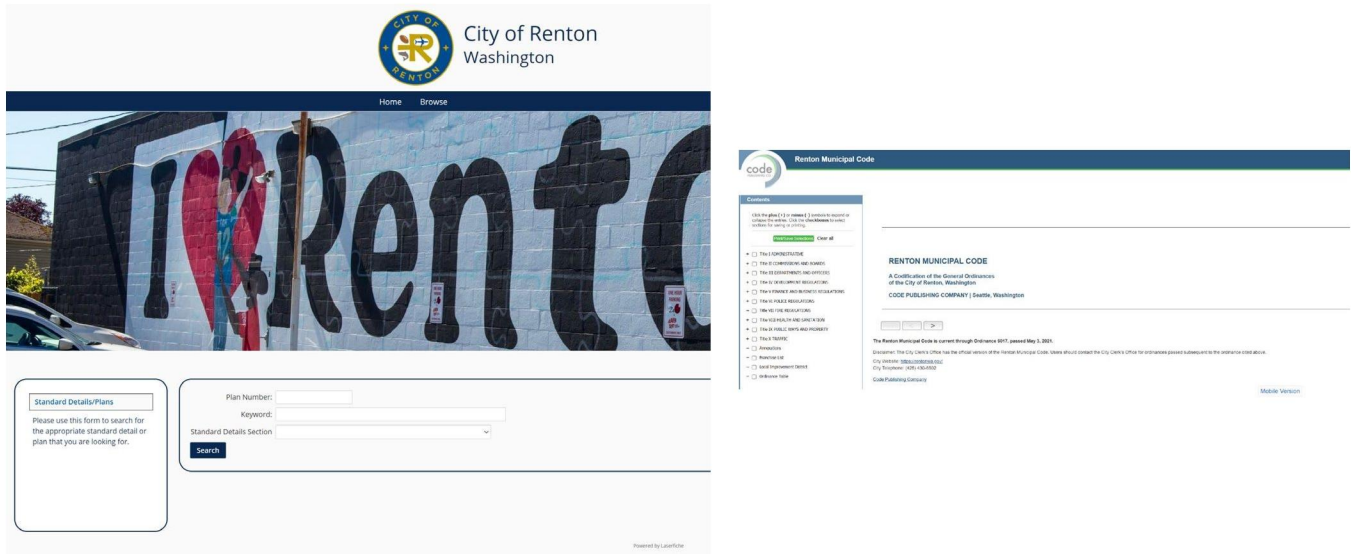


Figure 2-1 City of Renton Standard Details/Plans Webpage and City of Renton Municipal Code Webpage

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.

This section summarizes a review of the City of Renton Standard Plans for Public Works (March 2021) and City of Renton Municipal Code (RMC) (March 2021) to identify any barriers to accessible design. The review was conducted in June 2021. For greater detail on the practices and standards review, see **Appendix A** for a barrier audit memo.

2.2.1 Method

The City of Renton Standard Plans for Public Works and RMC 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 Renton maintains adopted design standard plans for sidewalks, pathways, parking spaces, and driveways. Figure 2-1 shows the webpages where the standard plans and municipal code can be accessed.

The City’s municipal code contains additional guidance with code-adopted Washington State Department of Transportation (WSDOT) standard plans related

to parking spaces, parking access aisles, and parking identification incorporated into RMC Chapter 7.

The City’s design standards and code are limited to guidance for sidewalks, pathways, parking spaces, and driveways. This represents a small 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, curb ramps, signals, transit stops, ramps, stairways, handrails, and railways. It is recommended for many of these areas that the City may:

- Modify the City of Renton Municipal Code to include a section detailing the recommended design requirements that are currently missing **or**
- Modify the City of Renton Municipal code to adopt a City of Renton Design Manual with chapters pertaining to each of the design elements associated with ADA compliance.



Pushbuttons

Curb Ramps

Sidewalks

Figure 2-2 Examples of Inventoried Facilities

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. Curb ramp and sidewalk field data was collected by the City of Renton between 2017 – 2020. Supplemental curb ramp and sidewalk field data was collected by Transpo from January 2021 to February 2021. Signal pushbutton field data was collected by Transpo from January 2021 to February 2021.

Many existing pedestrian features within Renton 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 Renton 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.

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 data collection effort included attributes for sidewalks and curb ramps, while Transpo Group’s data collection included signal pushbuttons.

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

- 5,940 sidewalks, totaling approximately 353 miles
- 4,273 curb ramps
- 780 signal pushbuttons

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

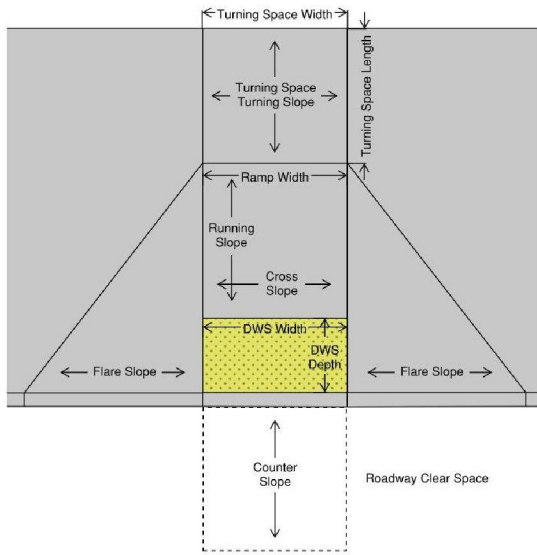


Figure 2-3 Perpendicular Curb Ramp Attributes

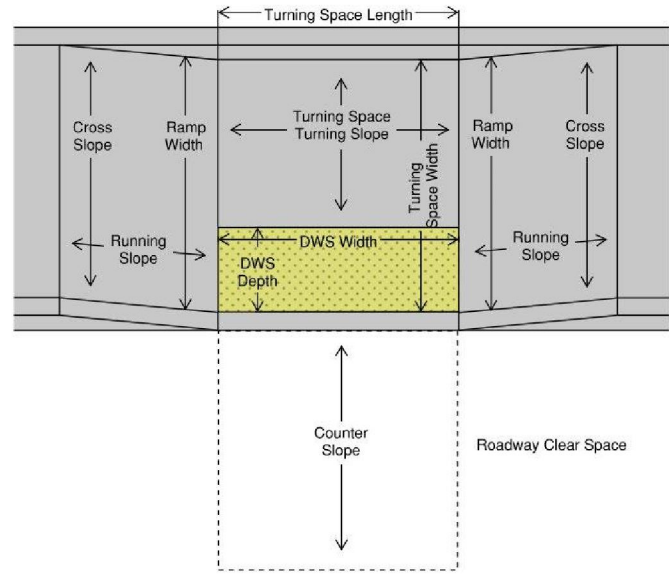


Figure 2-4 Parallel Curb Ramp Attributes

Curb Ramps

Field data was collected for existing curb ramps by the City of Renton, and was supplemented in select areas by Transpo. The field data was then evaluated for their compliance with ADA standards. Figures 2-3 and 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 25 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.

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

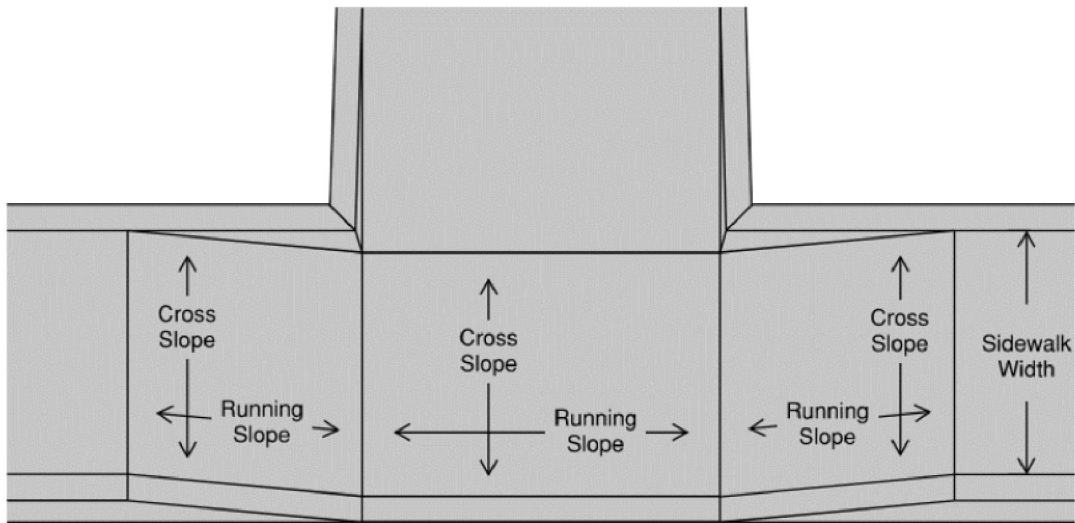


Figure 2-5 Sidewalk Attributes

Sidewalks

Field data was collected for sidewalks by the City of Renton and supplemented in limited locations by Transpo. 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 score based on the degree to which the barrier impeded accessibility.

- Sidewalk Width, i.e., the sidewalk is too narrow,
- Sidewalk 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 are discussed in more detail in Section 4.2.1 and in **Appendix C**.

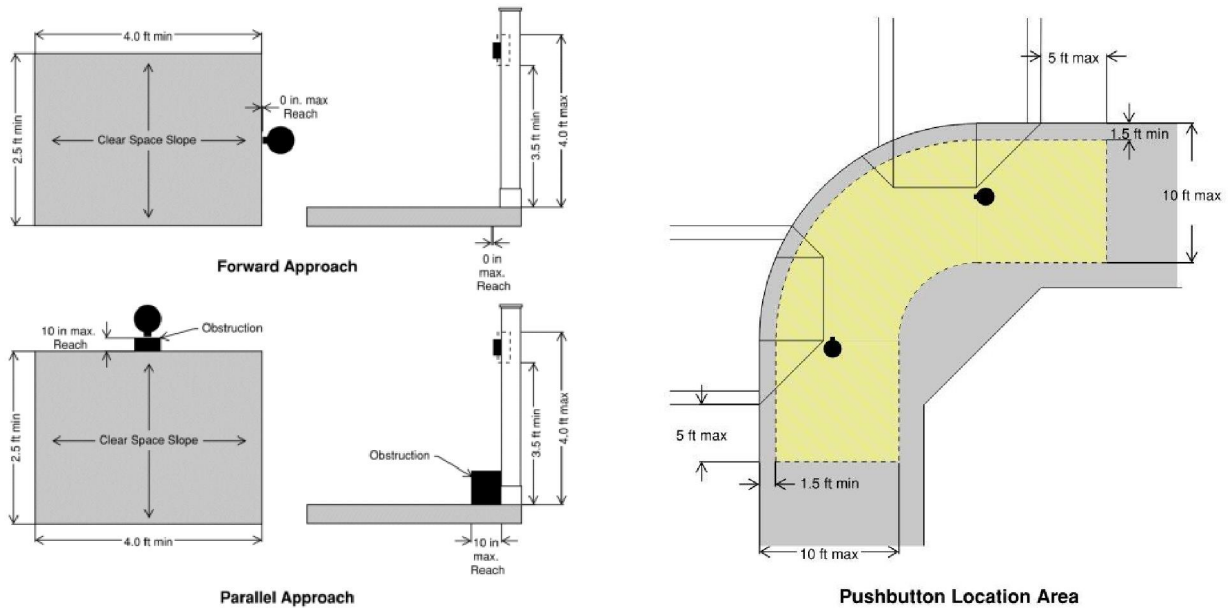


Figure 2-6 APS Pedestrian Pushbutton Location Attributes

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.

Field data was collected for pedestrian pushbuttons at traffic signals by 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

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

Table 2-1 Existing curb ramp compliance

CURB RAMP COMPLIANCE	RAMPS	% OF TOTAL
Significant Compliance Issue	3,283	77%
Minor Compliance Issue	383	9%
Compliant ramps	607	14%
Total	4,273	

2.3.2 Findings

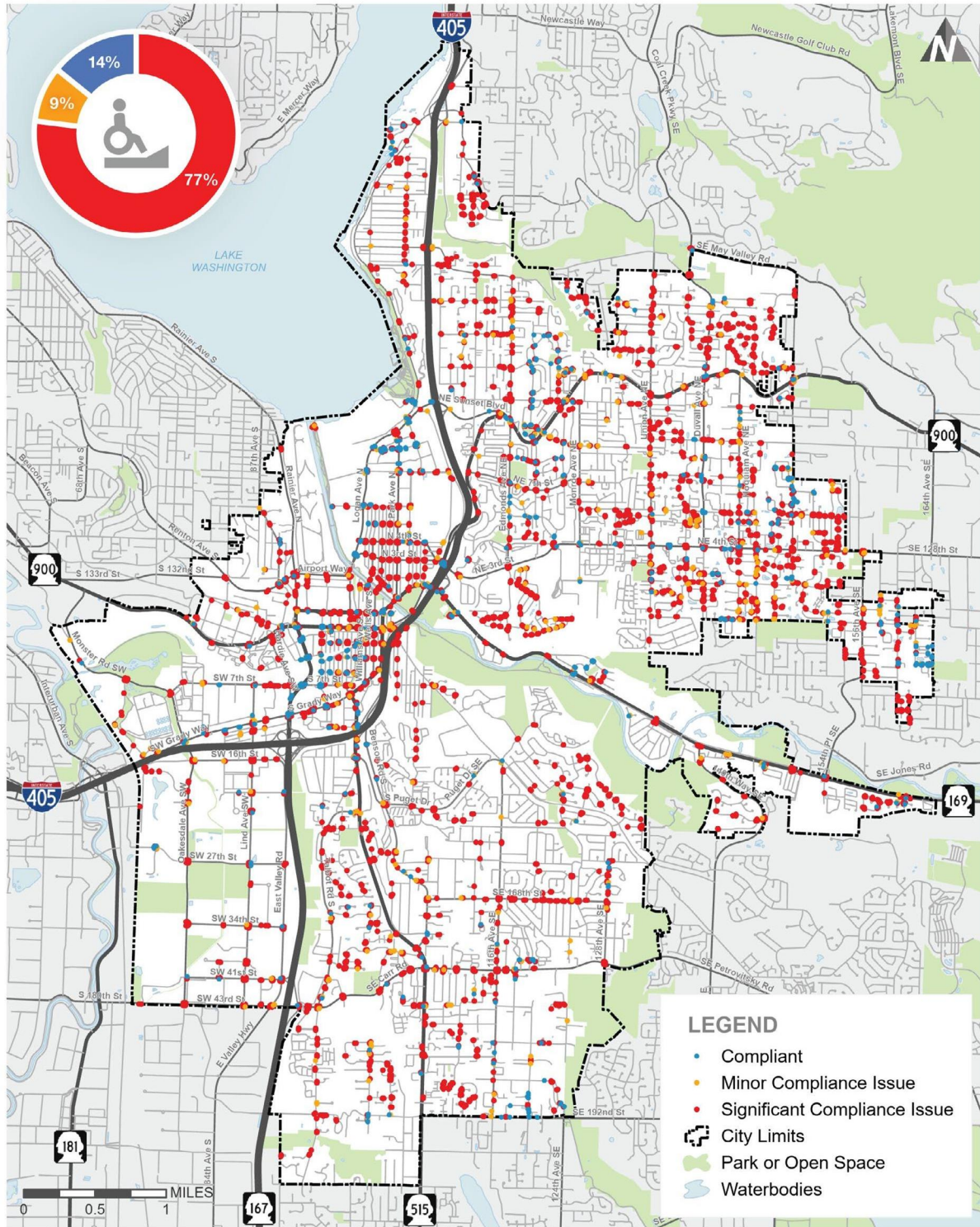
Curb Ramps

Approximately 86% of the 4,273 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.
- Non-compliant running slope, i.e., the ramp running slope is too steep (Figure 2-8). 1,788 curb ramps have running slopes greater than 8.3%.
- Non-compliant cross slope, i.e., the cross slope is too steep (Figure 2-9). 2,554 curb ramps have cross slopes greater than 2%, 2,006 of which have cross slopes greater than 3%.
- 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.



Non-Compliant Curb Ramp

Renton ADA Transition Plan

FIGURE

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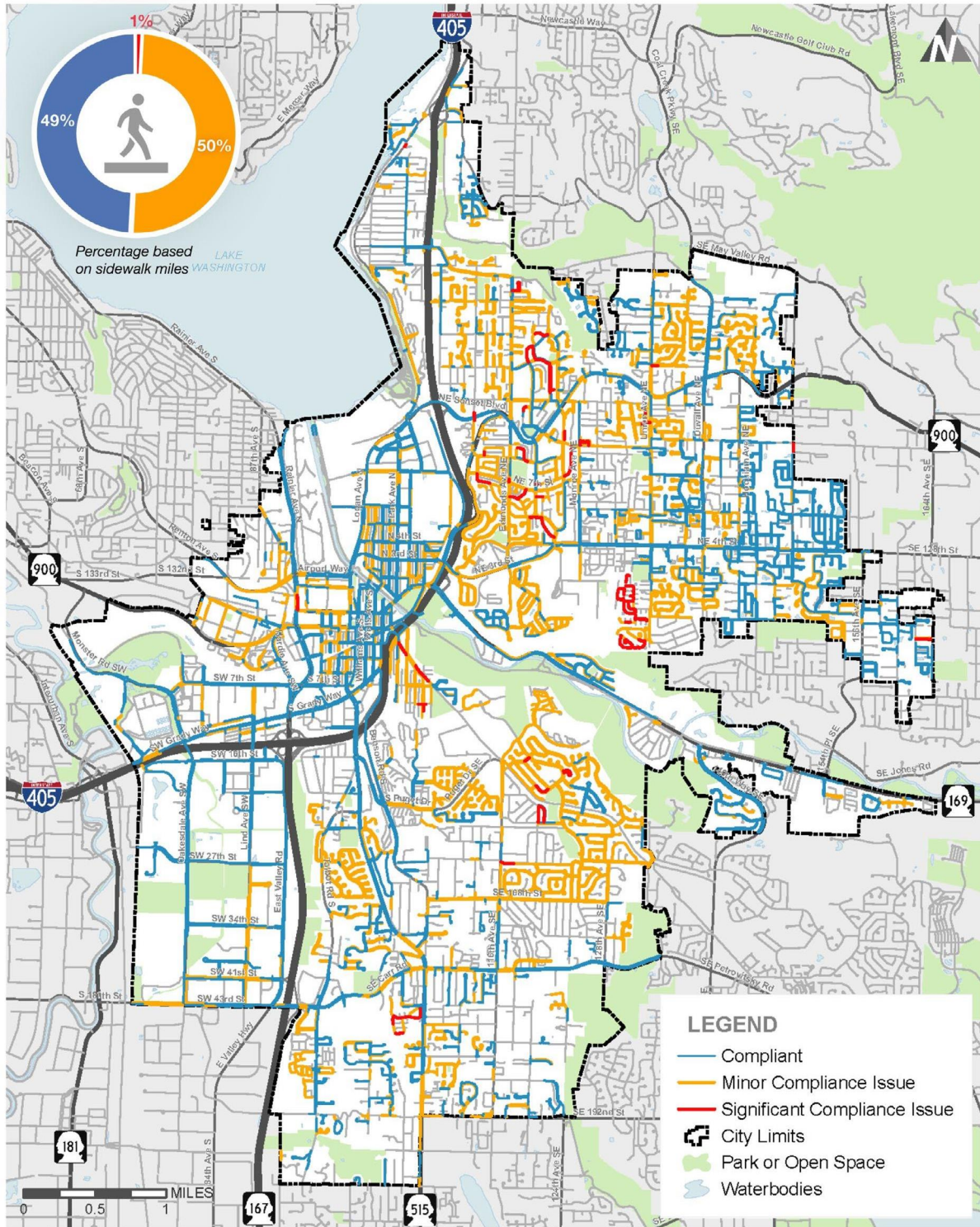
Table 2-2 Sidewalk compliance

SIDEWALK COMPLIANCE	CONCRETE		ASPHALT		OTHER OR UNKNOWN		TOTAL	
	MILES	% OF TOTAL	MILES	% OF TOTAL	MILES	% OF TOTAL	MILES	% OF TOTAL
Significant Compliance Issue	4	1%	0	0%	1	20%	5	1%
Minor Compliance Issue	170	50%	2	40%	4	80%	176	50%
Compliant	169	49%	3	60%	<1	0%	172	49%
Total	343		5		5		353	

Sidewalks

Approximately 353 miles of sidewalk were inventoried with approximately 51% not meeting ADA standards (see Table 2-2 and Figure 2-8). Grinding, patch repair, and full reconstruction are potential solutions for removing the sidewalk barriers depending on the severity of the barrier.

Figure 2-9 shows which sidewalk segments have widths less than 48 inches.



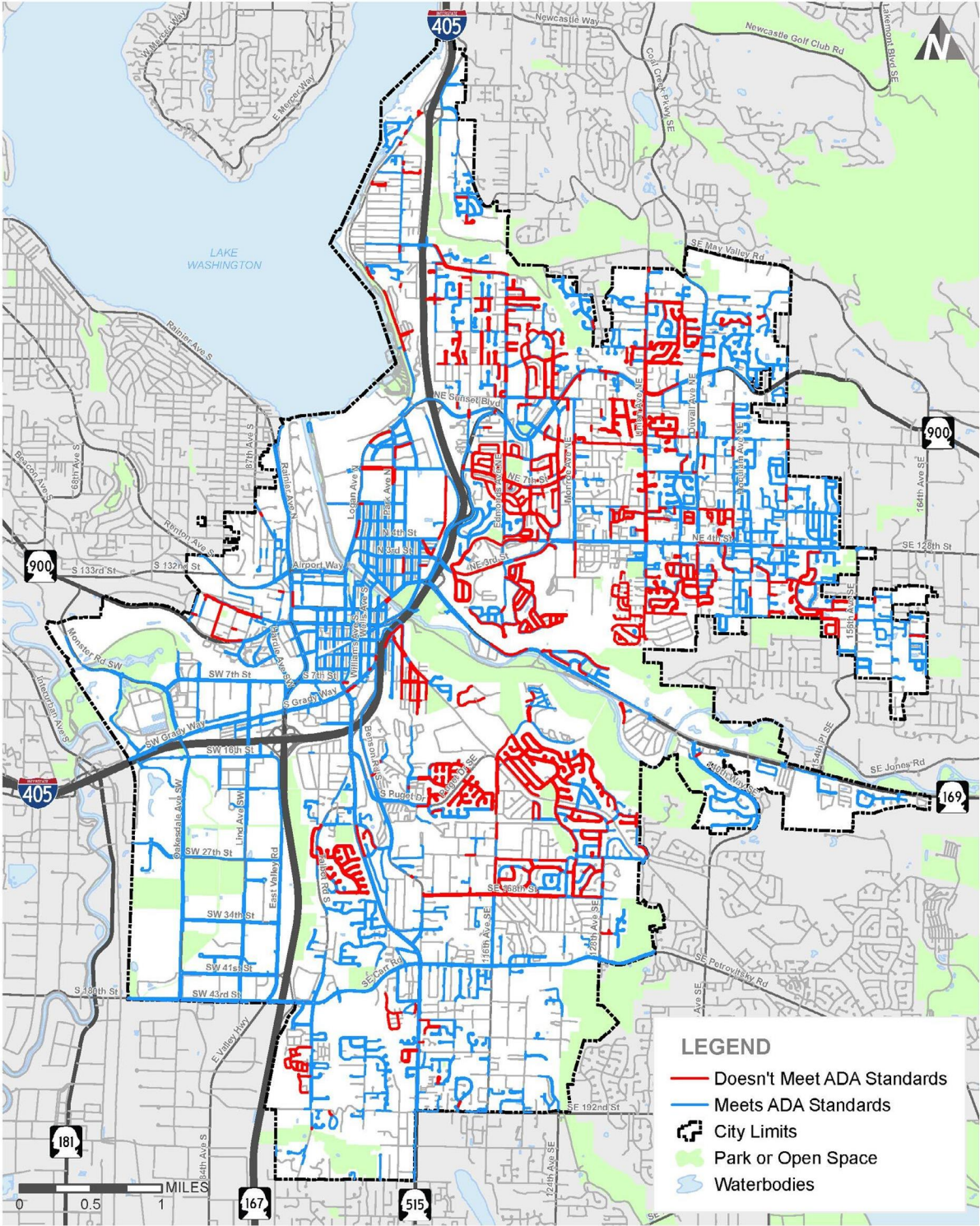
Non-Compliant Sidewalk
Renton ADA Transition Plan

FIGURE



2-8

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Sidewalk Width
Renton ADA Transition Plan

FIGURE
2-9



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Figure 2-10 “H-style” (left) and APS-style pedestrian pushbutton (right)

Signal Pushbuttons

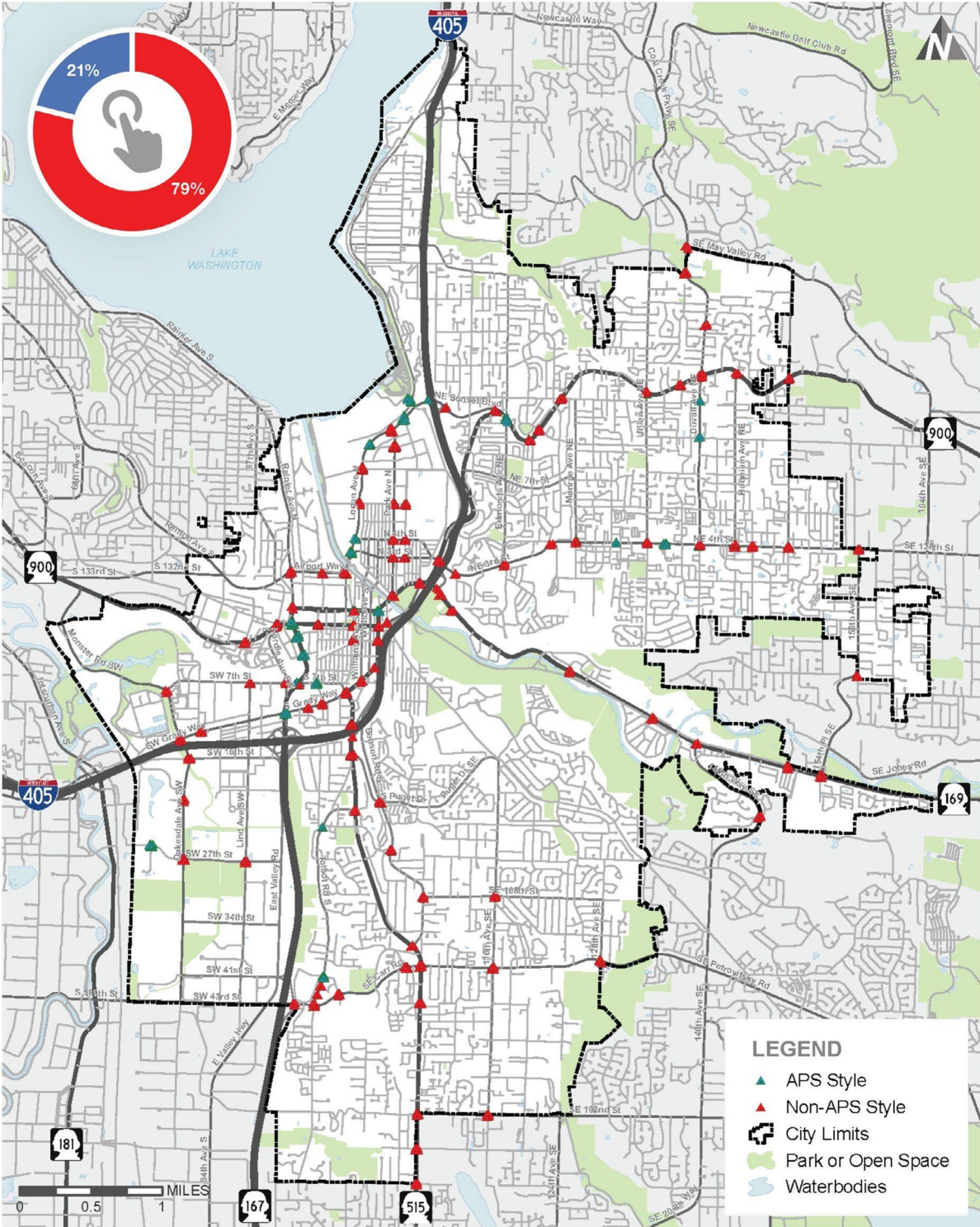
694 of the 780 inventoried pedestrian pushbuttons were not fully ADA compliant, while 86 units met all ADA requirements for measured attributes.

The non-compliant pedestrian pushbuttons include non-APS style buttons to be replaced and APS-style buttons to be reprogrammed or relocated.

Approximately 79% of pedestrian pushbuttons in the city are an older “H-style” design (see Figure 2-10 top). 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 2-10 bottom).

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 2-11 demonstrates the type and locations of these pushbuttons throughout the city.



Signal Push Buttons: APS and Non-APS
 Renton ADA Transition Plan

FIGURE
2-11



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3 Stakeholder Engagement

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)). 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

To generate public involvement and capture public feedback on the ADA Transition Plan, the City used five methods: a virtual open house, engagement survey, online mapping tool, in-depth discussion group with a senior citizen advisory committee, and a listening session with City staff. Promotion and advertising for these outreach methods utilized the City's website and social media channels, as well as hardy copy surveys and flyers delivered by City staff. The City of Renton developed a project website: <https://www.rentonada.com/> 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 dove into the ADA transition plan project, goals and areas of focus of the project, 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 surveyed 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 June 2020 to September 2020. A detailed summary of engagement and outreach efforts including promotion and advertising, online survey, online mapping tool, listening sessions, and a senior citizen advisory committee meeting 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:

- Government buildings
- Hospitals & medical facilities
- City parks

Detailed information regarding the priorities and locations identified through the survey and online mapping tool are included in **Appendix D**.

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, road maintenance, and overlays. 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 capital projects, maintenance, overlay program, and the Barrier-Free Transition Plan Implementation Program.

4.1.1 Capital Projects

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 Renton updates its TIP annually 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 Barrier-Free Transition Plan Implementation

The City's Barrier-Free Transition Plan Implementation is the City's current ADA program that provides funding for designing and building features in response to individual requests to improve access for pedestrians. This program implements barrier removal strategies identified in this ADA Transition Plan. The Barrier-Free Transition Plan Implementation is identified as TIP project #21-11 in the *City of Renton 2022-2027 Transportation Improvement Program*.

4.1.3 Maintenance

Operational and maintenance activities typically resolve less costly and less complex barriers to accessibility. A subset of the work completed by the Public Works Maintenance Services Division helps to remove ADA related barriers through curbs, streets, and sidewalk repairs. Though maintenance investments for pedestrian facilities often do not bring sidewalks, ramps, and other pedestrian infrastructure fully up to ADA standards, these investments of staff time and resources typically result in critically important access improvements. These activities include sidewalk panel grinding, panel replacement, and request-based curb ramp installations. Maintenance investments are crucial to increasing the longevity of the existing pedestrian network.

4.1.4 Street Overlay Program

The Street Overlay Program is used to maintain the current roadway system by providing street overlays, pavement rehabilitation, and curb and sidewalk repair. When a street overlay is being conducted in areas adjacent to ADA features, the curb ramps will be retrofitted or replaced to meet current standards if found to be non-compliant. The City has an additional barrier removal funding source through their ADA program. This program supplements efforts for upgrading the City's existing pedestrian infrastructure. The Street Overlay Program is identified as TIP project #21-01 in the *City of Renton 2022-2027 Transportation Improvement Program*.

4.1.5 Arterial Rehabilitation Program

The Arterial Rehabilitation Program funds the resurfacing and repairing of principal and minor arterial streets. ADA-compliant curb ramp improvements are incorporated into this program when necessary. Projects such as the SW 43st Street Resurfacing and the Oakesdale Avenue SW Preservation Project are included within the Arterial Rehabilitation Program. The Arterial Rehabilitation Program is identified as TIP project #21-02 in the *City of Renton 2022-2027 Transportation Improvement Program*.

4.1.6 Walkway Program

The Walkway Program provides for the design and construction of non-motorized facilities for pedestrians. Projects such as the S 7th Street Corridor Improvements and Lake Washington Loop Trail Phase 5 are included in this program. The Walkway Program is identified as TIP project #21-03 in the *City of Renton 2022-2027 Transportation Improvement Program*.

4.1.7 Intersection Safety & Mobility Program

The City upgrades existing traffic signals for a variety of reasons, often with the goal of reducing vehicle congestion. When these upgrades occur, the City has the opportunity to ensure that push buttons and pedestrian signals meet current accessibility standards, including button location and position, non-visual format of indicating "WALK" and "DON'T WALK" guidance using audible tones, and vibro-tactile surfaces. The City's Intersection Safety & Mobility Program is

identified as TIP project #21-05 in the *City of Renton 2022-2027 Transportation Improvement Program*.

4.1.8 Roadway Safety & Guardrail Program

The Roadway Safety & Guardrail Program provides annual improvements to citywide guardrails to improve the safety of the roadside environment. The program includes the development of a standardized policy and criteria for improvement project selection. The City's Roadway Safety & Guardrail Program is identified as TIP project #21-04 in the *City of Renton 2022-2027 Transportation Improvement Program*.

4.1.9 Traffic Safety Program

The Traffic Safety Program funds small-scale traffic safety improvements that require materials, labor, or equipment. These improvements can include modifications to school zone signs, installing pedestrian safety traffic signal, installing radar speed signs, and implementing other traffic calming elements. The City's Traffic Safety Program is identified as TIP project #21-06 in the *City of Renton 2022-2027 Transportation Improvement Program*.

4.1.10 Sidewalk Rehabilitation & Replacement Program

The Sidewalk Rehabilitation & Replacement Program replaces deteriorated or damaged curb, gutter, sidewalk, and curb ramps to address existing sidewalk deficiencies and provide safer facilities for pedestrians on neighborhood streets. Improvement locations are determined through public requests and feedback from City staff with review and prioritization. The City's Sidewalk Rehabilitation & Replacement Program is identified as TIP project #21-09 in the *City of Renton 2022-2027 Transportation Improvement Program*.

4.1.11 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:

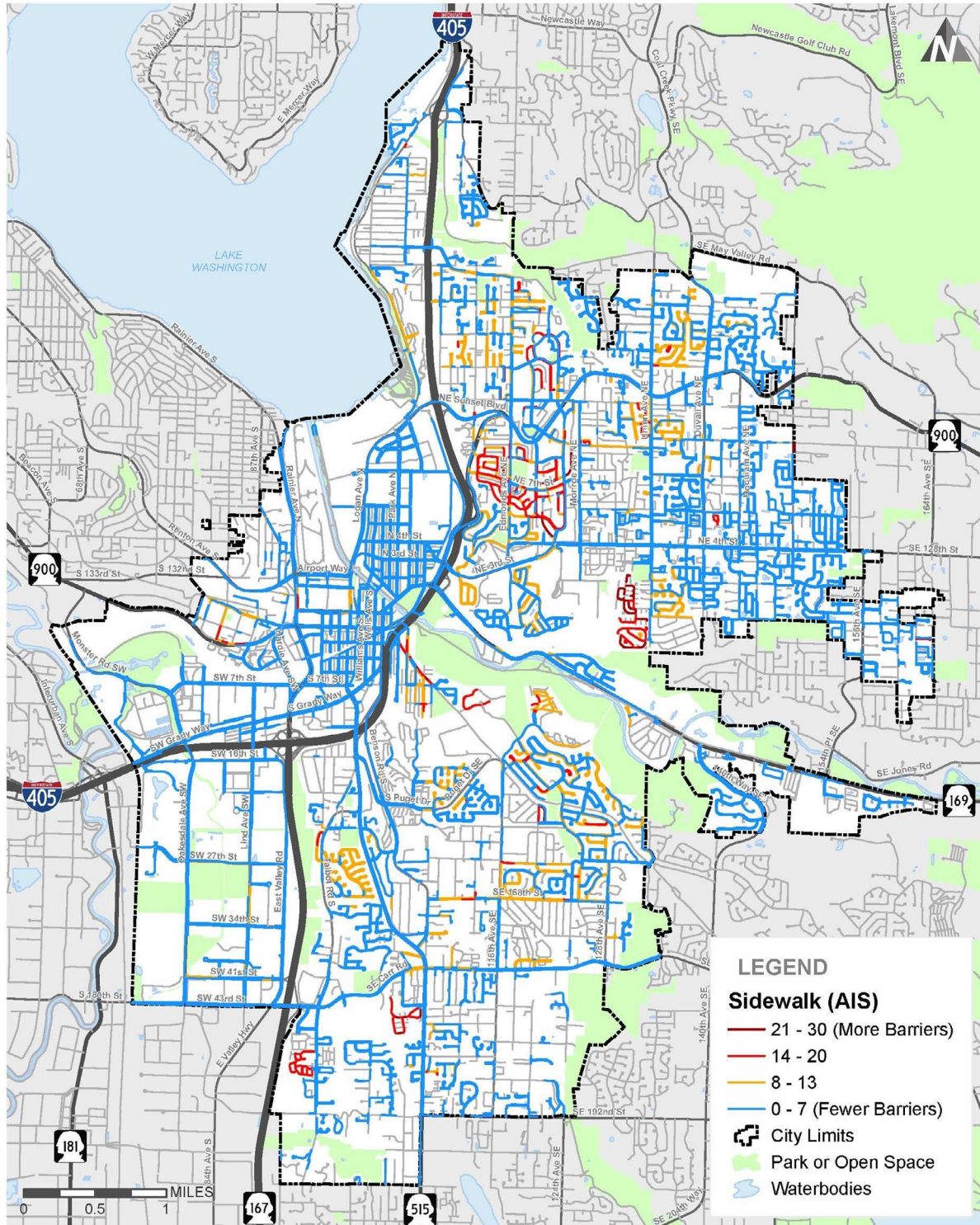
- Physical impact to accessibility
- Proximity to key pedestrian destinations, such as transit stops and schools.

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 very high, 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. Curb ramps with non-compliant ramp widths, running slopes, or cross-slopes greater than three percent were assigned the highest possible score of 30.



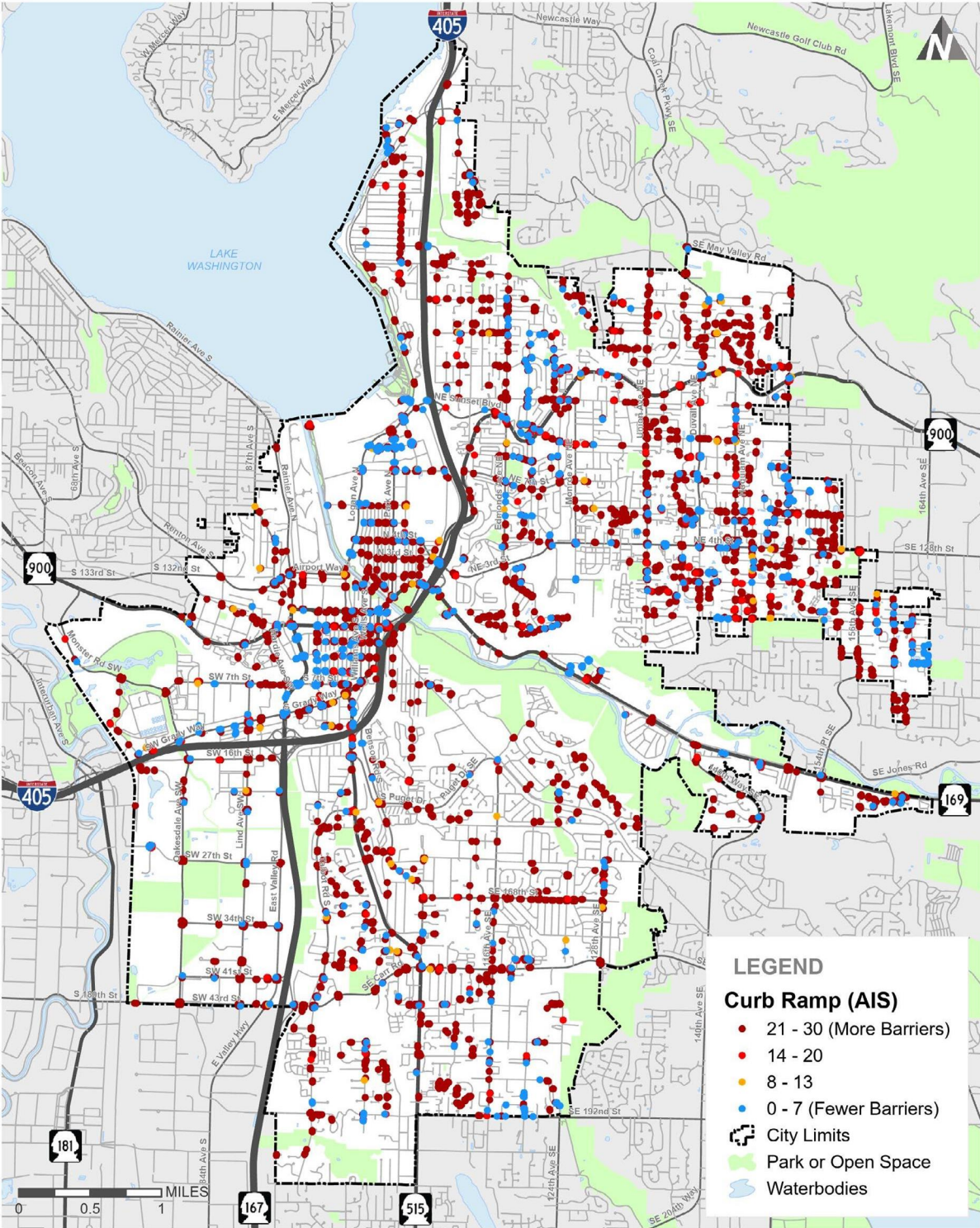
Accessibility Index Score Composite (Sidewalk)
 Renton ADA Transition Plan

FIGURE



4-1

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Accessibility Index Score Composite (Curb Ramp)

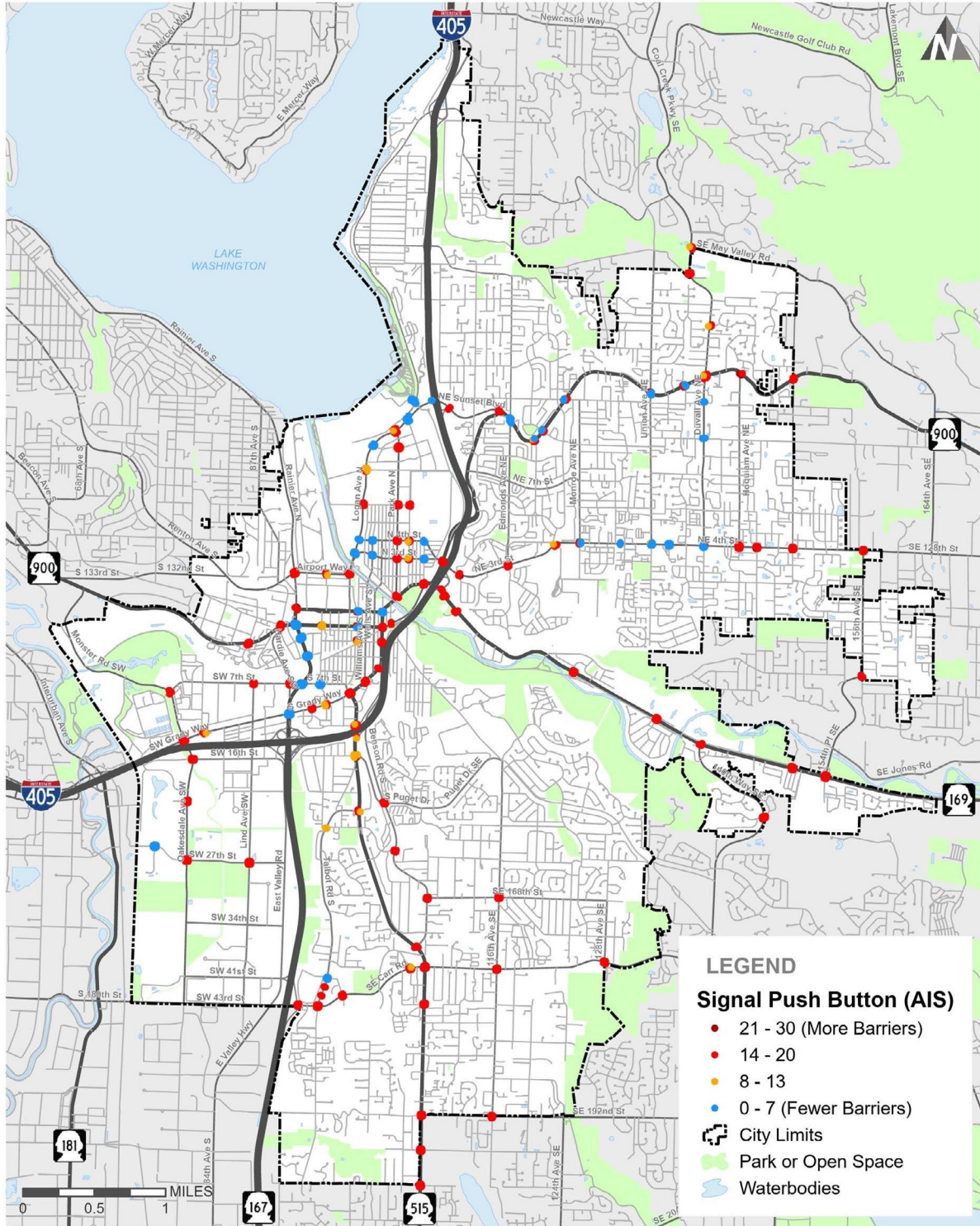
Renton ADA Transition Plan

FIGURE



4-2

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Accessibility Index Score Composite (Signal Push Button)
 Renton ADA Transition Plan

FIGURE



4-3

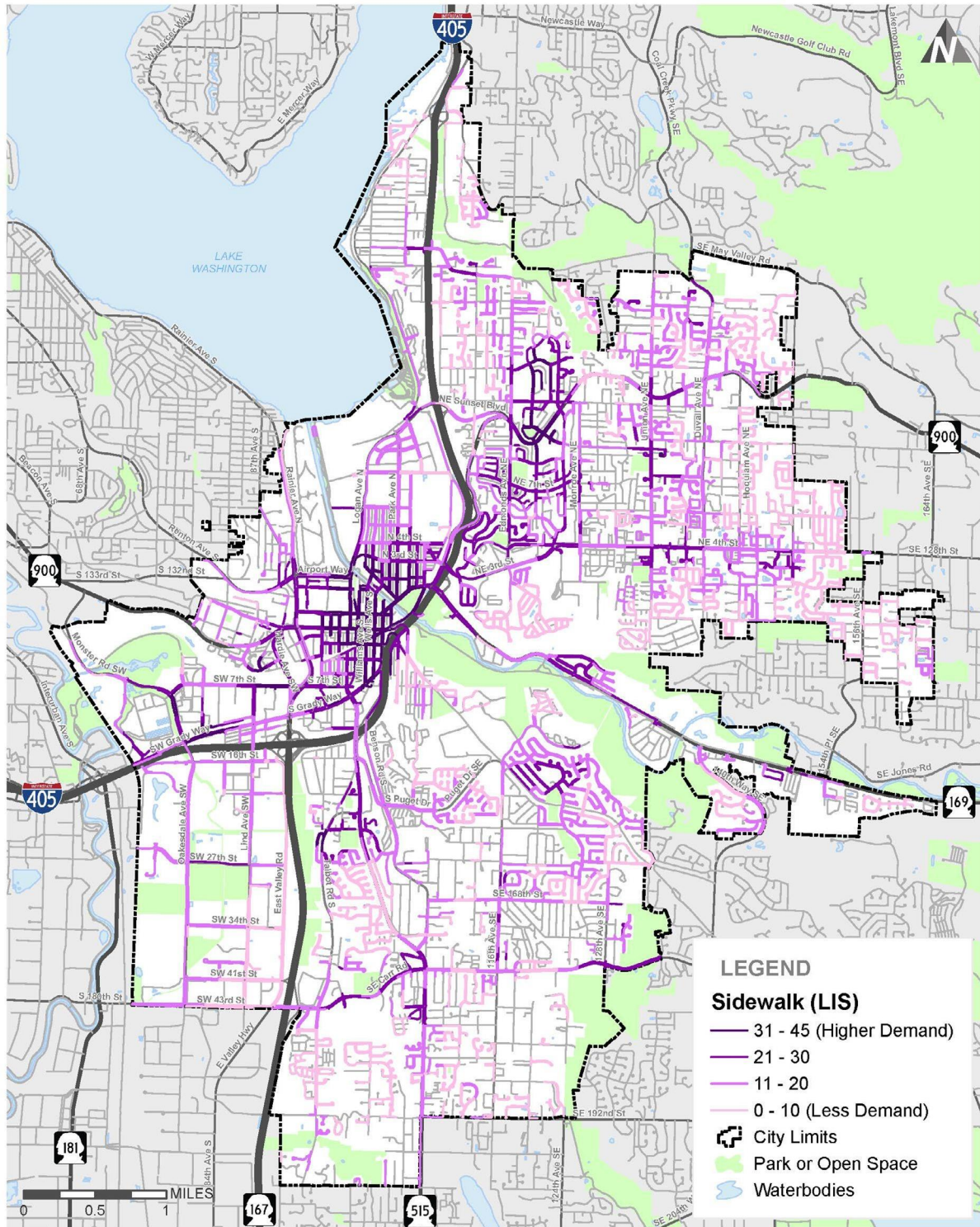
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Proximity to Key Pedestrian Destinations: Location Index Score (LIS)

The Location Index Score describes the importance of the pedestrian facility to accessing key pedestrian destinations. Each existing pedestrian facility was scored based on its proximity to schools, parks, transit facilities, signals or roundabouts, public buildings, and downtown or commercial business centers. Facilities near 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**.



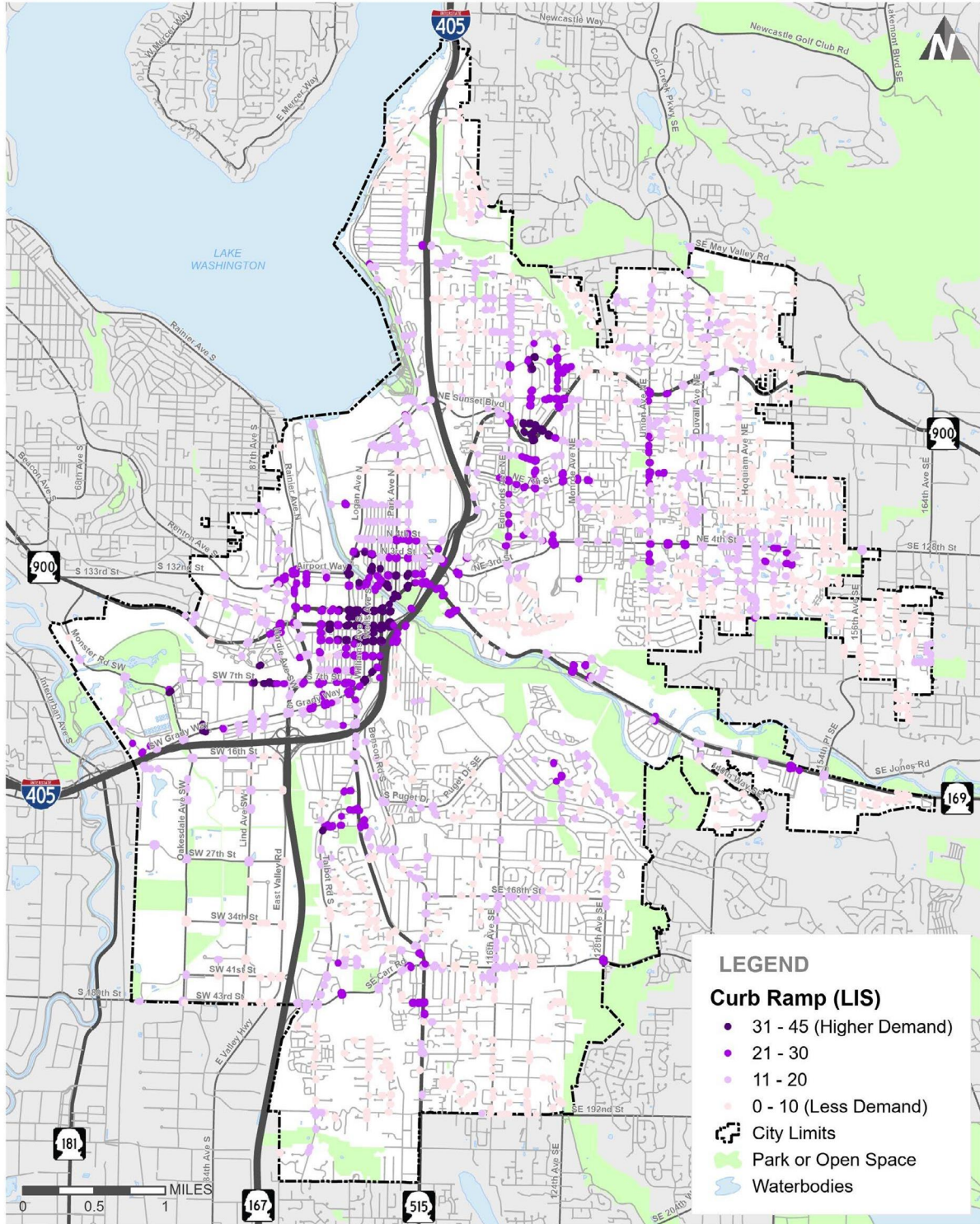
Location Index Score Composite (Sidewalk)

Renton ADA Transition Plan

FIGURE

4-4





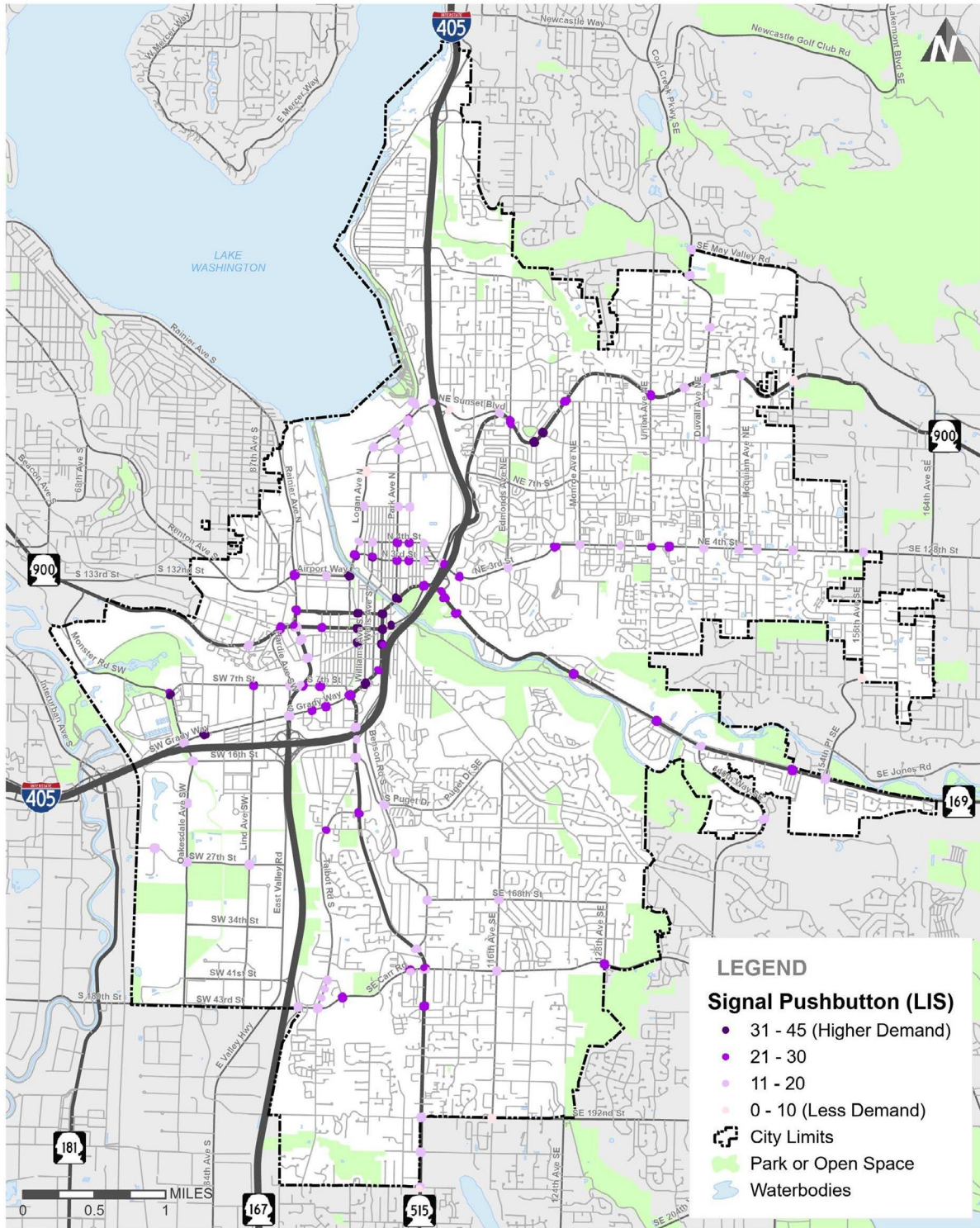
Location Index Score Composite (Curb Ramp)
 Renton ADA Transition Plan

FIGURE



4-5

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Location Index Score Composite (Signal Push Button)
 Renton ADA Transition Plan

FIGURE



4-6

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Combined Index Score

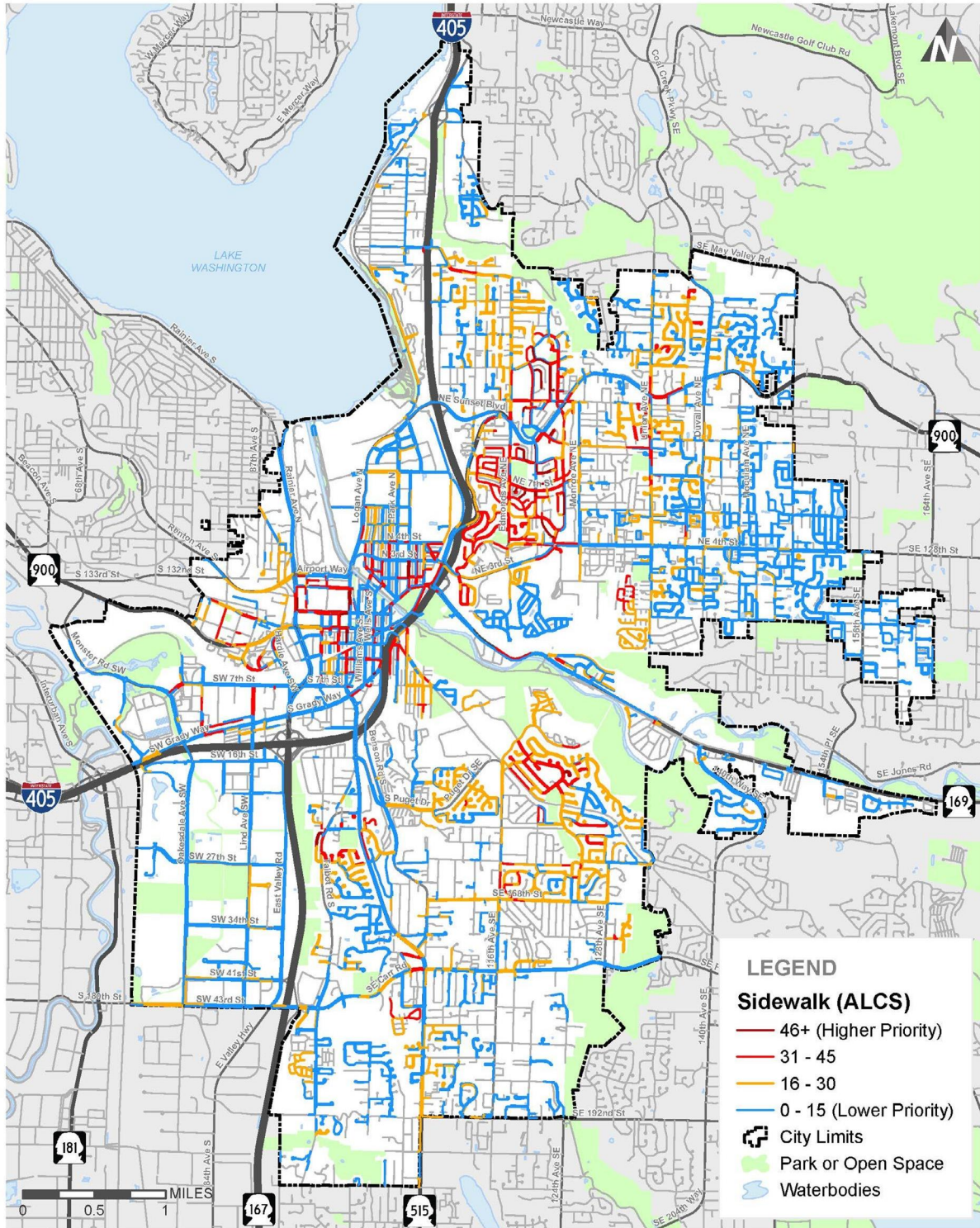
The Combined Index Score sums the Accessibility Index Score and Location Index Score to prioritize facilities with accessibility barriers in areas where pedestrians would be expected.

Scores were grouped into four categories:

- Very High: significant physical barriers in high-demand areas: 46-75 points
- High: 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.



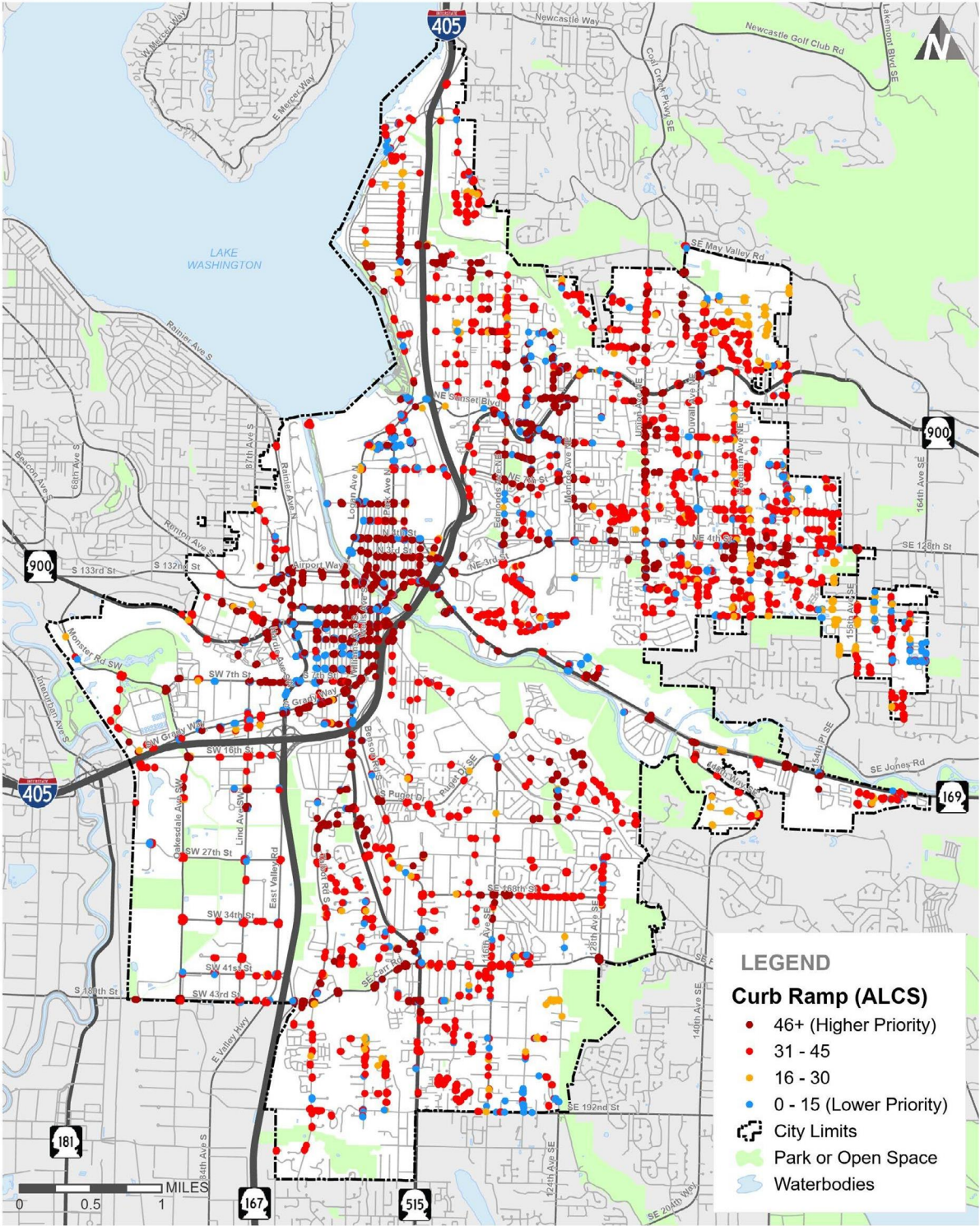
Accessibility (AIS) & Location (LIS) Combined Score (Sidewalk)
 Renton ADA Transition Plan

FIGURE



4-7

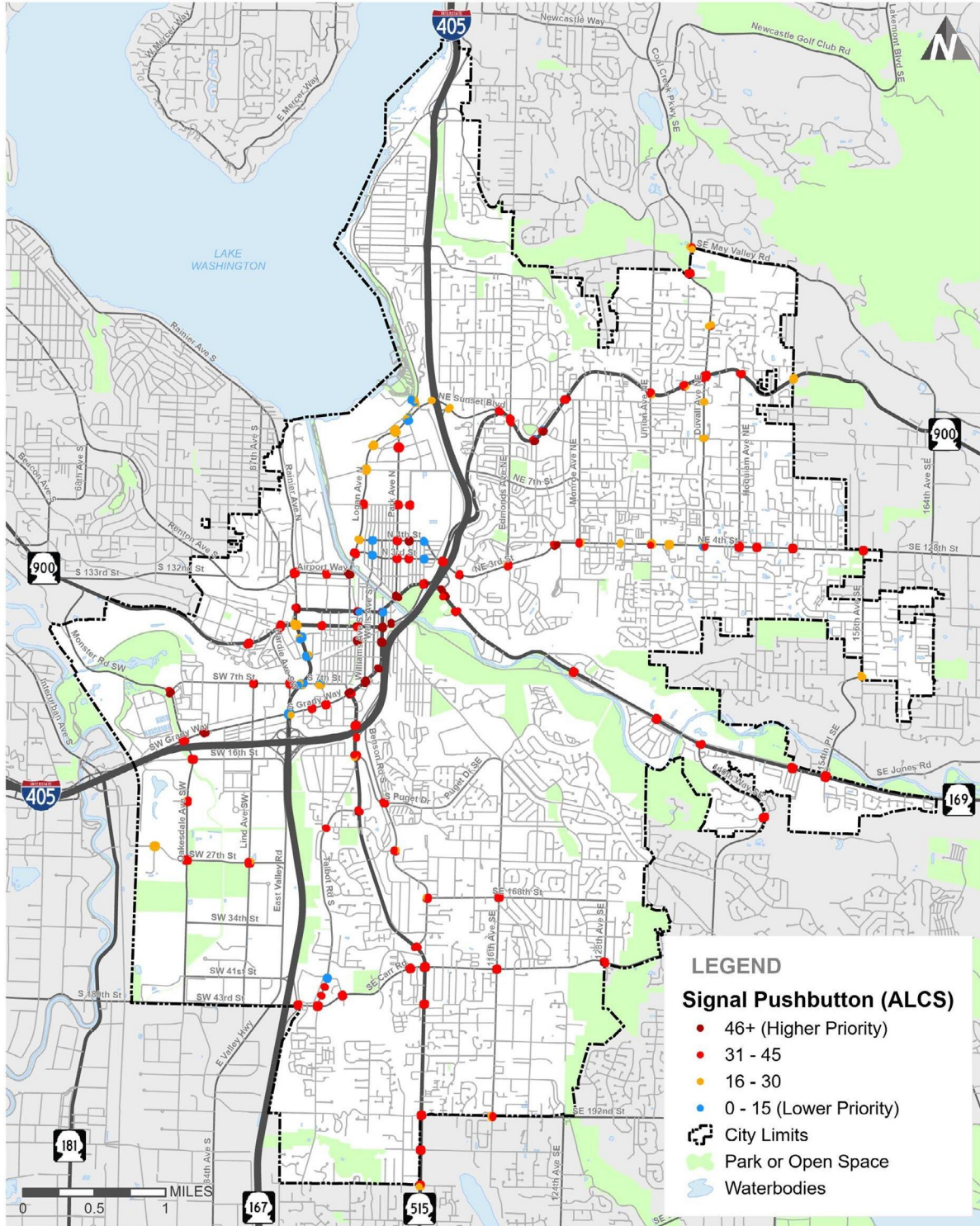
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Accessibility (AIS) & Location (LIS) Combined Score (Curb Ramp) FIGURE 4-8
 Renton ADA Transition Plan



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Accessibility (AIS) & Location (LIS) Combined Score (Signal Pushbutton) Renton ADA Transition Plan

FIGURE



4-9

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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 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 2021 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 \$178,777,000** (in 2021 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
Sidewalks				
Non-compliant sidewalk	Reconstruct, grind, or patch sidewalk.	524,069 SY	\$145	\$75,991,000
<i>Subtotal</i>				\$75,991,000
Curb Ramps				
Non-compliant curb ramp	Remove and reconstruct existing curb ramp.	3,509 EA	\$7,000	\$24,563,000
No detectable warning surface (DWS) or poor condition DWS	Install/replace detectable warning surface (DWS)	157 EA	\$1,030	\$162,000
<i>Subtotal</i>				\$24,725,000
Pushbuttons				
Non-APS pushbutton and pushbutton is located incorrectly.	Install new APS pushbutton and new pole.	593 EA	\$5,000	\$2,965,000
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.	23 EA	\$3,700	\$86,000
APS pushbutton located incorrectly.	Install new pole and relocate pushbutton.	47 EA	\$3,500	\$165,000
APS pushbutton that has non-compliant dimensions and/or programming	Reprogram pushbutton, reorient pushbutton, and/or install tactile arrow.	31 EA	\$200	\$7,000
<i>Subtotal</i>				\$3,223,000
Total				\$103,939,000
<i>Contingency @ 20%</i>				\$20,788,000
<i>Design @ 12%</i>				\$12,473,000
<i>Mobilization @ 8%</i>				\$8,316,000
<i>TESC + Traffic Control @ 12%</i>				\$12,473,000
<i>Construction Management @ 20%</i>				\$20,788,000
TOTAL 2021 DOLLARS				\$178,777,000

Table 4-2 ADA Very High Barrier Removal Transition

TRANSITION YEARS	RECOMMENDED ADDITIONAL ANNUAL INVESTMENT
50 Years	\$240,000
30 Years	\$500,000
20 Years	\$800,000

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 \$520,000 per year for pedestrian barrier removal. A breakdown of the annual budget resources anticipated to be available to support pedestrian barrier removal implementation follows.

- Barrier Free Transition Plan Implementation, \$80,000
- Public Works Street Maintenance, \$40,000
- Street Overlay Program, \$60,000
- Arterial Rehabilitation Program, \$60,000
- Walkway Program, \$150,000
- Intersection Safety & Mobility Program, \$10,000
- Roadway Safety & Guardrail Program, \$10,000
- Traffic Safety Program, \$10,000
- Sidewalk Rehabilitation & Replacement Program, \$100,000

See Section 4.1 for details on these programs. These improvements may address low, medium, high, and very high priority barriers based on the location of a proposed larger project or maintenance program. It was assumed that the Barrier Free Transition Plan Implementation funding is allocated primarily to very high and high priority barriers, and the remaining current funding is allocated evenly to low, medium, high, and very high barriers.

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' and '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 be removed and 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 very high priority barriers. With the City's current funding allocation, **approximately 135 transition years would be required to remove all very high priority barriers.** An approximately 20- to 50-year plan was developed to estimate the additional annual funding required to remove all very high priority barriers. The transition plan is summarized in Table 4-2.

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 20- 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 taken into account. Areas with multiple barriers within close proximity 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 be able to 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

5.1 Recommended Actions

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.

Recommendation 1:

Update City design standards to match ADA Standards

Status: Underway

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.

The Transportation Systems Division will develop Design and Construction Guidelines for City Streets that will modify and update municipal code.

Recommendation 2:

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

Status: Complete

The City's Risk Manager has been identified as the responsible official. This position, often referred to as the "ADA Coordinator," is one of the four major federal requirements for every ADA transition plan. The current Risk Manager is Kelsey Ternes. The ADA Coordinator is responsible for facilitating transition planning such as responding to grievance requests. They also function 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.

Official Responsible for Plan Implementation:

Risk Manager, ADA Coordinator
Human Resources and Risk Management Department
1055 S Grady Way
Renton, WA 98057

425-430-7669

TTY Relay Service: 711

ada@rentonwa.gov

Recommendation 3:

Modify 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 existing APS policy is included in **Appendix F**. It is recommended that this policy be revised to specify that all new and modified

signalized intersections are required to have APS devices installed that meet ADA requirements. See PROWAG Section R209 for additional guidance.

Recommendation 4:

Educate City staff, consultants, and contractors on ADA standards

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: Complete

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 has an established process to file a grievance or a request for accommodation or barrier removal with the City's ADA Coordinator. A community member can file a grievance or request for barrier removal through the City's website. The request for accommodation or barrier removal is a separate procedure than filing a grievance, but both are submitted directly to the ADA Coordinator and Human Resources Department.

Forms and instructions are available online for a member of the public to submit a grievance or request for barrier removal. The City includes a link to their Request for Accommodation or Barrier Removal forms from the Accessibility webpage https://rentonwa.gov/city_hall/human_resources_risk_management/accessibility. Directions for the grievance procedure are outlined and contact information is provided for alternate forms of filing a grievance. Information is also included regarding how and why a grievance request may be accepted or denied, and the established timeline for response from the ADA Coordinator.

The City's grievance procedure and forms can be found in **Appendix G**.

The following adjustments are recommended to the City's accommodation request and grievance process:

- Make the grievance process easily navigable from the City's main website, and streamline the process on the website and through the City's mobile app.
- Clarify the differences between the Request for Accommodation or Barrier Removal form and the Grievance form, or consolidate both of these into one step. Add a self-evaluation process in the request for service stage that includes additional data collection in the area of the complaint. Use this additional data collection to supplement the existing inventory database and to better inform the response to the service request.
- Connect the reporting tool used in the public engagement effort for this plan to the request for accommodation webpage.

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.

These guidelines would be included the Design and Construction Guidelines for City Streets document that would modify and update municipal code.

Recommendation 10:

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.

Recommendation 11:

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 135 transition years would be required to remove all very high priority barriers, and an additional annual investment of \$240,000 is required to remove all very high priority barriers within a 50-year transition period. Additional annual investment is necessary to remove the existing very high priority barriers that challenge ADA users in Renton. It is recommended that the City of Renton actively look for opportunities to increase annual barrier removal funding.

Appendix A: Standards Review Barrier Audit



TECHNICAL MEMORANDUM

Date:	November 8, 2021	TG:	1.19176.00
To:	Vangie Garcia, City of Renton		
From:	Jennifer Palmer, PE, PTOE, Transpo Group		
Subject:	Barrier Removal – City of Renton ADA Transition Plan		

The City of Renton maintains approved design standards for pedestrian facilities. These design standards are used for City funded projects as well as privately designed and constructed projects within 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 design standards summarized herein included City of Renton Standard Plans for Public Works (March 2021) and City of Renton Municipal Code (RMC) (March 2021).

Design Guidelines

There are several key design measurements that ADA design guidelines address. These measures 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 this occurs, provide justification, and document for future reference. Several guidelines and references are available to assist the City in adhering to accessible design standards based on the needs for various projects.

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. Title II of the ADA covers requirements for State and local governments regardless of whether these entities receive Federal financial assistance.

Public Right-of Way Accessibility Guidelines (PROWAG) (November 2011)

The United States Access Board is among the rule making bodies that guide 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 in the public right-of-way. The draft guidelines cover legislative background, administration requirements, and design requirements.

The 2005 draft PROWAG is currently used as ‘best practice’ for features within the public rights-of-way. This application has been endorsed by the Federal Highway Administration (FHWA), the US Access Board, and is the standard the Washington Department of Transportation adheres to.

Design Element Review and Recommendations

Although the City of Renton has design standards in place, it is important to ensure they are consistent and compliant with the accessibility design 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 the City standards, and recommendations for modifications.

Implementation Recommendations

The City's current design standards are provided by adoption in the City of Renton Municipal Code of the WSDOT Standard Plans and Specifications and the City of Renton Standard Plans. The standard plans provide ADA guidance for only a small portion of the design elements associated with ADA compliance. To ensure compliance with all ADA requirements, multiple options are available to the City to implement design standards modifications. The City may:

- A) Modify the City of Renton Municipal Code to adopt the WSDOT Design Manual Chapter 15. This would entail a change to the Adopted Code portion of the City of Renton Municipal Code Public requirements. Adoption of Chapter 15 of the WSDOT Design Manual would ensure adherence to ADA design guidelines as well as maintain cohesive facilities with State facilities within the City limits. Per the Code all future updates to Chapter 15 of the Design Manual would be automatically adopted without requiring modification to the Code. However, in adoption of Chapter 15, the City would become responsible for adherence to State preferences in addition to basic ADA requirements.
- B) Modify the City of Renton Municipal Code to include a section detailing the recommended design requirements in the following tables. Modification of the Municipal Code would allow the City to provide the language necessary to adhere to ADA requirements while also providing additional standards desirable to the City. However, modification of the Municipal Code can be difficult and time consuming. Every future change to the language existing in the Code would require repeating the process of modifying the Code.
- C) Modify the City of Renton Municipal Code to adopt a City of Renton Design Manual with chapters pertaining to each of the design elements below, citing the WSDOT Design Manual for guidance. A City of Renton Design Manual would ensure that accessibility criteria are being satisfied while allowing the City to add additional design requirements where desired. However, creating and maintaining a City Design Manual can be time consuming and would require continued maintenance.

Sidewalks and Pathways

Sidewalks are mentioned in both the City of Renton Standard Plans and Municipal 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	Four feet of the sidewalk width shall be the minimum pedestrian accessible route (PAR) free of vertical and horizontal obstructions.	Reference Section 1510.07, Pedestrian Access Routes (PARs).



		(Note 1, City of Renton Std. Plan 102 – Cement Concrete Sidewalk)	
Sidewalk Width	<p>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)</p> <p>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).</p>	<p>Four feet of the sidewalk width shall be the minimum pedestrian accessible route (PAR) free of vertical and horizontal obstructions.</p> <p>(Note 1, City of Renton Std. Plan 102 – Cement Concrete Sidewalk)</p>	<p>Reference Section 1510.07(1), Accessibility Criteria for Pedestrian Access Routes.</p>
Sidewalk Running Slope	<p>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).</p> <p>The running slope of walking surfaces shall not be steeper than 1:20 (ADAS 403.3).</p>	Not mentioned.	<p>Reference Section 1510.07(1), Accessibility Criteria for Pedestrian Access Routes.</p>
Sidewalk Cross Slope	<p>The cross slope of a PAR shall be 2 percent maximum (PROWAG R302.6).</p> <p>The cross slope of walking surfaces shall not be steeper than 1:48 (ADAS 403.3).</p>	<p>1.5 percent slope labeled on figures for sidewalk</p> <p>(City of Renton Std. Plan 102 – Cement Concrete Sidewalk)</p>	<p>Reference Section 1510.07(1), Accessibility Criteria for Pedestrian Access Routes.</p>
Protruding Objects	<p>Objects with leading edges more than 2.25 ft and not more than 6.7 ft above the finish surface shall protrude 4 in maximum horizontally into the pedestrian circulation path (PCP) (PROWAG R402.2 & ADAS 307.2).</p> <p>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</p>	<p>7' Min. mounting height provided for bottom of sign.</p> <p>(City of Renton Std. Plan G-9b – Signing Mounting Details)</p>	<p>Reference Section 1510.06(1), Accessibility Criteria for Pedestrian Circulation Paths.</p>



	<p>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).</p> <p>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).</p>		
Surface Discontinuities	<p>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)</p> <p>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).</p> <p>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).</p>	<p>Full-depth expansion joint labeled at 3/8".</p> <p>(City of Renton Std. Plan 102 – Cement Concrete Sidewalk)</p>	<p>Reference Section 1510.07(1)(c), Accessibility Criteria for Pedestrian Access Routes, Surface.</p>

Crosswalks

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	Not mentioned.	Reference Section 1510.10, Crosswalks.



	pedestrian travel in the crossing (PROWAG R302.5.1).		
Crosswalk Cross Slope	<p>Crosswalk cross slope at crossings without yield or stop control shall be 5 percent maximum (PROWAG R302.6.1).</p> <p>Crosswalk cross slope at yield or stop control crossings shall be 2 percent maximum (PROWAG Advisory R302.6.1).</p> <p>Crosswalks cross slope at midblock crossings shall be permitted to equal the street or highway grade (PROWAG R302.6.2).</p>	Not mentioned.	Reference Section 1510.10, Crosswalks.
Refuge Islands	<p>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).</p> <p>The clear width of a PAR with median and pedestrian refuge islands shall be 5.0 ft minimum (PROWAG R302.3.1).</p>	Not mentioned.	Reference Section 1510.11(1), Accessibility Criteria for Raised Medians and Traffic Islands.

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	<p>The clear width of curb ramp runs and blended transitions, excluding flares, shall be 4.0 ft minimum (PROWAG R304.5.1).</p> <p>The clear width of a ramp run shall be 36 inches minimum (ADAS 405.5).</p>	Not mentioned.	Reference Section 1510.09, Curb Ramps. Reference WSDOT Standard Plans F-40.12-03, F40.14-03, F40.15-04, and F40.16-03.



Running Slope	<p>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).</p> <p>The running slope of blended transitions shall be 5 percent maximum (PROWAG R304.4.1).</p> <p>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).</p>	Not mentioned.	Reference Section 1510.09, Curb Ramps. Reference WSDOT Standard Plans F-40.12-03, F40.14-03, F40.15-04, and F40.16-03.
Cross Slope	<p>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).</p> <p>Cross slope of ramp runs shall not be steeper than 1:48 (ADAS 405.3).</p>	Not mentioned.	Reference Section 1510.09, Curb Ramps. Reference WSDOT Standard Plans F-40.12-03, F40.14-03, F40.15-04, and F40.16-03.
Flared Sides	<p>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).</p> <p>Curb ramp flares shall not be steeper than 10 percent (ADAS 406.3).</p>	Not mentioned.	Reference Section 1510.09, Curb Ramps. Reference WSDOT Standard Plans F-40.12-03, F40.14-03, F40.15-04, and F40.16-03.
Direction	<p>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.</p> <p>Parallel curb ramps shall have a running slope that is in-line with the direction of sidewalk travel (PROWAG Advisory R304.1).</p>	Not mentioned.	Reference Section 1510.09, Curb Ramps. Reference WSDOT Standard Plans F-40.12-03, F40.14-03, F40.15-04, and F40.16-03.



Counter Slope	<p>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).</p> <p>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).</p>	Not mentioned.	Reference Section 1510.09, Curb Ramps. Reference WSDOT Standard Plans F-40.12-03, F40.14-03, F40.15-04, and F40.16-03.
Grade Breaks	<p>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).</p> <p>Changes in level other than the running slope and cross slope are not permitted on ramp runs (ADAS 405.4).</p>	Not mentioned.	Reference Section 1510.09, Curb Ramps. Reference WSDOT Standard Plans F-40.12-03, F40.14-03, F40.15-04, and F40.16-03.
Turning Space /Landing Size	<p>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).</p> <p>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).</p> <p>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).</p>	Not mentioned.	Reference Section 1510.09, Curb Ramps. Reference WSDOT Standard Plans F-40.12-03, F40.14-03, F40.15-04, and F40.16-03.



Turning Space/ Landing Slope	<p>The running slope of turning spaces shall be 2 percent maximum (PROWAG 304.2.2 & PROWAG R304.3.2).</p> <p>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).</p>	Not mentioned.	Reference Section 1510.09, Curb Ramps. Reference WSDOT Standard Plans F-40.12-03, F40.14-03, F40.15-04, and F40.16-03.
Clear Space	<p>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).</p> <p>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).</p>	Not mentioned.	Reference Section 1510.09, Curb Ramps. Reference WSDOT Standard Plans F-40.12-03, F40.14-03, F40.15-04, and F40.16-03.



<p>Detectable Warning Surfaces</p>	<p>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).</p> <p>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).</p> <p>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)</p> <p>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).</p> <p>Detectable warning surfaces shall contrast visually with adjacent walking surfaces either light-on-dark, or dark-on-light (ADAS 705.1.3).</p>	<p>Not mentioned.</p>	<p>Reference Section 1510.09, Curb Ramps. Reference WSDOT Standard Plans F-40.12-03, F40.14-03, F40.15-04, and F40.16-03.</p>
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Detectable Warning Surface Placement	<p>On perpendicular curb ramps, detectable warning surfaces shall be placed as follows:</p> <ul style="list-style-type: none"> • 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). <p>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).</p> <p>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).</p>	Not mentioned.	Reference Section 1510.09, Curb Ramps. Reference WSDOT Standard Plans F-40.12-03, F40.14-03, F40.15-04, and F40.16-03.
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 (RCW 35.68.075).	Not mentioned.	Reference Section 1510.05(2), Alteration Projects.

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). King County Design Standards does not currently contain requirements for Traffic Signals. It is recommended that King County add a Traffic Signal section to the Design Standards with the following information.

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).	Not mentioned.	Reference Section 1510.12(1), Accessibility Criteria for All Pedestrian Pushbuttons (including APS).
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).	Not mentioned.	Reference Section 1510.12(1), Accessibility Criteria for All Pedestrian Pushbuttons (including APS).
Accessible Pedestrian Pushbutton Reach Ranges	Where a forward reach is unobstructed, the high forward reach shall be 1220 mm (4.0 ft) maximum and the low forward reach shall be 380 mm (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).	Not mentioned.	Reference Section 1510.12(1), Accessibility Criteria for All Pedestrian Pushbuttons (including APS).



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).	Not mentioned.	Reference Section 1510.12(1), Accessibility Criteria for All Pedestrian Pushbuttons (including APS).
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).	Not mentioned.	Reference Section 1510.12(1), Accessibility Criteria for All Pedestrian Pushbuttons (including APS).
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).	Not mentioned.	Reference Section 1510.12(1), Accessibility Criteria for All Pedestrian Pushbuttons (including APS).

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			
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).	Not mentioned.	Reference Chapter 1430, Transit Facilities.
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).	Not mentioned.	Add WSDOT Design manual as a reference to RMC Chapter 7, Section 9-7-1 Code Adopted. Reference Chapter 1430, Transit Facilities.



<p>Transit Shelters</p>	<p>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 (PROW G R308.2).</p> <p>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).</p>	<p>Not mentioned.</p>	<p>Reference Chapter 1430, Transit Facilities.</p>
<p>Parking</p>			
<p>Parking Spaces</p>	<p>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).</p> <p>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).</p> <p>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).</p>	<p>WSDOT Standard Plans included in RMC Chapter 7, Code Adopted.</p>	<p>No action necessary.</p>
<p>Parking Access Aisles</p>	<p>Where perpendicular or angled parking is provided, an access aisle 8.0 ft wide minimum shall be provided at street level the full length of the parking space and shall connect to a pedestrian access route. The access aisle shall comply with R302.7 and shall be marked so as to discourage parking in the access aisle. Two parking spaces are permitted to share a common access aisle (PROW G R309.3).</p>	<p>WSDOT Standard Plans included in RMC Chapter 7, Code Adopted.</p>	<p>No action necessary.</p>



	<p>Access aisles shall adjoin an accessible route. Two parking spaces shall be permitted to share a common access aisle (ADAS 502.3).</p> <p>Access aisles serving car and van parking spaces shall be 60 inches wide minimum (ADAS 502.3.1).</p> <p>Access aisles shall extend the full length of the parking spaces they serve (ADAS 502.3.2).</p> <p>Access aisles shall be marked so as to discourage parking in them (ADAS 502.3.3).</p> <p>Access aisles shall not overlap the vehicular way. Access aisles shall be permitted to be placed on either side of the parking space except for angled van parking spaces which shall have access aisles located on the passenger side of the parking spaces (ADAS 502.3.4).</p>		
Parking identification	<p>Parking space identification signs shall include the International Symbol of Accessibility complying with 703.7.2.1. Signs identifying van parking spaces shall contain the designation "van accessible." Signs shall be 60 inches minimum above the finish floor or ground surface measured to the bottom of the sign (ADAS 502.6).</p>	WSDOT Standard Plans included in RMC Chapter 7, Code Adopted.	No action necessary.
Parallel Parking Spaces	<p>Where the width of the adjacent sidewalk or available right-of-way exceeds 14.0 ft, an access aisle 5.0 ft wide minimum shall be provided at street level the full length of the parking space and shall connect to a pedestrian access route. The access aisle shall comply with R302.7 and shall not encroach on the vehicular travel lane (PROWAG R309.2.1).</p> <p>In alterations where the street or sidewalk adjacent to the parking spaces is not altered, an access aisle shall not be required provided the parking spaces are</p>	WSDOT Standard Plans included in RMC Chapter 7, Code Adopted.	No action necessary.



located at the end of the block face (PROWAG R309.2.1.1).
 An access aisle is not required where the width of the adjacent sidewalk or the available right-of-way is less than or equal to 14.0 ft. When an access aisle is not provided, the parking spaces shall be located at the end of the block face (PROWAG R309.2.2).

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).	Not mentioned.	Reference WSDOT Design Manual Section 1510.17, Work Zone Pedestrian Accommodation.
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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).	Section 104 of the City of Renton Standard Plans provides that the cross slope of sidewalks within driveway limits be provided at 1.5%.	No action necessary.
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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).	Not mentioned.	Reference Chapter 15, Section 1510.15(2)(a) for ramp requirements.
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	Not mentioned.	Reference Chapter 15, Section 1510.15(2)(a) for ramp requirements.



	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).		
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)	Not mentioned.	Reference Chapter 15, Section 1510.15(2)(a) for ramp requirements.
Rise	The rise for any ramp run shall be 2.5 ft maximum (PROWAG R407.4 & ADAS 405.6).	Not mentioned.	Reference Chapter 15, Section 1510.15(2)(a) for ramp requirements.
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 (PROWAG 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).	Not mentioned.	Reference Chapter 15, Section 1510.15(2)(a) for ramp requirements.
Landing Slope	Landing slopes shall be 2 percent maximum in any direction (PROWAG R407.6.1 & ADAS 405.7.1).	Not mentioned.	Reference Chapter 15, Section 1510.15(2)(a) for ramp requirements.
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	Not mentioned.	Reference Chapter 15, Section 1510.02(2) for stairway requirements.



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).

Handrails

<p>Handrails</p>	<p>Stairways shall have handrails (PROWAG R408.6).</p> <p>Handrails are required on ramp runs with a rise greater than 6 in and on certain stairways (PROWAG R407.8 & ADAS 405.8).</p> <p>Edge protection complying shall be provided on each side of ramp runs and landings (PROWAG R407.9 & ADAS 405.9).</p> <p>Where required handrail shall be provided on both sides of ramps and stairways (PRWOAG R409.2 & ADAS 505.2).</p> <p>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 nosings (PROWAG R409.4 & ADAS 505.4).</p> <p>Clearance between handrail gripping surfaces and adjacent surfaces shall be 1.5 in minimum (PROWAG R409.5 & ADAS 505.5).</p> <p>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</p>	<p>Not mentioned.</p>	<p>Reference Chapter 15, Section 1510.15(3) for handrail requirements.</p>
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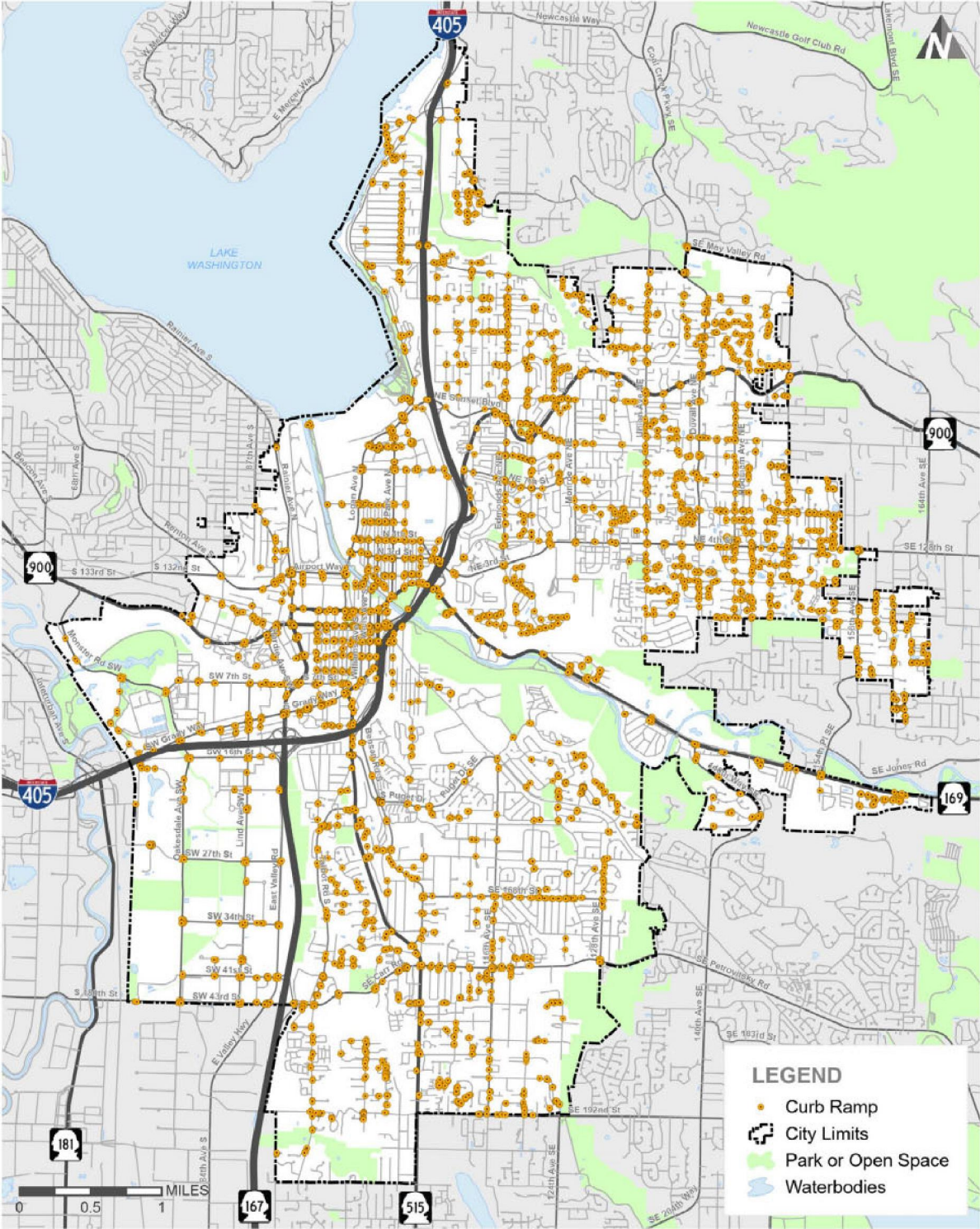


	surface (PROWAG R409.6 & ADAS 505.6).		
Handrail Extension on Ramps	Ramp handrails shall extend horizontally above the landing for 1.0 ft minimum beyond the top and bottom of ramp runs. Extensions shall return to a wall, guard, or the landing surface, or shall be continuous to the handrail of an adjacent ramp run. (PROWAG R409.10.1 & ADAS 505.10.1).	Not mentioned.	Reference Chapter 15, Section 1510.15(3) for handrail requirements.
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).	Not mentioned.	Reference Chapter 15, Section 1510.15(3) for handrail requirements.
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 2.25 in maximum (PROWAG R409.7.2 & ADAS 505.7).	Not mentioned.	Reference Chapter 15, Section 1510.15(3) for handrail requirements.
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	Not mentioned.	Reference Section 1510.13, At-Grade Railroad Crossings.



	<p>freight rail track (PROWAG R302.7.4).</p> <p>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).</p>		
<p>Detectable Warning Surfaces at Rail Crossings</p>	<p>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).</p>	<p>Not mentioned.</p>	<p>Reference Section 1510.13, At-Grade Railroad Crossings.</p>
<p>Detectable Warning Surfaces at Rail Boarding Areas</p>	<p>At boarding platforms for rail vehicles, detectable warning surfaces shall be placed at the boarding edge of the platform (PROWAG R305.2.6).</p> <p>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).</p>	<p>Not mentioned.</p>	<p>Reference Section 1510.13, At-Grade Railroad Crossings.</p>

Appendix B: Existing Data Inventory



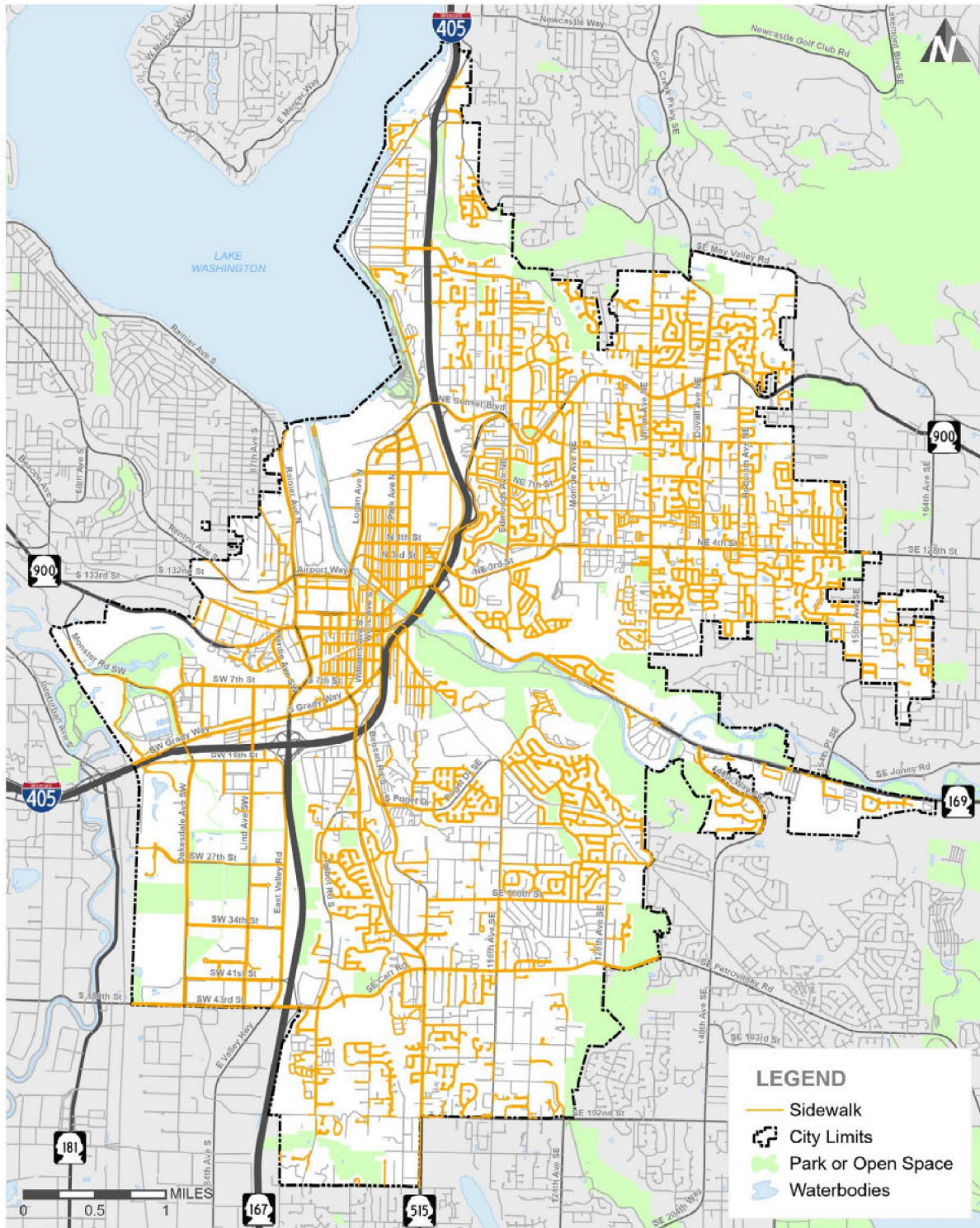
Inventory Curb Ramp
Renton ADA Transition Plan

FIGURE

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I-1

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Inventory Sidewalk

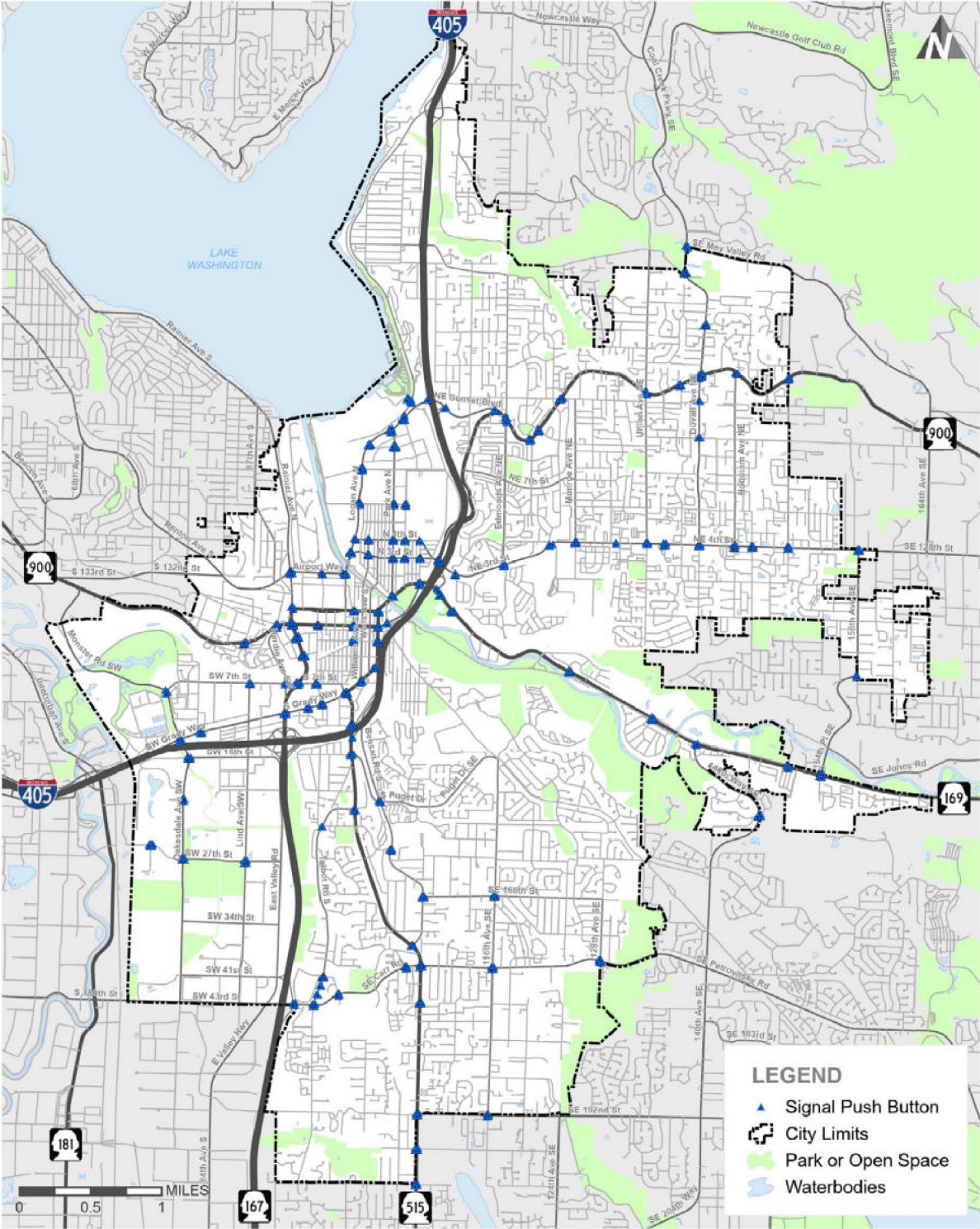
Renton ADA Transition Plan

FIGURE

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 **Inventory Signal Push Button**
 Renton ADA Transition Plan

FIGURE

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I-3

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Appendix C: Prioritization Criteria

ADA Transition Plan Prioritization Process (City of Renton)

Public Right-of-Way

To focus efforts on 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 assess existing barriers on a citywide level, 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.

Points are assigned for each instance a facility does not meet PROWAG criteria and/or is located near public destinations. The number of points assigned is dependent on the relative importance or proximity. For example, sidewalks or curb ramps with poor PROWAG compliance and in close proximity to multiple destinations receive a high score while PROWAG compliant ramps far from public destinations have a score of zero.

Accessibility Prioritization (Accessibility Index Score)

Several criteria are used to establish the extent to which each pedestrian facility did or did not present a barrier to accessible mobility. The tables below show 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) represent a large accessibility barrier. 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
Curb Ramps (Max. Score)	Ramp Width	< 48 inches	30	30
	Ramp Running Slope	> 8.3%	30	30
	Ramp Cross Slope Issue	> 2%	20	30
	Ramp Cross Slope Issue	> 3%	10	
Curb Ramps	Truncated Domes (DWS)	No	10	10
	Truncated Domes (DWS)	Stamped Concrete	5	5
	Maximum Curb Ramp (AIS) Score			30

ACCESSIBILITY INDEX SCORE	CRITERIA	THRESHOLD	SCORE	MAX. POSSIBLE SCORE
Sidewalks	Width	< 48 inches	7	12
	Width	< 60 inches	5	
	Cross Slope Issue	> 2%	4	8
	Cross Slope Issue	> 3%	4	
	Condition	Very Poor or Unknown	5	10
	Condition	Poor or worse	3	
	Condition	Fair or worse	2	
	Maximum Sidewalk (AIS) Score			

ACCESSIBILITY INDEX SCORE	CRITERIA	THRESHOLD	SCORE	MAX. POSSIBLE SCORE
Signal Pushbuttons	Curb Distance	Pushbutton less than 10 feet from curb = No	2	2
	Crosswalk Extension Distance	Pushbutton less than 5 feet from the extension of the crosswalk line = No	2	2
	Force Less Than 5lbs	Pushbutton Force less than 5 pounds = No	2	2
	Vibe Feedback	Pushbutton provides vibratory feedback when pushed = No	2	2
	Button Size and Visual Contrast	Pushbutton size meets minimum 2-inch diameter with visual contrast from housing = No	2	2
	Distance of 2 Buttons on Same Corner	Distance between pushbuttons on the same corner less than 10 feet and audible indication of WALK interval in speech = No	2	2
	Reach Depth from Landing	Reach depth from pushbutton to the landing is less than 10 inches = No	2	2
	Mounting Height	Mounting height of pushbutton from landing area is < 42 inches or > 48 inches	2	2
	Tactile Arrow	Tactile Arrow provided = No	2	2
	Directional Arrow	Directional arrow on pushbutton face, housing, or mounting & pushbutton with parallel orientation to crosswalk direction = No	2	2
	Level Clear Space	Level clear space provided at pushbutton (min. 30" x 48") landing area provided with less	2	2

		than a 2% cross slope in any direction = No		
	Both Audible Tone during "Walk" Cycle and Audible Speech during "Walk" Cycle	Audible indication of WALK interval in tone = No and Audible indication of WALK interval in speech = No	2	2
	Locator Tone during "Don't Walk" Cycle	Locator tone operates during DON'T WALK and flashing DON'T WALK intervals = No	2	2
	Braille Street Name	Braille correctly showing street name = No and audible indication of street name at any time = No	2	2
	APS Style Housing	Housing is APS Style = No	2	2
Maximum Push Button (AIS) Score				30

Appendix D: Stakeholder Engagement

CITY OF RENTON

ADA TRANSITION PLAN – PUBLIC INVOLVEMENT SUMMARY

PREPARED FOR: Vangie Garcia, City of Renton
PREPARED BY: Jeanne Acutanza, Acutanza STS
CC: Jennifer Palmer, Transpo Group
DATE: November 4, 2021

Introduction

This summary provides an overview of engagement and outreach to support the Renton ADA Transition Plan development. In developing the update to City of Renton's ADA (Americans with Disabilities Act) Transition Plan, a critical initial step includes outreach to people with disabilities and those who support people with disabilities. We also reach out to members of the public with no disability. This outreach aims to gain feedback on current pedestrian facilities within the public right-of-way in the City of Renton, specifically those that provide access to community and government services. This memo outlines the community outreach process used to support the development of this ADA Transition Plan update, and the feedback we received. It also provides a summary of the listening session from staff involved in implementing and maintaining pedestrian facilities. Our survey and outreach were conducted over the summer and fall of 2020, during the global COVID 19 pandemic. The ongoing COVID-19 pandemic and Stay Home, Stay Healthy guidance from the Governor of Washington restricted the ability to conduct in-person outreach for the plan. Outreach was limited to expanded online outreach.

This memo summarizes outreach efforts to support updates to the ADA transition plan. Efforts included:

- an online open house
- the public survey opened throughout the summer
- online mapping of issues
- an in-depth discussion group with Senior Citizen Advisory Committee
- a listening session with city staff from Community and Economic Development, Public Works and Community Services

Promotion and advertising for outreach

The goal of the outreach for the ADA Transition Plan update was to specifically reach members of the public that travel in Renton with and without disabilities. The survey included advertisement through the City of Renton website and outreach through social media outlets including Nextdoor, Facebook, and Twitter. Specific outreach to the public and organizations serving and advocating for individuals with disabilities consisted of:

- Launching a landing page within the City website in June 2020 dedicated to the development and status of the ADA Transition Plan. It continues to be the landing page to the public for ADA issues.

https://rentonwa.gov/city_hall/human_resources_risk_management/accessibility

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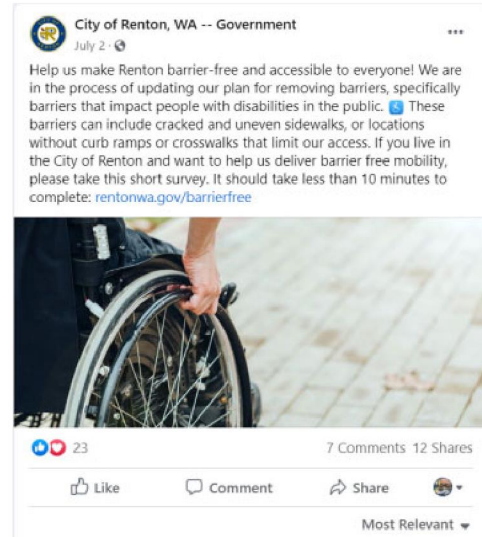
- Promoting an online open house describing Title II of the Americans with Disabilities Act, the ADA process, and the emphasis on facilities for pedestrians in the public right-of-way here: <https://www.rentonada.com/>. The page remains active as an educational resource.

- Creating an online mapping and reporting tool for the public to report barriers to access here: <https://www.rentonada.com/online-reporting>. This link remains active and allows the public to continue to report obstacles they encounter using a mapping interface.

- Creating an online and hard-copy survey in English and Spanish accepted feedback between June 30 through September 15. The survey is currently closed. The initial feedback from the public is summarized herein.

- Promoting outreach through the City web page and social networks Nextdoor, Facebook, and Twitter. Staff delivered hard copy surveys and flyers to social service providers, senior centers, and other community offices.

City staff also reached out to the Senior Citizens Advisory Committee at their regularly scheduled meeting on November 2, 2020, to provide an initial assessment of the outreach and survey responses and promote the plan's development.



Online Survey: June 30 through September 15, 2020

A 19-question survey was open from the online open house launch on June 30 through September 15, 2020. Hard copy paper surveys were also formatted for distribution and return to Renton City Hall.

The English language version of the online survey was accessed 155 times. It asked respondents how they travel, where they live, why they travel in Renton, whether they had a disability or support someone with a disability. It also asks respondents whether an accessibility issue has ever prevented them from participating or obtaining services in the City of Renton. Questions regarding demographics were optional. The survey did not specifically ask where respondents live but did request a ZIP code for each respondent. Most of the respondents were within the City's five ZIP codes (98055, 98056, 98057, 98058, and 98059). Only one English language paper survey was returned. No Spanish language surveys were completed online or on paper, despite specific outreach to Spanish language speakers. Few respondents to the survey indicated they were of Hispanic origin.

The survey also asked for specific feedback on pedestrian barriers that people experience, the types of public services where access is essential for them, and specific locations where there are barriers or other accessibility issues.

Of those responding, 53% indicated they have no disability, while 19% indicated that they have a disability, and 17% reported they support someone with a disability.

Notably, roughly half of the respondents were over 55. If you included the 18% of respondents between 45 and 54 years old, 70% of the respondents were over 45. This response may be reflective of the

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specific outreach to the senior centers. Most noted they live in the City of Renton, with top activities in the City including shopping, recreation, and medical appointments in the Renton. When asked where people get their information related to ADA issues, the sources most often noted was the State Department of Social and Health Services followed by the City of Renton. Other sources offered by respondents are noted in the comments and summary section.

Respondents also noted their top modes of travel were driving and walking. The survey was conducted during the pandemic and may have impacted responses; for example, transit ridership had declined. Few (9%) indicated they rode transit more than four days per week.

Overall, 83% of respondents indicated they did not experience barriers to participate. This percentage goes down to 62% when considering only those who indicated they have a disability or support people with disabilities. Of the survey responses that identified specific mobility barriers, 16 of the 20 issues identified came from those with disabilities. Specific issues people noted as reasons they could not fully participate or how they experienced barriers to mobility are listed below:

- Movies in the park were not available with descriptive devices (such as at movie theaters)
- Unable to use a wheelchair on gravel to attend Farmers Market
- Distance to walk from parking too far
- I am unable to participate in the Community Garden program because there is ZERO accommodation available for me to garden. This needs to be addressed as the lack of accommodation has barred me from usual and normal participation in a community activity as a citizen.
- No access to Kenndale Beach Park. I cannot walk up and down all those steps. So I cannot enjoy get together at that location.
- Lack of sidewalks in neighborhoods. We must walk in the street, and it is unsafe to compete with vehicle traffic.
- When I lived at one of the apartments that did not have enough parking for the disabled
- Neighbors violate Renton parking code near residences. Neighbors burn material creating smoke causing headaches, throat burning, and eyes swelling. Neighbors with dogs barking at night. Cars violate residential speed limits. Cars race with noisy mufflers along Highway 900 and NE 12th Street day and night.
- Gravel pavement that impacts me using my wheelchair effectively

Part of the survey focused on people's priorities. For the overall survey, respondents noted their priority locations for improving ADA access included city parks, government buildings, and medical facilities. From a list of types of issues provided (sidewalks, crosswalks, curb ramps, parking, and signals), sidewalks and ADA parking were most often listed as priorities. Of issues not listed, maintenance and construction were noted as priorities. Regarding priorities, there was little difference between the survey responses of the general public and the subset of responses from those with disabilities or supporting people with disabilities.

The survey questions in English and Spanish are provided in **Attachment A**. Topline summaries breaking down respondent types, demographics, and transportation patterns are provided in **Attachment B**.

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Respondents reported issues at 72 location-specific problems using the online survey, online mapping tool, and comments left on Facebook. These issues were predominantly sidewalks, curb ramps, and maintenance. **Attachment C** provides a list of issues collected.

Online Mapping Tool Issues Identified: June 30 through September 15, 2020

A mapping interface tool was promoted throughout the outreach to the public. The tool was cross-referenced to the survey, city landing page, and online open house. The tool, which also offered a Spanish language translation, allowed users to identify areas in the City of Renton where they experience mobility barriers. The tool allowed users to input their names and contact information, identify the location using geospatial coordinates, and provide a detailed description of the area. The tool also cataloged the date of the entry and summarized the type of issue. The online mapping tool was the most often used to report specific ADA issue areas and gaps compared to the online survey and other outreach. Between June 30 and September 15, 48 issues were reported within the mapping tool, with curb ramps and sidewalk issues reported most, and maintenance issues noted third. **Attachment C** lists all of the issues reported through the online mapping tool, online survey, and left as comments on Facebook.

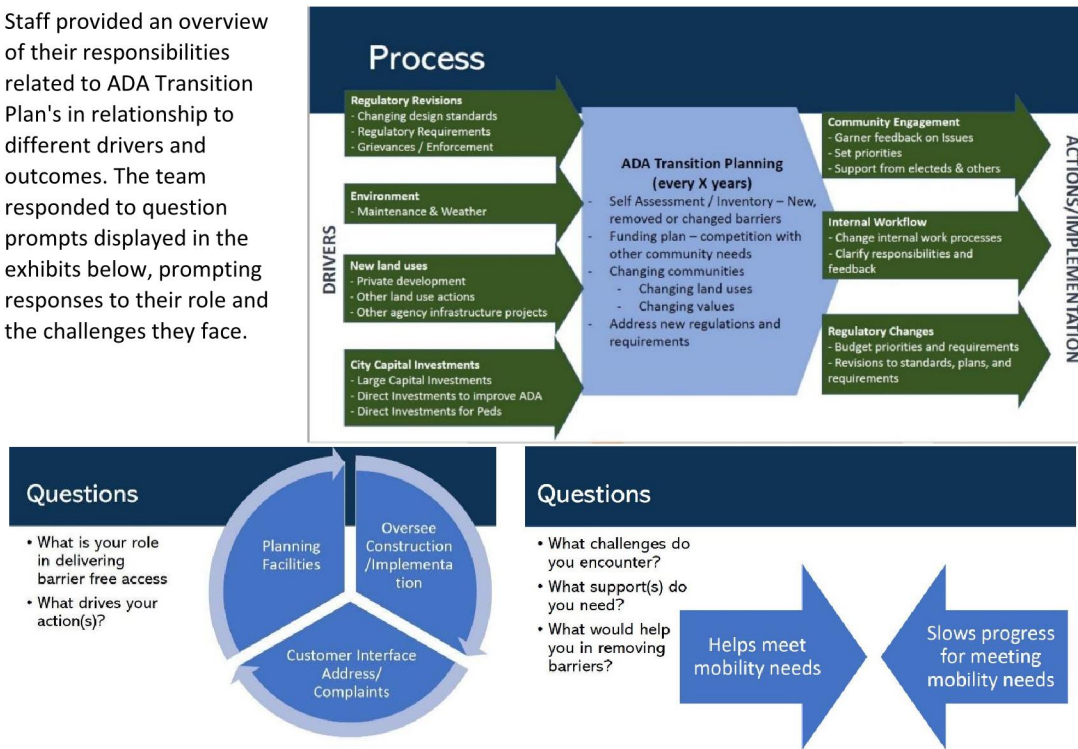
Listening Sessions and Process Improvements – November 19 & December 4, 2020

City staff and consultants facilitated two listening sessions to gather feedback from City employees that are responsible for monitoring and implementing ADA infrastructure as well as addressing issues raised by the public. Staff members from Community and Economic Development, Community Services, and Public Works were invited to discuss what they do and where they face challenges in creating a city that is barrier-free for Renton's residents. In two listening sessions, 24 staff participated with responsibilities that include:

- near and long-term planning of transportation, utilities, and park projects
- design, permitting, construction, and coordination of transportation, utilities, and park projects
- forestry and tree management and maintenance
- outreach to community groups
- maintenance and management of streets and parks, including small and low-cost repair

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Staff provided an overview of their responsibilities related to ADA Transition Plan's in relationship to different drivers and outcomes. The team responded to question prompts displayed in the exhibits below, prompting responses to their role and the challenges they face.



Challenges noted in these listening sessions are listed below:

Challenges & Constraints/Complaints
Design/Construction/Retrofit

- The City's physical features, steep grades, specifically in neighborhoods, create challenges for constructing and retrofitting infrastructure to meet ADA standards
- When public sidewalks tie into private sidewalks (Valley Medical Center), it is not clear how transition should occur and which design standards governs to achieve accessibility
- Complaints: Puget Sound Energy pole blocks sidewalk, existing aging infrastructure, challenging to get that done with Capital improvement project and budget.
- Most contractors and developers work to avoid implementing costly ADA ramps, and the rules aren't clear on what's required. The process for retrofit, renovation, and upgrading of intersections to accommodate ADA design standards as part of new development, utility upgrades, or capital investments is unclear.
- The right of way to accommodate a ramp/curb design to Code may not be available or obtainable. There has been frustration with ADA design work related explicitly to ROW. When we have older infrastructure that needs to get upgraded, the ROW to install new ramps may not be available/acquirable.
- Bad survey results in making the inspectors' jobs harder. Half of the time, ADA designs don't work
- Need more insight and training for the best way to build ADA curb ramps and sidewalks
- Changed standards to decrease 1.5% max slope, has improved but not eliminated the problem

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Communication/Coordination/Administration

- The "See, Click, Fix" program is being implemented as a clearinghouse and helps with everything outside of issues emanating from the mayor's office. There are still issues that come from outside that process, so there is no single central clearinghouse.
- The Code changed a couple of years ago, putting the responsibility of maintaining a list of citizen requests on the City. The response to this may need to be revisited, and it would be ideal to have folks involved in that process provide feedback on that process. Staff should be included in the development and review of processes and process updates that they will be required to implement.
- Sometimes meetings are less productive than actions. It may be desirable to try to find out the City's needs and then figure out what to do in the immediate future.
- Contractors need to be reminded of the importance of ADA
- There is no formalized process (method and approach), and sometimes it is a challenge to remember who you need to loop into the conversation.
- It is unclear how priorities are set? It often seems that priorities are to react solely to complaints and there is no formal process for prioritizing needs.

Training and Design Consistency

- ADA design is confusing and inconsistently planned/programmed. Additional training on ADA for development reviewers, maintenance folks, engineering, etc., would be helpful.
- There is confusion in the Construction Code Chapter 8. The City needs to remove the "gray" from the Sidewalk Maintenance & Construction Code Chapter 8 so that it is understood, defined, and guided and enforced, and enforceable to property owners. While we (maintenance) find ways to repair, permanent or temporary solutions to abate and reduce or limit liability for the property owners & City, we need solid direction on the Code.
- Designers and planners for the City and developments struggle with the ambiguity in ADA standards, specifically Maximum Extent Feasible (MEF) exceptions. The City uses the WSDOT form and example and keeps documentation in the same place. There is a need for training and/or modeling software for steep sites. <https://www.transsoftsolutions.com/road-design/aqcessramp/>
- There are challenges of finding and following guidance for development frontage improvements that connect adequately and appropriately to ADA ramps. This can be a challenge from a topographic standpoint and results in the application of MEFs.
- Constant training for City staff makes things challenging
- Recommend areas of improvement, including a review of standard plans and details for accessibility concerns. It is desirable to expand and improve on details to make the design more consistent.
- Needs for software and training

Maximum Extent Feasible (MEF) Documentation, Recording & Retrieval

- Accessibility challenges have to do with the shape of the land and topography. We must write MEF for anywhere PROWAG 2011 is not met.
- Need support on MEFs: getting them done and recorded in a way that you can readily retrieve.

Financial/Funding

- Street maintenance funding is inadequate. Expectations exceed funds.
- Money and training for staff are needed to help address what to do if the public contacts you with a grievance.
- The barrier-free fund is there, but it is inadequate
- Need for City-wide, interdepartmental, and consistent approach to funding ADA improvements. As an example, two park projects are being driven by the need for better ADA access. Many are driven by complaints.
- Funding is available for street maintenance, and ADA access (temporary asphalt ramps) can be improved using the overlay budget; however, it too is limited.

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- Prioritizing projects is also a challenge when considering near term, small fixes compared to replacing and upgrading when aging infrastructure is replaced. There is a substantial difference in time between making immediate repairs vs. a permanent fix using more considerable capital project funds.
- General lack of funding dedicated to ADA improvements. Different pots of money fund different levels of improvements.
- Desire to be more proactive in prioritizing and programming improvements.

Staff were also asked about good policies and procedures and potential opportunities to help move ADA issues forward. These are provided below:

Positive experiences/examples and opportunities to achieve barrier-free access

- A strategy that made a difference was reaching out to residents in the Highlands neighborhood with an open-hours community listening session where design ideas for different areas were presented. It is also important to show improvements.
- The City has funding to improve 4th/Taylor, but not an overwhelming demand. City tries to be responsive to help people. Renton has been very good at responding to immediate needs and, in the process, has upgraded facilities that others need, but we have not done a lot of pro-active correction of non-compliant or sub-standard facilities
- Take advantage of training on interpretation of PROWAG 2011/ADA training for CED
- Opportunity to enhance interdepartmental communication/coordination/facilitation, processes
- Create a uniform City standard MEF form and process for recording and retrieval. It would help to have more detail to define what they want (a picture is worth a thousand words)
- Have started a concerted effort to put processes in place to ensure during design review ADA curb ramps and sidewalks are defined on the plans. We need to put these processes into action (how to get it to work in the field).
- Improve the as-built process and record drawings to document slopes on drawings instead of relying on the inspector survey.

Process improvements, working with staff, will be ongoing to support the ADA transition plan and can be used to improve the delivery of a barrier-free infrastructure system. Summaries of the two listening sessions are provided in **Attachment D** along with the used to facilitate the discussions.

Senior Citizen Advisory Committee – November 2, 2020

The project staff were invited to a regularly scheduled meeting of the Sr. Citizens Advisory Committee on November 2, 2020. The team presented an overview of the ADA Plan and initial topline results from the survey.

In addition to discussing the survey topline results and ADA plan process, the Sr. Citizens Advisory Committee mentioned the following issues

- Senior activity center: The parking lot may have some accessibility issues near the coffee bar. There's no ramp up from the parking area up to the sidewalk. This issue is under the purview of Parks.
- While not explicitly related to ADA issues, downtown parking was mentioned as being inadequate to access downtown businesses. Finding parking in front or back of businesses is difficult. Specifically, nearby parking is not available. The excessive distances from the garage to the businesses makes them less desirable to visit. There are very few ADA parking stalls. They

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may need more to meet current needs. Currently, the City does not provide on-street ADA parking spots. All are within parking lots. This may discourage seniors from visiting downtown businesses.

- An interest in ADA wayfinding signs was raised, noting it might be useful to guide people to where ADA parking stalls are located.
- Enforcement of ADA parking was also noted as a problem.
- A question was asked if new on-street parking would be part of the Third Ave construction project. Staff noted that only the intersections are under construction at this time.

The topline survey summary provided in **Attachment B** was provided to the Senior Citizens Advisory Committee. A facilitation guide prepared for this meeting is provided in **Attachment E**.

Summary and Comments

Topline survey results are provided in **Attachment B** with a listing of issues at specific locations identified by the public provided in **Attachment C**. An overview of comments received during this outreach process fall into the following categories:

- Where do people get information on ADA resources
- Comments on issues within the public right of way
- Issues outside the purview of the ADA Transition Plan
- Priorities
- Listening session challenges for potential process improvements

Where people get information

Survey respondents were asked where they look to find information on ADA resources. Almost 40% indicated they sought information from the Washington State Department of Social and Health Services (DSHS). At 23% of respondents, the second-highest source noted was the City of Renton, with 15% seeking information from Valley Medical Center, 12% from Washington State Service for the Blind, and 11% from transit providers. A listing of other sources people noted are as follows:

- Word of mouth
- Personal history in the disability community
- Internet Searchers
- Other medical providers (Kaiser Permanente, VA Hospital, and Swedish)
- Friends, neighbors, and my medical providers
- ARC of King County & Washington
- TV and newspapers

Comments on issues in the public right of way

Over 70 location-specific issues were identified through the online survey, online mapping tool, and Facebook. These are listed in **Attachment C**. Notably, sidewalk and curb ramp issues were the most noted issues, followed by ADA parking and maintenance issues like uneven and cracked sidewalks or overgrown landscaping. Many comments identified problems in the right-of-way, such as missing or inadequate sidewalks, curb ramps, and crosswalks limiting or restricting access to important

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destinations and services like the library, post office, schools, and retail. The mapping tool gathered numerous requests for Accessible Pedestrian Signals (APS).

The table below notes the number of times different types of issues were mentioned by community members. Note that some issues fit more than one category (e.g., maintenance of sidewalks fits in both maintenance and sidewalk categories).

TABLE 1 – SUMMARY OF TYPES OF COMMENTS FROM THE SURVEY, MAPPING TOOL, AND FACEBOOK

	Sidewalks	Crosswalk	Signals	Curbs	Transit	ADA Parking	Conflicts w/ vehicles	Maintenance	Wayfinding	TOTAL
Online Survey Responses	8	2	0	1	0	7	2	6	3	29
Online Mapping Tool Responses	20	5	7	25	3	1	1	6	0	68
Total Facebook responses	3	0	0	0	0	0	0	2	0	5
TOTAL ALL SOURCES	31	7	7	26	3	8	3	14	3	102

Issues outside the purview of the ADA Transition Plan

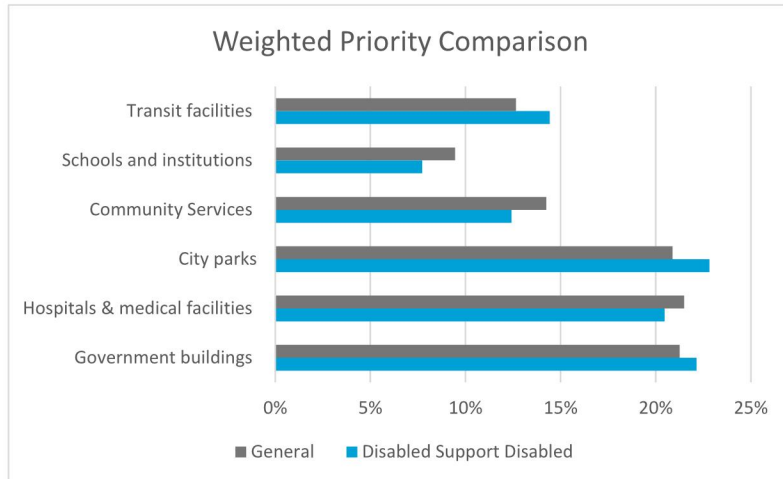
The public was welcome and invited to comment on barriers to mobility for those with disabilities. Some issues identified as part of the plan's outreach may be outside the purview of this ADA Transition Plan. Several issues were related to access to buildings, including schools, libraries, retail, and community centers. Other issues included a lack of ADA parking, which is currently not provided on the street. A lack of proximity parking in downtown Renton was noted as a barrier to shopping downtown. Comments have been shared with other departments, and some issues are already being addressed.

Priorities

The survey was used to identify priority locations for improving accessibility, including removing barriers. Respondents were asked about their highest, second highest, and third highest priorities. In the survey, priority locations to choose from included transit facilities, schools and institutions, community service providers, city parks, hospitals/medical facilities, and government buildings. Results were averaged by weighting first priorities over third priorities and comparing weighted results to results from a subset of those indicating they had a disability or supported people with disabilities. In all cases, the top three priorities were hospitals/medical facilities, city parks, and government buildings that provide social services. The weighted average comparison of the general results to weighted results of disabled/supporting disabilities is provided in Figure 1 below and within the topline results in **Attachment A**.

NOVEMBER 2021
 RENTON ADA TRANSITION PLAN PUBLIC INVOLVEMENT SUMMARY

FIGURE 1 – COMPARISON OF WEIGHTED PRIORITIES



Listening Session Challenges

Observations from the listening sessions suggest there are opportunities to improve internal processes within and between business units. These include methods and communication in implementing ADA policy, training to create consistent practices for defining, recording, and documenting MEFs. This applies to the organization as well as agency partners. Other process improvements include implementing consistent policies and procedures for prioritizing short-term fixes to replacing aging infrastructure. City staff could conduct and document process improvements within the organization as time permits.

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RENTON ADA TRANSITION PLAN PUBLIC INVOLVEMENT SUMMARY

ATTACHMENT A – ENGLISH AND SPANISH SURVEYS

City of Renton Americans with Disabilities Act (ADA) Transition Plan

City of Renton ADA Transition Plan

The City of Renton seeks to create an inclusive and welcoming environment that is accessible to all. Renton is beginning the process to address accessibility in Pedestrian facilities in the public right-of-way, including sidewalks, curb ramps, pedestrian crossings, and pedestrian push buttons. The City is updating its current ADA transition plan and expects to complete that update in late 2020. Through this brief survey, we'd like your input to identify the locations and deficiencies you consider most important. This survey should take no more than 10 minutes to complete.

At the end of the survey, there is an opportunity to stay involved with the study and participate in an in-depth focus group. Anyone who requires an auxiliary aid or service for effective communications, or procedures to participate in a program, service, or activity of the City of Renton, should contact the city as soon as possible. If you have additional questions, you may reach us by email at Email: ADA@RentonWA.gov.

Or contact the City of Renton Project Manager:

Vangie P. Garcia, Transportation Planning and Programming Manager Public Works Transportations Systems at 425-430-7319

If you wish to make a reasonable request for accommodations, please contact

City of Renton ADA Coordinator: Kelsey Ternes, Risk Manager

Human Resources and Risk Management at 425-430-7669

TTY Relay Service: 711

* 1. First, please tell us why you travel within the City of Renton? (Choose all that apply)

- | | |
|---|--|
| <input type="checkbox"/> Live in Renton | <input type="checkbox"/> Medical appointments |
| <input type="checkbox"/> Work in Renton | <input type="checkbox"/> Shopping |
| <input type="checkbox"/> Attend school / college | <input type="checkbox"/> Other community and social services |
| <input type="checkbox"/> Recreation / recreational activities | |
| <input type="checkbox"/> Other (please specify) | |

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

- I have a disability that impacts how I travel (please describe that disability in question 3)
- I support a person with disabilities (please describe that disability in question 3)
- I have no disability
- I prefer not to say

City of Renton Americans with Disabilities Act (ADA) Transition Plan

Types of Disabilities and Resources

3. If you indicated you have a disability or support someone with a disability, please describe and choose all that apply.

- Physical, mental or emotional condition that limits learning, remembering or concentrating
- Use a wheelchair
- Blindness or serious difficulty seeing when wearing glasses
- Use assistive software technology such as a screen-reader
- Condition that substantially limits one or more physical activities such as walking, or climbing stairs
- Use hearing aids or hearing assistive devices
- Deafness or hearing difficulty
- Use a service animal
- Use a mobility devices
- Other (please specify)

4. What resources do you use to find information on ADA issues?

- Washington State Department of Social and Health Services
- Transit Agency Websites
- Washington State Services for the Blind
- Valley Medical Center
- City of Renton
- Other (please specify)

City of Renton Americans with Disabilities Act (ADA) Transition Plan

Renton ADA Transition Plan Travel Patterns

5. Please provide us with your home ZIP code (enter 5-digit ZIP code; for example, 00544 or 94305)

6. How often do you travel in the City of Renton? (Select one)

- 5-7 days per week
- 3-4 days per week
- 1-2 days per week
- less than weekly

7. How do you travel within the City of Renton? (Choose all that apply)

- Drive and park
- Take transit and / or paratransit shuttles
- Wheel (use a wheelchair)
- Walk with assistance like a cane or walker
- Walk with a service animal
- Walk
- Bike
- Other (please specify)

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

- 4 or more days per week
- 2-4 days per week
- 1 day or less per week
- less than weekly

City of Renton Americans with Disabilities Act (ADA) Transition Plan

Access to City of Renton services

9. Are you now or were you ever unable to participate or obtain services in the City of Renton?

- Yes
- No

City of Renton Americans with Disabilities Act (ADA) Transition Plan

Barriers to City of Renton services

Tell us about the barriers you have experienced.

10. Which of the following barriers in the public right of way are reasons you could not participate? (Choose all that apply)

- Sidewalk barriers
- Curb ramp barriers
- Pedestrian crosswalk issues
- Other (please specify)
- Pedestrian signal issues including access to push buttons
- ADA parking not available

City of Renton Americans with Disabilities Act (ADA) Transition Plan

Where have you experienced challenges?

For these open-ended questions please provide locations where you have experienced challenges with pedestrian facilities including sidewalks, curb ramps, crosswalks, and buttons for activating walk signals. You may also use this mapping tool here to locate and describe areas of concern. The link is also provided at the end of the survey.

11. Where have you experienced challenges? Please list up to three locations and the problem. Be as specific as possible about the location and the type of barrier (sidewalk, curb ramp, pedestrian crossings, pedestrian push buttons)

You can also use this mapping tool to identify issues where the public right of way has barriers or access issues. The tool is also located here: www.rentonada.com/online-reporting

Location 1 (Street address or cross street)

Problem 1

Location 2 (Street address or cross street)

Problem 2

Location 3 (Street address or cross street)

Problem 3

City of Renton Americans with Disabilities Act (ADA) Transition Plan

Priorities for pedestrian facilities

We want our pedestrian facilities to be usable by all citizens, specifically those that provide access to City activities and resources. In the next three questions please tell us your top three priorities for improving access.

12. Of the six types of locations below, which one would be your HIGHEST priority? (Select one)

- Government buildings that provide human services (examples are City Hall, public libraries)
- Hospitals and other medical facilities (like Valley Medical Center)
- City parks
- Community Services (examples are food banks)
- Schools and institutions (examples are Renton Technical College)
- Transit facilities like transit stops

13. Of the six types of locations below, which one would be your SECOND highest priority? (Select one)

- Government buildings that provide human services (examples are City Hall, Municipal Court, public libraries)
- Hospitals and other medical facilities (like Valley Medical Center)
- City parks
- Community Services (examples are food banks)
- Schools and institutions (examples are Renton Technical College)
- Transit facilities like transit stops

14. Of the six types of locations below, which one would be your THIRD highest priority? (Select one)

- Government buildings that provide human services (examples are City Hall, Municipal Court, public libraries)
- Hospitals and other medical facilities (like Valley Medical Center)
- City parks
- Community Services (examples are food banks)
- Schools and institutions (examples are Renton Technical College)
- Transit facilities like transit stops

City of Renton Americans with Disabilities Act (ADA) Transition Plan

Demographic questions
We would like to better understand the audience taking our survey. Providing information is optional and your responses are confidential.

15. What is your age? (optional)

- under 18
- 18 to 24
- 25 to 34
- 35 to 44
- 45 to 54
- 55 to 64
- 65 or older

16. How do you identify yourself? (optional)

- | | |
|--|---|
| <input type="radio"/> African American/Black | <input type="radio"/> Native Hawaiian/Pacific Islander |
| <input type="radio"/> Asian | <input type="radio"/> Native American |
| <input type="radio"/> Caucasian/White | <input type="radio"/> Some other race or combination of races |

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

- Yes
- No

City of Renton Americans with Disabilities Act (ADA) Transition Plan

Thank you and next steps

Thank you for participating in this survey. Work on the plan will continue throughout the year with a draft plan to be published by the end of the year. If you would like to stay in touch or participate in future phases, please provide your contact information below.

If you have questions please contact us at the following email: ADA@RentonWA.gov

If you want to provide feedback on specific locations you can go to this [mapping tool](#). (it is also located here: www.rentonada.com/online-reporting)

or contact the City of Renton Project Manager:

Vangie P. Garcia, Transportation Planning and Programming Manager Public Works Transportations Systems at 425-430-7319

If you wish to make a reasonable request for accommodations please contact

City of Renton ADA Coordinator: Kelsey Ternes, Risk Manager

Human Resources and Risk Management at 425-430-7669

TTY Relay Service: 711

18. If you would like to receive updates on the plan or participate in a future focus group related to the plan, please provide the contact following information.

Name	<input type="text"/>
Email Address	<input type="text"/>
Phone Number	<input type="text"/>

19. Would you be willing to participate in a focus group related to the plan?

- Yes
 No

Plan de transición ADA de la ciudad de Renton

Plan de transición ADA de la ciudad de Renton

La ciudad de Renton busca crear un ambiente inclusivo y acogedor que sea accesible para todos. Renton está comenzando el proceso para abordar la accesibilidad en las instalaciones para peatones en el derecho de paso público, incluidas aceras, rampas, cruces peatonales y botones para peatones. La Ciudad espera completar el plan a principios de 2020. A través de esta breve encuesta, nos gustaría que nos brinde su opinión para identificar las ubicaciones y deficiencias que considera más importantes.

Esta encuesta no debería demorar más de 10 minutos en completarse. Al final, también existe la oportunidad de mantenerse involucrado en el estudio y participar en un grupo focal en profundidad.

Cualquier persona que requiera una ayuda o servicio auxiliar para comunicaciones efectivas, o procedimientos para participar en un programa, servicio o actividad de la Ciudad de Renton, debe comunicarse con la ciudad lo antes posible. Si tiene alguna pregunta adicional, **CONTÁCTENOS**

Email: ADA@RentonWA.gov O comuníquese con el Gerente de Proyecto de la Ciudad de Renton: Vangie P. Garcia, a 425-430-7319

Si desea hacer una solicitud razonable de alojamiento, comuníquese con el Coordinador de ADA de la Ciudad de Renton:

Kelsey Ternes, Risk Manager

a 425-430-7669

TTY Relay Service: 711

* 1. Primero, díganos por qué viaja en Walla Walla. (Elija todo lo que corresponda)

- | | |
|---|---|
| <input type="checkbox"/> Yo vivo en Renton | <input type="checkbox"/> médicas n |
| <input type="checkbox"/> Trabajar en Walla Walla | <input type="checkbox"/> Citas Compras |
| <input type="checkbox"/> Asistir a la escuela / universidad | <input type="checkbox"/> Otros servicios comunitarios y sociales. |
| <input type="checkbox"/> Recreación / actividades recreativas | |
| <input type="checkbox"/> Otra (especifique) | |

* 2. Cuéntanos sobre usted mismo (elige todas las opciones que correspondan)

- Tengo una discapacidad que afecta la forma en que viajo (describa esa discapacidad en la pregunta 3)
- Apoyo a una persona con discapacidad (describa esa discapacidad en la pregunta 3)
- No tengo discapacidad
- Prefiero no decir

Plan de transición ADA de la ciudad de Renton

Tipos de discapacidades y recursos

3. Si indica que tiene una discapacidad o apoya a alguien con una discapacidad, describa y elija todas las opciones que correspondan.

- | | |
|--|---|
| <input type="checkbox"/> Condición física, mental o emocional que limita el aprendizaje, el recuerdo o la concentración. | <input type="checkbox"/> Usa una silla de ruedas |
| <input type="checkbox"/> Ceguera o dificultades serias para ver cuando usa anteojos | <input type="checkbox"/> Utilice tecnología de software de asistencia, como un lector de pantalla |
| <input type="checkbox"/> Condición que limita sustancialmente una o más actividades físicas como caminar o subir escaleras | <input type="checkbox"/> Use audífonos o dispositivos de ayuda auditiva |
| <input type="checkbox"/> Sordera o dificultad auditiva | <input type="checkbox"/> Use un animal de servicio |
| <input type="checkbox"/> Use dispositivos de movilidad | |
| <input type="checkbox"/> Otra (especifique) | |

4. ¿Qué recursos utiliza para encontrar información sobre problemas de ADA?

- | | |
|---|--|
| <input type="checkbox"/> Departamento de Servicios Sociales y de Salud del Estado de Washington | <input type="checkbox"/> King County Metro o Sound Transit |
| <input type="checkbox"/> Servicios del Estado de Washington para Ciegos | <input type="checkbox"/> Valley Medical Center |
| <input type="checkbox"/> Ciudad de Renton | |
| <input type="checkbox"/> Otra (especifique) | |

Plan de transición ADA de la ciudad de Renton

Renton ADA Plan de transición Patrones de viaje

5. Por favor proporciónenos el código postal de tu casa? (ingrese el código postal de 5 dígitos; por ejemplo, 00544 o 94305)

6. ¿Con qué frecuencia viaja en la ciudad de Renton? (Seleccione uno)

- 5-7 días por semana
- 3-4 días por semana
- 1-2 días por semana
- menos de semanal

7. ¿Cómo viaja dentro de la ciudad de Renton? (Marque todo lo que corresponda)

- Conduce y estaciona
- Tome transbordadores de tránsito o paratransito
- Rueda (use una silla de ruedas)
- Camina con ayuda como un bastón o andador
- Camina con un animal de servicio
- Caminar
- Bicicleta
- Otra (especifique)

8. Si usa tránsito, ¿con qué frecuencia lo usa en una semana típica? (Seleccione uno)

- 5 o más días por semana
- 2-4 días por semana
- 1 día o menos por semana
- menos de semanalmente

Plan de transición ADA de la ciudad de Renton

Acceso a los servicios de la ciudad de Renton

9. ¿Está usted ahora o algún momento ha tenido dificultad participando u obteniendo servicios en la ciudad de Renton?

Sí

No

Plan de transición ADA de la ciudad de Renton

Barreras a los servicios de la Ciudad de Renton

Cuéntanos sobre las barreras que has experimentado.

10. ¿Cuáles de las siguientes barreras en el derecho de paso público son razones por las que ha tenido dificultad? (Marque todo lo que corresponda)

- Barreras de banquetas
- Barreras de rampa
- Problemas de cruce peatonal
- Otra (especifique)
- Problemas con la señal de peatones, incluido el acceso a los botones
- Estacionamiento ADA no disponible

Plan de transición ADA de la ciudad de Renton

¿Dónde ha experimentado desafíos?

Para estas preguntas abiertas, proporcione ubicaciones donde haya experimentado desafíos con las instalaciones peatonales, como banquetas, rampas, cruces peatonales y botones para activar las señales de caminata. También puede usar esta herramienta de [mapeo aquí](#) para ubicar y describir áreas de preocupación. El enlace también se proporciona al final de la encuesta.

11. ¿Dónde ha experimentado desafíos? Enumere hasta tres ubicaciones y el problema. Sea lo más específico posible sobre la ubicación y el tipo de barrera (banquetas, rampas, cruces peatonales, botones para peatones)

Ubicación 1 (dirección o calle transversal)

Problema 1

Ubicación 2 (dirección o calle transversal)

Problema 2

Ubicación 3 (dirección o calle transversal)

Problema 3

Plan de transición ADA de la ciudad de Renton

Prioridades para instalaciones peatonales

Queremos que nuestras instalaciones peatonales sean utilizadas por todos los miembros de la comunidad, específicamente aquellos que brindan acceso a las actividades y recursos de la Ciudad. En las siguientes tres preguntas, díganos sus dos prioridades principales para mejorar el acceso.

12. De los seis tipos de ubicaciones a continuación, ¿cuál sería su MAYOR prioridad? (Seleccione uno)

- Edificios gubernamentales que brindan servicios humanos (ejemplos son el Consejo Municipal, las bibliotecas públicas)
- Hospitales y otras instalaciones médicas (como la Valley Medical Center)
- Parques de la ciudad
- Servicios comunitarios (ejemplos son bancos de alimentos)
- Escuelas e instituciones (por ejemplo, Renton Technical College)
- Instalaciones de tránsito como paradas de tránsito

13. De los seis tipos de ubicaciones a continuación, ¿cuál sería su SEGUNDA prioridad más alta? (Seleccione uno)

- Edificios gubernamentales que brindan servicios humanos (ejemplos son el Consejo Municipal, las bibliotecas públicas)
- Hospitales y otras instalaciones médicas (como la Valley Medical Center)
- Parques de la ciudad
- Servicios comunitarios (ejemplos son bancos de alimentos)
- Escuelas e instituciones (por ejemplo, Renton Technical College)
- Instalaciones de tránsito como paradas de tránsito

14. De los seis tipos de ubicaciones a continuación, ¿cuál sería su TERCERA mayor prioridad? (Elige uno)

- Edificios gubernamentales que brindan servicios humanos (ejemplos son el Consejo Municipal, las bibliotecas públicas)
- Hospitales y otras instalaciones médicas (como la Valley Medical Center)
- Parques de la ciudad
- Servicios comunitarios (ejemplos son bancos de alimentos)
- Escuelas e instituciones (por ejemplo, Renton Technical College)
- Instalaciones de tránsito como paradas de tránsito

Plan de transición ADA de la ciudad de Renton

Preguntas demográficas

Nos gustaría entender mejor a la audiencia que realiza nuestra encuesta. Proporcionar información es opcional y sus respuestas son confidenciales.

15. ¿Cual es su edad? (Opcional)

- menor de 18 años
- 18 a 24
- 25 a 34
- 35 a 44
- 45 a 54
- 55 a 64
- 65 o mayor

16. ¿Cómo te identificas? (Opcional)

- Afroamericano / Negro
- Asiático
- Caucásico / blanco
- Nativo de Hawai u otra isla del Pacífico
- Nativo Americano
- Alguna otra combinación de razas

17. ¿Es usted de origen o descendencia español, hispano o latino? (Opcional)

- Si
- No

Plan de transición ADA de la ciudad de Renton

Gracias y los siguientes pasos.

Gracias por participar en esta encuesta. El trabajo en el plan continuará durante todo el año. Si desea mantenerse en contacto o participar en fases futuras, proporcione su información de contacto a continuación. Si desea proporcionar comentarios sobre ubicaciones específicas en nuestra herramienta de mapeo, puede ir a [este sitio](#).

Si tiene alguna pregunta adicional, comuníquese con ADA@RentonWA.gov

Puede contactar al Gerente de Proyecto de la Ciudad de Renton: Vangie P. Garcia, Gerente de Proyecto de la Ciudad de Renton a 425-430-7319

Si desea hacer una solicitud razonable de alojamiento, comuníquese con el Coordinador de ADA de la Ciudad de Renton: Kelsey Ternes, Gerente de Riesgos Recursos Humanos y Gestión de Riesgos a 425-430-7669

TTY Relay Service: 711

18. Proporcione tu información de contacto para recibir actualizaciones sobre el plan. (Opcional)

Nombre

Dirección de correo electrónico

Número de teléfono

19. ¿Estaría dispuesto a participar en un grupo de enfoque relacionado con el plan?

Sí

No

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RENTON ADA TRANSITION PLAN PUBLIC INVOLVEMENT SUMMARY

ATTACHMENT B – SURVEY TOPLINE RESULTS



CITY OF RENTON
WASHINGTON

ADA Transition Plan Update Outreach Top Line Results

On-Line Survey
June 30 thru September 15, 2020

Transpo Group/Acutanza STS

December 2020

1

Overview of Outreach

- Survey open June 30 through September 15
 - Advertised on City Website
 - Promoted through City Social Media Channels
 - English and Spanish Language Surveys online and hardcopy
 - Hard copy surveys distributed through Community Services
- Did COVID impact the results?
 - Possibly reduce transit responses and increase active transportation (Bike and Walk)
 - Higher auto use
 - Fewer experiences to report because less travel

Overview of Outreach

- Targeted Outreach
 - Any other groups or organizations to include
 - Ideas for suggestions on engaging groups

Survey Summary

1. Respondents and demographics
2. Issue areas
3. Priorities

1. Respondents and demographics

December 2020

5

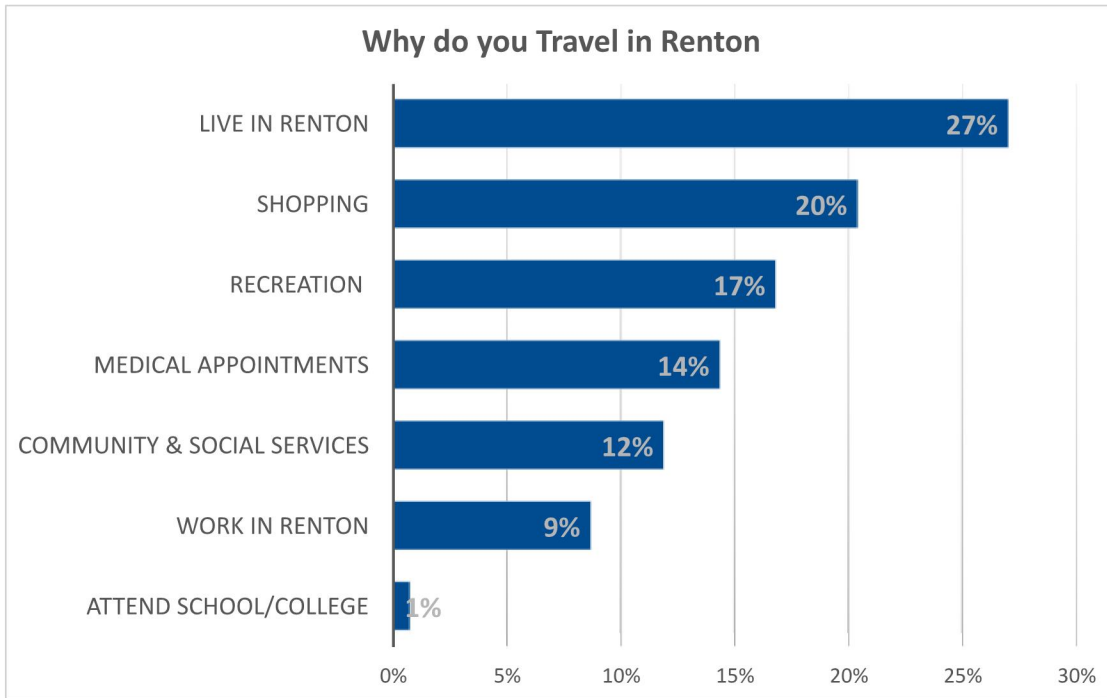
1. Demographics and Respondents

- 155 full responses
- Most live in Renton
- Many also shop, recreate and have medical appointments in Renton
- Highest source for information is State DSHS
- Top two modes are drive and walk
- Transit was low – this response may have been effected by the COVID-19 pandemic

1. Demographics and Respondents

- A majority (70%) are over 45 with
 - 27% over 65
 - 23% 55 - 64
 - 18% 45-54
- Over 77% are white
- No Spanish responses but 4% indicated Hispanic
- Respondents (11% prefer not to say)
 - 19% Report they have a disability
 - 17% Report they support someone with a disability
 - 53% Report they are not disabled
- Disabilities varied with the largest as physical, mental or emotional condition that limits learning, remembering or concentrating (30%)

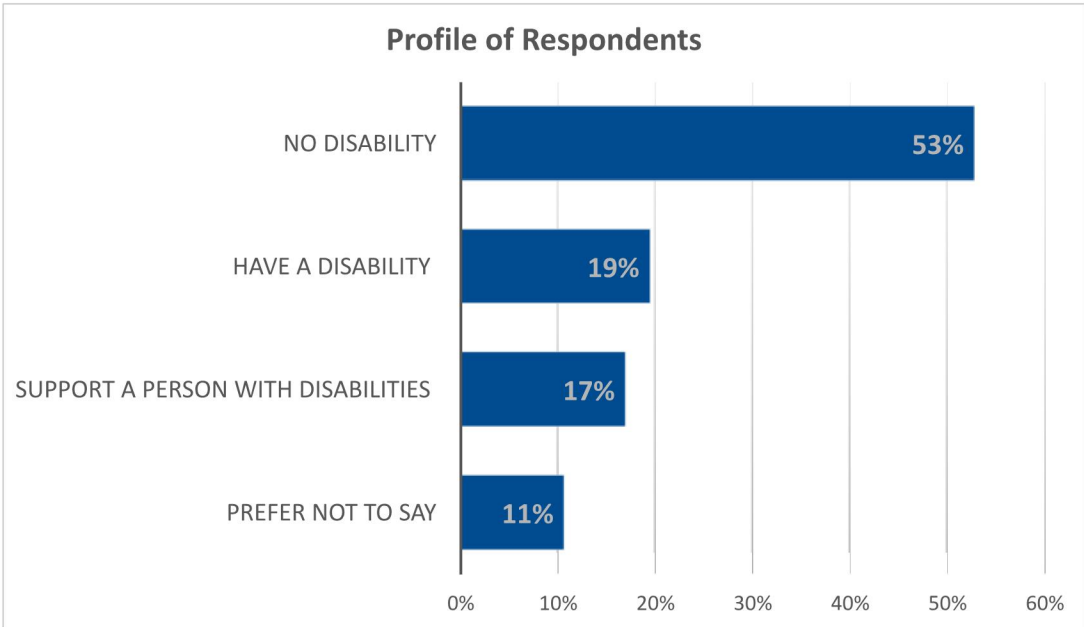
Why do you travel in Renton? (Choose all that apply)



December 2020

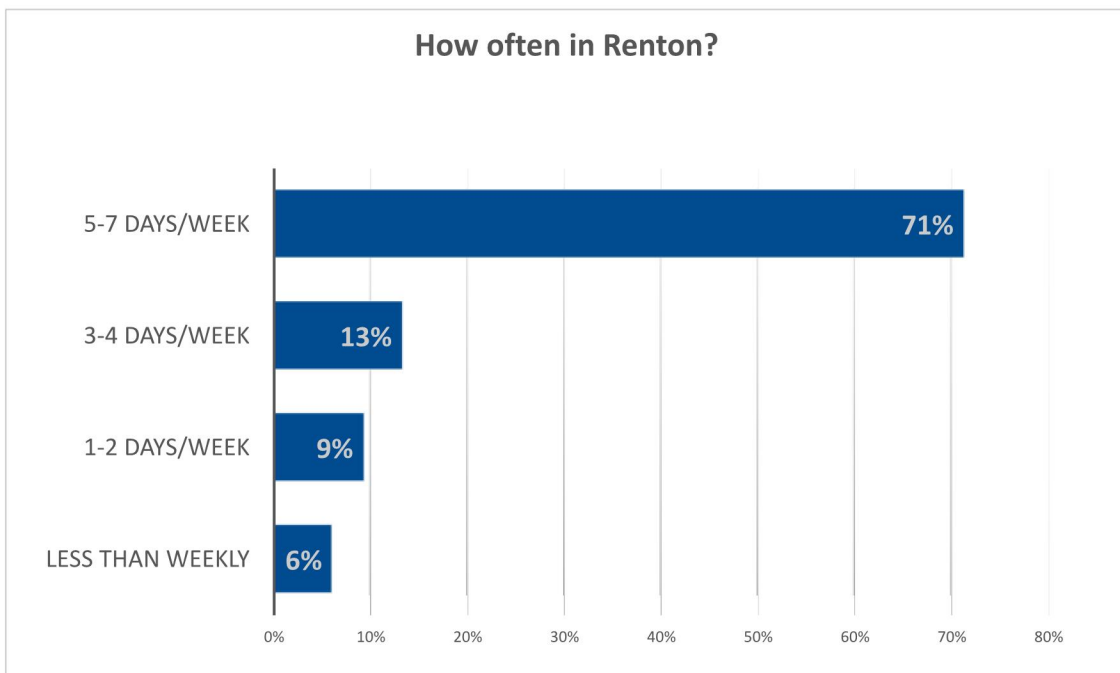
Please tell us about yourself

(Choose all that apply)



How often do you travel in Renton

(Select one)

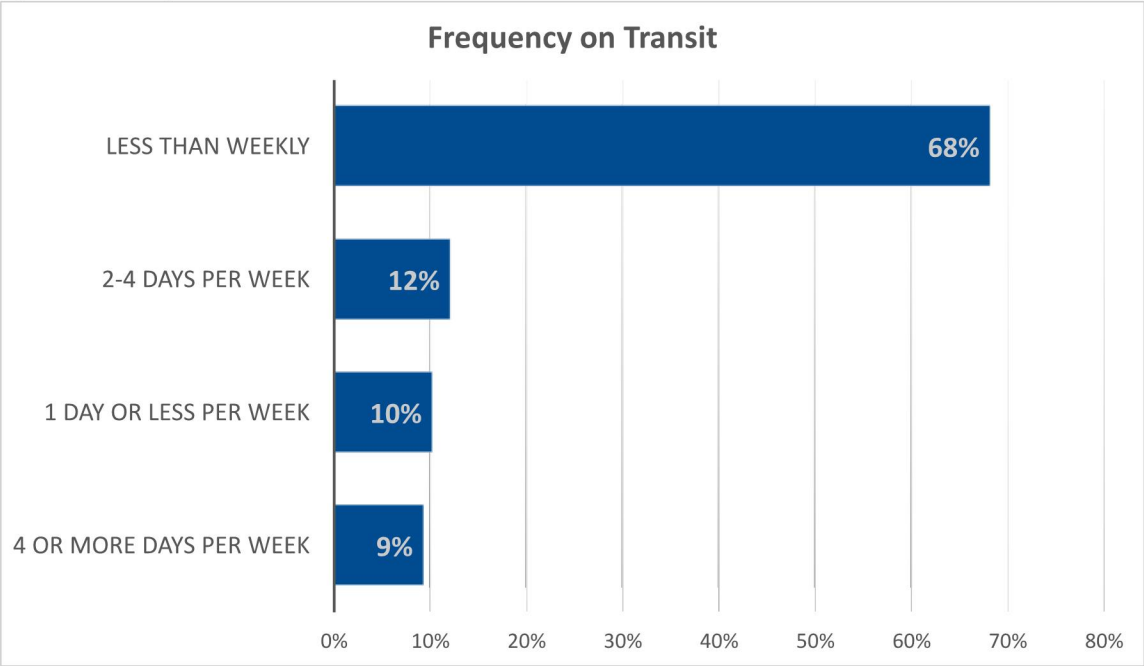


December 2020

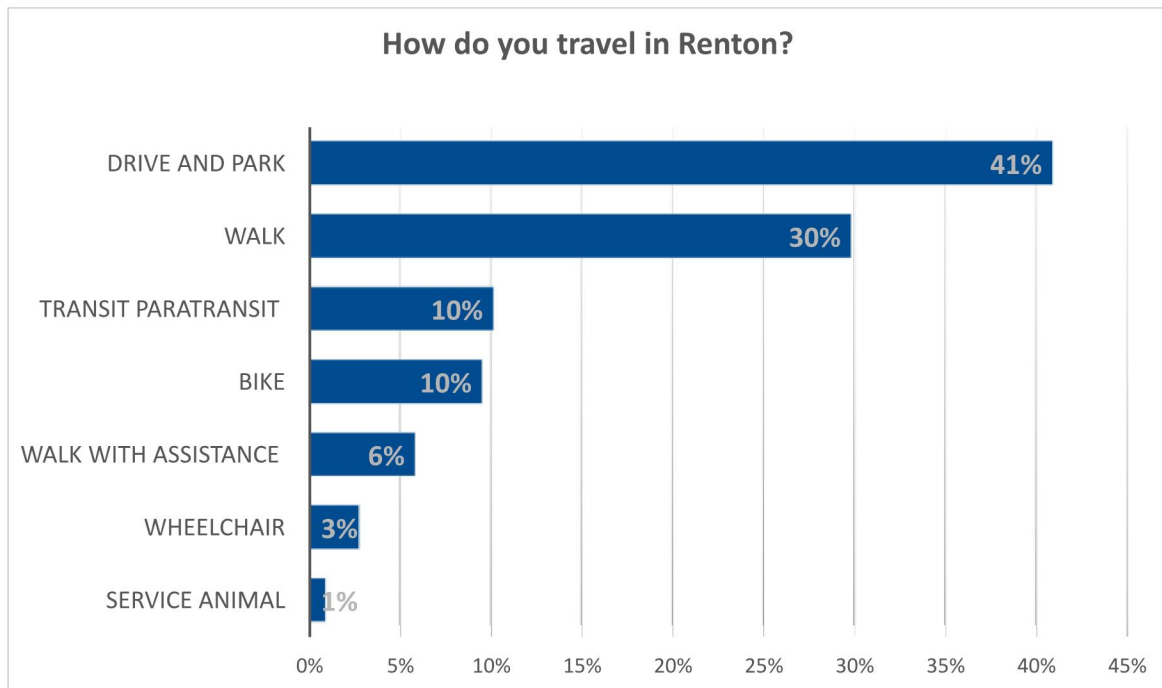
10

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

(Select one)



How do you travel within the Renton? (Check all that apply)



December 2020

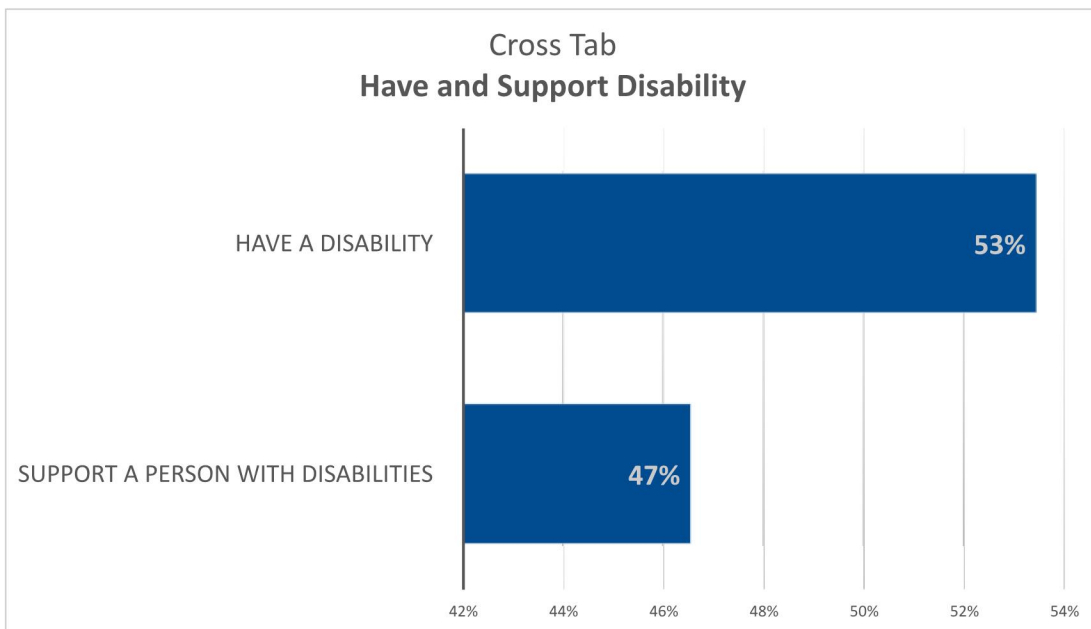
12

Cross Tab

Subset of responses for those with disabilities or support those with disabilities

- Total of 56 respondents with disabilities or support those with disabilities or both.
- Two responses were from people with a disability and also support people with disabilities
- **Most** responders had no disability but 10% chose not to answer
- Those with disabilities/support disabilities indicate their third top reason for being in Renton was related to Medical Appointments; where Recreation was higher overall
- For this subset the top two sources for obtaining information are Washington State DSHS (39%) and the City of Renton (23%)

Cross Tab Respondents with Disabilities or Support those with Disabilities



December 2020

14

2. Issues identified in the survey

Issues Identified

- 72 locations were reported by members of the public using in survey or through the on-line mapping tool or on Facebook
- Of the 20 identified in the survey 16 were reported by those with disabilities or support those with disabilities
- Of the issues reported:
 - Sidewalks and ADA parking were identified most
 - Lack of facilities are noted as keeping people home
 - Issues were noted for sidewalks, crosswalks, ADA parking, curb ramps and signal pushbuttons
 - Wayfinding and maintenance/construction issues were also noted.

Specific reasons people indicated they could not participate (1 of 2)

Movies in the park were not available with descriptive devices (such as at movie theaters)

Unable to use wheelchair on gravel to attend Farmers Market

Distance to walk from parking too far

Unable to participate in the Community Garden program due to there being ZERO accommodation available for me to garden. This needs to be addressed as the lack of accommodation has barred me from usual and normal participation in a community activity as a citizen.

No access to Kennydale Beach Park. I cannot walk up and down all those steps. So I cannot enjoy get togethers at that location.

Specific reasons people indicated they could not participate (2 of 2)

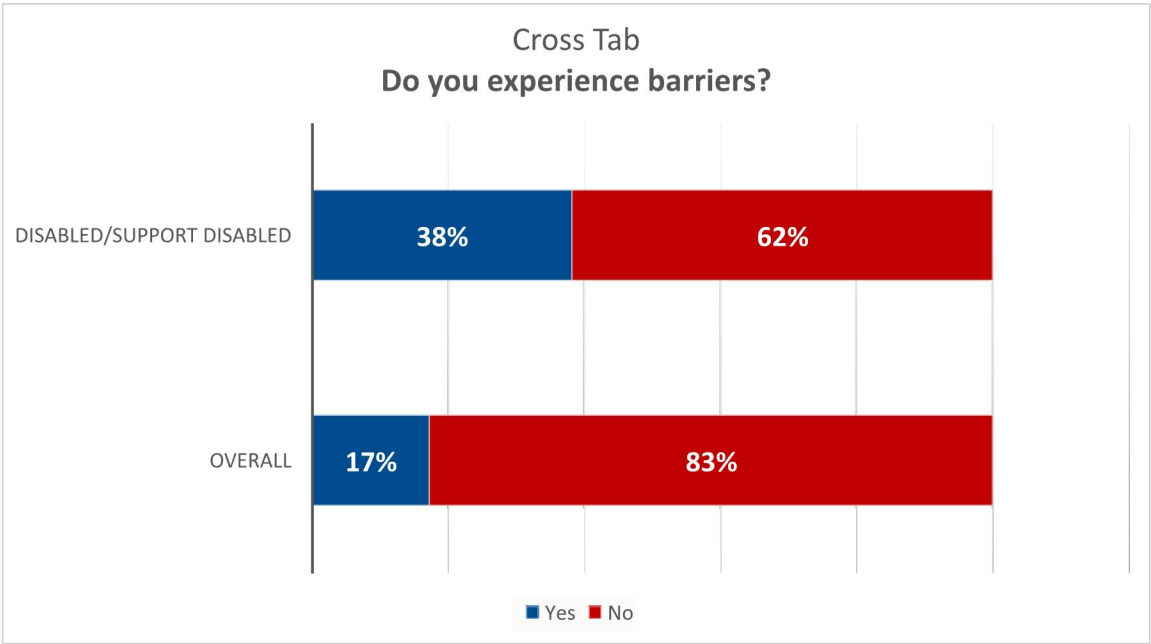
Lack of sidewalks in neighborhoods. We must walk in the street and it is unsafe to compete with vehicle traffic.

When I lived at one of the apartments did not have enough parking for the disabled

Neighbors violate Renton parking code near residence. Neighbors burn material creating smoke causing headaches, throat burning and eyes swelling. Neighbors with dogs barking at night. Cars violate residential speed limits. Cars race with noisy mufflers along Highway 900 and NE 12th Street day and night.

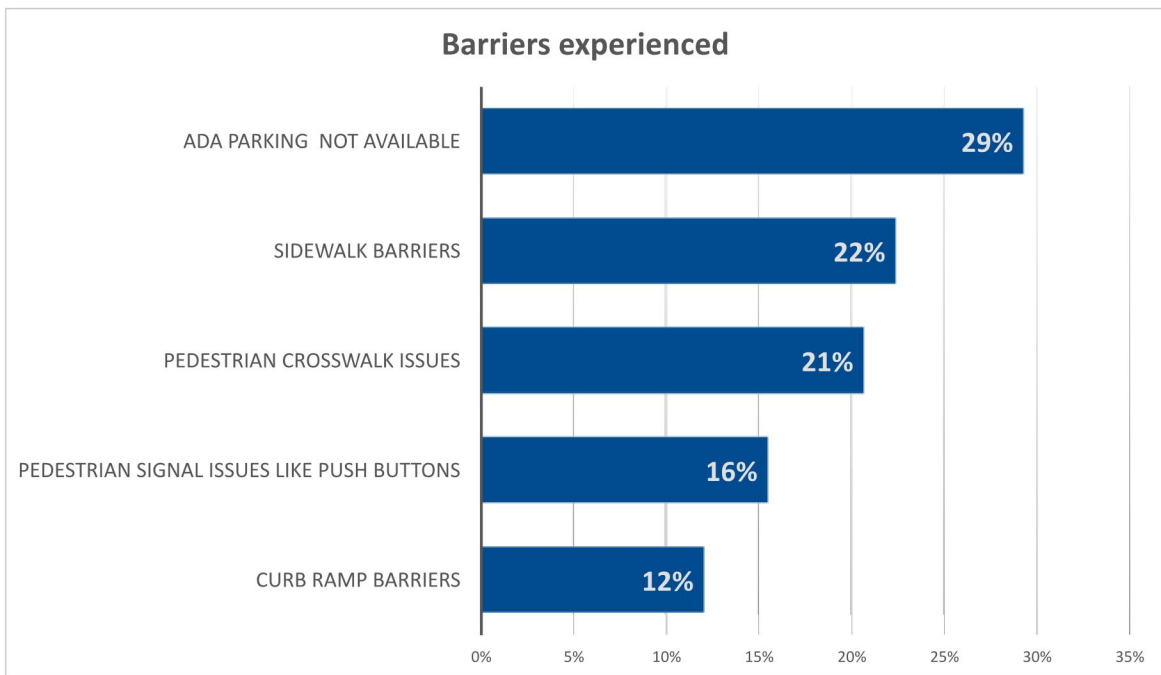
Gravel pavement that impacts me using my wheelchair effectively

Do you experience barriers to participate or obtain services in the Renton?



Which of the following are reasons you could not participate?

(Check all that apply)



December 2020

20

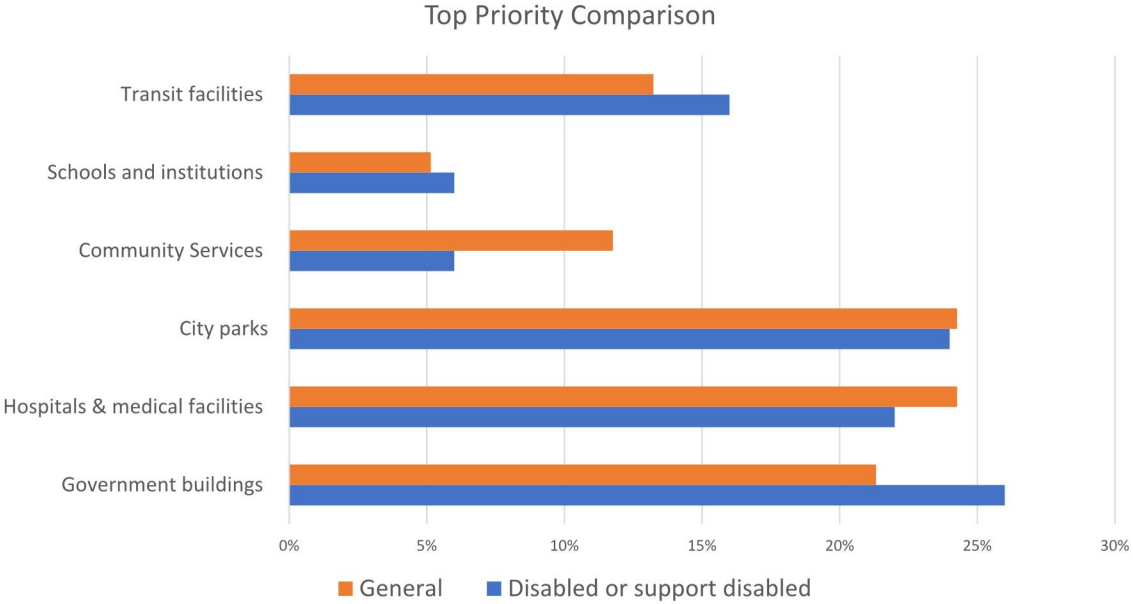
3. Priorities

Top Priority Destinations and Locations

- For the overall survey respondents and the subset of those with disabilities there is a consistent set of priorities
 - City Parks, Government Buildings and Medical Facilities
 - Priorities were consistent from top priority to weighted
- In the survey, issues were more often noted for Sidewalks and ADA parking
- Some issues listed included maintenance and construction
- Accessibility to parks were also noted and those issues will be forwarded to City Parks.

Contrast - those with disabilities, supporting people with disabilities and without disabilities

Top Priority Destinations and Locations

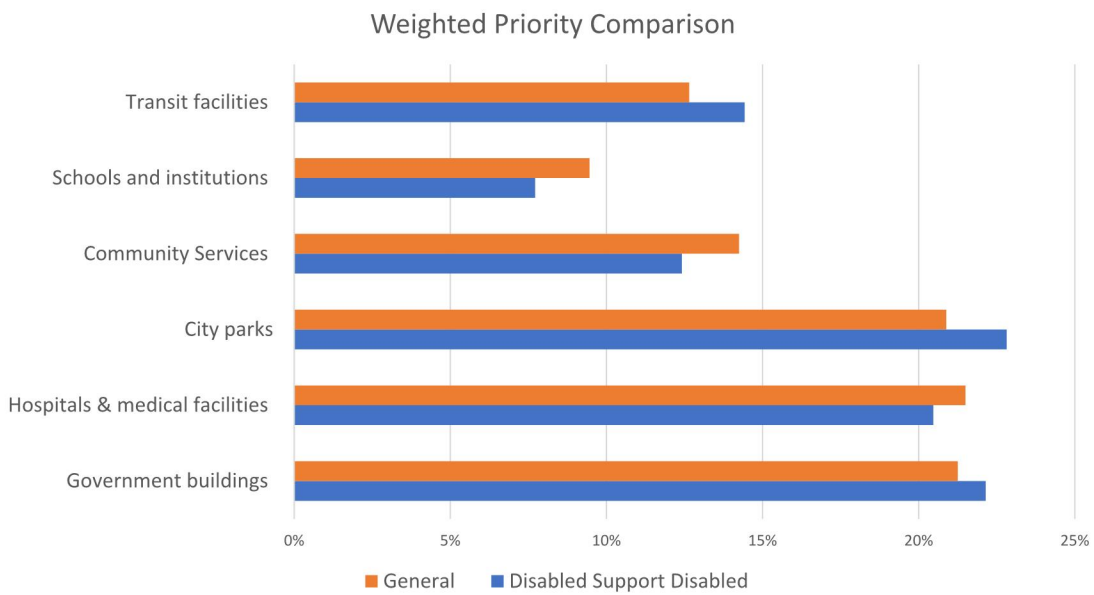


December 2020

23

Contrast - those with disabilities, supporting people with disabilities and without disabilities

Weighted Priorities



December 2020

24

Discussion and Questions

- Any surprises in what were identified as priorities or issues?
- Any questions regarding barriers?
- Other questions?

NOVEMBER 2021
RENTON ADA TRANSITION PLAN PUBLIC INVOLVEMENT SUMMARY

ATTACHMENT C – ISSUES IDENTIFIED THROUGH THE SURVEY, MAPPING TOOL AND FACEBOOK

City of Renton ADA Transition Plan

Attachment C - Issue Locations

Location	Issue Description	Sidewalk	Crosswalk	Signals	Curbs	Transit	ADA Parking	Conflicts w/vehicles	Maintenance	Wayfinding	Other
Maple Valley Hwy and Maple wood golf course	no sound device for the crosswalk		1								
Piazza Park, S 3rd St & Burnett Ave S	I can't readily access the Farmers Market because there isn't handicapped parking close enough. I can't carry shopping even as far as the parking garage on 2nd, and there is no on-street parking there during the market..						1				Park
The landing	Have to park at Dick's to go to movies, shop and eat						1				
Main at Williams Ave	crosswalk not clearly marked for visual acuity for vision loss.		1						1		
Kennydale Beach Park.											Park
Upper Kennydale neighborhood west of Edmonds, north of NE 12th	Lack of sidewalks on most streets	1									
1 S Grady Way to 601 S Grady Way	Narrow sidewalk and fast traffic.	1									
900 block of Lynnwood Ave NE	sidewalk on only 1 side of the street & tree roots make the existing sidewalk very uneven	1							1		
The Landing area	few ADA parking spots and where they are, they are too far from businesses						1				
South 3rd and Logan	Gravel pavement lot that is not wheelchair accessible during the Farmers Market				1						
3rd Street in Renton	I tripped on the sidewalk and BROKE my foot. Nobody at the city cared, so I had to pay for everything myself. They said I couldn't prove the incident.	1							1		
Gene Coulon	Not enough disabled parking						1				
Burnett to the financial district and shops	the walkways are not clearly marked and too confusing to navigate with a cane.										1
Downtown core area	Lack of ADA parking during busy times.						1				
S Grady Way and Rainier Ave. S	Heavy traffic and narrow sidewalks and difficulty seeing pedestrian.	1							1		
South 3rd between Logan and Main	Construction, I can't access the shops or businesses									1	Construc- tion
123rd / 126th Aves SE and many streets in the Cascade neighborhood	have really bad sidewalks, or no sidewalk at all. How am I suppose to walk SAFELY?	1							1		
Downtown	No street parking for disabled and the public lots are too far away making no access to shopping						1				
S 3rd Street by Safeway to the plaza	Again, walkways not well marked and no help for we who walk with assistance. Feeling hurried when you walk with a cane and have vision and/or physical issues keeps those of us who use these devices home because we feel like we could be hit by a car if we aren't walking fast enough to cross an intersection.	1						1	1	1	
Near St Luke's church (99 Wells Ave S)	Lack of ADA parking at most times						1				
116th Ave in Cascade	No sidewalks. Many children are using these pathways to walk to school or the park. But, there are lots of areas where there are no sidewalks. How is this not fixed yet? What about equity for the ADA families? If there is no sidewalk they have to go into the street. Have you seen the amount of traffic, or how fast they drive through our neighborhoods?	1									Park
At 126th Ave SE and 161st St	There are not down spouts for wheel chairs.				1						
At 164th Ave and 126th Ave SE	There aren't any curb ramps.				1						
All 4 corners of this street do not have ada complaint sidewalks	None of the sidewalks have ramps-it is just curbs. Especially a problem with the bus stop nearby for schools and transit	1					1				

Plain - Survey
Bold - top priorities
Italics - Online mapping tool
Bold/Italics - Facebook

Location	Issue Description	Sidewalk	Crosswalk	Signals	Curbs	Transit	ADA Parking	Conflicts w/vehicles	Maintenance	Wayfinding	Other
Gene Coulon Park	Needs a lot more disabled parking. Also, I haven't been able to go there since March shut down because parking was shut down and I can't park out on the street because I can't walk that far. There's also no street parking in downtown and at the landing etc. for disabled. We have to find a parking lot and walk distances that we can't. I never bother trying anymore. Businesses lose customers because of this.						1				
SE 164th along most of the route	SE 164th in the Cascade neighborhood especially between the cross of 116th Ave SE and 125th AVE SE the side walks are cracked, pushed up, trees overgrown into the sidewalk. Most of this route starting at 116th Ave has no sidewalk on one side. It makes the sidewalk difficult even for pedestrians, but almost impossible for people with disabilities such as wheel chairs. I have seen people with walkers and wheel chairs going down the street as the sidewalks are in very poor shape and not maintained.	1							1		
East and West side of Kirkland Ct SE	no curb ramps on either side of the street				1						
Talbot Road needs sidewalks from S 38th Court to S 27th Plc and better Bus Shelters and places for kids to wait for their school buses.	No place to walk or ride a bike.	1				1					
SE 16th Street between Beacon Way SE and Edmonds Way SE.	No sidewalk both sides. On south side of street uneven ground with potholes that turn into mudholes	1									
Lyons Ave NE and NE 3rd St in the Sienna neighborhood	Lyons Ave NE and NE 3rd St. has a nice sidewalk, but this corner isn't accessible for wheelchairs. The curb cut is missing, so a wheelchair can't cross the street without going one-two blocks out of their intended direction. We have a neighbor who uses wheelchair and lives 4 house from this corner. Thanks for considering this improvement!				1				1		
sidewalks all the way down 168th Street in Cascade Vista they are horrible, I have seen so many kids wreck on their bikes and people with strollers cannot us the sidewalks. north side of the street, I have tripped and fallen at night cannot see the big separation and the sidewalks are lifted especially at night.	dangerous sidewalks in cascade vista 168th street from 7-11 to Lindbergh high school north side of the road	1									
Crosswalk to elementary school	Crosswalk to go to the school does not have a curb cut/ramp. Cars fly by very fast (typically above the speed limit). This crosswalk should have a ramp on both sides of the street and maybe a flashing light or speed humps to slow cars down so you can cross safely.		1		1						
Corner of Park at intersection	No ramp on corner where sidewalks meet the intersection. Across the street has a ramp though. Rear entrance to The Reserve has no ramp. many seniors use this entrance but have to navigate without disability access. Our community is very large preventing reasonable access. Many companies use this entrance such ass Metro Access and other mobility companies without proper load and unload area, a cutout crushed rock gravel was recently put there which prevents any wheeled device from using it at all.		1		1						
located near the NW entrance	Lack of sidewalk or paved shoulder. Lots of newer neighborhoods in the area, turning previously dead end streets into through streets where people are walking, yet lack of planning to provide safe corridors.	1									

Plain - Survey
Bold - top priorities
Italics - Online mapping tool
BoldItalics- Facebook

Location	Issue Description	Sidewalk	Crosswalk	Signals	Curbs	Transit	ADA Parking	Conflicts w/vehicles	Maintenance	Wayfinding	Other
North end of lot.	Broken concrete	1							1		
State Route 900 in the Highlands starting at Newport going east.	The North side sidewalk is nearly half covered with dirt, sand, grit etc. thrown up from the highway traffic which is on an outside curve there and there is no bike lane or parking lane and so the traffic, most of which is going 45 to 50 MPH is right up against the curb. In the past only the narrow sidewalk has been cleaned but that leaves a several inch deep dirt bank which soon fills up again. The ROW is wide (10+ ft) so could be regraded to help a lot. Traffic is so fast and close that it takes my hat off and pedestrians could be hit by traffic mirrors. Walk that stretch and the problem will be obvious. Mailboxes have all been knocked down and moved away from the curb. Very dangerous for bicyclist's and pedestrians, strollers, wheel chairs etc. heading to Saars market and other businesses.	1							1		
SW corner of NE 19th Street & Shelton Ave NE	There are sidewalks throughout the neighborhood, but no sidewalk in front of this residence or the next door residence	1									
Intersection of Harrington Ave NE and NE 8th Pl	Request to replace existing ramps. The ramps at this location have been replaced with totally compliant ramps within the last few years. I rec'd this request through Chris Barnes and the location is suspect. Chris did not have any further information on the request.				1						
Intersection of N Factory Ave & N 4th Street 800 Union Ave NE, Renton, WA Honey Dew Elementary School	Missing curb ramps at N 4th /Factory that we'd very much like to add detection to this intersection (the only intersection with fixed timing on N 4th) but we couldn't due to missing curb ramps.			1	1						
Grandey Way NE and surrounding area	Request for 3 Curb Ramps Curb or Sidewalk Issue. This area is being used for biking to get to downtown however there is no proper bike lane markings continued on through the underpass. the bike lane and side walk end abruptly at the on and off ramp and are then started up on the west side of the freeway exit making this a horrible place for both cars and any other transport vehicles. There should be better access points for bikes and cars to make the commute into downtown on this road. A light and bike lane pass should be available. Further up the road from the intersection the sidewalk is currently overgrown forcing uphill biking and walkers to step into the street. It's a number of things all waiting to go wrong. Let's see what can be improved.				1					1	
156th Ave NE "all along"	My children have to walk this street at 7am. In the fall and winter it is pitch dark outside. There is absolutely not enough room to take into consideration a driver who accidentally swerves (maybe reaching for their cell phone) or a child slipping on ice or taking the wrong step. I do not want a tragedy to happen to make a simple change that we need to feel safe in our community.	1									Lighting
	Member of the HOA and they have been pressure washing the curb, gutter and sidewalks along N. E. 17 St. XXXX at XXXX XXXX Ave N.E. has been in a wheelchair since 1993 there is missing link sidewalk on N.E. 17 st in front of his house that John Harris would like us to take a look at and see if anything could be done there. This missing sidewalk in front to the home referenced has been completed in 2019	1									

Plain - Survey
Bold - top priorities
Italics - Online mapping tool
BoldItalics- Facebook

Location	Issue Description	Sidewalk	Crosswalk	Signals	Curbs	Transit	ADA Parking	Conflicts w/vehicles	Maintenance	Wayfinding	Other
Intersection of Duvall Ave NE and NE 2nd Place	I am a new Renton resident and I am interested in learning more about the Renton Walkway Program. The city website shows that the last comprehensive study was done 10 years ago, with budget programmed through 2019. Is there a new study that will be conducted again in the near future? My interest is due to the amount of foot traffic I see at the corner of Duvall Ave SE & SE 2nd Pl. There are several school children, seniors, and families that walk around this corner with no sidewalks and many speeding vehicles. As there is a school bus stop nearby, I'm sure children will continue to walk along this dangerous corner. I hope that one day there will be a sidewalk here - is there anything that I can do as a private citizen? Thank you.	1				1					
2201 NE 20th Street,	I wanted to know if it would be possible to have a sidewalk paved in front of my house. I live in an area where many children walk to and from school on a daily basis. There is no sidewalk in front of my house, and East and north of me for about two blocks. Unfortunately, cars drive too fast going east and west bound. While walking in front of my house it forces kids to walk in the street. I also have children, and many families walk the neighborhood and it's just not safe. 2201 NE 20th Street	1						1			
NE 10th Street, between Kirkland Ave NE and Lynnwood Ave NE	Install Sidewalk NE 10th St between Kirkland Ave NE & Lynnwood Ave NE	1									
NE 7th between Kirkland Ave NE & Monroe Ave NE (north side)	Would like a concrete path	1									
Nelson MS (108th Ave SE)	An Concrete path could be added, behind the ditch drainage for part of the length	1									
Talbot S 45th Street to S 46th Pl	Concrete Path requested	1									
Lake Ave S, S 2nd to S Tobin Street	Request for sidewalk on the east side of the street and curb ramps at S Tobin Street intersection crossing	1									
Intersection of 116th Ave SE and SE 157th Street	Why are there not curb ramps at this location? No immediate need for accommodation requested.				1						
NE 16th Street is an offset intersection at Edmonds Ave NE.	I was wondering if you could make the west side of the crosswalk wheelchair accessible. I push my disabled granddaughter to school and it sure would be nice if that side of the sidewalk was easier to get off the sidewalk and into the crosswalk. Thank you for considering this. Note: City Streets Maintenance has installed a temporary asphalt ramp at this location	1	1		1				1		
Entrance to Sierra Heights Elementary School on Union Ave NE	Sierra Heights Elementary needs wheelchair ramps.				1						
Renton Park Elementary School 128th Ave SE @ SE 169th St	Request to replace existing ramps . There is no sidewalk at this location, but there is a stand alone Metro stop with landing and improvements on the west side. There is a crosswalk and there is a very good, recently built, fully compliant curb ramp on the SE corner of the intersection. No contact information provided. Rec'd from Chris Barnes				1						
Renton Technical College - Monroe Ave @ NE 7th St	Request to replace existing ramps. Submitted by Chris Barnes with no contact info. The ramps are present on the west side, no sidewalk on the east side. The ramps present are not up to contemporary standards. They are usable and safe for most, but have serious deficiencies. There is also a church on the NW corner of that intersection.				1						
Intersection Aberdeen Ave NE @ Sunset Blvd SW 7th Street between Hardie Ave SW and Lind Ave SW	The ramps are substandard, but safe and usable for most. The east side ramp is inconveniently situated. The sidewalk network is incomplete.	1			1						
	Request for mid-block crossing, Requires new ramps.		1		1						

Plain - Survey
Bold - top priorities
Italics - Online mapping tool
Bold/Italics - Facebook

City of Renton ADA Transition Plan

Attachment C - Issue Locations

Location	Issue Description	Sidewalk	Crosswalk	Signals	Curbs	Transit	ADA Parking	Conflicts w/vehicles	Maintenance	Wayfinding	Other
On 116th in front of Cascade Shopping Center	Request to relocate mid-block crossing. Requires new ramps.		1		1						
SE 148th Street & Nile AVE	Request for 2 Curb Ramps to serve Apollo Elementary School				1						
Hoquiam Ave NE at Hazen High School	Request for 4 Curb Ramp serving Hazen High School				1						
Intersection of SE 164th Street and 108th Ave SE	Request for 2 Curb Ramps				1						
116th Ave SE at Benson Hill Elementary School	Two curb ramps to serve Benson Hill Elementary School				1						
Talbot Road South & S 23rd Street Talbot Hill Elementary School	Request for 3 curb ramps				1						
Intersection of N 3rd Street & Burnette Ave N	Two intersections adjacent to the Renton Transit Center which received targeted improvements. These improvements Jose is now using effectively. Without the upgrade for the two legs of 3rd and Burnette, Jose would not be able to get to the Renton Transit Center and to the Lighthouse on his own or to his local Chase Bank branch. He recently moved from the Metropolitan apartment at the Transit Center – east side of Burnette to the new location at 4th and Burnette due to safety concerns. APS is a critical tool for people like Jose and Jose has friends and family with the same disability. Expanding APS in the important corridor of Downtown Renton will make the neighborhood work better for Jose and others.			1	1						
Intersection of N 4th Street and Burnette Ave N	APS Request to cross the north and east legs to get to the Burnette Linear Park and walking trail			1							Park Trail
Intersection of N 3rd & Burnette Ave N	APS Request the other two additional legs of the intersection to allow a more complete option so he can access both sides of Burnette and the Renton Transit Center from his apartment in the most efficient way.			1							
Intersection of S 2nd Street and Logan Ave N	APS Request to access one of his favorite Mexican Restaurants and to allow more convenient access to the Transit Center from the Bank.			1							
Intersection of S 3rd & Williams Ave S	APS request to allow access to the Post Office on Williams and other destination along 3rd in Downtown Renton			1							
Downtown Renton	APS request intersections east of 3rd and Williams that will allow increased access to the core of Downtown Renton			1							
Cedar River Trail	North end - Library up to mouth could both use some work for wheelchair use. There are some sizable spots of shifting /cracking etc. that would definitely impede a wheelchair user self-propelling	1									Trail
Duval and Hoquiam between Sunset and Fourth	Some main streets, not even side streets, don't even have sidewalks.	1							1		
Edmonds in front of the park	The Sidewalk on Edmonds in front of the park has 1 inch height differences. Pushing a wheelchair into those bumps must not feel great. Also garbage cans sitting on the sidewalks block access for wheelchairs forcing them into the street	1							1		Park

Plain - Survey
Bold - top priorities
Italics - Online mapping tool
BoldItalics- Facebook

NOVEMBER 2021
RENTON ADA TRANSITION PLAN PUBLIC INVOLVEMENT SUMMARY

ATTACHMENT D – LISTENING SESSION MATERIALS AND SUMMARIES

City of Renton ADA Transition Plan City Teams Focus Group

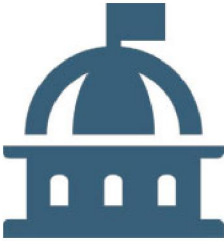
Working together to create Barrier Free Mobility for all of Renton

Date: 12/4/2020

Focus Group Agenda

- **Overview of Renton's ADA Transition Plan**
 - Requirements of the City for its citizens
 - Commitments of Administration
- **Review of the process to deliver barrier free access**
- **Questions**
 - What is your role in delivering barrier free access
 - What drives your action(s)?
 - What challenges do you encounter?
 - What support(s) do you need?

The ADA Transition Plan



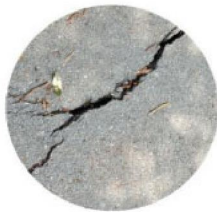
The Americans with Disabilities Act (ADA)

- Signed into law in 1990
- Protects the rights of citizens with disabilities

The Americans with Disabilities Act (ADA) requires that public entities having responsibility for, or authority over, facilities, streets, roads, sidewalks and/or other areas meant for public use develop a Transition Plan to make their facilities meet accessibility standards.

An transition plan addresses:

Barriers to pedestrian facilities may include:



Cracked and uneven sidewalks

Sidewalks that have fallen into disrepair present a challenge for many, especially those using walkers, wheelchairs, or canes, pushing strollers, etc.



Curbs at intersections without ramps

Curbs not equipped with adequate ramps create a potentially significant impediment for the mobility-challenged, and are inaccessible for those using wheelchairs.



Obstructions in sidewalks

Sidewalk obstructions such as telephone poles or tree roots, present a significant obstacle to pedestrian travel, especially for sight- and/or mobility-impaired populations.

An transition plan addresses:

Barriers to pedestrian facilities may include:



Curb ramps at intersections with no detectable warning surface

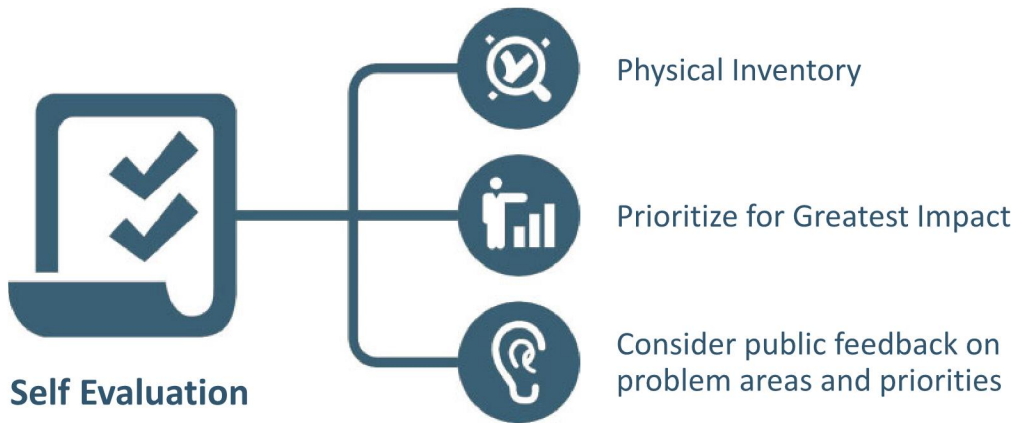
Ramps not equipped with a means of detection present a basic safety concern for those with sight impairments.



Push buttons that are not accessible or don't have audible warnings

Inaccessible and/or inaudible crosswalk push-buttons a basic challenge for users in wheelchairs, as well as those with sight impairments.

An transition plan includes:



What does a transition plan do for a city?

- Outlines how to make City facilities accessible over several years
- Allows the City to receive grant funding from state and federal sources
- Provides residents a way to request services and file grievances
- Puts the City on a path toward limiting legal risk exposure by showing good faith effort to take steps to remove barriers to accessibility within available funding

Renton ADA Transition Plan (2015)

What was INCLUDED in 2015 plan?

- **Policy and Procedures**

- No recommendations for future changes or specific improvements

- **Inventory of Physical Barriers**

Two stages:

- Stage One: preliminary evaluation from aerial imagery (no detail)
- Stage Two: detailed field audit (incomplete, currently in progress)

- **Project Prioritization**

- No detailed information

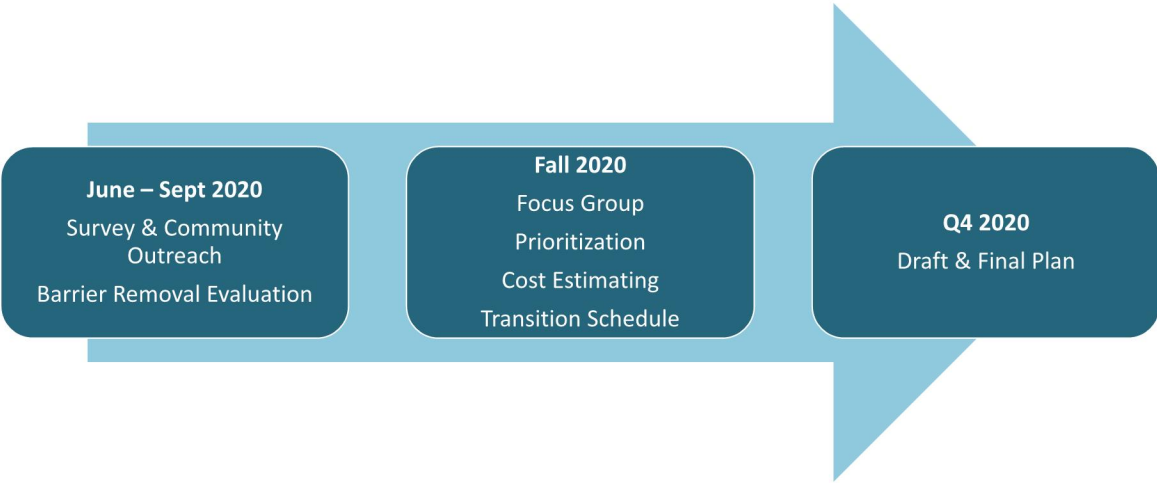
- **Funding**

- Identifies TIP as funding for Barrier Free Transition Program
- No specific recommendations

- **Schedule**

- No specific recommendations
- Requires plan update

Timeline



Accessibility/Accommodations Flow Chart

City of Renton Website
Accessibility Webpage

- ADA/Title VI Notices
- Request for Interpreters
- **Request for Accommodations**
- If response from request for accommodations is unsatisfactory, a complaint or grievance can be filed
- Complaint forms and procedures
 - **Title II Complaint**
 - **Title VI Complaint**



If the grievance allegations have basis for possible discrimination under disability access laws, a case will be opened. This includes accommodations for employment



Forms submitted to HR to document receipt. HR will distribute request to appropriate department and implementation for city-sponsored programs and services



If the complaint allegation covers basis under disability laws for a Transportation Federal-aid program or activity, sub recipient, or contractor and the complaint is against the City, the City will request the WSDOT Office of Equal Opportunity to conduct the investigation. This includes outreach and engagement for programs and projects.

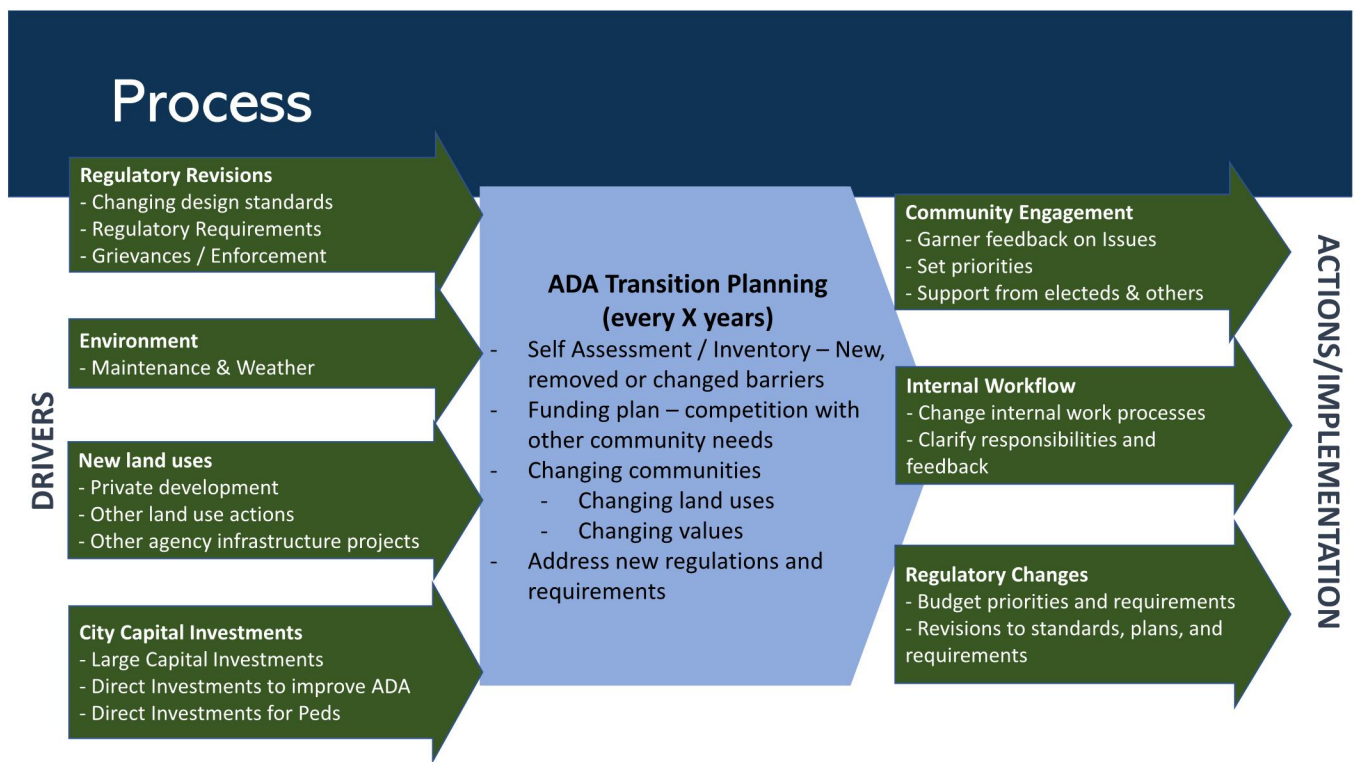


Renton's Age-Friendly Initiative



8 Domains of Livability as identified by AARP & World Health Organization

- ❖ Renton joined as an AARP Age-Friendly City with a commitment to *“the belief that the places where we live are more livable, and better able to support people of all ages, when local leaders commit to improving the quality of life for the very young, the very old, and everyone in between.”*
- ❖ These 8 Domains will be organized to create an Action Plan
- ❖ The ADA Transition Plan follows what is required to be done under the ‘Transportation’ Domain




Questions

- What is your role in delivering barrier free access
- What drives your action(s)?




Questions

- What challenges do you encounter?
- What support(s) do you need?
- What would help you in removing barriers?



Helps meet
mobility needs



Slows progress
for meeting
mobility needs

Thank you

Renton ADA Listening Session No. 1 Summary

Held via zoom meeting on November 19, 2020 9-10 AM

Many City of Renton staff are involved in planning, developing, guiding development of, and maintaining the system of pedestrian facilities within the City public right-of-way that meet the mobility needs of all residents, specifically those with disabilities. The City lead for the update of the City of Renton ADA Transition Plan, Vangie Garcia, invited staff members from different departments to listening sessions to talk about the plan and listen to what works for their staff and what gets in the way of providing barrier free mobility for all residents of Renton. A summary of challenges, constraints and opportunities identified in the session are summarized below.

Challenges & Constraints/Complaints

- See, Click, Fix, is being used and helps with everything outside of specific issues from the Mayor's office but still get phone calls outside this process.
- Would be nice to get additional training on ADA for development reviewers, maintenance folks, engineering, etc.
- We need to remove the "gray" from the Sidewalk Maintenance & Construction Code Chapter 8, so that it is understood, defined and guided for; enforced and enforceable to property owners. While we (maintenance) find a way to repair, permanent or temp. to abate, reduce or limit liability for the property owner, as well as us/city. We need solid direction on Code.
- Many challenges exist due to grades, mostly in neighborhoods.
- Would like to share frustration of ADA design and having an issue with ROW, when we have older infrastructure that needs to get upgraded, they don't have ROW to install new ramps
- A couple of years ago they changed code. New code says to maintain a list of citizen requests, puts responsibility back on the City. Would have liked input in that process.
- Prefers action to process, meetings. Try to find out, what are the needs within the City, and then figure out what to do in the immediate future.
- Include staff in reviews of process modifications and updates
- Struggle with ambiguity in ADA standards, specifically Maximum Extent Feasible (MEF) exceptions. City uses the WSDOT form and example, keep documentation in the same place. Agreed there is a need for training and/or modeling software for steep sites.
<https://www.transsoftsolutions.com/road-design/aqcessramp/>

Financial

- Street maintenance is expected to fix a lot with little funding
- Money and training for more staff on what to do if public contacts you with grievance
- Barrier-free fund is there but small
- Needs for software and training
- Two park projects being driven by the need for better ADA access. Need for City-wide, interdepartmental approach, and funding
- Funding is available for street maintenance to do with overlay budget

November 19, 2020

What has worked/helped to implement solutions in the past/Opportunities

- What really made a difference is reaching out to residents in the Highlands with an open-hours, presented areas to be designed. It is important to show improvements
- Have funding for 4th/Taylor, but not an overwhelming demand. City tries to be responsive to help people. Renton has been very good at responding to immediate needs and in the process has upgraded facilities that others need, but we have not done a lot of pro-active correction of non-compliant or sub-standard facilities

Roles and Responsibilities

Table 1 below summarizes the attendees at the first session, their roles & responsibilities and comments are provided in the table below.

Table 1. Roles and Responsibilities

Staff Name	Department/Role	Comments/Relationship to ADA
Michael Sippo	Community and Economic Development/Development Review and Permits New Development	Works with developments including working with developments to install sidewalks and curb ramps. Development review engineer with Community and Economic develop. Review new developments that come in. Prepares development of Max Extent Feasible (MEF) documentation but it can be unclear/confusing. Suggest connecting with Ian from Urban Forestry. Is there an accessible route? Are there sidewalks and curb ramps? Are the grades current? Don't fully understand what's required per accessibility guidelines. Agree with Jennifer, more opportunities for training and continued discussions. At my previous employment, there was an ADA expert with one of our City consultants through Perreet that we had access to ask questions.
Jonathan Chavez	Community and Economic Development/Development Review and Permits	Development reviewer including new development for commercial/multifamily/single family. Calculates value for triggers of potential frontage improvements. Notes that if project is valued at \$150k, frontage improvement required and these frontage improvements must meet ADA standards. Sees Downtown as a challenge. Believes MEF analysis to be somewhat subjective but follows WSDOT documentation guidance.
Stephen Forsyth	Public Works Maintenance Services Division/Streets Maintenance	Focus on ADA ramps Builds/pours a lot of the curb ramps If the water department has a main break and have to hammer through a ramp, street maintenance will come back in and put in a new compliant ramp
Patrick Zellner	Public Works Maintenance Services Division/Street Maintenance Manager 17 years Street Service Manager	Provide full-service maintenance and code development. Oversee 18 Field Workers includes overnight street sweeper. Balance between departments including paving, concrete sweeping, tree maintenance, and repairs. Studied the code, code says it's the property responsibility unless it's a City-built project. There is a gray area regarding enforcement related to the areas of tree trimming, urban forestry and protecting the City from claims. City of Renton is a full-service City, including water, sewer, lighting, traffic signals, etc. Doesn't oversee code enforcement. Do all their own pavement, tree trimming, etc. Invested in a sidewalk grinder, will grind down tree trip hazard; giving the sidewalk owner time to figure out how to replace the sidewalk panel. Barrier less than an inch gets ground down, more than an inch gets an HMA wedge. Urban Forestry took over City trees. Grind and wedge program saves claims against street maintenance. Recognizes street maintenance is driven by public safety. A couple of years ago they changed code. New code says to maintain a list of citizen requests, puts responsibility back on the City. Would have liked input in that process. Street maintenance operates out of general fund (City budget) Rebuilt wooden stairs for a project off of Renton Ave, switchback built on Taylor but many challenges exist due to grades, mostly in neighborhoods.
Jayson Grant	Public Works Maintenance Services/Streets Maintenance for 20 years	Street maintenance, pavement tech for overlay program since 2010. Primarily do ADA upgrades when he does upgrades in the City. Oversee ADA Design as part of overlays. ADA design and ROW and guardrail and fencing.

November 19, 2020

Staff Name	Department/Role	Comments/Relationship to ADA
		Notably the Highlands area has the most requests for sidewalk improvements/repairs. Responsibilities include guardrail and fencing.
Betsy Severtsen	Community Services/Parks Managers one-year capital plan and is a Landscape Architect	Community Services, capital project coordinator. Don't usually work in the ROW, usually park bond projects, trail system. Has personal experience with visual impairments and is sensitive to those experiences. Understands how design decisions affect how safe people feel in the public space
Dan (John) Hasty	Public Works/Transportation and ADA Coordination Spends most of his time on ADA issues	Bringing together and coordinating all ADA related complaints requires communication coordination. Interest in ADA and within the ROW outside of work. Sees difference regulations and guidance for best practices based on state. Complaints, feedback are supposed to get funneled through system to the people who can help. Renton has always had "best practices" approach to improvements. Prefers action to process, meetings. Try to find out, what are the needs within the City, and then figure out what to do in the immediate future.
Erica Schmitz	Community Services/Parks	Parks Planning Manager, Community Services Department, a little over two years. Long range planning for the Parks system including a mix of capital projects, grant support. Oversees long range planning and capital planning. Responds to ADA as part of planning but would like to be more proactive. Two projects being driven by the need for better ADA access.

November 19, 2020

Renton ADA Listening Session No. 2 Summary

Held via zoom meeting on December 4, 2020 9-10 AM

Many City of Renton staff are involved in planning, developing, guiding development of, and maintaining the system of pedestrian facilities within the City public right-of-way that meet the mobility needs of all residents, specifically those with disabilities. The City lead for the update of the City of Renton ADA Transition Plan, Vangie Garcia, invited staff members from different departments to listening sessions to talk about the plan and listen to what works for their staff and what gets in the way of providing barrier free mobility for all residents of Renton. The first session was held November 19 and the second session was held on December 4, 2020. Both meetings were held virtually. A quick poll of the second session attendee suggested that the attendees ranged in roles in the delivery process, with most having a role for short-term fixes for ADA improvements. We also asked how long people had been with the city. The short poll suggests that the largest group have less than 5 years of experience at the city.

Challenges & Constraints/Complaints

Communication and Coordination related to Design and Complaints

- Remembering who you need to loop into the conversation, not really formalized method of approach
- Constantly explaining to contractors the importance of ADA
- When public sidewalks tie into private sidewalks (Valley Medical Center), not abundantly clear when talking about transitions which standard governs and what's considered accessible
- Complaints: Puget Sound Energy pole blocks sidewalk, existing aging infrastructure, challenging to get that done with Capital improvement project and budget.
- Most contractors and developers do everything we can to avoiding ADA ramps, rules aren't clear on what's required
- Challenges of finding/following guidance for frontage improvements form developments that connect (well/appropriately) to ADA ramps. This can be a challenge from a topographic standpoint and require lots of MEFs
- Priorities are often established based on complaints from the public.

Design Standards Consistency & Development includes Maximum Extent Feasible (MEF) Documentation, Recording & Retrieval

- Review of standard plans and details for accessibility concerns, recommend area of improvements
- Bad survey makes inspectors' jobs harder, 50% of the time ADA designs don't work
- Give suggestions for the best way to build ADA curb ramps and sidewalks
- Changed standards to decrease 1.5% max slope, has improved but not eliminated problem
- Constant training for City staff makes things challenging
- Accessibility challenges have to do with shape of the land and topography, must write MEF for anywhere we PROWAG 2011 is not met.
- Need support on MEFs: getting them done and recorded in a way that you can put your hands on

December 15, 2020

Funding and Implementation (staging and timing)

- One challenge is the time between making immediate repairs vs. a permanent fix via a capital project
- Challenges include aging infrastructure, budget/funding concerns
- Funding

Opportunities

- Improved training on interpretation of PROWAG 2011/ADA training for CED
- Interdepartmental communication/coordination/facilitation, processes
- Creating a uniform City standard MEF form. Would help to have more detail to define clearly what they want (a picture is worth a thousand words)
- Have started a concerted effort to put processes in place to ensure during design review ADA curb ramps and sidewalks are defined on the plans (how to get it work in the field)
- As-built and record drawings, document slopes on drawings instead of relying on inspector survey.

December 15, 2020

Roles and Responsibilities

Table 1 below summarizes the attendees at the second session, their roles & responsibilities and comments are provided in the table below. Notably due to the high attendance, not all attendees provided feedback but are invited to provide feedback.

Table 1. Roles and Responsibilities

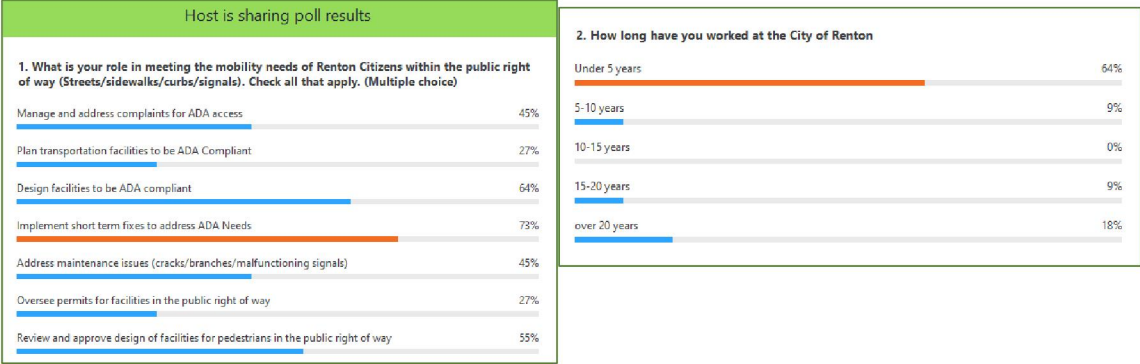
Staff Name	Department/Role	Comments/Relationship to ADA
Ian Gray	As part of Urban Forestry oversees tree maintenance and new tree installation. This involves immediate issues like clearance or encroachment of vegetation, safety for dead or downed branches and failing trees. He has a good working relationship with Transportation, CED, etc. He depends on people reaching out with issues.(Transportation, Public Works, CED, etc.)	Main impact with ADA access is street trees. Constant interface issue, aging trees impact sidewalk (heave). The city trying to retrofit new ramps impacts trees There is a new ordinance to affect what trees can be planted, choosing appropriate species, root barriers, etc. The role is somewhat reactive and will always be the interface with different departments as infrastructure ages. One Challenge is remembering who you need to loop into the conversation, not really formalized method of approach Sidewalk issues are more involved (multi-departmental) with attempting to strike a balance between retaining trees and meeting the ADA standard where pavements are heaved/lifted. Forestry tries to protect and retain healthy trees where feasible in infrastructure improvement projects or new development. We help advise on suitable species selection and spacing for projects and development where the ROW is impacted.
Leslie A Betach	Planning for the future, securing funding to make sure we can make those improvements Most (90%) of parks were constructed in 1950's/60's, only 4 parks built since 1990. Standards have evolved and changed since then.	Every time we do a park improvement (4 currently ongoing bond-funded) overhaul those facilities to make sure they're ADA compliant Based on comments are working on the Sr Center ramps. Also includes access to the park (sidewalks, trails, etc.) Working with CED to do improvements within the ROW to ensure accessibility In their reactive mode where they receive a complaint, complaints can result in funded projects (Example of two facilities with bond funding received <resulted from> complaints). Prioritized those facilities with complaints to the top of the improvements list. Feedback that improved accessibility needed to improve at senior center, those improvements will happen as a part of a pre-planned capital project Funding is an issue to meet barrier free mobility There is a consistent theme of older and aging infrastructure - whether it is within ROW, parks and/or public building facilities that challenges limited resources.
Eric Cutshall	Oversees installation of ADA upgrades, PPBs, enhanced crosswalk upgrades, feasibility of improvements, will meet citizens on-site to discuss issues, works with engineering team, will do upgrades within maintenance projects Typically upgrades to signals/push buttons.	Impetus for actions comes from engineering requests and citizen requests Challenges include aging infrastructure, budget/funding concerns He works with CED and Transportation, typically, collectively able to come up with solution
Justin T. Johnson	He is the Assistant Development Review Manager (CED), oversees some maintenance. He works on capital projects and developer projects and is in charge of all franchise utilities services, sidewalk replacements, etc. Inspectors work with Ian to "save trees", come up with best solutions possible (ADA, trees, utilities, safety)	Notable challenges include bad survey that make inspectors' jobs harder, 50% of the time ADA designs do not work. Constantly explaining to contractors of the importance of ADA requirements.. They provide suggestions to meet the best way to build ADA curb ramps and sidewalks Changed standards to decrease 1.5% max slope, has improved but not eliminated problem Constant training for City staff makes things challenging. When public sidewalks tie into private sidewalks (Valley Medical Center), not abundantly clear when talking about transitions which standard governs and what's considered accessible. PSE pole blocking sidewalk, existing aging infrastructure, challenging to get that done with Capital improvement project and budget. One more challenge, most contractors and developers do everything we can to avoiding ADA ramps. rules aren't clear on what's required.
Brianne Bannworth	Brianne Bannwarth, CED Development Engineering Manager, Private Development Permits and onsite CIPs	Challenges of finding/following guidance for frontage improvements form developments that connect (well/appropriately) to ADA ramps. This can be a challenge from a topographic standpoint and require lots of MEFs Looking to create City standard MEF form. Would help to have more detail to define clearly what they want (a picture is worth a thousand words) Have started a concerted effort to put processes in place to ensure during design review ADA curb ramps and sidewalks are defined on the plans (how to get it work in the field) As-built and record drawings, document slopes on drawings instead of relying on inspector survey. Would like to expand on details would help clearly define what the City wants..

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Staff Name	Department/Role	Comments/Relationship to ADA
Alan Wyatt	City parks planning. ADA accessibility in parks planning, not only within and through the park, but access to the park. This includes bus stops, neighborhoods, sidewalks, parking. Look at circulation patterns and facilities to make sure they're accessibility through and too parks including trails. Coordinate with other departments - talk with Transportation, Parks Maintenance, Recreation, CED to discuss access from community sidewalks to parks system.	ADA accessibility in parks planning, not only within and through the park, but access to the park. Pathways and parking should be accessible and easy to locate. As we look at new site furnishings and play equipment, looking toward the future and responsive to public to needs of community.
Chris Barnes	Work to address citizen requests for crosswalks, especially in neighborhoods including retrofits. Developed a sidewalk installation policy to regulate accessibility, i.e., won't put in a crosswalk until there are ADA ramps. Installation of RRFBs and HAWK signals, quite a bit of interactions with Bob Hanson and CED. Team includes Vangie Garcia and Bob Hanson	Developers don't always evaluate everything properly, help guide development review. Help put in ADA ramps in TIP. Challenges: other agencies rely on City to make sure everything is ADA accessible, City isn't very restrictive on where to put bus stops, it's a coordinated effort to site bus stops and shelter locations within City. Overall good support from CED, development projects. Good procedure that they require developers to follow. Believes different departments coordinate fairly well for ADA accessibility and don't see that one group should be in control of ADA requirements but responsibility dispersed based on each department's responsibility. City follows WSDOT ramp standards and apply them as needed.
MaryJane Van Cleave	Recreation and neighborhoods director. Programs space restrictiveness and adapt to improve and change.	Planning level as a common goal. They do receive complaints and move those along to other departments. Their goal is to know who to talk to.
Bob Hanson	Responsible for Transportation design and capital improvement projects, must meet PROWAG 2011 standards. Responsible for coordination of design review including ADA elements within projects.	Send projects for review <ul style="list-style-type: none"> • 10% have meeting with everyone in City to discuss at conceptual level • Everyone has opportunity to review at 30% and 60% Accessibility challenges have to do with shape of the land and topography, must write MEF for anywhere we can't meet PROWAG 2011. Support on MEF: getting them done and recorded in a way that you can put your hands on it.
Blake Costa	My role as it relates to ADA is traffic signal design and review, crosswalk design and review, responding and investigating requests related to ADA issues with existing infrastructure, and managing and reviewing projects that include ADA designs.	Funding, physical constraints, and right of way issues are challenges that are encountered often. More funding would help in removing barriers.
Cailin Hunsaker	From the Parks Maintenance side, they respond to immediate situations, like grinding uneven sidewalks, maintaining tree grates along City sidewalks and assisting the City's Urban Forester. Their scope is current-time, non-capital work, as opposed to planning for the future and capital projects.	One challenge is the time between making immediate repairs vs. a permanent fix via a capital project, like the two mentioned by Leslie
Edward Grube		
Martin Pastucha		
Jeffrey Minisci		
Ron Mar		
Ethan Belen		

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From Zoom Poll attendees attending the second session fulfill a range of roles to create a barrier free community for all Renton residents within the public right of way but the greatest number were involved in short-term fixes. Employment tenure at the city for attendees was very much under 5 years.



December 15, 2020

NOVEMBER 2021
RENTON ADA TRANSITION PLAN PUBLIC INVOLVEMENT SUMMARY

ATTACHMENT E – FOCUS GROUP GUIDE SENIOR CITIZENS ADVISORY MEETING

October 15, 2020 DRAFT V2

City of Renton, WA

Community Facilitation Guide

City of Renton ADA Transition Plan - Meeting(s)

Date(s): TBD

Location: TBD

Purpose and Goals

Gain more in-depth insight on ADA issues in the Public Right of Way from the public and expand on a discussion of priorities identified in the online survey.

Recruiting Members

The City will recruit from survey respondents that have already provided their interest in the plan and potentially other interested parties or groups. The City will provide accommodations requested, including alternative formats, sign language interpreters.

Session Agenda

- **Welcome and acknowledge/thank participants and provide the brief purpose of the meeting – Staff (5 -10 Minutes)**
- **Introduction of ADA Transition Plan and survey – All (5 minutes)**
- **Discussion of draft outreach results (via PowerPoint) – Vangie (15 Minutes)**
- **Discussion of Activities – Staff (5 Minutes)**
- **Activities – 60 minutes**
 - Maps and locations 30-40 minutes**
 - Priorities 20-30 minutes**
- **Wrap up, Next Steps, and thanks – Staff (5 Minutes)**

Materials / Logistics

- **Sign-in Sheet (Assist anyone who needs help signing in and getting settled if in-person)**
- **Boards that mirror the online Open House, including a description of the ADA and Title II, information on what the ADA is and pertains to, and the types of barriers experienced in the Public Right of Way.**
- **PPT presentation (provided in advance as a PDF) with top-line survey results**
- **Table with maps or individual neighborhood maps with pens, post-it notes, and flip charts to scribe areas, low or no odor markers to describe barriers**
- **Discuss priorities defined by the survey (Parks, Gov. Buildings and Medical Facilities) and offer two circle dots to vote on your priorities and which types of locations should be fixed first**
- **Note location of restrooms, refreshments and other materials.**

Welcome and Background

Ask people to find a comfortable place where it is easy for them to engage in the discussion. Can they see and can they engage. The City of Renton is updating an ADA transition plan that was initially developed in 2015. The plan looks explicitly at the Public Right of way. It typically includes barriers like missing crosswalks, curb ramps, and sidewalks or sidewalks, crosswalks, and curb ramps that are uneven or

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create obstacles for mobility or signals at intersections that have pedestrian buttons that are blocked or in other ways a barrier. Title II of the ADA is intended to remove the obstacles for those with disabilities. These barriers impact more than those with identified disabilities. Most of us will experience disabilities at some time in our life, and removing barriers provides access for all.

This update will include an inventory of gaps. This first step will define a list of needs that will exceed available resources for fixing those gaps. There are many ways to address these gaps, so part of our work is to identify what are the most important priorities to address these gaps.

Purpose of the Focus Group

Today we will take a deeper dive with all of you on different aspects of accessibility, including other locations and types of issues. We want to ask you more about your experiences to explore the specific problems and priorities identified in the online survey and open house.

Ground Rules:

We have planned this focus group to last 1.5 hours. During this time, we have several questions that we would like to cover. We want everyone to participate in the discussion; however, you do not have to respond to every question. Also, feel free to respond to what others are saying—whether you agree or disagree. If you have been speaking a lot, wait a bit before speaking again to allow others a turn. We are genuinely interested in your experiences with barriers to pedestrian access; therefore, there are no right or wrong answers. If time begins to run short, it may be necessary to interrupt you to complete the questions or move to the next discussion.

We will be using some graphical materials and a PowerPoint presentation, which you have received. We will do our best to describe these to you, but please feel free to ask questions.

We will treat your answers as confidential. We will not ask for personally identifiable information. While we may use names during this discussion, we will replace names in the transcript after our conversation. We also will not include your names or other personally identifiable information in any reports we write. We ask that each of you respect everyone's privacy in this room and not share or repeat what is said here in any way that could identify anyone in this room.

Please feel free to get up from the table at any time as you need to. We can take a break if we need to (halfway into the meeting).

Introductions:

Please take a few minutes to tell us about yourself and why you are here today. What is your interest in this project?

Background and Survey Summary

Review materials around the room – boards that show typical barriers.

PowerPoint to show the summary of the top-line survey results, issues, and priorities.

About Transition Plans Messaging

The Transition Plan addresses potential deficiencies to improve mobility in the public right of way, including access issues along sidewalks, curb ramps, signals, and transit stops within and adjacent to public roadways.

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For the City of Renton, this plan is focused on providing access to resources and services (like Government Buildings or Community Services and specifically barriers in the public right of way (mostly within pedestrian facilities) that impede access. For parks and schools, we want to note that this plan will address the public right-of-way connecting to those facilities but not facilities within parks or on school property.

A transition plan will be developed after completing the public outreach process and reviewing the City's current processes and policies for improving facilities. This plan will outline a strategy for making improvements considering several factors such as the extent of deficiencies, identified needs, proximity to individual facilities, requests and complaints by the community, available budget, and a realistic schedule. This focus group will be an in-depth discussion. Please, set up your name tent or raise your hand if you would like us to repeat anything.

COVID – 19 Health precautions. Apply additional COVID precautions. If this focus group is online, make sure the online meeting accommodates different disabilities. If the meeting is in person, follow current COVID – 19 guidance. Those with disabilities that wish to attend may include vulnerable populations at higher risk to COVID 19. Accommodating these people may require small groups with social distancing or participation through online resources.

Materials

- Sign-in sheets (assistance for those that need it)
- Name tents for attendees?
- Assistance for those with disabilities including (Scribe, assistive hearing devices that work in the facility, large print, and high contrast materials)
- Individual Maps or Neighborhood Maps for mark up (markers and post-it notes to use on the maps or flip charts to scribe issues)
- Powerpoint presentation of the outreach to date (read every slide and provide ahead of time in an accessible PDF format)
- Information boards (or alternatively the Online Open House) providing pictures and descriptions of typical barriers
- Sticker dots for people to identify priorities and a sheet with types of locations

We will spend our time considering the types of issues that people have raised and their impact on accessing facilities that provide public and community services. Specifically, these services include schools and institutions, parks, government buildings that offer community service, other government buildings, and transit.

We should note that respondents responded to questions of whether they had disabilities or support anyone with disabilities. Respondents could also choose, "I prefer not to say", or that they had no disability nor do they support people with disabilities. We have looked specifically at a cross tab of responses by those with disabilities or support those help folks with disabilities. This is why your answers are also important input.

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<p>Overview of Survey and Responses to Date – 15 minutes</p> <p>Provide an overview of ADA Transition Planning and the results of the initial outreach and Survey</p> <p>Survey response was robust given the Pandemic. Survey dates were extended due to the pandemic and summer season. Survey was offered in English and Spanish, on-line and hard copy. Survey did include a reasonable number of those with disabilities. Survey offered an opportunity to provide specific locations with issues and barriers. Few barrier/issue locations were offered through the survey. This may be due to the pandemic and people staying at home. Most locations came from those with – or supporting those with – disabilities.</p> <p>This focus group will build on responses from the survey.</p> <p>Some survey respondents volunteered for this group.</p> <p><Review results from the survey.></p>
<p>Series 1 –Let’s talk about issues and barriers to access – 30-40 minutes</p> <p>Facilitator Narrative:</p> <p>Any questions about ADA or how an ADA Plan will serve the residents of Renton?</p> <p>Let’s talk about the issues of barriers that have been raised to date. (Review barrier types people have mentioned – broken sidewalks, maintenance, lack of crosswalks, Curb ramps)</p> <p>Questions:</p> <p>The survey respondents identified Sidewalks and ADA parking most often in the survey. Think about locations around the City</p> <p>Concerns we have heard about:</p> <ul style="list-style-type: none"> • Most were related to the missing, uneven, or unmaintained sidewalk and the lack of ADA parking. <p>How do you experience the transportation system? Has the pandemic changed how you use transportation systems? What types of challenges have you or people you know with disabilities experienced since the beginning of the pandemic?</p> <p>What other issues and concerns do you experience in the public right of way?</p> <p>Where are those issues?</p> <p>Sidewalk barriers include gaps in sidewalk continuity, broken and uneven sidewalks, overgrown vegetation, or other barriers that block sidewalks. Where have you experienced sidewalk barriers?</p> <p>Crosswalk barriers can include a lack of crosswalks to connect to all kinds of opportunities or a lack of crosswalks that make travel pathways longer, more circuitous, or inconvenient. Where have you experienced crosswalk barriers?</p> <p>Curb ramp barriers can include intersections that don’t provide curb ramps at each corner or that meet current standards with high contrast tactile surfaces. They can consist of ramps that are not directed to connect to safe pathways or where the ramps themselves are too steep or are not maintained well. Where have you experienced curb ramp barriers?</p> <p>Signals and signal push-button barriers can include buttons that don’t work or do not meet current ADA design standards with audio queues or are not visible. Other issues can be buttons that are not accessible because they are in the wrong location or inconvenient. Where have you experienced signal and push-button barriers?</p> <p>ADA Parking issues can include ADA parking spaces in the public right of way on public streets and include lack of buffers to accommodate doors and access for wheelchairs and walkers. Other barriers include the placement of the spaces in relationship to ramps and sidewalks or the lack of spaces or access to the space. Where have you experienced ADA parking issues?</p> <p>Other issues in the public right of way can be maintenance and access during construction. Are there other issues that create barriers to mobility that you can think of?</p>

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<p>Additional probing questions for respondents.</p> <ul style="list-style-type: none"> - Where do you get information and resources for dealing with barriers? The state, City, community services, and transit agencies. What are reliable sources? What types of information would you like to find, and in what types of formats? - Were you surprised at the different perspectives between those with disabilities and those without as far as barriers? - Do different people experience these barriers differently? - Is this a priority or severity of one or some of these issues as compared to others?
<p>NOTES:</p>
<p>Series 2 –Let’s talk about locations that are most important to you – 20-30 minutes</p> <p>Facilitator Narrative:</p> <p>Let’s talk about priorities. When we set priorities, we are starting to define what should be funded first. Based on the survey, government buildings, parks, and hospitals' medical facilities that provide public services were most noted as priorities for having good access, specifically by those who indicated they have a disability. What do you think should be priorities?</p>
<p>Questions:</p> <p>Notably, both the general survey respondents and a smaller subset of people with disabilities or support people with disabilities listed the same top three priorities government buildings, parks, and hospital medical facilities that provide public services. One difference is that those disabled or support those with disabilities had their top priority government buildings that provide services. From a perspective of those with disabilities or those that support disabilities, what would you define as priorities?</p> <p>Specifically, tell us about your experiences at Government Buildings. Which Government Buildings are most important? What kinds of barriers do you experience?</p> <p>Now tell us about your experiences with City Parks. Which parks are most important? What kinds of barriers do you experience?</p> <p>How about Medical Facilities? Which medical facilities are most important? What kinds of barriers do you experience?</p> <p>Are there some issues that are significant barriers and are more critical than others? Do these result in you not using those services?</p> <p>What other issues – access to transit, other community services, or schools do you experience?</p>
<p>Additional probing questions.</p> <ul style="list-style-type: none"> - Are there barriers or access issues for riding transit? Where are they? - Which parks, schools, community services, and institutions are problems to access?

Thanks and Next Steps
<p>Your feedback and the survey and inventory data will be used to help us develop the plan. Our goal is to have a draft plan ready towards the end of the year for comment.</p> <p>Removing barriers will be guided by the plan, but you are always free to report issues using the online reporting tool and contact our Risk Manager Kelsey Ternes. You can always check here: https://rentonwa.gov/city_hall/human_resources_risk_management/accessibility</p> <p>Any last comments?</p>
<p><i>NOTES:</i></p>

City of Renton Right-of-Way ADA Transition Plan - Public Comments on Public Review Draft
 Public Review Draft available online between October 27 and December 6, 2021
 Public Hearing at City Council Meeting on December 6, 2021 (no comments)

Comment Date	Subject	Message	Response
6-Nov-21	Renton ADA	<p>Curious how sidewalk blocking on garbage day will be addressed so that ADA users can still get around.</p> <p>Also noticed on Sunset west of Hardy cars occasionally park ON the sidewalk right up next to the rocky, dangerously forcing pedestrians - or ADA users or those with bikes, scooters, or strollers - into State Route 900.</p> <p>Thanks for considering!</p> <p>Contact information is private and not to be released.</p>	<p>Comment noted, and response has been provided via email. No changes have been made to the City of Renton Right-of-Way ADA Transition Plan.</p>
7-Nov-21	CUT-OUT RAMP NEEDED	<p>At the Renton football stadium there is no cut-out ramp from the parking lot onto the walking trail. Anyone in a scooter or wheelchair has to go across the whole parking lot to access a ramp from the exit lane used by cars. EXTREMELY UNSAFE.</p>	<p>Comment noted, and response has been provided via email. No changes have been made to the City of Renton Right-of-Way ADA Transition Plan.</p>
9-Nov-21	Tiffany Park neighborhood sidewalks	<p>The sidewalks in the Tiffany Park neighborhood in Renton are non ADA compliant. There aren't any ramps built on the corners/ends of the sidewalks when you cross the street. Plus, the sidewalks in general are in BAD shape. Weeds are growing in them, they are bumpy and uneven and it's huge tripping hazard. There also needs to be more crosswalks. And the few crosswalks we do have, need a fresh coat of paint. Thank you!</p>	<p>Comment noted, and response has been provided via email. No changes have been made to the City of Renton Right-of-Way ADA Transition Plan.</p>
12-Nov-21	vision obstructions	<p>Can you also look into landscaping that may cause vision obstructions at intersections and corners. There are a ton of intersections where you can NOT see traffic due to bushes, trees, etc and this is a MAJOR SAFETY CONCERN!!!</p>	<p>Comment noted, and response has been provided via email. No changes have been made to the City of Renton Right-of-Way ADA Transition Plan.</p>



Appendix E: Planning Cost Estimate Backup

Engineer's Opinion of Probable Cost

PROJECT NAME: City of Renton ADA Transition Plan
 TG PROJECT NUMBER: 1.19176.00



NOTE: This cost estimate covers only work within the public right of way. 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.

Date: 08/05/2021

Item No.	ADA Deficiency	Improvement Type	Quantity	Unit	Unit Price	Total Price (rounded up to nearest \$1000)
Sidewalk Improvements						
1	Non-compliant sidewalk (width, condition, cross slope)	Reconstruct existing sidewalk	524,069	SY	\$ 145	\$ 75,991,000
Subtotal						\$ 75,991,000
Curb Ramp Improvements						
2	Detectable warning missing or deficient	Detectable warning retrofit	157	EA	\$ 1,030	\$ 162,000
3	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	3,509	EA	\$ 7,000	\$ 24,563,000
Subtotal						\$ 24,725,000
Pushbutton Improvements						
4	Non-APS pushbutton and pushbutton is located incorrectly	Install new APS pushbutton and new pole	593	EA	\$ 5,000	\$ 2,965,000
5	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	23	EA	\$ 3,700	\$ 86,000
6	APS pushbutton located incorrectly	Install new pole and relocate pushbutton	47	EA	\$ 3,500	\$ 165,000
7	APS pushbutton that has non-compliant dimensions and/or programming	Reprogram pushbutton, reorient pushbutton, and/or install tactile arrow	31	EA	\$ 200	\$ 7,000
Subtotal						\$ 3,223,000
Total						\$ 103,939,000
Contingency @ 20%						\$ 20,788,000
Design @ 12%						\$ 12,473,000
Mobilization @ 8%						\$ 8,316,000
TESC + Traffic Control @ 12%						\$ 12,473,000
Construction Management @ 20%						\$ 20,788,000
Grand Total 2021 Dollars						\$ 178,777,000

Engineer's Opinion of Probable Cost

PROJECT NAME: City of Renton ADA Transition Plan
 TG PROJECT NUMBER: 1.19176.00

Date: 08/05/2021

NOTE: This cost estimate covers only work within the public right of way. 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.



Quantity by Priority

Feature	Low		Medium		High		Very High		Total
	1-15	%	16-30	%	31-45	%	46+	%	
Sidewalks (SY)	126,431	24%	281,310	54%	107,370	20%	8,957	2%	524,069
Curb Ramps	46	1%	307	8%	1,989	54%	1,324	36%	3,666
Pushbuttons	0	0%	124	18%	462	67%	108	16%	694

Cost by Priority

Feature	Low		Medium		High		Very High		Total
	1-15	%	16-30	%	31-45	%	46+	%	
Sidewalks	\$ 18,333,000	24%	\$ 40,790,000	54%	\$ 15,569,000	20%	\$ 1,299,000	2%	\$ 75,991,000
Curb Ramps	\$ 48,000	0%	\$ 1,636,000	7%	\$ 13,774,000	56%	\$ 9,268,000	37%	\$ 24,726,000
Pushbuttons	\$ -	0.0%	\$ 442,000	14%	\$ 2,240,000	70%	\$ 540,000	17%	\$ 3,222,000

Total	\$ 18,381,000	\$ 42,868,000	\$ 31,583,000	\$ 11,107,000	\$ 103,939,000
Contingency @ 20%	\$ 3,677,000	\$ 8,574,000	\$ 6,317,000	\$ 2,222,000	\$ 20,788,000
Design @ 12%	\$ 2,206,000	\$ 5,145,000	\$ 3,790,000	\$ 1,333,000	\$ 12,473,000
Mobilization @ 8%	\$ 1,471,000	\$ 3,430,000	\$ 2,527,000	\$ 889,000	\$ 8,316,000
TESC + Traffic Control @ 12%	\$ 2,206,000	\$ 5,145,000	\$ 3,790,000	\$ 1,333,000	\$ 12,473,000
Const. Management @ 20%	\$ 3,677,000	\$ 8,574,000	\$ 6,317,000	\$ 2,222,000	\$ 20,788,000
Grand Total	\$ 31,618,000	\$ 73,736,000	\$ 54,324,000	\$ 19,106,000	\$ 178,777,000

Appendix F: Accessible Pedestrian Signal (APS) Policy

Appendix E: Policy for Minor Modifications to Signal Systems at Pedestrian Street Crossings

POLICY FOR MINOR MODIFICATIONS TO SIGNAL SYSTEMS AT PEDESTRIAN STREET CROSSINGS

Purpose:

The purpose of this policy is to establish guidelines defining minor modifications to signal systems and their application to projects at signalized intersections that include pedestrian street crossings.

Definition:

Minor Modifications. Traffic signal work such as routine maintenance, cabinet upgrades, loop/video detection installation and repairs, pedestrian and traffic signal head upgrades, and relocation of pedestrian pushbuttons that do not involve sidewalk construction that touches ramps or landings are defined as minor modifications that do not require additional improvements to meet full accessibility requirements.


Application:

The City will make minor modifications to signalized intersections in accordance with this policy without the necessity of making those additional modifications necessary to meet full accessibility requirements, including APS improvements.

The City will construct other signal upgrades including APS improvements, and ramp and landing improvements at signalized intersections in compliance with The 2005 Draft Public Rights of Way Accessibility Guidelines as may be amended or replaced and adopted by the Department of Justice (PROWAG) in accordance with its Transition Plan.

The City of Renton Transition Plan provides for:

1. A fund to install pedestrian improvements in response to requests.
2. Inclusion of pedestrian improvements in accordance with PROWAG standards in street and pedestrian capital improvement projects.
3. Systematic citywide funding and upgrading of crosswalks, ramps, landings and pedestrian signals in accordance with an inventory analysis and schedule.

 <p>PUBLIC WORKS DEPARTMENT</p>	<p align="center">POLICY FOR MINOR MODIFICATIONS TO SIGNAL SYSTEMS AT PEDESTRIAN STREET CROSSINGS</p>	<p align="center">STD. PLAN - 130</p> <p>APPROVED: <i>Darcy G. Zimmerman</i> 8/22/18 DATE</p>
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YOUR TURN

Pushbutton Installation

City of Bellevue's Kam Szabo asked...

Q:

I've got a few questions about APS pushbutton installations.

1. If you modify a curb ramp, but the existing pushbutton is located in an accessible location (meets all the various criteria for height and offsets), do you have to change the button to an APS button?
2. What if you are just adding truncated domes to the ramp?
3. Do you always have to separate out buttons if you have modified the ramp?

Since PROWAG is not formally adopted yet, I just want to get a better handle on what the triggers are from WSDOT and the Federal perspective.

Thanks in advance for any help you can offer.

Jodi Petersen, FHWA Washington Division Office, provided this response to Kam's question.

A:

Hi Kam –

FHWA's position is that in the absence of a "standard" for public right-of-way facilities, entities should refer to PROWAG – which is considered to be a "reasonable and consistent policy" for PROW facilities.

At the very least, the City must develop a “reasonable and consistent policy” for how it plans to address APS. Our expectation is that anytime you “touch” the pedestrian signals/pushbuttons, that you will replace with APS. If the scope of your project is only to modify the curb ramp (adding truncated domes, et al), and not “altering” the pedestrian signals/pushbuttons – then you don’t have to install APS at that time. However, at some point you will need to change out the pedestrian signals/pushbuttons to meet the PROWAG requirements (once PROWAG is adopted as a standard).

The bottom line is: the City either uses the PROWAG now as it’s (the City’s) reasonable & consistent policy, or it develops its own “reasonable and consistent policy” for how the City will address APS (until PROWAG is adopted as the standard). The City’s policy will need to specify when it will install APS (i.e., when pedestrian signals are altered, upon request/at a time specified in a specific schedule – such as in a transition plan).

I hope that this is helpful. I’ve cc’d Aaron Butters (WSDOT H&LP) on this response so as to ensure a consistent message (from FHWA) to all local agencies who may have the same/similar questions.

Please let me know if you have further questions or need clarification of the above.

One quick follow up – When do you need to separate the buttons? Is that the same standard of “when you touch the buttons”, or does it have anything to do with the ramps being modified?

Kam

Kam –
Yes, at any time you “alter” the pedestrian signals/pushbuttons.

Jodi

Appendix G: Grievance Procedure

Denis Law Mayor



Human Resources & Risk Management Ellen Bradley-Mak, Administrator

HOW DOES A MEMBER OF THE PUBLIC FILE A DISABILITY ACCESS GRIEVANCE AGAINST THE CITY OF RENTON?

Individuals who believe they have experienced discrimination based on disability in admission to, access to and treatment in facilities, programs, services, or activities provided by the City of Renton may file grievance with the ADA Coordinator in the City's Human Resources and Risk Management Department. The ADA Coordinator works with named departments to facilitate the resolution of such grievances. The following is information (available at our Internet website) that explains the grievance process to members of the public.

Have you experienced discrimination because of your disability? This page describes the process and timelines for filing a grievance about lack of access in the City of Renton programs, services, and facilities.

Does the City of Renton have a procedure for handling grievances about discrimination based on disability?

Yes. Section 504 of the Rehabilitation Act of 1973, as amended, and the Americans with Disabilities Act of 1990 (ADA) require that public entities like the City of Renton have a procedure to address allegations that City facilities, programs, services, and activities are not accessible to people with disabilities.

The ADA Coordinator at the City's Human Resources and Risk Management Department coordinates the resolution of grievances.

Who can file a grievance against the City of Renton?

- Any individual with a disability who believes he or she has experienced discrimination based on disability in admission to, access to and treatment in facilities, programs, services, or activities provided by the City of Renton.
- An authorized representative may file on behalf of a person with a disability (for example, a father can file for his child or a woman may file on behalf of her partner with a disability). Grievances on behalf of classes of individuals are also permitted (for example, someone from a disability-related organization can file on behalf of blind people in general). These

Alternate formats available upon request

sorts of grievances must describe or identify (by name, if possible) who are the alleged victims of discrimination.

- Individuals who have a relationship or association with a person with a disability may file a grievance if they believe they have been discriminated against because of that relationship or association (for example, a non-disabled person can file when he thinks he was discriminated against because of his brother's disability).

How do I file a grievance?

1. Contact the ADA Coordinator and discuss your grievance issue (Risk Manager, telephone 425-430-7669).
2. Obtain grievance form from link at website or from the Risk Manager.
3. Complete the grievance form: Describe the problems you encountered when trying to use the City of Renton facilities, or describe what happened or how you were treated that you believe to be discriminatory based on your disability. Be sure to include as much detail as possible, including date(s).
4. Sign the grievance form and send it to the City of Renton Human Resources and Risk Management Department, Attn: ADA Coordinator, 1055 S Grady Way, Renton, WA 98057.

Do I need to provide information about my disability on the grievance form?

On the grievance form you should include information about the effects of your disability and how the disability substantially impacts a major life activity (for example, "My disability limits my ability to climb stairs or to walk long distances."). This information will help the ADA Coordinator to understand why a facility was inaccessible to you or someone else. It will also assist ADA Coordinator in determining how the City of Renton may need to change a service or organize an activity so it will be more accessible.

Should I share my ideas about how my grievance could be resolved?

Absolutely. Often, you will have good ideas about how things could have been done differently or ways in which facility access could be improved. Please be sure to include this information on the grievance form.

When can I file a grievance?

The ADA Coordinator must receive your grievance within 180 calendar days (or six months) of the date when you feel discrimination occurred. The sooner you file after an incident occurs, the more effective the grievance process may be. The more time passes, you and others involved in the incident may not remember details as clearly.

Is it possible that ADA Coordinator might not accept my grievance?

Yes, because your grievance may not meet some requirements. Once a grievance is received, the ADA Coordinator will determine if the grievance allegations do constitute possible discrimination under disability access laws. If so, a case will be opened.

If the grievance allegations do not constitute possible discrimination under disability access laws, a case will not be opened (for example, the ADA Coordinator cannot accept a grievance that claims discrimination by a state government program, or one that does not identify who was being discriminated against). A letter will be sent to the grievant explaining the determination and, if appropriate, referring the grievant to another enforcement agency. Keep in mind that each enforcement agency has its own grievance process.

What happens when the ADA Coordinator receives my grievance form?

1. The ADA Coordinator will determine if the grievance is appropriate for the grievance process.
2. If the grievance is accepted, he or she will coordinate work on your grievance.
3. The Coordinator will send you a letter confirming receipt of your grievance.
4. The Coordinator will forward a copy of your grievance to the City of Renton’s department(s) involved, together with a cover letter requesting a response to the allegations and a proposed resolution.

In resolving a grievance, what does the ADA Coordinator do?

The ADA Coordinator is responsible for facilitating and coordinating all activities to resolve the grievance. If needed, the Coordinator is available to:

- Coordinate meetings between the parties;
- Provide information and technical assistance to the grievant; and
- Provide technical assistance to the department, including information about disability access laws and regulations, reasonable accommodations, or other services as requested by the department.

When resolution of the grievance requires action, such as modifications to a facility or changes to procedures for a service or program, the ADA Coordinator will monitor work activities until they have been completed.

How long does it take to resolve grievances?

We work to resolve all grievances in a timely manner, with a goal of achieving resolution within sixty (60) calendar days of receipt of a grievance; however, resolution may take longer. The ADA Coordinator will send the department’s finalized response and offer of resolution to the grievant.

What if I don't agree with the resolution of the grievance?

If you do not agree with the grievance resolution proposed by the department, you may send a written request for reconsideration to the ADA Coordinator within thirty (30) days after you receive the department's response. The ADA Coordinator will deliver the request to the City's Human Resources and Risk Management Administrator. The Administrator shall review the records of said complaint, may conduct further investigation when necessary to obtain additional relevant information, and shall issue his or her decision within thirty (30) calendar days of the filing of the request for reconsideration unless the complexities of the complaint require additional time.

When will the ADA Coordinator close a grievance?

A grievance will be closed:

- When you, the department and the ADA Coordinator agree to the proposed resolution;
- When there is no agreement but you make no request for a different resolution within thirty (30) days; or
- When the City's Human Resources and Risk Management Administrator issues a written response to a request for reconsideration, confirming a final response. This final response closes the grievance, although you may find that resolution unsatisfactory.

Do I need an attorney to file a grievance?

No. You do not need an attorney to file or pursue this grievance with the City of Renton. However, you may wish to seek legal advice regarding your rights under the law. Please keep in mind that City staff cannot give you legal advice or act as legal counsel for you.

Do I have to file a grievance with the City of Renton before I file a grievance with a federal agency or a court?

No. The ADA does not require individuals to complete the City of Renton's ADA grievance process before filing a grievance with any state or federal agency or in court.

What if I need some help with the grievance process?

You may contact City of Renton's ADA Coordinator if you need help completing the form or have questions regarding rights and protections of the grievance procedure.

The ADA Coordinator will provide reasonable accommodations at any point in the grievance process to facilitate full and effective participation by the grievant. Upon request, an alternative format of the grievance form will be made available.

City of Renton's ADA Coordinator:

**Risk Manager
City of Renton Human Resources
and Risk Management Dept.
1055 S. Grady Way
Renton, WA 98057**

**Phone 425-430-7669
Fax 425-430-7665**

Denis Law Mayor



Human Resources & Risk Management Ellen Bradley-Mak, Administrator

**GRIEVANCE OF DISCRIMINATION ON THE BASIS OF DISABILITY AGAINST
CITY OF RENTON, WASHINGTON**

This form may be used by a qualified individual with a disability who believes he or she has experienced discrimination based on disability status in admission to, access to and treatment in facilities, programs, services, or activities provided by the City of Renton. An authorized representative may file on behalf of a qualified person with a disability. Grievances on behalf of classes of individuals are also permitted. Information requested on this form must be filled out completely to help us expedite processing your grievance.

Please submit your grievance within 180 calendar days of the alleged discriminatory act. The ADA Coordinator will send you a written receipt of your grievance and will forward a copy of this grievance form to the City of Renton Department named as respondent. The ADA Coordinator or his/her designee ("Coordinator") will be assigned to work on your grievance.

The Coordinator is responsible for facilitation and coordination of responses to disability access grievances. The Coordinator is available to provide a variety of services such as coordination of meetings between the parties, technical assistance to the department on requirements, regulations and reasonable accommodations, or other services as requested or deemed appropriate by the department. When a response to a grievance includes work activities with completion dates in the future, the Coordinator will monitor work activities until the activities have been completed.

If the grievant does not agree with the resolution to the grievance proposed by the department, he/she may submit a written request for a different resolution to the Human Resources and Risk Management Administrator within thirty (30) days of the grievant's receipt of the department's response.

You do not need an attorney to file or pursue this grievance. However, you may wish to seek legal advice regarding your rights under the law.

Upon request, an alternate format of this form can be made available.

If you need assistance completing this form or have questions regarding rights and protections of the grievance procedure, contact us at the address below.

Please submit this completed form to:

**ADA Coordinator
Human Resources & Risk Management Dept.
Renton City Hall
1055 S. Grady Way
Renton, WA 98057
425-430-7650 Voice
7-1-1 TTY**

Alternative formats available upon request

Page 1 of 4

GRIEVANCE OF DISCRIMINATION ON THE BASIS OF DISABILITY
CITY OF RENTON, WASHINGTON

8. Statement of grievance:

Include all facts upon which the grievance is based (attach additional sheets if needed)

9. Describe how the aggrieved party's physical and/or mental disability substantially impacts a major life activity.

10. In the grievant's view, what would be the best way to resolve the grievance?

GRIEVANCE OF DISCRIMINATION ON THE BASIS OF DISABILITY
CITY OF RENTON, WASHINGTON

11. Has the grievant filed a lawsuit, complaint, or grievance regarding this matter anywhere else?
If yes, give the name and address of each place where you have filed:

I affirm that the foregoing information is true to the best of my knowledge and belief. I understand that all information becomes a matter of public record after the filing of this grievance.

Signature or Mark of Aggrieved Party

Date

Print Name

Signature or Mark of Grievant (if different)

Date

Print Name

Denis Law Mayor



Human Resources & Risk Management Ellen Bradley-Mak, Administrator

REQUEST FOR ACCOMMODATION OR BARRIER REMOVAL

Title II of the American with Disabilities Act Section 504 of the Rehabilitation Act of 1973



Please type or print legibly.

Name of person making request: _____ Date of request: _____

Address: _____ City _____ State _____ Zip _____

Telephone Number: _____ E-mail address: _____

If person needing accommodation is not the individual completing this form, please enter:

Name: _____ Telephone Number: _____

Other Contact Information: _____

Check one: Accommodation Barrier Removal

Accommodation needed or location of barrier: _____

Brief statement of why the accommodation is needed or the barrier removed: _____

Date accommodation is needed: _____

Signature: _____ Date: _____

**Please give the completed form to the department where accommodation is needed or send to:
ADA Coordinator, Human Resources and Risk Management Dept.
1055 S. Grady Way, Renton, WA 98057, Phone 425-430-7650, Fax 425-430-7665**

For more information or assistance in completing the form, please contact the ADA Coordinator.

Alternate formats available upon request

Appendix H: Maximum Extent Feasible (MEF) Documentation 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 of Renton 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-I, Urban Principal Arterial.
- Funding Program: PI – 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 Renton standards.

"Y" Avenue Intersection

Three of the four proposed curb ramps and all four proposed sidewalk ramps at the "Y" Avenue intersection meet current Renton 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 Renton 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 Renton 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 Renton 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.

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.

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

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