

RESOLUTION NO. 1226

A RESOLUTION OF THE CITY OF GIG HARBOR ADOPTING THE AMERICANS WITH DISABILITIES ACT (ADA) SELF-EVALUATION AND TRANSITION PLAN FOR THE PUBLIC RIGHT-OF-WAY.

WHEREAS, Title II of the Americans with Disabilities Act (ADA) applies to State and local government entities, protects qualified individuals with disabilities from discrimination on the basis of disability in services, programs, and activities provided by State and local entities; and

WHEREAS, Title II of the ADA mandates that every public agency with more than 50 employees has an ADA Transition Plan, which describes how the City will ensure its facilities, services, programs, and activities are accessible; and

WHEREAS, the City of Gig Harbor, in compliance with Title II of the ADA is required to address the subject of ensuring that the City's services, facilities, and public rights of way are accessible to people with disabilities; and


WHEREAS, the City of Gig Harbor engaged the public in meaningful participation through public surveys, online input including social media outlets, website and email notifications for the review of the draft ADA Self-Evaluation and Transition Plan; and

WHEREAS, the City Council held a public hearing on November 22, 2021; and


NOW, THEREFORE, the City Council of the City of Gig Harbor hereby resolves as follows:

Section 1. Adoption of the Americans with Disabilities Act (ADA) Self-Evaluation and Transition Plan for the Public Right-of-Way. The City adopts the proposed ADA Self-Evaluation and Transition Plan for the Public Right-of-Way, which establishes goals, policies, implementation timelines, and funding strategies for the replacement of non-conforming pedestrian curb ramps with compliant ramps within City Right-of-Way;

ADOPTED by the City Council of the City of Gig Harbor at a regular meeting thereof, held this 13th day of December 2021.



Kit Kuhn
Mayor

Attest:


Joshua Stecker
Interim City Clerk

**City of Gig Harbor
Americans With Disabilities Act (ADA)
Self-Evaluation and Transition Plan
for the Public Right-of-Way**



"THE MARITIME CITY"

Gig Harbor, WA

December 2021

Prepared by



Transportation Solutions

INNOVATIVE | PRACTICAL | EQUITABLE

The Americans with Disabilities Act Notice

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

ADA/504 Coordinator

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

Phone: (253) 851-8136

Washington Relay System: 7-1-1

E-mail: ADACoordinator@gigharborwa.gov

Mail: 3510 Grandview Street, Gig Harbor, WA 98335

Acknowledgements

The City of Gig Harbor wishes to thank the organizations and individuals who contributed to this project. This was truly a collaborative venture that could not have happened without the input, creativity, and participation of many people. Thank you all.

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- Bob Himes, Council Member Position 2
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List of Abbreviations

ADA - American with Disabilities Act

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

APS - Accessible Pedestrian Signal

CFR - Code of Federal Regulations (United States)

COVID-19 - Coronavirus Disease of 2019

DOJ - Department of Justice (United States)

DOT - Department of Transportation (United States)

DWS - Detectable Warning System

GIS - Geographic Information System

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

NCHRP - National Cooperative Highways Research Program

PROWAG - Public Right of Way Accessibility Guidelines

SR - State Route

USDOT - United States Department of Transportation

WSDOT - Washington State Department of Transportation

A. Introduction & Legal Requirements

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

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

A.1 Legal Precedent

The following federal laws and local Washington State guidelines informed the content and scope of this ADA Self-Evaluation and Transition Plan. See also Washington State Department of Transportation (WSDOT) Local Agency Guidelines Chapter 29 (June 2021).

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

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

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

A.1.2 American with Disabilities Act

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

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

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

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

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

A.2 Scope of ADA Transition Plan

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

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

A.2.1 Federal ADA Transition Plan Requirements

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

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

A.2.2 Federal Accessibility Requirements for Existing Facilities

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

A.2.3 Federal Accessibility Requirements for New Construction or Alterations

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

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

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

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

A.3 Organization of Document

The National Cooperative Highway Research Program (NCHRP) No. 20-7 (232) ADA Transition Plans: *A Guide to Best Practices* (May 2009) report demonstrates how the federal ADA Transition Plan requirements give agencies flexibility on how to format their Transition Plans.

The City of Gig Harbor is preparing its Public Right-of-Way Transition Plan in phases across multiple budget years. This first phase of the Transition Plan addresses these components related to accessibility barriers in the City's public right-of-way::

- Administrative Policies and Procedures
- Self-Evaluation and Compliance Activities to Date
- Barrier Prioritization & Removal Recommendations
- Barrier Removal Schedule and Costs
- Strategy for Funding Barrier Removal

The remaining sections address:

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

B. Administrative Policies and Procedures

In August 2021, Transportation Solutions, Inc., conducted a self-evaluation inventory of the City's existing ADA-related administrative policies and procedures identified in the WSDOT LAG Manual Chapter 29 Checklist (see **Appendix A**).

B.1 Official Responsible to Implement the ADA Transition Plan

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

Jeff Langhelm, ADA Coordinator, Public Works Director
3510 Grandview Street
Gig Harbor, WA 98335
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B.2 ADA/504 Coordinator

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

Jeff Langhelm, ADA Coordinator, Public Works Director
3510 Grandview Street
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Email: ADACoordinator@gigharborwa.gov

B.3 Public Notice of ADA Provisions

The notice requirement applies to all state and local governments covered by Title II, even localities fewer than 50 employees. The target audience for public notice includes anyone who may potentially interact with the agency and must be accessible to all. An effective notice states the basis of what the ADA requires of the public agency in clear, concise language and should include the name and contact information of the ADA Coordinator. It addresses the public agency's commitment to non-discrimination on the basis of disability and addresses the agency's associated policies regarding employment, effective communication, modifications to policies and procedures, provision of auxiliary aids, scope of the ADA, complaints, and provision of aid/services at no additional cost. The U.S. Department of Justice's ADA Best Practices Tool Kit for Local and State Governments provides a [template ADA Notice](#) for use by public agencies.

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

B.4 ADA Grievance Procedure

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

B.5 Accessible Pedestrian Signal (APS) Policy

The City established an APS Policy as part of this ADA Transition Plan; the APS Policy is posted [here](#) and is provided in **Appendix E**.

C. Public Right-of-Way

This chapter describes the City's efforts to address public right-of-way ADA barriers within the Phase 1 scope of the Public Right-of-Way ADA Transition Plan according to the following steps:

- Self-Evaluation and compliance activities to date.
- Barrier prioritization and removal recommendations.
- Barrier removal schedule and costs.
- Strategy for funding barrier removal.

The Phase 1 scope focuses on curb ramps. Some information related to Accessible Pedestrian Signal (APS) features is discussed. Other public right-of-way facilities, such as sidewalks, driveway interface with sidewalks, accessible parking and fully-compliant APS systems, will be covered in future phases/updates to this ADA Transition Plan.

C.1 Self-Evaluation and Compliance Activities to Date

C.1.1 Curb Ramps

Starting in 2013, the City's curb ramp assets were mapped in CAD and GIS without an entirely comprehensive system to keep the assets in sync. The City started using an asset management software, Cartegraph, in 2016 to track work on City assets. At that time, some assets were loaded into Cartegraph from existing CAD/GIS, while other assets were created directly in Cartegraph. There was still no entire synchronization of the systems.

In 2019, the City started a new GIS program to create that comprehensive, synchronized system. Much time has been dedicated over the past 2+ years to compile the City's data from CAD, GIS and Cartegraph in order to create a master database of the City assets into a comprehensive GIS (a major City effort took place in April 2020 to sync the GIS with Cartegraph). This GIS is now synchronized with Cartegraph for most of the applicable assets. City staff confirmed there were ramps that had been re-configured, moved, or removed since April 2020.

C.1.1.1 PDF Attachments of Curb Ramp Evaluations

Of the City's original inventory, most curb ramp features (503 out of 572 total) include a pdf attachment of the Washington State Department of Transportation (WSDOT) Curb Ramp Evaluation Form used to assess ramp compliance. City staff believe the evaluations were based on the 2010 Standards because the majority of the inventory efforts were done in 2014.

C.1.1.2 GIS Attribute Data

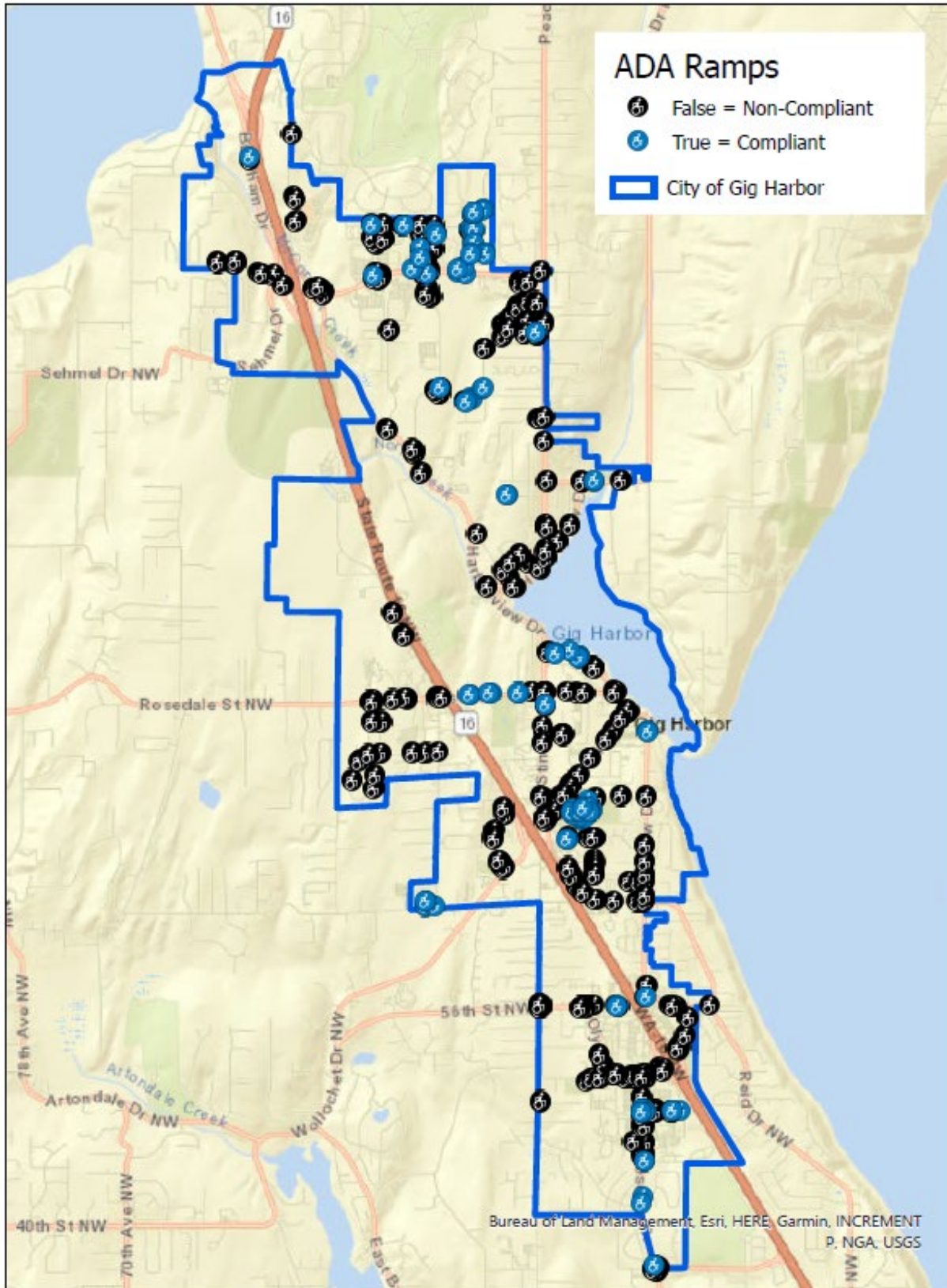
The City's **ADA_Ramps** GIS feature class includes thirty-six (36) attribute fields, roughly half of which relate to measures of ADA compliance. While these fields are present, many fields include blank <Null> values. Additional information may be present in the PDF attachments. See

Table 1. The most significant field is the “Compliant” attribute field. If a curb ramp does not meet a single technical standard, it can be marked as non-compliant. See **Figure 1**.

Table 1. City of Gig Harbor Curb Ramp Inventory - ADA Compliance-Related Field Attributes

No	Field	Attribute
1	Clear Width (assumed feet)	Values range from blank to 4.5 to 9
2	Cross Slope (assumed %)	Values range from blank to 0 to 3
3	Detectable Warning	0 (Not Present)
		1 (Present)
4	Slope (assumed %)	Values range from blank to 0 to 8.2
5	Type (included for 98 out of 572 features; count for type provided in parentheses)	Combination (6)
		Commercial Driveway/Entrance (4)
		Missing (8)
		Parallel (16)
		Perpendicular (53)
		Raised Crossing (2)
		Blank (474), Null (2) or Not Surveyed (7)
6	Audible Components	TRUE (Present)
		FALSE (Not Present)
7	Crosswalk Marking	Null
		None
		Piano Keys
		Stamped Concrete
		Blank
8	In Pavement Lighting	TRUE (Present)
		FALSE (Not Present)
9	MEF (Maximum Extent Feasible)	Null (Blank)
		FALSE (Does not have documented MEF)
10	Pedestrian Push Button	TRUE (Present)
		FALSE (Not Present)
11	Pedestrian Signal Head	TRUE (Present)
		FALSE (Not Present)
12	Ramp Serves Multiple Crossings	Null (Blank)
		TRUE (Yes)
		FALSE (No)
13	RRFB (Rectangular Rapid Flashing Beacon)	TRUE (Present)
		FALSE (Not Present)
14	Compliant	TRUE (Compliant)
		FALSE (Not Compliant)

Figure 1. Existing Curb Ramp Compliance Inventory Map (August 2021)



C.1.1.3 2021 ADA Curb Ramp Inventory Update

Transportation Solutions, Inc., revised and updated the GIS curb ramp inventory to reflect current conditions through October 2021. The WSDOT Curb Ramp Evaluation Form pdf attachments were reviewed and Google Maps street view was utilized to validate changes before updating GIS attribute data.

Curb ramp features were reassigned as necessary to match the below groups:

- Compliant
 - True (compliant to 2010 ADA Standards)
 - True-BT (compliant Blended Transition locations)
 - True-MEF (compliant to Maximum Extent Feasible or other exception)
- Non-Compliant
 - False-Newer (appears recently constructed; minor or few non-compliant features)
 - False-Older (older construction; multiple non-compliant features)
 - False-BT (Blended Transition candidates)
- Missing (no ramp is present but one is required)
- Deleted ramps (ramp not needed/no longer exists, etc.)

Over 200 curb ramp locations were added to the inventory, many for recently constructed compliant ramps related to City improvement projects and new residential development.

This more detailed categorization enables City staff to identify corridors or clusters of older non-compliant barriers that may present more barriers than recently constructed curb ramps with minor non-compliance issues. It also helps City staff identify ramps that may fall within the Safe Harbor provisions of the 2010 ADA Standards. For a summary of the revised curb ramp compliance statistics, see **Tables 2-3** and **Figure 2**. For further inventory information, see **Appendix B1**.

Figure 2. Revised City of Gig Harbor Curb Ramp Inventory Compliance Summary Chart

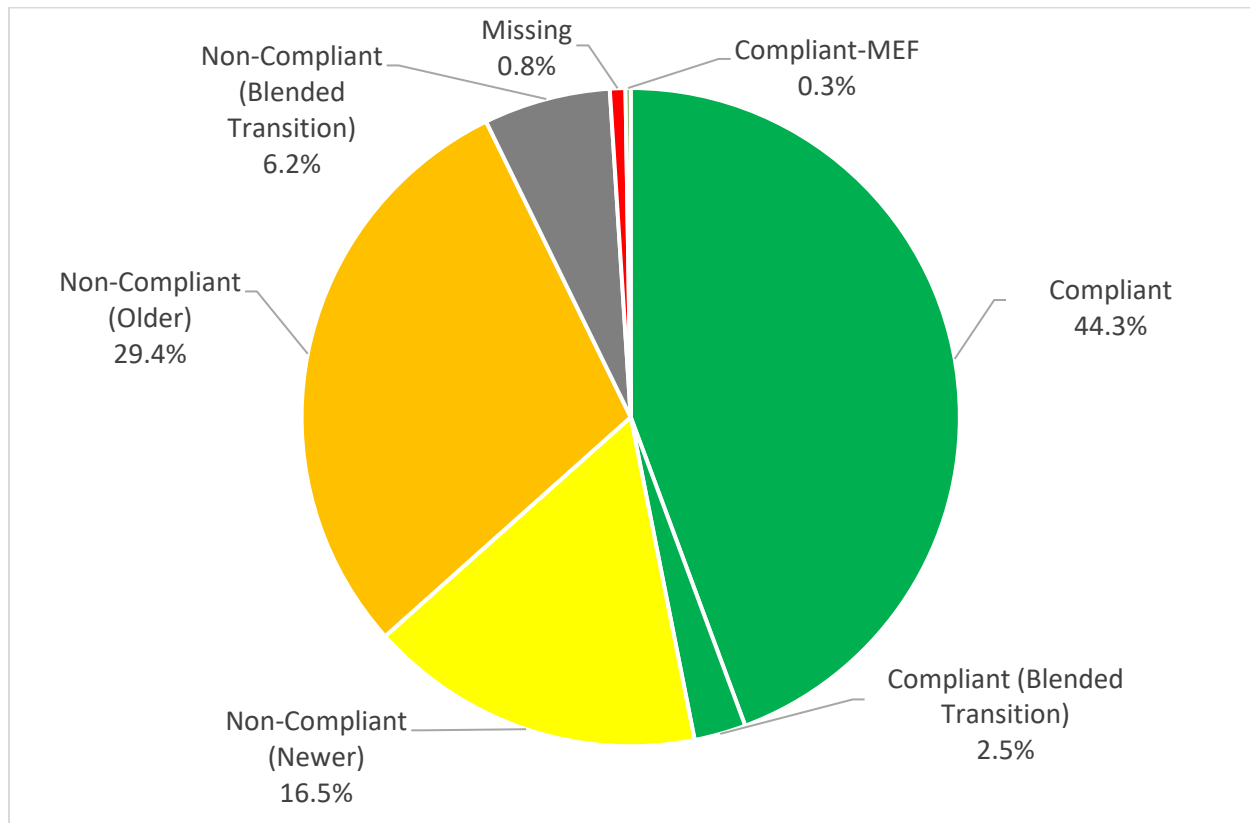
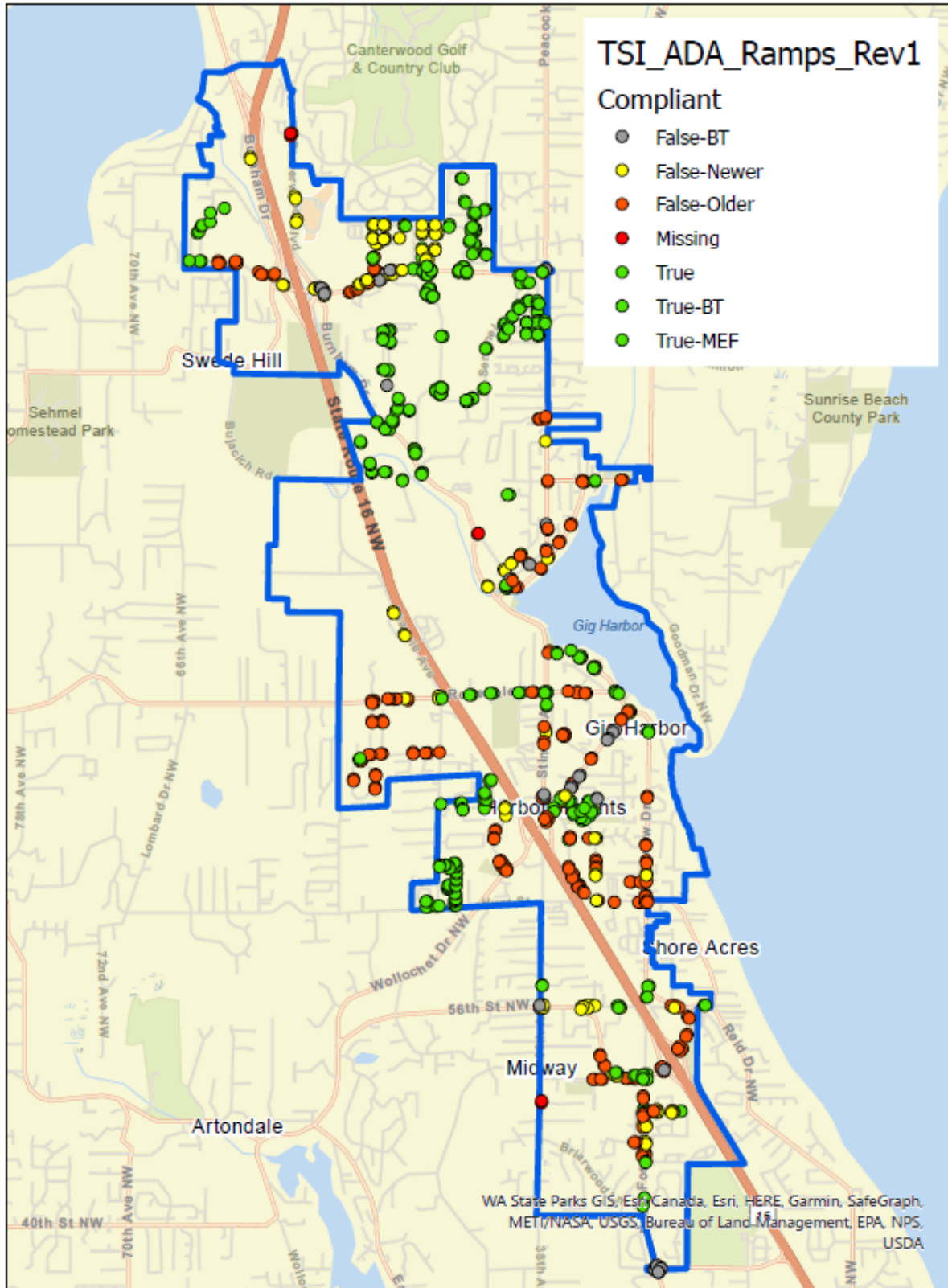


Table 2. Revised City of Gig Harbor Curb Ramp Inventory Compliance Summary Table

Revised ADA "Compliant" Status	"Compliant" Field Definition	# of Locations	%	
True	Compliant to 2010 Standards	349	44.3%	47.1%
True-BT	Compliant Blended Transition	20	2.5%	
True-MEF	Compliant to Maximum Extent Feasible or other justification	2	0.3%	
False-Newer	Newer condition, not compliant to 2010 Standards (may be minor non-compliant feature)	130	16.5%	52.1%
False-Older	Older condition, not Compliant to 2010 Standards (may be built to older standard)	231	29.4%	
False-BT	Blended Transition and/or DWS not present	49	7.9%	
Missing	No ramp is present but one is required	6	0.8%	0.8%
TOTAL		787	100%	100%
Deleted	No ramp required; crossing no longer exists, etc.	7		

Figure 3. City of Gig Harbor ADA Ramp Revised Compliance Status Map (October 6, 2021)



C.1.1.4 Blended Transitions

Some locations within the City’s curb ramp inventory are better described as blended transition candidates. Blended transitions are defined as “a raised pedestrian street crossing, depressed corner, or similar connection between the pedestrian access route at the level of the sidewalk and the level of the pedestrian street crossing that has a grade of 5 percent or less” (2011 PROWAG, Section R105.5). See west side of intersection at 56th St and 38th Ave in **Figure 4**.

Figure 4. Blended Transition Candidate Locations

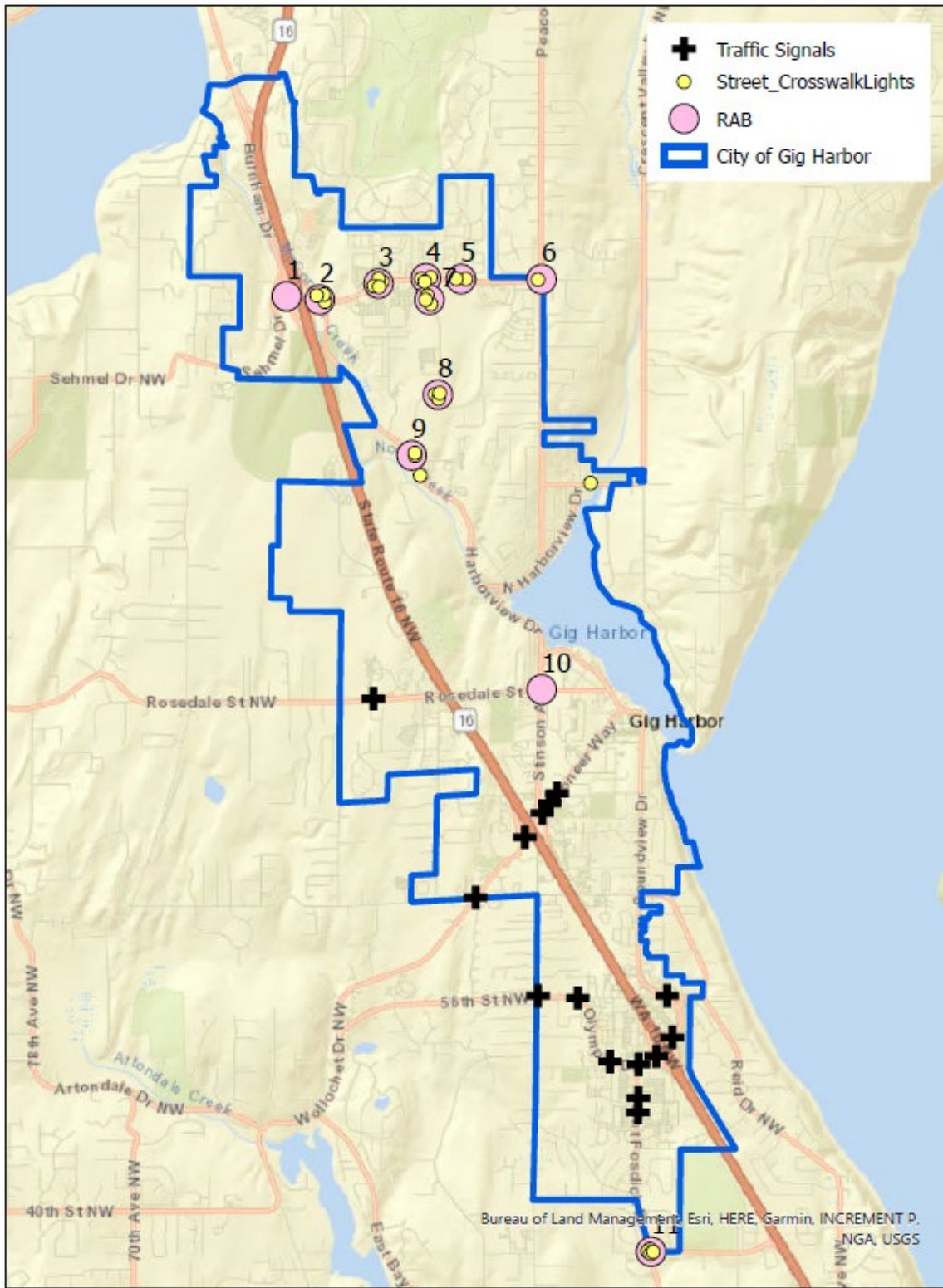


The presence of a pedestrian crossing suggests pedestrian activity in the area. Such crossings require blended transitions with detectable warning surfaces (DWS) to inform persons with visual disabilities that they are entering a roadway (2011 PROWAG, Section R207). The DWS component of blended transitions may also be needed at roundabout splitter islands. Of the city’s eleven (11) existing roundabouts, five (5) lack detectable warning surfaces at splitter islands. See **Table 3** and **Figure 5**.

Table 3. City of Gig Harbor Roundabout Locations and DWS Status

RAB_ID	RAB Location	DWS Status at Center Islands
1	Burnham Dr / WA-16 SB ramps	N/A (no center islands)
2	Borgen Blvd / Canterwood Blvd / WA-16 NB ramps	Missing DWS on E and NE approaches
3	Borgen Blvd / 51 st Ave NW	Missing DWS
4	Borgen Blvd / Borgen Loop / Harbor Hill Dr	DWS exists
5	Borgen Blvd / Olympus Way	Missing DWS
6	Borgen Blvd / Peacock Hill Dr / 112 th St	Missing DWS on N approach
7	51 st Ave / Harbor Hill Dr	DWS exists
8	Harbor Hill Dr / Sentinel Dr	DWS exists
9	Burnham Dr / Harbor Hill Dr	DWS exists
10	Rosedale St NW / Stinson Ave	N/A (no center islands)
11	36 th St / Point Fosdick Rd	Missing DWS

Figure 5. City of Gig Harbor Crosswalk Lights, Roundabout and Signalized Intersections Map



C.1.2 Accessible Pedestrian Signal (APS) Features

The City's curb ramp inventory included fields for Accessible Pedestrian Signal (APS) related components with limited data recorded. Attribute fields include audible components, pedestrian pushbuttons, pedestrian signal head, and presence of Rectangular Rapid Flashing Beacons (RRFB).

A fully ADA-compliant APS system at a pedestrian crossing includes audio, visual, and vibrotactile components, as well as pole placement. While presence of a pedestrian pushbutton enhances accessibility, pushbuttons alone do not meet current ADA requirements.

The "Street_Crosswalk Lights" GIS inventory includes information on pedestrian pushbutton locations but not all APS component features. Most of the roundabouts in the City include pedestrian pushbuttons at RRFBs. There are no inventoried crosswalk lights (pedestrian pushbuttons) for signalized intersections in the City. Some roundabouts and signalized intersections do not include pedestrian facilities on one or all approaches and therefore do not require APS features on those approaches.

For a map of the City's roundabouts, signalized intersections and existing pedestrian pushbutton ("Streets_Crosswalk Lights") inventory, see **Figure 5**. For associated spreadsheet data, see **Appendix B1**.

The City's APS Policy guides the installation of new APS features. For more information, see **Section B.5 and Appendix E**.

C.1.3 Recent Compliance Activities

The City has completed the following actions to increase accessibility within the City's PROW:

C.1.3.1 Curb Ramps

- Inventoried and assessed ADA compliance of over 70% of curb ramps based on WSDOT Curb Ramp Evaluation form (2010 ADA Standards).
- Created a GIS database of its existing curb ramp assets.
- Upgraded or installed new ramps as part of recent City improvement projects or as a result of new residential developments at the following locations:
 - Roundabouts along Harbor Hill Dr
 - Burnham Dr between 50th Ave NW and 96th St
 - Olympic Dr intersections at 50th St Ct, Key Bank driveway, and Point Fosdick Rd
 - Neighborhoods
 - North of 112th St (65th and 66th Avenues/115th St Ct/116th St Ct)
 - Between Sentinel Dr and Peacock Hill Ave NE south of Borgen Blvd
 - Along McCormick Creek Dr and Driftwood Ave
 - West of Burnham Dr and north of 96th St
 - West of 46th Ave and north of Hunt St NW
 - North and south of 72nd St
 - Stinson Corridor (Grandview St to Rosedale St)

C.1.3.2 APS Features

- Began inventory of APS-related features (RRFBs at roundabouts and select pedestrian crossings).

C.2 Barrier Prioritization & Removal Recommendations

An ADA Transition Plan is required to provide a detailed outline of the methods to be used to remove barriers to accessibility. It is the City's responsibility to determine how to make reasonable progress toward the removal of accessibility barriers. Agencies may determine their own prioritization methodology to comply with the ADA:

- **ADA Requirement:** [Section 28 CFR 35.150 \(d\)\(2\)](#) identifies locations of priority for curb ramps: *If a public entity has responsibility or authority over streets, roads, or walkways, its transition plan shall include a schedule for providing curb ramps or other sloped areas where pedestrian walks cross curbs, giving priority to walkways serving entities covered by the Act, including State and local government offices and facilities, transportation, places of public accommodation, and employers, followed by walkways serving other areas.*
- **ADA Requirement:** Agencies should respond to grievances or complaints regarding ADA barriers in accordance with their ADA Grievance Procedure.
- **ADA Requirement:** [2013 DOJ Technical Memo Regarding Installation of Curb Ramps and Supplement](#) provide additional details related to provision of curb ramps during resurfacing, alteration and maintenance projects. See **Appendix A**.
- **Guidance:** [NCHRP No 20-7 \(232\) ADA Transition Plans: A Guide to Best Management Practices](#) recommends consideration of curb ramp barrier location, degree of utilization and degree of non-compliance.

This ADA Transition Plan utilizes both generic and barrier-specific prioritization criteria. The first section describes the generic prioritization criteria applicable to all barrier types. The subsequent sections focus on prioritization criteria unique to individual barrier types with a recommended schedule for removal of barriers.

C.2.1 Generic Prioritization Criteria

It is recommended the City consider this generic schema as the guiding prioritization policy for all barrier types:

C.2.1.1 Higher Priority

- Barriers to accessibility identified in filed grievances/complaints (see Note below).
- Barriers to accessibility identified through public engagement efforts.
- Barriers to accessibility correlated to planned capital improvement project improvements or department upgrades.

C.2.1.2 Lower Priority

- Barriers for services not frequently used by the public.
- Barriers to accessibility in buildings or facilities slated for demolition or pending renovation.
- Barriers to accessibility where alternative locations or communication formats make programs, services, or activities accessible (i.e. situations wherein accommodations can be made to provide alternative equal access).

Note: It is assumed that formally filed grievances/complaints about barriers to accessibility be considered high priority for a response and resolution in accordance with the City's adopted ADA Grievance Procedure and any other established relevant policies.

ADA Transition Plan best practices recommend that Plans be guided by the principle that the barriers identified or experienced by people within the ADA community are of higher priority for removal than other barriers. Public outreach efforts were therefore a critical component of the prioritization process. The criteria also take into consideration concurrent City projects and planning efforts to maximize the efficiency of accessibility barrier removal.

C.2.2 Curb Ramps

In addition to the **generic prioritization schema** described previously in this document, it is recommended the City utilize the following location-based prioritization methodology to group the City's ADA curb ramp barriers into three priority tiers:

- **Priority 1** - Proximity to Transportation Improvement Program (TIP) Projects
- **Priority 2** - Proximity to Pedestrian Trail Routes and Transit Corridors
- **Priority 3** - Proximity to Centers of Local Importance (CoLIs)

It is also recommended the City consider the **severity of non-compliance** when selecting locations for barrier removal. The curb ramp inventory "Compliant" attribute distinguishes between newer and older non-compliant ramps as well as locations where ramps are missing or in need of blended transitions/ detectable warning surface (DWS). Newer ramps may have minor technical non-compliance issues but are otherwise functional. Older ramps with more non-compliant features (steep slopes, narrow path of travel, no detectable warning surface, no landing, etc.) likely present a greater barrier than newer ramps while still providing some functionality as compared to a location that is missing a ramp. This "Compliant" attribute serves as a measure of non-compliance severity and is included in the summary tables and maps for each priority group below. For detailed GIS Curb Ramp Barrier Prioritization Model Documentation and GIS Curb Ramp Barrier Priority Group Spreadsheets, see **Appendix B2**.

C.2.2.1 Priority Level 1 - Proximity to Planned Transportation Improvement Program (TIP) Projects

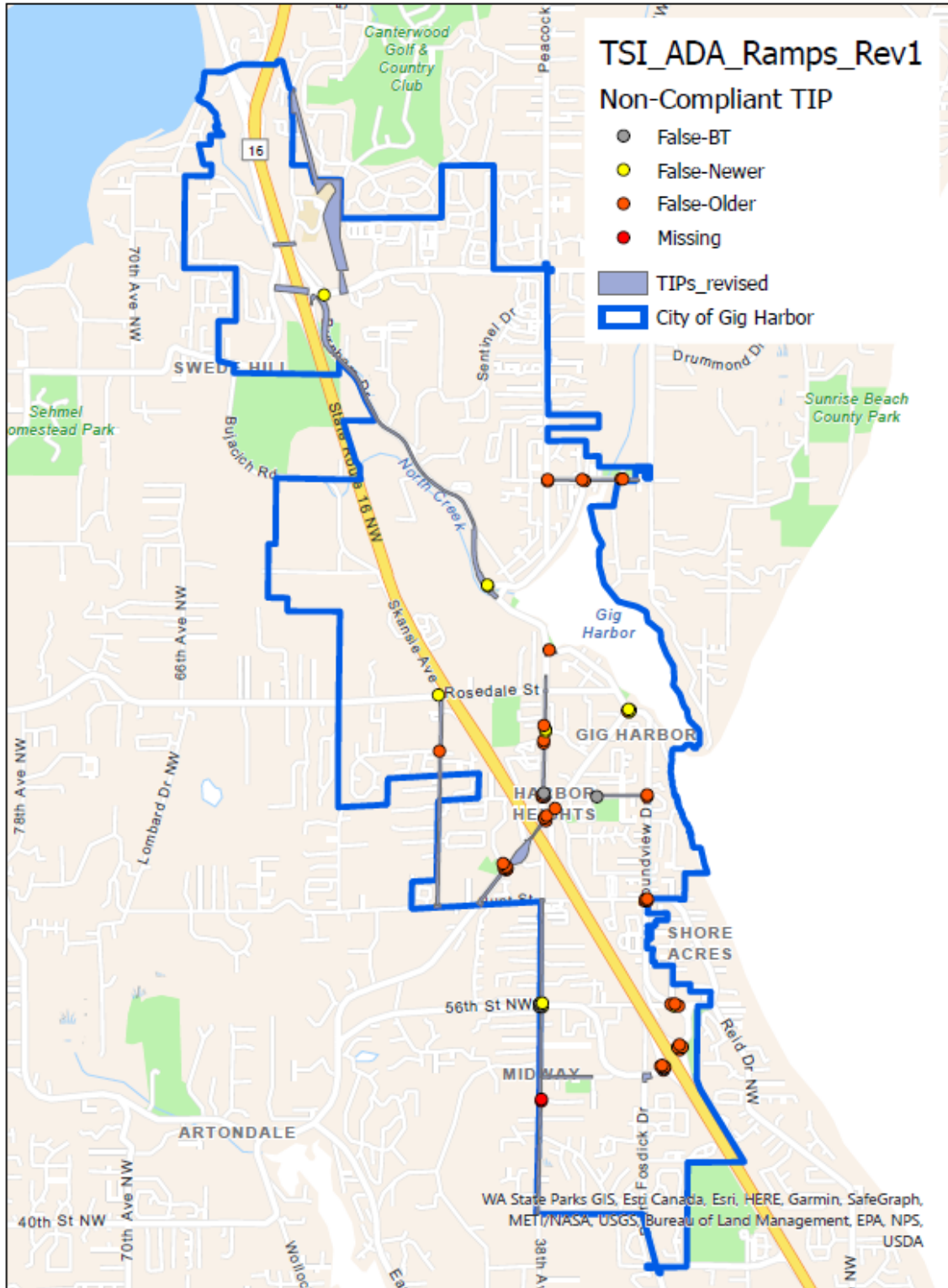
The City's six-year TIP project locations have been mapped using GIS. These **TIP** polygons represent a likely buffer around the project area to capture curb ramp barriers that may be

upgraded as part of the projects. It is estimated that approximately 65 curb ramp barriers could be addressed by these improvement projects. See **Table 4** and **Figure 6**. Note: **TIPs_revised** in the map legend refers to the updated TIP feature class provided by City Staff; name has been retained in ArcGIS Pro map project files.

Table 4. Priority 1 Curb Barriers Within TIP Project Areas

"Compliant" Status	"Compliant" Field Definition	# of Locations within TIP Project Areas
False-Newer	Newer condition, not compliant to 2010 Standards (may be minor non-compliant feature)	13
False-Older	Older condition, not Compliant to 2010 Standards (may be built to older standard; *5 duplicates removed)	41
False-BT	Blended Transition and/or DWS not present (*2 duplicates removed)	9
Missing	No ramp is present but one is required	2
TOTAL (*7 duplicates removed due to overlapping TIP project areas)		65

Figure 6. Priority 1 Curb Ramp Barriers Within TIP Project Areas



C.2.2.2 Priority Level 2 - Proximity to Pedestrian Trails and Transit Routes

The City of Gig Harbor is a maritime tourist destination with nine designated trail routes including the 2.2 mile long Harborview Trail along the City’s waterfront. Other trails connect the City’s Centers of Local Interest (CoLIs) to each other (see [City of Gig Harbor Parks and Trails map](#)).

Pierce County transit routes and the Gig Harbor trolley route overlap portions of the City’s trails network and provide additional connections along principal and minor arterials within City limits.

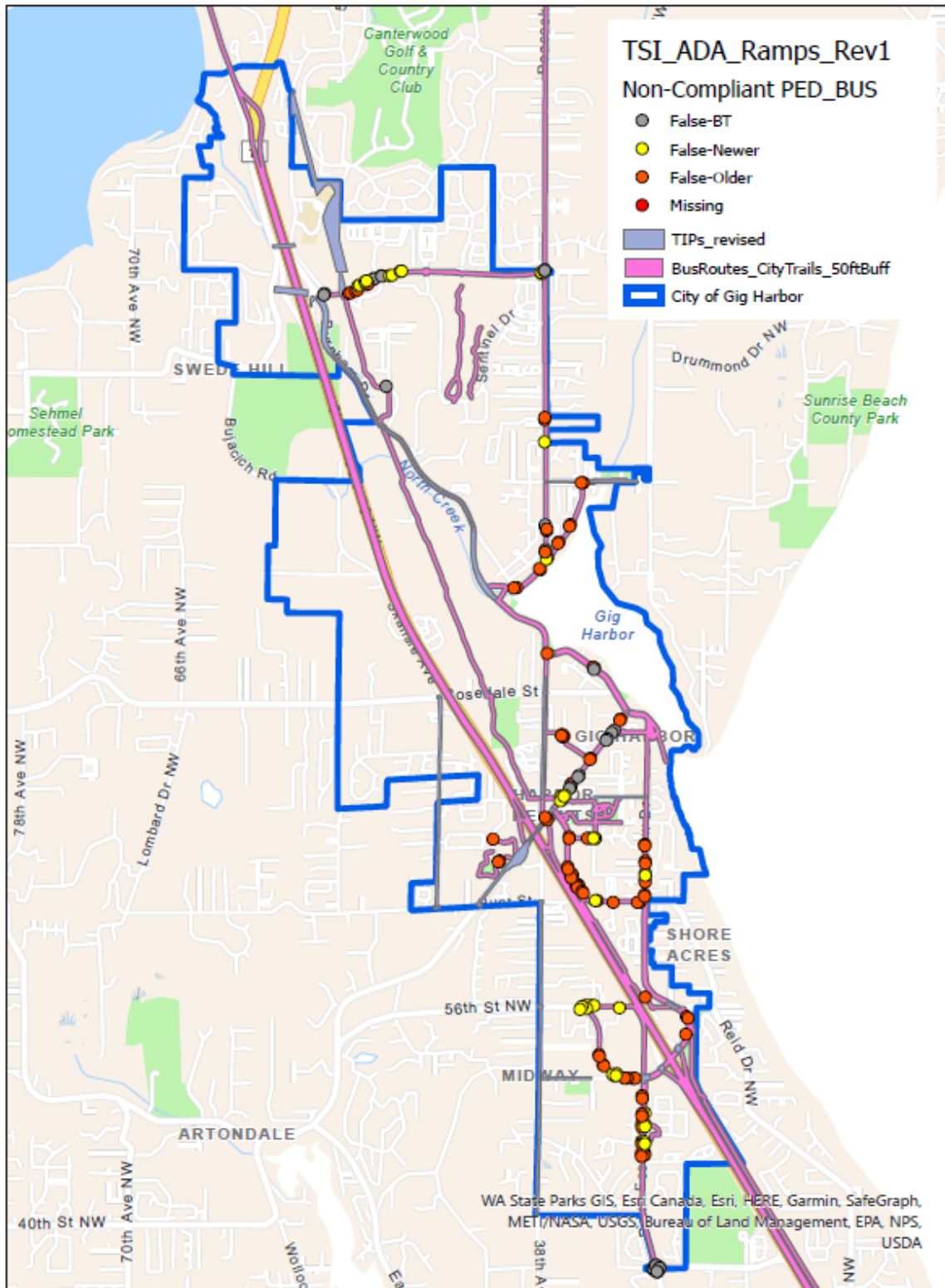
For this GIS prioritization model, the pedestrian trail routes and transit corridors data sets were merged and a fifty foot buffer to them was added to capture nearby curb ramp barrier locations. It is estimated that approximately 221 curb ramp barriers are within this “PED_BUS” buffer area. See **Table 5** and **Figure 7**.

- 47 curb ramp barriers within the **PED_BUS** buffer are also within **TIP** project areas.
- 174 curb ramp barriers within the **PED_BUS** buffer are outside **TIP** project areas.

Table 5. Priority 2 Curb Ramp Barriers within 50 Feet of Pedestrian Trail Routes and Transit Corridors

“Compliant” Status	“Compliant” Field Definition	# of Locations in PED_BUS Buffer	# of Locations in PED_BUS Buffer within TIP Areas	# of Locations in PED_BUS Buffer outside TIP Areas
False-Newer	Newer condition, not compliant to 2010 Standards (may be minor non-compliant feature).	55	10	45
False-Older	Older condition, not Compliant to 2010 Standards (may be built to older standard)	132	33	99
False-BT	Blended Transition and/or DWS not present.	34	4	30
Missing	No ramp is present but one is required	0	0	0
TOTAL		221	47	174

Figure 7. Priority 2 Curb Ramp Barriers within 50 Feet of Pedestrian Trail Routes and Transit Corridors



C.2.2.3 Priority Level 3 - Proximity to Centers of Local Importance (CoLIs)

The [City of Gig Harbor Comprehensive Plan Transportation Element](#) defines Centers of Local Importance (CoLIs) as *compact, mixed-use centers that promote pedestrian-oriented development, provide diverse services, and include a variety of high and medium density housing. The CoLIs and their associated transportation corridors tend to accommodate and attract a high level of travel by all modes and include commercial services.* CoLIs include priority destinations identified in [Section 28 CFR 35.150 \(d\)\(2\)](#) (state and local government offices and facilities, transportation, places of public accommodation, and employment centers). The City’s five CoLIs are:

- Gig Harbor North
- Westside
- Downtown
- Kimball
- Finholm

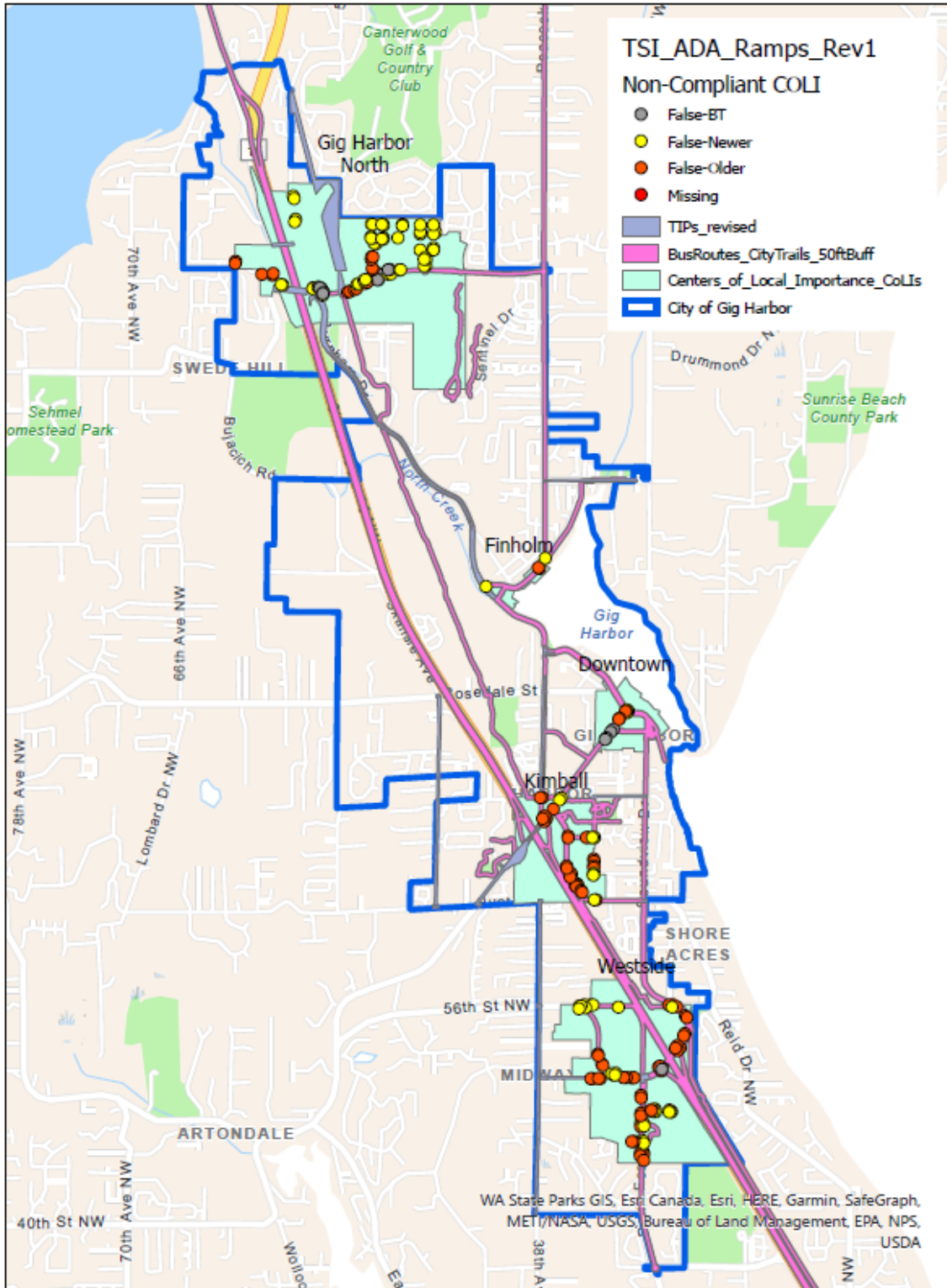
In this GIS prioritization model, curb ramp barriers located within the City’s CoLI polygons are identified by the “COLI” attribute. It is estimated that approximately 207 curb ramp barriers are within **COLI** areas. See **Table 6** and **Figure 8**.

- 122 curb ramp barriers within the **COLI** polygons are also within **TIP** or **PED_BUS** areas.
- 85 curb ramp barriers within the **COLI** polygons are outside **TIP** or **PED_BUS** areas.

Table 6. Priority 3 Curb Ramp Barriers within Centers of Local Importance (CoLIs)

“Compliant” Status	“Compliant” Field Definition	# of Locations in COLI	# of Locations in COLI within TIP or PED_BUS	# of Locations in COLI outside TIP or PED_BUS
False-Newer	Newer condition, not compliant to 2010 Standards (may be minor non-compliant feature).	93	41	52
False-Older	Older condition, not Compliant to 2010 Standards (may be built to older standard)	94	68	26
False-BT	Blended Transition and/or DWS not present.	20	13	7
Missing	No ramp is present but one is required	0	0	0
TOTAL		207	122	85

Figure 8. Priority 3 Curb Ramp Barriers within Centers of Local Importance (CoLIs)



C.2.2.4 Remaining Curb Ramp Barriers

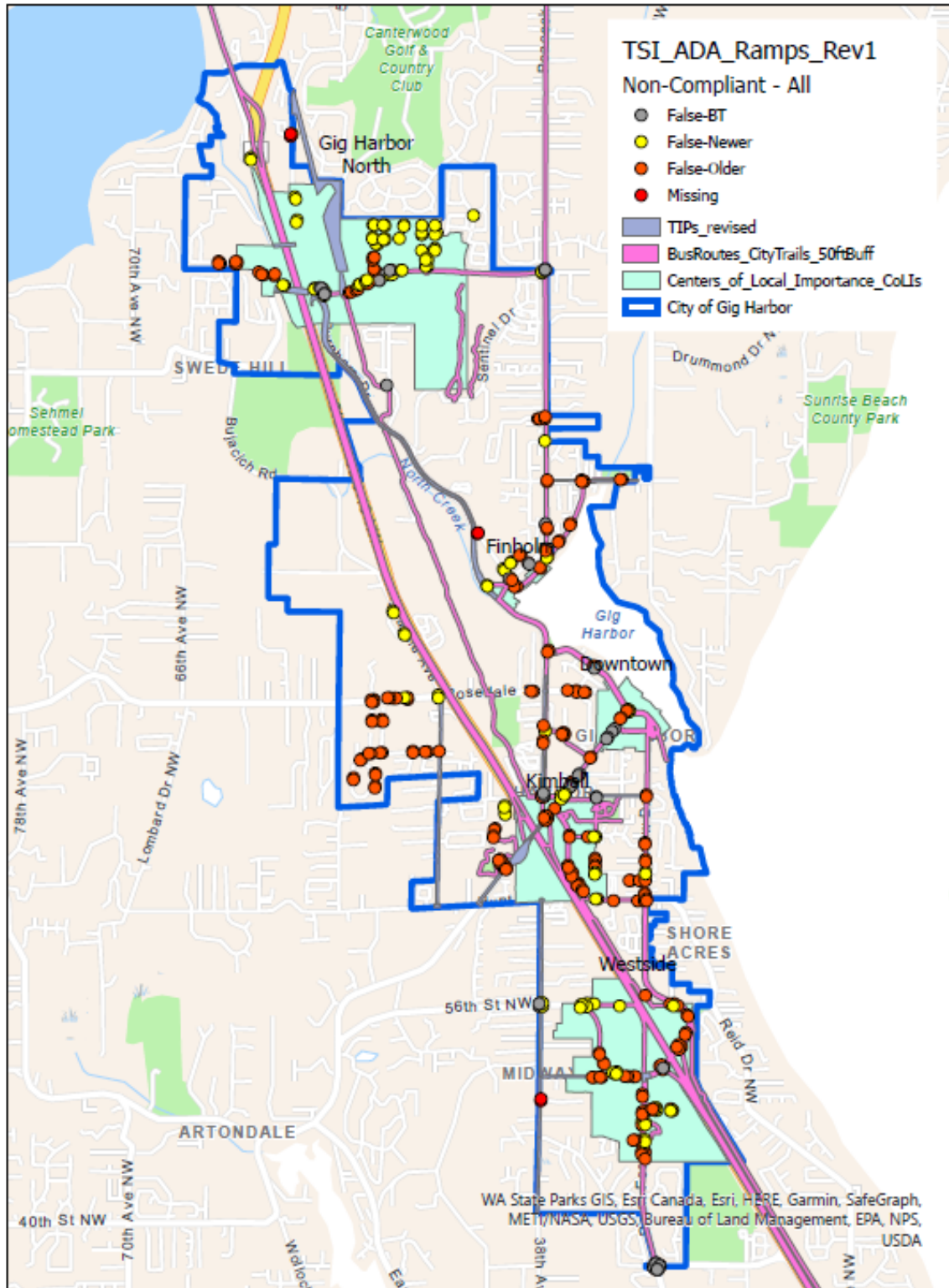
92 ramps are located outside the geographic boundaries of all three priority groups. These ramps are considered lower priority based on location, however four of the barriers in this remainder group are locations where ramps are missing.

Table 7 and **Figure 9** provide a summary of all 416 curb ramp barriers by priority level including the remainder group.

Table 7. Curb Ramp Barrier Priority Levels by Compliance Status, Count, and Percentage

Priority Level	Priority Group Name	Priority Group Description	ADA Compliance Status	Count	%
1	TIP	Within 50 feet of planned TIP Project	False-Newer	13	-
			False-Older	41	-
			False-BT	9	-
			Missing	2	-
Priority Level 1 Sub-Total				65	16%
2	PED_BUS	Beyond planned TIP Project areas and within (\leq) 50 feet of Pedestrian Trail Routes and Transit Corridors	False-Newer	45	-
			False-Older	99	-
			False-BT	30	-
			Missing	0	-
Priority Level 2 Sub-Total				174	42%
3	COLI	Beyond planned TIP project areas and beyond ($>$) 50 feet of Pedestrian Trail Routes and Transit Corridors	False-Newer	52	-
			False-Older	26	-
			False-BT	7	-
			Missing	0	-
Priority Level 3 Sub-Total				85	20%
4	Remainder	Beyond planned TIP project areas, beyond ($>$) 50 feet of Pedestrian Trail Routes and Transit Corridors, and outside COLI areas	False-Newer	20	-
			False-Older	65	-
			False-BT	3	-
			Missing	4	-
Group 4 Remainder Sub-Total				92	22%
Curb Ramp Barrier Total				416	100%

Figure 9. Curb Ramp Barriers within All Priority Level Groups



C.2.2.5 Curb Ramp Barrier Removal Recommendations

It is recommended the City:

- Recognize these priority groupings are for planning purposes and are not intended to represent a specific implementation schedule or sequence by the City.
- Utilize the GIS Prioritization Model as a tool for selection and monitoring of curb ramp barrier removal.
- Consider barriers identified by the public through grievances when selecting high priority barriers for removal during annual budgeting activities.
- Consider establishing a policy for how to respond to public requests for curb ramp barrier removal.
- Consider grouping barriers by corridor or intersections to provide for cost effective barrier removal.
- At future updates of the plan, or annual reporting activities, identify curb ramp upgrades completed by private development frontage improvements in the PROW.
- At future updates of the plan, consider developing similar GIS prioritization models based on TIP, pedestrian route/transit corridor and CoLI overlays for other PROW barriers.
- At future updates of the plan, consider establishing a policy for how to respond to public requests for other PROW barrier removal.

C.2.3 APS Features

ADA upgrades of non-compliant APS features will be prioritized according to the City’s Accessible Pedestrian Signal Policy adopted in this Transition Plan. The APS Policy guides the installation of new APS facilities as well as addressing replacement of existing APS facilities and public requests. See **Appendix E**.

C.2.4 Other Public Right-of-Way Facility Prioritization

Whereas the focus of this ADA Transition Plan is on curb ramp barriers, future ADA Transition Plan efforts may consider the following prioritization criteria for other PROW barriers. See **Table 8**.

Table 8. Other PROW Barrier Prioritization

Barrier Type	Prioritization
Sidewalks	Grievances, Planned TIP Projects, and Public Requests
Pedestrian Crossings	Grievances, Planned TIP Projects, Proximity to Pedestrian Routes/ Transit Corridors/CoLIs, and Public Requests

C.3 Barrier Removal Costs and Schedule

C.3.1 Barrier Removal Cost Estimates

C.3.1.1 Curb Ramps Cost Estimate

A planning level estimated cost for replacing one (1) curb ramp is \$15,000. See **Table 9**.

Table 9. Individual ADA-Compliant Curb Ramp Cost Estimates

Unit	Cost (\$2021)
Survey/Map	\$1,600.00
Design	\$1,900.00
CM	\$1,500.00
Construction	\$7,500.00
Subtotal	\$12,500.00
Contingency (15%)	\$2,500.00
Cost (\$) per Curb Ramp	\$15,000.00

To estimate the probable program cost to remove all curb ramp and blended transition barriers, a cost estimate ranges from \$12,750 (85%) to \$17,250 (115%) per barrier has been provided.

In addition to design and construction of the curb ramp itself, additional costs may arise from addressing issues such as relocation of existing utilities, acquisition of new public right of way, and other roadway improvements such as curb bulbs and new enclosed drainage. Removal of blended transition barriers may cost less than estimated if installation of detectable warning surfaces is sufficient to remove barriers to accessibility.

Note regarding Safe Harbor: Any ramp location should be re-evaluated for Safe-Harbor and accessibility as part of the survey/design phase of a specific project/request for an upgrade. Non-compliant newer ramps may meet Safe Harbor provisions and potentially reduce the cost estimate. Non-compliant older ramps are not likely to meet Safe Harbor due to lack of a detectable warning system.

To remove and replace all 416 curb ramp and blended transition barriers, it would cost an estimated \$5.3 to \$7.2 million (in 2021 dollars). See **Table 10**.

Table 10. Curb Ramp and Blended Transition Barrier Removal Cost Estimates

Overall Probable Program Cost for 416 Curb Ramp and Blended Transition Barriers			
Cost Range	LOW	MED	HIGH
Cost Percentage (%) of Estimate	85%	100%	115%
Cost (\$2021) per Ramp	\$12,750	\$15,000	\$17,250
Total Curb Ramp Program	\$5,304,000	\$6,240,000	\$7,176,000

C.3.1.2 Accessible Pedestrian Signals Cost Estimate

For informational purposes, the following cost estimates have been provided for new APS facilities in **Table 11**.

Table 11. New Accessible Pedestrian Signals Construction Cost Estimates

Accessible Pedestrian Signal (APS) Type	Construction Cost Estimates (\$2021)
Full APS (at signalized intersection)	\$35,000
Rapid Rectangular Flashing Beacon (with audible features and vibro-tactile pushbuttons)	\$15,000

C.3.2 Barrier Removal Schedule

C.3.2.1 Curb Ramp Barriers

For the period 2022-2027, the City estimates approximately \$1.5 million in funding to remove curb ramp barriers. This includes an estimated \$500,000 for the year 2022 from the City’s Pavement Maintenance & Repair Program. It is estimated that the City will remove all 416 curb ramp barriers within the next 25 year planning horizon, averaging \$250,000 annually (in 2021 dollars). See the following calculation breakdown of total costs associated with curb ramp barrier removal and **Table 12** below:

- \$15,000 per ramp x 416 ramps = \$6,240,00
- \$6,240,000 / 25 years = \$249,600 per year
- \$249,600 / \$15,000 per ramp = 16.64 ramps per year

Table 12. Curb Ramp Barrier Removal Schedule with Estimated Funding

Estimated Curb Ramp Barrier Removal Schedule	Estimated Amount (\$2021)
Total Estimated Curb Ramp Barrier Removal Costs	\$6,240,000
2022 Pavement Maintenance & Repair Program	(\$500,000)
2022-2027 6-Year TIP Projects and 2023- Pavement Maintenance & Repair Program	(\$1,000,000)
2028-2047 (19 years) Remaining Curb Ramp Barrier Costs (25-Year horizon averaging 17 ramps or \$250,000 per year)	\$4,740,000

For more information, see the City of Gig Harbor 2022 Annual Budget.

C.4 Strategy for Funding Barrier Removal

C.4.1 Curb Ramp Barrier Removal

Funding for curb ramp barrier removal is anticipated to come from:

- General Fund
- Annual Pavement Maintenance and Repair Program
- HBZ (Hospital Benefit Zone)
- Solicitation of future State and Federal grants as they are available.

D. Future Actions to Achieve Compliance

D.1 Future Actions Needed

The City is pursuing a phased approach to its ADA Self-Evaluation and Transition Plan. This first phase focused on self-evaluation, barrier prioritization, and initial barrier removal scheduling for curb ramp barriers in the public right-of-way.

The City owns/maintains other public right-of-way facilities as well as facilities of other types that were not part of the first phase of self-evaluation and will be evaluated for ADA barriers at a future update to the Plan. These facilities include but are not limited to:

- Public right-of-way: sidewalks, driveway interface with sidewalks, accessible parking and accessible pedestrian signals
- City buildings with publicly accessible areas
- City park facilities including building structures, restrooms, and recreational areas
- City trails

The City of Gig Harbor also provides programs, services and activities at its facilities. The City addressed the policy and procedure requirements identified in **Section B** as part of this initial phase. The City will conduct an internal self-assessment and barrier prioritization for programmatic barriers at a future update to the Plan.

Cost estimates for barrier removal for these outstanding facilities and programming will be included in a future update to the Plan.

D.2 Annual Report of Barriers Removed

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

D.3 Five-Year ADA Transition Plan Update Schedule

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

E. Public Engagement

E.1 Public Engagement Strategy

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

E.1.1 Project Webpage

The project webpage content was launched in mid-October 2021. The project webpage included:

- Project description
- Schedule
- Public Involvement section:
 - Links to online surveys:
 - Map-enabled ArcGIS Survey123® version
 - Screen-reader friendly Survey Monkey® version
 - Virtual City Council meeting information
- City staff contacts and other ADA resources
- Documents section for posting the draft version for public comment
- Recent and annual accomplishments section for further tracking of ADA Transition Plan implementation progress

The ADA Transition Plan Project webpage is available at:

<https://www.cityofgigharbor.net/CivicAlerts.aspx?AID=759>

E.1.2 Web-Based Publications

The following web-based publications promoted the project, online surveys, and virtual City Council meeting in October with reminder posts through November 29, 2021:

- News Flash posting on City's website on October 15, 2021.
- Mayor's Facebook Live Q&A on October 22, 2021.
- Shared to Gig Harbor Positive Town Talk
- Shared on NextDoor
- Emailed to Constant Contact lists

E.1.3 Direct Engagement with Local ADA Community Organizations

City staff contacted the following organizations via direct e-mail in October 2021, to seek out interest in the online survey and public comment opportunities.

- Washington State Department of Services for the Blind <https://dsb.wa.gov/>
- Tacoma Area Coalition of Individuals with Disabilities <https://tacid.org/>
- Greater Gig Harbor Foundation – Gig Harbor Senior Center <https://gigharborfoundation.org/ghseniorcenter>
- Gig Harbor Pierce County Library <https://www.piercecountylibrary.org/>
- Peninsula School District <https://www.psd401.net/>
- Saint Anthony’s Hospital <https://www.chifranciscan.org/st-anthony-hospital.html>
- MultiCare Gig Harbor Medical Park <https://www.multicare.org/location/wic-gig-harbor/>
- Pierce County Aging and Disability Resources <https://www.piercecountywa.gov/2128/About-Aging-Disability-Resources>
- PC Coalition for Development Disabilities <https://www.pc2online.org/>
- PAVE Partnerships for Action <https://wapave.org/>
- Support Services for Developmentally Disabled <https://www.supportservicesdd.org/>
- Disabled American Veterans <http://www.davwa.org/>

In addition, the following assisted living facilities were contacted:

- Heron’s Key: https://www.heronskey.org/penrose-harbor/?utm_source=google&utm_medium=organic&utm_campaign=gmb&utm_content=ph
- The Lodge at Mallard’s Landing: https://www.seniorservicesofamerica.com/senior-living/wa/gig-harbor/the-lodge-at-mallards-landing/?utm_source=GMB&utm_medium=organic
- Village Concepts of Gig Harbor: <https://villageconcepts.com/communities/village-concepts-of-gig-harbor-sound-vista-village/>
- ManorCare Health Services – Gig Harbor: <https://promedicaskillednursing.org/GigHarbor>
- Family First Adult Family Homes: <https://www.familyfirstafh.com/>
- Atria Retirement - Peninsula <https://www.atriaretirement.com/retirement-communities/peninsula/>

E.1.4 Online Surveys

In consultation with City staff, a 3-5 minute survey was created on two digital platforms. The map-enabled ArcGIS Survey123[®] survey gave respondents the option to mark barrier locations on a map. The screen-reader friendly Survey Monkey[®] version was built to accommodate persons with visual disabilities. Links to the online surveys were activated from October 15 through November 30, 2021.

E.1.5 Public Hearing Opportunities

A presentation reviewing the Draft ADA Transition Plan was presented to the City of Gig Harbor's Public Works Committee at their meeting held November 9, 2021, on the Zoom[®] platform from 5:30-6:30pm. The Public Works Committee was open to the public for comment.

The same presentation on the Draft Plan was presented to the City of Gig Harbor City Council at their meeting held November 22, 2021, on the Zoom[®] platform from 5:30-6:30pm. This meeting was promoted on the ADA Transition Plan webpage for public comment.

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

E.2 Public Engagement Findings

The virtual platform of online surveys, and virtual city meetings provided the public with an accessible and safe participation method in the midst of the COVID-19 pandemic. The findings are helpful in guiding City staff in the selection and prioritization of barrier removal. For further documentation, see **Appendix G**.

E.2.1 Online Survey Responses

The online SurveyMonkey[®] and ArcGIS Survey123[®] surveys yielded a combined total of 31 responses. 14 people submitted a survey on ArcGIS Survey123. 17 people submitted a survey on the Survey Monkey platform (some were paper surveys entered into the SurveyMonkey[®] platform by City staff). Some survey respondents identified barriers outside of City limits; this feedback is not included below. See **Table 13**.

Table 13. Survey Responses by Platform

Survey Platform	Number of Responses
ArcGIS Survey123 [®]	14
SurveyMonkey [®]	17
Total	31

E.2.1.1 Narrative Survey Feedback

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

- **Sidewalks:** Many comments were sidewalk related regarding lack of paths and/or sidewalks, lack of ADA-compliant sidewalks, and sidewalk cracks/bumps that limit mobility. Locations identified include:
 - Lack of connection between the Harbor and Downtown districts.
 - Missing sidewalk along Gig Harbor Pierce County Library on 45th St Ct.
 - Near For the Love of Spice - elevation change is patched with asphalt.
 - Lack of ADA-compliant sidewalk up/down Pioneer Way, including downhill of Pioneer Duplex project above the intersection of Uddenberg Ln/Pioneer Way.
 - Lack of contiguous sidewalk citywide (two responses)
 - Trees planted in narrow sidewalk on North Harborview after turning from Vernhardsen near assisted living facility.
 - Rosedale St., including at Stinson roundabout.
 - Burnham Dr.
 - Harborview Dr has some uneven sidewalks with unexpected dips.
 - Sidewalk on Borgen Blvd on the Albertson's side switches to gravel.
 - Lack of sidewalk to southbound transit stop at Peacock Hill and Sellers St.
- **Ramps**
 - Problematic ramps on Library side of 45th St Ct.
 - Ramps in City Parks (steep approaches to restroom facilities, next to The Tides, Crescent Creek Park lower and upper tennis courts)
 - Galaxy Theatre brick path with narrow curb.
 - Harbor (no specific location(s) identified.
 - No ramp for Kaiser Permanente medical building near Fred Meyer.
- **Accessible Parking**
 - One respondent said they rarely go downtown due to lack of parking.
 - Request for van accessible parking further away from entrance to discourage small vehicles from parking in van access area.
 - Another respondent would like to see ordinances enforced and homeowners notified if they are blocking sidewalk access with parked vehicles.
- **Pedestrian Crossings**
 - Request for Cushman Trail crossing at Hollycroft St.
 - Request for cross walk on Pt Fosdick Rd from bus stop to library and for signaled crosswalk/feasibility study for this vicinity.
 - Skansie (46th) Ave at Hunt St: concern for potential conflicts between pedestrians crossing east to west and vehicles turning right onto Skansie from Hunt.
 - Request for more flashing pedestrian crossing signals.
- **Transit**
 - Mini Shelter for rainy days (no location provided).
 - Lack of space for southbound transit stop at Peacock Hill and Sellers St.

- **Other**
 - Request for handrails on steep sidewalks.
 - Request for ADA-accessible playground equipment (swing, no wood bark);
 - Request for more ADA accessible trails.
 - Lack of pedestrian paths in large parking lots, including to pond at YMCA.
 - Concern over motorized hoverboards, skateboards and bikes speeding on sidewalks.
- **Public Engagement Recommendations**
 - Inclusion of persons with disabilities in how the City creates accessibility.
 - Contact information for inclusive advocacy related to playgrounds.
 - See all known barriers on a map.
 - Comment regarding making barrier photo component of survey ADA accessible has been noted.

E.2.1.2 Ranked Question Survey Feedback

The results from both survey platform cohorts were combined to identify trends for all 29 survey respondents who completed ranked questions.

For both survey cohorts, the top priority location for barrier removal was paved pedestrian routes (sidewalks, shared use paths) barriers followed by parking, unpaved pedestrian routes (trails), and beach access barriers (see **Figure 10** and **Table 14**).

Figure 10. Combined Results for Results for Most Wanted Barrier Removal Locations by Score

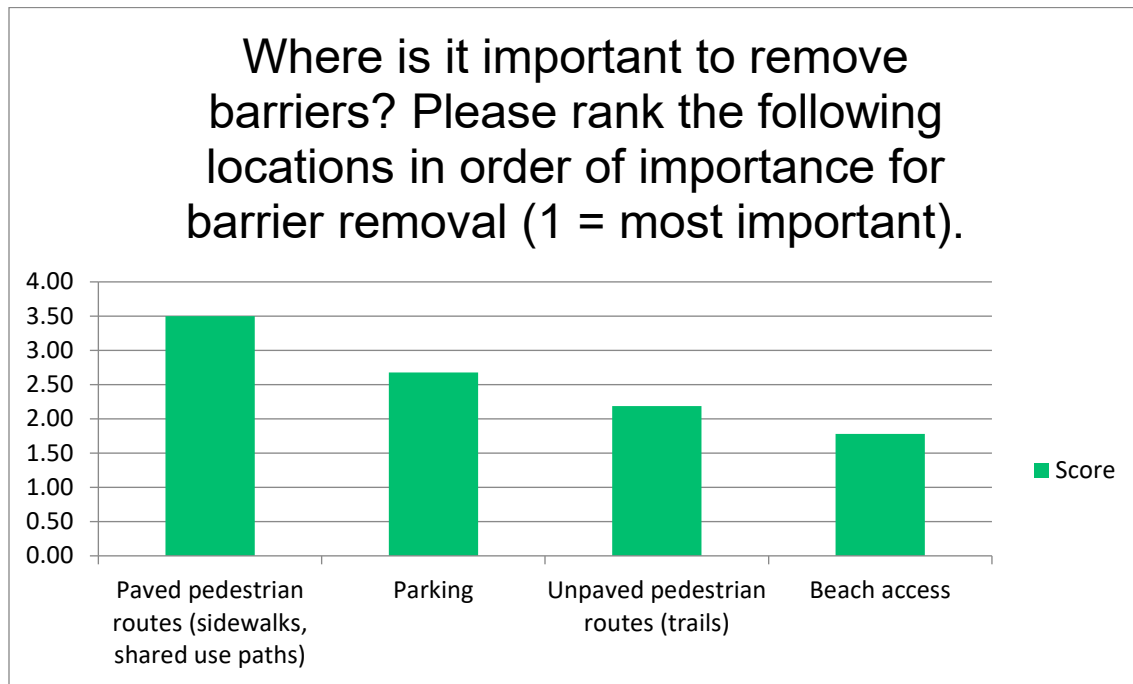


Table 14. Combined Ranked Score for Results for Most Wanted Barrier Removal Locations

Answer Options	Rank 1		Rank 2		Rank 3		Rank 4		# Surveys	Score
Paved pedestrian routes (sidewalks, shared use paths)	67.86%	19	21.43%	6	3.57%	1	7.14%	2	28*	3.50
Parking	17.86%	5	46.43%	13	21.43%	6	14.29%	4	28*	2.68
Unpaved pedestrian routes (trails)	3.70%	1	29.63%	8	48.15%	13	18.52%	5	27*	2.19
Beach Access	13.04%	3	4.35%	1	30.43%	7	52.17%	12	23*	1.78

*Some respondents did not rank all answer options.

For both survey cohorts, the most wanted barrier type for removal was missing curb ramps. (see **Figure 11** and **Table 15**).

Figure 11. Combined Results for Most Wanted Barrier Types for Removal by Score

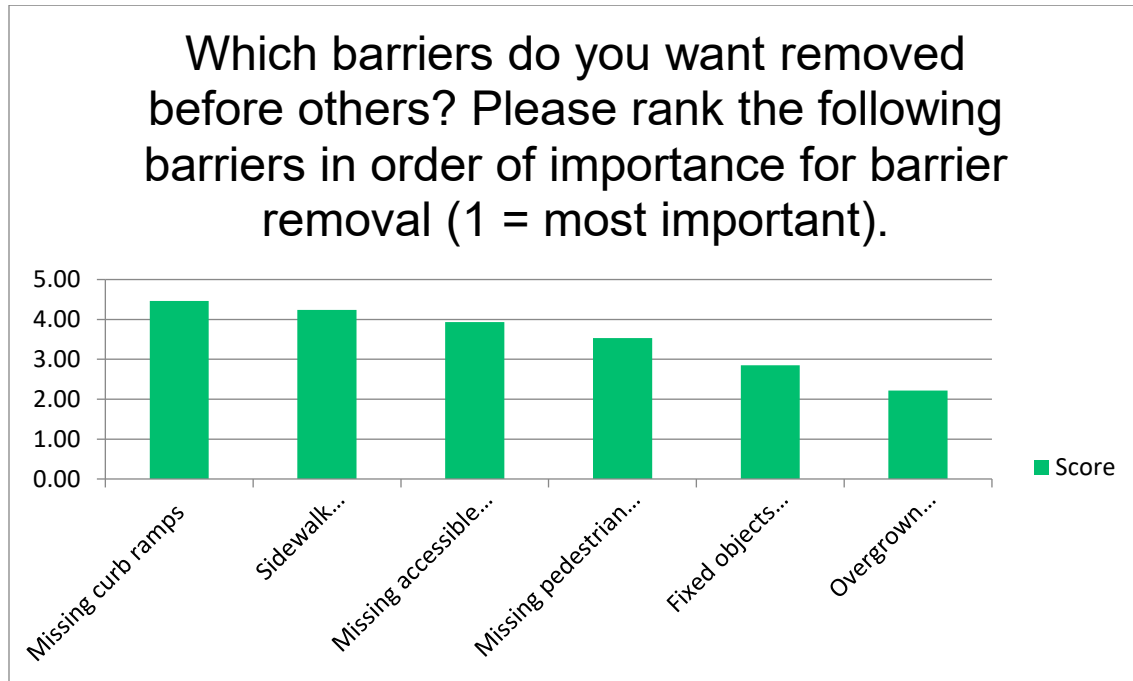


Table 15. Combined Ranked Score for Most Wanted Barrier Types for Removal

Answer Options	Rank 1	Rank 2	Rank 3	Rank 4	Rank 5	Rank 6	# Surveys	Score
Missing curb ramps	25.00% 7	28.57% 8	21.43% 6	17.86% 5	7.14% 2	0.00% 0	28*	4.46
Sidewalk cracks/ bumps	31.03% 9	17.24% 5	17.24% 5	20.69% 6	6.90% 2	6.90% 2	29	4.24
Missing accessible pedestrian signals	6.90% 2	20.69% 6	44.83% 13	17.24% 5	6.90% 2	3.45% 1	29	3.93
Missing pedestrian crossings	28.57% 8	10.71% 3	3.57% 1	21.43% 6	14.29% 4	21.43% 6	28*	3.54
Fixed objects in path of travel	3.70% 1	18.52% 5	14.81% 4	7.41% 2	33.33% 9	22.22% 6	27*	2.85
Overgrown vegetation in path of travel	7.14% 2	7.14% 2	0.00% 0	14.29% 4	28.57% 8	42.86% 12	28*	2.21

*Some respondents did not rank all answer options.

E.2.2 Public Hearing Comments

No public hearing comments were received at the City of Gig Harbor's Public Works Committee meeting held November 9, 2021. Committee members provided the following feedback on the Draft Plan:

- Councilmember Himes supported the prioritization methodology and foresaw challenges to reconcile best professional practice with citizen perspectives/public requests.
- Councilmember Woock identified the budget of ADA barrier removal would get larger when addressing other barriers (sidewalks, driveway interface with sidewalks, APS, parking, buildings, parks/trails, and programs).
- Councilmember Franich emphasized public survey responses related to accessible parking and a desire to see this barrier type prioritized.
- Mayor Kuhn inquired about the Plan's 25 year length; City staff shared the plan's horizon period is at the City Council's discretion and can be lengthened or shortened.
- Mayor Kuhn and Councilmember Franich asked about the City's standards for truncated domes and City staff explained that cast iron truncated domes are preferred but yellow ones are also used when aesthetically appropriate to match neighboring ramps.
- Councilmembers Himes and Franich expressed interest in exploring possibility of hiring additional Public Works staff person to design replacement ADA ramps in-house.

No public hearing comments were received at the City of Gig Harbor's City Council Meeting held November 22, 2021. Councilmembers provided the following feedback on the Draft Plan:

- Councilmember Woock shared that additional public surveys would be submitted on behalf of the Heron Keys senior living community.
- Councilmember Franich:
 - Asked if the curb ramp barriers were in a prioritized list and the project team confirmed this (see Appendix B2).
 - Noted that ADA-compliance requirements for buildings involve door pressure requirements or pushbutton requirements and requested the City use common sense to address these barriers. City staff noted that addressing building facility ADA barriers is not included in the current 25-year planning horizon of this Plan.
 - Requested that accessible parking be moved to a higher priority and to hire another Public Works employee to focus on ADA barrier removal.
- Councilmember Himes asked whether federal or state agencies check/approve a local agency's ADA Transition Plan. City staff responded there is no strict reporting element, except you must show the Department of Justice if they request it and must have a plan to be eligible for WSDOT federal highway transportation funding.
- Councilmember Rodenberg inquired about the cost estimate of \$15,000 per ramp. City staff responded that these are conservative cost estimates and that variable geography and grades affects individual ramp costs.

E.2.3 Draft ADA Transition Plan Public Comments

No public comments were received via email on the Draft ADA Transition Plan during the public comment period between November 9 and 30, 2021.

E.3 Recommendations

It is recommended that the City:

- Utilize the City of Gig Harbor ADA Transition Plan project webpage as a tool for future public outreach efforts related to ADA Transition Plan barrier removal progress updates.
- Utilize a GIS-enabled Survey123® survey and a SurveyMonkey® screen-reader friendly survey option to function as a barrier reporting tool for the public to report accessibility barriers.

F. Accessibility Regulations, Standards & Guidelines Resources

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

F.1 General Resources

Federal ADA Regulations

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

U.S. Access Board Standards

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

U.S. Department of Justice Guidelines

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

WSDOT Local Agency Guidelines

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

F.2 Barrier-Specific Resources

Curb Ramps:

- [ADA Title II Technical Assistance Manual](#)
- [Public Rights-of-Way Accessibility Guidelines \(PROWAG\) \(2011\)](#)
- [WSDOT Field Guide for Accessible Pedestrian Facilities \(2012\)](#)

Parking:

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

**City of Gig Harbor
Americans with Disabilities Act (ADA)
Self-Evaluation and Transition Plan
for the Public Right-of-Way**



Appendix A

Federal and Washington State Regulations

28 CFR Part 35 Documentation

**Nondiscrimination on the Basis of Disability in State and Local
Government Services Subpart D - Program Accessibility Sections**

35.150 - 35.151

Washington Local Agency Guidelines Manual Chapter 29

December 2021

Prepared by



28 CFR § 35.150 - Existing facilities.

§ 35.150 Existing facilities.

(a) **General.** A [public entity](#) shall operate each service, program, or activity so that the service, program, or activity, when viewed in its entirety, is readily accessible to and usable by individuals with disabilities. This paragraph does not -

(1) Necessarily require a [public entity](#) to make each of its existing facilities accessible to and usable by individuals with disabilities;

(2) Require a [public entity](#) to take any action that would threaten or destroy the historic significance of an historic property; or

(3) Require a [public entity](#) to take any action that it can demonstrate would result in a fundamental alteration in the nature of a service, program, or activity or in undue financial and administrative burdens. In those circumstances where personnel of the [public entity](#) believe that the proposed action would fundamentally alter the service, program, or activity or would result in undue financial and administrative burdens, a [public entity](#) has the burden of proving that compliance with [§ 35.150\(a\)](#) of this part would result in such alteration or burdens. The decision that compliance would result in such alteration or burdens must be made by the head of a [public entity](#) or his or her designee after considering all resources available for use in the funding and operation of the service, program, or activity, and must be accompanied by a written statement of the reasons for reaching that conclusion. If an action would result in such an alteration or such burdens, a [public entity](#) shall take any other action that would not result in such an alteration or such burdens but would nevertheless ensure that individuals with disabilities receive the benefits or services provided by the [public entity](#).

(b) *Methods* -

(1) **General.** A [public entity](#) may comply with the requirements of this section through such means as redesign or acquisition of equipment, reassignment of services to accessible buildings, assignment of aides to beneficiaries, home visits, delivery of services at alternate accessible sites, alteration of existing facilities and construction of new facilities, use of accessible rolling stock or other conveyances, or any other methods that result in making its services, programs, or activities readily accessible to and usable by individuals with disabilities. A [public entity](#) is not required to make structural changes in existing facilities where other methods are effective in achieving compliance with this section. A [public entity](#), in making alterations to existing buildings, shall meet the accessibility requirements of [§ 35.151](#). In choosing among available methods for meeting the requirements of this section, a [public entity](#) shall give priority to those methods that offer services, programs, and activities to qualified individuals with disabilities in the most integrated setting appropriate.

(2)

(i) **Safe harbor.** Elements that have not been altered in existing facilities on or after March 15, 2012 and that comply with the corresponding technical and scoping specifications for

those elements in either the 1991 Standards or in the Uniform Federal Accessibility Standards (UFAS), Appendix A to [41 CFR part 101-19.6](#) (July 1, 2002 ed.), [49 FR 31528](#), app. A (Aug. 7, 1984) are not required to be modified in order to comply with the requirements set forth in the 2010 Standards.

(ii) The safe harbor provided in [§ 35.150\(b\)\(2\)\(i\)](#) does not apply to those elements in existing facilities that are subject to supplemental requirements (*i.e.*, elements for which there are neither technical nor scoping specifications in the 1991 Standards). Elements in the 2010 Standards not eligible for the element-by-element safe harbor are identified as follows -

(A) **Residential facilities dwelling units**, sections 233 and 809.

(B) **Amusement rides**, sections 234 and 1002; 206.2.9; 216.12.

(C) **Recreational boating facilities**, sections 235 and 1003; 206.2.10.

(D) **Exercise machines and equipment**, sections 236 and 1004; 206.2.13.

(E) **Fishing piers and platforms**, sections 237 and 1005; 206.2.14.

(F) **Golf facilities**, sections 238 and 1006; 206.2.15.

(G) **Miniature golf facilities**, sections 239 and 1007; 206.2.16.

(H) **Play areas**, sections 240 and 1008; 206.2.17.

(I) **Saunas and steam rooms**, sections 241 and 612.

(J) **Swimming pools, wading pools, and spas**, sections 242 and 1009.

(K) **Shooting facilities with firing positions**, sections 243 and 1010.

(L) **Miscellaneous**.

(1) Team or player seating, section 221.2.1.4.

(2) Accessible route to bowling lanes, section 206.2.11.

(3) Accessible route in court sports facilities, section 206.2.12.

(3) **Historic preservation programs**. In meeting the requirements of [§ 35.150\(a\)](#) in [historic preservation programs](#), a [public entity](#) shall give priority to methods that provide physical access to individuals with disabilities. In cases where a physical alteration to an historic property is not required because of paragraph (a)(2) or (a)(3) of this section, alternative methods of achieving program accessibility include -

(i) Using audio-visual materials and devices to depict those portions of an historic property that cannot otherwise be made accessible;

(ii) Assigning persons to guide individuals with handicaps into or through portions of [historic properties](#) that cannot otherwise be made accessible; or

(iii) Adopting other innovative methods.

(4) *Swimming pools, wading pools, and spas.* The requirements set forth in sections 242 and 1009 of the 2010 Standards shall not apply until January 31, 2013, if a [public entity](#) chooses to make structural changes to existing swimming pools, wading pools, or spas built before March 15, 2012, for the sole purpose of complying with the program accessibility requirements set forth in this section.

(c) *Time period for compliance.* Where structural changes in facilities are undertaken to comply with the obligations established under this section, such changes shall be made within three years of January 26, 1992, but in any event as expeditiously as possible.

(d) *Transition plan.*

(1) In the event that structural changes to facilities will be undertaken to achieve program accessibility, a [public entity](#) that employs 50 or more persons shall develop, within six months of January 26, 1992, a transition plan setting forth the steps necessary to complete such changes. A [public entity](#) shall provide an opportunity to interested persons, including individuals with disabilities or organizations representing individuals with disabilities, to participate in the development of the transition plan by submitting comments. A copy of the transition plan shall be made available for public inspection.

(2) If a [public entity](#) has responsibility or authority over streets, roads, or walkways, its transition plan shall include a schedule for providing curb ramps or other sloped areas where pedestrian walks cross curbs, giving priority to walkways serving entities covered by the [Act](#), including [State](#) and local government offices and facilities, transportation, places of public accommodation, and employers, followed by walkways serving other areas.

(3) 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 of the transition period; and

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

(4) If a [public entity](#) has already complied with the transition plan requirement of a Federal agency regulation implementing section 504 of the [Rehabilitation Act of 1973](#), then the requirements of this paragraph (d) shall apply only to those policies and practices that were not included in the previous transition plan.

(Approved by the Office of Management and Budget under control number 1190-0004)

[[56 FR 35716](#), July 26, 1991, as amended by Order No. 1694-93, [58 FR 17521](#), Apr. 5, 1993; AG Order No. 3180-2010, [75 FR 56180](#), Sept. 15, 2010; AG Order 3332-2012, [77 FR 30179](#), May 21, 2012]

28 CFR § 35.151 - New construction and alterations.

§ 35.151 New construction and alterations.

(a) *Design and construction.*

(1) Each [facility](#) or part of a [facility](#) constructed by, on behalf of, or for the use of a [public entity](#) shall be designed and constructed in such manner that the [facility](#) or part of the [facility](#) is readily accessible to and usable by individuals with disabilities, if the construction was commenced after January 26, 1992.

(2) *Exception for structural impracticability.*

(i) Full compliance with the requirements of this section is not required where a [public entity](#) can demonstrate that it is structurally impracticable to meet the requirements. Full compliance will be considered structurally impracticable only in those rare circumstances when the unique characteristics of terrain prevent the incorporation of accessibility features.

(ii) If full compliance with this section would be structurally impracticable, compliance with this section is required to the extent that it is not structurally impracticable. In that case, any portion of the [facility](#) that can be made accessible shall be made accessible to the extent that it is not structurally impracticable.

(iii) If providing accessibility in conformance with this section to individuals with certain disabilities (*e.g.*, those who use wheelchairs) would be structurally impracticable, accessibility shall nonetheless be ensured to persons with other types of disabilities, (*e.g.*, those who use crutches or who have sight, hearing, or mental impairments) in accordance with this section.

(b) *Alterations.*

(1) 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.

(2) The path of travel requirements of [§ 35.151\(b\)\(4\)](#) shall apply only to alterations undertaken solely for purposes other than to meet the program accessibility requirements of [§ 35.150](#).

(3)

(i) Alterations to [historic properties](#) shall comply, to the maximum extent feasible, with the provisions applicable to [historic properties](#) in the design standards specified in [§ 35.151\(c\)](#).

(ii) If it is not feasible to provide physical access to an historic property in a manner that will not threaten or destroy the historic significance of the building or [facility](#), alternative methods of access shall be provided pursuant to the requirements of [§ 35.150](#).

(4) Path of travel. An alteration that affects or could affect the usability of or access to an area of a [facility](#) that contains a primary function shall be made so as to ensure that, to the maximum extent feasible, the path of travel to the altered area and the restrooms, telephones, and drinking fountains serving the altered area are readily accessible to and usable by individuals with disabilities, including individuals who use wheelchairs, unless the cost and scope of such alterations is disproportionate to the cost of the overall alteration.

(i) Primary function. A “primary function” is a [major](#) activity for which the [facility](#) is intended. Areas that contain a primary function include, but are not limited to, the dining area of a cafeteria, the meeting rooms in a conference center, as well as offices and other work areas in which the activities of the [public entity](#) using the [facility](#) are carried out.

(A) Mechanical rooms, boiler rooms, supply storage rooms, employee lounges or locker rooms, janitorial closets, entrances, and corridors are not areas containing a primary function. Restrooms are not areas containing a primary function unless the provision of restrooms is a primary purpose of the area, *e.g.*, in highway rest stops.

(B) For the purposes of this section, alterations to windows, hardware, controls, electrical outlets, and signage shall not be deemed to be alterations that affect the usability of or access to an area containing a primary function.

(ii) A “path of travel” includes a continuous, unobstructed way of pedestrian passage by means of which the altered area may be approached, entered, and exited, and which connects the altered area with an exterior approach (including sidewalks, streets, and parking areas), an entrance to the [facility](#), and other parts of the [facility](#).

(A) An accessible path of travel may consist of walks and sidewalks, curb ramps and other interior or exterior pedestrian ramps; clear floor paths through lobbies, corridors, rooms, and other improved areas; parking access aisles; elevators and lifts; or a combination of these elements.

(B) For the purposes of this section, the term “path of travel” also includes the restrooms, telephones, and drinking fountains serving the altered area.

(C) Safe harbor. If a [public entity](#) has constructed or altered required elements of a path of travel in accordance with the specifications in either the 1991 Standards or the Uniform Federal Accessibility Standards before March 15, 2012, the [public entity](#) is not required to retrofit such elements to reflect incremental changes in the 2010 Standards solely because of an alteration to a primary function area served by that path of travel.

(iii) Disproportionality.

(A) Alterations made to provide an accessible path of travel to the altered area will be deemed disproportionate to the overall alteration when the cost exceeds 20% of the cost of the alteration to the primary function area.

(B) Costs that may be counted as expenditures required to provide an accessible path of travel may include:

(1) Costs associated with providing an accessible entrance and an accessible route to the altered area, for example, the cost of widening doorways or installing ramps;

(2) Costs associated with making restrooms accessible, such as installing grab bars, enlarging toilet stalls, insulating pipes, or installing accessible faucet controls;

(3) Costs associated with providing accessible telephones, such as relocating the telephone to an accessible height, installing amplification devices, or installing a text telephone (TTY); and

(4) Costs associated with relocating an inaccessible drinking fountain.

(iv) Duty to provide accessible features in the event of disproportionality.

(A) When the cost of alterations necessary to make the path of travel to the altered area fully accessible is disproportionate to the cost of the overall alteration, the path of travel shall be made accessible to the extent that it can be made accessible without incurring disproportionate costs.

(B) In choosing which accessible elements to provide, priority should be given to those elements that will provide the greatest access, in the following order -

(1) An accessible entrance;

(2) An accessible route to the altered area;

(3) At least one accessible restroom for each sex or a single unisex restroom;

(4) Accessible telephones;

(5) Accessible drinking fountains; and

(6) When possible, additional accessible elements such as parking, storage, and alarms.

(v) Series of smaller alterations.

(A) The obligation to provide an accessible path of travel may not be evaded by performing a series of small alterations to the area served by a single path of travel if those alterations could have been performed as a single undertaking.

(B)(1) If an area containing a primary function has been altered without providing an accessible path of travel to that area, and subsequent alterations of that area, or a different area on the same path of travel, are undertaken within three years of the original alteration, the total cost of alterations to the primary function areas on that path of travel during the preceding three year period shall be considered in determining whether the cost of making that path of travel accessible is disproportionate.

(2) Only alterations undertaken on or after March 15, 2011 shall be considered in determining if the cost of providing an accessible path of travel is disproportionate to the overall cost of the alterations.

(c) Accessibility standards and compliance date.

(1) If physical construction or alterations commence after July 26, 1992, but prior to September 15, 2010, then new construction and alterations subject to this section must comply with either UFAS or the 1991 Standards except that the elevator exemption contained at [section 4.1.3\(5\)](#) and [section 4.1.6\(1\)\(k\)](#) of the 1991 Standards shall not apply. Departures from particular requirements of either standard by the use of other methods shall be permitted when it is clearly evident that equivalent access to the [facility](#) or part of the [facility](#) is thereby provided.

(2) If physical construction or alterations commence on or after September 15, 2010 and before March 15, 2012, then new construction and alterations subject to this section may comply with one of the following: The 2010 Standards, UFAS, or the 1991 Standards except that the elevator exemption contained at [section 4.1.3\(5\)](#) and [section 4.1.6\(1\)\(k\)](#) of the 1991 Standards shall not apply. Departures from particular requirements of either standard by the use of other methods shall be permitted when it is clearly evident that equivalent access to the [facility](#) or part of the [facility](#) is thereby provided.

(3) If physical construction or alterations commence on or after March 15, 2012, then new construction and alterations subject to this section shall comply with the 2010 Standards.

(4) For the purposes of this section, ceremonial groundbreaking or razing of structures prior to site preparation do not commence physical construction or alterations.

(5) Noncomplying new construction and alterations.

(i) Newly constructed or altered facilities or elements covered by [§§ 35.151\(a\)](#) or (b) that were constructed or altered before March 15, 2012, and that do not comply with the 1991 Standards or with UFAS shall before March 15, 2012, be made accessible in accordance with either the 1991 Standards, UFAS, or the 2010 Standards.

(ii) Newly constructed or altered facilities or elements covered by [§§ 35.151\(a\)](#) or (b) that were constructed or altered before March 15, 2012 and that do not comply with the 1991 Standards or with UFAS shall, on or after March 15, 2012, be made accessible in accordance with the 2010 Standards.

APPENDIX TO [§ 35.151\(C\)](#)

Compliance dates for new construction and alterations	Applicable standards
Before September 15, 2010	1991 Standards or UFAS.
On or after September 15, 2010 and before March 15, 2012	1991 Standards, UFAS, or 2010 Standards.
On or after March 15, 2012	2010 Standards.

(d) Scope of coverage. The 1991 Standards and the 2010 Standards apply to fixed or built-in elements of buildings, structures, site improvements, and pedestrian routes or vehicular ways located on a site. Unless specifically [stated](#) otherwise, the advisory notes, appendix notes, and figures contained in the 1991 Standards and the 2010 Standards explain or illustrate the requirements of the rule; they do not establish enforceable requirements.

(e) Social service center establishments. Group homes, halfway houses, shelters, or similar social service center establishments that provide either temporary sleeping accommodations or residential dwelling units that are subject to this section shall comply with the provisions of the 2010 Standards applicable to residential facilities, including, but not limited to, the provisions in sections 233 and 809.

(1) In sleeping rooms with more than 25 beds covered by this section, a minimum of 5% of the beds shall have clear floor space complying with [section 806.2.3](#) of the 2010 Standards.

(2) Facilities with more than 50 beds covered by this section that provide common use bathing facilities shall provide at least one roll-in shower with a seat that complies with the relevant provisions of section 608 of the 2010 Standards. Transfer-type showers are not permitted in lieu of a roll-in shower with a seat, and the exceptions in [sections 608.3](#) and [608.4](#) for residential dwelling units are not permitted. When separate shower facilities are provided for men and for women, at least one roll-in shower shall be provided for each group.

(f) Housing at a place of education. [Housing at a place of education](#) that is subject to this section shall comply with the provisions of the 2010 Standards applicable to transient lodging, including, but not limited to, the requirements for transient lodging guest rooms in sections 224 and 806 subject to the following exceptions. For the purposes of the application of this section, the term “sleeping room” is intended to be used interchangeably with the term “guest room” as it is used in the transient lodging standards.

(1) Kitchens within housing units containing accessible sleeping rooms with mobility features (including suites and clustered sleeping rooms) or on floors containing accessible sleeping rooms with mobility features shall provide turning spaces that comply with [section 809.2.2](#) of the 2010 Standards and kitchen work surfaces that comply with [section 804.3](#) of the 2010 Standards.

(2) Multi-bedroom housing units containing accessible sleeping rooms with mobility features shall have an accessible route throughout the unit in accordance with [section 809.2](#) of the 2010 Standards.

(3) Apartments or townhouse facilities that are provided by or on behalf of a place of education, which are leased on a year-round basis exclusively to graduate students or faculty, and do not contain any public use or common use areas available for educational programming, are not subject to the transient lodging standards and shall comply with the requirements for residential facilities in sections 233 and 809 of the 2010 Standards.

(g) Assembly areas. Assembly areas subject to this section shall comply with the provisions of the 2010 Standards applicable to assembly areas, including, but not limited to, sections 221 and 802. In addition, assembly areas shall ensure that -

(1) In stadiums, arenas, and grandstands, [wheelchair](#) spaces and companion seats are dispersed to all levels that include seating served by an accessible route;

(2) Assembly areas that are required to horizontally disperse [wheelchair](#) spaces and companion seats by [section 221.2.3.1](#) of the 2010 Standards and have seating encircling, in whole or in part, a field of play or performance area shall disperse [wheelchair](#) spaces and companion seats around that field of play or performance area;

(3) [Wheelchair](#) spaces and companion seats are not located on (or obstructed by) temporary platforms or other movable structures, except that when an entire seating section is placed on temporary platforms or other movable structures in an area where fixed seating is not provided, in order to increase seating for an event, [wheelchair](#) spaces and companion seats may be placed in that section. When [wheelchair](#) spaces and companion seats are not required to accommodate persons eligible for those spaces and seats, individual, removable seats may be placed in those spaces and seats;

(4) Stadium-style movie theaters shall locate [wheelchair](#) spaces and companion seats on a riser or cross-aisle in the stadium section that satisfies at least one of the following criteria -

(i) It is located within the rear 60% of the seats provided in an auditorium; or

(ii) It is located within the area of an auditorium in which the vertical viewing angles (as measured to the top of the screen) are from the 40th to the 100th percentile of vertical viewing angles for all seats as ranked from the seats in the first row (1st percentile) to seats in the back row (100th percentile).

(h) Medical care facilities. Medical care facilities that are subject to this section shall comply with the provisions of the 2010 Standards applicable to medical care facilities, including, but not limited to, sections 223 and 805. In addition, medical care facilities that do not specialize in the treatment of conditions that affect mobility shall disperse the accessible patient bedrooms required by [section 223.2.1](#) of the 2010 Standards in a manner that is proportionate by type of medical specialty.

(i) Curb ramps.

(1) Newly constructed or altered streets, roads, and highways must contain curb ramps or other sloped areas at any intersection having curbs or other barriers to entry from a street level pedestrian walkway.

(2) Newly constructed or altered street level pedestrian walkways must contain curb ramps or other sloped areas at intersections to streets, roads, or highways.

(j) Facilities with residential dwelling units for sale to individual owners.

(1) Residential dwelling units designed and constructed or altered by public entities that will be offered for sale to individuals shall comply with the requirements for residential facilities in the 2010 Standards, including sections 233 and 809.

(2) The requirements of paragraph (1) also apply to housing programs that are operated by public entities where design and construction of particular residential dwelling units take place only after a specific buyer has been identified. In such programs, the covered entity must provide the units that comply with the requirements for accessible features to those pre-identified buyers with disabilities who have requested such a unit.

(k) *Detention and correctional facilities.*

(1) New construction of jails, prisons, and other detention and correctional facilities shall comply with the 2010 Standards except that public entities shall provide accessible mobility features complying with [section 807.2](#) of the 2010 Standards for a minimum of 3%, but no fewer than one, of the total number of cells in a [facility](#). Cells with mobility features shall be provided in each classification level.

(2) ***Alterations to detention and correctional facilities.*** Alterations to jails, prisons, and other detention and correctional facilities shall comply with the 2010 Standards except that public entities shall provide accessible mobility features complying with [section 807.2](#) of the 2010 Standards for a minimum of 3%, but no fewer than one, of the total number of cells being altered until at least 3%, but no fewer than one, of the total number of cells in a [facility](#) shall provide mobility features complying with [section 807.2](#). Altered cells with mobility features shall be provided in each classification level. However, when alterations are made to specific cells, detention and correctional [facility](#) operators may satisfy their obligation to provide the required number of cells with mobility features by providing the required mobility features in substitute cells (cells other than those where alterations are originally planned), provided that each substitute cell -

(i) Is located within the same prison site;

(ii) Is integrated with other cells to the maximum extent feasible;

(iii) Has, at a minimum, equal physical access as the altered cells to areas used by inmates or detainees for visitation, dining, recreation, educational programs, medical services, work programs, religious services, and participation in other programs that the [facility](#) offers to inmates or detainees; and

(iv) If it is technically infeasible to locate a substitute cell within the same prison site, a substitute cell must be provided at another prison site within the corrections system.

(3) With respect to medical and long-term care facilities in jails, prisons, and other detention and correctional facilities, public entities shall apply the 2010 Standards technical and scoping requirements for those facilities irrespective of whether those facilities are licensed.

[[56 FR 35716](#), July 26, 1991, as amended by Order No. 1694-93, [58 FR 17521](#), Apr. 5, 1993; AG Order No. 3180-2010, [75 FR 56180](#), Sept. 15, 2010; [76 FR 13285](#), Mar. 11, 2011]

29.1 General Discussion

This chapter summarizes the regulations and implementing requirements local agencies shall follow regarding services, programs, and activities in or that affect the public right of way.

Section 504 of the *Rehabilitation Act of 1973 (Section 504)* states that no person with a disability shall be excluded from participation in, denied the benefits of, or be subjected to discrimination under any program or activity that receives Federal funding. This includes both transportation and non-transportation funding. Transportation funding includes funding from the United States Department of Transportation (USDOT) or the operating administrations under it (Federal Highway Administration, Federal Transit Administration, Federal Railroad Administration, Federal Aviation Administration, Research and Special Programs Administration, National Highway Traffic Safety Administration, or the U.S. Coast Guard).

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

All public entities shall follow *the Americans with Disabilities Act of 1990 (ADA)*, regardless of funding sources. The ADA is mirrored after Section 504 but extends the reach of Federal accessibility laws to include those agencies that are not recipients or subrecipients of Federal funding. Title II ([28 CFR Part 35](#)) of the ADA specifically pertains to state and local governments.

The respective Federal funding agency (FHWA) and WSDOT will ensure that local agencies comply with Section 504 and the ADA. For more information about Section 504 and the ADA, please see WSDOT Equal Opportunity ADA website: www.wsdot.wa.gov/EqualOpportunity/ADA.htm

Local agency public works staff should also refer to Chapter 42 of the Local Agency Guidelines (LAG) for technical information specific to public right-of-way facilities.

29.2 Assurances

Each local agency that receives Federal funding from the USDOT or its operating administrations (such as FHWA) shall submit a written assurance that all of its services, programs, and activities will be conducted in compliance with Section 504 and the ADA. The assurance shall be signed by the Agency Executive, and submitted to each agency (such as WSDOT) administering funds for the USDOT or an operating administration.

Federal aid projects administered through WSDOT require a Local Agency Agreement between the local agency and WSDOT. That agreement may serve as the local agency's assurance of compliance with Section 504 and the ADA as long as it is signed by the Agency Executive and states the following:

In accordance with Section 504 and the ADA, the Agency shall not discriminate on the basis of disability in any of its programs, services, or activities.

29.3 Administrative Requirements

The following list and [Appendix 29.11](#) summarize some of the key requirements of Section 504 and the ADA. Note that when a requirement cites a number of employees, that number is the number of paid permanent, temporary, and contract employees regardless of whether the employees are full or part time.

- Each agency, regardless of the number of employees and funding sources, shall ensure that its services, programs, and activities are accessible to persons with disabilities. Some things this includes are:
 - Transportation and community evacuation elements of emergency management programs/plans
 - Communications. Communications with persons with disabilities shall be as effective as communications with other persons. This applies to all forms of communications, including information posted on an agency's website (ref. Section 508 of the Rehabilitation Act and the ADA), emergency services communications, pedestrian signal systems, etc.
 - Maintenance of programs and facilities. This includes maintaining accessibility of pedestrian facilities that may be impacted by overgrown vegetation, snow/ice, severe heaving/cracking of surfaces, construction work zones, etc. Pedestrian signals/pushbuttons must also be accessible and maintained in working order.
 - New construction and altered facilities.
- Each agency regardless of the number of employees shall designate at least one person as its ADA/504 Coordinator. The individual designated as the ADA/504 Coordinator is responsible for coordinating ADA/Section 504 compliance throughout the agency. The agency shall provide the name, office address, and telephone number of the ADA/504 Coordinator both internally and externally. This information is required to be posted in areas likely to be viewed by employees and the general public (such as the agency's Web page, etc.).
- Each agency regardless of the number of employees shall adopt and publish grievance/complaint procedures. These procedures shall be posted internally and externally and be made available in alternative formats that address the needs of persons with mobility, visual, and hearing disabilities. This information is required to be posted in areas likely to be viewed by employees and the general public (such as the agency's Web page).

- Each agency, regardless of the number of employees, shall provide public notice of its ADA provisions. This notice shall contain a brief description about how the agency will address ADA accessibility in its employment, communications, policies, and resolution of complaints. This notice shall be placed in locations and/or facilities that are accessible internally and externally and be available in alternative formats that address the needs of persons with mobility, visual, and hearing disabilities. Information placed on the agency's Web page counts as posting externally.
- Each agency, regardless of the number of employees, shall conduct a self-evaluation of its policies, programs, services, and activities to determine whether Section 504/ADA accessibility requirements are being met. This includes all public right-of-way facilities. See [Appendix 29.11](#). Each agency shall provide an opportunity for interested parties (i.e., persons with disabilities/advocacy groups) to participate in the process.
- Each agency with 50 or more employees shall develop a transition plan (See Section 29.4) when structural modifications, identified through a self-evaluation process, are necessary to achieve program accessibility under the ADA. While Section 504 regulations contain similar requirements, there is no employee threshold and the regulation is not as descriptive as the ADA regulations. Therefore, each agency with fewer than 50 employees that is a recipient or subrecipient of Federal financial assistance shall develop a program access plan. See [Section 29.4](#) for the requirements of these plans.

An agency's self-evaluation and transition plan must cover all of the agency's programs (including facilities), services, and activities. The information contained in this chapter is intended to provide local agency transportation departments (i.e., public works) with guidance/expectations for addressing ADA accessibility requirements associated with public right-of-way facilities.

29.4 Transition Plan, Program Access Plan, and Accessible Pedestrian Signal and Pushbutton Policy

Each agency shall provide an opportunity for interested parties (i.e., persons with disabilities/advocacy groups) to participate in the process to develop a transition plan or program access plan.

FHWA considers transition plans and program access plans to be living documents. The applicable plan should be used in conjunction with the planning and prioritizing of projects, and for monitoring progress on completing modifications. If the time period of the plan is longer than one year, the plan shall identify steps that will be taken during each year of the transition period. FHWA also recommends that the plan be updated annually until all planned modifications have been completed.

Transition Plan

As stated in [Section 29.3](#) of this chapter, agencies with 50 or more employees (ADA), regardless of funding source, shall develop a transition plan when structural modifications are necessary to achieve ADA compliance. Based on the agency's self-evaluation, at a minimum the plan shall:

- Identify the physical obstacles in the public entity's facilities that limit the accessibility of its programs or activities to individuals with disabilities, including those within the public right of way.

- Describe in detail the methods that will be used to make the facilities accessible.
- Specify the schedule for each facility and/or obstacle to be retrofitted. FHWA recommends that an agency include the estimated cost of each modification as part of the schedule, to assist in the budget and/or Transportation Improvement Program (TIP) preparation.
- Identify the official responsible for implementation of the plan. This is typically the agency's Executive, or the agency's designated ADA/504 Coordinator who has the authority to act on behalf of the agency's Executive.

Program Access Plan

As stated in [Section 29.3](#), agencies with fewer than 50 employees and a recipient of Federal financial assistance are required to develop a program access plan. Similar to a transition plan, agencies shall:

- Identify the physical obstacles in the public entity's facilities that limit the accessibility of its programs or activities to individuals with disabilities, including those within the public right of way.
- Describe in detail the methods/actions needed to make the facilities accessible.
- Specify a schedule (milestones) of when the agency plans to make the necessary modifications.

Accessible Pedestrian Signal and Pushbutton (APS) Policy

Based on input from the U.S. Department of Justice (DOJ), it is FHWA's policy to require recipients and subrecipients (of FHWA funding) to establish a "reasonable and consistent" policy for installing accessible pedestrian signals and pushbuttons (APS) on all alteration and new construction projects, consistent with the requirements of Title II of the ADA ([28 CFR Part 35.151](#)) and Section 504 regulations ([49 CFR Part 27.7\(c\)](#)). This policy should be part of a transition plan, program access plan, or a stand-alone document if a transition plan or program access plan has not yet been completed. FHWA and WSDOT will work with local agencies to ensure that all new and altered pedestrian signal and pushbutton installations are usable by persons with visual disabilities.

29.5 Requirements for New Construction and Alterations in the Public Right of Way

Title II of the ADA requires that new and altered facilities be designed and constructed to be readily accessible to and usable by persons with disabilities.

New Construction

New construction projects address the construction of a new roadway, interchange, or other transportation facility where none existed before. New construction is expected to meet the highest level of ADA accessibility unless it is structurally impracticable to achieve full compliance. Full compliance will be considered structurally impracticable only when, in rare circumstances, the unique characteristics of terrain prevent full compliance.

Alterations

The vast majority of construction projects undertaken by local agency public works/ transportation departments are classified as alterations. An alteration is a change that affects or could affect the usability of a facility or part of a facility. Alterations include reconstruction, major rehabilitation, widening, resurfacing (e.g., asphalt overlays and mill and fill), signal installation and upgrades, and projects of similar scale and effect. Alterations to existing facilities shall meet new construction standards unless it is technically infeasible to do so. If full ADA compliance cannot be achieved in an alteration, the agency shall alter the facility to provide the maximum degree of accessibility possible. The feasibility meant by this standard is physical possibility only. Neither cost nor schedule are factors in determining whether the ADA standards can be met, nor are they factors in determining the feasibility of complying with the standard.

An alteration project shall be planned, designed, and constructed so that the required accessibility improvements occur at the same time as the alteration. If a project involves resurfacing the street, connections between the sidewalk and street crossings (i.e., curb ramps) are considered to be within the scope of the alteration project. Any accessibility issues shall be addressed in conjunction with the resurfacing project, either prior to or at the same time as the resurfacing project. For the requirements for curb ramps during resurfacing projects, see USDOJ-USDOT's Joint Technical Assistance document, dated July 8, 2013 and the Supplement to this document, dated December 1, 2015; and a FHWA recorded webinar from FHWA, dated March 1, 2016.

Safe Harbor for Alterations

Both the Section 504 and ADA requirements contain a "safe harbor" provision. However, there is a difference in the timeline associated with the Section 504 safe harbor provision and the ADA safe harbor provision.

If an agency receives Federal financial assistance from USDOT – either directly or through another USDOT recipient (such as WSDOT), the agency is subject to the 2004 ADA Accessibility Guidelines (2004 ADAAG).

This became effective in 2006 when the USDOT adopted the 2004 ADA Accessibility Guideline (2004 ADAAG) into its Section 504 regulations. This document is known as the 2004 ADA Standards. The 2004 Standards have a "safe harbor" provision for curb ramps. The provision is that if a curb ramp was constructed or altered prior to November 29, 2006, and complies with either the 1991 ADA Standards for Accessible Design (1991 ADA Accessibility Guidelines) or the Uniform Federal Accessibility Standards (UFAS), it does not need to be modified as part of a roadway resurfacing project. If this is not the case, or if the curb ramp is in disrepair then the curb ramp and its detectable warnings (truncated domes) must shall be brought into compliance with the 2004 Standards) at the time of an alternation. As mentioned above in Section 29.1, if an agency receives Federal financial assistance from USDOT – either directly or through another DOT recipient (such as WSDOT), then the agency is subject to the 2004 ADAAG as part of the USDOT Section 504 regulations.

For those agencies who are not a recipient or subrecipient of Federal financial assistance from USDOT, the safe harbor provision in the 2010 ADA Standards for Accessible Design (2010 Standards) applies. Under the 2010 Standards' safe harbor provision, if curb ramps were built or altered (in existing facilities) prior to March 15, 2012 and if they

comply with the 1991 Standards or the UFAS, they do not need to be modified as part of a resurfacing project.

However, if an existing curb ramp does not comply with either the 1991 Standards or the UFAS (including if the curb ramp is in a state of disrepair), then the Safe Harbor provision does not apply and the curb ramp would need to be brought into compliance with the 2010 Standards at the time of roadway alteration.

When curb ramps or abutting sidewalks abutting ramps are altered, they shall be reconstructed to meet the 2010 Standards. For additional curb ramp design guidance, see LAG manual Chapter 42.

Documentation for Structural Impracticability and Maximum Extent Feasible

While ADA/Section 504 regulations do not require documentation of the application of structural impracticability nor maximum extent feasible, both FHWA and the U.S. Access Board recommend that these instances be documented so the agency can support its decisions if challenged at a later date. The documentation of these instances should reveal the standard of care that guided engineering judgments. While careful documentation will not protect an agency against complaint, evidence of the considerations that led to the specific project solution may be persuasive in discussions with stakeholders or in court.

As described in the *Design Manual* M 22-01, WSDOT has a documentation procedure for applications of maximum extent feasible in alteration projects on state routes. If a local agency applies maximum extent feasible to a pedestrian facility located on a state route, it is WSDOT's expectation that the agency follow the WSDOT documentation procedure described in the *Design Manual* M 22-01. The completed documentation should be contained in local agency project files to document the agencies design efforts in complying with the ADA/Section 504 requirements.

If a local agency finds the need to apply maximum extent feasible to a pedestrian facility that is not located on a state route, the WSDOT documentation procedure does not need to be followed. However, it is highly recommended that the agency develop its own documentation protocol for such situations that is consistent with the FHWA and U.S. Access Board recommendations.

29.6 Monitoring and Enforcement

Responsibility for monitoring and enforcement of Section 504 rests with the Federal funding agency (such as FHWA). While USDOJ has the ultimate enforcement authority for ADA compliance, USDOJ has delegated monitoring and enforcement responsibility to several Federal executive agencies including the USDOT and its operating administrations (such as FHWA).

FHWA requires WSDOT to monitor and enforce the compliance with both Section 504 and the ADA of any entity receiving disbursement of either state or Federal funding through WSDOT. FHWA monitors WSDOT and local agency compliance through various means such as process and program reviews, construction inspections, PS&E reviews, and complaint investigations. If noncompliance is found, and the noncompliance is not corrected to FHWA's satisfaction, FHWA may terminate existing Federal funding or refuse to grant future funding.

29.7 Laws

- 29 USC 794 - Section 504 of the Rehabilitation Act of 1973 (as amended by the Civil Rights Restoration Act of 1987)
- 42 USC 12111 - Americans with Disabilities Act (Title II)

29.8 Regulations

- [28 CFR Part 35](#) (Title II) “Nondiscrimination on the Basis of Disability in State and Local Government Services”
- [49 CFR Part 27](#) (Section 504) “Nondiscrimination on the Basis of Disability in Programs or Activities Receiving Federal Financial Assistance”
- [49 CFR Part 37](#) “Transportation Services for Individuals with Disabilities (ADA)”
- [49 CFR Part 38](#) “Americans with Disabilities Act (ADA) Accessibility Specifications for Transportation Vehicles”

29.9 Resources

- Chapters [1510](#) and [1515](#) of the *Design Manual* M 22-01
- Chapter 42 of this manual

29.10 Appendices

- [29.11](#) ADA Title II and Section 504 Regulatory References

Appendix 29.11 ADA Title II and Section 504 Regulatory References

ADA Title II and Rehabilitation Act Section 504 Regulatory References	Requirements for agencies with less than 50 employees	Requirements for agencies with 50 or more employees
Programs, Services, and Activities: Ensure that programs, services, and activities are accessible to persons with disabilities. (28 CFR Part 35.150(a) and (c))	✓	✓
ADA/504 Coordinator: Designate at least one responsible employee (ADA/504 Coordinator) and make the name and contact information available internally and externally. (28 CFR Part 35.107(a) and 49 CFR Part 27.13(a))	✓	✓
Complaint/Grievance Procedures: Adopt and publish complaint/grievance procedures. (28 CFR Part 35.107(b) and 49 CFR Part 27.13(b))	✓	✓
Notice of ADA Provisions: Provide a public notice of how the agency will address ADA accessibility in its employment, communications, policies, and resolution of complaints. (28 CFR 35.106)	✓	✓
Self-evaluation²: Evaluate all services, policies, and practices for barriers that restrict / limit persons with disabilities from access to services, programs, and activities. (28 CFR Part 35.105(a) and 49 CFR Part 27.11(c)(2)(i) and (v))	✓	✓
Self-evaluation²: Maintain the completed self-evaluation on file and make it available for public inspection for at least three years following its completion. (28 CFR Part 35.105(c) and 49 CFR Part 27.11(c)(3)(ii):	✓	✓
Transition Plan²/Program Access Plan: Develop a transition plan or program access plan that outlines the structural modifications that must be made to those services, programs, and activities that are not accessible. (28 CFR Part 35.150(d) and 49 CFR Part 27.11(c)(2)(ii))	✓ program access plan	✓ transition plan (post it on the agency's website)
Accessible Pedestrian Signal and Pushbutton (APS) Policy²: Develop a "reasonable and consistent" policy for installing accessible pedestrian signals and pushbuttons when a transition plan has not yet been completed. (28 CFR Part 35.130 and 35.160a(1) and 49 CFR Part 27.7(c))	✓	✓

Notes:

¹Employees include paid permanent, temporary, and contract employees regardless of whether the employees are full or part time.

²Complete self-evaluations, and develop transition plans, program access plan and APS policies by engaging persons with disabilities and/or their advocates (28 CFR Parts 35.105 and 35.150 and 49 CFR Part 27.11(c)(2)).

**City of Gig Harbor
Americans with Disabilities Act (ADA)
Self-Evaluation and Transition Plan
for the Public Right-of-Way**



Appendix B1

Revised ADA Inventory Data

Curb Ramps

Roundabouts

Signalized Intersections

December 2021

Prepared by



OBJECTID *	RAB_ID	Street_No1	Street_No2	GlobalID *	Shape *
3	1	Burnham Dr	WA-16 SB ramps	{C68C24FF-E21E-485A-AFFF-C576B181FF9E}	Point
14	2	Burnham Dr / Borgen Blvd	WA-16 NB ramps / Canterwood Blvd	{4EE66759-1C91-4895-A12C-A8B4044A80F1}	Point
5	3	Borgen Blvd	51st Ave NW	{C14727CA-AB4D-41F2-A1E5-3F3E29733795}	Point
6	4	Borgen Blvd	Borgen Loop / Harbor Hill Dr	{35D981A5-7D2E-41D6-8CED-7B4F301FD7FF}	Point
7	5	Borgen Blvd	Olympus Way	{30254814-0862-496E-8E93-3FC42B9F33B7}	Point
8	6	Borlgen Blvd / 112th St NW	Peacock Hill Ave	{DA6F8199-711E-4D28-ABD5-C834455A4726}	Point
9	7	51st Ave	Harbor Hill Dr	{F10A48F5-1C3F-4A15-9F46-E08B1BB9EF10}	Point
10	8	Harbor Hill Dr	Sentinel Dr	{EADCFDD0-7673-4710-8F14-9580C0FFC272}	Point
11	9	Burnham Dr	Harbor Hill Dr	{63F978C1-3B70-4C6F-9CC5-B1F07B9336BC}	Point
12	10	Rosedale St NW	Stinson Ave	{C2D46891-5ECF-4A9C-8C99-19F2F8FEFFB4}	Point
13	11	36th St	<Null>	{5AA11406-A78D-48AB-8EDE-4BB8DC1AEAB6}	Point

OBJECTID *	Signal_ID	Street_No1	Street_No2	GlobalID *	Shape *
3	1	Rosedale St NW	Schoolhouse Ave NW	{44DE64FD-026C-4692-B3AC-DD278BAF9F57}	Point
4	2	Hunt St	Wollochet Dr	{A52A493B-3ABB-445C-AD95-FFB0A5AB4F3C}	Point
5	3	Wollochet Dr	WA-16 SB ramps	{D4D6FC34-41A1-4011-9729-DB76C6C7BF64}	Point
6	4	Wollochet Dr / Pioneer Way	Stinson Ave / WA-16 NB ramps	{1A2B8F37-0AE8-45A6-B0C4-C0601B646ED1}	Point
7	5	Pioneer Way	Kimball Dr	{3DCE42A-4021-4255-947F-CB3850B2CAE6}	Point
8	6	Grandview St	Pioneer Way	{6C76163A-FE49-416A-BBD9-47FC7F69A6E5}	Point
9	7	56th St	38th Ave	{7F020C67-3822-4B7A-8089-9AF9762436A8}	Point
10	8	56th St / Olympic Dr	56th St	{70D08D53-85A6-49D3-90B2-9E19D73031DD}	Point
11	9	Hollycroft St	Olympic Df	{AABB6E6D-2E20-4FE0-BFBC-D56C499D0183}	Point
12	10	50th St Ct / 32nd Ave	Olympic Dr	{7FDF9C97-09D8-498F-8613-F2869F6EDCC1}	Point
15	11	Olympic Dr	Point Fosdick Dr	{3DDE142D-252B-41C2-BB49-98D908EC7B33}	Point
16	12	Olympic Dr	WA-16 SB ramps	{60F7BCB9-AC6C-4FB9-B309-EDBD936B1E96}	Point
17	13	Olympic Dr	WA-16 NB ramps	{22069D0D-0552-4B52-A8BB-29C23F2DA093}	Point
18	14	Bank of America driveway	Point Fosdick Rd	{119E82D9-62D9-49A0-BA15-B504CA40C10A}	Point
19	15	46th St Ct	Point Fosdick Rd	{55C623C8-EA54-4B13-8E28-DD158341D318}	Point

**City of Gig Harbor
Americans with Disabilities Act (ADA)
Self-Evaluation and Transition Plan
for the Public Right-of-Way**



Appendix B2

**GIS Curb Ramp Prioritization
Model and Spreadsheets**

December 2021

Prepared by



10/6/2021

GIS Steps for City of Gig Harbor Barrier Prioritization**Priority 1 TIP Ramps**

- 1) Query to isolate only Non-compliant ramps (416) in TSI_ADA_Ramps_Rev1
- 2) Run Intersect Tool
Inputs: TSI_ADA_Ramps_Rev1 and TIPS_revised
Output: TSI_ADA_Ramps_Rev1_TIP
- 3) Add Field **TIP** (text) to TSI_ADA_Ramps_Rev1
Code curb ramp locations from intersect in TSI_ADA_Ramps_Rev1 with **TIP**
- 4) Checked for **CartegraphID_No** duplicates due to overlapping polygons

Priority 2 Pedestrian Trail Routes and Transit Corridors (PED_BUS) Ramps

- 1) Merge Bus Routes and City Trails line features
Inputs: Bus Routes and City Trails
Output: BusRoutes_CityTrails_Merge
- 2) Create 50 foot buffer around BusRoutes_CityTrails_Merge
Inputs: BusRoutes_CityTrails_Merge
Output: BusRoutes_CityTrails_50ftBuff
Distance: 50 feet
Dissolve Type: Dissolve all output features into one feature
- 3) Run Intersect Tool
Inputs: BusRoutes_CityTrails_50ftBuff and TSI_ADA_Ramps_Rev1 (with Query to display only non-compliant ramp locations turned on)
Output: BusRoutes_CityTrails_50ftBuff_Ramps
Output Type: point
- 4) Copy data points to spreadsheet
- 5) Add Field **PED_BUS** (text) to TSI_ADA_Ramps_Rev1
Code curb ramps locations from intersect in TSI_ADA_Ramps_Rev1 with **PED_BUS**

Priority 3 COLI Ramps

- 1) Query to isolate only Non-compliant ramps (416) in TSI_ADA_Ramps_Rev1
- 2) Run Intersect Tool
Inputs: TSI_ADA_Ramps_Rev1 and Centers_of_Local_Importance_CoLIs
Output: COLIs_Ramps
- 3) Add Field **COLI** (text) to TSI_ADA_Ramps_Rev1
Code curb ramp locations from intersect in TSI_ADA_Ramps_Rev1 with **COLI**

Group 4 Remainder

- 1) Query to isolate only Non-compliant ramps (416) in TSI_ADA_Ramps_Rev1) and not TIP = TIP and not PED_BUS = PED_BUS and not COLI = COLI

**City of Gig Harbor
Americans with Disabilities Act (ADA)
Self-Evaluation and Transition Plan
for the Public Right-of-Way**



Appendix B3

**DOJ/DOT Joint Technical Assistance on Title II of the ADA
Requirements to Provide Curb Ramps when Streets,
Roads, or Highways are Altered through Resurfacing
(2013)**

Supplement to DOJ/DOT Joint Technical Assistance (2015)

December 2021

Prepared by





U.S. Department of Justice
Civil Rights Division
Disability Rights Section



U.S. Department of Transportation
Federal Highway Administration

Department of Justice/Department of Transportation Joint Technical Assistance¹ on the Title II of the Americans with Disabilities Act Requirements to Provide Curb Ramps when Streets, Roads, or Highways are Altered through Resurfacing

Title II of the Americans with Disabilities Act (ADA) requires that state and local governments ensure that persons with disabilities have access to the pedestrian routes in the public right of way. An important part of this requirement is the obligation whenever streets, roadways, or highways are *altered* to provide curb ramps where street level pedestrian walkways cross curbs.² This requirement is intended to ensure the accessibility and usability of the pedestrian walkway for persons with disabilities.

An alteration is a change that affects or could affect the usability of all or part of a building or facility.³ Alterations of streets, roads, or highways include activities such as reconstruction, rehabilitation, *resurfacing*, widening, and projects of similar scale and effect.⁴ Maintenance activities on streets, roads, or highways, such as filling potholes, are not alterations.

Without curb ramps, sidewalk travel in urban areas can be dangerous, difficult, or even impossible for people who use wheelchairs, scooters, and other mobility devices. Curb ramps allow people with mobility disabilities to gain access to the sidewalks and to pass through center islands in streets. Otherwise, these individuals are forced to travel in streets and roadways and are put in danger or are prevented from reaching their destination; some people with disabilities may simply choose not to take this risk and will not venture out of their homes or communities.

Because resurfacing of streets constitutes an alteration under the ADA, it triggers the obligation to provide curb ramps where pedestrian walkways intersect the resurfaced streets. See *Kinney v. Yerusolim*, 9 F 3d 1067 (3rd Cir. 1993). This obligation has been discussed in a variety of technical assistance materials published by the Department of Justice beginning in 1994.⁵ Over the past few years, state and local governments have sought further guidance on the scope of the alterations requirement with respect to the provision of curb ramps when streets, roads or highways are being resurfaced. These questions have arisen largely due to the development of a variety of road surface treatments other than traditional road resurfacing, which generally involved the addition of a new layer of asphalt. Public entities have asked the Department of Transportation and the Department of Justice to clarify whether particular road surface treatments fall within the ADA definition of alterations, or whether they should be considered maintenance that would not trigger the obligation to provide curb ramps. This Joint Technical Assistance addresses some of those questions.

Where must curb ramps be provided?

Generally, curb ramps are needed wherever a sidewalk or other pedestrian walkway crosses a curb. Curb ramps must be located to ensure a person with a mobility disability can travel from a sidewalk on one side of the street, over or through any curbs or traffic islands, to the sidewalk on the other side of the street. However, the ADA does not require installation of ramps or curb ramps in the absence of a pedestrian walkway with a prepared surface for pedestrian use. Nor are curb ramps required in the absence of a curb, elevation, or other barrier between the street and the walkway.

When is resurfacing considered to be an alteration?

Resurfacing is an alteration that triggers the requirement to add curb ramps if it involves work on a street or roadway spanning from one intersection to another, and includes overlays of additional material to the road surface, with or without milling. Examples include, but are not limited to the following treatments or their equivalents: addition of a new layer of asphalt, reconstruction, concrete pavement rehabilitation and reconstruction, open-graded surface course, micro-surfacing and thin lift overlays, cape seals, and in-place asphalt recycling.

What kinds of treatments constitute maintenance rather than an alteration?

Treatments that serve solely to seal and protect the road surface, improve friction, and control splash and spray are considered to be maintenance because they do not significantly affect the public's access to or usability of the road. Some examples of the types of treatments that would normally be considered maintenance are: painting or striping lanes, crack filling and sealing, surface sealing, chip seals, slurry seals, fog seals, scrub sealing, joint crack seals, joint repairs, dowel bar retrofit, spot high-friction treatments, diamond grinding, and pavement patching. In some cases, the combination of several maintenance treatments occurring at or near the same time may qualify as an alteration and would trigger the obligation to provide curb ramps.

What if a locality is not resurfacing an entire block, but is resurfacing a crosswalk by itself?

Crosswalks constitute distinct elements of the right-of-way intended to facilitate pedestrian traffic. Regardless of whether there is curb-to-curb resurfacing of the street or roadway in general, resurfacing of a crosswalk also requires the provision of curb ramps at that crosswalk.

¹ The Department of Justice is the federal agency with responsibility for issuing regulations implementing the requirements of title II of the ADA and for coordinating federal agency compliance activities with respect to those requirements. Title II applies to the programs and activities of state and local governmental entities. The Department of Justice and the Department of Transportation share responsibility for enforcing the requirements of title II of the ADA with respect to the public right of way, including streets, roads, and highways.

² See 28 CFR 35.151(i)(1) (Newly constructed or altered streets, roads, and highways must contain curb ramps or other sloped areas at any intersection having curbs or other barriers to entry from a street level pedestrian walkway) and 35.151(i)(2) (Newly constructed or altered street level pedestrian walkways must contain curb ramps or other sloped areas at intersections to streets, roads, or highways).

³ 28 CFR 35.151(b)(1).

⁴ 2010 ADA Accessibility Standards, section 106.5.

⁵ See 1994 Title II Technical Assistance Manual Supplement, Title II TA Guidance: The ADA and City Governments: Common Problems; and ADA Best Practices Tool Kit for State and Local Governments: Chapter 6, Curb Ramps and Pedestrian Crossings under Title II of the ADA, available at ada.gov.

The Americans with Disabilities Act authorizes the Department of Justice (the Department) to provide technical assistance to individuals and entities that have rights or responsibilities under the Act. This document provides informal guidance to assist you in understanding the ADA and the Department's regulations.

This guidance document is not intended to be a final agency action, has no legally binding effect, and may be rescinded or modified in the Department's complete discretion, in accordance with applicable laws. The Department's guidance documents, including this guidance, do not establish legally enforceable responsibilities beyond what is required by the terms of the applicable statutes, regulations, or binding judicial precedent.



U.S. Department of Justice
Civil Rights Division
Disability Rights Section



U.S. Department of Transportation
Federal Highway Administration

QUESTIONS & ANSWERS

Supplement to the 2013 DOJ/DOT Joint Technical Assistance on the Title II of the Americans with Disabilities Act Requirements To Provide Curb Ramps when Streets, Roads, or Highways are Altered through Resurfacing

The Department of Justice (DOJ)/Department of Transportation (DOT) [*Joint Technical Assistance on the Title II of the Americans with Disabilities Act \[ADA\] Requirements to Provide Curb Ramps when Streets, Roads, or Highways are Altered through Resurfacing*](#) (Joint Technical Assistance) was published on July 8, 2013. This document responds to frequently asked questions that the Federal Highway Administration (FHWA) has received since the technical assistance document was published. In order to fully address some questions, the applicable requirements of Section 504 of the Rehabilitation Act of 1973 that apply to public entities receiving Federal funding from DOT, either directly or indirectly, are also discussed. This document is not a standalone document and should be read in conjunction with the [2013 Joint Technical Assistance](#).

Q1: *When a pavement treatment is considered an alteration under the ADA and there is a curb ramp at the juncture of the altered road and an existing sidewalk (or other prepared surface for pedestrian use), but the curb ramp does not meet the current ADA Standards, does the curb ramp have to be updated to meet the current ADA Standards at the time of the pavement treatment?*

A1: It depends on whether the existing curb ramp meets the appropriate accessibility standard that was in place at the time it was newly constructed or last altered.

When the Department of Justice adopted its revised title II ADA Regulations including the updated ADA Standards for Accessible Design (2010 Standards,¹ as defined in 28 CFR 35.151), it specified that “(e)lements that have not been altered in existing facilities on or after March 15, 2012, and that comply with the corresponding technical and scoping specifications for those elements in either the 1991 Standards or in the Uniform Federal Accessibility Standards (UFAS) ... are not required to be modified in order to comply with the requirements set forth in the 2010 Standards.” 28 C.F.R. 35.150(b)(2)(i). As a result of this “safe harbor” provision, if a curb ramp was built or altered prior to March 15, 2012, and complies with the requirements for curb ramps in either the 1991 ADA Standards for Accessible Design (1991 Standards, known prior to 2010 as the 1991 ADA Accessibility Guidelines, or the 1991 ADAAG) or UFAS, it does **not** have to be modified to comply with the requirements in the 2010 Standards. However, if that existing curb ramp did not comply with either the 1991 Standards or UFAS as of March 15, 2012, then the safe harbor does not apply and the curb ramp must be brought into compliance with the requirements of the 2010 Standards concurrent with the road alteration. See 28 CFR 35.151(c) and (i).

Note that the requirement in the 1991 Standards to include detectable warnings on curb ramps was suspended for a period between May 12, 1994, and July 26, 1998, and again between December 23, 1998, and July 26, 2001. If a curb ramp was newly constructed or was last altered when the detectable warnings requirement was suspended, and it otherwise meets the 1991 Standards, Title II of the ADA does not require that the curb ramp be modified to add detectable warnings in conjunction with a road resurfacing alteration project. See Question #14 however, for a discussion of the DOT Section 504 requirements, including detectable warnings.

Q2: *The Joint Technical Assistance states that “[r]esurfacing is an alteration that triggers the requirement to add curb ramps if it involves work on a street or roadway spanning from one intersection to another, and includes overlays of additional material to the road surface, with or without milling.” What constitutes “overlays of additional material to the road surface” with respect to milling, specifically, when a roadway surface is milled and then overlaid at the same height (i.e., no material is added that exceeds the height of what was present before the milling)?*

A2: A project that involves milling an existing road, and then overlaying the road with material, regardless of whether it exceeds the height of the road before milling, falls within the definition of “alteration” because it is a change to the road surface that affects or could affect the usability of the pedestrian route (crosswalk). See *Kinney v. Yerusalim*, 9 F.3d 1067 (3rd Cir. 1993). Alterations require the installation of curb ramps if none previously existed, or upgrading of non-compliant curb ramps to meet the applicable standards, where there is an existing pedestrian walkway. See also Question 8.

Q3: *If a roadway resurfacing alteration project does not span the full width of the road, do I have to put in curb ramps?*

A3: It depends on whether the resurfacing work affects a pedestrian crosswalk. If the resurfacing affects the crosswalk, even if it is not the full roadway width, then curb ramps must be provided at both ends of the crosswalk. See 28 CFR 35.151(i).

Public entities should not structure the scope of work to avoid ADA obligations to provide curb ramps when resurfacing a roadway. For example, resurfacing only between crosswalks may be regarded as an attempt to circumvent a public entity’s obligation under the ADA, and potentially could result in legal challenges.

If curb ramp improvements are needed in the vicinity of an alteration project, it is often cost effective to address such needs as part of the alteration project, thereby advancing the public entity’s progress in meeting its obligation to provide program access to its facilities. See Question 16 for further discussion.

Q4: *When a road alteration project triggers the requirement to install curb ramps, what steps should public (State or local) entities take if they do not own the sidewalk right-of-way needed to install the required curb ramps?*

A4: The public entity performing the alteration is ultimately responsible for following and implementing the ADA requirements specified in the regulations implementing title II. At the time an alteration project is scoped, the public entity should identify what ADA requirements apply and whether the public entity owns sufficient right-of-way to make the necessary ADA modifications. If the public entity does not control sufficient

right-of-way, it should seek to acquire the necessary right-of-way. If a complaint is filed, the public entity will likely need to show that it made reasonable efforts to obtain access to the necessary right-of-way.

Q5: *The Joint Technical Assistance is silent on when it becomes effective. Is there an effective date for when States and local public entities must comply with the requirements discussed in the technical assistance?*

A5: The Joint Technical Assistance, as well as this Supplement to it, does not create any new obligations. The obligation to provide curb ramps when roads are altered has been an ongoing obligation under the regulations implementing title II of the ADA (28 CFR 35.151) since the regulation was initially adopted in 1991. This technical assistance was provided to respond to questions that arose largely due to the development of a variety of road surface treatments, other than traditional road resurfacing, which generally involved the addition of a new layer of asphalt. Although the Joint Technical Assistance was issued on July 8, 2013, public entities have had an ongoing obligation to comply with the alterations requirements of title II and should plan to bring curb ramps that are or were part of an alteration into compliance as soon as possible.

Q6: *Is the curb ramp installation work required to be a part of the Plans, Specifications and Estimate package for an alteration project or can the curb ramp work be accomplished under a separate contract?*

A6: The curb ramp installation work can be contracted separately, but the work must be coordinated such that the curb ramp work is completed prior to, or at the same time as, the completion of the rest of the alteration work. See 28 CFR 35.151(i).

Q7: *Is a curb ramp required for a sidewalk that is not made of concrete or asphalt?*

A7: The Joint Technical Assistance states that “the ADA does not require installation of ramps or curb ramps in the absence of a pedestrian walkway with a prepared surface for pedestrian use.” A “prepared surface for pedestrian use” can be constructed out of numerous materials, including concrete, asphalt, compacted soil, decomposed granite, and other materials. Regardless of the materials used to construct the pedestrian walkway, if the intent of the design was to provide access to pedestrians, then curb ramps must be incorporated where an altered roadway intersects the pedestrian walkway. See 28 CFR 35.151(i).

Q8: *If an existing curb ramp is replaced as part of a resurfacing alteration, is there an obligation to address existing obstacles on the adjacent sidewalk at the same time?*

A8: No. The Joint Technical Assistance addresses those requirements that are triggered when a public entity alters a roadway where the roadway intersects a street level pedestrian walkway (28 CFR 35.151(i)). Public entities are required to address other barriers on existing sidewalks, such as steep cross slopes or obstructions, as part of their on-going program access and transition plan obligations under title II of the ADA and Section 504 and in response to requests for reasonable modifications under the ADA or reasonable accommodations under Section 504. See 28 CFR 35.105, 35.130(b)(7), and 35.150(d); see also 49 CFR 27.7(e), 27.11(c)(2).

Q9: *Several pavement preservation treatment types are not listed in the technical assistance. If the treatment type is not specifically on the list of maintenance treatments, is it an alteration?*

A9: New treatments are always being developed and the best practice is for the City or other local public entity conducting the work, the State transportation agency, and FHWA to work together to come to an agreement on a reasonable determination of whether the unlisted treatment type is an alteration or maintenance and document their decisions. If the new treatment can be deemed to be the equivalent of any of the items listed as alterations, it is a reasonable interpretation that they are in fact alterations and should be treated as such.

Q10: *When does a combination of two or more ‘maintenance’ treatments rise to the level of being an alteration?*

A10: The list of the pavement types that are considered maintenance, as stated in the 2013 Joint Technical Assistance document, are Chip Seals, Crack Filling and Sealing, Diamond Grinding, Dowel Bar Retrofit, Fog Seals, Joint Crack Seals, Joint Repairs, Pavement Patching, Scrub Sealing, Slurry Seals, Spot High-Friction Treatments, and Surface Sealing. The combination of two or more maintenance treatments may rise to the level of being an alteration.

The best practice is for the City or other local public entity conducting the work, the State transportation agency, and FHWA to work together to come to an agreement on a reasonable determination, document their policies, and apply that determination consistently in their locality.

Q11: *When will utility trench work require compliance with ADA curb ramp requirements?*

A11: The answer to this question depends on the scope and location of the utility trench work being done. If the utility trench work is limited to a portion of the pavement, even including a portion of the crosswalk, repaving necessary to cover the trench would typically be considered maintenance and would not require simultaneous installation or upgrading of curb ramps. Public entities should note that the ADA requires maintenance of accessible features, and as such, they must ensure that when the trench is repaved or other road maintenance is performed, the work does not result in a lesser level of accessibility. See 28 CFR 35.133(a). If the utility work impacts the curb at a pedestrian street crossing where no curb ramp exists, the work affecting the curb falls within the definition of “alteration,” and a curb ramp must be constructed rather than simply replacing the curb. See 28 CFR 35.151(b) and 35.151(i).

If a public entity is unsure whether the scope of specific trench work and repair/repaving constitutes an alteration, the best practice is for the public entity to work together with the State transportation agency and the FHWA Division to come to an agreement on how to consistently handle these situations and document their decisions.

Q12: *Is full-depth pavement patching considered maintenance?*

A12: The answer to this question depends on the scope and location of the pavement patch. If the pavement patch work is limited to a portion of the pavement, even including a portion of the crosswalk, patching the pavement would typically be considered maintenance and would not require simultaneous installation or upgrading of curb ramps. Public entities should note that the ADA requires maintenance of accessible features, and as such, they should ensure that when the pavement is patched or other road maintenance is performed, the work does not result in a lesser level of accessibility. See 28 CFR 35.133(a). If the pavement

patching impacts the curb at a pedestrian street crossing where no curb ramp exists, the work affecting the curb falls within the definition of “alteration,” and a curb ramp must be constructed rather than simply replacing the curb. See 28 CFR 35.151(b) and 35.151(i).

If a public entity is unsure whether the scope of specific full-depth pavement patching constitutes an alteration, the best practice is for the public entity to work together with the State transportation agency and the FHWA Division to come to an agreement on how to consistently handle these situations and document their decisions.

Q13: Do any other requirements apply to road alteration projects undertaken by public entities that receive Federal financial assistance from DOT either directly or indirectly, even if such financial assistance is not used for the specific road alteration project at issue?

A13: Yes, if a public entity receives any Federal financial assistance from DOT whether directly or through another DOT recipient, then the entity must also apply DOT’s Section 504 requirements even if the road alteration project at issue does not use Federal funds. See 49 CFR 27.3 (applicability of DOT’s Section 504 requirements) and 27.5 (definition of “program or activity”).

DOT’s Section 504 disability nondiscrimination regulations are found at 49 CFR Part 27. These regulations implement Section 504 of the Rehabilitation Act of 1973 (Section 504). In 2006, DOT updated its accessibility standards by adopting the 2004 Americans with Disabilities Act Accessibility Guidelines (2004 ADAAG²) into its Section 504 regulations at 49 CFR 27.3 (referencing 49 CFR Part 37, Appendix A). These requirements replaced the previously applicable ADA Standards for Accessible Design (1991) (formerly known as 1991 ADAAG). At that time, DOT’s regulation adopted a modification to Section 406 of the 2004 ADAAG which required the placement of detectable warnings on curb ramps.

The revised DOT Section 504 regulation also provided a “safe harbor” provision (similar to the ADA provision discussed in Question 1) that applies to curb ramps that were newly constructed or altered by entities receiving Federal financial assistance from DOT and that were in compliance with the 1991 ADAAG requirements prior to November 29, 2006. If the “safe harbor” applies, these curb ramps are still considered compliant and do not have to be modified to add detectable warnings unless they are altered after November 29, 2006. The DOT “safe harbor” provision is found at 49 CFR 37.9(c). DOT’s Section 504 regulations (49 CFR 27.19(a)) require compliance with 49 CFR Part 37.

The Section 504 safe harbor does not apply, however, if, at the time of the road alteration project, the existing curb ramp does not comply with the 1991 ADAAG and at that time it must be brought into compliance with the current DOT Section 504 requirements (2004 ADAAG) including detectable warnings.

Q14: Does the Section 504 safe harbor apply to curb ramps built in compliance with 1991 ADAAG during the time period when the requirement for detectable warnings was suspended and the roadway is now being resurfaced where it intersects the pedestrian walkway?

A14: If the curb ramps that were built or altered prior to November 29, 2006 were fully compliant with 1991 ADAAG at the time that the detectable warnings requirements were suspended, then the DOT Section 504

safe harbor applies to them and the recipient does not have to add detectable warnings as a result of a resurfacing project.

Q15: *In addition to the obligations triggered by road resurfacing alterations, are there other title II or Section 504 requirements that trigger the obligation to provide curb ramps?*

A15: In addition to the obligation to provide curb ramps when roads are resurfaced, both DOJ's title II ADA regulation and DOT's Section 504 regulation (applicable to recipients of DOT Federal financial assistance), require the provision of curb ramps if the sidewalk is installed or altered at the intersection, during new construction, as a means of providing program accessibility, and as a reasonable modification under title II or a reasonable accommodation under Section 504.

New Construction and Alterations

DOJ's title II ADA regulation provides that newly constructed or altered streets, roads, and highways must contain curb ramps or other sloped areas at any intersection having curbs or other barriers to entry from a street level pedestrian walkway. In addition, the regulation provides that newly constructed or altered street level pedestrian walkways must contain curb ramps or other sloped areas at intersections to streets, roads, or highways. See 28 CFR 35.151(i). These curb ramps must comply with the 2010 Standards.³

DOT's Section 504 Federally assisted regulation also requires the provision of curb ramps in new construction and alterations. See 49 CFR 27.19(a) (requiring recipients of DOT financial assistance to comply with DOJ's ADA regulation at 28 CFR Part 35, including the curb ramp requirements at 28 CFR 35.151(i)); 49 CFR 27.75 (a)(2) (requiring all pedestrian crosswalks constructed with Federal financial assistance to have curb cuts or ramps).

Program Accessibility

Both DOJ's title II ADA regulation and DOT's Section 504 regulation require that public entities/recipients operate each service, program, or activity so that the service, program, or activity, when viewed in its entirety, is readily accessible to and usable by individuals with disabilities. This obligation, which is known as providing "program accessibility," includes a requirement to evaluate existing facilities in the public right-of-way for barriers to accessibility, including identifying non-existent or non-compliant curb ramps where roads intersect pedestrian access routes (sidewalks or other pedestrian walkways). After completing this self-evaluation, a public entity/recipient must set forth a plan for eliminating such barriers so as to provide overall access for persons with disabilities. See 28 CFR 35.150, and 49 CFR 27.11(c).

Since March 15, 2012, the DOJ title II regulation requires the use of the 2010 Standards for structural changes needed to provide program access. However, in accordance with the ADA safe harbor discussed in Question 1, if curb ramps constructed prior to March 15, 2012 already comply with the curb ramp requirements in the 1991 Standards, they need not be modified in accordance with the 2010 Standards in order to provide program access, unless they are altered after March 15, 2012.

Similarly, DOT's Section 504 "safe harbor" allows curb ramps that were newly constructed or altered prior to November 29, 2006, and that meet the 1991 ADAAG to be considered compliant.⁴ Elements not covered

under the safe harbor provisions may need to be modified to provide program access and should be incorporated into a program access plan for making such modifications. 49 CFR 27.11(c)(2).

Under Section 504, self-evaluations and transition plans should have been completed by December 29, 1979. Under the ADA, transition plans should have been completed by July 26, 1992, and corrective measures should have been completed by January 26, 1995. While these deadlines have long since passed, entities that did not develop a transition plan prior to those dates should begin immediately to complete their self-evaluation and develop a comprehensive transition plan.

Reasonable Modification /Accommodation

In addition to alteration and program accessibility obligations, public entities may have an obligation under title II and Section 504 to undertake curb ramp construction or alteration as a “reasonable modification/accommodation” in response to a request by, or on behalf of, someone with a disability. Such a request may be made to address a non-compliant curb ramp outside of the schedule provided in the public entity’s transition plan. A public entity must appropriately consider such requests as they are made. 28 CFR 35.130(b)(7); 49 CFR 27.7(e).

¹ The 2010 Standards can be found on DOJ’s website at

http://www.ada.gov/2010ADASTandards_index.htm.

² In 2004, the United States Architectural and Transportation Barriers Board (U.S. Access Board) published the Americans with Disabilities Act Accessibility Guidelines (2004 ADAAG), which serve as the basis of the current enforceable ADA standards adopted by both DOT and DOJ.

³ The 2010 Standards include a provision on equivalent facilitation that allows covered entities to use other designs for curb ramps if such designs provide equal or greater access. *See* section 103 of the [2010 Standards](#).

⁴ The DOT “safe harbor” provision is found at 49 CFR 37.9(c). DOT’s Section 504 regulations (49 CFR 27.19(a)) require compliance with 49 CFR Part 37.

The Americans with Disabilities Act authorizes the Department of Justice (the Department) to provide technical assistance to individuals and entities that have rights or responsibilities under the Act. This document provides informal guidance to assist you in understanding the ADA and the Department's regulations.

This guidance document is not intended to be a final agency action, has no legally binding effect, and may be rescinded or modified in the Department's complete discretion, in accordance with applicable laws. The Department's guidance documents, including this guidance, do not establish legally enforceable responsibilities beyond what is required by the terms of the applicable statutes, regulations, or binding judicial precedent.

**City of Gig Harbor
Americans with Disabilities Act (ADA)
Self-Evaluation and Transition Plan
for the Public Right-of-Way**



Appendix C
Public Notice Under the
Americans with Disabilities Act

December 2021

Prepared by





NOTICE UNDER THE AMERICANS WITH DISABILITIES ACT

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

Employment: The City of Gig Harbor does not discriminate on the basis of disability in its hiring or employment practices and complies with all regulations promulgated by the U.S. Equal Employment Opportunity Commission under Title I of the ADA.

Effective Communication: The City of Gig Harbor will generally, upon request, provide appropriate aids and services leading to effective communication for qualified persons with disabilities so they can participate equally in the City of Gig Harbor's programs, services, and activities, including qualified sign language interpreters, documents in Braille, and other ways of making information and communications accessible to people who have speech, hearing, or vision impairments.

Modifications to Policies and Procedures: The City of Gig Harbor will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all of its programs, services, and activities. For example, individuals with service animals are welcomed in the City of Gig Harbor offices, even where pets are generally prohibited.

Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a program, service, or activity of the City of Gig Harbor should contact Jeff Langhelm, ADA Coordinator/Public Works Director, via email to ADACoordinator@gigharborwa.gov or via phone at 253-851-6170 (for Washington Relay Services, dial 7-1-1) as soon as possible but no later than 48 hours before the scheduled event.

The ADA does not require the City of Gig Harbor to take any action that would fundamentally alter the nature of its programs or services or impose an undue financial or administrative burden.

Complaints that a program, service, or activity of the City of Gig Harbor is not accessible to persons with disabilities should be directed to Jeff Langhelm, ADA Coordinator/Public Works Director, via email to ADACoordinator@gigharborwa.gov or via phone at 253-851-6170 (for Washington Relay Services, dial 7-1-1).

The City of Gig Harbor will not place a surcharge on a particular individual with a disability or any group of individuals with disabilities to cover the cost of providing auxiliary aids/services or reasonable modifications of policy, such as retrieving items from locations that are open to the public but are not accessible to persons who use wheelchairs.

**City of Gig Harbor
Americans with Disabilities Act (ADA)
Self-Evaluation and Transition Plan
for the Public Right-of-Way**



Appendix D

**ADA Grievance Procedure
Grievance Form
Appeal Form
Grievance Record Template**

December 2021

Prepared by





**Grievance Procedure
under the Americans with Disabilities Act**

This Grievance Procedure is established to meet the requirements of the Americans with Disabilities Act of 1990 ("ADA"). It may be used by anyone who wishes to file a complaint alleging discrimination on the basis of disability in the provision of services, activities, programs, or benefits by the City of Gig Harbor. The City of Gig Harbor's Personnel Policy governs employment-related complaints of disability discrimination.

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

The complaint should be submitted by the grievant and/or his/her designee after the alleged violation to:

Jeff Langhelm, PE
ADA Coordinator/Public Works Director
3510 Grandview Street
Gig Harbor, WA 98335
Phone: 253-851-6170
Washington Telecommunication Relay Service: 7-1-1
E-mail: ADACoordinator@gigharborwa.gov

Within 15 calendar days after receipt of the complaint, the ADA Coordinator or their designee will contact the complainant or their designee to discuss the complaint and the possible resolutions. The ADA coordinator or their designee will respond in writing, and where appropriate, in a format accessible to the complainant. The response will explain the position of the City of Gig Harbor and offer options for substantive resolution of the complaint as soon as possible.

If the response by the ADA Coordinator or their designee does not satisfactorily resolve the issue, the complainant and/or their designee may appeal the decision to the City Administrator or their designee.

The City Administrator or their designee will contact the complainant or their designee to discuss the complaint and possible resolutions. The City Administrator or their designee will respond in writing, and, where appropriate, in a format accessible to the complainant, with a final resolution of the complaint.

All written complaints received by the ADA Coordinator or their designee, appeals to the City Administrator or their designee, and responses from these two offices will be retained by the City of Gig Harbor for at least three years.

City of Gig Harbor WA - ADA Grievance Form

Complainant Name:

Designee Preparing Grievance (if different from Complainant):

Designee's Relationship to Complainant:

Street Address & Apt. No.:

City:

State:

Zip:

Phone: ()

E-mail:

Preferred contact method to discuss grievance:

Please provide a complete description of the specific grievance:

Please specify any location(s) related to the grievance (if applicable):

Please state what you think should be done to resolve the grievance:

Please attached additional pages as needed.

Please do not contact me personally.

Signature: _____ Date: _____

Return to:

City of Gig Harbor, Jeff Langhelm, ADA Coordinator/Public Works Director, 3510 Grandview Street, Gig Harbor, WA 98335.

Upon request, reasonable accommodation will be provided in completing this form, or copies of the form will be provided in alternative formats. Contact Jeff Langhelm, ADA Coordinator/Public Works Director at the address listed above, via telephone (253-851-6170), or e-mail: ADACoordinator@gigharborwa.gov, or 7-1-1 (Washington Telecommunication Relay Service).

City of Gig Harbor WA - ADA Grievance Appeal Form

Complainant Name: _____

Designee Name (if applicable): _____

Designee Relationship to Complainant (if applicable): _____

Contact Information (please check one): Complainant Designee

Address: _____

Phone: () _____ E-Mail: _____

Preferred contact method to discuss grievance: _____

PLEASE PROVIDE A DETAILED EXPLANATION OF WHY YOU BELIEVE THE RESPONSE FROM THE CITY'S ADA COORDINATOR DID NOT SATISFACTORILY RESOLVE YOUR GRIEVANCE (Please attach a complete copy of your initial grievance and the response resolution letter from the City's ADA Coordinator):

APPEAL REMEDY REQUESTED:

Complainant or Designee Signature: _____ Date: _____

RETURN TO:

City of Gig Harbor, Jeff Langhelm, ADA Coordinator/Public Works Director, 3510 Grandview Street, Gig Harbor, WA 98335.

Upon request, reasonable accommodation will be provided in completing this form, or copies of the form will be provided in alternative formats. Contact Jeff Langhelm, ADA Coordinator/Public Works Director at the address listed above, via telephone (253-851-6170), or e-mail: ADACoordinator@gigharborwa.gov, or 7-1-1 (Washington Telecommunication Relay Service).

ADA GRIEVANCE/COMPLAINT RECORD

All written complaints received by the ADA Coordinator or designee, appeals to the City Administrator, and responses from these two offices will be retained by the City for at least three years.

GRIEVANCE PROCEDURE RESPONSE TIMELINE	
Date of ADA/504 Coordinator's First Meeting with Complainant	Must be within 15 calendar days of Date City receives Complainant's Grievance.

Record No.	Date City Receives Grievance	COMPLAINANT CONTACT INFORMATION			ALLEGED VIOLATION DETAILS			GRIEVANCE RESPONSE RECORD						
		Name	Email Address	Phone Number	Date	Location	Description	Name - ADA Coordinator or Designee Responder	Date - First Complainant Meeting	Date - First Resolution	Resolution Description	Date - Complainant Appeal Received	Date -Appeal Meeting	Date - Appeal Resolution

**City of Gig Harbor
Americans with Disabilities Act (ADA)
Self-Evaluation and Transition Plan
for the Public Right-of-Way**



Appendix E

**2021 Accessible Pedestrian Signal
(APS) Policy**

December 2021

Prepared by





Policy Regarding Installation of Accessible Pedestrian Signals (APS) and Pushbuttons

Intent: It is the City's intention to be consistent with the most current version of the WSDOT Local Agency Guideline Chapter 29.4¹, WSDOT Design Manual 22-01 Chapter 1510.05², and the Public Right of Way Access Guidelines (PROWAG 2011)³ in the provision and location of accessible pedestrian signals and pushbuttons. Further guidance is available in 28 CFR Part 36 and MUTCD section 4E.09.

Purpose: The purpose of this policy is to establish a reasonable and consistent policy for installing APS to ensure that access for persons with disabilities is provided. Note: As of October 2021, all existing signals within the City of Gig Harbor are operated and maintained by either WSDOT or Pierce County.

Scope:

- A. New Signals and Pedestrian Actuated Beacons:** All new signals constructed by the City or as a condition of private development are to be constructed with full APS per City of Gig Harbor Public Works Standards Section 2G.030 Design Standards.
- B. Existing Signals and Pedestrian Actuated Beacons:** Any alteration or modification to any existing signals constructed by the City or as a condition of private development are to be constructed with full APS per City of Gig Harbor Public Works Standards Section 2G.030 Design Standards.
- C. Requests for Modifications to Existing Signals or Installation of New Accessible Pedestrian Signals from the Public:** The City will complete an engineering study to determine if the requested APS meets engineering guidelines for installation, if it is consistent with the City's APS Policy, and the City's ADA Transition Plan.

¹ See WSDOT Local Agency Guidelines M36-63.37 CHAPTER 29 - Section 504 and the Americans with Disabilities Act. Pages 29-4 to 29-6. <https://www.wsdot.wa.gov/Publications/Manuals/M36-63.htm>

² See WSDOT Design Manual M 22-01, Chapter 1510.05 (2)(a) Requirements for Crossings with Pedestrian Pushbuttons. <https://www.wsdot.wa.gov/Publications/Manuals/M22-01.htm>.

³ See also United States Access Board. *Proposed Rights of Way Guidelines (2011): Chapter R2: Scoping Requirements*. <https://www.access-board.gov/prowag/chapter-r2-scoping-requirements/>.

**City of Gig Harbor
Americans with Disabilities Act (ADA)
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Appendix F

Public Engagement Strategy

ADA Transition Plan Project Webpage

Direct Email Notifications

Online Surveys

Public Hearing Presentation

December 2021

Prepared by



City of Gig Harbor ADA Transition Plan Project Webpage Content

<http://www.cityofgigharbor.net/CivicAlerts.aspx?AID=759>

Posted on: October 15, 2021

City of Gig Harbor Public Right-of-Way ADA Self-Assessment and Transition Plan

The City is developing an ADA (Americans with Disabilities Act) Self-Assessment and Transition Plan for the City's public right-of-way facilities in compliance with federal and state law.

The City of Gig Harbor is committed to providing equal access to its public right-of-way facilities for all citizens including those with disabilities.

The City will focus its efforts on prioritizing existing curb ramp barriers within City limits for barrier removal. The City will also establish policies and procedures set by the U.S. Department of Justice (DOJ) and the Washington State Department of Transportation (WSDOT). The public will have the opportunity to comment on the draft Plan.

Subsequent plan updates intend to further identify and address barriers in remaining City public right-of-way facilities (i.e., outstanding curb ramps, sidewalks, and driveway interface with sidewalks) City building, park and trail facilities, and City services, programs, and activities.

To satisfy the requirements set forth by Section 504 of the Rehabilitation Act of 1973, Title II of the Americans with Disabilities Act of 1990 (CFR 28 Part 35), and WSDOT Local Agency Guidelines Manual (Chapter 29), this ADA Transition Plan intends to:

- Identify physical and communicative barriers in the City of Gig Harbor's public right-of-way facilities that limit the accessibility of its programs, services, or activities to individuals with disabilities;
- Describe the methods to be used to make the facilities, programs, services, or activities accessible;
- Provide a schedule for making necessary modifications to provide better access and achieve compliance; and
- Identify the public official(s) responsible for implementation of the plan.

The [City of Gig Harbor's Public ADA Notice](#) provides more information on the precedent for ADA compliance and the City's legal responsibilities.

Project Schedule

The City of Gig Harbor has contracted civil engineering firm Transportation Solutions, Inc., to complete the ADA Transition Plan for the Public Right-of-Way by the end of 2021.

August 2021:

- Project Kick-off.

- Review/evaluate/validate existing curb ramp inventory for level of ADA compliance.
- Review/evaluate City's ADA public notice, policies, and procedures.

September 2021:

- Develop prioritization criteria for identified curb ramp barriers.
- Refine removal prioritization criteria based on input from city staff, members of the ADA community, and other stakeholders.

October 2021:

- Prioritize identified curb ramp barriers giving special attention to barriers located near transit routes and Places of Local Interest as identified in the City's Comprehensive Plan.
- Develop a financial plan and implementation schedule for removal of curb ramp barriers. Identify outstanding public right-of-way facilities to be evaluated in future Plan updates.
- Launch Online Public Curb Ramp Barrier Survey (October 15).

November 2021:

- Submit Draft ADA Transition Plan to Gig Harbor Public Works Committee for review/comment.
- Present Draft ADA Transition Plan to Gig Harbor City Council for review and public comment (November 22).
- Close Online Public Curb Ramp Barrier Survey (November 30).

December 2021:

- Revise and provide Final ADA Transition Plan to Gig Harbor City Council for Adoption (December 13).

How Can You Be Involved?

Have an idea about how to make the City of Gig Harbor's public right-of-way facilities more accessible to people with limited mobility, vision, hearing, or cognitive disabilities? Here are ways to let us know!

- **Report Curb Barriers via our Online Survey** to let us know where you experience physical barriers in the City's public right-of-way (October 15 - November 30). For map-enabled survey, you may report one barrier location per survey. To report additional barriers, you are welcome to repeat the survey multiple times.
- **Map-enabled survey available [here](#). Screen-reader-friendly survey available [here](#).**
- **Provide input on the Draft Plan** via email to ADACoordinator@gigharborwa.gov during the public comment period (November 10-30). You can access the Draft Plan via the Documents section below.
- **Provide public comment at the City Council Meeting on November 22** at 5:30pm. Zoom Meeting Link: <https://zoom.us/j/93216056382>

The City would especially value input from:

- Individuals with disabilities;

- Senior citizens;
- Individuals that encounter accessibility barriers such as parents/family members/friends of individuals with disabilities;
- Members of groups that provide services or transportation to individuals with disabilities;
- Individuals with experience and knowledge of ADA planning and requirements;
- Interested Gig Harbor residents.
- Individuals with experience and knowledge of ADA planning and requirements;
- Interested Gig Harbor residents.

City Staff Contacts

For questions regarding the ADA Transition Plan, please contact:

ADA Transition Plan Project Manager
 Aaron Hulst, Senior Engineer
 3510 Grandview Street
 Gig Harbor, WA 98335
 Phone: 253-851-6170
 Washington Telecommunication Relay Services: 7-1-1
 Email: Ahulst@gigharborwa.gov

To request an alternative format or accommodation, please contact:

Jeff Langhelm, ADA Coordinator, Public Works Director
 3510 Grandview Street
 Gig Harbor, WA 98335
 253-851-6170
 Washington Telecommunication Relay Services: 7-1-1
 Email: ADACoordinator@gigharborwa.gov
 Other ADA Resources

To submit a grievance using Microsoft Word, please [click here](#). To submit a grievance using a PDF fillable form, please [click here](#).

For persons with hearing or speech disabilities, please use the [Washington Telecommunication Relay Service](#) by dialing 7-1-1 or the following numbers for specific communications methods:

- [Voice Feature](#): 1-800-833-6384
- [Captioned Telephone Service \(CTS\)](#): 877-243-2823
- [Hearing Carry Over \(HCO\) Feature](#): 1-800-833-6388

- [Speech to Speech Services \(STS\) Feature](#): 1-877-833-6341
- [Telebraille \(TB\) Feature](#):1-800-833-6385
- [Text Teletype \(TTY\) Feature](#): 1-800-833-6388
- [Voice Carry-Over \(VC\) Feature](#): 1-800-833-6386
- [Video Relay Service \(VRS\) and Internet-Protocol Relay \(IP-Relay\)](#): Please visit link for more information.

Documents

A Draft ADA Transition Plan is anticipated to be posted here in mid November 2021. This draft will be available for public comment before a final draft is submitted to City Council.

Appendix E of the Draft ADA Transition Plan - 2021 Accessible Pedestrian Signal (APS) Policy may be found [here](#).

Recent/Annual Accomplishments

Currently, the City is addressing the items under October 2021 of the Project Schedule above.

Upon acceptance of the ADA Transition Plan by the City of Gig Harbor City Council in 2021, the City will provide progress updates to demonstrate where barriers to accessibility have been removed from the public right-of-way in accordance with the ADA Transition Plan.

City of Gig Harbor ADA Transition Plan Direct Email Notification

Good morning,

The City of Gig Harbor wants to hear from you about barriers that you or your clients experience in the public right of way (public roads and streets) as the City develops its [ADA Transition Plan for the Public Right-of-Way](#).

Do you have an idea about how to make the City of Gig Harbor more accessible to people with limited mobility, vision, hearing or cognitive disabilities?

Barriers may include but are not limited to inaccessible curb ramps, sidewalks and/or pedestrian crossings.

Share your thoughts by completing our 5 minute online survey! There are [map-enabled](#) or [screen-reader friendly](#) options OR attend the City Council Meeting on November 22, 2021 at 5:30pm in-person or virtually. Virtual Platform: Zoom Meeting Link: <https://zoom.us/j/93216056382>

If you are concerned about clicking on any of these links due to the phishing and spam taking place, please feel free to contact me at 253-853-7618 (desk phone) or the main City of Gig Harbor number at 253-851-6170 to verify that this is email is truly from the City of Gig Harbor.

Thank you in advance for any input that you can provide,

Maureen Whitaker

Executive Assistant

City of Gig Harbor

Public Works Department

3510 Grandview Street | Gig Harbor, WA 98335

Direct Line: 253-853-7618

Main Line: 253-851-6170

www.cityofgigharbor.net

Notification Recipients

Beth Sutton, DSB – email sent: 10/22/21
Beth.Sutton@dsb.wa.gov; phone: 253-476-6962

Tacoma Area Coalition of Individuals with Disabilities,
Attn: Nola Renz at nola@tacid.org – email sent 10/22/21
<https://tacid.org/>
Although based in Tacoma, it is a coalition of regional support providers for persons who are deaf, blind, have MS, or other disabilities.

Greater Gig Harbor Foundation – Gig Harbor Senior Center, ghseniorctr@gigharborfoundation.org –
email sent 10/22/21
<https://gigharborfoundation.org/ghseniorcenter>

Gig Harbor Pierce County Library
Attn: Petra McBride at pmcbride@Piercecountylibrary.org – email sent 10/22/21
<https://www.piercecountylibrary.org/>

Peninsula School District
Accessibility@yourschool.com - email sent 10/22/21
<https://www.psd401.net/>

Tom Taylor Family YMCA
Attn: Megan Sala, Executive Director, Phone: 253-853-9622 (called on 10/22/21 requesting a call back and email address) No call back received.
<https://www.yמצapkc.org/locations/tom-taylor-family-ymca>

Saint Anthony's Hospital
Attn : Ruth Fisher at ruthfisher@fhshealth.org – email sent 10/22/21

Pierce County Aging and Disability Resources
adrc@piercecounywa.gov – email sent 10/22/21

PC Coalition for Development Disabilities
info@pc2online.org – email sent 10/22/21

PAVE Partnerships for Action
pave@wapave.org – email sent 10/22/21

Support Services for the Developmentally Disabled
ssdd2327@gmail.com – email sent 10/22/21

Disabled American Veterans
email@davtacoma.org – email sent 10/22/21

Assisted Living Facilities

Heron's Key

Attn: Amy at amyw@heronskey.org – email sent 10/22/21

https://www.heronskey.org/penrose-harbor/?utm_source=google&utm_medium=organic&utm_campaign=gmb&utm_content=ph

The Lodge at Mallard's Landing

Attn: Amber Olomon at aolomon@thelodge-gigharbor.com – email sent 10/22/21

https://www.seniorservicesofamerica.com/senior-living/wa/gig-harbor/the-lodge-at-mallards-landing/?utm_source=GMB&utm_medium=organic

Village Concepts of Gig Harbor

Attn: Danie at danie@villageconcepts.com – email sent 10/22/21

<https://villageconcepts.com/communities/village-concepts-of-gig-harbor-sound-vista-village/>

ManorCare Health Services – Gig Harbor

Attn: Susan Bray at susan.bray@hcr-manorcare.org – email sent 10/22/21

<https://promedicaskillednursing.org/GigHarbor>

Family First Adult Family Homes

Attn: Julie at Julie@familyfirstafh.com – email sent 10/22/21

<https://www.familyfirstafh.com/>

Atria Retirement

Attn: Jodey Berrigan at jodey.berrigan@atriaretirement.com – email sent 10/22/21

ArcGIS Survey123 City of Gig Harbor ADA Curb Ramp Barrier Survey

In 2021, the City of Gig Harbor is seeking public input to identify barriers to accessibility for persons with disabilities in our community.

We want your feedback on curb ramp barriers you experience in the City's public right-of-way.

The public right-of-way includes land dedicated for public roads and streets. ADA (Americans with Disabilities Act) barriers may include but are not limited to inaccessible curb ramps, sidewalks and/or pedestrian crossings.

This survey has 8 questions and should take approximately 3-5 minutes to complete. You may take the survey more than once to identify additional barriers.

Please note that any submission is subject to Washington State Public Records Act as they apply to the City of Gig Harbor.

Thank you very much for your time and input!

1. ADA Barrier Map Location

Please locate the barrier you would like the City to investigate on the below map. To set the blue marker pin, click the mouse at the desired location. Use the plus (+) and minus (-) buttons to zoom in and out.

[ESRI Map Application]

2. Barrier Description

Please describe the ADA access barrier and share any additional information about the specific location of the barrier such as an address, nearby street intersections or landmarks.

3. Barrier Photo

If available, please upload a photo of the barrier.

4. Where is it important to remove barriers?

Please rank the following locations in order of importance for barrier removal (1 = most important):

Beach access

Parking

Paved pedestrian routes (sidewalks, shared use paths)

Unpaved pedestrian routes (trails)

5. Which barriers do you want removed before others?

Please rank the following barriers in order of importance for barrier removal (1 = most important):

Missing accessible pedestrian signals

Missing curb ramps

Sidewalk cracks/bumps
Overgrown vegetation in path of travel
Fixed objects blocking path of travel
Missing pedestrian crossings

6. Is there anything else you want us to know?

This is an optional, open-ended question.

7. Contact Information (optional)

Please enter your contact information below for tracking purposes. You may be contacted with questions about the information submitted.

First Name (optional)

Please provide your first name.

Last Name (optional)

Please provide your last name.

Email Address (optional)

Please provide your email address.

Phone Number (optional)

Please provide your phone number including area code.

Mailing Address (optional)

Please provide your mailing address including street (and unit# if applicable), city, state, and zip code.

8. Best Method of Contact?

Please select one below.

Mailing Address

Email Address

Phone

Do not contact me

Thank you for your input!

Powered by Survey123 for ArcGIS

City of Gig Harbor SurveyMonkey ADA Public Survey

City of Gig Harbor ADA Curb Ramp Barrier Survey

In 2021, the City of Gig Harbor is seeking public input to identify barriers to accessibility for persons with disabilities in our community.

We want your feedback on curb ramp barriers you experience in the City's public right-of-way.

The public right-of-way includes land dedicated for public roads and streets. ADA (Americans with Disabilities Act) barriers may include but are not limited to inaccessible curb ramps, sidewalks and/or pedestrian crossings.

This survey has 6 questions and should take approximately 3-5 minutes to complete. You may take the survey more than once to identify additional barriers.

Please note that any submission is subject to Washington State Public Records Act as they apply to the City of Gig Harbor.

Thank you very much for your time and input!

1. Contact Information (optional). Please enter your contact information below for tracking purposes. You may be contacted with questions about the information submitted.

Name

Address

Address 2

City/Town

State/Province

ZIP/Postal Code

Email Address

Phone Number

2. Please describe the ADA access barrier. Please share information about the specific location of the barrier such as an address, nearby street intersections or landmarks.

3. Where is it important to remove barriers? Please rank the following locations in order of importance for barrier removal (1 = most important).

Unpaved pedestrian routes (trails)
Parking
Beach access
Paved pedestrian routes (sidewalks, shared use paths)

4. Which barriers do you want removed before others? Please rank the following barriers in order of importance for barrier removal (1 = most important).

Missing accessible pedestrian signals
Missing pedestrian crossings
Fixed objects blocking path of travel
Sidewalk cracks/bumps
Missing curb ramps
Overgrown vegetation in path of travel

5. Is there anything else you want us to know? This is an open-ended question.

6. Best Method of Contact? (optional). Please select one below.

Mailing address
Email address
Phone
Do not contact me

Powered by SurveyMonkey
See how easy it is to [create a survey](#).
[Privacy](#) & [Cookie Notice](#)

ADA Self-Evaluation & Transition Plan for the Public Right-of-Way

Presentation of Draft Plan to
City of Gig Harbor City Council

Presented November 22, 2021, by
Trent Ward, City Engineer
Jennifer Salemann, Transportation Solutions, Inc.

What is an ADA Self-Evaluation & Transition Plan?

An Americans with Disabilities Act (ADA) Self-Evaluation & Transition Plan is a document that outlines how a jurisdiction transitions toward compliance with the American with Disabilities Act (ADA). The Plan is based on guidance from the Department of Justice. At a minimum, the Plan shall:

- **Identify physical and communicative barriers** that limit accessibility of the City's programs, services and activities.
- **Describe the methods** to be used to make the facilities, programs, services or activities accessible;
- **Provide a schedule** for making necessary modifications to provide better access and achieve compliance; and
- **Identify the public officials responsible** for implementation of the Plan.

Why do we need this Plan?

- **Federal Mandate:** An ADA Title II Self-Evaluation & Transition Plan is mandatory to partially fulfill the requirements set forth in Title II of the Americans with Disabilities Act of 1990 (**42 U.S.C. 12131**).
 - **35.105 Self-Evaluation (a)** *A public entity shall, within one year of the effective date of this part, evaluate its current services, policies, and practices, and the effects thereof, that do not or may not meet the requirements of this part and, to the extent modification of any such services, policies, and practices is required, the public entity shall proceed to make the necessary modifications.*
 - **35.150 Existing Facilities (d) (2)** *If a public entity has responsibility or authority over streets, roads, or walkways, its transition plan shall include a schedule for providing curb ramps or other sloped areas where pedestrian walks cross curbs, giving priority to walkways serving entities covered by the Act, including State and local government offices and facilities, transportation, places of public accommodation, and employers, followed by walkways serving other areas.*
- **Grant Eligibility:** WSDOT requires certified acceptance (CA) agencies with 50 or more employees to have an ADA Transition Plan to continue to be eligible for federal highway funding. City of Gig Harbor is a CA agency.

What is included in this Plan (1)?

Phase 1 (2021) is focused on:

Select Public Right-of-Way Facilities

- Self-evaluation, barrier prioritization, and barrier removal implementation (costs/schedule) of the City's curb ramps.
- Review of existing data related to pedestrian crossings.

Administrative Roles/Policies/Procedures

- Designation of an ADA/504 Coordinator
- ADA Grievance Procedure
- Public Notice Under the ADA
- Accessible Pedestrian Signal Policy
- Designation of an Official Responsible for Plan Implementation

What is included in this Plan (2)?

Phase 1 (2021) continued:

Prioritization of Curb Ramp Barriers for Removal

- ADA-Compliance status
- Proximity to 1) planned transportation projects; 2) pedestrian trails/transit routes; 3) Centers of Local Importance (CoLIs)
- Barrier removals triggered by Annual Pavement Maintenance & Repair Program (requires curb ramp upgrades to be integrated into projects)

Barrier Removal Implementation

- Cost estimates for removing all 416 curb ramp barriers
- Schedule for removing all 416 curb ramp barriers in 6-year (2027) and 25-year (2047) horizon.
- Review of funding sources – existing and potential

Project Schedule Milestones

- **Aug 12:** Project kick off.
- **Sept:** Self-evaluation.
- **Oct 15:** Launched webpage for ADA Transition Plan including online survey(s) and link for public comment opportunity.
- **Oct/Nov:** Barrier prioritization and development of financial implementation plan to remove barriers.
- **Nov 9:** Public Works Committee – Draft Plan review, Draft Plan uploaded to project webpage for public comment.
- **Nov 22:** City Council Meeting and Public Hearing – Draft Plan review and public comment opportunity.
- **Nov 30:** Public comment period ends.
- **Dec 13:** Anticipated adoption of Plan by City Council.

Barrier Removal Implementation (1)

Curb Ramp Cost Category	Estimated Cost in 2021 Dollars
Survey/Map	\$1,600.00
Design	\$1,900.00
CM	\$1,500.00
Construction	\$7,500.00
Contingency	\$2,500.00
Cost (\$) per Curb Ramp	\$15,000.00

Barrier Removal Implementation (2)

Curb Ramp Barrier Removal Schedule (6-Year and 25-Year Horizon)

Estimated Curb Ramp Barrier Removal Schedule	Estimated Amount in 2021 dollars
Total Estimated Curb Ramp Barrier Removal Costs	\$6,240,000
2022 Pavement Maintenance & Repair Program	(\$500,000)
2022-2027 TIP Projects and 2023- Pavement Maintenance & Repair Program	(\$1,000,000)
2028-2047 Remaining Curb Ramp Barrier Costs (25-year horizon averaging 17 ramps or \$250,000 per year)	\$4,740,000

Public Engagement

- Project Webpage including Online Surveys
<https://www.cityofgigharbor.net/CivicAlerts.aspx?AID=759>
(see under “How Can You Be Involved” section)
- Public Comment opportunity at City Council Meeting (Nov 22)
- Public Comment opportunity on Draft Plan (Nov 9-30)

Outstanding Phase I Tasks

- Incorporate public comment and feedback from Public Works Committee and City Council into Final Plan.

What will be included in Future Phases?

Future Phases will focus on self-evaluation and barrier removal implementation for:

Remaining Select Public Right-of-Way Facilities

- Sidewalks
- Driveway interface with sidewalks
- Fully-accessible pedestrian signal (APS) systems
- Parking

Remaining City Facilities

- Buildings
- Parks/Trails
- Services/Programs/Activities

Questions?

- Time for discussion

Please fill out our online survey!

- Map-enabled survey: <https://arcg.is/1LD1zH0>
- Screen-reader friendly survey: <https://www.surveymonkey.com/r/QR8T3QW>

Thank you for your time!

**City of Gig Harbor
Americans with Disabilities Act (ADA)
Self-Evaluation and Transition Plan
for the Public Right-of-Way**



Appendix G

Public Engagement Findings

ArcGIS Survey123 Responses

SurveyMonkey Responses

December 2021

Prepared by



ArcGIS Survey123® Responses

Fourteen people submitted a survey on ArcGIS Survey123. See **Figures 1-3** and **Tables 1-2**. Note: Mapped locations along Point Fosdick Rd, Olympic Drive, Borgen Blvd, and Pioneer Way match barriers described in submitted surveys. Other locations does not appear to match barrier descriptions or describe barriers outside city limits.

Figure 1. ArcGIS Survey123® Survey Map

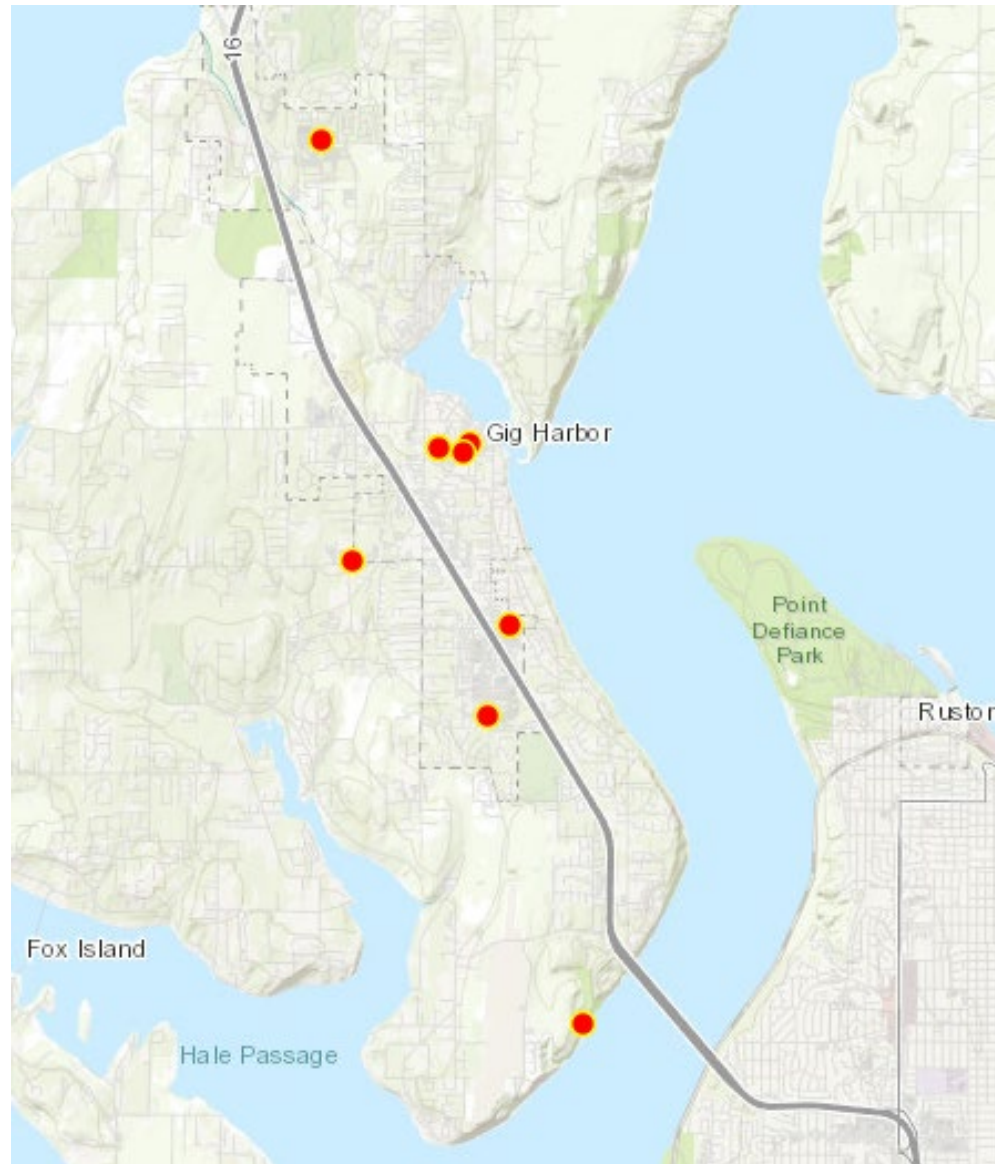


Figure 2. ArcGIS Survey123® Results for Most Wanted Barrier Removal Locations by Score

Q4: Where is it important to remove barriers? Please rank the following locations in order of importance for barrier removal (1 = most important).
 Answered: 12; Skipped: 2.

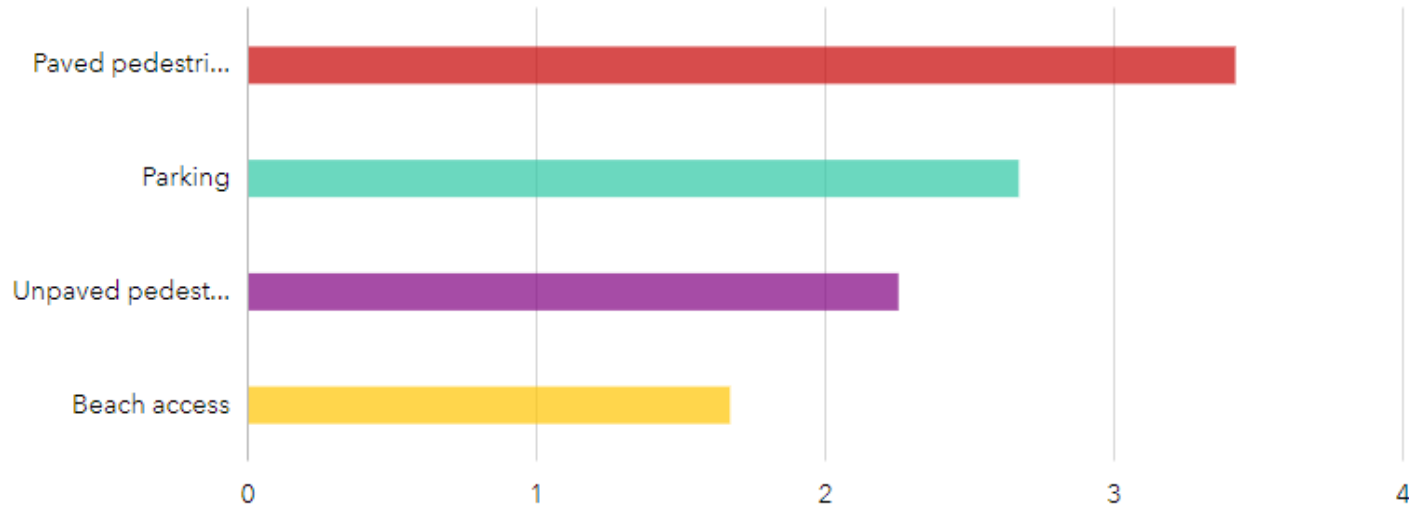


Table 1. ArcGIS Survey123® Ranked Results for Most Wanted Barrier Removal Locations

Answer Options*	Rank 1		Rank 2		Rank 3		Rank 4		# Surveys	Score
Paved pedestrian routes (sidewalks, shared use paths)	75.00%	9	8.33%	1	0.00%	0	16.67%	2	12	3.42
Parking	16.67%	2	50.00%	6	16.67%	2	16.67%	2	12	2.67
Unpaved pedestrian routes (trails)	0.00%	0	41.67%	5	41.67%	5	16.67%	2	12	2.25
Beach Access	8.33%	1	0%	0	41.67%	5	50.00%	6	12	1.67

Figure 3. ArcGIS Survey123® Results for Most Wanted Barrier Types for Removal by Score

Q5: Which barriers do you want removed before others? Please rank the following barriers in order of importance for barrier removal (1 = most important). Answered: 13; Skipped: 1.

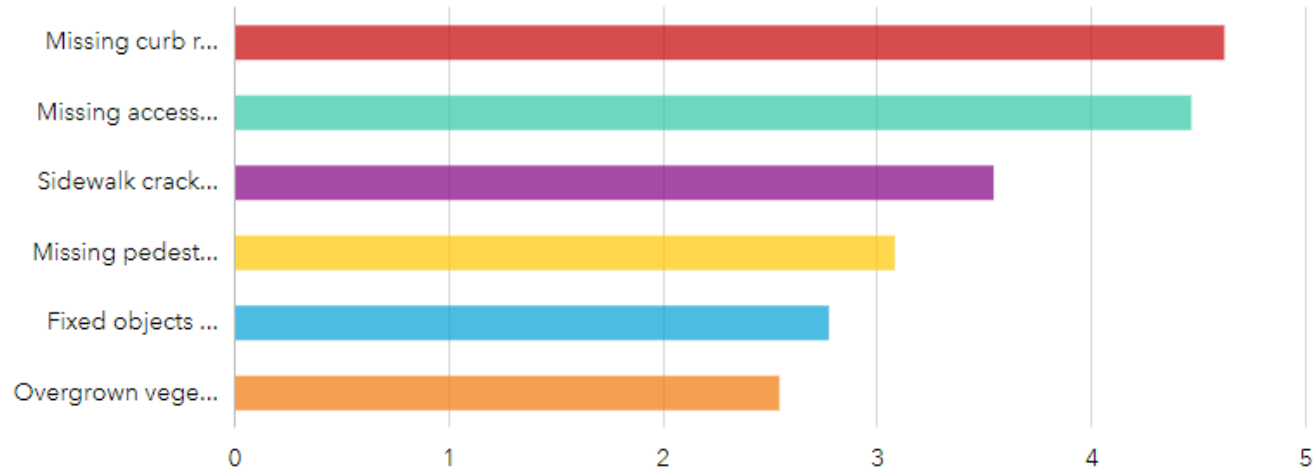


Table 2. ArcGIS Survey123® Ranked Results for Most Wanted Barrier Types for Removal

Answer Options*	Rank 1		Rank 2		Rank 3		Rank 4		Rank 5		Rank 6		# Surveys	Score
Missing curb ramps	30.77%	4	23.08%	3	23.08%	3	23.08%	3	0.00%	0	0.00%	0	13	4.62
Missing accessible pedestrian signals	15.38%	2	38.46%	5	38.46%	5	0.00%	0	0.00%	0	7.69%	1	13	4.46
Sidewalk cracks/bumps	15.38%	2	0%	0	30.77%	4	38.46%	5	7.69%	1	7.69%	1	13	3.54
Missing pedestrian crossings	30.77%	4	7.69%	1	0.00%	0	7.69%	1	7.69%	1	46.15%	6	13	3.08
Fixed objects in path of travel	7.69%	1	16.38%	2	7.69%	1	7.69%	1	38.46%	5	23.08%	3	13	2.77
Overgrown vegetation in path of travel	0.00%	0	15.38%	2	0.00%	0	23.08%	3	46.15%	6	15.38%	2	13	2.54

ObjectID	CreationDate	2. Barrier Description	4. Where is it important to remove barriers?	5. Which barriers do you want removed before others?	6. Is there anything else you want us to know?	x	y
1	10/25/2021 22:01	Lack of paths and/or sidewalks directly connecting the Harbor district with the Downtown district.	Marina_Docks,Unpaved_pedestrian_routes_trail,Beach_access,Parking	Missing_pedestrian_crossings,Missing_accessible_pedestrian_s,Missing_curb_ramps,Sidewalk_cracks_bumps,Overgrown_vegetation_in_path_of,Fixed_objects_blocking_path_of		-122.587	47.32772
2	10/26/2021 14:51	Cushman Trail needs safe ADA accessible crossing of Hollycroft St.	Marina_Docks,Parking,Unpaved_pedestrian_routes_trail,Beach_access	Missing_pedestrian_crossings,Missing_curb_ramps,Missing_accessible_pedestrian_s,Fixed_objects_blocking_path_of,Sidewalk_cracks_bumps,Overgrown_vegetation_in_path_of	Would be good to see all known barriers on the map.	-122.576	47.30894
3	10/26/2021 17:41	No side walk along Gig Harbor Pierce County Library on 45th. Wheel chair users have to cross the street near the credit union and then cross back to go to the library. The sidewalk on the library side doesn't have a proper ramp. Motorized wheelchairs bottom out and get stuck. Wheel chair users go through the parking and that is a hazard.	Marina_Docks,Unpaved_pedestrian_routes_trail,Beach_access,Parking	Missing_pedestrian_crossings,Missing_accessible_pedestrian_s,Missing_curb_ramps,Sidewalk_cracks_bumps,Overgrown_vegetation_in_path_of,Fixed_objects_blocking_path_of	A cross walk on Pt Fosdick from the bus stop to the library would be nice.	-122.579	47.29943
4	10/26/2021 22:08	With the ADA street crossing becoming more ubiquitous in downtown area, couple of items come to mind; a bus stop mini shelter covering for raining days, easier access to ADA restrooms (the ramps are very steep approaching the restroom buildings, and paved areas in the parks. (ie next to tides, Crescent creek park (lower and upper by the tennis courts) As a NOTE: docs in PDF format are easier to read for ADA but the barrier photo does not support it.	Marina_Docks,Parking,Beach_access,Unpaved_pedestrian_routes_trail	Sidewalk_cracks_bumps,Missing_curb_ramps,Missing_accessible_pedestrian_s,Overgrown_vegetation_in_path_of,Fixed_objects_blocking_path_of,Missing_pedestrian_crossings	Have the this survey that ADA people can respond to it.	-122.582	47.32811
5	10/27/2021 5:53				Steep sidewalks could have a handle bar. My 100 bus was rerouted and I was unable to return up the hill to catch my bus home.	-122.587	47.32772
6	10/27/2021 23:53		Marina_Docks,Parking,Unpaved_pedestrian_routes_trail,Beach_access	Missing_accessible_pedestrian_s,Fixed_objects_blocking_path_of,Sidewalk_cracks_bumps,Missing_curb_ramps,Overgrown_vegetation_in_path_of,Missing_pedestrian_crossings		-122.587	47.32772
7	10/28/2021 2:30	Sidewalk near For the Love of Spice has a BIG change of elevation that has been patched with asphalt. Risky walk for those with mobility issues.	Parking,Unpaved_pedestrian_routes_trail,Beach_access,Marina_Docks	Missing_curb_ramps,Missing_accessible_pedestrian_s,Sidewalk_cracks_bumps,Overgrown_vegetation_in_path_of,Fixed_objects_blocking_path_of,Missing_pedestrian_crossings		-122.587	47.32772
8	10/31/2021 1:39	Now that the Pioneer Duplex project is almost complete on Pioneer Way, it's imperative that ADA compliant sidewalks be completed downhill of that project in front of the office building and the Auto Parts store that are just above the intersection of Uddenberg Ln and Pioneer Way. The sidewalks, that have been in place for a long time on the West side of Pioneer Way are not ADA compliant, with the exception of the new cross walks installed on Pioneer below Uddenberg and at Edwards/Pioneer intersection. We need to have ADA compliant sidewalks up/down Pioneer Way, which is heavily used by walkers and motorized wheelchairs alike.	Marina_Docks,Unpaved_pedestrian_routes_trail,Parking,Beach_access	Missing_pedestrian_crossings,Missing_accessible_pedestrian_s,Missing_curb_ramps,Sidewalk_cracks_bumps,Fixed_objects_blocking_path_of,Overgrown_vegetation_in_path_of	I have seen people parking on sidewalks, which means that people walking or who on motorized scooters must go into the road to get around these vehicles. I would like to see ordinances enforced and homeowners notified if they are blocking sidewalk access in front of a home/homes.	-122.583	47.32731
9	10/31/2021 21:44	6563 McDonald Ave. #219	Parking,Marina_Docks,Beach_access,Unpaved_pedestrian_routes_trail	Missing_curb_ramps,Overgrown_vegetation_in_path_of,Fixed_objects_blocking_path_of,Sidewalk_cracks_bumps,Missing_pedestrian_crossings,Missing_accessible_pedestrian_s	I rarely go downtown because there is no parking and people have no clue. looking at phones and walk into you. Ignorance is bliss?	-122.587	47.32772
10	11/2/2021 22:46	The sidewalk on Borgen Blvd on the Albertson's side switches to gravel. It requires either crossing the street at the busy roundabout or to travel through the Albertson's parking lot.	Marina_Docks,Parking,Unpaved_pedestrian_routes_trail,Beach_access	Fixed_objects_blocking_path_of,Missing_pedestrian_crossings,Missing_accessible_pedestrian_s,Missing_curb_ramps,Overgrown_vegetation_in_path_of,Sidewalk_cracks_bumps		-122.605	47.35997
11	11/21/2021 16:00			Missing_accessible_pedestrian_s,Missing_curb_ramps,Sidewalk_cracks_bumps,Overgrown_vegetation_in_path_of,Fixed_objects_blocking_path_of,Missing_pedestrian_crossings	I just moved to Gig Harbor, so I'm not so familiar with walking around the city as I would like to be in order to answer this full survey. I have noticed, however, that there is no traffic light near the library on Port Fosdick. It occurs to me that crossing the street close to the library could be an issue, and I wonder how many people actually walk up to the next traffic light rather than dash across Point Fosdick from the nearby residences, e.g., the 4425 and Quail Run. Particularly as I associate libraries and children, I felt concerned when I saw the lack of a light at that point. Has there been a feasibility study done to see if this is an issue or just my observation? Thank you.	-122.587	47.32772
12	11/22/2021 0:05	Path is paved up until you actually get to the area to access the beach. There are no steps. It is impossible to get a wheelchair on to the beach. Same difficulty at Kopachuck.	Beach_access,Unpaved_pedestrian_routes_trail,Parking,Marina_Docks	Missing_curb_ramps,Missing_accessible_pedestrian_s,Sidewalk_cracks_bumps,Missing_pedestrian_crossings,Overgrown_vegetation_in_path_of,Fixed_objects_blocking_path_of	It would be fantastic to have more trails that are able to accommodate wheelchairs.	-122.565	47.26715
13	11/25/2021 2:20	This refers to crossing Skansie, where it intersects with Hunt Street. This intersection was recently updated with a right turn lane on Hunt Street, when Skansie Point was built. The pedestrian crossing is theoretically ADA access available, however, it is very unsafe for pedestrians trying to cross Skansie from east to west. This is because the right hand turn lane can not see around the corner, nor can the pedestrian! (It is fine when crossing west to east because one can see). Cars know they have a free right turn and do not slow down, and can't see the pedestrians the way the crosswalk is configured. This is an accident waiting to happen.	Marina_Docks,Parking,Unpaved_pedestrian_routes_trail,Beach_access	Sidewalk_cracks_bumps,Overgrown_vegetation_in_path_of,Missing_accessible_pedestrian_s,Missing_curb_ramps,Fixed_objects_blocking_path_of,Missing_pedestrian_crossings	I am not disabled, yet.	-122.6	47.31578
14	11/26/2021 21:43	My 96 year old parents go to Kaiser Permanente for medical care. There is no sidewalk ramp in front of this medical building (located near Fred Meyer) so instead they struggle to get over the sidewalk which is very dangerous for them.	Marina_Docks,Parking,Unpaved_pedestrian_routes_trail,Beach_access	Missing_curb_ramps,Fixed_objects_blocking_path_of,Missing_accessible_pedestrian_s,Sidewalk_cracks_bumps,Overgrown_vegetation_in_path_of,Missing_pedestrian_crossings		-122.587	47.32772

Barrier Photo for ArcGIS Survey123 Response (Object ID 3)

No sidewalks present on south side of 45th St Ct north of Gig Harbor Pierce County Library



Survey Monkey® Responses

Seventeen people submitted a survey on the Survey Monkey platform (some were paper surveys entered into the SurveyMonkey® platform by City staff). See **Figures 4-5** and **Tables 3-4**. *Some respondents did not rank all answer options.

Figure 4. SurveyMonkey® Results for Most Wanted Barrier Removal Locations by Score

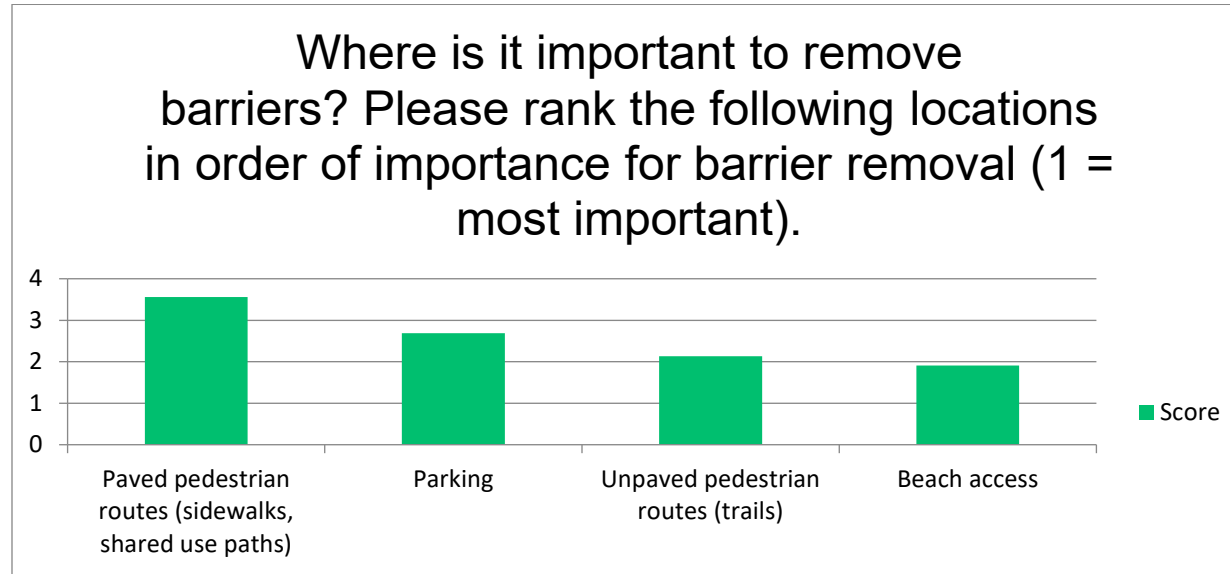


Table 3. SurveyMonkey® Ranked Results for Most Wanted Barrier Removal Locations

Answer Options	Rank 1		Rank 2		Rank 3		Rank 4		# Surveys*	Score
Paved pedestrian routes (sidewalks, shared use paths)	62.50%	10	31.25%	5	6.25%	1	0.00%	0	16	3.56
Parking	18.75%	3	43.75%	7	25.00%	4	12.50%	2	16	2.69
Unpaved pedestrian routes (trails)	6.67%	1	20.00%	3	53.33%	8	20.00%	3	15	2.13
Beach Access	18.18%	2	9.09%	1	18.18%	2	54.55%	6	11	1.91

Figure 5. SurveyMonkey® Results for Most Wanted Barrier Types for Removal by Score

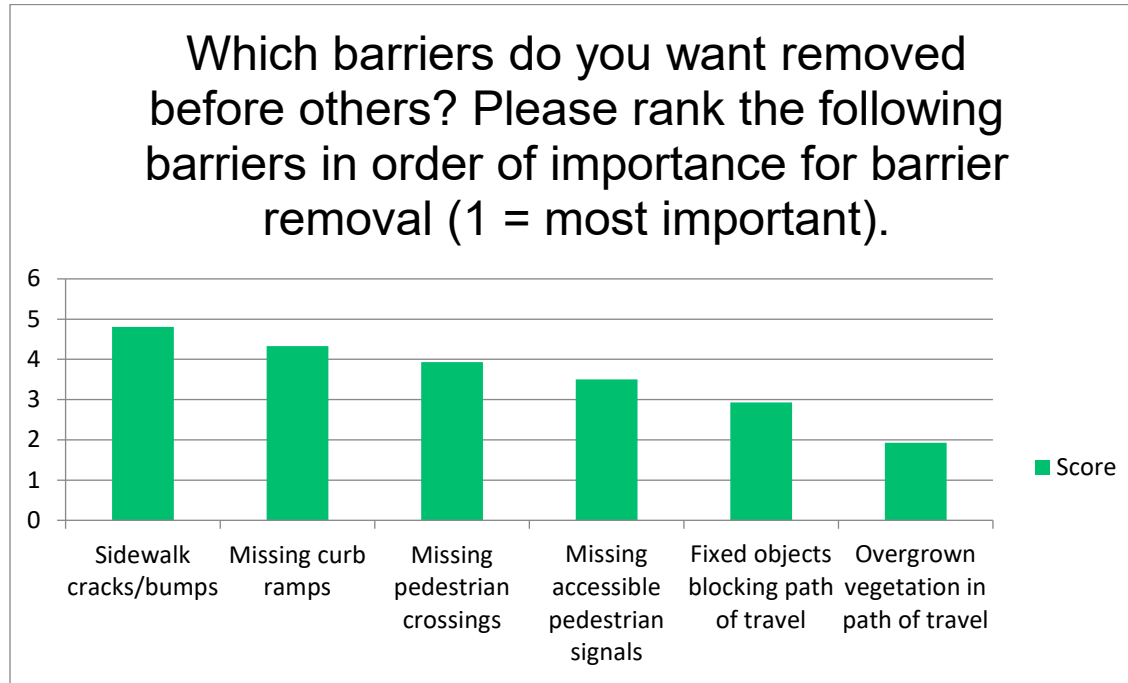


Table 4. SurveyMonkey® Ranked Results for Most Wanted Barrier Types for Removal

Answer Options	Rank 1		Rank 2		Rank 3		Rank 4		Rank 5		Rank 6		# Surveys**	Score
Sidewalk cracks/bumps	43.75%	7	31.25%	5	6.25%	1	6.25%	1	6.25%	1	6.25%	1	16	4.81
Missing curb ramps	20.00%	3	33.33%	5	20.00%	3	13.33%	2	13.33%	2	0.00%	0	15	4.33
Missing pedestrian crossings	26.67%	4	13.33%	2	6.67%	1	33.33%	5	20.00%	3	0.00%	0	15	3.93
Missing accessible pedestrian signals	0.00%	0	6.25%	1	50.00%	8	31.25%	5	12.50%	2	0.00%	0	16	3.50
Fixed objects in path of travel	0.00%	0	21.43%	3	21.43%	3	7.14%	1	28.57%	4	21.43%	3	14	2.93
Overgrown vegetation in path of travel	13.33%	2	0.00%	0	0.00%	0	6.67%	1	13.33%	2	66.67%	10	15	1.93

**Some respondents did not rank all answer options.

#1

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, October 25, 2021 10:13:46 AM
Last Modified: Monday, October 25, 2021 10:21:06 AM
Time Spent: 00:07:20
IP Address: 67.183.161.122

Page 1

Q1

Contact Information (optional). Please enter your contact information below for tracking purposes. You may be contacted with questions about the information submitted.

Name
Address
City/Town
State/Province
ZIP/Postal Code
Email Address
Phone Number

Q2

Please describe the ADA access barrier. Please share information about the specific location of the barrier such as an address, nearby street intersections or landmarks.

Everywhere! New sidewalk is built next to new homes, but it ends. Then there is shoulder, gravel. No contiguous safe sidewalk for folks in wheelchairs or limited mobility. I see this all over the city. Secondly, there's no safe passage in large parking lots, for pedestrians let alone wheelchairs. I see this at Target, Costco and uptown, grocery store parking lots.

Q3

Where is it important to remove barriers? Please rank the following locations in order of importance for barrier removal (1 = most important).

Parking	3
Beach access	4
Paved pedestrian routes (sidewalks, shared use paths)	2
Unpaved pedestrian routes (trails)	1

Q4

Which barriers do you want removed before others? Please rank the following barriers in order of importance for barrier removal (1 = most important).

Missing accessible pedestrian signals	5
Missing curb ramps	2
Sidewalk cracks/bumps	1
Overgrown vegetation in path of travel	6
Fixed objects blocking path of travel	3
Missing pedestrian crossings	4

Q5

Is there anything else you want us to know? This is an open-ended question.

Would it be important to have people with varying levels of dis/ability to have a role in how the city creates accessibility?

Q6

Do not contact me

Best Method of Contact? (optional). Please select one below.

#2

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, October 25, 2021 10:27:47 AM
Last Modified: Monday, October 25, 2021 10:30:55 AM
Time Spent: 00:03:07
IP Address: 98.232.79.14

Page 1

Q1

Contact Information (optional). Please enter your contact information below for tracking purposes. You may be contacted with questions about the information submitted.

Name

Address

City/Town

State/Province

ZIP/Postal Code

Email Address

Phone Number

Q2

Respondent skipped this question

Please describe the ADA access barrier. Please share information about the specific location of the barrier such as an address, nearby street intersections or landmarks.

Q3

Where is it important to remove barriers? Please rank the following locations in order of importance for barrier removal (1 = most important).

Parking	1
Beach access	4
Paved pedestrian routes (sidewalks, shared use paths)	2
Unpaved pedestrian routes (trails)	3

Q4

Which barriers do you want removed before others? Please rank the following barriers in order of importance for barrier removal (1 = most important).

Missing accessible pedestrian signals	3
Missing curb ramps	1
Sidewalk cracks/bumps	2
Overgrown vegetation in path of travel	6
Fixed objects blocking path of travel	5
Missing pedestrian crossings	4

Q5

Respondent skipped this question

Is there anything else you want us to know? This is an open-ended question.

Q6

Email address

Best Method of Contact? (optional). Please select one below.

#3

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, October 26, 2021 6:04:53 AM
Last Modified: Tuesday, October 26, 2021 6:09:18 AM
Time Spent: 00:04:25
IP Address: 174.194.134.49

Page 1

Q1

Contact Information (optional). Please enter your contact information below for tracking purposes. You may be contacted with questions about the information submitted.

Name
Address
City/Town
State/Province
ZIP/Postal Code
Email Address
Phone Number

Q2

Please describe the ADA access barrier. Please share information about the specific location of the barrier such as an address, nearby street intersections or landmarks.

On North Harborview after turning from Vernhardsen there's an assisted living facility with trees planted in the sidewalk. These trees don't allow for passage of anyone in a wheelchair or even baby buggies. The sidewalk is much too narrow to have trees planted there.

Q3

Where is it important to remove barriers? Please rank the following locations in order of importance for barrier removal (1 = most important).

Parking	2
Beach access	3
Paved pedestrian routes (sidewalks, shared use paths)	1
Unpaved pedestrian routes (trails)	4

Q4

Which barriers do you want removed before others? Please rank the following barriers in order of importance for barrier removal (1 = most important).

Missing accessible pedestrian signals	3
Missing curb ramps	4
Sidewalk cracks/bumps	5
Overgrown vegetation in path of travel	6
Fixed objects blocking path of travel	2
Missing pedestrian crossings	1

Q5

Respondent skipped this question

Is there anything else you want us to know? This is an open-ended question.

Q6

Email address

Best Method of Contact? (optional). Please select one below.

#4

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, October 26, 2021 6:18:22 AM
Last Modified: Tuesday, October 26, 2021 6:25:08 AM
Time Spent: 00:06:45
IP Address: 76.121.20.138

Page 1

Q1

Contact Information (optional). Please enter your contact information below for tracking purposes. You may be contacted with questions about the information submitted.

Name
Address
City/Town
State/Province
ZIP/Postal Code
Email Address

Q2

Please describe the ADA access barrier. Please share information about the specific location of the barrier such as an address, nearby street intersections or landmarks.

Handicap accessible children Playground

Q3

Where is it important to remove barriers? Please rank the following locations in order of importance for barrier removal (1 = most important).

Parking	4
Beach access	2
Paved pedestrian routes (sidewalks, shared use paths)	1
Unpaved pedestrian routes (trails)	3

Q4

Which barriers do you want removed before others? Please rank the following barriers in order of importance for barrier removal (1 = most important).

Missing accessible pedestrian signals	4
Missing curb ramps	3
Sidewalk cracks/bumps	1
Overgrown vegetation in path of travel	6
Fixed objects blocking path of travel	2
Missing pedestrian crossings	5

Q5

Is there anything else you want us to know? This is an open-ended question.

I know I live off City limits:

One swing that a powerchair/ wheelchair can be loaded onto, and secured would be so inclusive for children.

Playgrounds without wood bark. Wood bark makes playgrounds inaccessible

Rosedale is fully inaccessible for my powerchair using child. Whom do I contact for such inclusive advocacy? Thank you.

Q6

Email address

Best Method of Contact? (optional). Please select one below.

#5

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, October 26, 2021 8:39:05 AM
Last Modified: Tuesday, October 26, 2021 8:40:52 AM
Time Spent: 00:01:47
IP Address: 73.35.151.142

Page 1

Q1 **Respondent skipped this question**

Contact Information (optional). Please enter your contact information below for tracking purposes. You may be contacted with questions about the information submitted.

Q2 **Respondent skipped this question**

Please describe the ADA access barrier. Please share information about the specific location of the barrier such as an address, nearby street intersections or landmarks.

Q3
 Where is it important to remove barriers? Please rank the following locations in order of importance for barrier removal (1 = most important).

- | | |
|---|----------|
| Parking | 2 |
| Beach access | 3 |
| Paved pedestrian routes (sidewalks, shared use paths) | 1 |
| Unpaved pedestrian routes (trails) | 4 |

Q4
 Which barriers do you want removed before others? Please rank the following barriers in order of importance for barrier removal (1 = most important).

- | | |
|--|----------|
| Missing accessible pedestrian signals | 4 |
| Missing curb ramps | 3 |
| Sidewalk cracks/bumps | 2 |
| Overgrown vegetation in path of travel | 6 |
| Fixed objects blocking path of travel | 5 |
| Missing pedestrian crossings | 1 |

Q5

Is there anything else you want us to know? This is an open-ended question.

We need more playgrounds that are accessible for disabled kids.

Q6

Respondent skipped this question

Best Method of Contact? (optional). Please select one below.

#6

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, October 26, 2021 11:19:12 AM
Last Modified: Tuesday, October 26, 2021 11:36:37 AM
Time Spent: 00:17:24
IP Address: 67.183.98.50

Page 1

Q1

Contact Information (optional). Please enter your contact information below for tracking purposes. You may be contacted with questions about the information submitted.

Name
Address
Address 2
City/Town
State/Province
ZIP/Postal Code
Email Address

Q2

Please describe the ADA access barrier. Please share information about the specific location of the barrier such as an address, nearby street intersections or landmarks.

Galaxy Theater - The brick walk that goes through the parking lot has a curb. If you are in a power chair and want to follow the walk you will go off a curb. More the one handy cap person has been ejected for their chair while trying to follow that walk way.

Q3

Where is it important to remove barriers? Please rank the following locations in order of importance for barrier removal (1 = most important).

Parking	2
Beach access	4
Paved pedestrian routes (sidewalks, shared use paths)	1
Unpaved pedestrian routes (trails)	3

Q4

Which barriers do you want removed before others? Please rank the following barriers in order of importance for barrier removal (1 = most important).

Missing accessible pedestrian signals	4
Missing curb ramps	1
Sidewalk cracks/bumps	2
Overgrown vegetation in path of travel	6
Fixed objects blocking path of travel	5
Missing pedestrian crossings	3

Q5

Is there anything else you want us to know? This is an open-ended question.

Handy cap parking- is a mess in this city. I understand there is limited parking for Van access as it takes a eight foot ramp to exit the van. That being said the van parking is always (if available) closest to the facility. People unknow park small cares in the slot because of it's proximity to the facility. If the van spot was the furthest from the facility it would give greater arability to Vans. Keeping in mind people who need and use these types of Vans aren't walking into a facility they are rolling.

Q6

Email address

Best Method of Contact? (optional). Please select one below.

#7

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, October 26, 2021 8:37:02 PM
Last Modified: Tuesday, October 26, 2021 8:49:58 PM
Time Spent: 00:12:55
IP Address: 73.109.61.115

Page 1

Q1

Contact Information (optional). Please enter your contact information below for tracking purposes. You may be contacted with questions about the information submitted.

Name
Address
City/Town
State/Province
ZIP/Postal Code
Email Address
Phone Number

Q2

Please describe the ADA access barrier. Please share information about the specific location of the barrier such as an address, nearby street intersections or landmarks.

Lack of sidewalks is widespread in city. Burnham is a prime example.

Q3

Where is it important to remove barriers? Please rank the following locations in order of importance for barrier removal (1 = most important).

Parking	2
Beach access	4
Paved pedestrian routes (sidewalks, shared use paths)	1
Unpaved pedestrian routes (trails)	3

Q4

Which barriers do you want removed before others? Please rank the following barriers in order of importance for barrier removal (1 = most important).

Missing accessible pedestrian signals	3
Missing curb ramps	2
Sidewalk cracks/bumps	4
Overgrown vegetation in path of travel	6
Fixed objects blocking path of travel	5
Missing pedestrian crossings	1

Q5

Is there anything else you want us to know? This is an open-ended question.

Addressing connectivity (or lack there of) of accessible non-motorized facilities is an important goal and I hope the City makes a concerted effort to deal with the gaps.

Q6

Phone

Best Method of Contact? (optional). Please select one below.

#8

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, November 01, 2021 9:31:47 AM
Last Modified: Monday, November 01, 2021 9:39:51 AM
Time Spent: 00:08:04
IP Address: 199.117.244.86

Page 1

Q1

Contact Information (optional). Please enter your contact information below for tracking purposes. You may be contacted with questions about the information submitted.

Name

City/Town

State/Province

ZIP/Postal Code

Email Address

Phone Number

Q2

Please describe the ADA access barrier. Please share information about the specific location of the barrier such as an address, nearby street intersections or landmarks.

Being Fox Island we have no barriers but narrow roads, no side walks, need ADA but more important bike lanes properly marked.

Q3

Respondent skipped this question

Where is it important to remove barriers? Please rank the following locations in order of importance for barrier removal (1 = most important).

Q4

Respondent skipped this question

Which barriers do you want removed before others? Please rank the following barriers in order of importance for barrier removal (1 = most important).

Q5

Is there anything else you want us to know? This is an open-ended question.

Provide bike lanes, also used for ADA scooters, bikes, powered wheelchairs.

Q6

Email address

Best Method of Contact? (optional). Please select one below.

#9

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, November 01, 2021 9:40:44 AM
Last Modified: Monday, November 01, 2021 9:44:27 AM
Time Spent: 00:03:42
IP Address: 199.117.244.86

Page 1

Q1

Contact Information (optional). Please enter your contact information below for tracking purposes. You may be contacted with questions about the information submitted.

- Name
 - Address
 - City/Town
 - State/Province
 - ZIP/Postal Code
 - Email Address
 - Phone Number
-

Q2

Respondent skipped this question

Please describe the ADA access barrier. Please share information about the specific location of the barrier such as an address, nearby street intersections or landmarks.

Q3

Where is it important to remove barriers? Please rank the following locations in order of importance for barrier removal (1 = most important).

- Parking **1**
 - Paved pedestrian routes (sidewalks, shared use paths) **2**
 - Unpaved pedestrian routes (trails) **3**
-

Q4

Which barriers do you want removed before others? Please rank the following barriers in order of importance for barrier removal (1 = most important).

Missing accessible pedestrian signals	2
Missing curb ramps	5
Sidewalk cracks/bumps	3
Overgrown vegetation in path of travel	6
Fixed objects blocking path of travel	4
Missing pedestrian crossings	1

Q5

Is there anything else you want us to know? This is an open-ended question.

Stepping off of curbs in the Harbor can be dangerous.

Q6

Email address

Best Method of Contact? (optional). Please select one below.

#10

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, November 01, 2021 9:46:26 AM
Last Modified: Monday, November 01, 2021 9:49:00 AM
Time Spent: 00:02:33
IP Address: 199.117.244.86

Page 1

Q1

Contact Information (optional). Please enter your contact information below for tracking purposes. You may be contacted with questions about the information submitted.

Name
Address
City/Town
State/Province
ZIP/Postal Code
Email Address
Phone Number

Q2

Respondent skipped this question

Please describe the ADA access barrier. Please share information about the specific location of the barrier such as an address, nearby street intersections or landmarks.

Q3

Where is it important to remove barriers? Please rank the following locations in order of importance for barrier removal (1 = most important).

Parking	2
Paved pedestrian routes (sidewalks, shared use paths)	1
Unpaved pedestrian routes (trails)	3

Q4

Which barriers do you want removed before others? Please rank the following barriers in order of importance for barrier removal (1 = most important).

Missing accessible pedestrian signals	3
Missing curb ramps	2
Sidewalk cracks/bumps	1
Overgrown vegetation in path of travel	5
Fixed objects blocking path of travel	6
Missing pedestrian crossings	4

Q5

Respondent skipped this question

Is there anything else you want us to know? This is an open-ended question.

Q6

Email address

Best Method of Contact? (optional). Please select one below.

#11

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, November 01, 2021 9:49:34 AM
Last Modified: Monday, November 01, 2021 9:54:03 AM
Time Spent: 00:04:29
IP Address: 199.117.244.86

Page 1

Q1

Contact Information (optional). Please enter your contact information below for tracking purposes. You may be contacted with questions about the information submitted.

Name
Address
City/Town
State/Province
ZIP/Postal Code
Email Address
Phone Number

Q2

Please describe the ADA access barrier. Please share information about the specific location of the barrier such as an address, nearby street intersections or landmarks.

Need better sidewalks, not useless roundabouts, i.e. very tight on at Rosedale and Stinson.

Q3

Where is it important to remove barriers? Please rank the following locations in order of importance for barrier removal (1 = most important).

Parking	1
Paved pedestrian routes (sidewalks, shared use paths)	2
Unpaved pedestrian routes (trails)	3

Q4

Which barriers do you want removed before others? Please rank the following barriers in order of importance for barrier removal (1 = most important).

Missing accessible pedestrian signals	5
Missing curb ramps	3
Sidewalk cracks/bumps	2
Overgrown vegetation in path of travel	1
Fixed objects blocking path of travel	6
Missing pedestrian crossings	4

Q5

Is there anything else you want us to know? This is an open-ended question.

More parking. Need more sidewalks - folks walk on shoulder of road - very unsafe. Need some for disabled vehicles/scooters.

Q6

Mailing address

Best Method of Contact? (optional). Please select one below.

#12

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, November 01, 2021 9:55:08 AM
Last Modified: Monday, November 01, 2021 10:00:26 AM
Time Spent: 00:05:18
IP Address: 199.117.244.86

Page 1

Q1

Contact Information (optional). Please enter your contact information below for tracking purposes. You may be contacted with questions about the information submitted.

Name
Address
City/Town
State/Province
ZIP/Postal Code
Email Address
Phone Number

Q2

Respondent skipped this question

Please describe the ADA access barrier. Please share information about the specific location of the barrier such as an address, nearby street intersections or landmarks.

Q3

Where is it important to remove barriers? Please rank the following locations in order of importance for barrier removal (1 = most important).

Parking	3
Beach access	4
Paved pedestrian routes (sidewalks, shared use paths)	1
Unpaved pedestrian routes (trails)	2

Q4

Which barriers do you want removed before others? Please rank the following barriers in order of importance for barrier removal (1 = most important).

Missing accessible pedestrian signals	3
Missing curb ramps	4
Sidewalk cracks/bumps	1
Overgrown vegetation in path of travel	6
Fixed objects blocking path of travel	2
Missing pedestrian crossings	5

Q5

Respondent skipped this question

Is there anything else you want us to know? This is an open-ended question.

Q6

Email address

Best Method of Contact? (optional). Please select one below.

#13

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, November 01, 2021 10:01:06 AM
Last Modified: Monday, November 01, 2021 10:04:10 AM
Time Spent: 00:03:04
IP Address: 199.117.244.86

Page 1

Q1

Contact Information (optional). Please enter your contact information below for tracking purposes. You may be contacted with questions about the information submitted.

Name
Address
City/Town
State/Province
ZIP/Postal Code
Email Address
Phone Number

Q2

Please describe the ADA access barrier. Please share information about the specific location of the barrier such as an address, nearby street intersections or landmarks.

On Harborview Dr. the sidewalks are uneven in some areas, as well as unexpected dips. Can they be corrected?

Q3

Where is it important to remove barriers? Please rank the following locations in order of importance for barrier removal (1 = most important).

Parking	3
Beach access	4
Paved pedestrian routes (sidewalks, shared use paths)	1
Unpaved pedestrian routes (trails)	2

Q4

Which barriers do you want removed before others? Please rank the following barriers in order of importance for barrier removal (1 = most important).

Missing accessible pedestrian signals	3
Missing curb ramps	2
Sidewalk cracks/bumps	1
Overgrown vegetation in path of travel	4
Fixed objects blocking path of travel	6
Missing pedestrian crossings	5

Q5

Respondent skipped this question

Is there anything else you want us to know? This is an open-ended question.

Q6

Email address

Best Method of Contact? (optional). Please select one below.

#14

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, November 01, 2021 10:04:41 AM
Last Modified: Monday, November 01, 2021 10:07:21 AM
Time Spent: 00:02:40
IP Address: 199.117.244.86

Page 1

Q1

Contact Information (optional). Please enter your contact information below for tracking purposes. You may be contacted with questions about the information submitted.

Name
Address
City/Town
State/Province
ZIP/Postal Code
Email Address
Phone Number

Q2

Please describe the ADA access barrier. Please share information about the specific location of the barrier such as an address, nearby street intersections or landmarks.

N/A

Q3

Where is it important to remove barriers? Please rank the following locations in order of importance for barrier removal (1 = most important).

Parking	2
Paved pedestrian routes (sidewalks, shared use paths)	1
Unpaved pedestrian routes (trails)	3

Q4

Which barriers do you want removed before others? Please rank the following barriers in order of importance for barrier removal (1 = most important).

Missing accessible pedestrian signals	3
Missing curb ramps	2
Sidewalk cracks/bumps	1
Missing pedestrian crossings	4

Q5

Is there anything else you want us to know? This is an open-ended question.

no

Q6

Do not contact me

Best Method of Contact? (optional). Please select one below.

#15

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, November 15, 2021 8:40:17 AM
Last Modified: Monday, November 15, 2021 8:44:53 AM
Time Spent: 00:04:36
IP Address: 50.233.235.90

Page 1

Q1

Contact Information (optional). Please enter your contact information below for tracking purposes. You may be contacted with questions about the information submitted.

Name
Address
Address 2
City/Town
State/Province
ZIP/Postal Code
Email Address

Q2

Please describe the ADA access barrier. Please share information about the specific location of the barrier such as an address, nearby street intersections or landmarks.

By the YMCA ...ACCESS TOTHEPATH FROM PARKING LOT TO POND OFFERS NO ADA TRANSITION. IVE WRITTEN TOCOUNCIL AND YMCA ABOUT THIS BEFORE AS MY WHERL CHAIR NEEDING FRIEND NEEDS SAID ACCESS.

Q3

Where is it important to remove barriers? Please rank the following locations in order of importance for barrier removal (1 = most important).

Parking	4
Beach access	1
Paved pedestrian routes (sidewalks, shared use paths)	3
Unpaved pedestrian routes (trails)	2

Q4

Which barriers do you want removed before others? Please rank the following barriers in order of importance for barrier removal (1 = most important).

Missing accessible pedestrian signals	4
Missing curb ramps	5
Sidewalk cracks/bumps	1
Overgrown vegetation in path of travel	6
Fixed objects blocking path of travel	3
Missing pedestrian crossings	2

Q5

Respondent skipped this question

Is there anything else you want us to know? This is an open-ended question.

Q6

Email address

Best Method of Contact? (optional). Please select one below.

#16

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, November 24, 2021 8:30:43 PM
Last Modified: Wednesday, November 24, 2021 8:38:25 PM
Time Spent: 00:07:41
IP Address: 73.59.55.190

Page 1

Q1

Contact Information (optional). Please enter your contact information below for tracking purposes. You may be contacted with questions about the information submitted.

Name
Address
City/Town
State/Province
ZIP/Postal Code
Email Address
Phone Number

Q2

Please describe the ADA access barrier. Please share information about the specific location of the barrier such as an address, nearby street intersections or landmarks.

Near the Peacock Hill and Sellers Street intersection.
The bus stop, going down Peacock Hill (right side of the road) has no sidewalk or space for citizens to safely access the bus stop. It's just a grassy/gravel area.

Q3

Where is it important to remove barriers? Please rank the following locations in order of importance for barrier removal (1 = most important).

Parking	3
Beach access	1
Paved pedestrian routes (sidewalks, shared use paths)	2
Unpaved pedestrian routes (trails)	4

Q4

Which barriers do you want removed before others? Please rank the following barriers in order of importance for barrier removal (1 = most important).

Missing accessible pedestrian signals	4
Missing curb ramps	1
Sidewalk cracks/bumps	6
Overgrown vegetation in path of travel	5
Fixed objects blocking path of travel	3
Missing pedestrian crossings	2

Q5

Is there anything else you want us to know? This is an open-ended question.

More flashing pedestrian crossing signals please!

Q6

Email address

Best Method of Contact? (optional). Please select one below.

#17

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, November 27, 2021 9:53:16 AM
Last Modified: Saturday, November 27, 2021 9:58:35 AM
Time Spent: 00:05:19
IP Address: 67.183.163.44

Page 1

Q1

Contact Information (optional). Please enter your contact information below for tracking purposes. You may be contacted with questions about the information submitted.

Name
Address
City/Town
State/Province
ZIP/Postal Code
Email Address
Phone Number

Q2

Please describe the ADA access barrier. Please share information about the specific location of the barrier such as an address, nearby street intersections or landmarks.

Motorized hoverboards, skateboards, and bikes speeding on the sidewalks

Q3

Where is it important to remove barriers? Please rank the following locations in order of importance for barrier removal (1 = most important).

Parking	2
Paved pedestrian routes (sidewalks, shared use paths)	1

Q4

Which barriers do you want removed before others? Please rank the following barriers in order of importance for barrier removal (1 = most important).

Missing accessible pedestrian signals	3
Sidewalk cracks/bumps	2
Overgrown vegetation in path of travel	1

Q5

Respondent skipped this question

Is there anything else you want us to know? This is an open-ended question.

Q6

Mailing address

Best Method of Contact? (optional). Please select one below.
