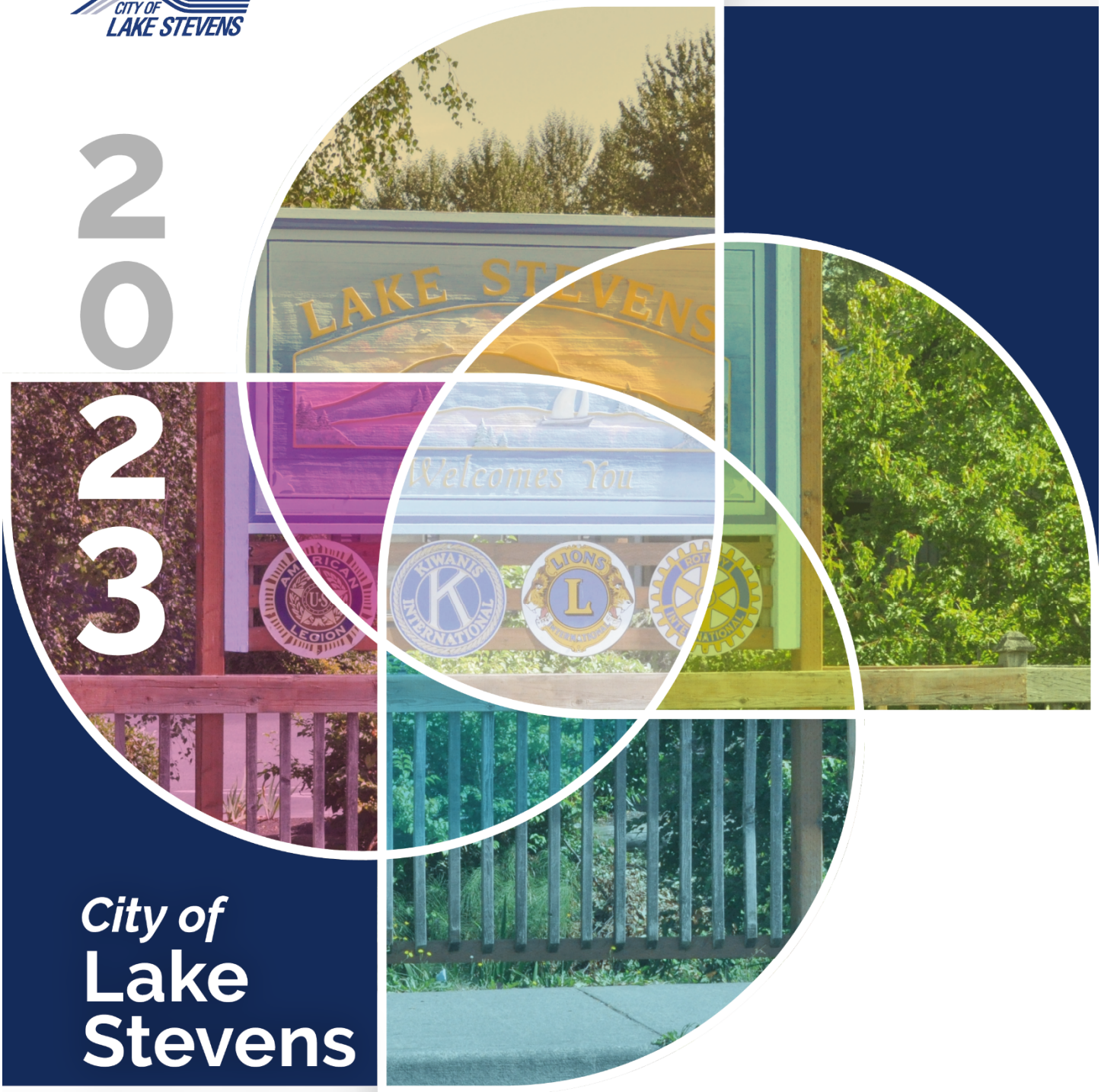
CITY OF LAKE STEVENS

2023



City of Lake Stevens

ADA Transition Plan

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WHAT TRANSPORTATION CAN BE.

CITY OF LAKE STEVENS

1812 Main Street
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Additional copies of this document are available online at https://www.lakestevenswa.gov/561/ADA-Plan

For questions about the City of Lake Stevens ADA Transition Plan or for access to an alternate format of this document email the City of Lake Stevens ADA Coordinator & Risk Manager Maximillian Roth at mroth@lakestevenswa.gov or by calling toll free, Voice: (425) 622-9440

For those who are deaf or hard of hearing, the Washington State Relay can be contacted at 711 or 1-800-833-6384 for assistance in making a request to the City.

PREPARED BY

Transpo Group
12131 113th Ave NE, Ste. 203
Kirkland, WA 98034

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Executive Summary

The City of Lake Stevens' current public right-of-way (ROW) facilities include infrastructure in need of updates for ADA compliance. These facilities were constructed over the last century, many before the Americans with Disabilities Act (ADA) requirements were passed in 1990. In addition, since 1990, standards and requirements that define accessibility have been continuously developed, with periodic updates, clarifications, and changes to those standards. Many of the facilities in Lake Stevens were constructed during this period and likely met applicable state and federal standards at the time of construction.

This Americans with Disabilities Act Self-Evaluation and Transition Plan establishes the City of Lake Stevens' ongoing commitment to providing equal access for all, including those with disabilities. In developing this plan, the City of Lake Stevens has undertaken a comprehensive evaluation of its facilities and policies related to the public rights-of-way to determine what types of access barriers exist for individuals with disabilities. This plan will be used to help guide future planning and implementation of necessary accessibility improvements. The City desires to make its infrastructure accessible by all. Removing all ADA noncompliant features and barriers is an undertaking that will take many years to achieve. This plan identifies priorities and recommendations that the City can implement over time to achieve an ADA-compliant public right of way.

Both the Self-Evaluation and the Transition Plan are required elements of the federally mandated ADA Title II, which requires that government agencies provide equal access to programs and services they offer. The Self-Evaluation for facilities within the public right-of-way includes attributes of sidewalks, curb ramps, and pedestrian pushbuttons. This evaluation included a comparison of each facility to current ADA standards. This evaluation did not include an assessment of whether the facility was constructed to meet current ADA standards to the maximum extent feasible as allowed by the ADA. As such, the Self-Evaluation and resulting costs and schedule for full ADA transition are considered conservative. The Self-Evaluation also includes an assessment of practices, policies, and procedures that relate to the planning, design, and construction of these facilities. The Self-Evaluation identified the following:

- The physical inventory of pedestrian facilities, as shown in Figure 2-2, included:
    - 2,679 sidewalk segments, totaling approximately 137 miles
    - 3,095 curb ramps
    - 97 signal pushbuttons
- Approximately 89% of the 3,095 existing curb ramps do not meet current ADA standards (see Table 2-1 and Figure 2-7).
- Approximately 137 miles of sidewalk were inventoried with approximately 94% not meeting current ADA standards (see Table 2-2 and Figure 2-12).
- All of the 97 inventoried pedestrian pushbuttons were not fully ADA compliant.

The removal costs for all non-compliant assets within the public right-of-way is estimated to be $37,628,000 (in 2023 dollars). This document also identifies a schedule for the removal of barriers and identifies how the City will address requests for accommodations in a consistent manner. The City is committed to removing these barriers and will implement projects to remove barriers identified in this plan. In addition, the City is continually working towards maintaining ADA compliance for all future capital improvement projects, permitted development, and any other construction project that impacts access to public programs.

1 Introduction

1.1 Plan Requirement

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

Cities and other government agencies are required to have an ADA self-evaluation and transition plan when they grow beyond a threshold of 50 employees. Accessibility requirements extend to all public facilities.

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

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

The plan shall, at a minimum—

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

(ii) Describe in detail the methods that will be used to make the facilities accessible;

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

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

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

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

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

The public right-of-way facilities evaluated under this plan were evaluated against 2011 PROWAG as this is the latest guideline developed by the Access Board.

1.2 Plan Structure

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

Chapter 1 – Introduction

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

Chapter 3 – Stakeholder Engagement Documents public engagement methods and findings.

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

Chapter 5 – Recommendations and Next Steps Provides a set of recommendations to inform the implementation of this Transition Plan and ongoing removal of pedestrian barriers.

Several associated appendix items are included to supplement this plan.

2 Self-Evaluation

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

This chapter describes the methods and findings of the Self-Evaluation. Section 2.1 provides an overview of ADA-related City policies. Next, Section 2.2 reviews City practices and design standards. Finally, Section 2.3 summarizes the Self-Evaluation's field data collection methods and findings.

2.1 Policy Review

The City of Lake Stevens primarily addresses pedestrian facilities in their City of Lake Stevens Engineering Design and Development Standards (EDDS) and the City of Lake Stevens Municipal Code (LSMC). The City of Lake Stevens Comprehensive Plan (2015) also includes goals and policies that address pedestrian connectivity.

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

2.1.1 Method

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

2.1.2 Findings

The City of Lake Stevens develops a Comprehensive Plan in order to complete long range planning for the City. The latest version of this plan was updated in December 2020. The plan covers topics including land use, housing, transportation, utilities, capital facilities, and shoreline master program policies.

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

- The city will develop an effective multimodal transportation system that emphasizes access, direct circulation and safety for vehicles, freight, public transportation, cyclists and pedestrians locally and to the region.
- The city will continue to look at options for maintenance, preservation and operational improvements to the existing road network as an essential component of the transportation plan and capital facilities decision-making process.
- The City will require that pedestrian connections take first priority over other means of non-motorized connection.

2.2 Practices and Design Standards

This section summarizes a review of the City of Lake Stevens Engineering Design and Development Standards (EDDS) and the City of Lake Stevens Municipal Code (LSMC) to identify any barriers to accessible design. For greater detail on the practices and standards review, see **Appendix A** for a barrier audit memo.

2.2.1 Public ROW

Practices and design standards that meet accessibility standards are essential to ensure new or upgraded pedestrian facilities are accessible and that these upgrades contribute to the removal of accessibility barriers throughout the City. This section summarizes a review of City practices and design standards for barriers and includes major findings of this work. Complete documentation of this work can be found in **Appendix A**. The audit was conducted in February of 2023.

2.2.1.1 Method

The City of Lake Stevens Engineering Design and Development Standards (EDDS) and the City of Lake Stevens Municipal Code (LSMC) were reviewed for compliance with ADA guidelines found in the 2011 Proposed Guidelines for Pedestrian Facilities in the Public Right-of Way (PROWAG).

2.2.1.2 Findings

The City of Lake Stevens maintains the LSMC and adopted design standard plans for sidewalks and pathways, crossings, signals, and other pedestrian areas. The City's municipal code can be accessed at the following web address: https://www.codepublishing.com/WA/LakeStevens/

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

The City standards and code do not address or only partially address crosswalks, signals, transit stops, ramps, and handrails. It is recommended for many of these areas that the City:

- Modify the City of Lake Stevens EDDS to adopt the WSDOT Design Manual Chapter 15 **or**
- Modify the City of Lake Stevens EDDS to include a section detailing the recommended design requirements that are currently missing **or**
- Modify the City of Lake Stevens EDDS to adopt a City of Lake Stevens Design Manual with chapters pertaining to each of the design elements associated with ADA compliance.

2.3 Existing Facilities

The Self-Evaluation inventoried barriers to access as required by ADA Title II Part 35, Subpart D – Program Accessibility § 35.150 (d)(3). Each facility and associated barriers were field inventoried and cataloged. Field data was collected by Transpo from November 2022 to March 2023.

***Figure 2-2** Public ROW Features*

2.3.1 Public ROW

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

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

2.3.1.1 Method

A self-evaluation of facilities within the public right-of-way was conducted by Transpo Group.

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

- 2,679 sidewalk segments, totaling approximately 137 miles
- 3,095 curb ramps
- 97 signal pushbuttons

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

In addition to these efforts, and in response to specific complaints lodged by citizens of the City, the state of Washington Department of Transportation (WSDOT) performed an audit of several locations and identified facilities that

presented barriers to accessibility. WSDOT alerted the City of these barriers via letters dated September 28, 2022 and November 18, 2022 which are included in **Appendic C**. This information was incorporated into the transition plan as described in Section 4.2.1.

The City also acknowledges that other jurisdictions own public ROW facilities within Lake Stevens. Some of these facilities include state routes such as SR 9, SR 204 , and SR 92.

Curb Ramps

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

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

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

These scores are referred to as the Accessibility Index Score (AIS). Curb ramps that had running slopes that were too steep received a score of 30 and were considered non-compliant. Curb ramps that had cross slopes slightly above the compliant threshold received a score of 25 while steeper cross slopes received a score of 30. Other criteria relating to turning space, flare slopes, detectable warning surfaces (DWS), obstructions, and condition were weighted lower, but could cumulatively reach the threshold for non-compliance.

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

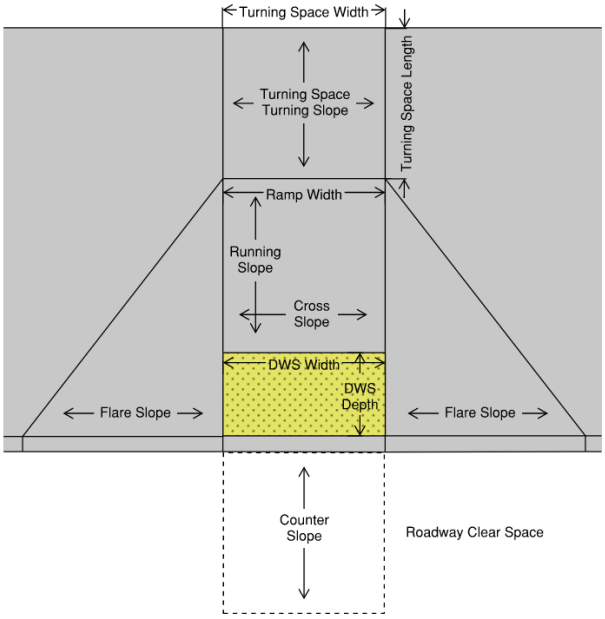


Figure 2-3 *Perpendicular Curb Ramp Attributes*

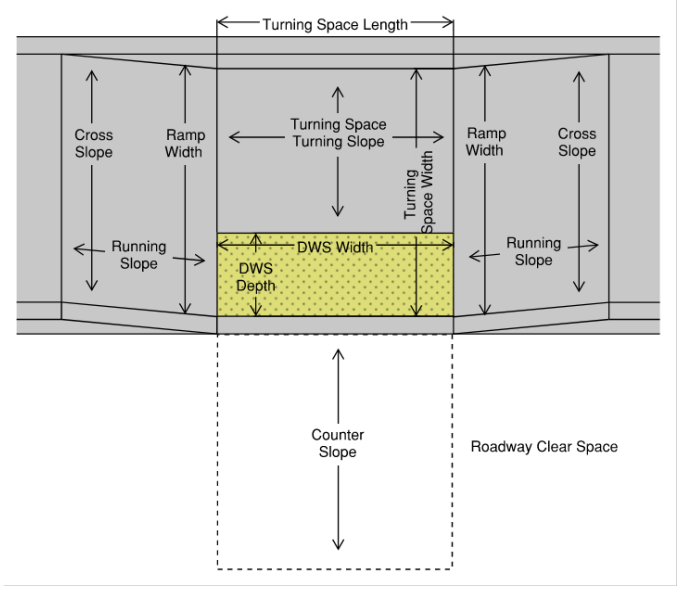


Figure 2-4 *Parallel Curb Ramp Attributes*

Sidewalks

The field data collection for sidewalks was completed along the length of each segment and evaluated for their compliance with ADA standards. Common attributes for sidewalks are shown in Figure 2-5.

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

- Sidewalk Width, i.e., the sidewalk is too narrow,
- Sidewalk Condition, i.e., amount of cracking.
- Number of barriers, i.e., vertical discontinuity, vegetation, non-slip lid, protruding obstacles, etc.

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

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

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

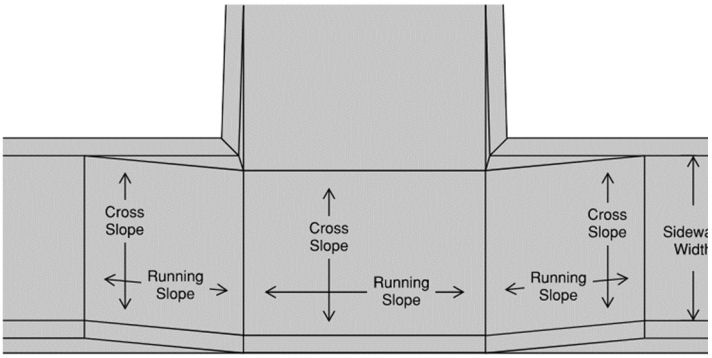


Figure 2-5 *Sidewalk Attributes*

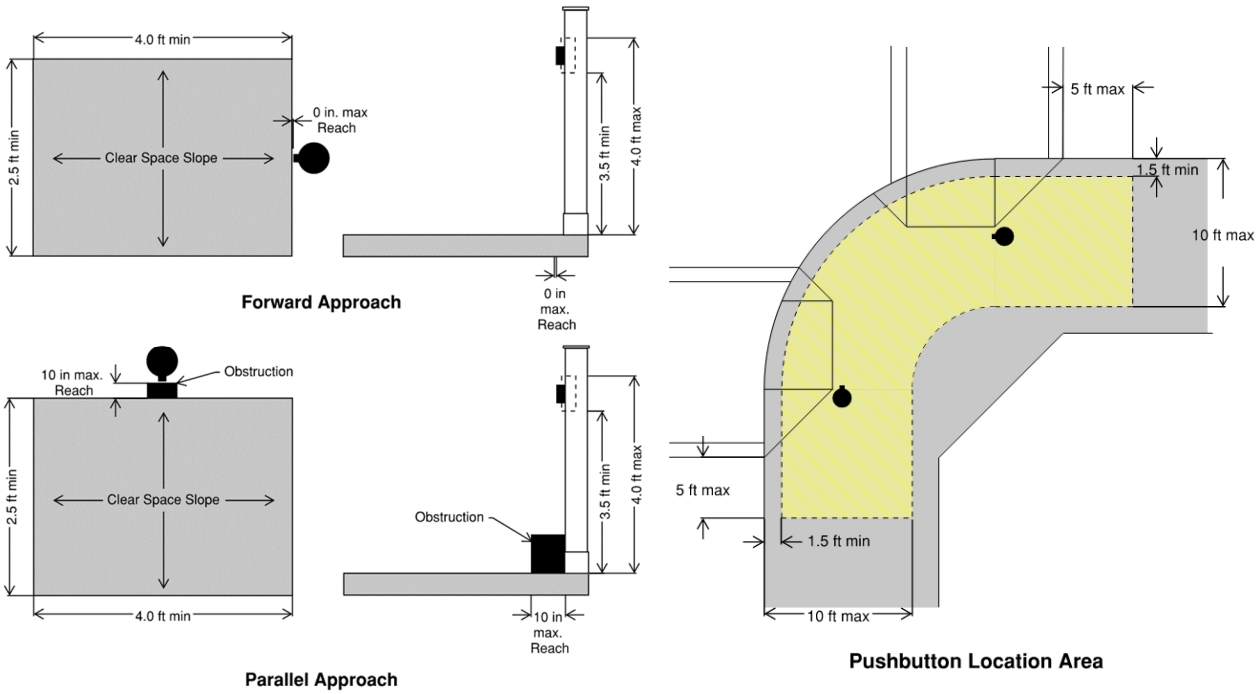


***Figure 2-6** APS Pedestrian Pushbutton Location Attributes*

Signal Pushbuttons

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

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

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

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

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

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

2.3.1.2 Findings

Curb Ramps

Approximately 89% of the 3,095 existing curb ramps do not meet ADA standards (see Table 2-1 and Figure 2-7).

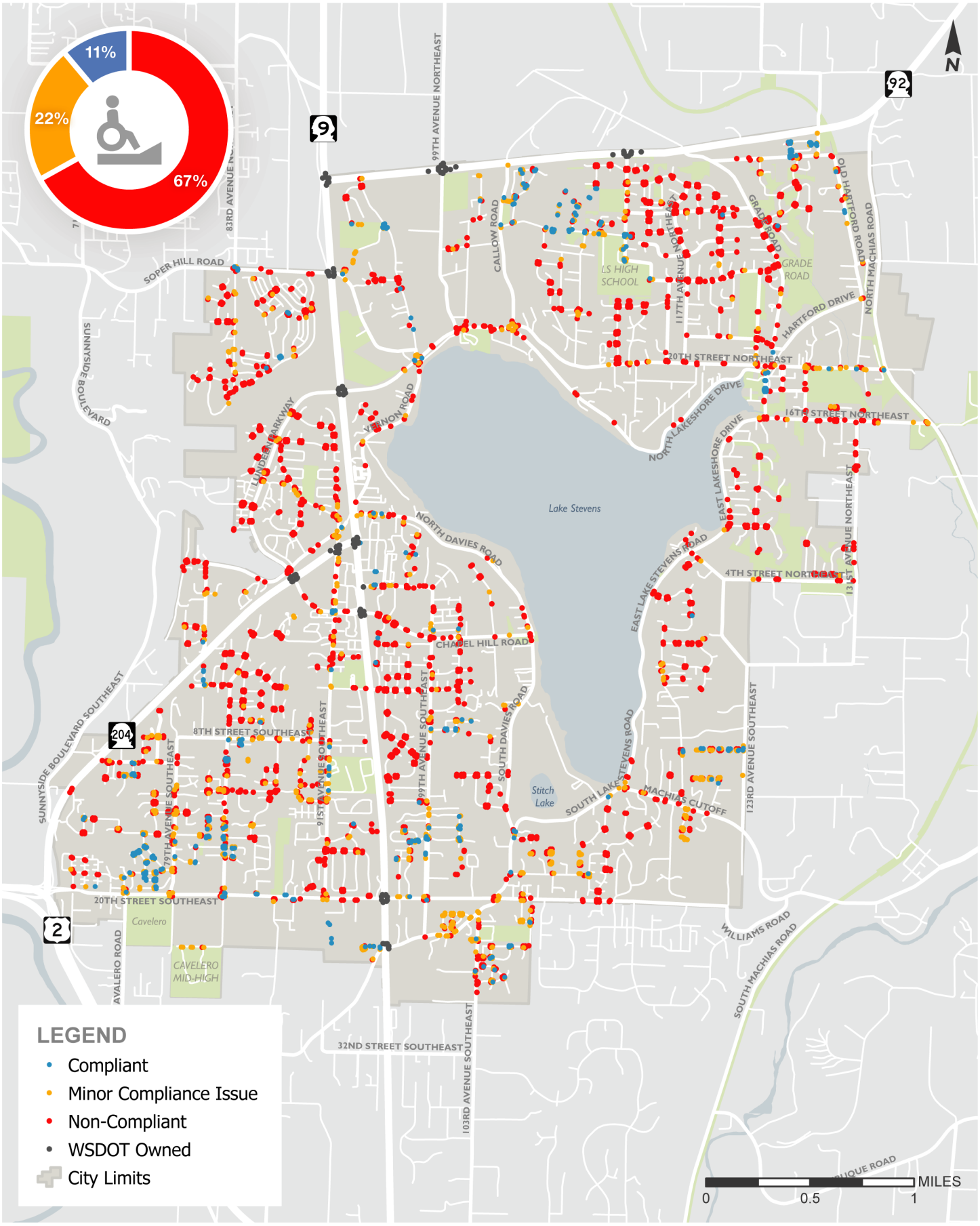
As discussed in Section 2.3.1, non-compliant ramps are those that have:

- Non-compliant ramp width, i.e., the ramping area is not present or too narrow (Figure 2-8).
- Non-compliant running slope, i.e., the ramp running slope is too steep (Figure 2-9). 770 curb ramps have running slopes greater than 8.3%.
- Non-compliant cross slope, i.e., the cross slope is too steep (Figure 2-10). 1,361 curb ramps have cross slopes greater than 2%, 889 of which have cross slopes greater than 3%.
- Several minor non-compliant features, such as flare slope, detectable warning surface (DWS) placement, no receiving ramp (Figure 2-11), etc.

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

Table 2-1 *Existing curb ramp compliance*

CURB RAMP COMPLIANCE	RAMPS	% OF TOTAL
Significant Compliance Issue	2,075	67%
Minor Compliance Issue	677	22%
Compliant ramps	343	11%
Total	**3,095**	



Non-Compliant Curb Ramp

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FIGURE **2-7**

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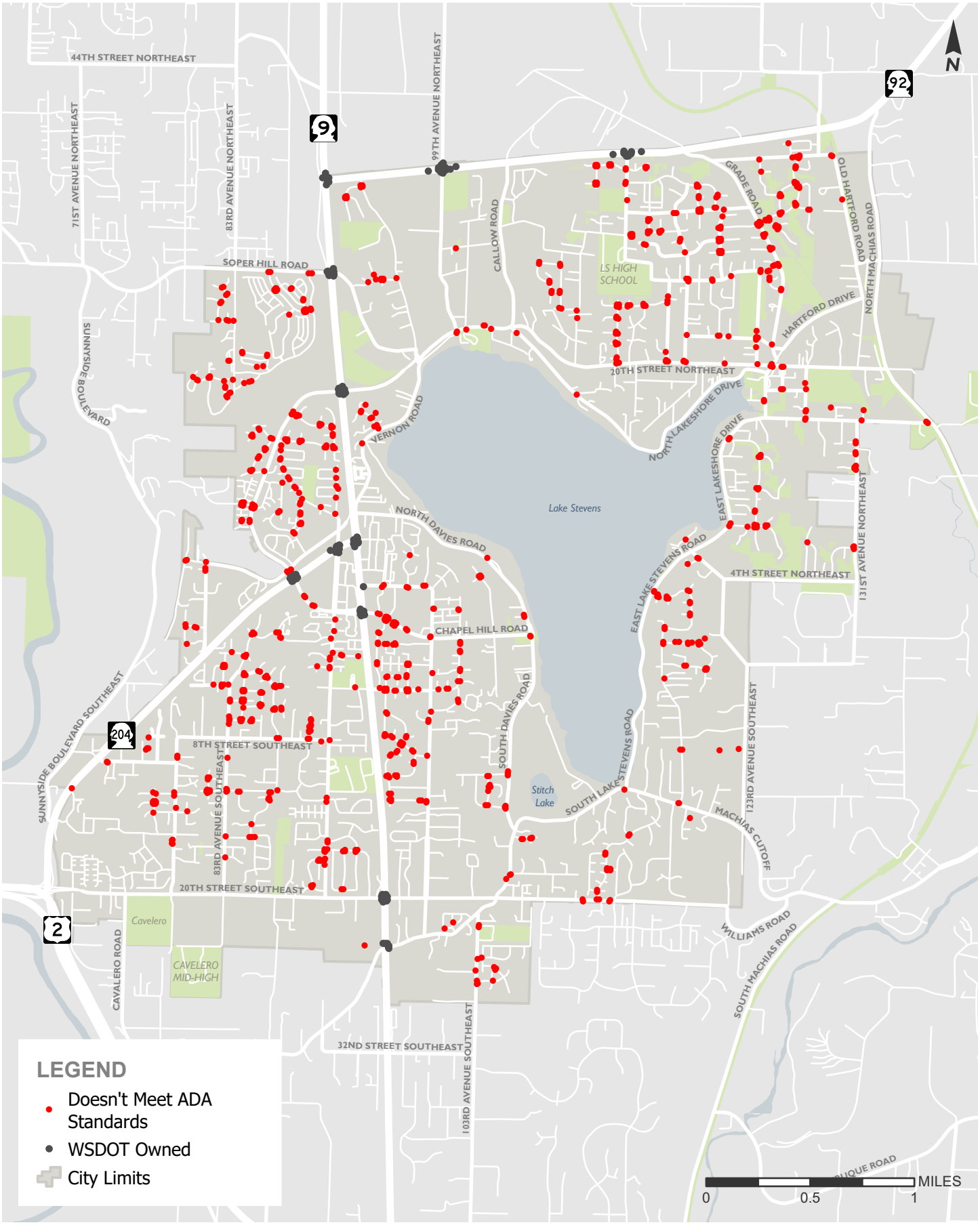

Curb Ramp Width

City of Lake Stevens ADA Transition Plan

FIGURE

2-8

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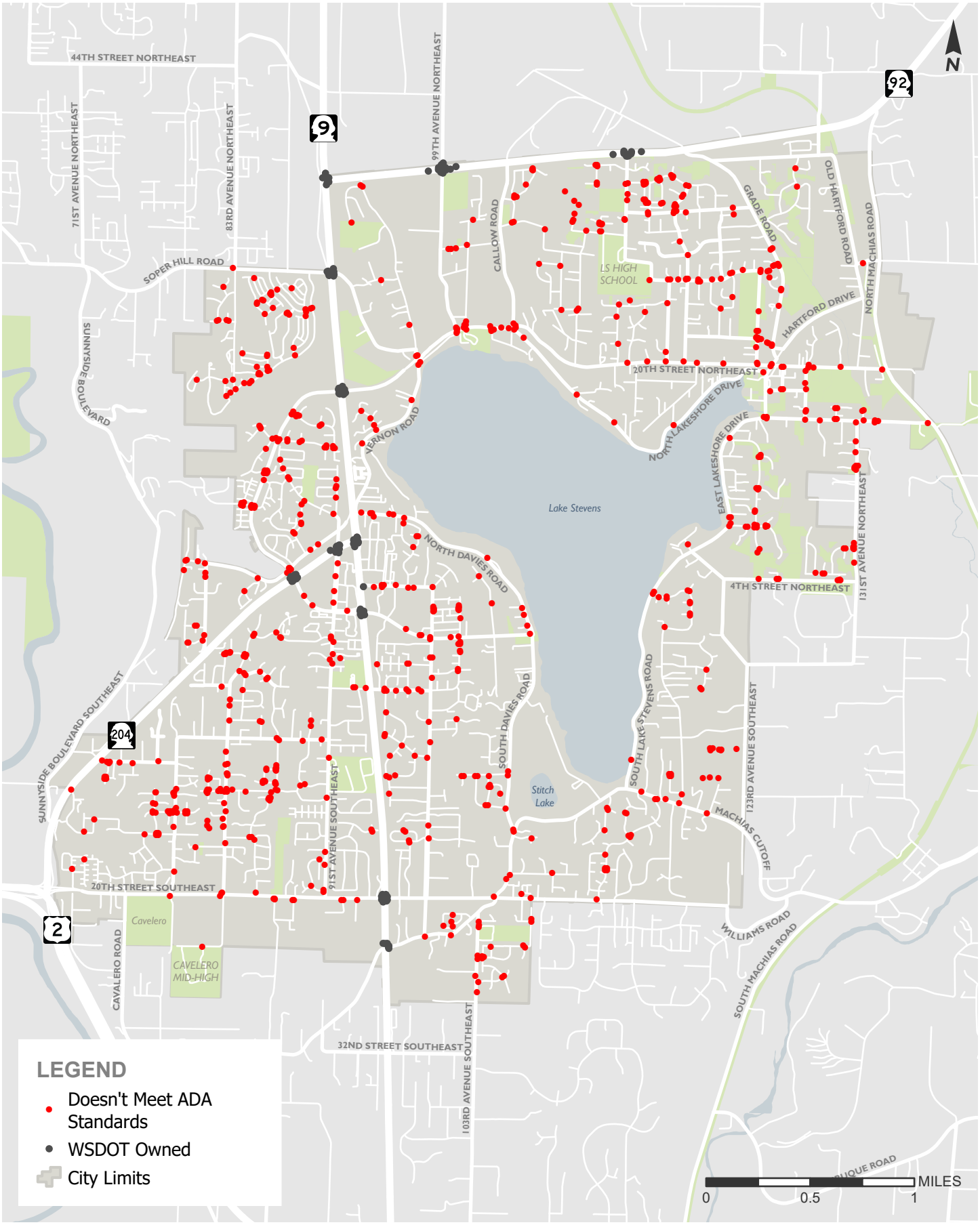

Curb Ramp Running Slope

City of Lake Stevens ADA Transition Plan

FIGURE **2-9**

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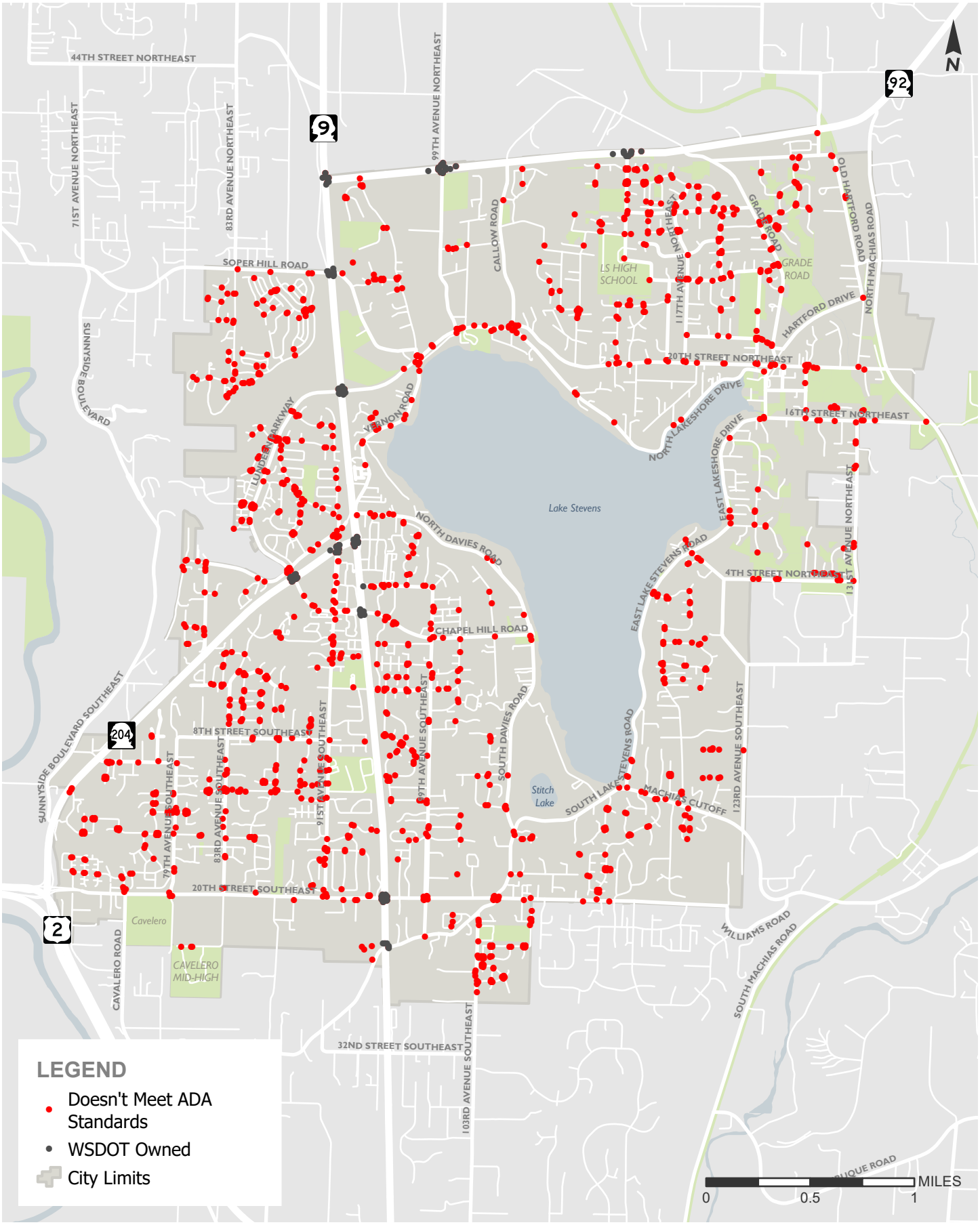
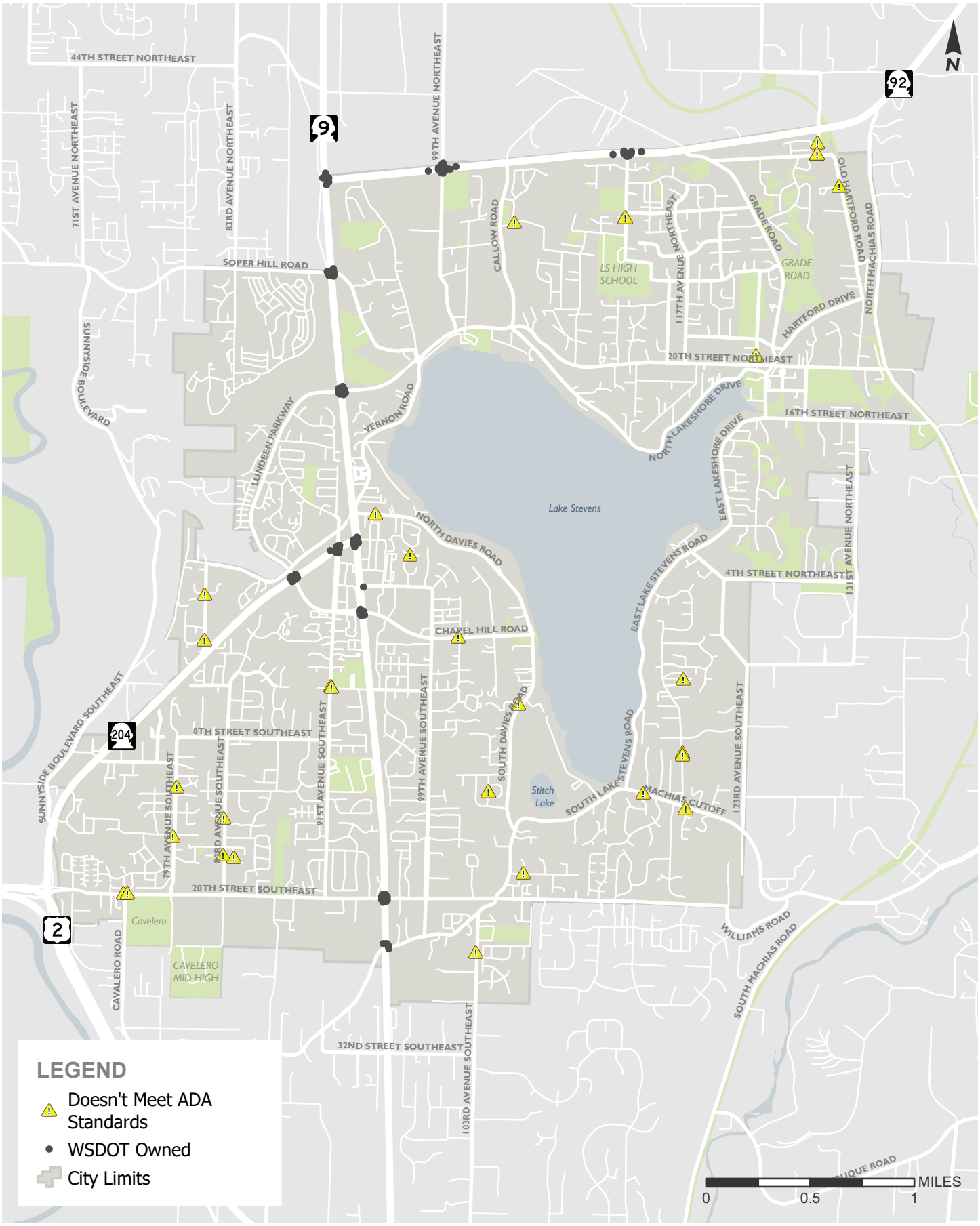


Curb Ramp Cross Slope

City of Lake Stevens ADA Transition Plan

FIGURE
2-10



Curb Ramp No Receiving Ramp

City of Lake Stevens ADA Transition Plan

FIGURE
2-11

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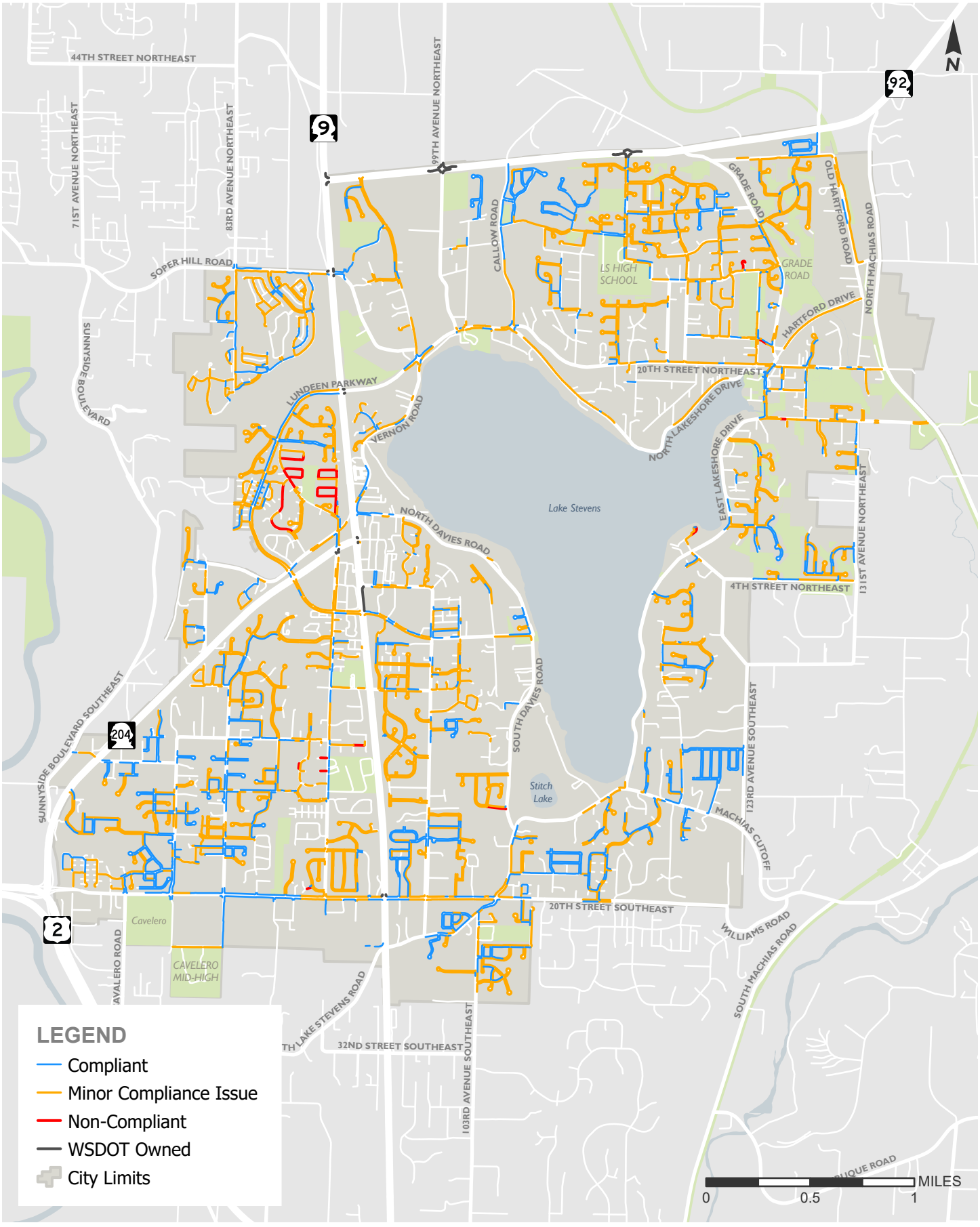
Sidewalks
Approximately 137 miles of sidewalk were inventoried with approximately 68% not meeting ADA standards (see Table 2-2 and Figure 2-12).

- Grinding, patch repair, and full reconstruction are potential solutions for removing the sidewalk barriers depending on the severity of the barrier.

Table 2-2 *Existing sidewalk compliance*

SIDEWALK COMPLIANCE	TOTAL	
	MILES	% OF TOTAL
Significant Compliance Issue	6	**2%**
Minor Compliance Issue	123	**66%**
Compliant	8	**32%**
Total	**137**	



Non-Compliant Sidewalk

City of Lake Stevens ADA Transition Plan

FIGURE **2-12**

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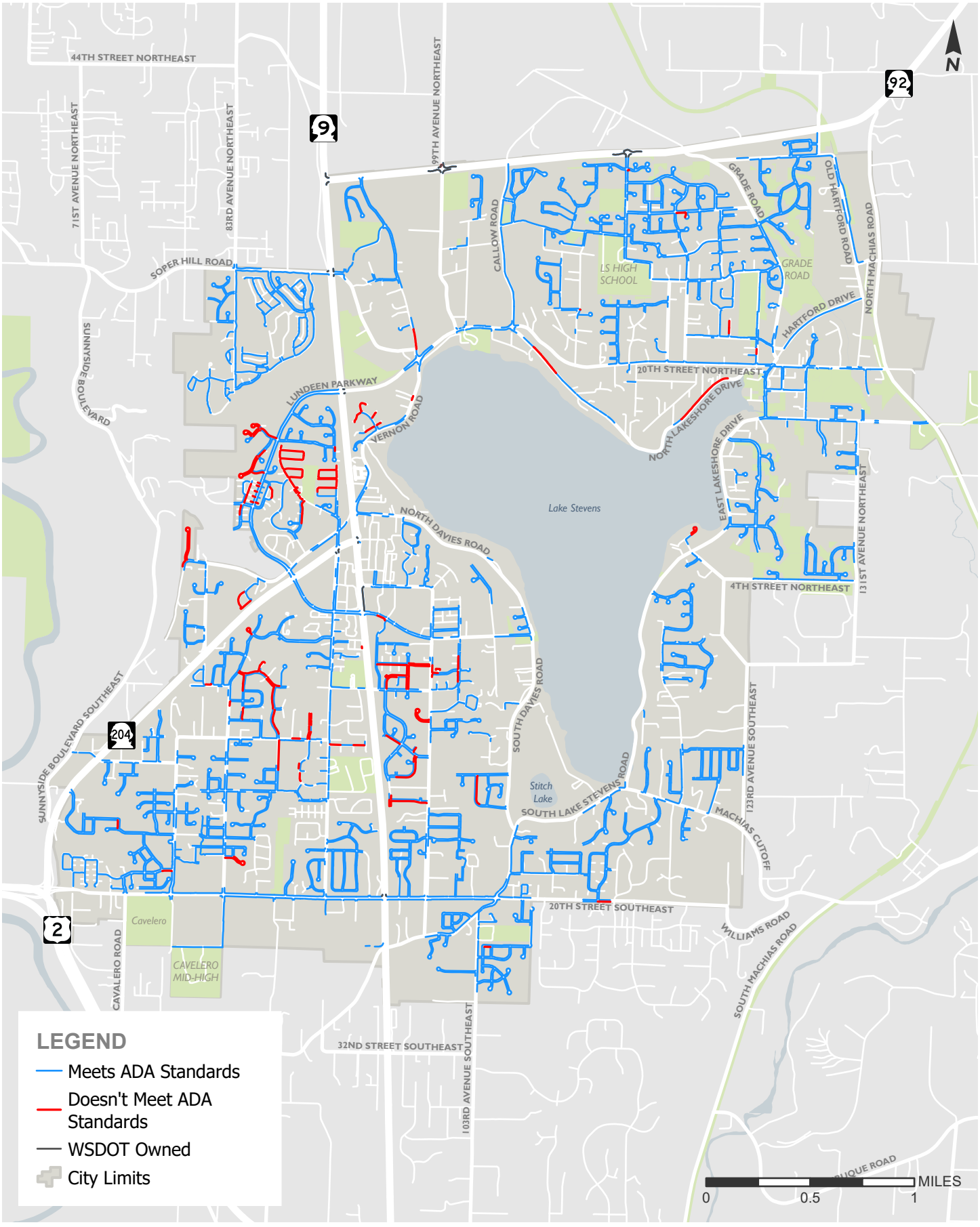

Sidewalk Width

City of Lake Stevens ADA Transition Plan

FIGURE

2-13

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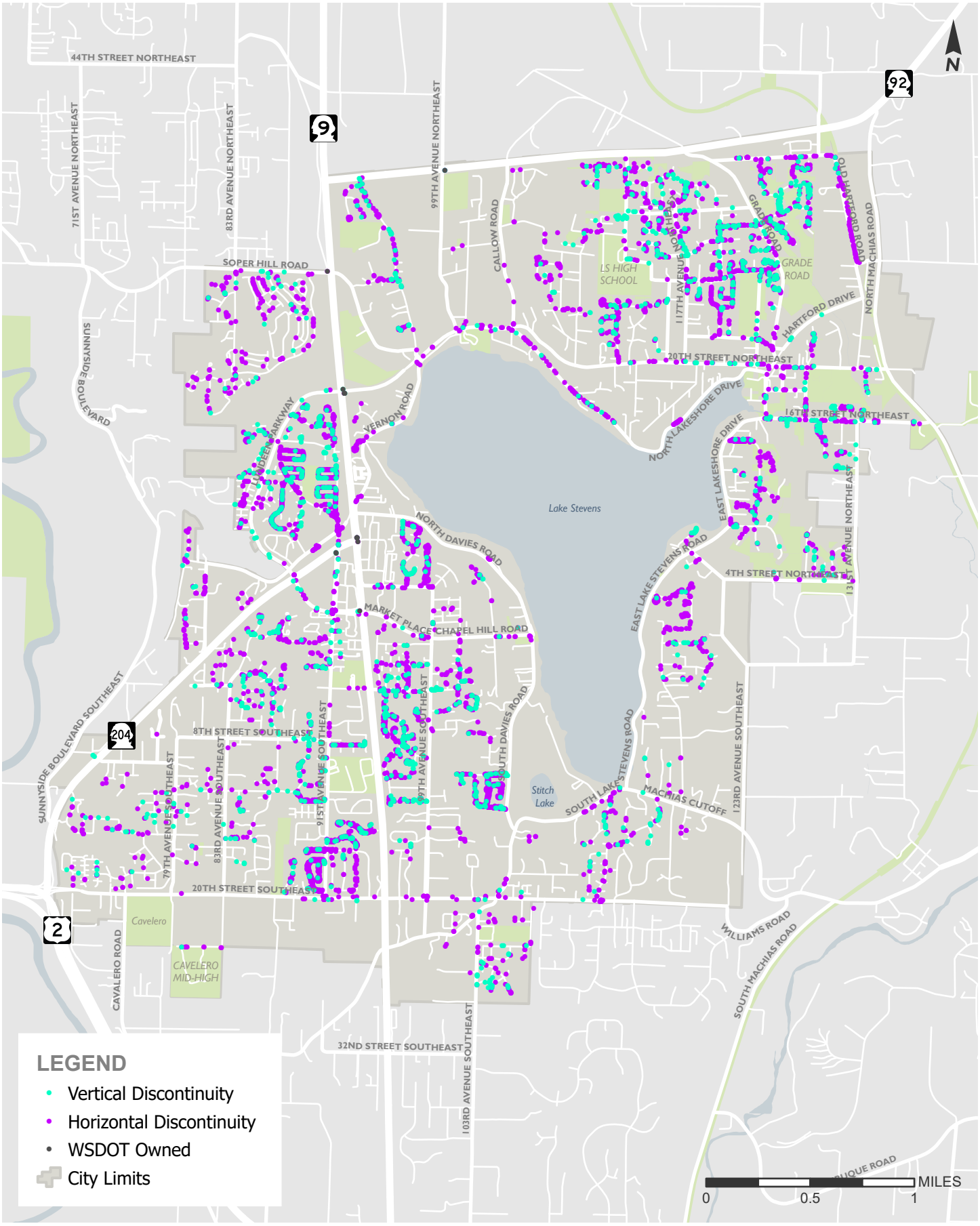

Sidewalk Barriers

City of Lake Stevens ADA Transition Plan

FIGURE

2-14

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Signal Pushbuttons

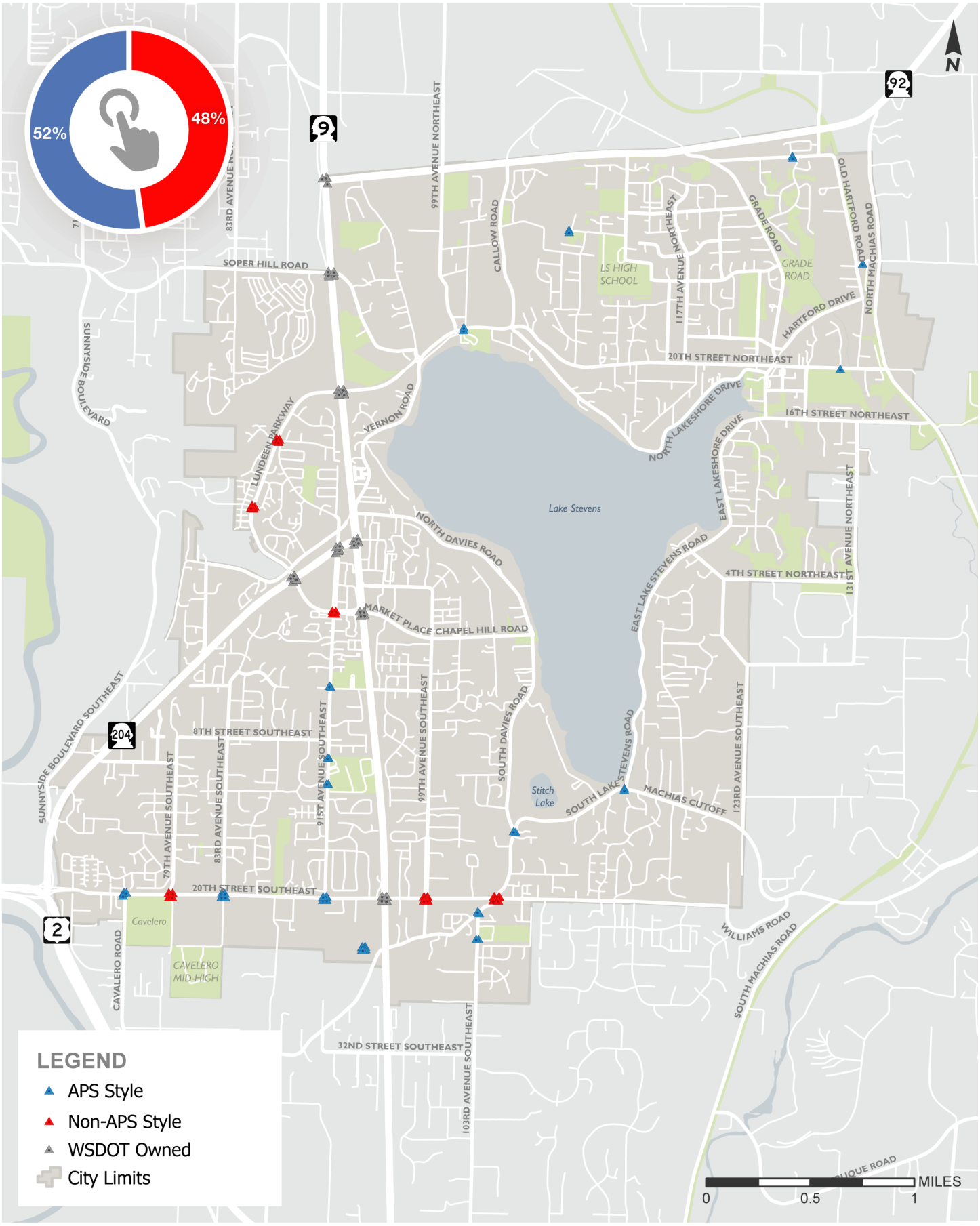
All of the 97 inventoried pedestrian pushbuttons were not fully ADA compliant. The non-compliant pedestrian pushbuttons include non-APS style buttons and APS-style buttons that need to be reprogrammed or relocated.

Approximately 47% of pedestrian pushbuttons in the city are an older "H-style" design (see Figure 2-15 top). This style of pushbutton can be upgraded to increase accessibility but must be fully replaced with an accessible pedestrian signal style pushbutton to achieve full ADA compliance (see Figure 2-15 bottom).

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

Figure 2-16 demonstrates the type and locations of these pushbuttons throughout the city.

Figure 2-15 *"H-style" (above) and APS-style pedestrian pushbutton (below)*



Signal Push Buttons: APS and Non-APS

City of Lake Stevens ADA Transition Plan

FIGURE
2-16

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2.3.2 Other Transportation Facilities within the City

The City of Lake Stevens acknowledges that there are facilities owned by other jurisdictions within Lake Stevens, including WSDOT. This report evaluates and prioritizes barriers within the City's public right of way; however, WSDOT owned facilities within City limits were also inventoried to provide a complete picture of accessibility within the City. Since these facilities are not maintained by the City, they were not included in subsequent analysis including prioritization and cost estimating. The following table summarizes the accessibility of WSDOT owned facilities within the City of Lake Stevens.

Table 2-3 *Existing WSDOT owned facility compliance*

CURB RAMP COMPLIANCE	RAMPS	% OF TOTAL
Significant Compliance Issue	62	51%
Minor Compliance Issue	45	37%
Compliant ramps	14	12%
Total	**121**	
SIDEWALK COMPLIANCE	**MILES**	**% OF TOTAL**
Significant Compliance Issue	0.0	0%
Minor Compliance Issue	0.5	74%
Compliant	0.2	26%
Total	**1**	
SIGNAL PUSH BUTTON COMPLIANCE	**PUSH BUTTONS**	**% OF TOTAL**
Non Compliant	54	96%
Compliant	2	4%
Total	**56**	

3 Stakeholder Engagement

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

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

3.1 Engagement Methods

To generate public involvement and capture public feedback on the ADA Transition Plan, the City used several methods: a virtual open house, engagement survey, and online mapping tool. Promotion and advertising for these outreach methods utilized the City's website and social media channels, as well as hardy copy surveys and flyers delivered by City staff. The City of Lake Stevens developed a project website: https://www.lakestevensada.com for easy online access to project information and ways to provide feedback. A full account of the public engagement findings can be found in **Appendix E.**

3.1.1 Online Open House and Survey

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

The surveyed contained questions focusing on the following areas.

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

The survey was made available for public participation from December 7, 2022 to December 31, 2023. The City received 17 responses to the survey and this information was used to develop the transition plan.

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

- Schools and institutions
- Neighborhoods
- Transit facilities

This information was used to help prioritize facilities for improvement as discussed in Section 4.2.1.

4 Pedestrian Barrier Removal Methods and Schedule

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

4.1 Barrier Removal Methods – Public ROW

The City currently has a variety of barrier removal methods that are funded from sources that include Capital Improvement Plan (CIP) and Transportation Improvement Program (TIP) projects, Transportation Benefit District (TBD) projects, maintenance programs, and permitted development. Certain programs provide continual means of barrier removal while others vary based on outside influences such as permitted development and grants. The manner in which an existing pedestrian barrier is removed is typically a function of its complexity and cost. Less complex pedestrian barriers, such as minor vertical discontinuities, can be removed through maintenance and operations programs. More complex barriers, such as barriers associated with ramp or sidewalk design, typically require additional engineering as part of a more costly capital construction project.

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

The following sections provide additional detail regarding the City's various funding mechanisms for removing barriers to accessibility. Additional detail regarding the City's barrier removal programs and funding are included in **Appendix F.**

4.1.1 Capital Improvement Projects

The Capital Improvement Program (CIP) and Transportation Improvement Program (TIP) are rolling 6-year plans with a focus on maintaining the existing transportation network and improving it safely. Transportation projects include residential street projects, arterial street improvements, and pedestrian and bicycle facility projects. ADA compliant improvements (new or replacement) are often included as a component of these projects. With this transition plan, accessibility barriers are now easier to identify and include in CIP and TIP projects. The City's current planned Capital Improvement projects with ADA barrier removal elements include: South Lake Stevens Multi-Use Path Phase II & III, 16th Street NE Multi-Use Path, Mill Spur Downtown Parking Lot, 79th Avenue SE/8th Street SE Intersection, and Citywide Sidewalk Improvements (including this ADA Transition Plan). It should be noted that any projects with new sidewalk construction were not included in this funding estimate, as they are not removing existing ADA barriers. However, these facilities should be constructed to current ADA standards to the maximum extent feasible.

4.1.2 Transportation Benefit District (TBD) Projects

The City recently developed and voters passed a Transportation Benefit District (TBD). Planned TBD projects include the construction of street, sidewalk, walkways, and trail improvements within the City to improve transportation and pedestrian safety and access along with the overlay and repair of city streets included in the City's annual street preservation

program. TBD projects are funded from the City's sales and use tax. The City's TBD project with accessibility barrier removal elements include: Main Street Redevelopment, 91st Avenue NE Commercial Revitalization, 99th Avenue NE Redevelopment, 91st Street SE School Sidewalk Connections, 16th Street NE Centennial Trail Connector, 117th Street NE High School Sidewalk Connection, and the Soper Hill Road Pedestrian Connection to Lundeen Parkway. It should be noted that any projects with new sidewalk construction were not included in this funding estimate, as they are not removing existing ADA barriers.

4.1.3 Pavement Preservation and Overlay Program (Transportation Benefit District Overlays)

The City also has a dedicated Pavement Preservation and Overlay Program. Current funding for this program is approximately $400,000. This program routinely removes barriers to accessibility by replacing and rebuilding non-compliant curb ramps. It was estimated that approximately $75,000 of the total budget was used for this purpose. The TBD program is anticipated to increase total funding for the Pavement Preservation and Overlay Program to approximately $650,000 in the future with approximately $122,000 estimated for ADA barrier removal.

4.1.4 Sidewalk Construction Program

The City's Sidewalk Construction program is funded by the Real Estate Excise Tax and includes new or existing capital improvements. This program contributes to ADA barrier removal by constructing new sidewalk at locations of current non-compliance or barriers.

4.1.5 Sidewalk Repair and Maintenance Program

Operational and maintenance activities typically resolve less costly and less complex barriers to accessibility. The City's Sidewalk Repair and Maintenance program helps to remove ADA related barriers through curbs, streets, and sidewalk repairs. Though maintenance investments for pedestrian facilities often do not bring sidewalks, ramps, and other pedestrian infrastructure fully up to ADA standards, these investments of staff time and resources typically result in critically important access improvements. These activities have included sidewalk panel grinding and panel replacement. Maintenance investments are crucial to increasing the longevity of the existing pedestrian network.

4.1.6 Permitted Development

Redevelopment of properties such as construction of new housing or commercial buildings or major remodels often removes barriers to accessibility. At times, private development results in street frontage improvements as a function of construction permit requirements. All such improvements should be designed and built to meet City and ADA standards.

4.2 Barrier Removal Plan and Schedule

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

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

4.2.1 Prioritization

4.2.1.1 Pedestrian Barriers – Public ROW

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

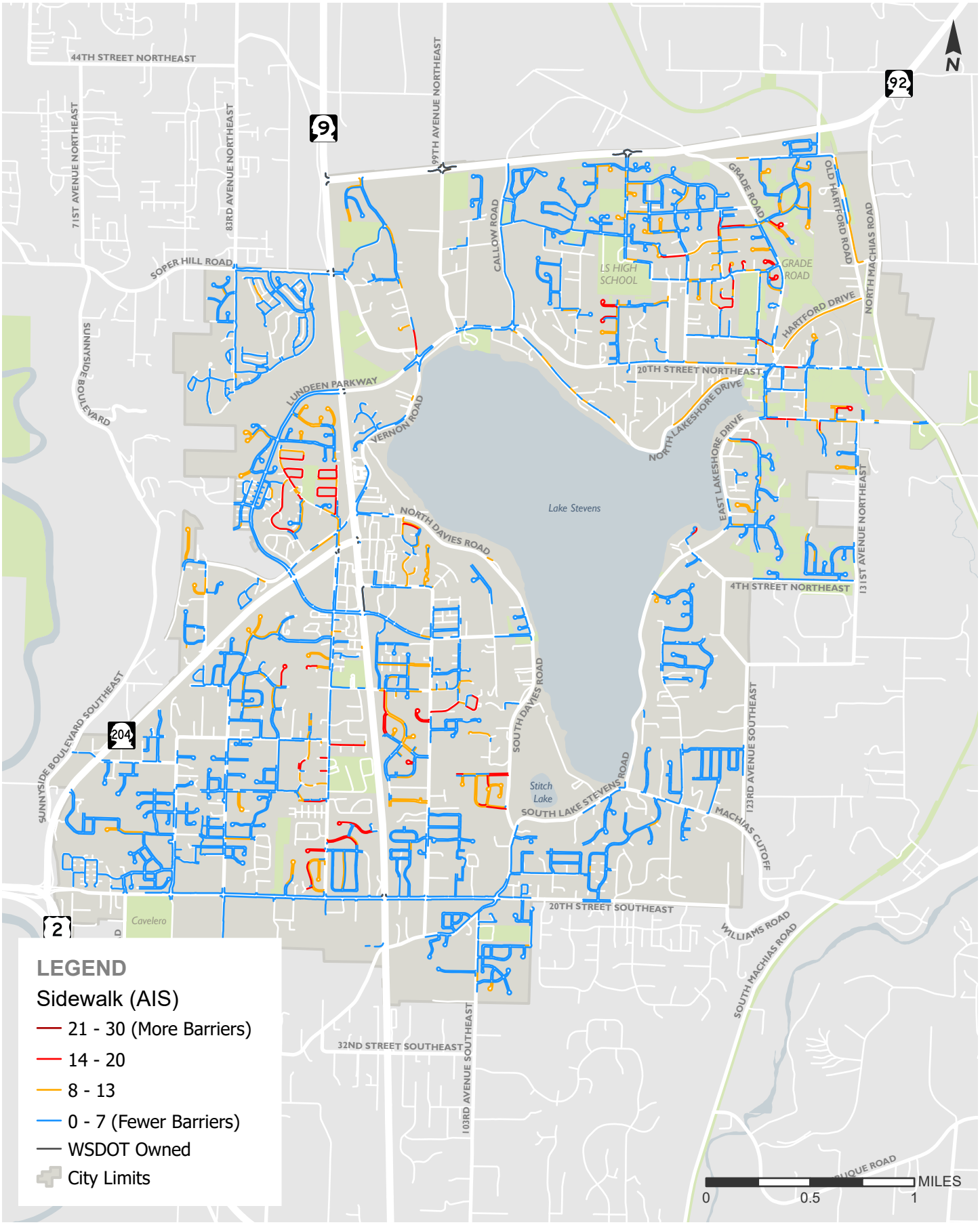
- Physical impact to accessibility
- Proximity to key pedestrian destinations, such as transit stops and schools.

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

Physical impact to accessibility: Accessibility Index Score (AIS)

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

Potential scores for each facility range from 0 (compliant) to 30. Each facility's Accessibility Index Score is the sum of the individual criteria scores. Curb ramps with non-compliant ramp widths, running slopes, or cross-slopes greater than three percent were assigned the highest possible score of 30.



Accessibility Index Score Composite (Sidewalk)

City of Lake Stevens ADA Transition Plan

transpogroup

FIGURE **4-1**

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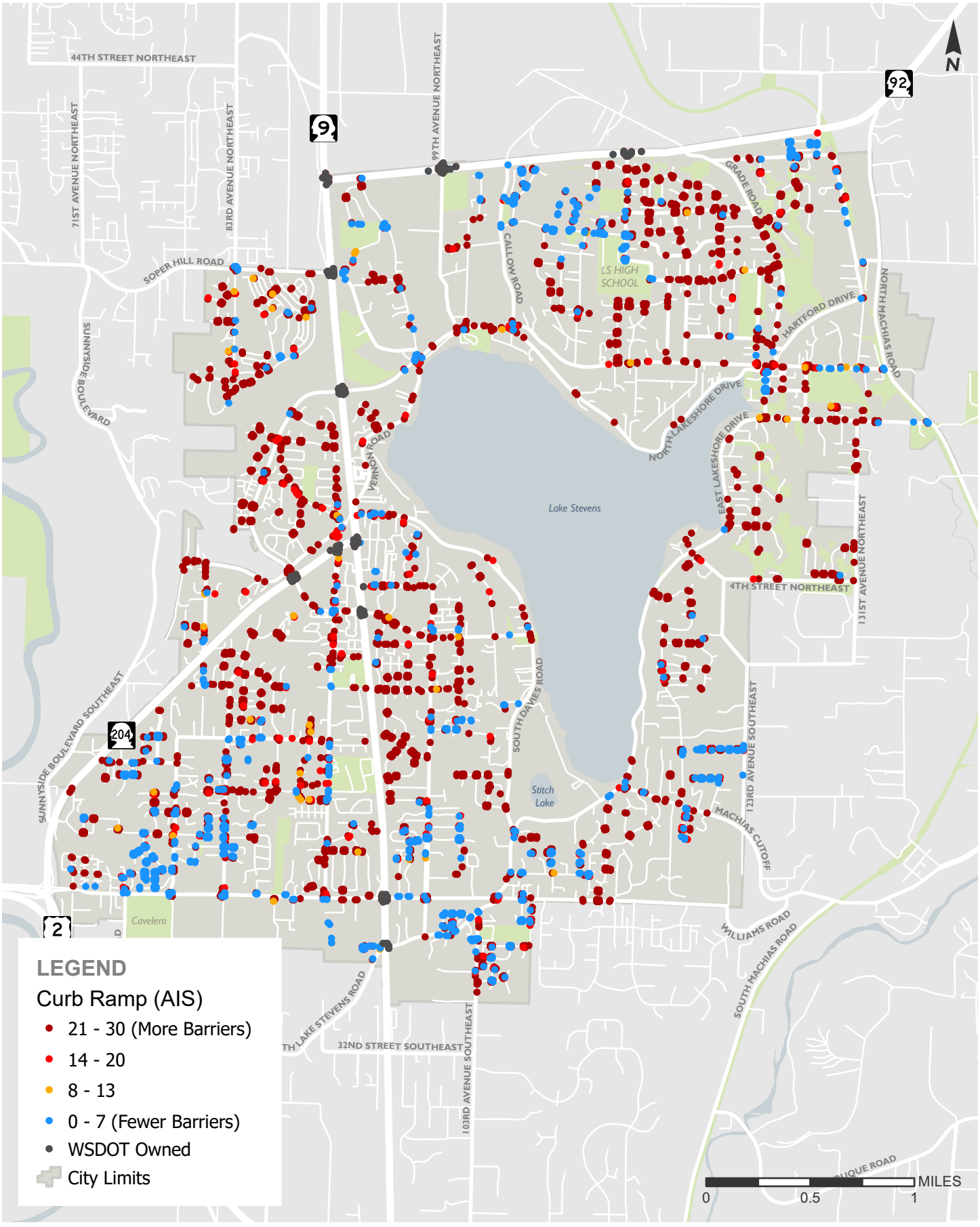

Accessibility Index Score Composite (Curb Ramp)

City of Lake Stevens ADA Transition Plan

FIGURE **4-2**

transpogroup

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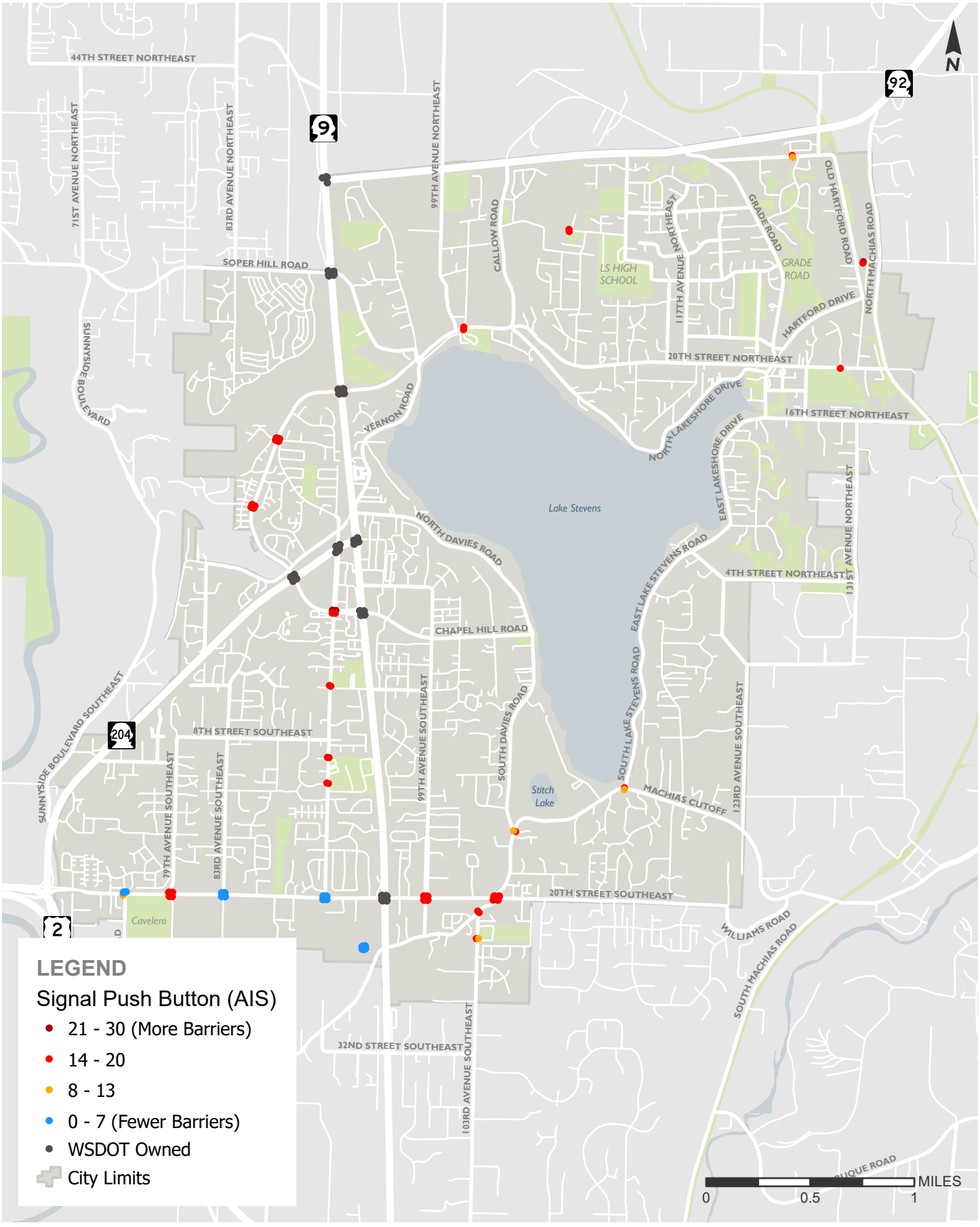


LEGEND

Signal Push Button (AIS)

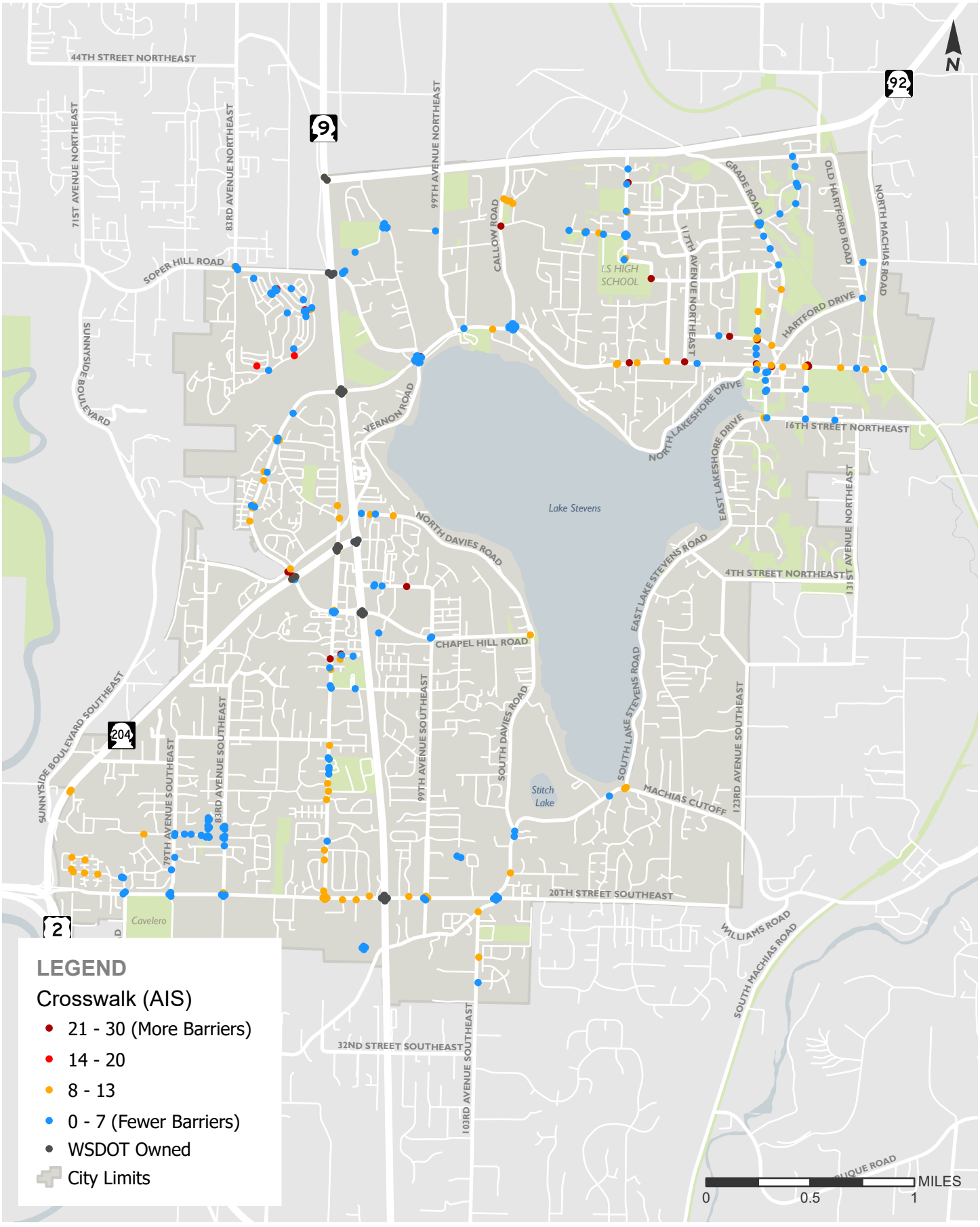
- 21 - 30 (More Barriers)
- 14 - 20
- 8 - 13
- 0 - 7 (Fewer Barriers)
- WSDOT Owned
- City Limits

Accessibility Index Score Composite (Signal Push Button)

City of Lake Stevens ADA Transition Plan

transpogroup

FIGURE **4-3**



Accessibility Index Score Composite (Crosswalk)

City of Lake Stevens ADA Transition Plan

FIGURE **4-4**

transpogroup

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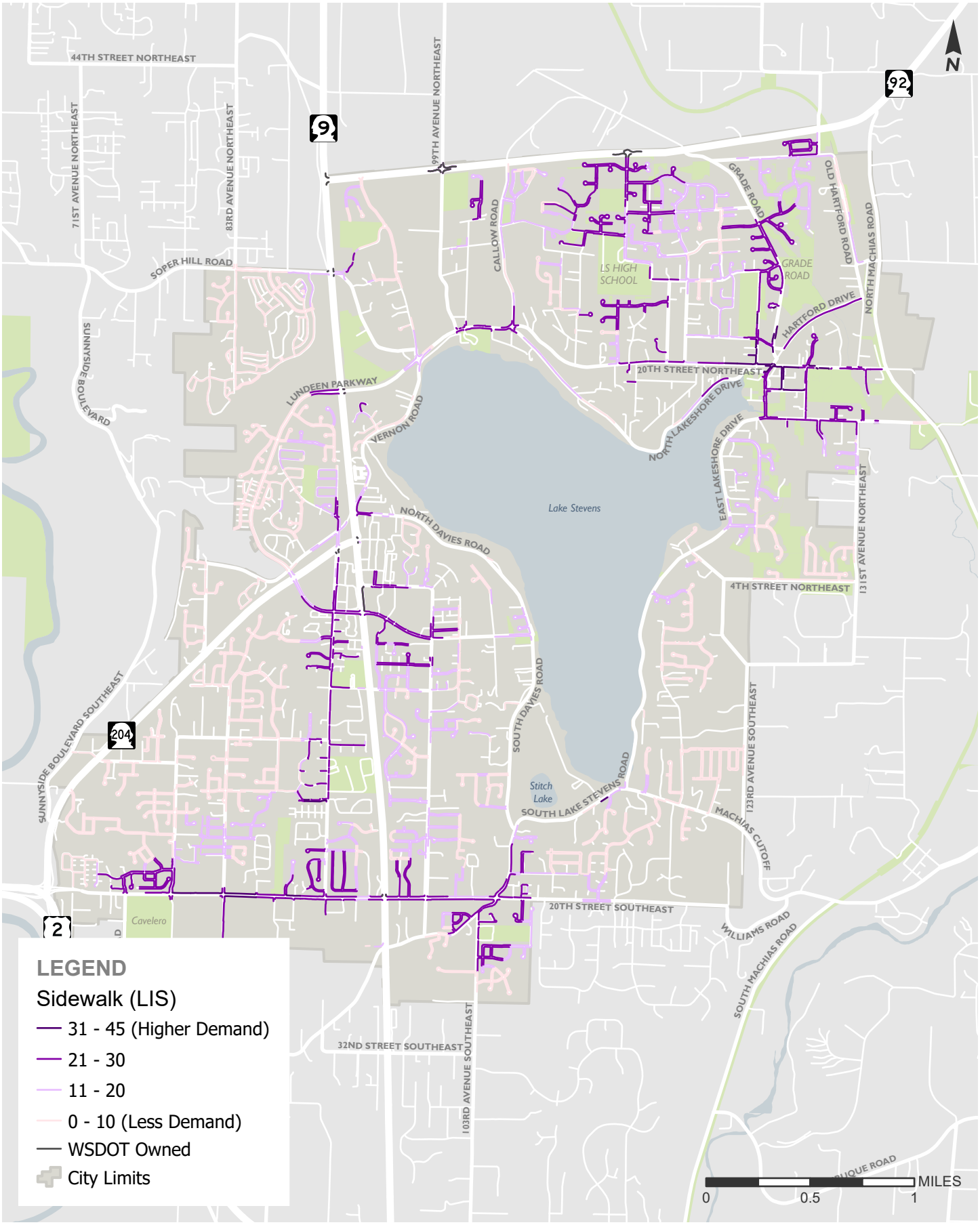
Proximity to key pedestrian destinations: Location Index Score (LIS)

The Location Index Score describes the importance of the pedestrian facility to accessing key pedestrian destinations. Each existing pedestrian facility was scored based on its proximity to schools, parks, transit facilities, signals or roundabouts, public buildings, and downtown or commercial business centers. Facilities near schools and institutions, neighborhood streets, and transit facilities received a higher score to reflect feedback received through the public engagement survey. Higher priority was given to the specific neighborhood locations where survey respondents noted existing ADA barriers. In addition, special consideration was given to the locations identified in the WSDOT letters provided in **Appendix C**. These locations were given priority scoring that puts them in the highest priority barrier category, and will be prioritized first for barrier removal.

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

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



Location Index Score Composite (Sidewalk)

City of Lake Stevens ADA Transition Plan

FIGURE **4-5**

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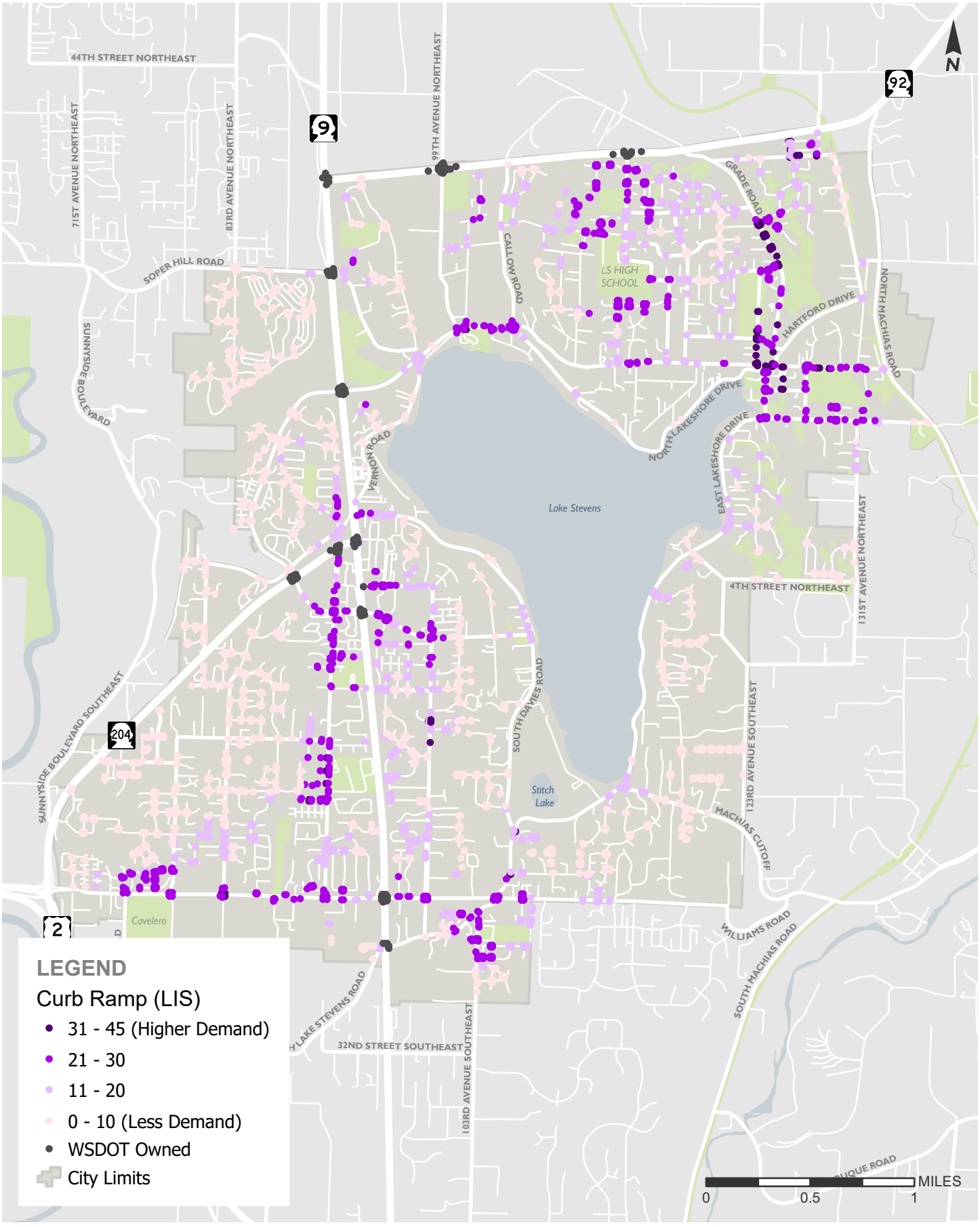

Location Index Score Composite (Curb Ramp)

City of Lake Stevens ADA Transition Plan

transpogroup

FIGURE **4-6**

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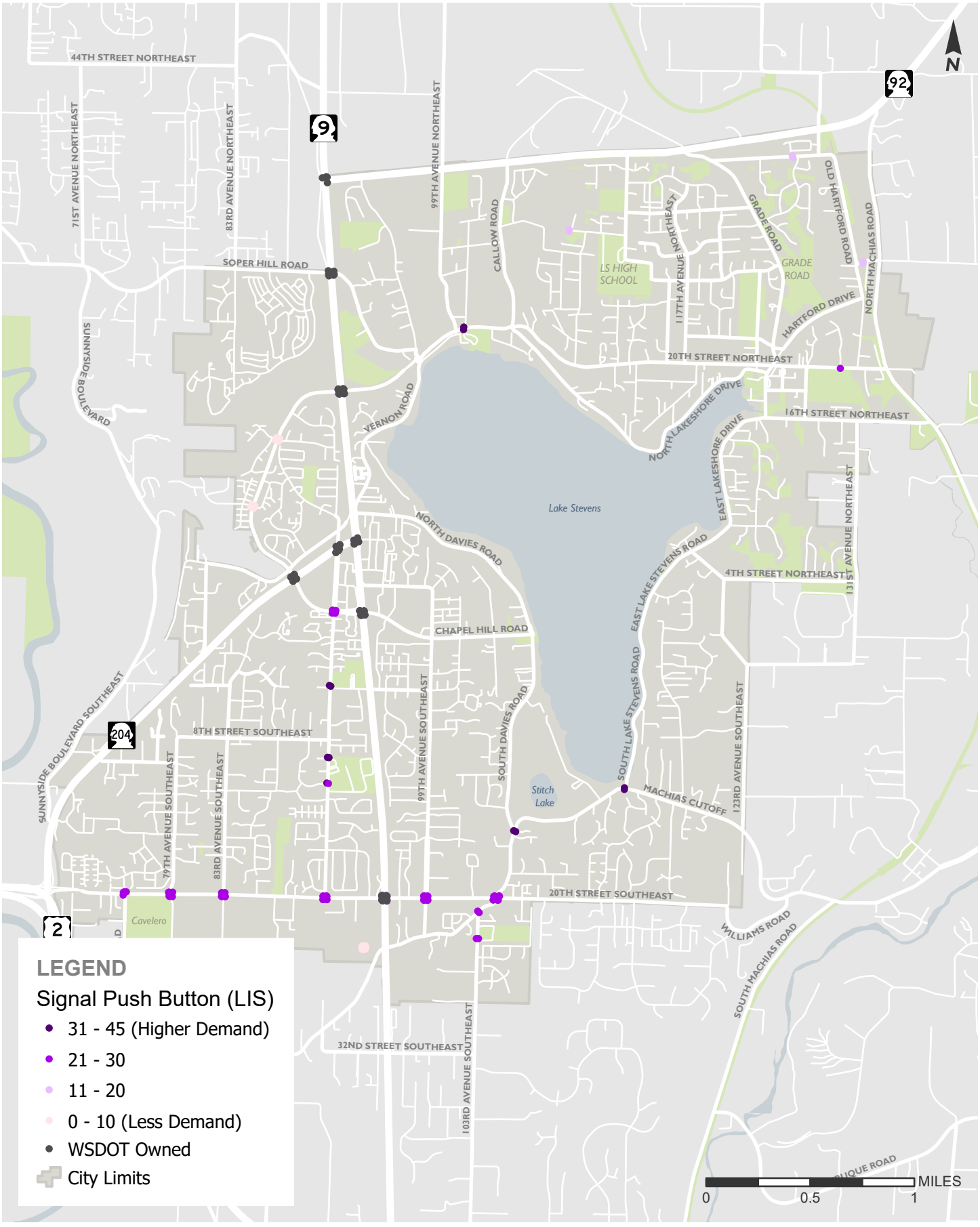

Location Index Score Composite (Signal Push Button)

City of Lake Stevens ADA Transition Plan

FIGURE **4-7**

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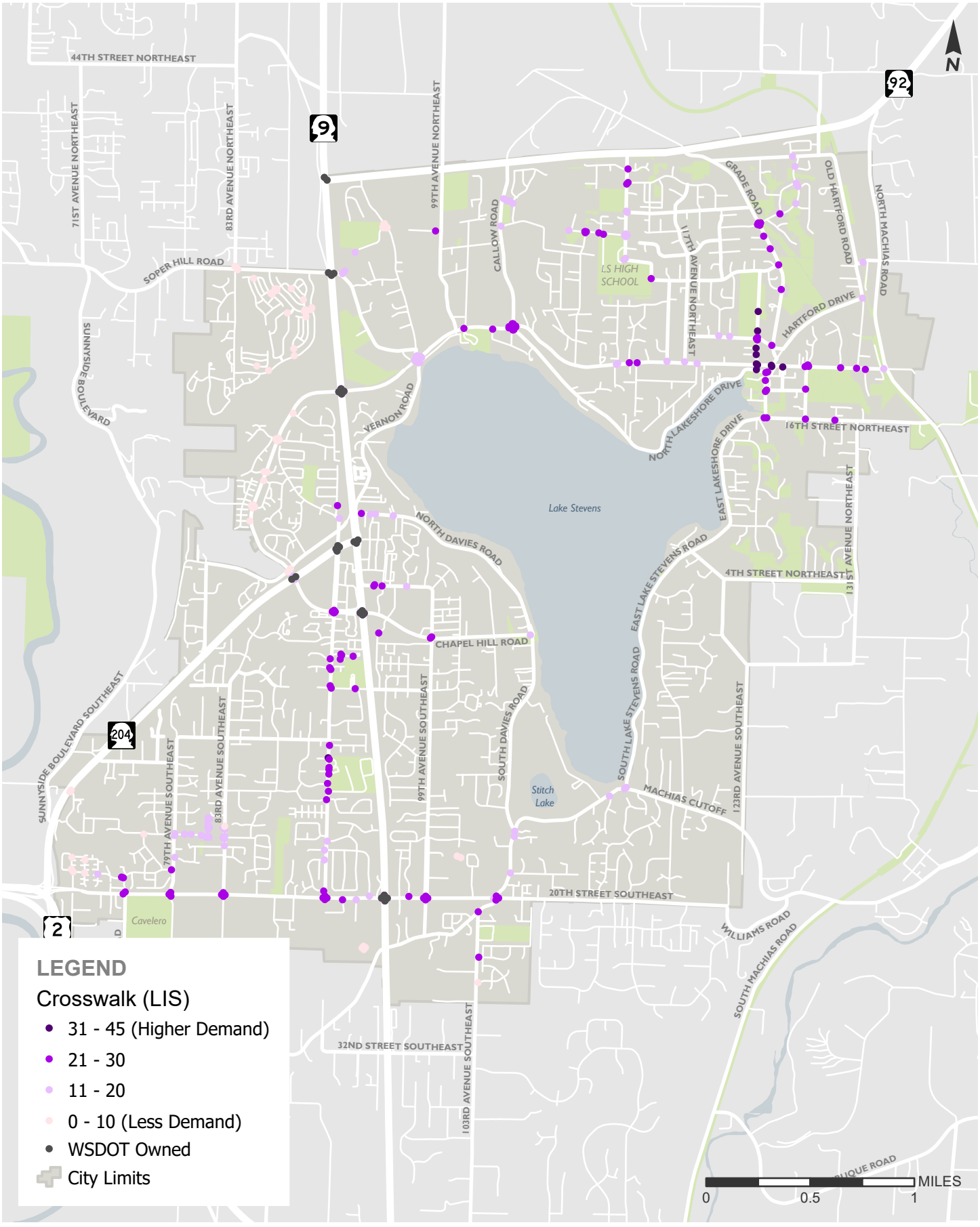

Location Index Score Composite (Crosswalk)

City of Lake Stevens ADA Transition Plan

transpogroup

FIGURE **4-8**

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Combined Index Score

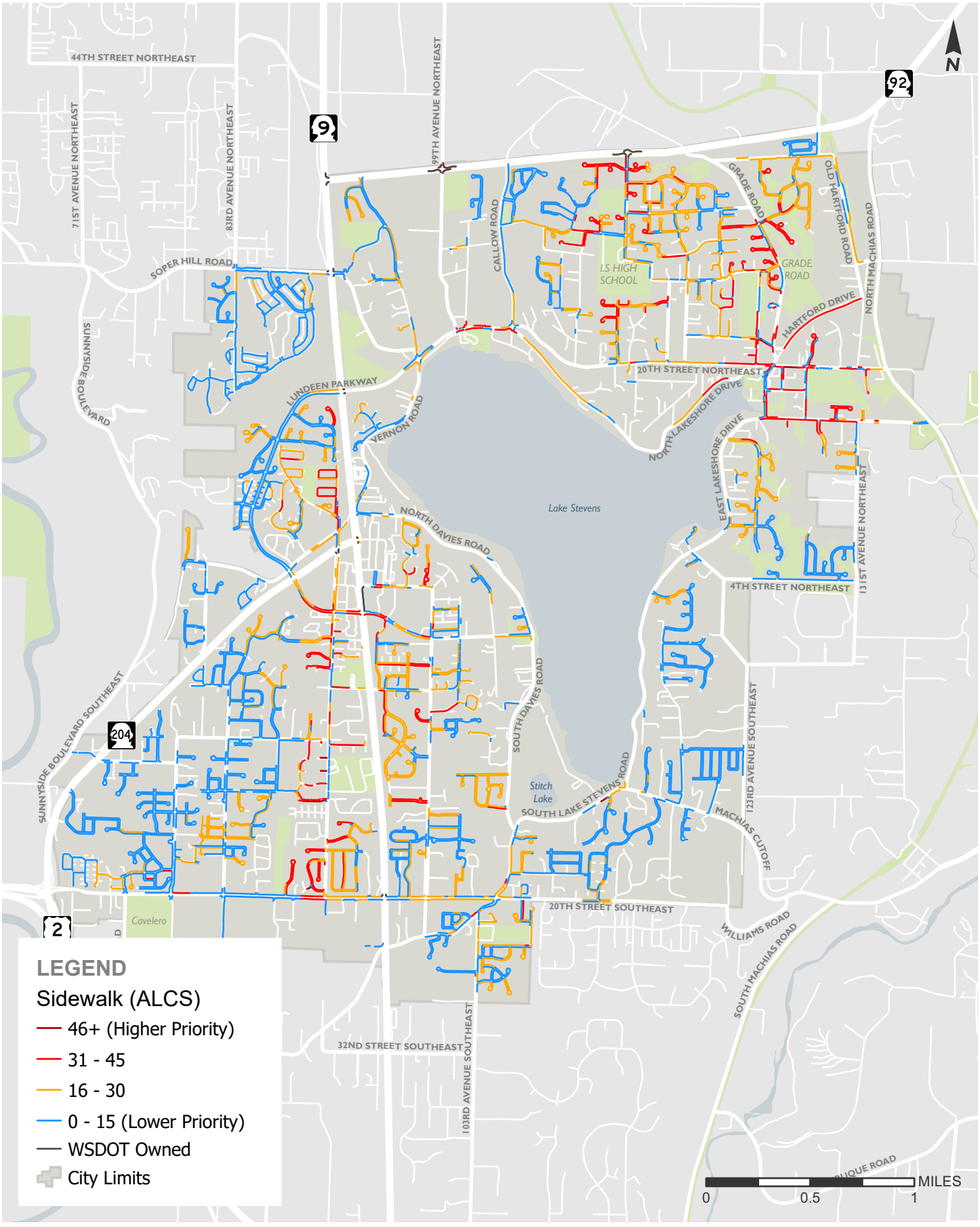
The Combined Index Score sums the Accessibility Index Score and Location Index Score to prioritize facilities with accessibility barriers in areas where pedestrians would be expected.

Scores were grouped into four categories:

- Very High: significant physical barriers in high-demand areas: 46-75 points
- High: 31-45 points
- Medium: 16-30 points
- Low: minor barriers in low-demand areas: 1-15 points

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

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



Accessibility (AIS) & Location (LIS) Combined Score (Sidewalk)

City of Lake Stevens ADA Transition Plan

FIGURE **4-9**

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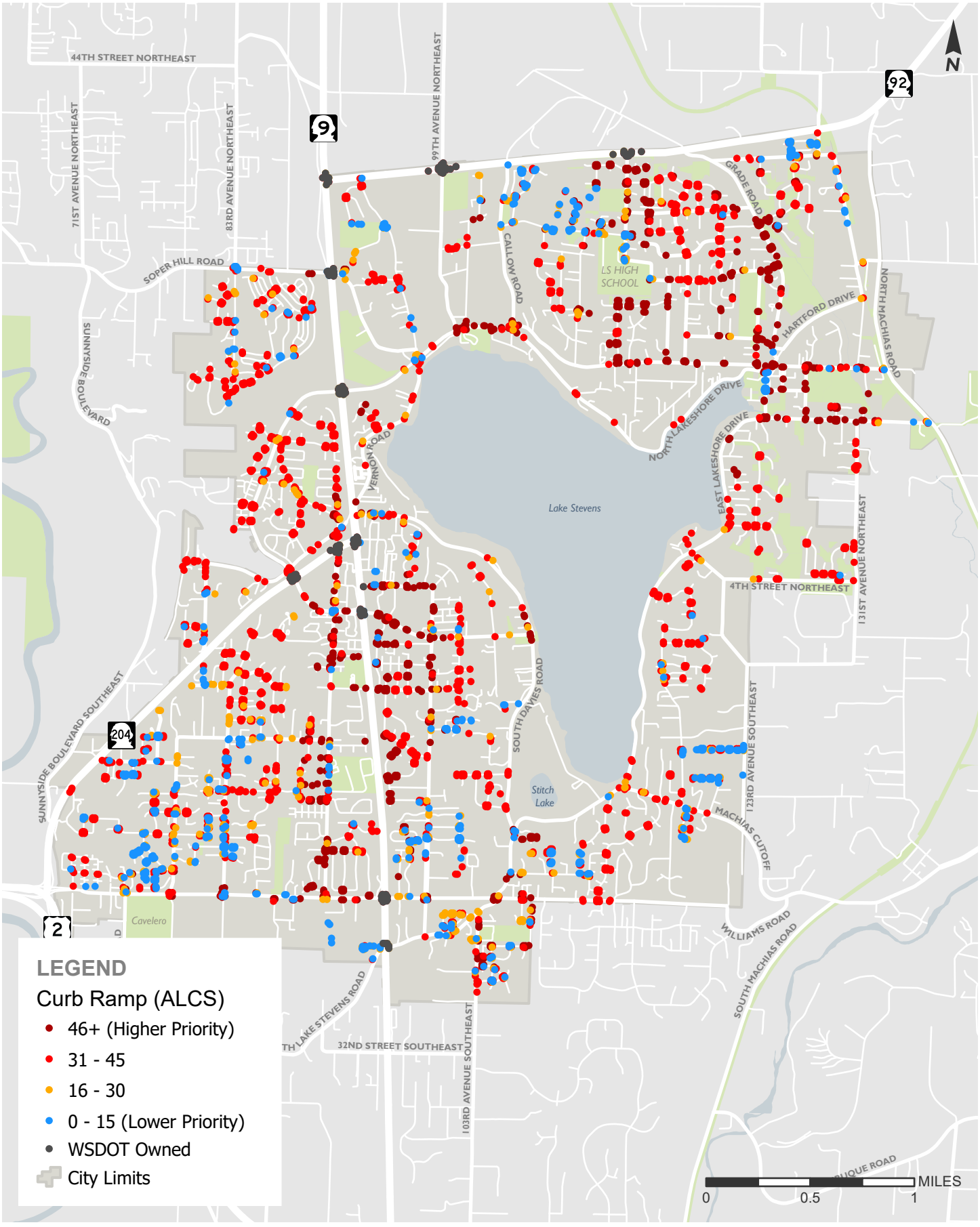

Accessibility (AIS) & Location (LIS) Combined Score (Curb Ramp)

City of Lake Stevens ADA Transition Plan

FIGURE **4-10**

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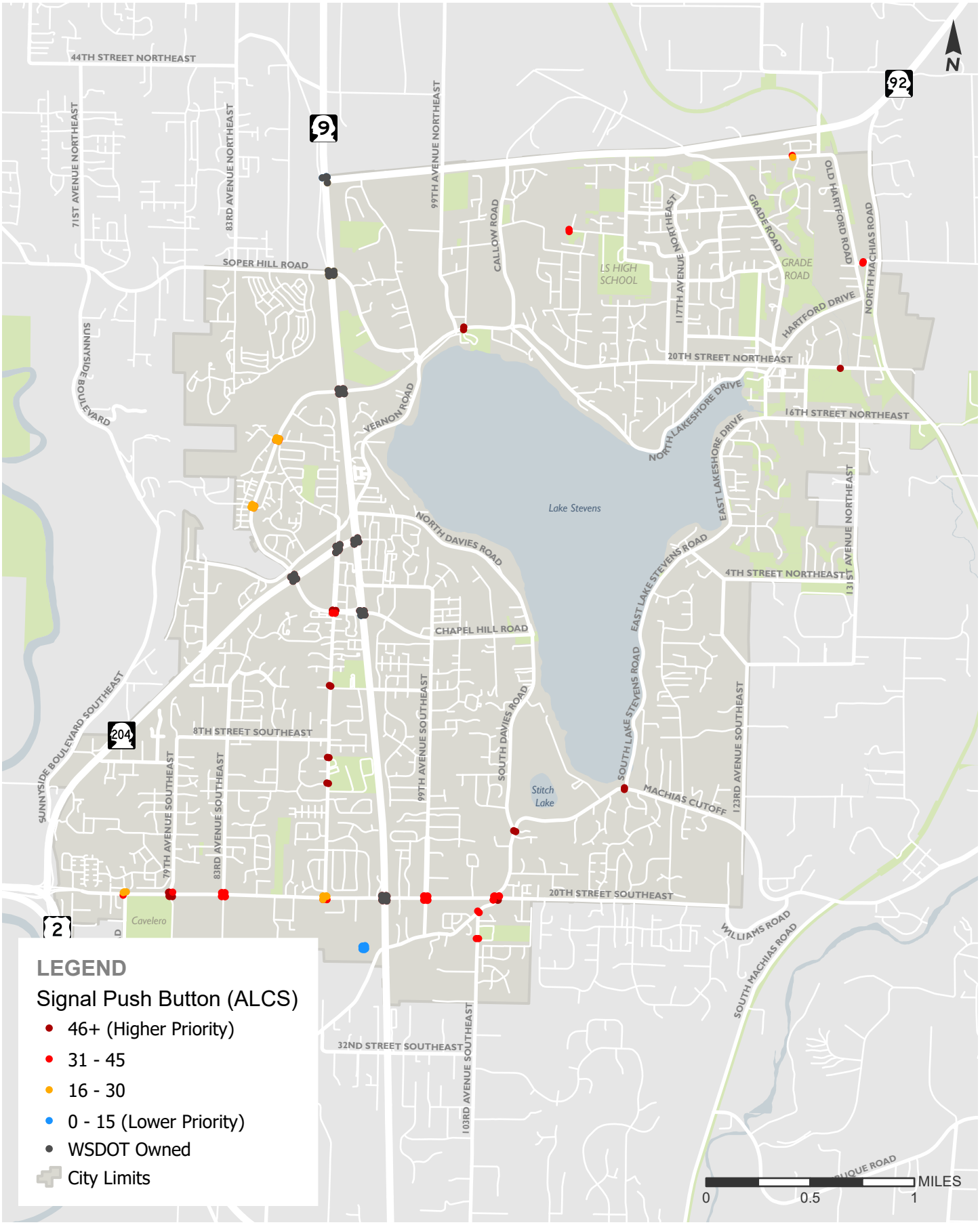

Accessibility (AIS) & Location (LIS) Combined Score (Signal Push Button)

City of Lake Stevens ADA Transition Plan

FIGURE **4-11**

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4.2.2 Planning Level Cost Estimates to Remove Pedestrian Barriers

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

Process

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

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

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

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

Planning level cost estimate to remove all identified barriers were developed for the public right-of-way.

The removal costs for all non-compliant assets within the public right-of-way add to $37,628,000 (in 2023 dollars). Cost estimates by facility and improvement type are shown in Table 4-1.

Table 4-1 *Planning Level Cost Estimate within Public Right of Way*

ADA DEFICIENCY	IMPROVEMENT TYPES	QUANTITY	UNIT COST	TOTAL COST
Sidewalk Improvements				
Non-compliant sidewalk	Reconstruct existing sidewalk/paved shoulder walkway	-	-	$3,053,000
			Subtotal	*$3,053,000*
Curb Ramp Improvements				
Missing curb ramps	Install new curb ramp.	400 EA	$6,000	$2,400,000
Non-compliant ramp (running slope, cross slope, ramp width, flare slope, lip, grade break, etc.)	Remove and reconstruct existing ramp.	2,276 EA	$6,000	$13,656,000
Curb ramps without detectable warning surface (DWS), non-compliant DWS placement, non-compliant DWS depth, or non-compliant DWS Width	Install/replace detectable warning surface.	41 EA	$1,030	$43,000
Curb ramp at marked crosswalk does not end within crosswalk	Rechannelize crosswalk	24 EA	$1,100	$27,000
			Subtotal	*$16,126,000*
Pushbutton Improvements				
Non-APS pushbutton and pushbutton is located incorrectly.	Install new APS pushbutton and install new pole.	46 EA	$5,900	$272,000
APS pushbutton that has non-compliant dimensions and/or programming and located incorrectly.	Reprogram pushbutton, reorient pushbutton, and/or install tactile arrow and install new pole and relocate pushbutton.	22 EA	$3,700	$82,000
APS pushbutton located incorrectly.	Install new pole and relocate pushbutton.	17 EA	$3,500	$60,000
APS pushbutton that has non-compliant dimensions and/or programming	Reprogram pushbutton, reorient pushbutton, and/or install tactile arrow.	11 EA	$200	$3,000
			Subtotal	*$417,000*
			Total	**$19,596,000**
			Contingency @ 20%	$3,920,000
			Design @ 12%	$2,352,000
			Mobilization @ 8%	$1,568,000
			TESC + Traffic Control @ 12%	$2,352,000
			Construction Management @ 20%	$3,920,000
			Right-of-Way@ 20%	$3,920,000
			PUBLIC RIGHT-OF-WAY TOTAL 2023 DOLLARS	**$37,628,000**

4.2.3 Barrier Removal Funding

A requirement of this plan is to forecast available funding that may be used to support plan implementation. The following sections summarize an estimate of funding currently available for removal of barriers to accessibility.

4.2.3.1 Public ROW

A total annual funding level for barrier removal in the public ROW was estimated at approximately $1,668,000 per year. Information describing how this estimation was calculated is detailed in **Appendix F**. Assumptions regarding the percentage of total project funding applied to barrier removal were coordinated with City staff. A summary of annual budget resources anticipated to be available to support pedestrian barrier removal implementation includes:

- Capital Improvement Projects: $320,000
- Transportation Benefit District (TBD) Projects: $1,050,000
- Pavement Preservation and Overlay Program (TBD Overlays): $122,000
- Sidewalk Construction Program: $100,000
- Sidewalk Repair and Maintenance Program: $45,000
- Permitted Development: $25,000

See Section 4.1 for details on these programs. These improvements may address low, medium, high, and very high priority barriers based on the location of a proposed larger project or maintenance program.

4.2.4 Schedule

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

An analysis of the barrier prioritization was completed to determine how many barriers found during the self-evaluation process are classified as 'very high' and 'high', 'medium', and 'low' priority as defined in Section 4.1. Highest priority level represents a significant barrier to accessibility in areas with higher pedestrian demand. Lower priority levels represent lesser barriers to accessibility in areas with lower pedestrian demand. Although some facilities will receive low ratings, all barriers to accessibility will need to be removed or built to the maximum extent feasible. Approximately 24% of barriers are classified as very high priority, 54% are classified as high priority, 17% are classified as medium priority, and 5% are classified as low priority.

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

4.2.4.1 Public ROW

A transition plan was developed to target removal of barriers to accessibility. It was assumed that a greater percentage of current City funding would be allocated to higher priority barriers. Assumed funding allocation based on barrier priority is summarized in Table 4-2.

Table 4-2 *Funding Allocation by Barrier Priority*

Investment Priority	Percent of Funding Allocated to Barrier Removal
Very High	40%
High	30%
Medium	20%
Low	10%

With the City's current funding allocation, **approximately 23 transition years would be required to remove all right-of-way barriers**. An approximately 10- to 20-year plan was developed to estimate the additional annual

funding required to remove all barriers. The transition plan is summarized in Table 4-3.

Table 4-3 *ADA Barrier Removal Transition*

Transition Years	Recommended Additional Annual Investment
20 Years	$260,000
15 Years	$760,000
10 Years	$2,000,000

The City should create a two- to five-year barrier removal plan with a list of projects to remove specific barriers. This program should focus on the highest priority barriers as funding allows. In order to inform the two- to five-year program, a scoping effort should occur that includes site visits for areas identified as a high priority to determine the severity of the barrier and to brainstorm possible solutions to fix the issue. When selecting projects, site conditions and improvement feasibility should be taken into account. Areas with multiple barriers within close proximity can be grouped together to achieve cost savings.

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

5 Recommendations and Next Steps

5.1 Recommended Actions

This chapter provides a set of recommendations intended to inform the implementation of this Transition Plan and ongoing removal of pedestrian barriers. Recommendations are not presented in priority order and represent near-term and longer-term Transition Plan implementation workplan tasks.

Recommendations identified as Pending require additional action from the City to implement. Underway recommendations are in progress at this time. On-going recommendations have been previously established and are continually in progress. Complete recommendations have been completed but may require additional action based on adjustments noted in this section.

Recommendation 1:
Update City design standards to match ADA Standards

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

Recommendation 2:
Identify an official responsible for Transition Plan implementation within the Public Works Department

Status: Complete
Maximillian Roth has been identified as the responsible official. This position, often referred to as the "ADA Coordinator," is one of the four major federal requirements for every ADA transition plan. The ADA Coordinator is responsible for facilitating transition planning such as responding to grievance requests. They also function as a central figure for organizing the various programs within the City to maintain a consistent approach to barrier removal and achieving ADA standards across capital, maintenance, and operational activities.

Official Responsible for Plan Implementation:

Maximillian Roth

ADA Coordinator & Risk Manager

P.O. Box 257

Lake Stevens, WA 98258

425-622-9440

TTY Relay Service: 711 or 1-800-833-6384

mroth@lakestevenswa.gov

Recommendation 3:
Adopt a Citywide Accessible Pedestrian Signal (APS) policy

Status: Pending
Accessible Pedestrian Signal (APS) policies serve as a means for cities to be consistent with ADA requirements at traffic signals. The APS policy covers when installation of APS devices that "communicate information about pedestrian timing in nonvisual formats such as audible tones, verbal messages, and/or vibrating surfaces" (MUTCD) is required. The recommended APS policy is included in **Appendix G**.

Recommendation 4:
Educate City staff, consultants, and contractors on ADA standards

Status: On-going
Transition plans are often a learning experience for City staff, consultants, and contractors alike

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

Recommendation 5:
Develop a standard grievance process for barriers to accessibility

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

Currently, the City has an established process to file a request for accommodation via the Public Works webpage under the ADA Accommodation section, or individuals may make a direct request with the City's ADA Coordinator. Individuals may also file an ADA grievance online, documenting the description of the complaint as well as the requested remedy. The request for accommodation, ADA grievance form, and ADA Coordinator contact information may be found at: https://www.lakestevenswa.gov/563/ADA-Accommodation

The general City contact can be found at https://www.lakestevenswa.gov/415/Contact and includes information on when public meetings are as well as contact information.

The City's current grievance request forms can be found in **Appendix H**.

The following adjustments are recommended to the City's existing service request process:

- Integrate the ADA request for service and ADA grievance portals with the City Services section of the website. The ADA request for service and ADA grievance request process should be clearly labeled and available via the City's Request City Services webpage.
- Connect the reporting tool used in the public engagement effort for this plan to the Public Works Service Request webpage.

Recommendation 6:
Develop a consistent and centralized MEF documentation database

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

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

The City should document newly constructed or altered facilities that have been built to the maximum extent feasible rather than full ADA standards using standard template. The City's current MEF form can be found on the City's website at https://www.lakestevenswa.gov/DocumentCenter/View/10747/Maximum-Extent-Feasible-Form and is included in **Appendix I**. Each project is to be evaluated to determine if improvements

to the facility are feasible in the engineering design phase.

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

Recommendation 7:
Develop performance measures and processes to track removal of barriers

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

Recommendation 9:

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

Status: Underway

The focus of the initial self-evaluation was on ADA barriers related to the public right-of-way within the City. The requirements for accessibility found in Title II of the ADA apply to many functions, programs, and activities the City may provide or engage in. In addition to the public right-of-way, self-evaluation and transition planning related to activities such as hiring communications, recreational programs, physical facilities, etc. should be performed to identify barriers within these programs and activities. The City is currently under contract to perform the self-assessment and transition plan for parks and public facilities. This document will be updated in 2023 to reflect this work.

Appendix A - Standards Review Barrier Audit

Sidewalks and Pathways

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

Design Element	Requirement	Review	Recommendations
Pedestrian Access Route (PAR) and Pedestrian Circulation Path (PCP)	Various	Sidewalks, pathways, and trails shown on multiple standard details and within the EDDS text.	N/A
Sidewalk Width	Minimum clear width of PAR is 4 ft. excluding the curb; however, on PAR less than 5 ft. wide, passing space of 5 ft. by 5 ft. is required every 200 ft. minimum (PROWAG R302.3 and R302.4). Clear width of walking surfaces shall be 36 inches minimum. The clear width shall be permitted to be reduced to 32 inches minimum for a length of 24 inches maximum provided that reduced width segments are separated by segments that are 48 inches long minimum and 36 inches wide minimum. Additional space is required at turns (ADAS 403.5.1).	5 ft. – 6ft. sidewalk width (EDDS Std. Plans 2-010 and 2-020). 5 ft. min. sidewalk width (EDDS Std. Plans 2-011, 2-021, 2-031, 2-041, and 6-020). 5 ft. sidewalk width (EDDS Std. Plans 2-030, 2-121, 2-122, and 2-141). 6 ft. sidewalk width (EDDS Std. Plan 2-040). 5 ft. shoulder walkway width (EDDS Std. Plan 2-110). 5ft. passing width around mailbox cluster (EDDS Std. Plan 6-140)." "At least five ft. wide on access streets" (EDDS Section 6-112).	N/A
Sidewalk Running Slope	Where the PAR is contained within a street or highway right-of-way, its grade shall not exceed the general grade established for the adjacent street or highway. When the PAR is not contained within the street or highway right-of-way, the grade of shall not exceed 5 percent (PROWAG R302.5). The running slope of walking surfaces shall not be steeper than 1:20 (ADAS 403.3).	"Sidewalks shall not exceed maximum grade permitted for slope standards of the ADA" (EDDS Section 6-112).	N/A
Sidewalk Cross Slope	The cross slope of a PAR shall be 2 percent maximum (PROWAG R302.6). The cross slope of walking surfaces shall not be steeper than 1:48 (ADAS 403.3).	Sidewalk cross slope shown as 2%. (EDDS Std. Plans 2-010, 2-020, 2-030, 2-040, 2-121, 2-122, and 8-050). Sidewalk cross slope shown as 0.02 FT./FT. (EDDS Std. Plans 2-100, 2-120, 2-040, and 6-010). "Sidewalks shall not exceed maximum grade permitted for slope standards of the ADA" (EDDS Section 6-112).	Recommend including a desired cross slope of 1.5% or flatter to allow for construction tolerances with 2% as the maximum cross slope. Update slope units to be consistent across standard details. Label the cross slope requirement on standard plans missing the information, see Attachment A.
Protruding Objects	Objects with leading edges more than 2.25 ft. and not more than 6.7 ft. above the finish surface shall	Bottom of sign should be mounted at 7' min. (EDDS Std. Plans 6-440 and 6-441).	Add minimum height requirement over sidewalk for tree branches (EDDS Std. Plan 6-132).

Design Element	Requirement	Review	Recommendations
	protrude 4 in. maximum horizontally into the pedestrian circulation path (PCP) (PROWAG R402.2 & ADAS 307.2). Objects mounted on free-standing posts or pylons more than 2.25 ft. and not more than 6.7 ft. above the finish surface shall overhang pedestrian circulation paths 4 in. maximum measured horizontally from the post or pylon base. The base dimension shall be 2.5 in. thick minimum. Where objects are mounted between posts or pylons and the clear distance between the posts or pylons is greater than 1.0 ft, the lowest edge of the object shall be 2.25 ft. maximum or 6.7 ft. minimum above the finish surface (PROWAG R402.3). Free-standing objects mounted on posts or pylons shall overhang circulation paths 12 inches maximum when located 27 inches minimum and 80 inches maximum above the finish floor or ground. Where a sign or other obstruction is mounted between posts or pylons and the clear distance between the posts or pylons is greater than 12 inches, the lowest edge of such sign or obstruction shall be 27 inches maximum or 80 inches minimum above the finish floor or ground (ADAS 307.3).	5ft. passing width around mailbox cluster (EDDS Std. Plan 6-140). “Installation of poles and other aboveground appurtenances will not be permitted in sidewalks, walkways or bikeways unless approved by the Engineer (EDDS Section 6-111). “There shall be an unobstructed vertical clearance of at least 7 feet above the surface of any sidewalk or walkway” (EDDS Section 6-111). “No temporary sign shall obstruct or impair access to a public sidewalk” (LSMC 14.68.015). “If placed above a pedestrian passable area such as a sidewalk, entrance, or access point, the lowest part of the banner must be higher than eight feet” (LSMC 14.68.015). “No portion of the sign or supporting structure may hang or protrude below eight feet above a sidewalk or other area accessible to pedestrians” (LSMC 14.68.100).	Add maximum height requirement for mailbox cluster (EDDS Std. Plan 6-140).
Surface Discontinuities	Vertical surface discontinuities shall not exceed 0.5 in. maximum. Vertical discontinuities between 0.25 in. and 0.5 in. maximum shall be beveled not steeper than 50 percent (PROWAG R302.7.2). Horizontal openings shall not permit passage of a sphere more than 0.5 in. in diameter. Elongated openings in grates shall be placed so that the long dimension is perpendicular to the dominate travel direction (PROWAG R302.7.3). Vertical. Changes in level of ¼ inch high maximum shall be permitted to be vertical. Changes in level between ¼ inch high minimum and ½ inch high maximum shall be beveled with a slope not steeper than 1:2 (ADAS 302.2 & 302.3).	Dummy joints shown as ¼” “V” groove and expansion joints shall be 3/8” x 2 ½” min. (EDDS Std. Plan 6-250). Expansion joints shall be 3/8” x 2 ½” pre-molded joint material (EDDS Section 6-114).	Add requirement that utility boxes located in sidewalks shall have non-slip lids (EDDS Section 6-111).

Crossings

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

Design Element	Requirement	Review	Recommendations
Crosswalk Running Slope	The running slope shall be 5 percent maximum, measured parallel to the direction of pedestrian travel in the crossing (PROWAG R302.5.1).	Not mentioned.	Include reference to WSDOT Design Manual Chapter 1510 crosswalk slope requirements (EDDS Std. Plan 6-260).
Crosswalk Cross Slope	Crosswalk cross slope at crossings without yield or stop control shall be 5 percent maximum (PROWAG R302.6.1). Crosswalk cross slope at yield or stop control crossings shall be 2 percent maximum (PROWAG Advisory R302.6.1). Crosswalks cross slope at midblock crossings shall be permitted to equal the street or highway grade (PROWAG R302.6.2).	Not mentioned.	Include reference to WSDOT Design Manual Chapter 1510 crosswalk slope requirements (EDDS Std. Plan 6-260).
Refuge Islands	Detectable warning surfaces at cut-through islands shall be located at placed at the edges of the pedestrian island and separated by a 2.0 ft. minimum length of surface between detectable warning surfaces (PROWAG R305.2.4). The clear width of a PAR with median and pedestrian refuge islands shall be 5.0 ft. minimum (PROWAG R302.3.1).	Not mentioned.	Include reference to WSDOT Design Manual Chapter 1510 refuge island requirements (EDDS Std. Plan 6-260).

Curb Ramps

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

Design Element	Requirement	Review	Recommendations
Ramp Width	The clear width of curb ramp runs and blended transitions, excluding flares, shall be 4.0 ft. minimum (PROWAG R304.5.1). The clear width of a ramp run shall be 36 inches minimum (ADAS 405.5).	The following note is included "All curb ramps shall meet the WSDOT Standard Plans and American with Disability Act" (EDDS Std. Plan 6-260). "Curb ramps shall be design and constructed in accordance with the latest WSDOT standard plans" (EDDS Section 6-115).	N/A
Running Slope	The running slope shall be 5 percent minimum and 8.3 percent maximum but shall not require the ramp length to exceed 15.0 ft. (PROWAG R304.2.2). The running slope of blended transitions shall be 5 percent maximum (PROWAG R304.4.1). Ramp runs shall have a running slope not steeper than 1:12. In existing sites, buildings, and facilities, ramps shall be permitted to have running slopes steeper than 1:12 complying with Table 405.2 where such slopes are necessary due to space limitations (ADAS 405.2).	The following note is included "All curb ramps shall meet the WSDOT Standard Plans and American with Disability Act" (EDDS Std. Plan 6-260). "Curb ramps shall meet all ADA standards included maximum grade and cross-slope requirements. Curb ramps shall be design and constructed in accordance with the latest WSDOT standard plans" (EDDS Section 6-115).	N/A
Cross Slope	The cross slope shall be 2 percent maximum. At pedestrian street crossing without yield or stop control and at midblock pedestrian street crossings, the cross slope shall be permitted to equal the street or highway grade (PROWAG R304.5.3). Cross slope of ramp runs shall not be steeper than 1:48 (ADAS 405.3).	The following note is included "All curb ramps shall meet the WSDOT Standard Plans and American with Disability Act" (EDDS Std. Plan 6-260). "Curb ramps shall meet all ADA standards included maximum grade and cross-slope requirements. Curb ramps shall be design and constructed in accordance with the latest WSDOT standard plans" (EDDS Section 6-115).	N/A
Flared Sides	Flared sides with a slope of 10 percent maximum, measured parallel to the curb line, shall be provided where a pedestrian circulation path crosses the curb ramp (PROWAG R304.2.3). Curb ramp flares shall not be steeper than 10 percent (ADAS 406.3).	The following note is included "All curb ramps shall meet the WSDOT Standard Plans and American with Disability Act" (EDDS Std. Plan 6-260). "Curb ramps shall meet all ADA standards included maximum grade and cross-slope requirements. Curb ramps shall be design and constructed in accordance with the latest WSDOT standard plans" (EDDS Section 6-115).	N/A

Curb Ramps

Design Element	Requirement	Review	Recommendations
Direction	Perpendicular curb ramps shall have a running slope that cuts through or is built up to the curb at right angles or meets the gutter grade break at right angles. Parallel curb ramps shall have a running slope that is in-line with the direction of sidewalk travel (PROWAG Advisory R304.1).	The following note is included "All curb ramps shall meet the WSDOT Standard Plans and American with Disability Act" (EDDS Std. Plan 6-260). "Curb ramps shall be design and constructed in accordance with the latest WSDOT standard plans" (EDDS Section 6-115). "Dual ramps layouts are preferred unless technically infeasible (EDDS Section 6-115). "Whenever curb and gutter construction is used on public streets, wheelchair ramps for disabled persons shall be provided at intersections and other major points of pedestrian flow. Wheelchair ramps and depressed curbs shall be constructed in accordance with published standards of the Washington State Building Code addressing accessibility" (LSMC 14.56.200).	N/A
Counter Slope	The counter slope of the gutter or street at the foot of curb ramp run, blended transitions, and turning space shall be 5 percent maximum (PROWAG R304.5.4). Counter slopes of adjoining gutters and road surfaces immediately adjacent to the curb ramp shall not be steeper than 5%. The adjacent surfaces at transitions at curb ramps to walks, gutters, and streets shall be at the same level (ADAS 406.2).	The following note is included "All curb ramps shall meet the WSDOT Standard Plans and American with Disability Act" (EDDS Std. Plan 6-260). "Curb ramps shall meet all ADA standards included maximum grade and cross-slope requirements. Curb ramps shall be design and constructed in accordance with the latest WSDOT standard plans" (EDDS Section 6-115).	N/A
Grade Breaks	Grade breaks at the top and bottom of curb ramps shall be perpendicular to the direction of ramp run. Grade breaks shall not be permitted on the surface of ramp runs and turning spaces. Surface slopes that meet at grade breaks shall be flush (PROWAG R304.5.2). Changes in level other than the running slope and cross slope are not permitted on ramp runs (ADAS 405.4).	The following note is included "All curb ramps shall meet the WSDOT Standard Plans and American with Disability Act" (EDDS Std. Plan 6-260). "Curb ramps shall be design and constructed in accordance with the latest WSDOT standard plans" (EDDS Section 6-115).	N/A

Curb Ramps

Design Element	Requirement	Review	Recommendations
Turning Space/Landing Size	For perpendicular curb ramps, a turning space 4.0ft. by 4.0ft. minimum shall be provided at the top of the curb ramp. If the turning space is constrained at the back of sidewalk, the turning space shall be 4.0ft. by 5.0ft. minimum. The 5.0ft. dimension shall be provided in the direction of the ramp run (PROWAG R304.2.1). For parallel curb ramps, a turning space 4.0ft. by 4.0ft. minimum shall be provided at the bottom of the curb ramp. If the turning space is constrained on 2 or more sides, the turning space shall be 4.0ft. by 5.0ft. minimum. The 5.0ft. dimension shall be provided in the direction of the pedestrian crossings (PROWAG R304.3.1). The landing clear length shall be 36 inches minimum. The landing clear width shall be at least as wide as the curb ramp, excluding flared sides, leading to the landing (ADAS 406.4).	The following note is included "All curb ramps shall meet the WSDOT Standard Plans and American with Disability Act" (EDDS Std. Plan 6-260). "Curb ramps shall be design and constructed in accordance with the latest WSDOT standard plans" (EDDS Section 6-115).	N/A
Turning Space/Landing Slope	The running slope of turning spaces shall be 2 percent maximum (PROWAG R402.2 & PROWAG R304.3.2). The cross slopes of turning spaces shall be 2 percent maximum. At pedestrian street crossings without yield or stop control and at midblock pedestrian street crossings, the cross slope shall be permitted to equal the street or highway grade (PROWAG R304.5.3).	The following note is included "All curb ramps shall meet the WSDOT Standard Plans and American with Disability Act" (EDDS Std. Plan 6-260). "Curb ramps shall meet all ADA standards included maximum grade and cross-slope requirements. Curb ramps shall be design and constructed in accordance with the latest WSDOT standard plans" (EDDS Section 6-115).	N/A

Curb Ramps

Design Element	Requirement	Review	Recommendations
Clear Space	Beyond the bottom grade break, a clear space 4.0ft. by 4.0ft. minimum shall be provided within the width of the pedestrian crossing and wholly outside the parallel vehicle travel lane (R304.5.5). Diagonal or corner type curb ramps with returned curbs or other well-defined edges shall have the edges parallel to the direction of pedestrian flow. The bottom of diagonal curb ramps shall have a clear space 48 inches minimum outside active traffic lanes of the roadway. Diagonal curb ramps provided at marked crossings shall provide the 48 inches minimum clear space within the markings. Diagonal curb ramps with flared sides shall have a segment of curb 24 inches long minimum located on each side of the curb ramp and within the marked crossing (ADAS 406.6).	The following note is included "All curb ramps shall meet the WSDOT Standard Plans and American with Disability Act" (EDDS Std. Plan 6-260). "Curb ramps shall be design and constructed in accordance with the latest WSDOT standard plans" (EDDS Section 6-115).	N/A
Detectable Warning Surfaces	Detectable warning surfaces shall extend 2.0 ft. minimum in the direction of pedestrian travel and the full width of the curb ramp (exclusive of flares), the turning space, or the blended transition (PROWAG R305.1.4). The truncated domes in a detectable warning surface shall have a base diameter of 0.9 in. minimum and 1.4 in. maximum, a top diameter of 50 percent of the base diameter minimum and 65 percent of the base diameter maximum, and a height of 0.2 in. (PROWAG R305.1.1 & ADAS 705.1.1). The truncated domes shall have a center-to-center spacing of 1.6 in. minimum and 2.4 in. maximum, and a base-to-base spacing of 0.65 in. minimum, measured between the most adjacent domes (PROWAG R305.1.2 & ADAS 705.1.2). Detectable warning surfaces shall contrast visually with adjacent gutter, street or highway, or walkway surfaces, either light-on-dark or dark-on-light (PROWAG R305.1.3). Detectable warning surfaces shall contrast visually with adjacent walking surfaces either light-on-dark, or dark-on-light (ADAS 705.1.3).	The following note is included "All curb ramps shall meet the WSDOT Standard Plans and American with Disability Act" (EDDS Std. Plan 6-260). "Curb ramps shall be design and constructed in accordance with the latest WSDOT standard plans" (EDDS Section 6-115).	N/A

Curb Ramps

Design Element	Requirement	Review	Recommendations
Detectable Warning Surface Placement	On perpendicular curb ramps, detectable warning surfaces shall be placed as follows: • Where the ends of the bottom grade break are in front of the back of curb, detectable warning surfaces shall be placed at the back of curb. • Where the ends of the bottom grade break are behind the back of curb and the distance from either end of the bottom grade brake to the back of curb is 5.0 ft. or less, detectable warning surfaces shall be placed on the ramp run within one dome spacing of the bottom grade break. • Where the ends of the bottom grade break are behind the back of curb and the distance from either end of the bottom grade brake to the back of curb is more than 5.0 ft, detectable warning surfaces shall be placed on the lower landing at the back of curb. (PROWAG R305.2.1). On parallel curb ramps, detectable warning surfaces shall be placed on the turning space at the flush transition between the street and sidewalk at the back of curb (PROWAG R305.2.2). On blended transitions, detectable warning surfaces shall be placed at the back of curb. Where raised pedestrian street crossings, depressed corners, or other level pedestrian street crossings are provided, detectable warning surfaces shall be placed at the flush transition between the street and the sidewalk (PROWAG R305.2.3).	The following note is included "All curb ramps shall meet the WSDOT Standard Plans and American with Disability Act" (EDDS Std. Plan 6-260). "Curb ramps shall be design and constructed in accordance with the latest WSDOT standard plans" (EDDS Section 6-115).	N/A
Receiving Ramp	A crosswalk served by a curb ramp must also have an existing curb ramp in place on the receiving end unless there is no curb or sidewalk on that end of the crosswalk Revised Code of Washington (RCW) 35.68.075.	"Where a ramp is constructed on one side of the street, a ramp shall also be provided on the opposite side of the street" (EDDS Section 6-115).	Revise sentence to include a receiving ramp on opposite side of street except where there is no curb or sidewalk (EDDS Section 6-115).

Signals

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

Design Element	Requirement	Review	Recommendations
Accessible Pedestrian Signals and Pedestrian Pushbuttons	Where pedestrian signals are provided at pedestrian street crossings, they shall include accessible pedestrian signals and pedestrian pushbuttons complying with sections 4E.08 through 4E.13 of the MUTCD. An accessible pedestrian signal and pedestrian pushbutton is an integrated device that communicates information about the WALK and DON'T WALK intervals at signalized intersections in non-visual formats (i.e., audible tones and vibrotactile surfaces) to pedestrians who are blind or have low vision (PROWAG R209.1). Existing pedestrian signals shall comply with R209.1 when the signal controller and software are altered, or the signal head is replaced (PROWAG R209.2).	"General design criteria are contained in Chapter 8 of the WSDOT Design Manual and Chapter 4 of the MUTCD as adopted by WSDOT. The Public Works Department shall provide specific design criteria and guidance for signal design" (EDDS Section 6-125).	Revise reference to WSDOT Design Manual to reference Chapter 1330 and Chapter 1510 (EDDS Section 6-125).
Accessible Pedestrian Pushbuttons Clear Space	Clear spaces shall be 2.5 ft. minimum by 4.0 ft. minimum with additional space needed if it is confined on all or part of three sides (PROWAG R404.3). One full unobstructed side of a clear space shall adjoin a pedestrian access route or adjoin another clear space (PROWAG R404.6).	"General design criteria are contained in Chapter 8 of the WSDOT Design Manual and Chapter 4 of the MUTCD as adopted by WSDOT. The Public Works Department shall provide specific design criteria and guidance for signal design" (EDDS Section 6-125).	Revise reference to WSDOT Design Manual to reference Chapter 1330 and Chapter 1510 (EDDS Section 6-125).
Accessible Pedestrian Pushbutton Reach Ranges	Where a forward reach is unobstructed, the high forward reach shall be 4.0 ft. maximum and the low forward reach shall be 1.25 ft. minimum above the finish surface. Forward reach over an obstruction is not permitted (PROWAG R406.2). Where a clear space allows a parallel approach to an element and the side reach is unobstructed, the high side reach shall be 4.0 ft. maximum and the low side reach shall be 1.25 ft. minimum above the finish surface. An obstruction shall be permitted between the clear space and the element where the depth of the obstruction is 10 in. maximum (PROWAG R406.3).	"General design criteria are contained in Chapter 8 of the WSDOT Design Manual and Chapter 4 of the MUTCD as adopted by WSDOT. The Public Works Department shall provide specific design criteria and guidance for signal design" (EDDS Section 6-125).	Revise reference to WSDOT Design Manual to reference Chapter 1330 and Chapter 1510 (EDDS Section 6-125).
Pedestrian Crossing Times	All pedestrian signal phase timing shall comply with section 4E.06 of the MUTCD, shall be based on a pedestrian clearance time that is calculated using a pedestrian	"General design criteria are contained in Chapter 8 of the WSDOT Design Manual and Chapter 4 of the MUTCD as adopted by WSDOT. The Public Works Department shall provide	Revise reference to WSDOT Design Manual to reference Chapter 1330 and Chapter 1510 (EDDS Section 6-125).

Design Element	Requirement	Review	Recommendations
	walking speed of 3.5 ft./s. or less (PROWAG R306.2).	specific design criteria and guidance for signal design" (EDDS Section 6-125).	
At Roundabouts	At roundabouts with multi-lane pedestrian street crossings, a pedestrian activated signal shall be provided for each multi-lane segment of each pedestrian street crossing, including the splitter island (PROWAG R306.3.2).	"General design criteria are contained in Chapter 8 of the WSDOT Design Manual and Chapter 4 of the MUTCD as adopted by WSDOT. The Public Works Department shall provide specific design criteria and guidance for signal design" (EDDS Section 6-125).	Revise reference to WSDOT Design Manual to reference Chapter 1330 and Chapter 1510 (EDDS Section 6-125).
At multi-lane channelized turn lanes	At signalized intersections and roundabouts with multi-lane channelized turn lane crossings, pedestrian activated signals shall be provided (PROWAG R306.4 & PROWAG R306.5).	"General design criteria are contained in Chapter 8 of the WSDOT Design Manual and Chapter 4 of the MUTCD as adopted by WSDOT. The Public Works Department shall provide specific design criteria and guidance for signal design" (EDDS Section 6-125).	Revise reference to WSDOT Design Manual to reference Chapter 1330 and Chapter 1510 (EDDS Section 6-125).

Other Pedestrian Areas

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

Design Element	Requirement	Review	Recommendations
		Transit Stops	
Boarding and Alighting Area Dimensions	Bus stop boarding and alighting areas shall provide a clear length of 8.0 ft. minimum, measured perpendicular to the curb or vehicle street or highway edge, and a clear width of 5.0 ft. minimum, measured parallel to the vehicle street or highway (PROWAG R308.1.1.1 & ADAS 810.2.2).	"All [bus] pullout designs must follow applicable guidelines for facilities used by the handicapped (Americans with Disabilities Act" (EDDS Section 6-119). "Chapter 1060 entitled Transit Benefit Facilities, WSDOT Design Manual" (EDDS Section 6-119). "9'x15' Passenger Landing Pad" (EDDS Std. Plan 6-280).	See Attachment A for specific note changes (EDDS Std. Plan 6-280).
Boarding and Alighting Area Slopes	Parallel to the street or highway, the grade of the bus stop boarding and alighting areas shall be the same as the street or highway, to the extent practicable. Perpendicular to the street or highway, the grade of the bus stop boarding and alighting areas shall not be steeper than 2 percent (PROWAG R308.1.1.2 & ADAS 810.2.4).	"All [bus] pullout designs must follow applicable guidelines for facilities used by the handicapped (Americans with Disabilities Act" (EDDS Section 6-119). "Chapter 1060 entitled Transit Benefit Facilities, WSDOT Design Manual" (EDDS Section 6-119). Cross slope shown as .02'/FT. for shoulder section (EDDS Std. Plan 6-280).	Recommend including a desired cross slope of 1.5% or flatter to allow for construction tolerances with 2% as the maximum cross slope. Update slope units to be consistent across standard details. See Attachment A for additional notes (EDDS Std. Plan 6-280).
Transit Shelters	Transit shelters shall be connected by PARs to boarding and alighting areas. Transit shelters shall provide a minimum clear space complying with R404 entirely within the shelter. Where seating is provided within transit shelters, the clear space shall be located either at one end of a seat or shall not overlap the area within 1.5 ft. from the front edge of the seat (PROWAG R308.2). Bus shelters shall provide a minimum clear floor or ground space complying with 305 entirely within the shelter. Bus shelters shall be connected by an accessible route complying with 402 to a boarding and alighting area complying with 810.2 (ADAS 810.3).	"All [bus] pullout designs must follow applicable guidelines for facilities used by the handicapped (Americans with Disabilities Act" (EDDS Section 6-119). "Chapter 1060 entitled Transit Benefit Facilities, WSDOT Design Manual" (EDDS Section 6-119).	Revise reference to WSDOT Design Manual to reference Chapter 1730 (EDDS Section 6-119).
		Parking	

Other Pedestrian Areas

Design Element	Requirement	Review	Recommendations
Parking Spaces	Where parking spaces are marked with lines, width measurements of parking spaces and access aisles shall be made from the centerline of the markings (ADAS 502.1). Car parking spaces shall be 96 inches wide minimum and van parking spaces shall be 132 inches wide minimum, shall be marked to define the width, and shall have an adjacent access aisle (ADAS 502.2). Van parking spaces shall be permitted to be 96 inches wide minimum where the access aisle is 96 inches wide minimum (ADAS 502.2 Exception).	Not mentioned.	Add a statement in a location EDDS Section 6-110 that states accessible parking stalls shall meet WSDOT and ADA standards.
Parking Access Aisles	Access aisles shall adjoin an accessible route. Two parking spaces shall be permitted to share a common access aisle (ADAS 502.3). Access aisles serving car and van parking spaces shall be 60 inches wide minimum (ADAS 502.3.1). Access aisles shall extend the full length of the parking spaces they serve (ADAS 502.3.2). Access aisles shall be marked so as to discourage parking in them (ADAS 502.3.3). Access aisles shall not overlap the vehicular way. Access aisles shall be permitted to be placed on either side of the parking space except for angled van parking spaces which shall have access aisles located on the passenger side of the parking spaces (ADAS 502.3.4).	Not mentioned.	Add a statement in a location EDDS Section 6-110 that states accessible parking stalls shall meet WSDOT and ADA standards.
Parking identification.	Parking space identification signs shall include the International Symbol of Accessibility complying with 703.7.2.1. Signs identifying van parking spaces shall contain the designation "van accessible." Signs shall be 60 inches minimum above the finish floor or ground surface measured to the bottom of the sign (ADAS 502.6).	Not mentioned.	Add a statement in a location EDDS Section 6-110 that states accessible parking stalls shall meet WSDOT and ADA standards.
Parallel Parking Spaces	Where the width of the adjacent sidewalk or available right-of-way exceeds 14.0 ft, an access aisle 5.0 ft. wide minimum shall be provided at street level the full length of the parking space and shall connect to a pedestrian access route. The access aisle shall comply with R302.7 and shall not encroach on the vehicular travel lane (PROWAG R309.2.1).	Not mentioned.	Add a statement in a location EDDS Section 6-110 that states accessible parking stalls shall meet WSDOT and ADA standards.

Design Element	Requirement	Review	Recommendations
	In alterations where the street or sidewalk adjacent to the parking spaces is not altered, an access aisle shall not be required provided the parking spaces are located at the end of the block face (PROWAG R309.2.1.1). An access aisle is not required where the width of the adjacent sidewalk or the available right-of-way is less than or equal to 14.0 ft. When an access aisle is not provided, the parking spaces shall be located at the end of the block face (PROWAG R309.2.2).		
Perpendicular or Angled Parking Spaces	Where perpendicular or angled parking is provided, an access aisle 8.0 ft. wide minimum shall be provided at street level the full length of the parking space and shall connect to a pedestrian access route. The access aisle shall comply with R302.7 and shall be marked so as to discourage parking in the access aisle. Two parking spaces are permitted to share a common access aisle (PROWAG R309.3).	Not mentioned.	Add a statement in a location EDDS Section 6-110 that states accessible parking stalls shall meet WSDOT and ADA standards.
		Alternative Pedestrian Access Routes	
Alternate Pedestrian Access Route	When a pedestrian circulation path is temporarily closed by construction, alterations, maintenance operations, or other conditions, an alternate pedestrian access route complying with sections 6D.01, 6D.02, and 6G.05 of the MUTCD shall be provided. Where provided, pedestrian barricades and channelizing devices shall comply with sections 6F.63, 6F.68, and 6F.71 of the MUTCD (PROWAG R205).	Traffic control shall follow the guidelines of Section 1-07.23 of the WSDOT Standard Specifications (EDDS Section 9-104).	Include reference to Section 1-10 of the WSDOT Standard Specifications and WSDOT Design Manual Chapter 1510 (EDDS Section 9-104).
		Driveways	
Driveways	The cross slope shall be 2 percent maximum (PROWAG R304.5.3). Cross slope of ramp runs shall not be steeper than 1:48. (ADAS 405.3) The running slope shall be 5 percent minimum and 8.3 percent maximum but shall not require the ramp length to exceed 15.0 ft. (PROWAG R304.2.2).	EDDS Std. Plan 3-020 shows grade breaks that are not perpendicular to the path of travel. Running slope shown as 1:12 (EDDS Std. Plan 3-020). Cross slope shown as 0.02 FT/FT max. (EDDS Std. Plan 3-020).	Recommend including a desired cross slope of 1.5% or flatter to allow for construction tolerances with 2% as the maximum cross slope. Update slope units to be consistent across standard details.
		Ramps	

Other Pedestrian Areas

Design Element	Requirement	Review	Recommendations
Ramp Width	The clear width of a ramp run and, where handrails are provided, the clear width between handrails shall be 3.0 ft. minimum (PROWAG R407.4 & ADAS 405.5).	Not mentioned.	Add a minimum ramp width (EDDS Section 6-116).
Running Slope	Ramp runs shall have a running slope between 5 percent minimum and 8.3 percent maximum (PROWAG R407.2) Ramp runs shall have a running slope not steeper than 1:12. In existing sites, buildings, and facilities, ramps shall be permitted to have running slopes steeper than 1:12 complying with Table 405.2 where such slopes are necessary due to space limitations (ADAS 405.2).	"Ramps used to provide handicapped access shall be no steeper than 12:1" (EDDS Section 6-116).	Recommend including a desired running slope of 7.5 percent or flatter to allow for construction tolerances with 8.3 percent as the maximum running slope.
Cross Slope	The cross slope of ramp runs shall be 2 percent maximum (PROWAG R407.3). Cross slope of ramp runs shall not be steeper than 1:48. (ADAS 405.3)	Not mentioned.	Include the required cross slope for ramps (EDDS |Section 6-116). Recommend including a desired cross slope of 1.5% or flatter to allow for construction tolerances with 2% as the maximum cross slope.
Rise	The rise for any ramp run shall be 2.5 ft. maximum (PROWAG R407.4 & ADAS 405.6).	"Maximum rise of 30 inches between landings" (EDDS Section 6-116).	N/A
Landing Size	Ramps shall have landings at the top and the bottom of each ramp run (PROWAG R407.6 & ADAS 405.7). The landing clear width shall be at least as wide as the widest ramp run leading to the landing (PRWOAG R407.6.2 & ADAS 405.7.2) The landing clear length shall be 5.0 ft. long minimum (PROWAG R407.6.3 & ADAS 405.7.3) Ramps that change direction between runs at landings shall have a clear landing 5.0 ft. by 5.0 ft. minimum (PROWAG R407.6.4 & ADAS 405.7.4).	"Landings shall have a minimum length of five feet and should be sufficient to allow wheelchairs to pass, generally five feet minimum width for two way traffic (EDDS Section 6-116).	N/A
Landing Slope	Landing slopes shall be 2 percent maximum in any direction (PROWAG R407.6.1 & ADAS 405.7.1).	Not mentioned.	Include the required cross slope for ramps (EDDS |Section 6-116). Recommend including a desired cross slope of 1.5% or flatter to allow for construction tolerances with 2% as the maximum cross slope.
		Stairways	
Stairway Treads and Risers	All steps on a flight of stairs shall have uniform riser heights and uniform tread depths. Risers shall be 4 in. high minimum and 7 in. high maximum. Treads shall be 11 in.	Note states "Risers: Per UBC requirements" (EDDS Std. Plan 6-090). Note states "Treads: Per UBC requirements" (EDDS Std. Plan 6-090).	N/A

Design Element	Requirement	Review	Recommendations
	deep minimum (PROWAG R408.2 & ADAS 504.2). Open risers are not permitted (PROWAG R408.3 & ADAS 504.3). The radius of curvature at the leading edge of the tread shall be 0.5 in. maximum. Nosings that project beyond risers shall have the underside of the leading edge curved or beveled. Risers shall be permitted to slope under the tread at an angle of 30 degrees maximum from vertical. The permitted projection of the nosing shall extend 1.5 in. maximum over the tread below (PROWAG R408.5 & ADAS 504.5).	Risers not shown as open (EDDS Std. Plan 6-090). Note states “All Steps: Per UBC requirements” (EDDS Std. Plan 6-090).	
		Handrails	
Handrails	Stairways shall have handrails (PROWAG R408.6). Handrails are required on ramp runs with a rise greater than 6 in. and on certain stairways (PROWAG R407.8 & ADAS 405.8). Edge protection complying shall be provided on each side of ramp runs and landings (PROWAG R407.9 & ADAS 405.9). Where required handrail shall be provided on both sides of ramps and stairways (PRWOAG R409.2 & ADAS 505.2). Top of gripping surfaces of handrails shall be 2.8 ft. minimum and 3.2 ft. maximum vertically above walking surfaces, ramp surfaces, and stair nosings. Handrails shall be at a consistent height above walking surfaces, ramp surfaces, and stair nosings (PROWAG R409.4 & ADAS 505.4). Clearance between handrail gripping surfaces and adjacent surfaces shall be 1.5 in. minimum (PROWAG R409.5 & ADAS 505.5). Handrail gripping surfaces shall be continuous along their length and shall not be obstructed along their tops or sides. The bottoms of handrail gripping surfaces shall not be obstructed for more than 20 percent of their length. Where provided, horizontal projections shall occur 1.5 in. minimum below the bottom of the handrail gripping surface (PROWAG R409.6 & ADAS 505.6).	Height of railing on stairs is per UBC requirements (EDDS Std. Plan 6-090). Note states “Location of metal handrail and guardrail per UBC requirements” (EDDS Std. Plan 6-090).	Add a statement that handrails for ramps shall meet WSDOT and ADA requirements (EDDS Section 6-116).

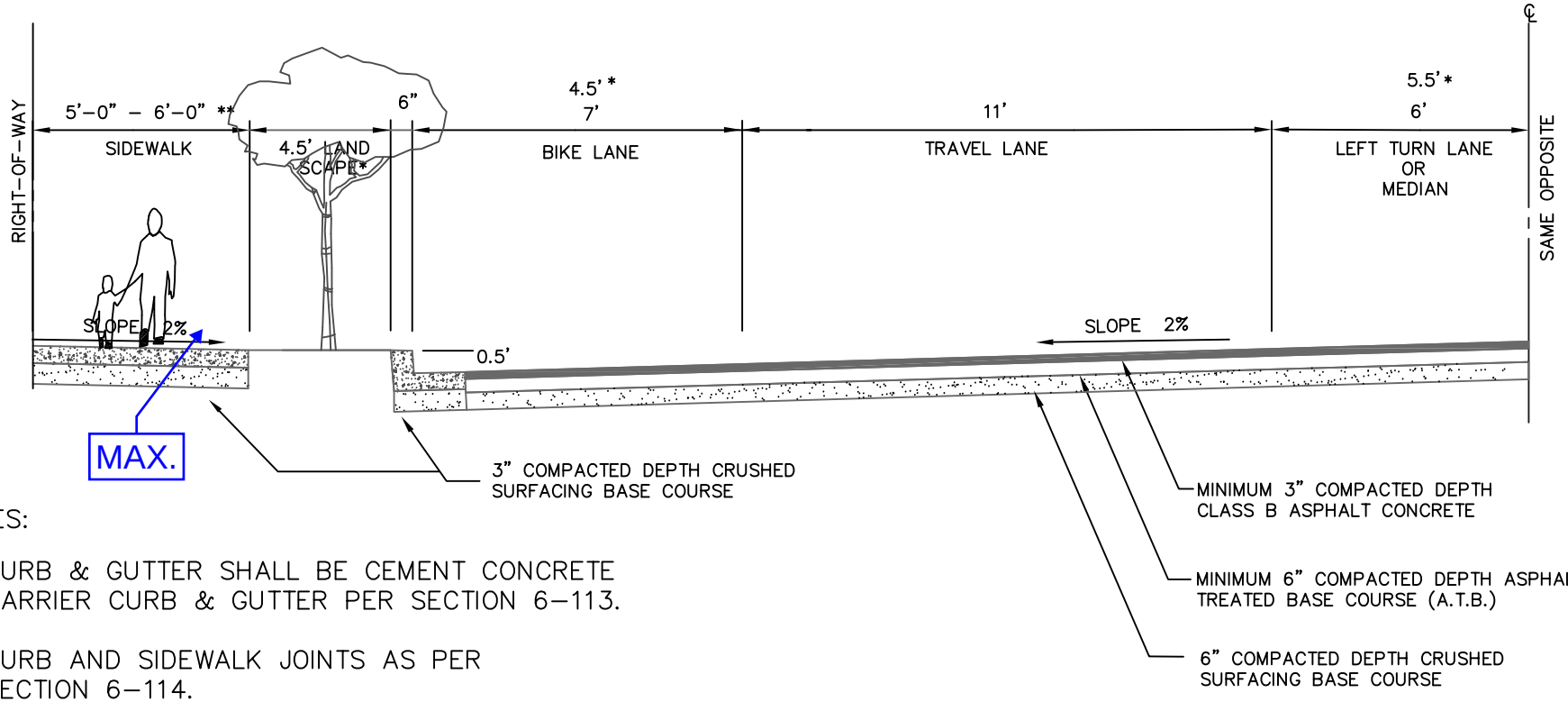
Design Element	Requirement	Review	Recommendations
Handrail Extension on Ramps	Ramp handrails shall extend horizontally above the landing for 1.0 ft. minimum beyond the top and bottom of ramp runs. Extensions shall return to a wall, guard, or the landing surface, or shall be continuous to the handrail of an adjacent ramp run (PROWAG R409.10.1 & ADAS 505.10.1).	Not mentioned.	Add a statement that handrails for ramps shall meet WSDOT and ADA requirements (EDDS Section 6-116).
Handrail Extension on Stairways	At the top of a stair flight, handrails shall extend horizontally above the landing for 1.0 ft. minimum beginning directly above the first riser nosing. Extensions shall return to a wall, guard, or the landing surface, or shall be continuous to the handrail of an adjacent stair flight (PROWAG R409.10.2 & ADAS 505.10.2). At the bottom of a stair flight, handrails shall extend at the slope of the stair flight for a horizontal distance at least equal to one tread depth beyond the last riser nosing. Extensions shall return to a wall, guard, or the landing surface, or shall be continuous to the handrail of an adjacent stair flight (PROWAG R409.10.3 & ADAS 505.10.3).	Bottom extension for staircase handrail shown as horizontal and 1'-6". No top extension dimension shown (EDDS Std. Plan 6-090). Note states "Location of metal handrail and guardrail per UBC requirements" (EDDS Std. Plan 6-090).	N/A
Handrail Cross Section	Handrail gripping surfaces with a circular cross section shall have an outside diameter of 1.25 in. minimum and 2 in. maximum (PROWAG R409.7.1 & ADAS 505.7). Handrail gripping surfaces with a non-circular cross section shall have a perimeter dimension of 4 in. minimum and 6.25 in. maximum, and a cross-section dimension of 2.25 in. maximum (PROWAG R409.7.2 & ADAS 505.7).	Note for handrails and pedestrian guardrails states "Round or oval pipe, size per IBC requirements (EDDS Std. Plan 6-090). "Horizontal rails…shall be 2" diameter" (EDDS Std. Plan 6-091). "Horizontal rails…shall be 1.9" OD" (EDDS Std. Plan 6-091).	N/A
		Railways	
Railroad Flangeway Gaps	Flangeway gaps at pedestrian at-grade rail crossings shall be 2.5 in. maximum or non-freight rail track and 3 in. maximum on freight rail track (PROWAG R302.7.4). Where a circulation path serving boarding platforms crosses tracks, it shall comply with 402. Openings for wheel flanges shall be permitted to be 2 1/2 inches maximum (ADAS 810.10).	Not mentioned.	No recommendation as there are no railroad crossings with pedestrian facilities in City of Lake Stevens.
Detectable Warning Surfaces at Rail Crossings	At pedestrian at-grade rail crossings not located within a street or highway, detectable warning surfaces shall be placed on each	Not mentioned.	No recommendation as there are no railroad crossings with pedestrian facilities in City of Lake Stevens.

Design Element	Requirement	Review	Recommendations
	side of the rail crossing. The edge of the detectable warning surface nearest the rail crossing shall be 6.0 ft. minimum and 15.0 ft. maximum from the centerline of the nearest rail. Where pedestrian gates are provided, detectable warning surfaces shall be placed on the side of the gates opposite the rail (PROWAG R305.2.5).		
Detectable Warning Surfaces at Rail Boarding Areas	At boarding platforms for rail vehicles, detectable warning surfaces shall be placed at the boarding edge of the platform (PROWAG R305.2.6). At boarding and alighting areas at sidewalk or street level transit stops for rail vehicles, detectable warning surfaces shall be placed at the side of the boarding and alighting area facing the rail vehicles (PROWAG R305.2.7).	Not mentioned.	No recommendation as there are no railroad crossings with pedestrian facilities in City of Lake Stevens.

Attachments:

Attachment A: City of Lake Stevens Standard Plan Markups

Attachment A: City of Lake Stevens Standard Plan Markups



NOTES:

1. CURB & GUTTER SHALL BE CEMENT CONCRETE BARRIER CURB & GUTTER PER SECTION 6-113.
2. CURB AND SIDEWALK JOINTS AS PER SECTION 6-114.
3. REFER TO SECTION 3-103 FOR DRIVEWAY DETAILS.
4. CURB RAMP DETAILS AS PER SECTION 6-115.
5. THIS DRAWING ILLUSTRATES A MINIMUM ASPHALT CONCRETE ROAD SECTION. ACTUAL SURFACING DESIGN FOR ARTERIALS AND COMMERCIAL ACCESS STREETS SHALL BE BASED ON SOILS AND TRAFFIC ANALYSIS.
6. THE RIGHT-OF-WAY WIDTH SHALL BE WIDENED AN ADDITIONAL 5 FT MIN FOR PLACEMENT OF FIRE HYDRANTS AND MAILBOX CLUSTERS.
7. DRAINAGE REQUIRED BEHIND WALK IN CUT AREAS.

* REDUCED STANDARD WITH 3' LANDSCAPE STRIPS.

** 6'-0" ADJACENT TO CURB, 5'-0" ADJACENT TO 4.5' PLANTER STRIP.

MINOR ARTERIAL AND REDUCED STANDARD MINOR ARTERIAL
60'-70' RIGHT-OF-WAY

CITY OF
LAKE STEVENS PUBLIC WORKS

STANDARD PLAN 2-010

APPROVED BY

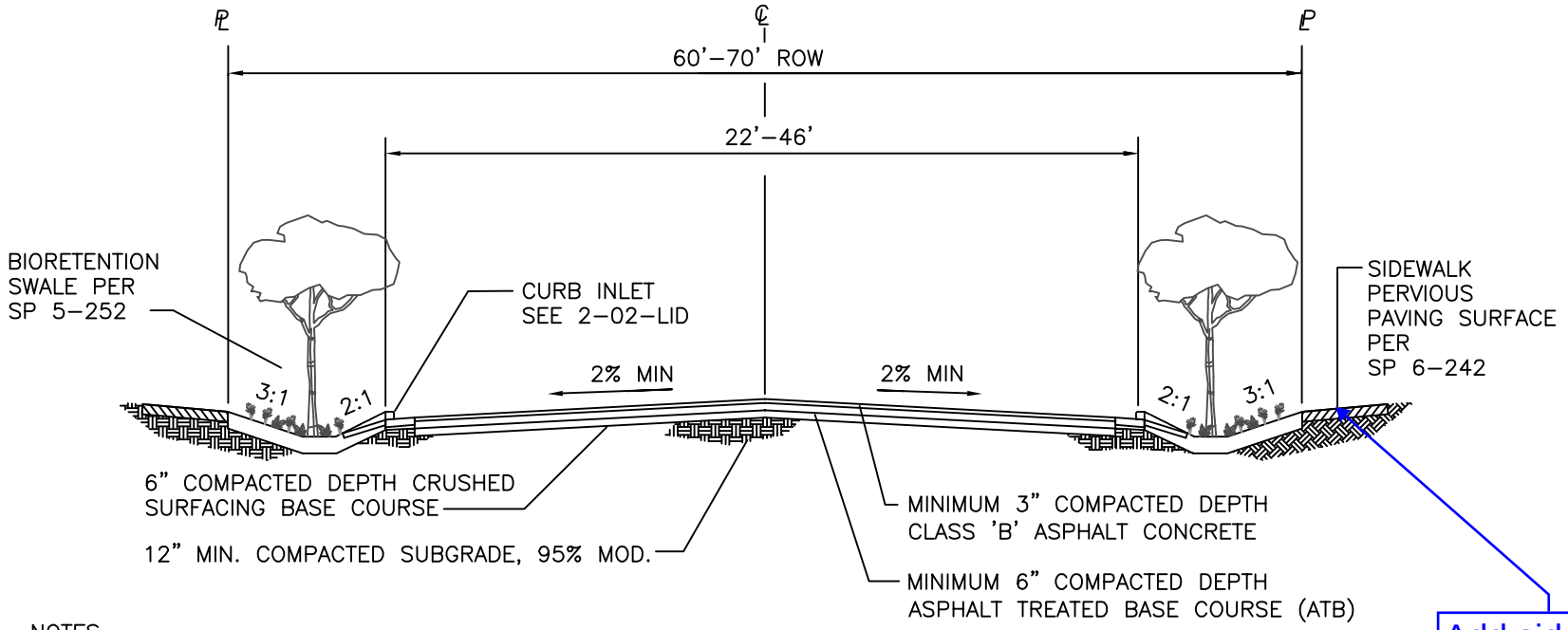
David O. Osterquard

LAKE STEVENS CITY ENGINEER

05/09

DATE

LAST REVISED 05/09



Add sidewalk cross slope requirement.

NOTES

1. CURB & GUTTER SHALL BE CEMENT CONCRETE BARRIER CURB & GUTTER PER MARYSVILLE SECTION 6–113.
2. CURB AND SIDEWALK JOINTS AS PER MARYSVILLE SECTION 6–114.
3. REFER TO SECTION 3–103 FOR DRIVEWAY DETAILS.
4. CURB RAMP DETAILS AS PER MARYSVILLE SECTION 6–115.
5. THIS DRAWING ILLUSTRATES A MINIMUM ASPHALT CONCRETE ROAD SECTION. ACTUAL SURFACING DESIGN FOR ARTERIALS AND COMMERCIAL ACCESS STREETS SHALL BE BASED ON SOILS AND TRAFFIC ANALYSIS.
6. DRAINAGE REQUIRED BEHIND WALK IN CUT AREAS.
7. SIDEWALKS MAY BE PERVIOUS WHERE SITE AND SOIL CONDITIONS MAKE LID FEASIBLE. SIDEWALKS SHALL BE A MIN. OF 5'–0" IN WIDTH. SEE 2–04–LID FOR PERVIOUS PAVING DETAILS.
8. USE OF ALL LID PRACTICES ARE DEPENDANT OF SITE CONDITIONS AND REQUIRE THE APPROVAL OF THE PUBLIC WORKS DIRECTOR OR DESIGNEE.

CITY OF
LAKE STEVENS
PUBLIC WORKS

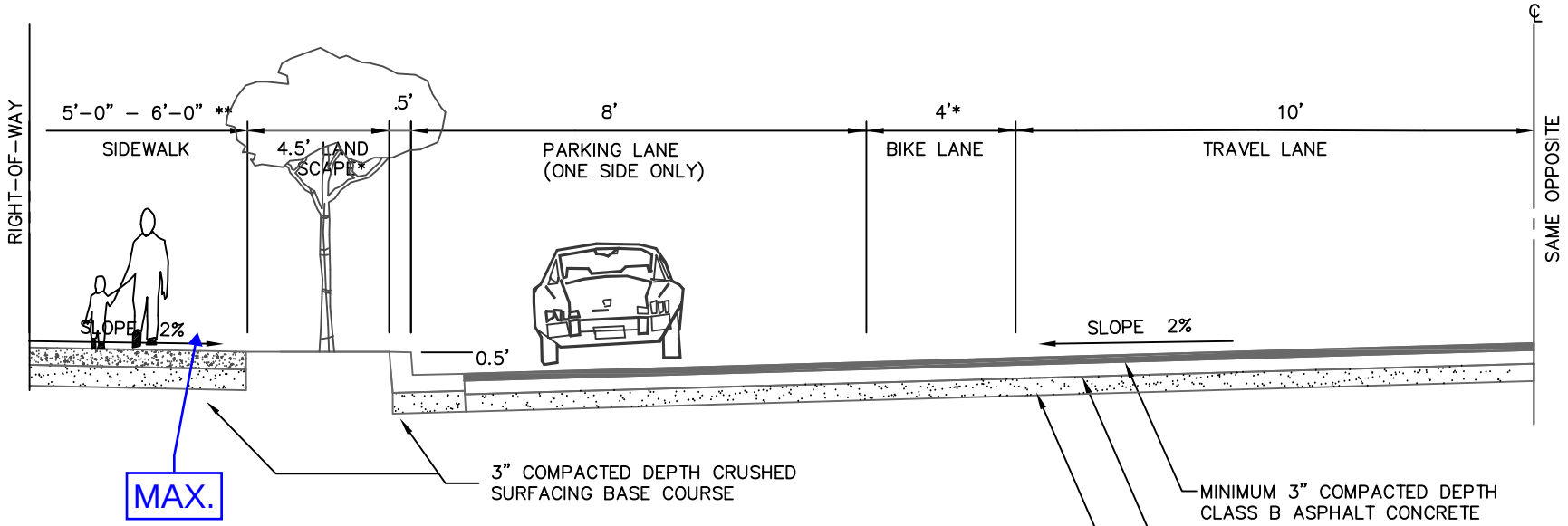
LID MINOR ARTERIAL
60'–70' RIGHT–OF–WAY

STANDARD PLAN 2–011

APPROVED BY
David O. Osterquard
LAKE STEVENS CITY ENGINEER

05/09
DATE

LAST REVISED 05/09



NOTES:

1. CURB & GUTTER SHALL BE CEMENT CONCRETE BARRIER CURB & GUTTER PER SECTION 6-113.
2. CURB AND SIDEWALK JOINTS AS PER SECTION 6-114.
3. REFER TO SECTION 3-103 FOR DRIVEWAY DETAILS.
4. CURB RAMP DETAILS AS PER SECTION 6-115.
5. THIS DRAWING ILLUSTRATES A MINIMUM ASPHALT CONCRETE ROAD SECTION. ACTUAL SURFACING DESIGN FOR ARTERIALS AND COMMERCIAL ACCESS STREETS SHALL BE BASED ON SOILS AND TRAFFIC ANALYSIS.
6. THE RIGHT-OF-WAY WIDTH SHALL BE WIDENED AN ADDITIONAL 5 FT MIN FOR PLACEMENT OF FIRE HYDRANTS AND MAILBOX CLUSTERS.
7. DRAINAGE REQUIRED BEHIND WALK IN CUT AREAS.

* REDUCED STANDARD WITH ONE BIKE LANE AND 3' LANDSCAPE STRIPS.

** 6'-0" ADJACENT TO CURB, 5'-0" ADJACENT TO 4.5' PLANTER STRIP.

LAST REVISED 05/09

CITY OF
LAKE STEVENS PUBLIC WORKS

COLLECTOR AND REDUCED STANDARD COLLECTOR
50'-60' RIGHT-OF-WAY

STANDARD PLAN 2-020

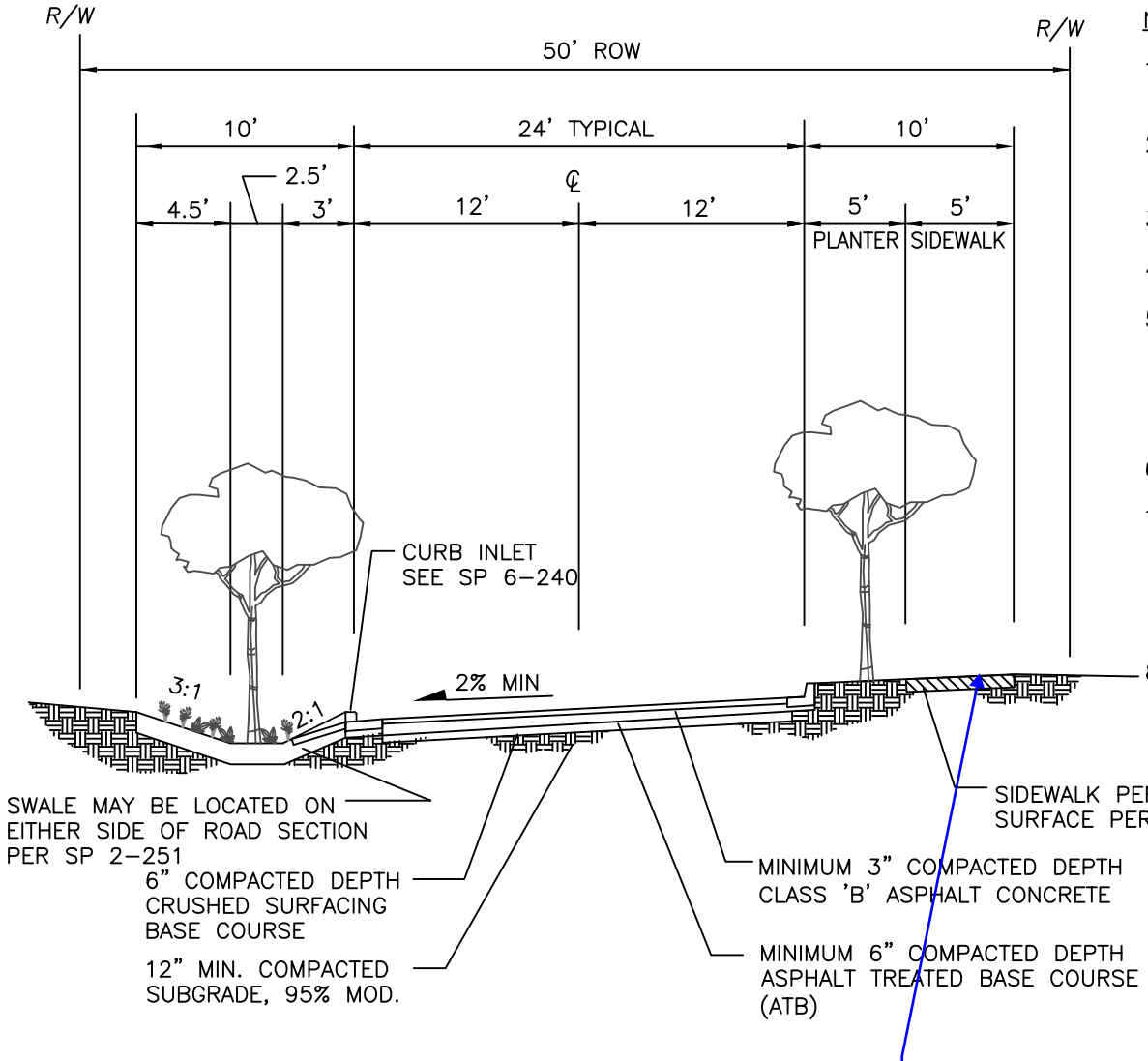
APPROVED BY

David O. Osterquard

LAKE STEVENS CITY ENGINEER

05/09

DATE



NOTES

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2. CURB AND SIDEWALK JOINTS AS PER SECTION 6-114.
3. REFER TO SECTION 3-103 FOR DRIVEWAY DETAILS.
4. CURB RAMP DETAILS AS PER SECTION 6-115.
5. THIS DRAWING ILLUSTRATES A MINIMUM ASPHALT CONCRETE ROAD SECTION. ACTUAL SURFACING DESIGN FOR ARTERIALS AND COMMERCIAL ACCESS STREETS SHALL BE BASED ON SOILS AND TRAFFIC ANALYSIS.
6. DRAINAGE REQUIRED BEHIND WALK IN CUT AREAS.
7. SIDEWALKS MAY BE PERVIOUS WHERE SITE AND SOIL CONDITIONS MAKE LID FEASIBLE. SIDEWALKS SHALL BE A MIN. OF 5'-0" IN WIDTH. SEE SP 6-242 FOR PERVIOUS PAVING DETAILS.
8. USE OF ALL LID PRACTICES ARE DEPENDANT OF SITE CONDITIONS AND REQUIRE THE APPROVAL OF THE PUBLIC WORKS DIRECTOR OR DESIGNEE.

LID COLLECTOR
50' RIGHT-OF-WAY

CITY OF
LAKE STEVENS
PUBLIC WORKS

STANDARD PLAN 2-021

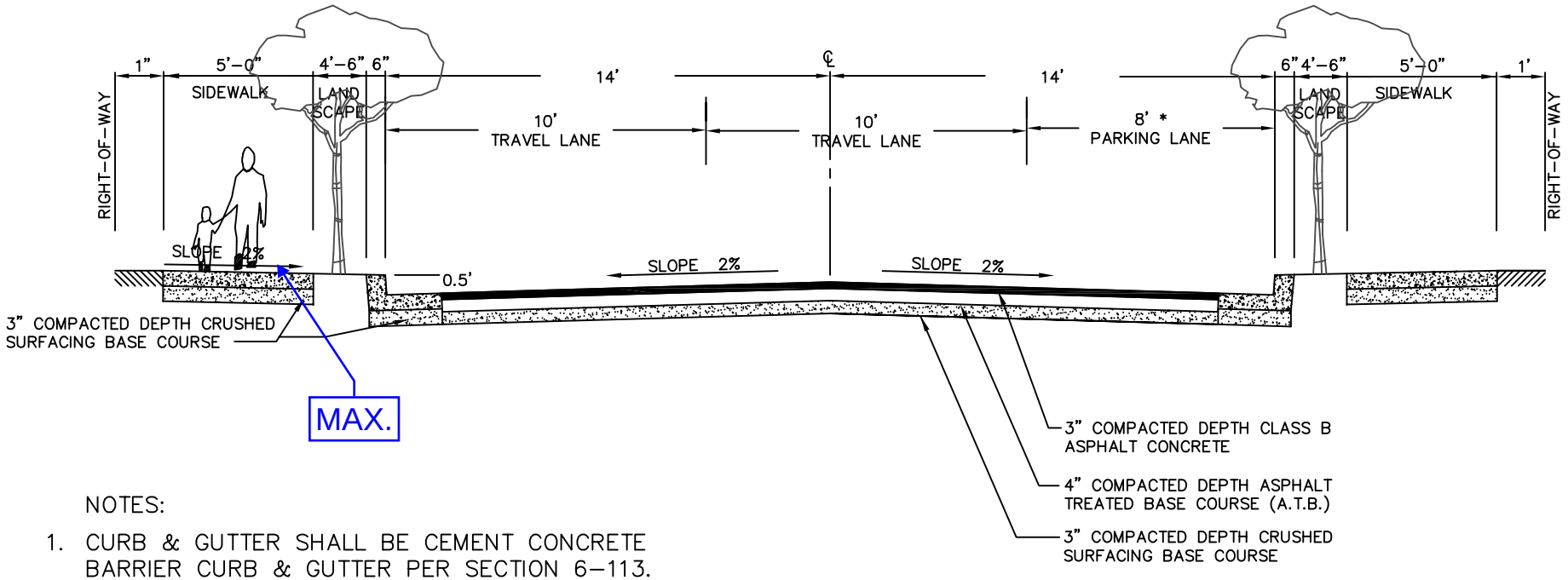
APPROVED BY

David O. Osterstrand

05/09

LAKE STEVENS CITY ENGINEER — DATE

LAST REVISED 05/09



NOTES:

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2. CURB AND SIDEWALK JOINTS AS PER SECTION 6–114.
3. REFER TO SECTION 3–103 FOR DRIVEWAY DETAILS.
4. CURB RAMP DETAILS AS PER SECTION 6–115.
5. THIS DRAWING ILLUSTRATES A MINIMUM ASPHALT CONCRETE ROAD SECTION. ACTUAL SURFACING DESIGN FOR ARTERIALS AND COMMERCIAL STREETS SHALL BE BASED ON SOILS AND TRAFFIC ANALYSIS.
6. THE RIGHT–OF–WAY WIDTH SHALL BE WIDENED AN ADDITIONAL 5 FEET FOR FIRE HYDRANTS AND MAILBOX CLUSTERS.
7. DRAINAGE REQUIRED BEHIND WALK IN CUT AREAS.

* PARKING ON ONE SIDE ONLY. ALTERNATE EVERY 300 FEET AS APPROVED BY CITY ENGINEER.

CITY OF
LAKE STEVENS
PUBLIC WORKS

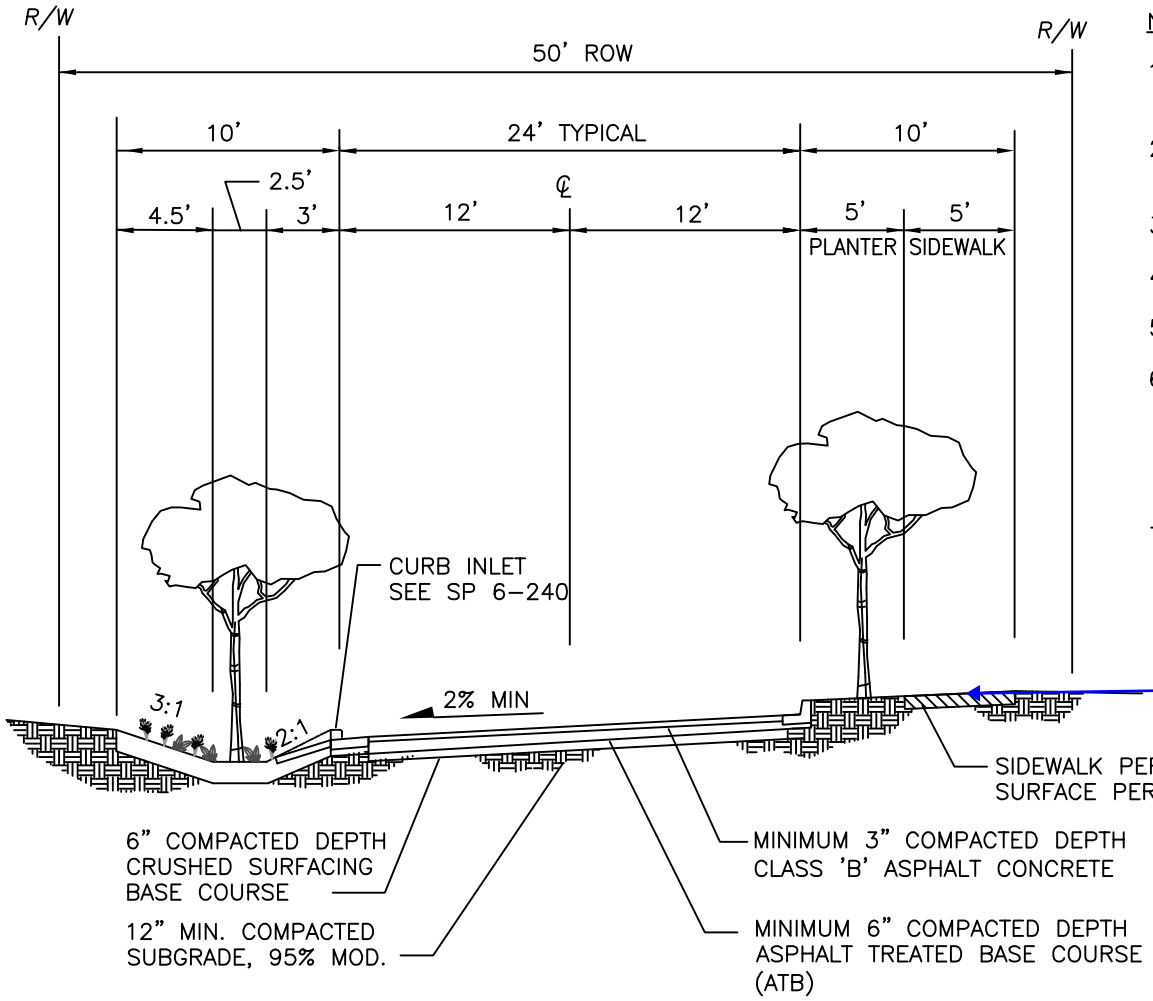
LOCAL ACCESS
50' RIGHT–OF–WAY

STANDARD PLAN 2–030

APPROVED BY
David O. Osterquard
LAKE STEVENS CITY ENGINEER

05/09
DATE

LAST REVISED 05/09



NOTES

1. CURB & GUTTER SHALL BE CEMENT CONCRETE BARRIER CURB & GUTTER PER SECTION 6-113.
2. CURB AND SIDEWALK JOINTS AS PER LAKE STEVENS SECTION 6-114.
3. PREFER TO SECTION 3-103 FOR DRIVEWAY DETAILS.
4. CURB RAMP DETAILS AS PER SECTION 6-115.
5. DRAINAGE REQUIRED BEHIND WALK IN CUT AREAS.
6. SIDEWALKS MAY BE PERVIOUS WHERE SITE AND SOIL CONDITIONS MAKE LID FEASIBLE. SIDEWALKS SHALL BE A MIN. OF 5'-0" IN WIDTH. SEE SP 6-242 FOR PERVIOUS PAVING DETAILS.
7. LOCATION OF SIDEWALK IS TO BE AT THE DISCRECTION OF THE PUBLIC WORKS DIRECTOR OR DESIGNEE.

Add sidewalk cross slope requirement.

LID LOCAL ACCESS
50' RIGHT-OF-WAY

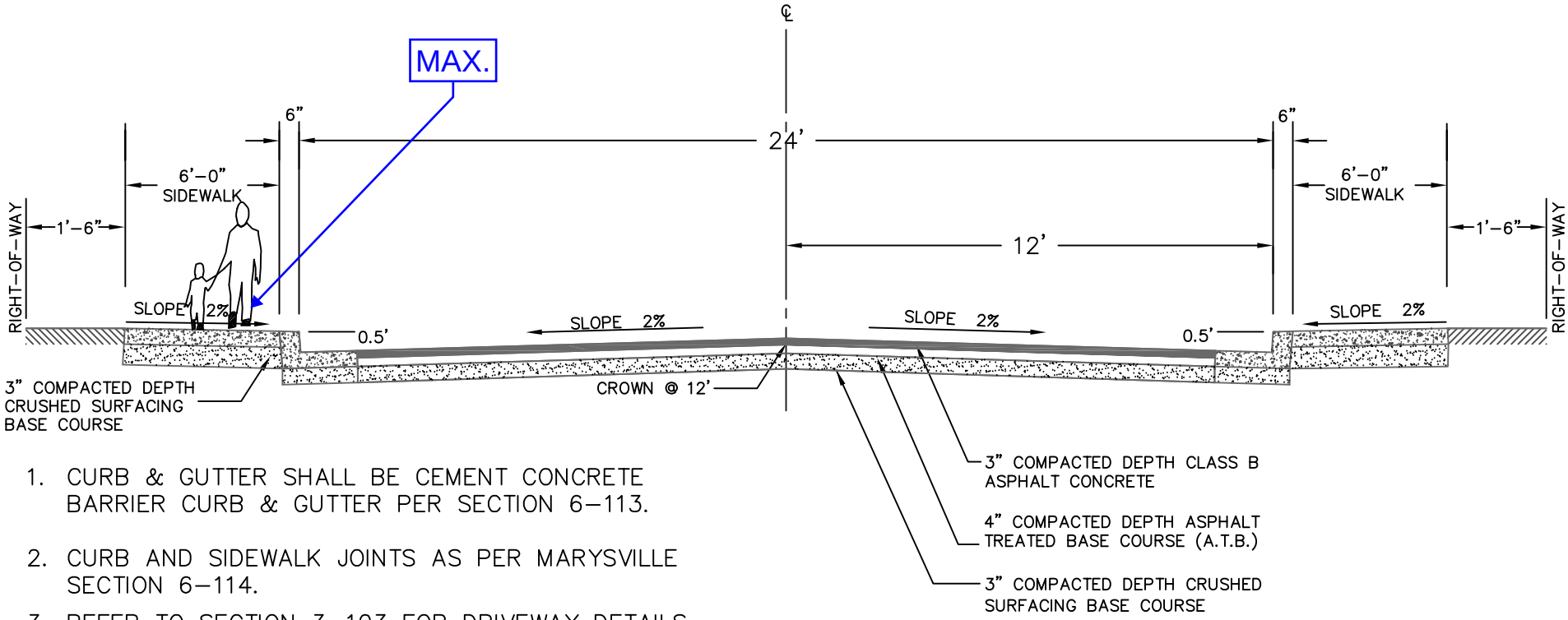
CITY OF
LAKE STEVENS
PUBLIC WORKS

STANDARD PLAN 2-031

APPROVED BY
David O. Osterquard
LAKE STEVENS CITY ENGINEER

05/09
DATE

LAST REVISED 05/09



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2. CURB AND SIDEWALK JOINTS AS PER MARYSVILLE SECTION 6–114.
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4. CURB RAMP DETAILS AS PER SECTION 6–115.
5. THIS DRAWING ILLUSTRATES A MINIMUM ASPHALT CONCRETE ROAD SECTION. ACTUAL SURFACING DESIGN FOR ARTERIALS AND COMMERCIAL ACCESS STREETS SHALL BE BASED ON SOILS AND TRAFFIC ANALYSIS.
6. THE RIGHT–OF–WAY WIDTH SHALL BE WIDENED AN ADDITIONAL 5 FT MIN FOR PLACEMENT OF FIRE HYDRANTS AND MAILBOX CLUSTERS.
7. DRAINAGE REQUIRED BEHIND WALK IN CUT AREAS.

CITY OF
LAKE STEVENS
PUBLIC WORKS

REDUCED STANDARD LOCAL ACCESS 40' RIGHT–OF–WAY

STANDARD PLAN 2–040

APPROVED BY

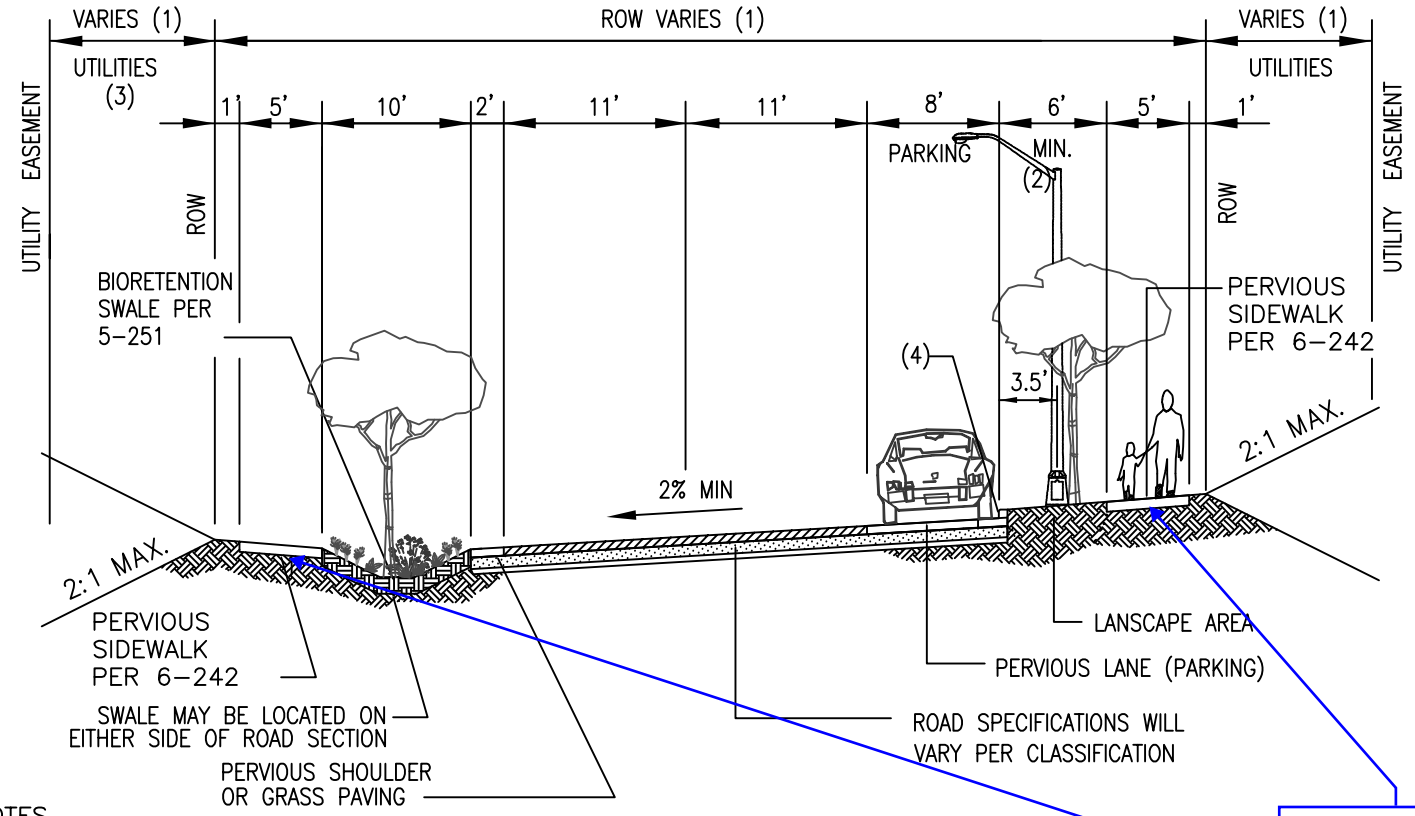
David O. Osterstrand

CITY LAKE STEVENS ENGINEER

05/09

DATE

LAST REVISED 05/09



Add sidewalk cross slope requirement.

NOTES

1. CURB & GUTTER SHALL BE CEMENT CONCRETE BARRIER CURB & GUTTER PER SECTION 6-113.
2. CURB AND SIDEWALK JOINTS AS PER SECTION 6-114.
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8. USE OF ALL LID PRACTICES ARE DEPENDANT OF SITE CONDITIONS AND REQUIRE THE APPROVAL OF THE PUBLIC WORKS DIRECTOR OR DESIGNEE.

LAST REVISED 05/09

CITY OF LAKE STEVENS PUBLIC WORKS

LID TYPCIAL ROAD SECTION

STANDARD PLAN 2-041

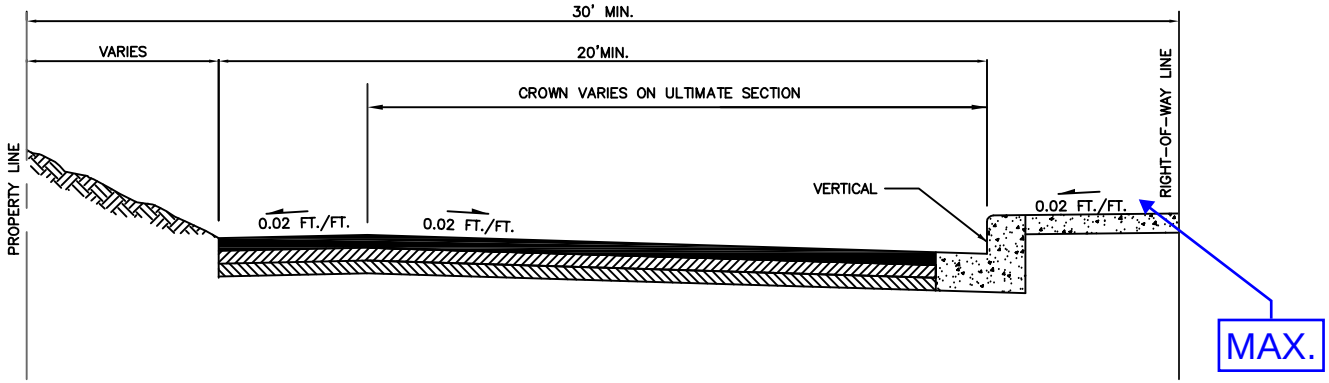
APPROVED BY

David O. Osteryoung

CITY LAKE STEVENS ENGINEER

05/09

DATE



NOTE:

1. FOR ACTUAL ROADWAY SECTION SEE APPLICABLE STANDARD PLAN. SEE SECTION 2-107.

HALF-STREET

CITY OF
LAKE STEVENS
PUBLIC WORKS

STANDARD PLAN 2-100

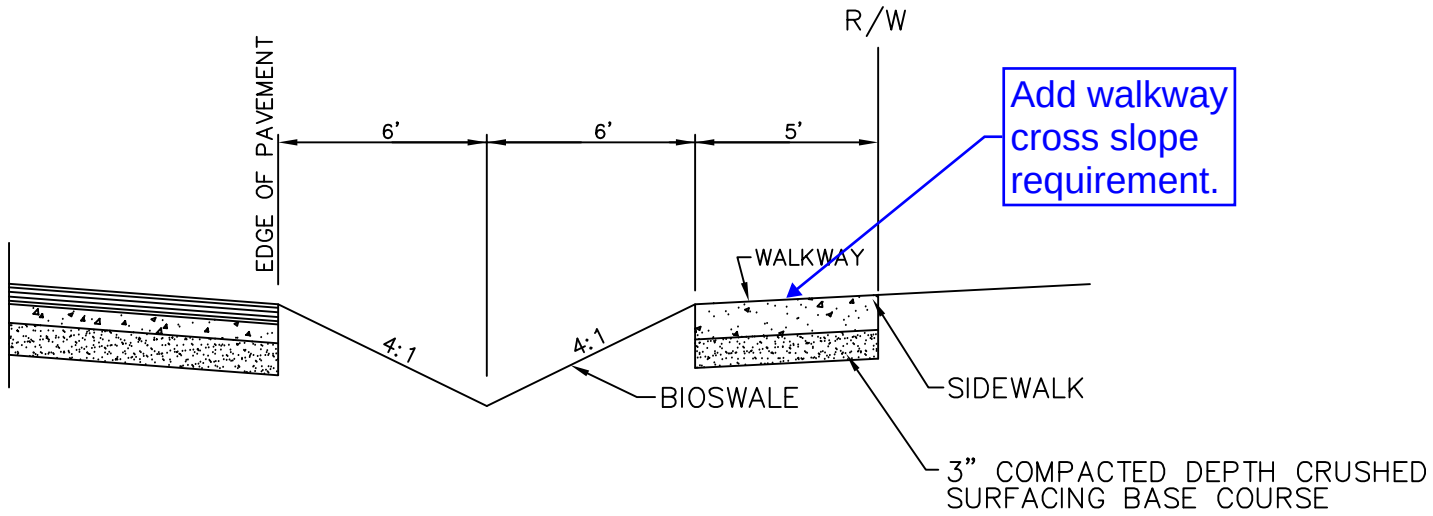
APPROVED BY

David O. Osterstrand

05/09

CITY LAKE STEVENS ENGINEER — DATE

LAST REVISED 05/09



NOTES:

1. BIOSWALE SHALL BE DESIGNED PER THE WASHINGTON STATE DEPARTMENT OF ECOLOGY REQUIREMENTS AND THE CITY OF LAKE STEVENS DRAINAGE STANDARDS.

2. SEE APPLICABLE ROADWAY SECTION FOR PAVEMENT THICKNESSES. DESIGN OF THE ROADWAY SHALL BE IN ACCORDANCE WITH SECTIONS 2-102 AND 2-103. ADDITIONAL SUBGRADE TREATMENT MAY BE REQUIRED DEPENDING ON SOIL CONDITIONS.

3. SEE SECTION 6-118 FOR SEPARATED WALKWAY

* USE OF THIS SECTION SHALL BE APPROVED BY THE PUBLIC WORKS DIRECTOR OR DESIGNEE

ALTERNATE SHOULDER SECTION

CITY OF LAKE STEVENS PUBLIC WORKS

STANDARD PLAN 2-110

APPROVED BY

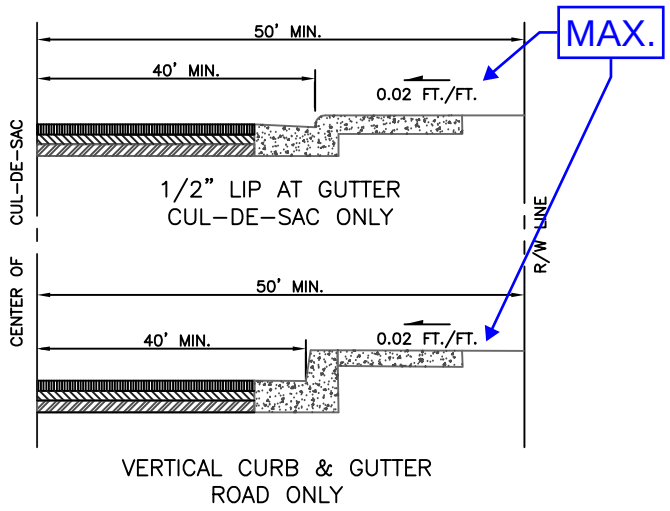
David O. Osterquard

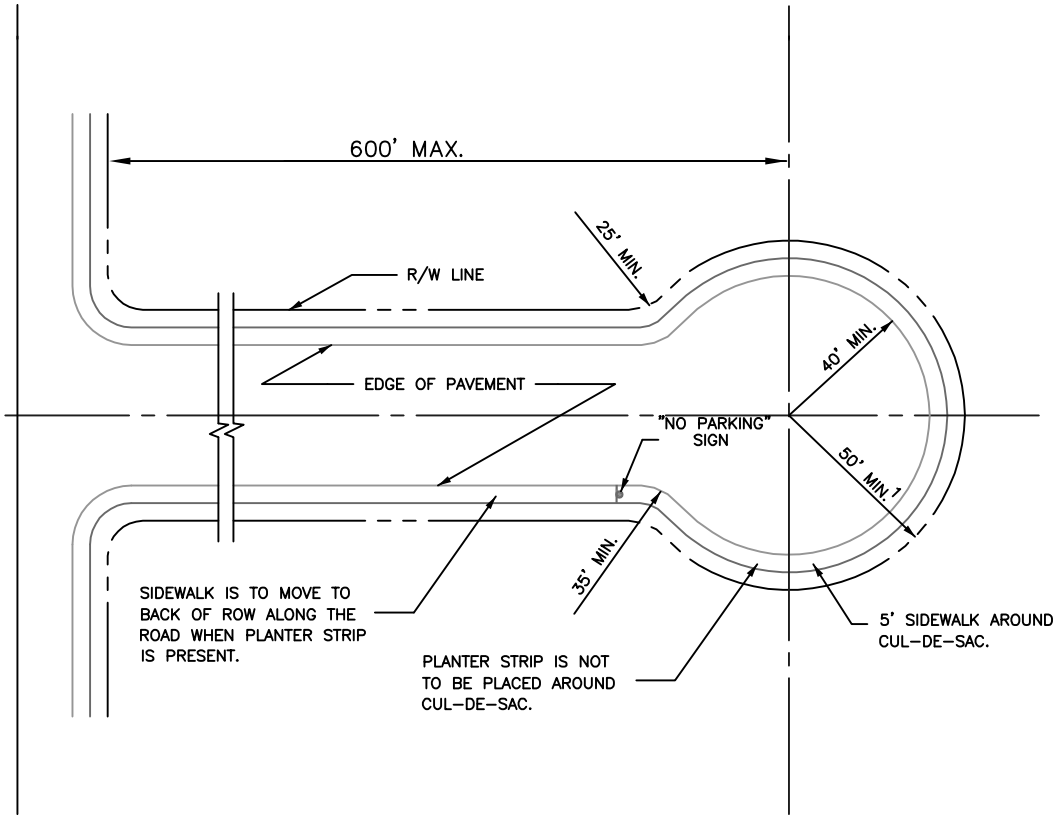
LAKE STEVENS CITY ENGINEER

05/09

DATE

LAST REVISED 05/09





NOTES:

1. ALL PERMANENT CUL-DE-SACS SHALL BE CONSTRUCTED WITH A VERTICAL CURB AND GUTTER SECTION ALONG THE ROAD. A 1/2" LIP WILL BE MAINTAINED AT THE GUTTER WITHIN THE CUL-DE-SAC.
2. SEE SECTION 2-108 FOR CUL-DE-SAC LENGTH EXCEPTION.
3. SEE STANDARD PLAN 3-020 FOR TRANSITION FROM VERTICAL CURB IN ROAD WAY TO A 1/2" LIP AT GUTTER AROUND THE CUL-DE-SAC.
4. A "NO PARKING IN CUL-DE-SAC" SIGN IS REQUIRED.

LAST REVISED 05/09

CUL-DE-SAC

CITY OF
LAKE STEVENS
PUBLIC WORKS

STANDARD PLAN 2-120

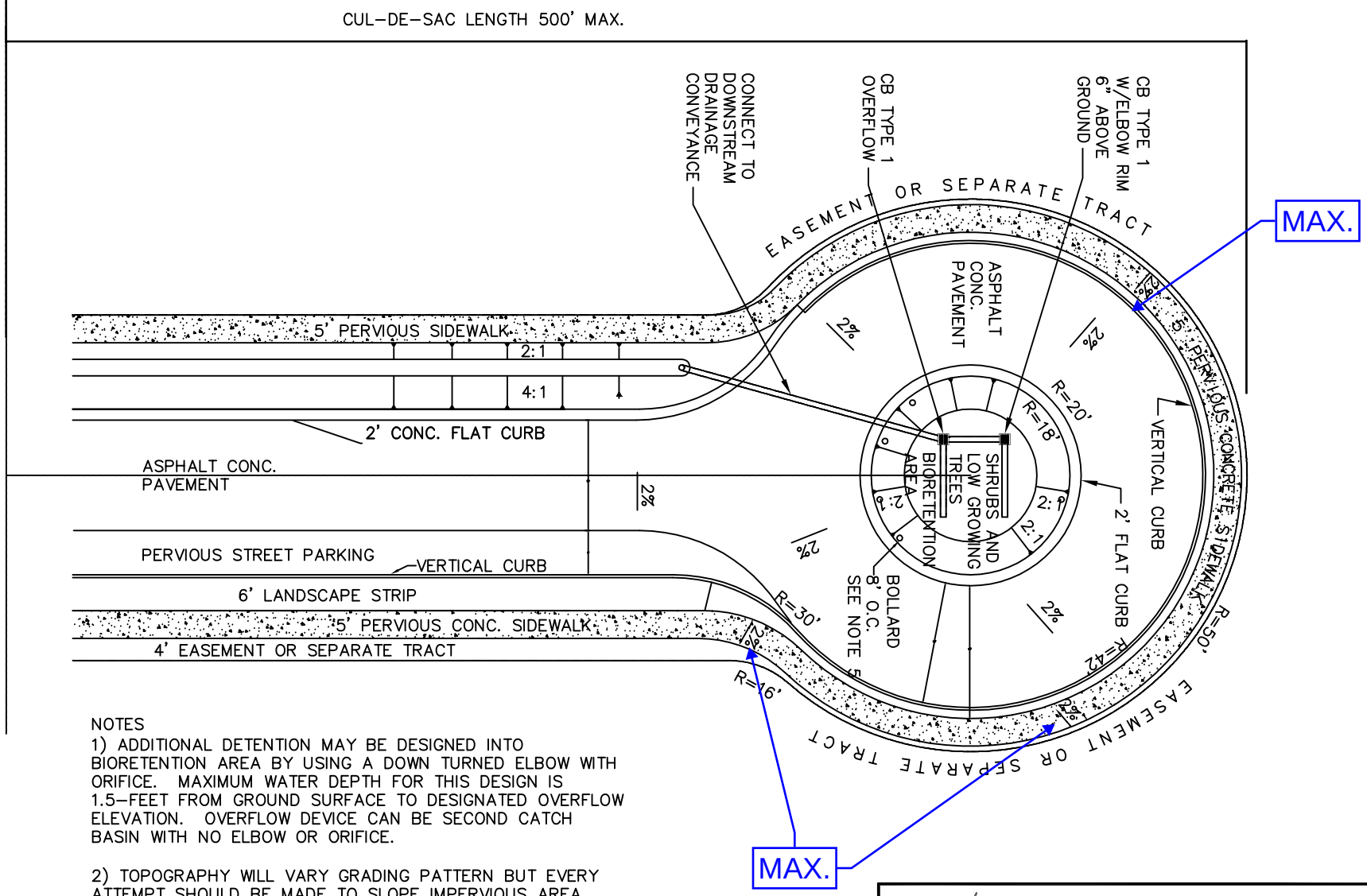
APPROVED BY

David O. Osterstrand

LAKE STEVENS CITY ENGINEER

05/09

DATE



NOTES

1) ADDITIONAL DETENTION MAY BE DESIGNED INTO BIORETENTION AREA BY USING A DOWN TURNED ELBOW WITH ORIFICE. MAXIMUM WATER DEPTH FOR THIS DESIGN IS 1.5–FEET FROM GROUND SURFACE TO DESIGNATED OVERFLOW ELEVATION. OVERFLOW DEVICE CAN BE SECOND CATCH BASIN WITH NO ELBOW OR ORIFICE.

2) TOPOGRAPHY WILL VARY GRADING PATTERN BUT EVERY ATTEMPT SHOULD BE MADE TO SLOPE IMPERVIOUS AREA TOWARDS BIORETENTION AREA.

3) TRANSITION TO THROAT AREA IS SHOWN AS AN EXAMPLE AND WILL VARY DEPENDING ON THROAT CROSS–SECTION.

4) BOLLARDS ON EITHER SIDE OF CENTERLINE AT ENTRANCE TO CUL–DE–SAC WILL HAVE VERTICAL PANELS WITH REFLECTIVE ORANGE AND WHITE STRIPES.

5) USE OF ALL LID PRACTICES ARE DEPENDANT OF SITE CONDITIONS AND REQUIRE THE APPROVAL OF THE PUBLIC WORKS DIRECTOR OR DESIGNEE.

6) BIORETENTION SWALE TO BE PER SP 5–252

LAST REVISED 05/09

LID CUL–DE–SAC
50' ROW DIAMETER

CITY OF
LAKE STEVENS
PUBLIC WORKS

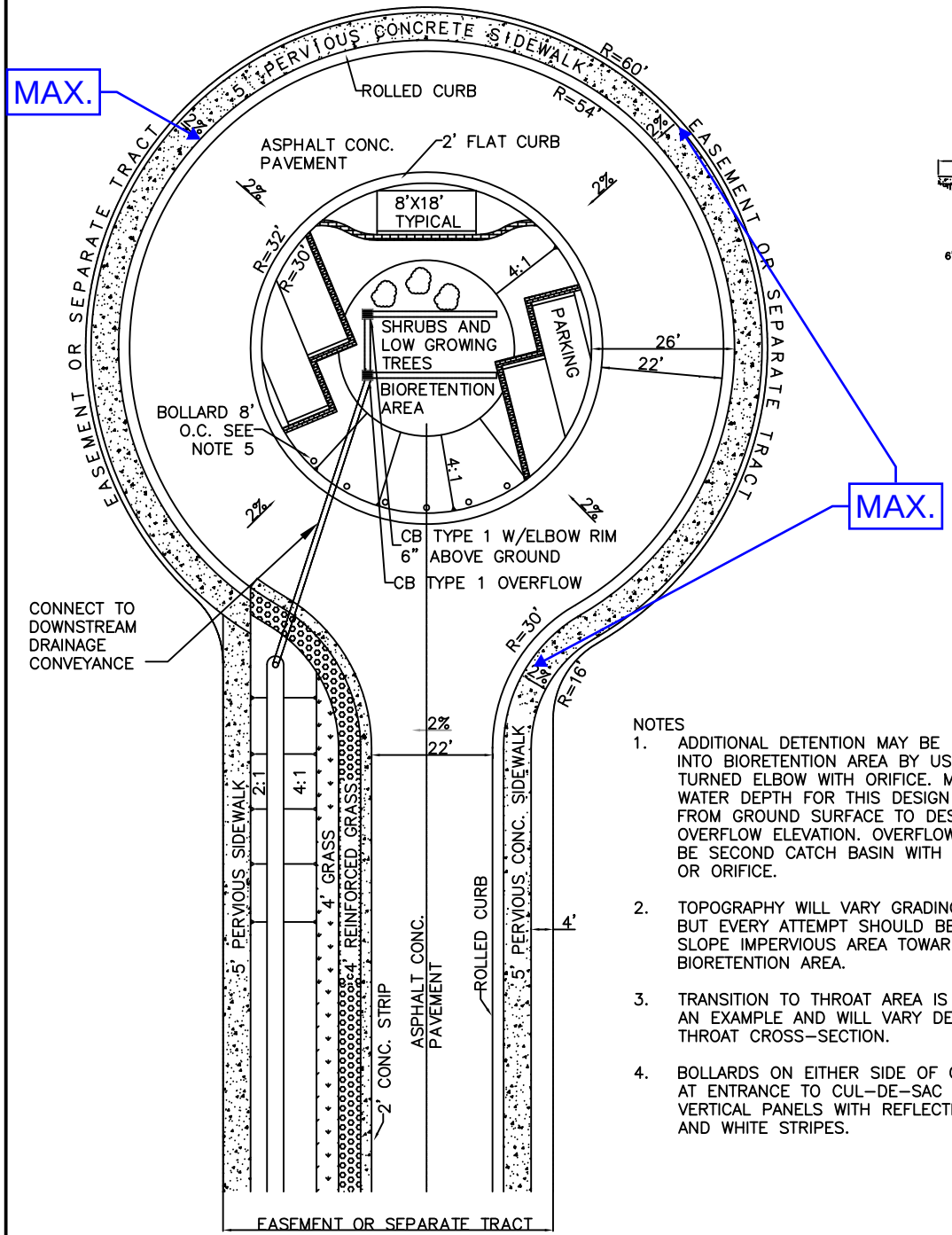
STANDARD PLAN 2–121

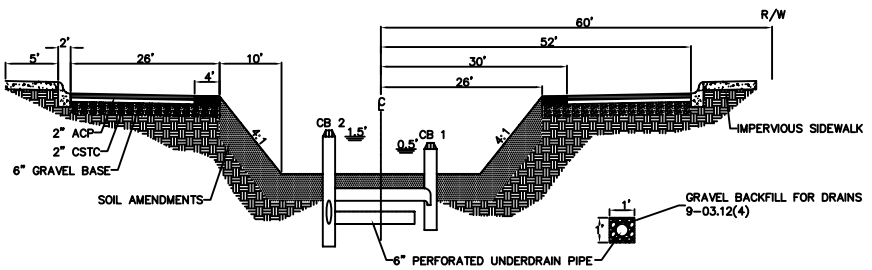
APPROVED BY

David O. Osterstrand

05/09

CITY LAKE STEVENS ENGINEER DATE





CB 1 – Detention CB
Rim Elev. set 6 inches above finished grade. Should be CB Type 1 or equivalent 18" ø ADS type.
Outlet is downturned elbow with orifice. Connect outlet to CB 2.

CB 2 – Overflow CB
Rim Elev. set 18 inches above finished grade. Connect perforated underdrain pipes to CB.
Outlet to conveyance channel within the development or to dispersion trench adjacent to Natural Resource Protection Area.

Notes
1) In bioretention area compost should be amended to a 13 inch depth (about 5 inches of compost to 8 inches of soil). Compact subsoils must be scarified at least 4 inches below the 13 inch deep amended layer. The recommended soil composition within a vegetated channel is a sandy loam topsoil layer, with an organic matter content of 10 to 20%, and no more than 20% clay.

2) Bioretention area shall be vegetated with native trees and shrubs however vegetation within 6 feet of the inside radius edge of the reinforced grass shall not be over 18 inches in height.

NOTES

1. ADDITIONAL DETENTION MAY BE DESIGNED INTO BIORETENTION AREA BY USING A DOWN TURNED ELBOW WITH ORIFICE. MAXIMUM WATER DEPTH FOR THIS DESIGN IS 1.5–FEET FROM GROUND SURFACE TO DESIGNATED OVERFLOW ELEVATION. OVERFLOW DEVICE CAN BE SECOND CATCH BASIN WITH NO ELBOW OR ORIFICE.
2. TOPOGRAPHY WILL VARY GRADING PATTERN BUT EVERY ATTEMPT SHOULD BE MADE TO SLOPE IMPERVIOUS AREA TOWARDS BIORETENTION AREA.
3. TRANSITION TO THROAT AREA IS SHOWN AS AN EXAMPLE AND WILL VARY DEPENDING ON THROAT CROSS–SECTION.
4. BOLLARDS ON EITHER SIDE OF CENTERLINE AT ENTRANCE TO CUL–DE–SAC WILL HAVE VERTICAL PANELS WITH REFLECTIVE ORANGE AND WHITE STRIPES.

LID CUL–DE–SAC
60' ROW DIAMETER

CITY OF
LAKE STEVENS
PUBLIC WORKS

STANDARD PLAN 2–122

APPROVED BY
David O. Ostergaard
CITY LAKE STEVENS ENGINEER

05/09
DATE

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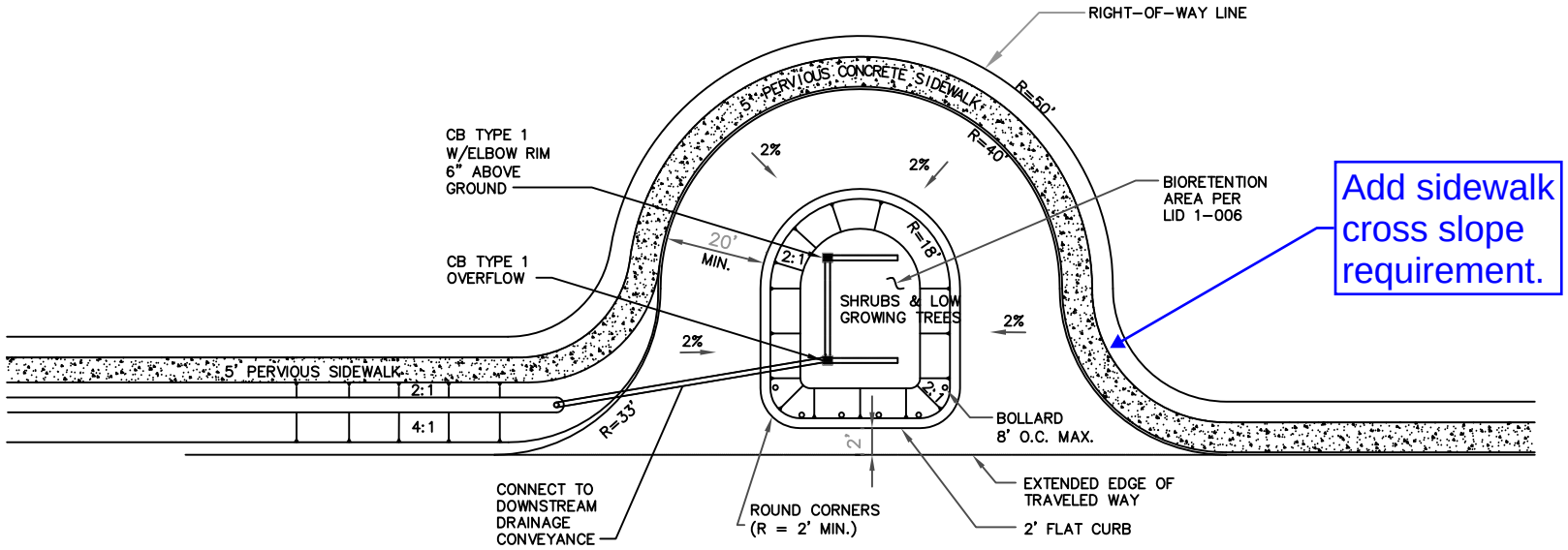
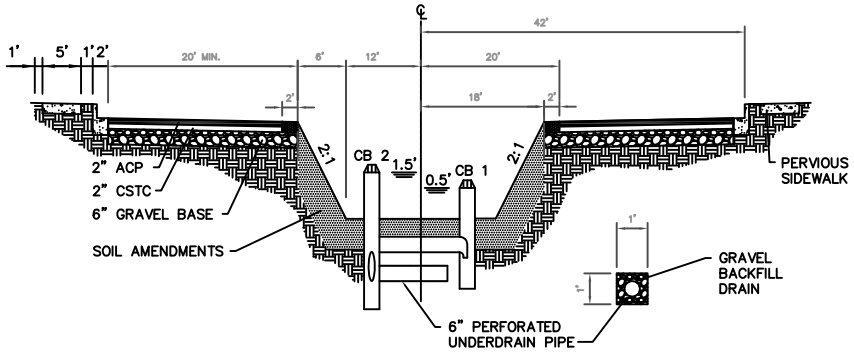


Add sidewalk cross slope requirement.



CB 1 – DETENTION CB
RIM ELEV. SET 6 INCHES ABOVE FINISHED GRADE.
SHOULD BE CB TYPE 1 OR EQUIVALENT 18" DIA. ADS TYPE.
OUTLET IS DOWN TURNED ELBOW WITH ORIFICE. CONNECT OUTLET TO CB 2.

CB 2 – OVERFLOW CB
RIM ELEV. SET 18 INCHES ABOVE FINISHED GRADE. CONNECT PERFORATED UNDERDRAIN PIPES TO CB. OUTLET TO CONVEYANCE CHANNEL WITHIN THE DEVELOPMENT OR TO DISPERSION TRENCH ADJACENT TO NATURAL RESOURCE PROTECTION AREA.

NOTES
1. IN BIORETENTION AREA COMPOST SHOULD BE AMENDED TO A 13 INCH DEPTH (ABOUT 5 INCHES OF COMPOST TO 8 INCHES OF SOIL). COMPACT SUBSOILS MUST BE SCARIFIED AT LEAST 4 INCHES BELOW THE 13 INCH DEEP AMENDED LAYER. BIORETENTION SOIL, COMPOSITION AND pH LEVELS SHALL MEET THE STANDARDS SET FORTH IN THE *LID TECHNICAL GUIDANCE MANUAL FOR PUGET SOUND* (CURRENT EDITION).
2. BIORETENTION AREA SHALL BE VEGETATED WITH NATIVE TREES AND SHRUBS HOWEVER VEGETATION WITHIN 6 FEET OF THE INSIDE RADIUS EDGE OF THE REINFORCED GRASS SHALL NOT BE OVER 18 INCHES IN HEIGHT.
3. MINIMUM ISLAND DIAMETER SHALL BE 10 FEET.
4. ISLAND SHALL HAVE A FLAT CURB.

LID ISLAND SECTION

CITY OF
LAKE STEVENS
PUBLIC WORKS

STANDARD PLAN 2-141

APPROVED BY

David O. Ostergaard

LAKE STEVENS CITY ENGINEER

05/09
DATE

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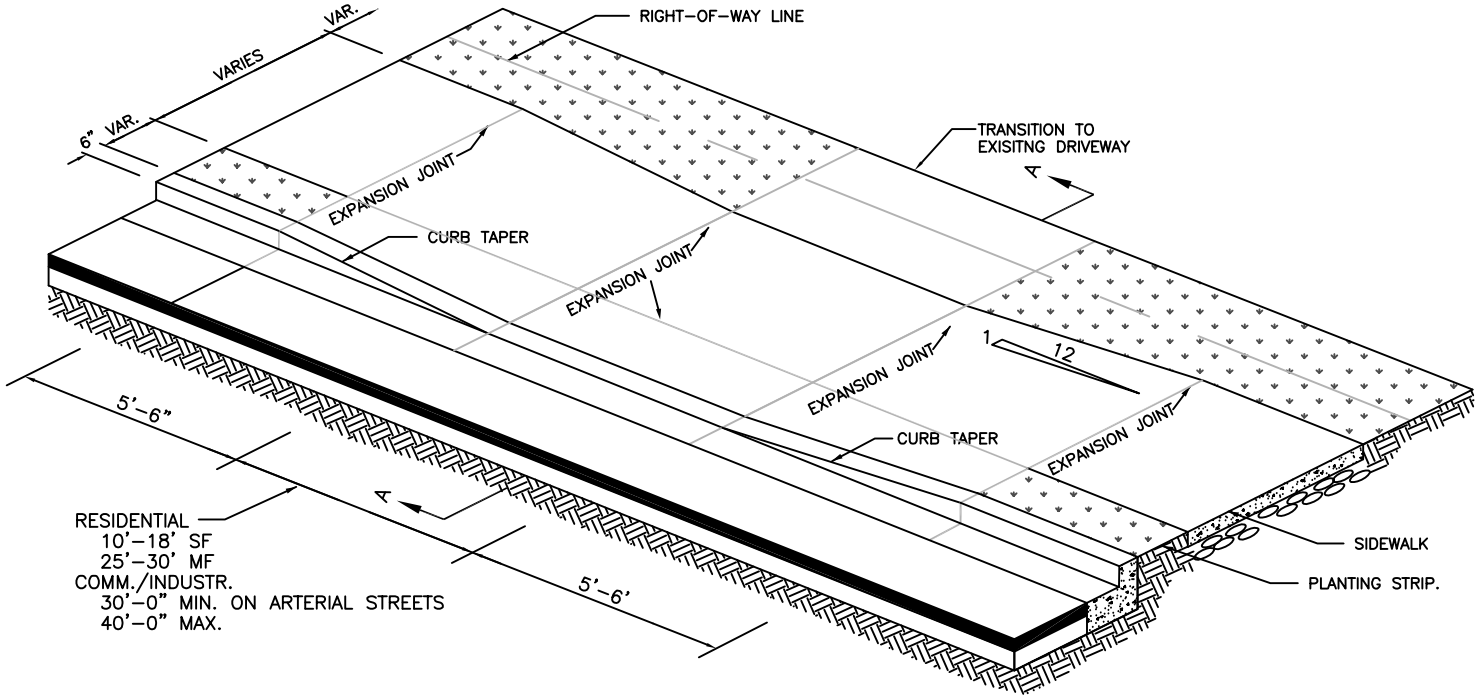
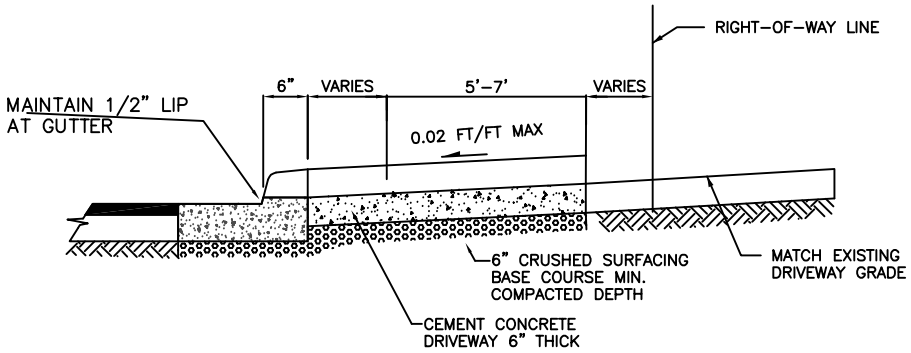


NOTES:

1. COMMERCIAL/INDUSTRIAL DRIVEWAYS WIDER THAN 40' MAY BE APPROVED BY THE ENGINEER CONSIDERING TRAFFIC SAFETY AND NEEDS OF THE ACTIVITY SERVED. ALL COMMERCIAL/INDUSTRIAL DRIVEWAYS SHALL HAVE AN EXPANSION JOINT LOCATED EVERY 15 LINEAL FEET.



SECTION A-A

CURB & GUTTER
DRIVEWAY SECTION

CITY OF
LAKE STEVENS
PUBLIC WORKS

STANDARD PLAN 3-020

APPROVED BY

David O. Ostergaard 05/09

LAKE STEVENS CITY ENGINEER DATE

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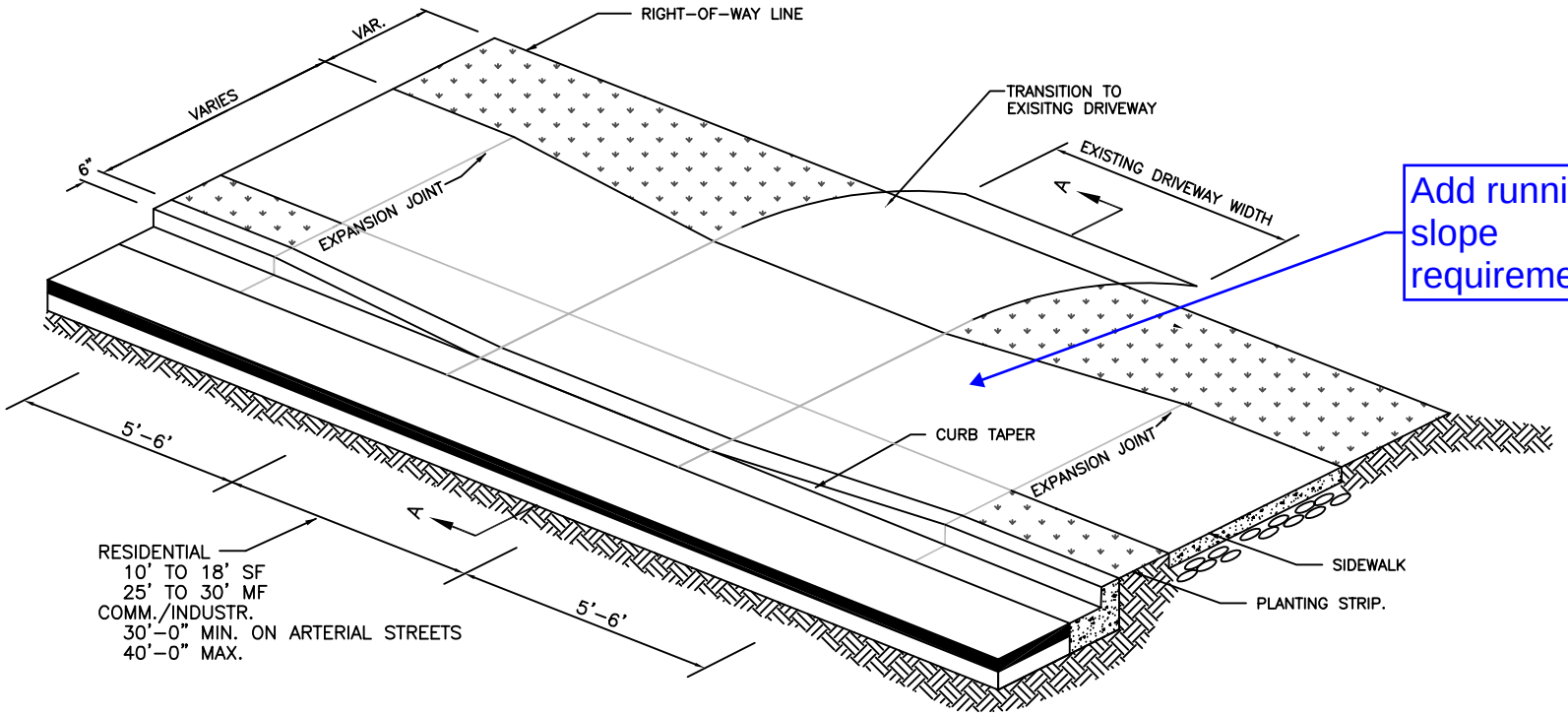
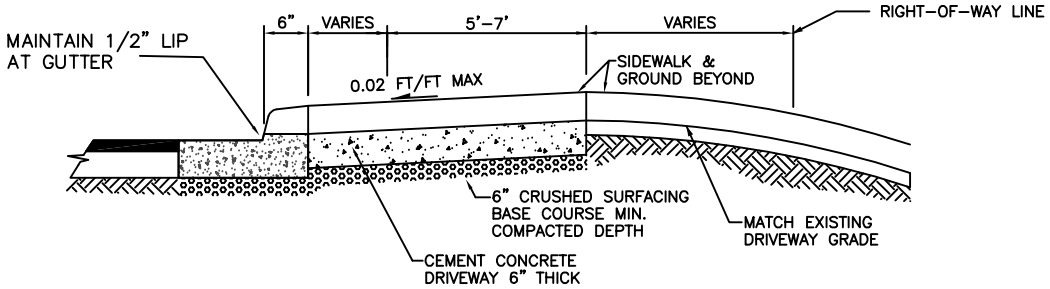


NOTES:

1. A REVERSE SLOPE DRIVEWAY IS SUBJECT TO APPROVAL BY ENGINEER CONSIDERING NEED FOR AND COMPATIBILITY OF THIS FEATURE.
2. COMMERCIAL/INDUSTRIAL DRIVEWAYS WIDER THAN 40' MAY BE APPROVED CONSIDERING TRAFFIC SAFETY AND NEEDS OF THE ACTIVITY SERVED. ALL COMMERCIAL/INDUSTRIAL DRIVEWAYS SHALL HAVE AN EXPANSION JOINT LOCATED EVERY 15 LINEAL FEET.



SECTION A–A

CURB & GUTTER
DRIVEWAY SECTION
REVERSE SLOPE

CITY OF
LAKE STEVENS
PUBLIC WORKS

STANDARD PLAN 3–030

APPROVED BY

David O. Osterzeed 05/09

LAKE STEVENS CITY ENGINEER DATE

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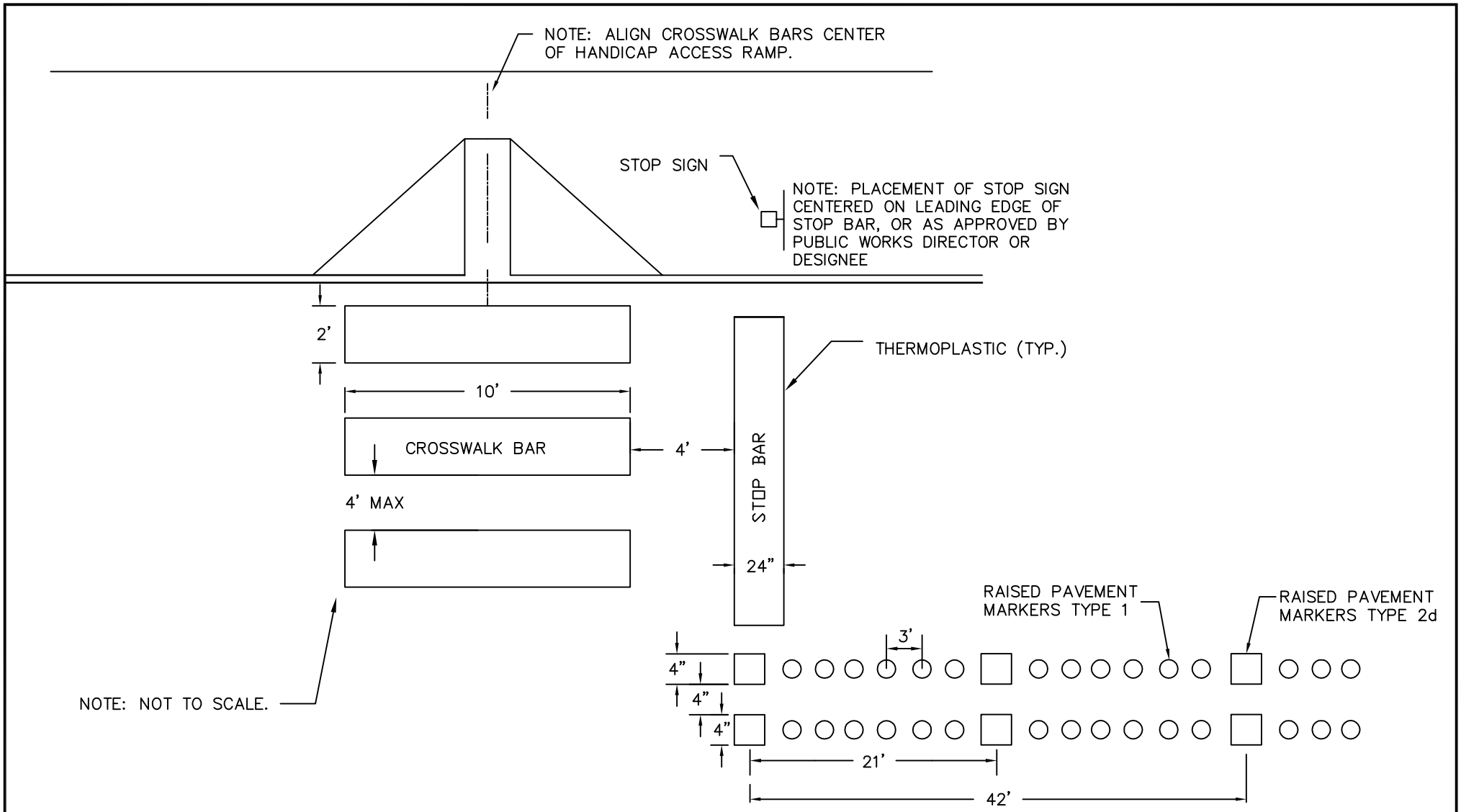

INTERSECTION PAVEMENT MARKERS PLACEMENT

CITY OF LAKE STEVENS PUBLIC WORKS

STANDARD PLAN 4–010

APPROVED BY

David O. Ostergaard

LAKE STEVENS CITY ENGINEER

05/09

DATE

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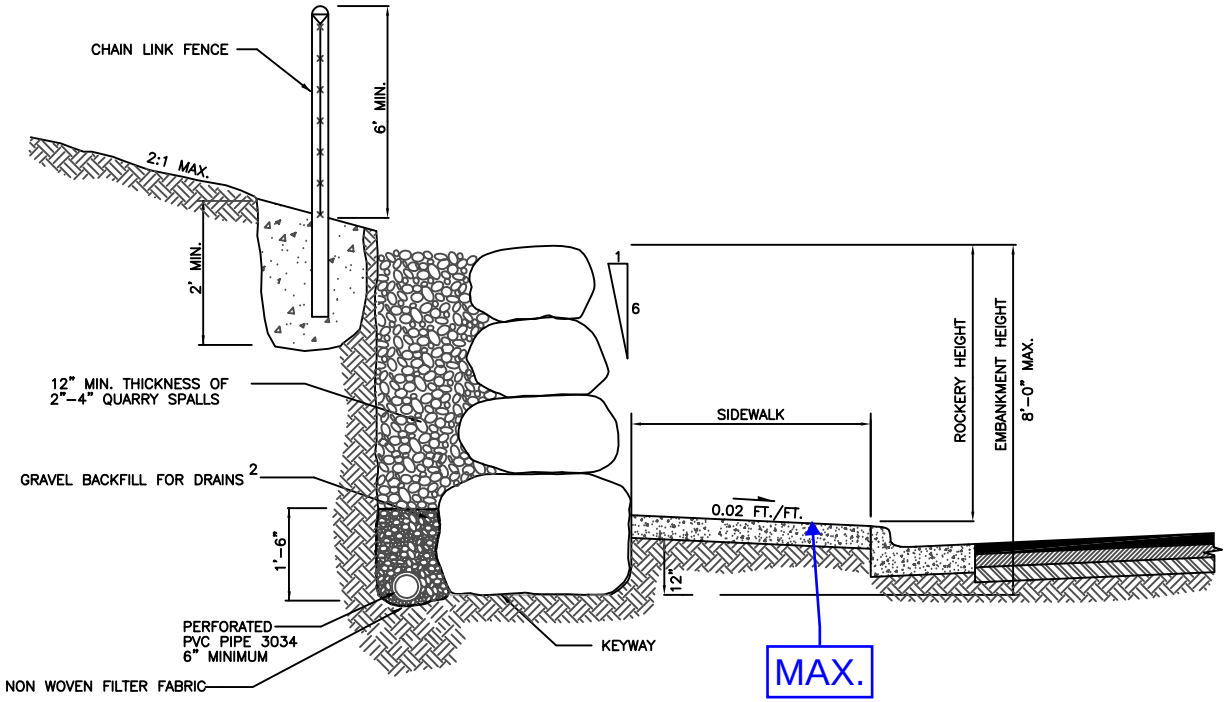


NOTE:
EMBANKMENT HEIGHTS 4'–0" AND AOVE REQUIRES BUILDING PERMIT AND SET OF STAMPED ENGINEERING PLANS

NOTES:

1. WSDOT 9–03.12[4]
2. IF ROCKERY OR RETAINING WALL IS BEHIND ROLLED CURB OR ON A RURAL SECTION, FACE OF ROCKERY OR RETAINING WALL MUST BE BEYOND THE CLEAR ZONE PER WSDOT DESIGN MANUAL.
3. CHAIN LINK FENCE SHALL COMPLY WITH STD. PLAN 6–110 AND IS REQUIRED WHEN ROCKERY HEIGHT IS 30" OR GREATER AND ROCKERY IS LOCATED ON PUBLIC RIGHT–OF–WAY OR EASEMENT.
4. MAXIMUM HEIGHT OF ROCKERY IS 8' UNLESS APPROVED BY THE CITY ENGINEER.

ROCK FACING
CUT SECTION

CITY OF
LAKE STEVENS
PUBLIC WORKS

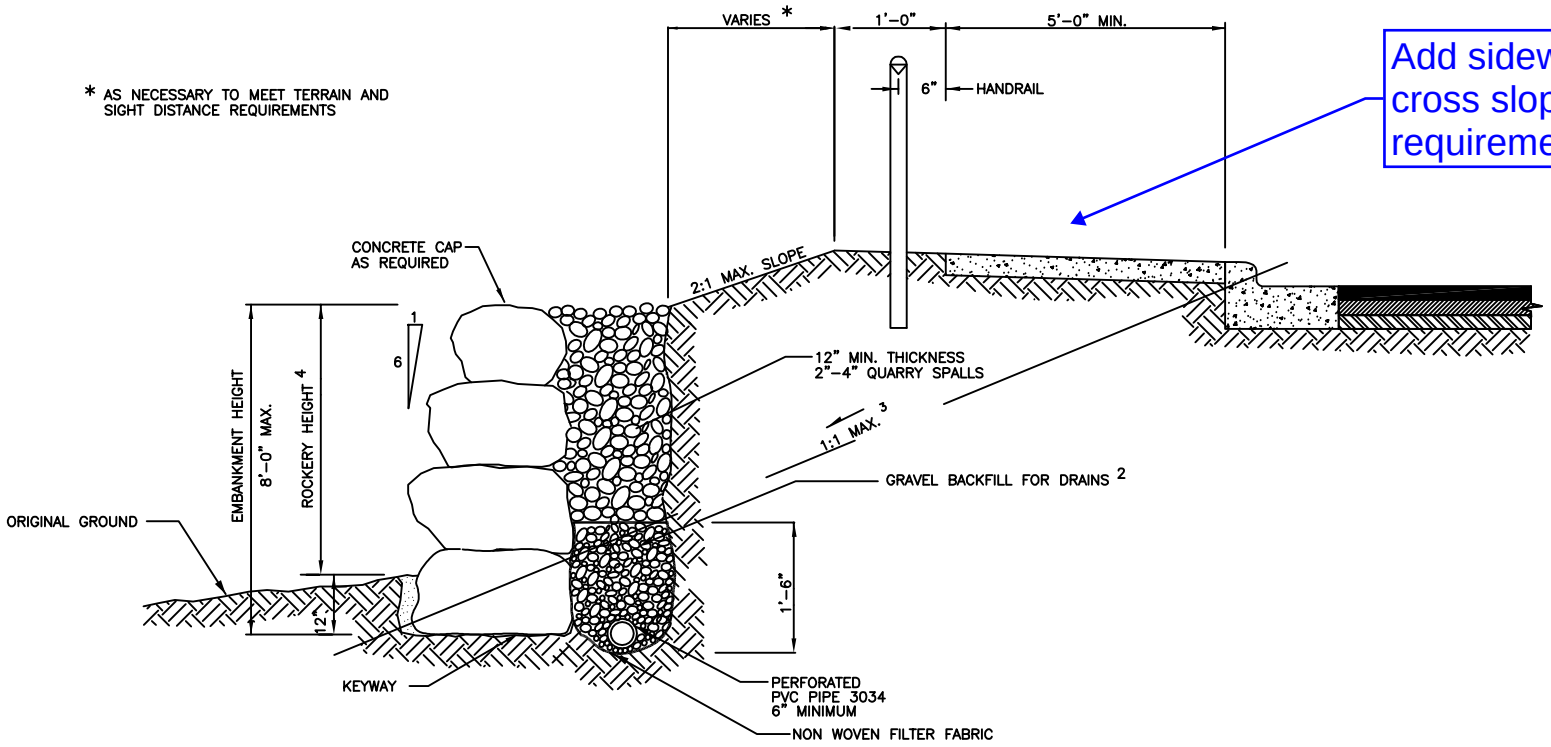
STANDARD PLAN 6–010

APPROVED BY

David O. Ostergaard 05/09

LAKE STEVENS CITY ENGINEER DATE

LAST REVISED 05/09



NOTE:
EMBANKMENT HEIGHT IN EXCESS OF 4'-0" REQUIRES BUILDING PERMIT AND SET OF STAMPED ENGINEERING PLANS

NOTES:

1. WSDOT 9-03.12[4].
2. FLATTER SLOPE MAY BE REQUIRED IN LESS STABLE SOIL.
3. HANDRAIL REQUIRED WHEN ROCKERY HEIGHT IS 30" OR GREATER. SEE DWG. NO. 6-090.
4. FOR ROCKERY HEIGHTS EXCEEDING 4', SEE DWG. NO. 6-040.
5. TRAFFIC BARRIERS MAY BE REQUIRED ON ROADS WITH POSTED SPEED LIMITS OF 35 MPH OR GREATER, WHERE ROCKERY HEIGHTS EXCEED 6'. SEE CHAPTER 7 OF THE WSDOT DESIGN MANUAL.

ROCK FACING
FILL SECTION

CITY OF
LAKE STEVENS
PUBLIC WORKS

STANDARD PLAN 6-020

APPROVED BY

David O. Ostergaard 05/09

LAKE STEVENS CITY ENGINEER DATE

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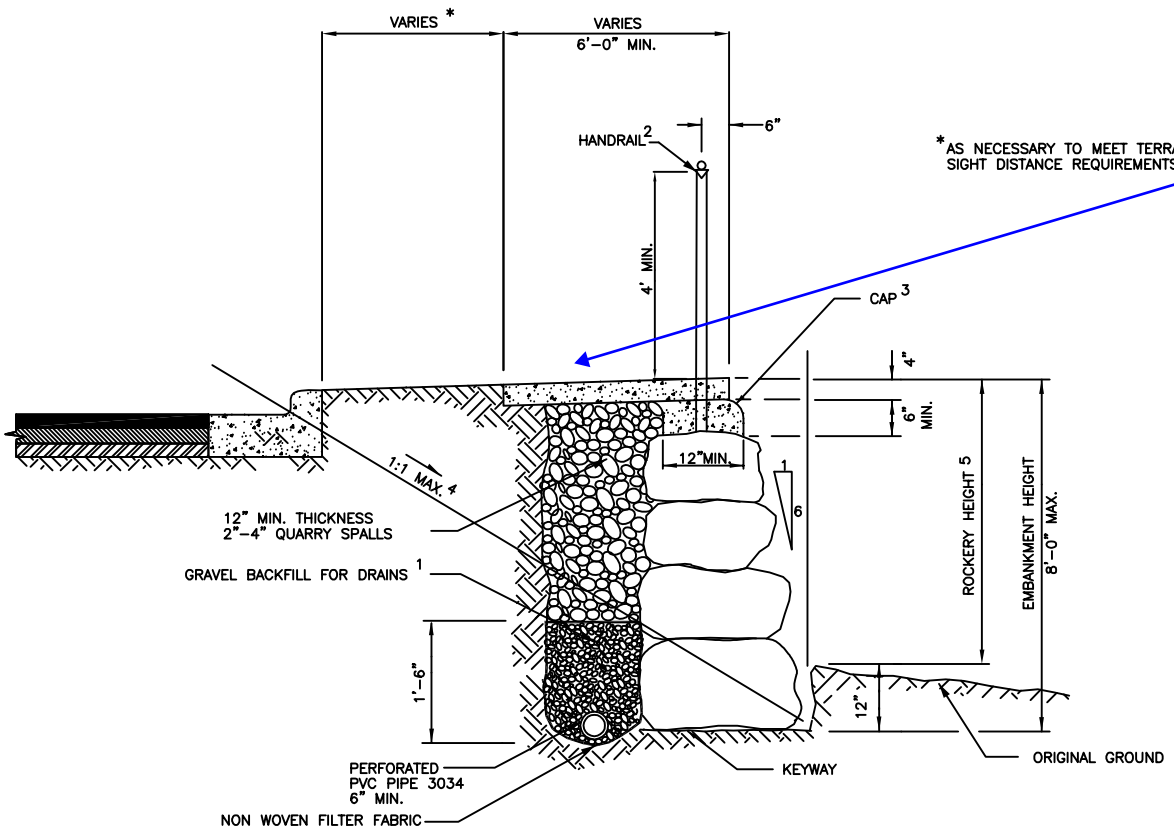

Add sidewalk cross slope requirement.

NOTES:

1. WSDOT 9-03.12[4].
2. HANDRAIL REQUIRED WHEN ROCKERY HEIGHT IS 30" OR GREATER. SEE DWG. 6-090.
3. CAP SHALL BE CONCRETE CLASS 3000.
4. FLATTER SLOPE MAY BE REQUIRED IN LESS STABLE SOILS.
5. FOR ROCKERY HEIGHTS EXCEEDING 4', SEE DWG. NO. 6-040.
6. TRAFFIC BARRIERS MAY BE REQUIRED ON ROADS WITH POSTED SPEED LIMITS OF 35 MPH OR GREATER. SEE CHAPTER 7 OF THE WSDOT DESIGN MANUAL.

NOTE:
EMBANKMENT HEIGHTS 4'-0" AND ABOVE REQUIRES BUILDING PERMIT AND SET OF STAMPED ENGINEERING PLANS

ROCK FACING UNDER SIDEWALK

CITY OF
LAKE STEVENS
PUBLIC WORKS

STANDARD PLAN 6-030

APPROVED BY

David O. Ostergaard

LAKE STEVENS CITY ENGINEER

05/09
DATE

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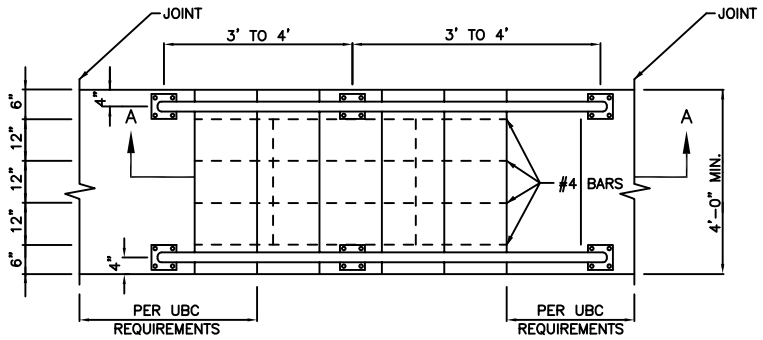
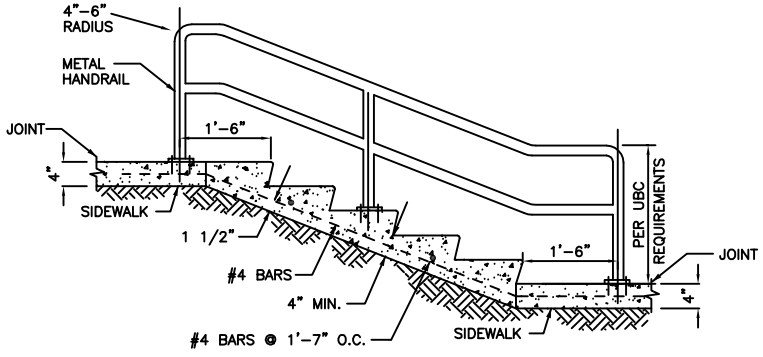


CONCRETE STEPS
PLAN



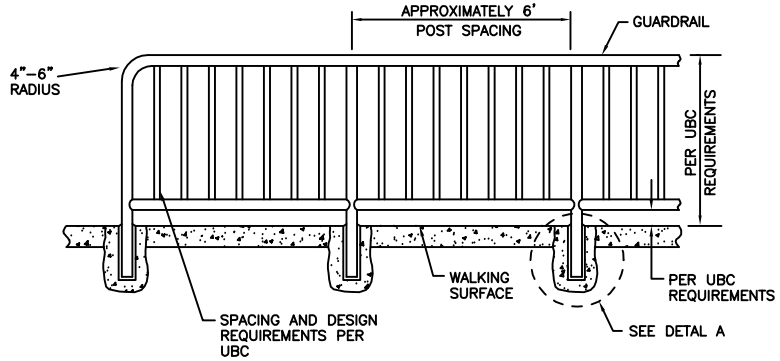
CONCRETE STEPS
SECTION A-A

NOTES FOR CONCRETE STEPS:

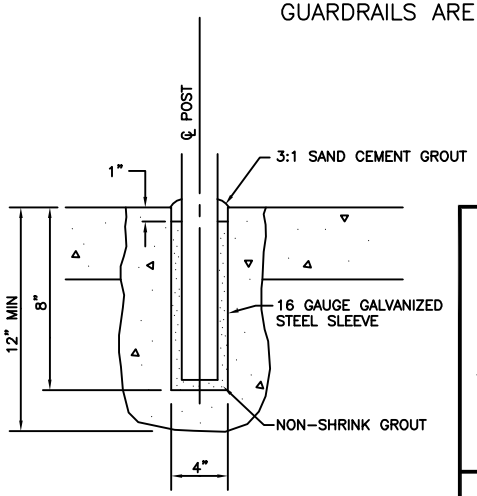
1. CONCRETE: CEMENT CONCRETE CLASS 3000.
2. ALL STEPS: PER UBC REQUIREMENTS.
3. RISERS: PER UBC REQUIREMENTS.
4. TREADS: PER UBC REQUIREMENTS.
5. LOCATION OF METAL HANDRAIL AND GUARDRAIL PER UBC REQUIREMENTS, SEE NOTES BELOW.
6. REINFORCING BARS SHALL MEET THE REQUIREMENTS OF ASTM A-615, GRADE 60 .
7. SEE UBC SEC. 3306.
8. MAX. VERTICAL DISTANCE BETWEEN LANDINGS PER UBC REQUIREMENTS.

NOTES FOR HANDRAILS AND PEDESTRIAN GUARDRAILS:

1. GALVANIZED STEEL OR ALUMINUM.
2. ROUND OR OVAL PIPE, SIZE PER IBC REQUIREMENTS.
3. WELDED, WITH SMOOTH SURFACE AND JOINTS.
4. POSTS SET IN CLASS 3000 CONCRETE A MINIMUM OF 8".
5. SEE IBC SEC. 3306.
6. GALVANIZED STEEL OR ALUMINUM GUARDRAILS WHEN GUARDRAILS ARE REQUIRED BY IBC.



PEDESTRIAN GUARDRAIL SECTION



DETAIL A

CONCRETE STEPS,
METAL HANDRAIL,
& GUARDRAIL

CITY OF
LAKE STEVENS
PUBLIC WORKS

STANDARD PLAN 6-090

APPROVED BY

David O. Ostergaard

05/09

LAKE STEVENS CITY ENGINEER — DATE

LAST REVISED 05/09

HANDRAILS AND GUARDRAILS (GALVANIZED STEEL)

GALVANIZED HANDRAIL AND GUARDRAIL SHALL BE FABRICATED AND INSTALLED IN ACCORDANCE WITH THESE SPECIAL PROVISIONS AND STANDARD DRAWING.

GALVANIZED STEEL HANDRAIL AND GUARDRAIL SHALL CONFORM TO ASTM DESIGNATION A120. ALL WELDING SHALL CONFORM TO AMERICAN WELDING SOCIETY STRUCTURAL WELDING CODE AWS D1.1–72. AFTER FABRICATION EACH SECTION OF RAILING SHALL BE HOT–DIPPED GALVANIZED WITH A MINIMUM ZINC COATING OF 2 OUNCES PER SQUARE FOOT. ALL BURRS AND SHARP EDGES SHALL BE REMOVED PRIOR TO GALVANIIZING.

FIELD WELDS SHALL BE GALVANIZED WITH "GALVALLOY" OR APPROVED EQUAL. PAINTING OF WELDS WILL NOT BE PERMITTED.

HORIZONTAL RAILS AND VERTICAL POSTS SHALL BE 2 INCH DIAMETER AND BALUSTERS SHALL BE 1" DIAMETER STANDARD WEIGHT GALVANIZED STEEL PIPE. RAILS, POSTS AND BALUSTERS SHALL BE MACHINE CUT TO PROVIDE A UNIFORM LENGTH PRIOR TO ASSEMBLY.

RAILING SHALL BE ERECTED AND ADJUSTED, IF NECESSARY, TO ASSURE A CONTINUOUS LINE AND GRADE. FINISHED HEIGHT IS TO BE PER UBC REQUIREMENTS ABOVE PEDESTRIAN SURFACE. EXPANSION JOINTS SHALL BE PROVIDED AT INTERVALS SHOWN ON THE STANDARD DRAWING.

HANDRAILS AND GUARDRAILS (ALUMINUM)

ALUMINUM HANDRAIL AND GUARDRAIL SHALL BE FABRICATED AND INSTALLED IN ACCORDANCE WITH THESE SPECIAL PROVISIONS AND STANDARD DRAWING.

ALUMINUM HANDRAIL AND GUARDRAIL SHALL BE NATURAL ALUMINUM COLOR.

IF ANODIZATION IS SPECIFIED, ALL ALUMINUM PARTS SHALL BE GIVEN A CLEAR ANODIC COATING AT LEAST 0.0006 INCH THICK AND SHALL BE SEALED TO MEET THE REQUIREMENTS OF ASTM B 136 AND SHALL HAVE A UNIFORM FINISH.

WELDING OF ALUMINUM SHALL BE IN ACCORDANCE WITH THE "STRUCTURAL WELDING CODE ALUMINUM, AWS D 1.2".

ALL MATERIALS USED IN THE FABRICATION OF ALUMINUM HANDRAILS AND GUARDRAILS SHALL MEET THE REQUIREMENTS OF ASTM B241 OR B429 ALLOY 6061–T6 SCHEDULE 40(STD. PIPE).

HORIZONTAL RAILS AND VERTICAL SUPPORT POSTS SHALL BE 1.9" OD AND BALUSTERS SHALL BE 1.05" OD. STANDARD WEIGHT ALUMINUM PIPE. RAILS, POSTS AND BALUSTERS SHALL BE MACHINE CUT TO PROVIDE A UNIFORM LENGTH PRIOR TO ASSEMBLY.

CITY OF
LAKE STEVENS
PUBLIC WORKS

HANDRAIL & GUARDRAIL NOTES

STANDARD PLAN 6–091

APPROVED BY

David O. Osterguard

LAKE STEVENS CITY ENGINEER

05/09

DATE

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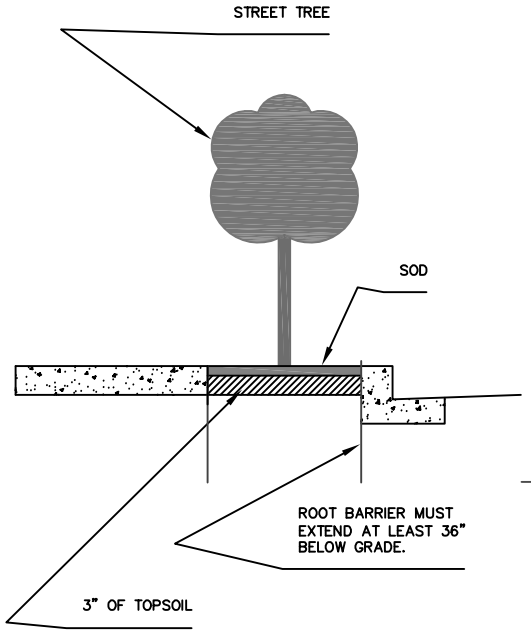
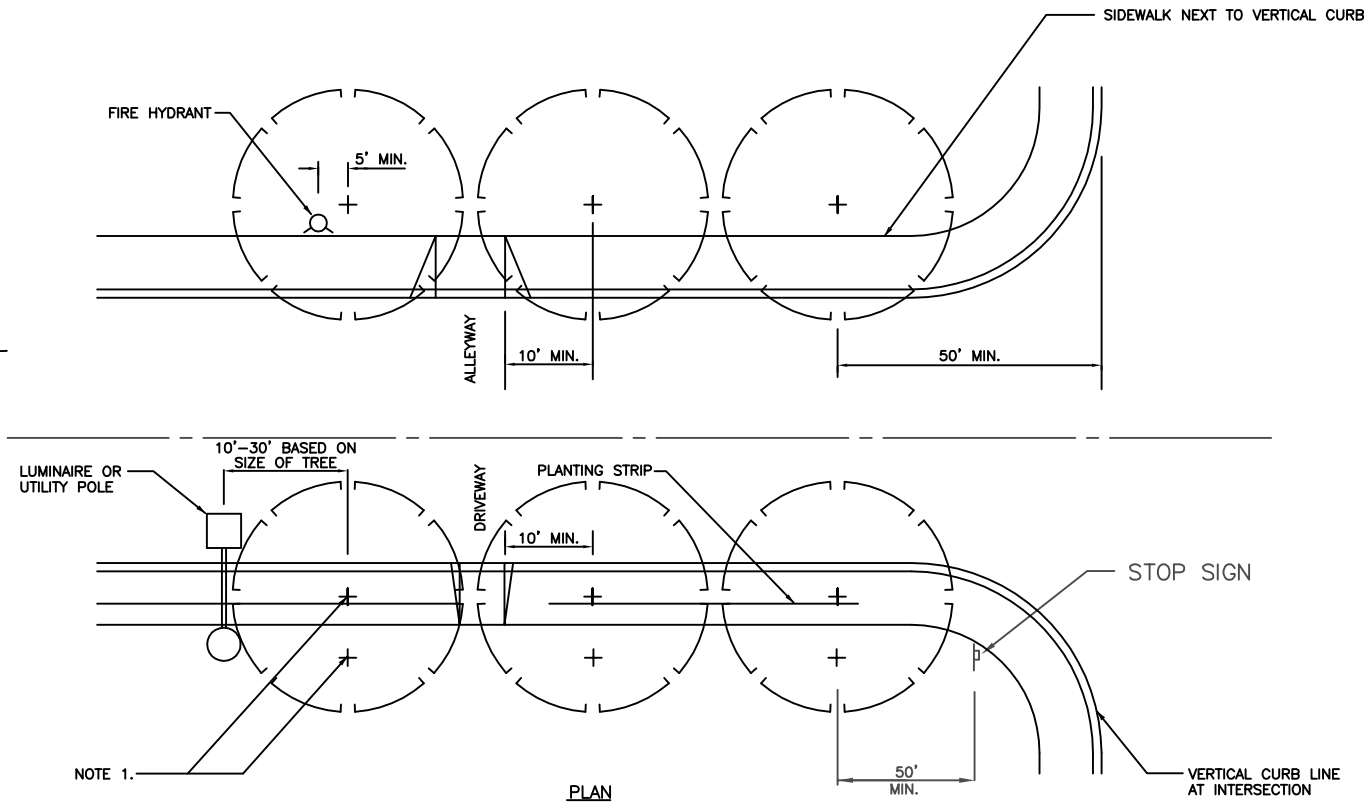




PLAN

NOTES:

1. TREES SHALL GENERALLY BE PLANTED BACK OF THE SIDEWALK. PLANTING STRIPS WILL BE APPROVED ONLY AS PART OF A LANDSCAPING PLAN IN WHICH PLANT MAINTENANCE, COMPATIBILITY WITH UTILITIES, AND TRAFFIC SAFETY ARE DULY CONSIDERED.

2. IF PLANTING STRIPS ARE APPROVED:

   A. MIN. DISTANCE FROM CENTER OF ANY TREE TO NEAREST EDGE OF VERTICAL CURB SHALL BE 2 FEET.

   B. TREES SHALL BE STAKED IN A MANNER NOT TO OBSTRUCT SIDEWALK TRAFFIC.

   C. ROOT BARRIERS SHALL BE PRECAST CONCRETE SECTIONS OR SIMILAR IMPERMEABLE DURABLE MATERIAL.

CITY OF
LAKE STEVENS
PUBLIC WORKS

STREET TREE STANDARDS

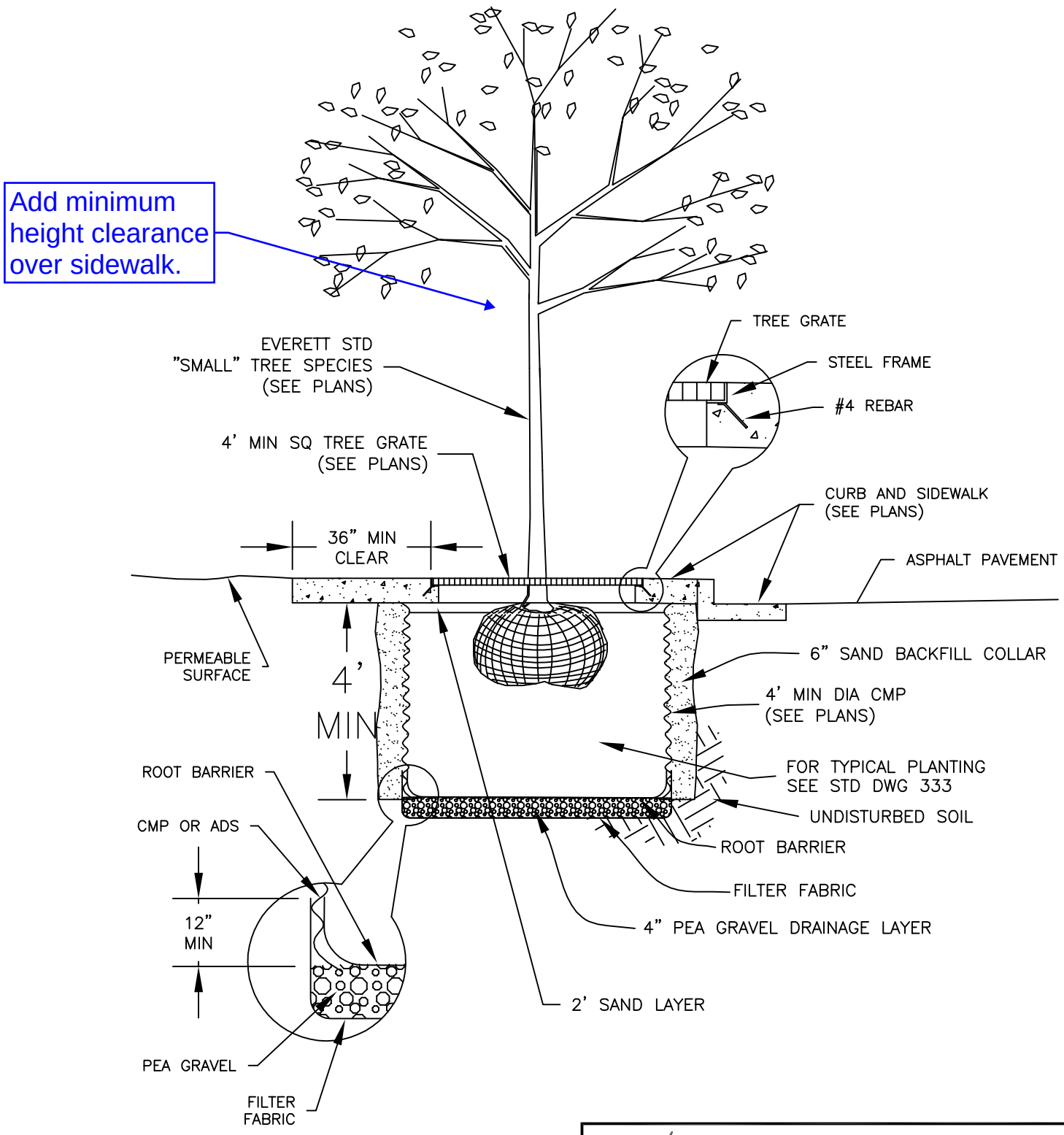
STANDARD PLAN 6–130

APPROVED BY

David O. Ostergaard 05/09

LAKE STEVENS CITY ENGINEER DATE

LAST REVISED 05/09



TREE WELL IN SIDEWALK AREA

CITY OF
LAKE STEVENS
PUBLIC WORKS

STANDARD PLAN 6-132

APPROVED BY

David O. Osterguard

05/09

LAKE STEVENS CITY ENGINEER — DATE

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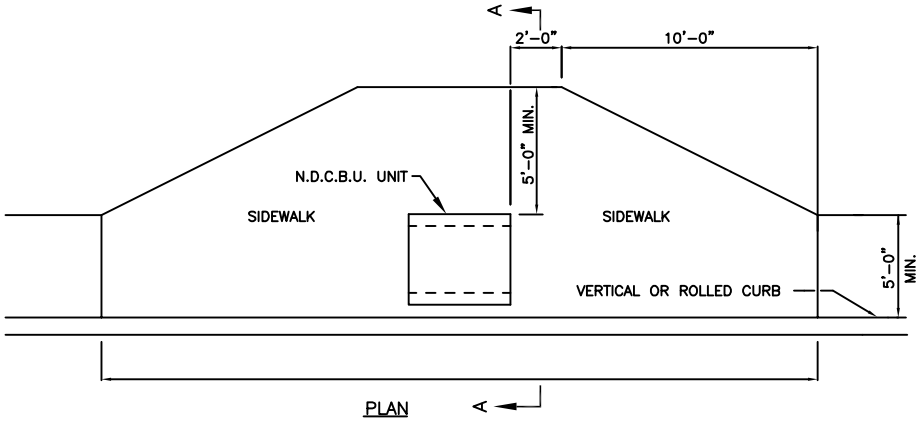
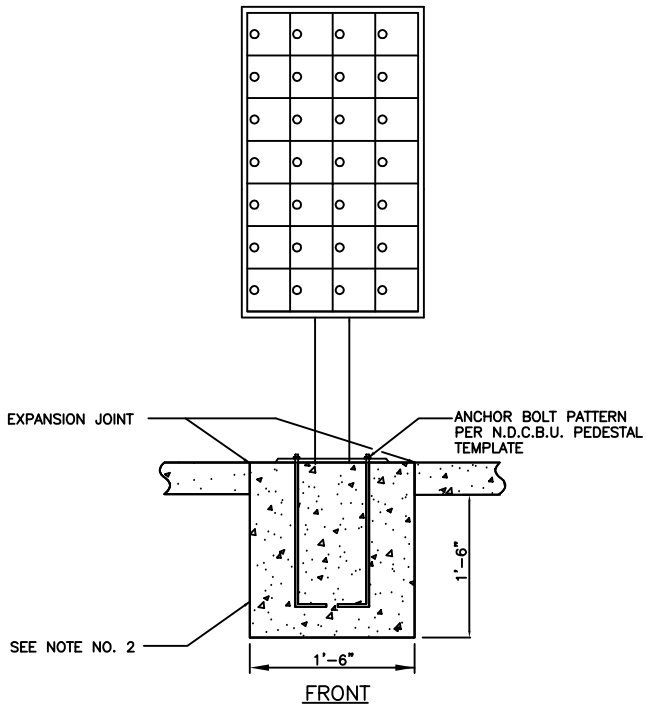
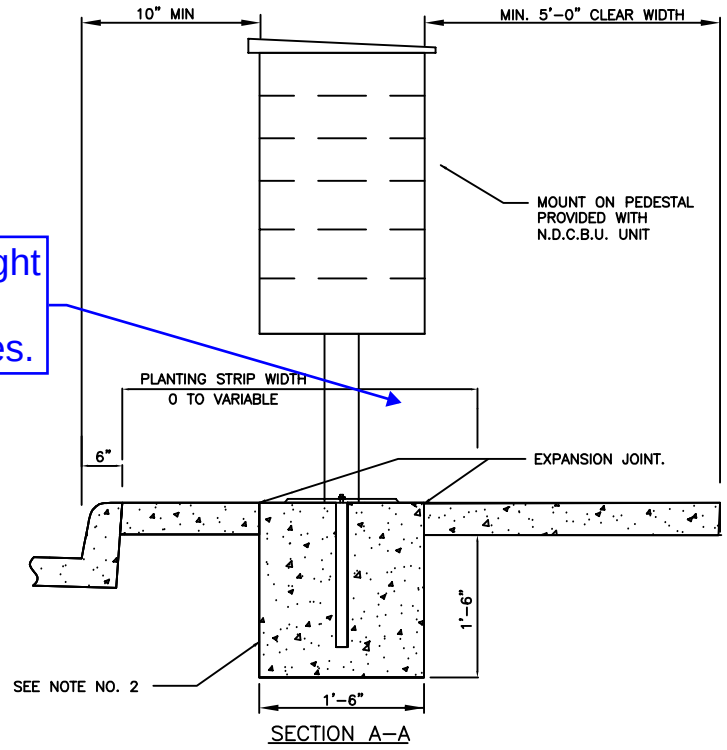




Add maximum height requirement to bottom of mailboxes.



NOTES:

1. INSTALLATION OF N.D.C.B.U. (INCLUDING CONSTRUCTION OF BASE) WILL BE DONE BY CONTRACTOR.
2. SEE SEC. 6-104 FOR JOINT REQUIREMENTS.
3. CITY RIGHT-OF-WAY PERMIT REQUIRED.

NEIGHBORHOOD DELIVERY & COLLECTION BOX UNIT INSTALLATION

CITY OF LAKE STEVENS PUBLIC WORKS

STANDARD PLAN 6-140

APPROVED BY

David O. Ostergaard

LAKE STEVENS CITY ENGINEER

05/09

DATE

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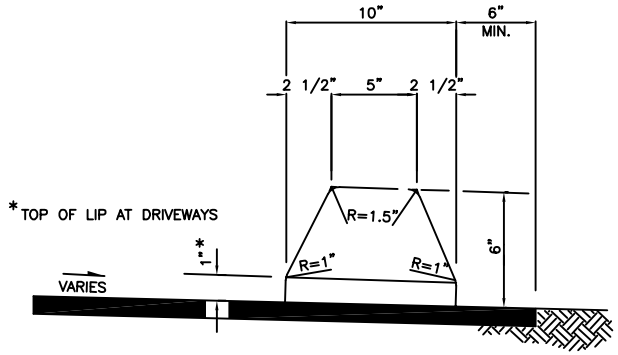
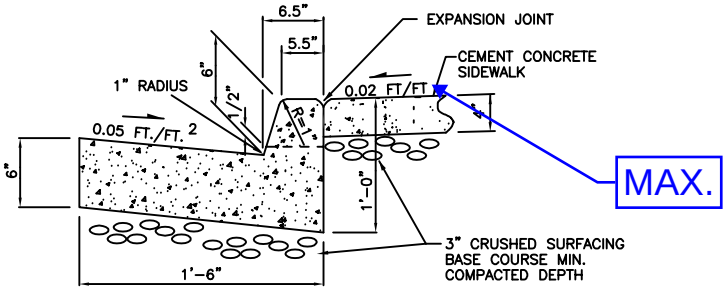
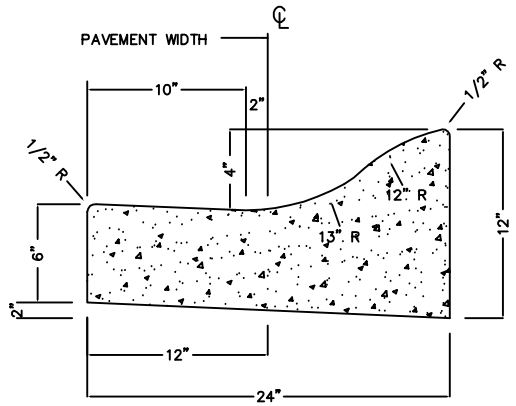


EXTRUDED ASPHALT OR CEMENT
CONCRETE CURB [3]



* NOTE: TOP OF LIP AT DRIVEWAYS.

CEMENT CONCRETE CURB & GUTTER



CEMENT CONCRETE ROLLED CURB & GUTTER

NOTES:

1. SEE SEC. 6–114 FOR JOINT REQUIREMENTS.
2. ROLL GUTTER TO MATCH POSITIVE SUPERELEVATION.
3. SEE SEC. 6–113 FOR EXTRUDED CURB ANCHORAGE.
4. VERTICAL CURB WILL BE REQUIRED EXCEPT AS NOTED IN SECTION 3–514

CURB DETAILS

CITY OF
LAKE STEVENS
PUBLIC WORKS

STANDARD PLAN 6–220

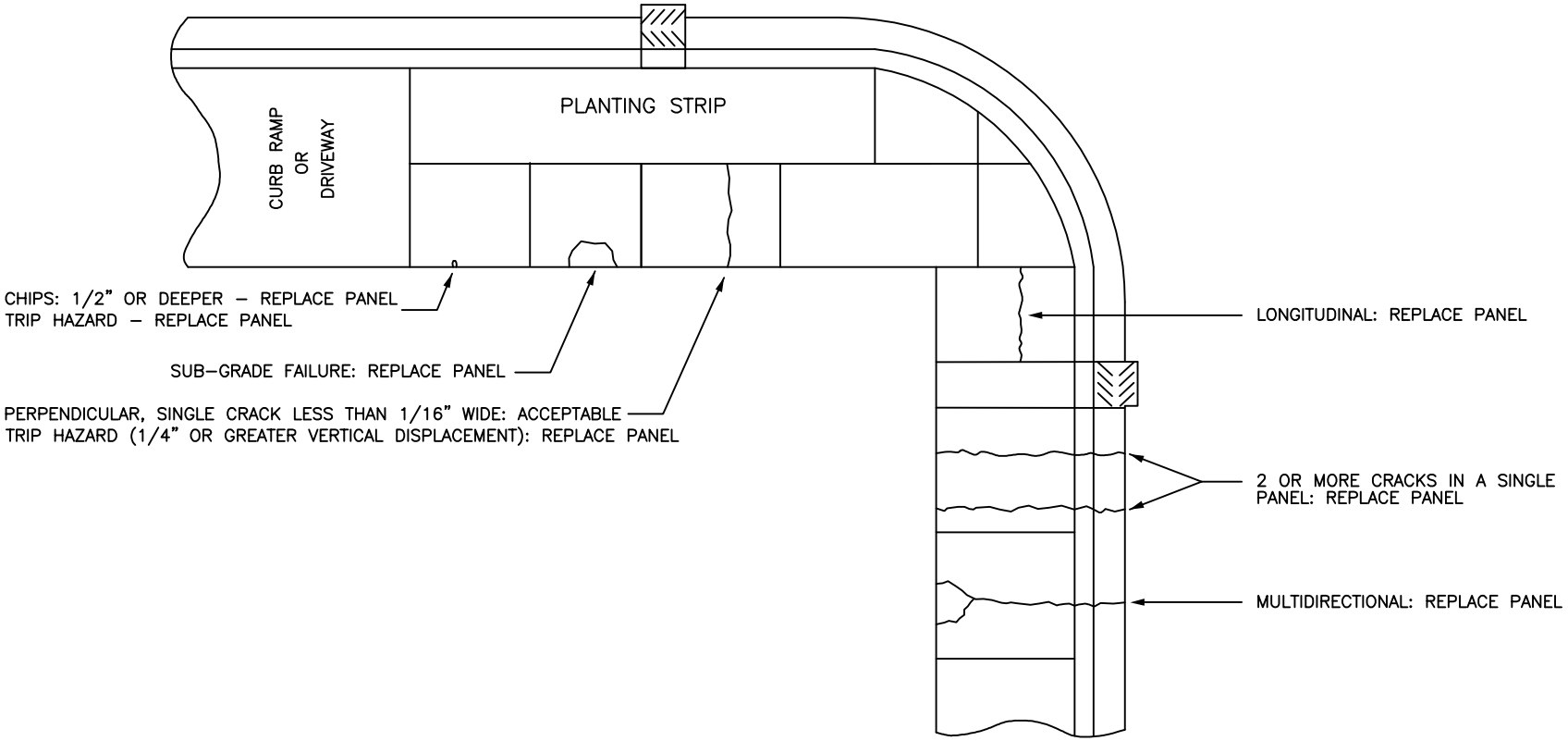
APPROVED BY

David O. Osteryoung

LAKE STEVENS CITY ENGINEER

05/09
DATE

LAST REVISED 05/09



NOTE:

1. PANEL EDGES ARE DEFINED BY EXPANSION JOINTS OR DUMMY JOINTS
2. PANEL REPLACEMENT AT DUMMY JOINTS SHALL BE SAWCUT
3. "PANEL" REFERS TO DRIVEWAY RAMPS, CURB & GUTTER, AND SIDEWALK.

SIDEWALK REPLACEMENT REQUIREMENTS

CITY OF
LAKE STEVENS
PUBLIC WORKS

STANDARD PLAN 6–230

APPROVED BY

David O. Ostergaard

LAKE STEVENS CITY ENGINEER

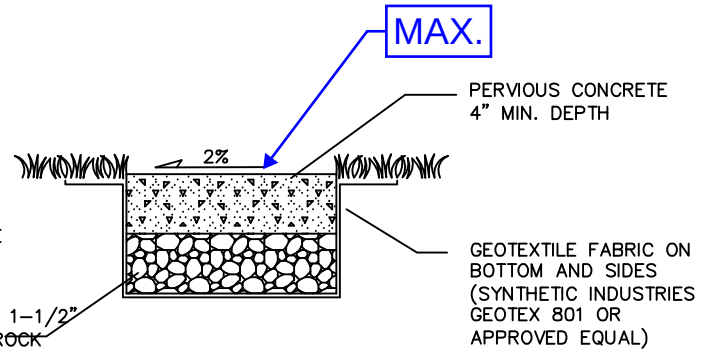
05/09

DATE

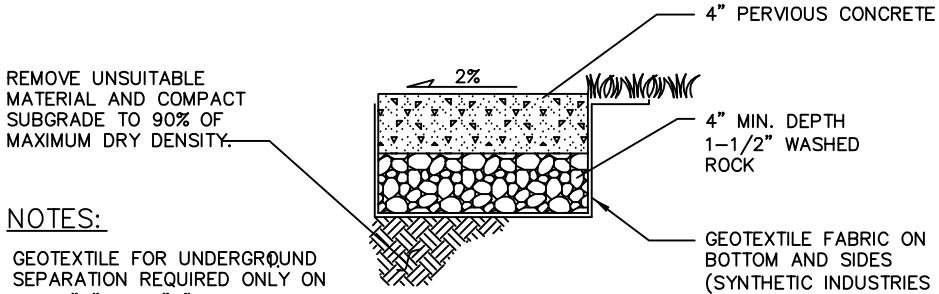
LAST REVISED 05/09

NOTES:

1. GEOTEXTILE FOR UNDERGROUND SEPARATION REQUIRED ONLY ON TYPE "C" AND "D" SOILS.
2. SUBGRADE SHOULD NOT BE COMPACTED.



PERVIOUS CONCRETE SIDEWALK

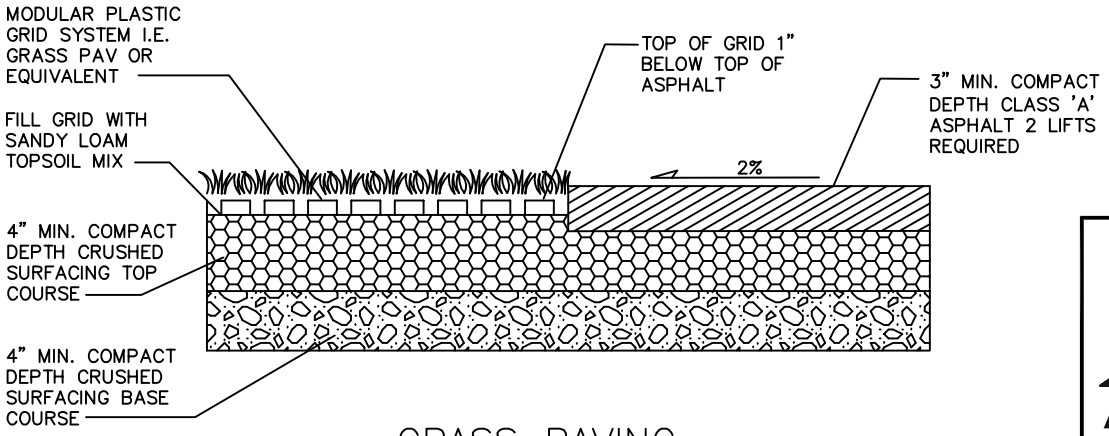


NOTES:

GEOTEXTILE FOR UNDERGROUND SEPARATION REQUIRED ONLY ON TYPE "C" AND "D" SOILS.

PERVIOUS CONCRETE SURFACING

DRIVABLE PERVIOUS SURFACING: DRIVE LANE, SHOULDERS, ON-STREET PARKING



GRASS PAVING

LID ALTERNATE SURFACING
PERVIOUS PAVING DETAILS

CITY OF
LAKE STEVENS
PUBLIC WORKS

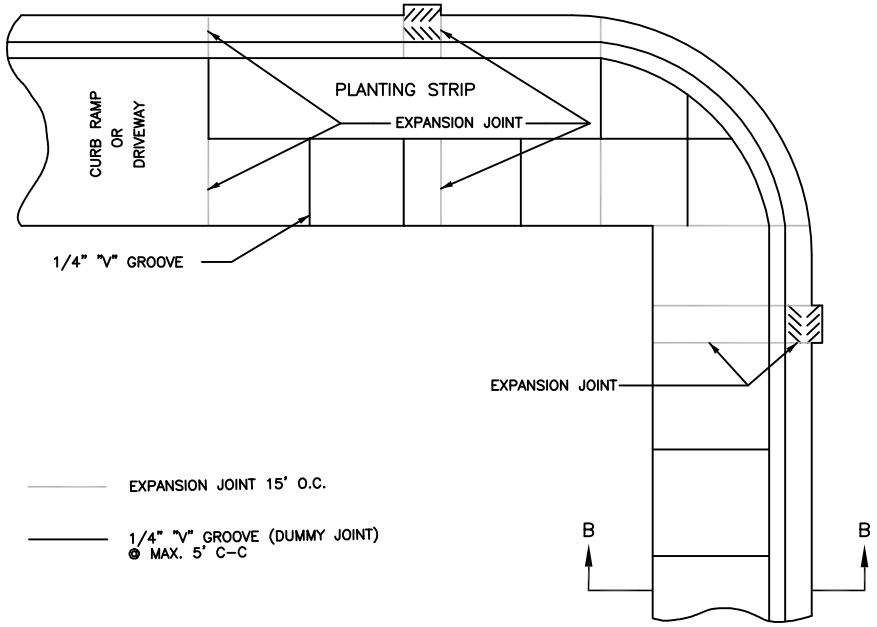
STANDARD PLAN 6-242

APPROVED BY

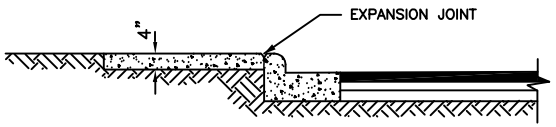
David O. Ostergaard 05/09

CITY LAKE STEVENS ENGINEER DATE

LAST REVISED 05/09



VERTICAL CURB & SIDEWALK



SECTION B-B

NOTE:

1. SEE SEC. 6-114 FOR JOINT REQUIREMENTS.
2. EXPANSION JOINTS IN SIDEWALK AND CURB TO BE ALIGNED WITH EACH OTHER.
3. EXPANSION JOINT SHALL BE 3/8"x2 1/2" MINIMUM.

CURB & SIDEWALK JOINTS

CITY OF
LAKE STEVENS
PUBLIC WORKS

STANDARD PLAN 6-250

APPROVED BY

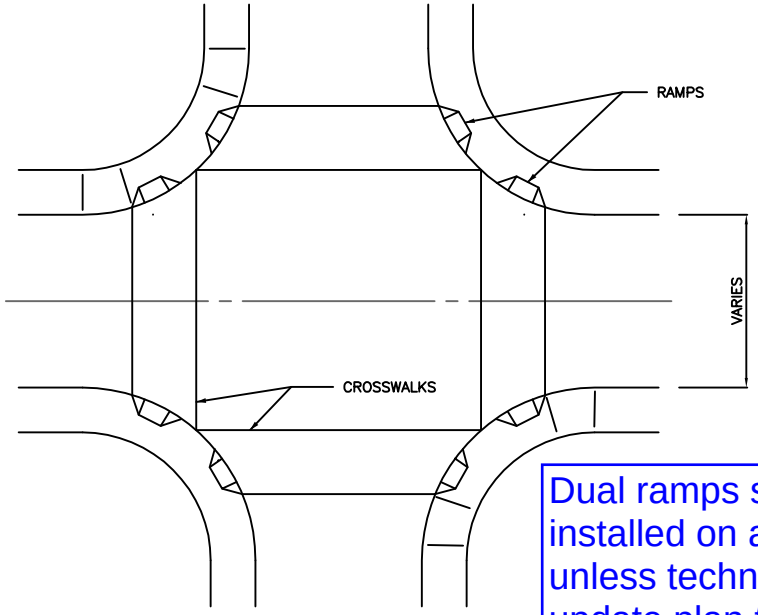
David O. Ostergaard

LAKE STEVENS CITY ENGINEER

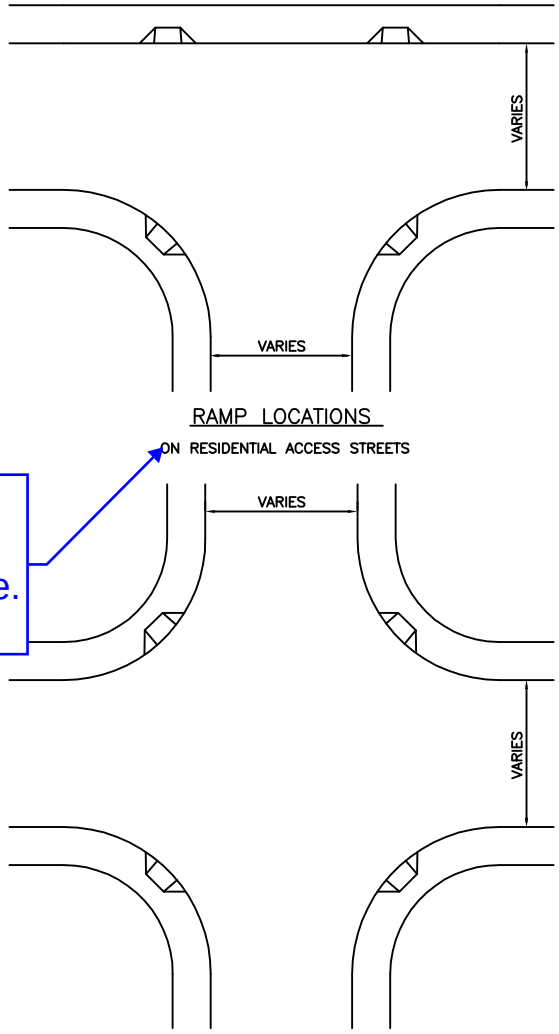
05/09

DATE

LAST REVISED 05/09



RAMP LOCATIONS
ON ARTERIALS



RAMP LOCATIONS
ON RESIDENTIAL ACCESS STREETS

Dual ramps should be installed on all corners unless technically infeasible. update plan to reflect this.

NOTES:

1. CATCH BASIN AND INLETS SHALL BE OUTSIDE THE CURB RAMP (24" MIN. CLEARANCE FROM RAMP).
2. CARE SHALL BE TAKEN TO KEEP THE RAMP FROM CONFLICTING WITH HYDRANTS, POLES, INLETS, AND OTHER UTILITIES.
3. CONSTRUCT RAMP IN ACCORDANCE WITH STANDARD WSDOT/APWA DETAILS.
4. CROSSWALKS ARE NOT ALWAYS MARKED.
5. WHEN RAMPS ARE CONSTRUCTED ON ONE SIDE OF STREET, RAMPS SHALL BE CONSTRUCTED AT CORRESPONDING LOCATIONS ON OPPOSITE SIDE OF STREET.
6. ALL CURB RAMPS SHALL MEET THE WSDOT STANDARD PLANS AND AMERICAN WITH DISABILITY ACT.

CURB RAMP LOCATIONS

CITY OF
LAKE STEVENS
PUBLIC WORKS

STANDARD PLAN 6–260

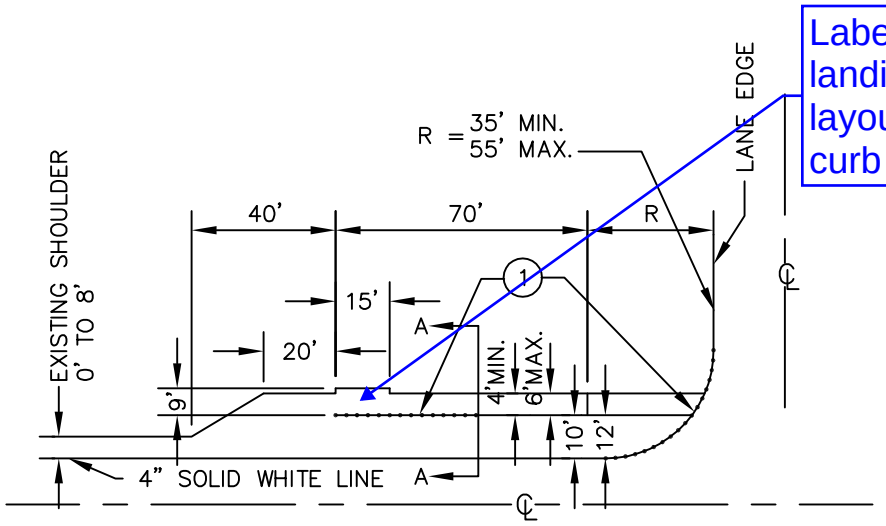
APPROVED BY

David O. Osteryoung

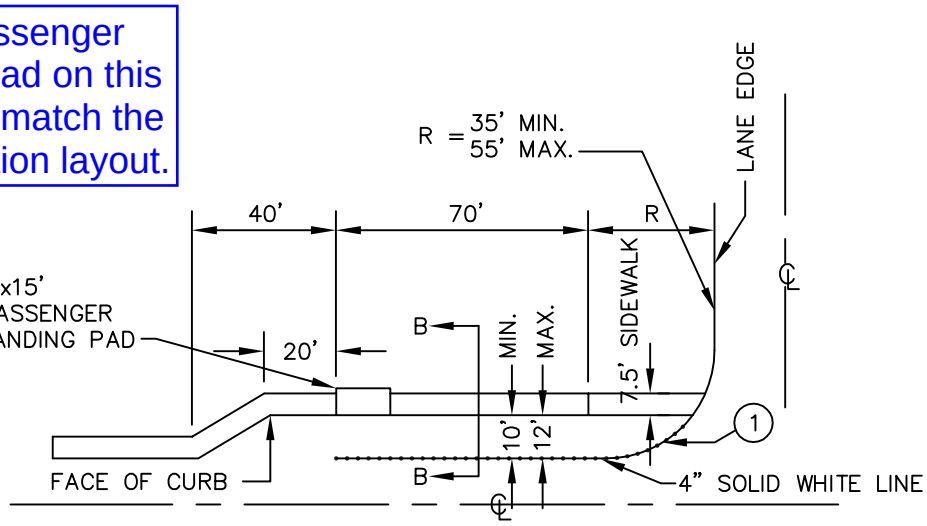
LAKE STEVENS CITY ENGINEER

05/09
DATE

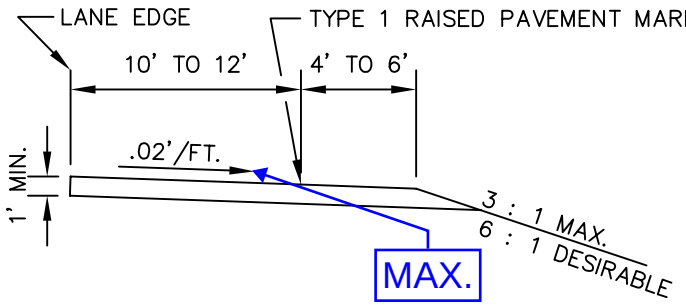
LAST REVISED 05/09



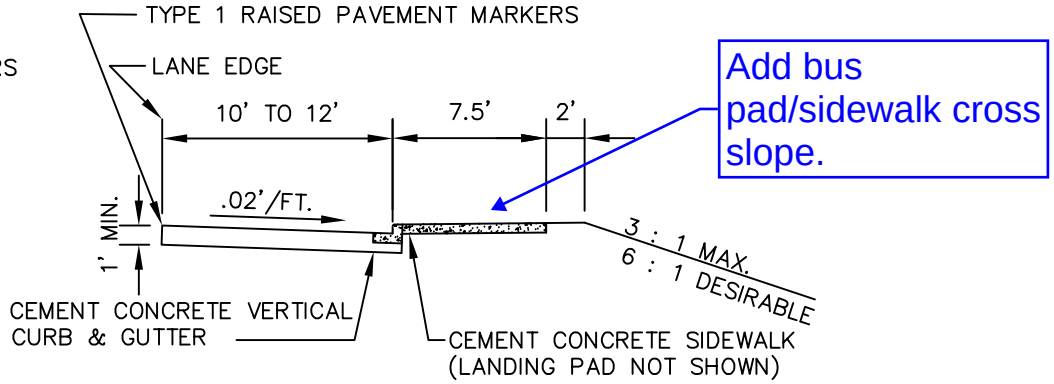
STD. FARSIDE BUS PULLOUT ②
(SHOULDER SECTION)



STD. FARSIDE BUS PULLOUT ②
(CURB SECTION)



SECTION A – A



SECTION B – B

NOTES:

1. TYPE 1 RAISED PAVEMENT MARKERS, 3' O.C. SEE WSDOT/APWA SPECIFICATIONS.
2. FARSIDE BUS PULLOUTS ARE PREFERRED. FOR DESIGN GUIDANCE RELATIVE TO NEARSIDE AND MIDDLE BLOCK BUS PULLOUTS, SEE THE WSDOT DESIGN MANUAL, CHAPTER 1060.

LAST REVISED 05/09

CITY OF
LAKE STEVENS
PUBLIC WORKS

BUS PULLOUTS

STANDARD PLAN 6–280

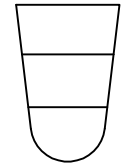
APPROVED BY

David O. Osterquard

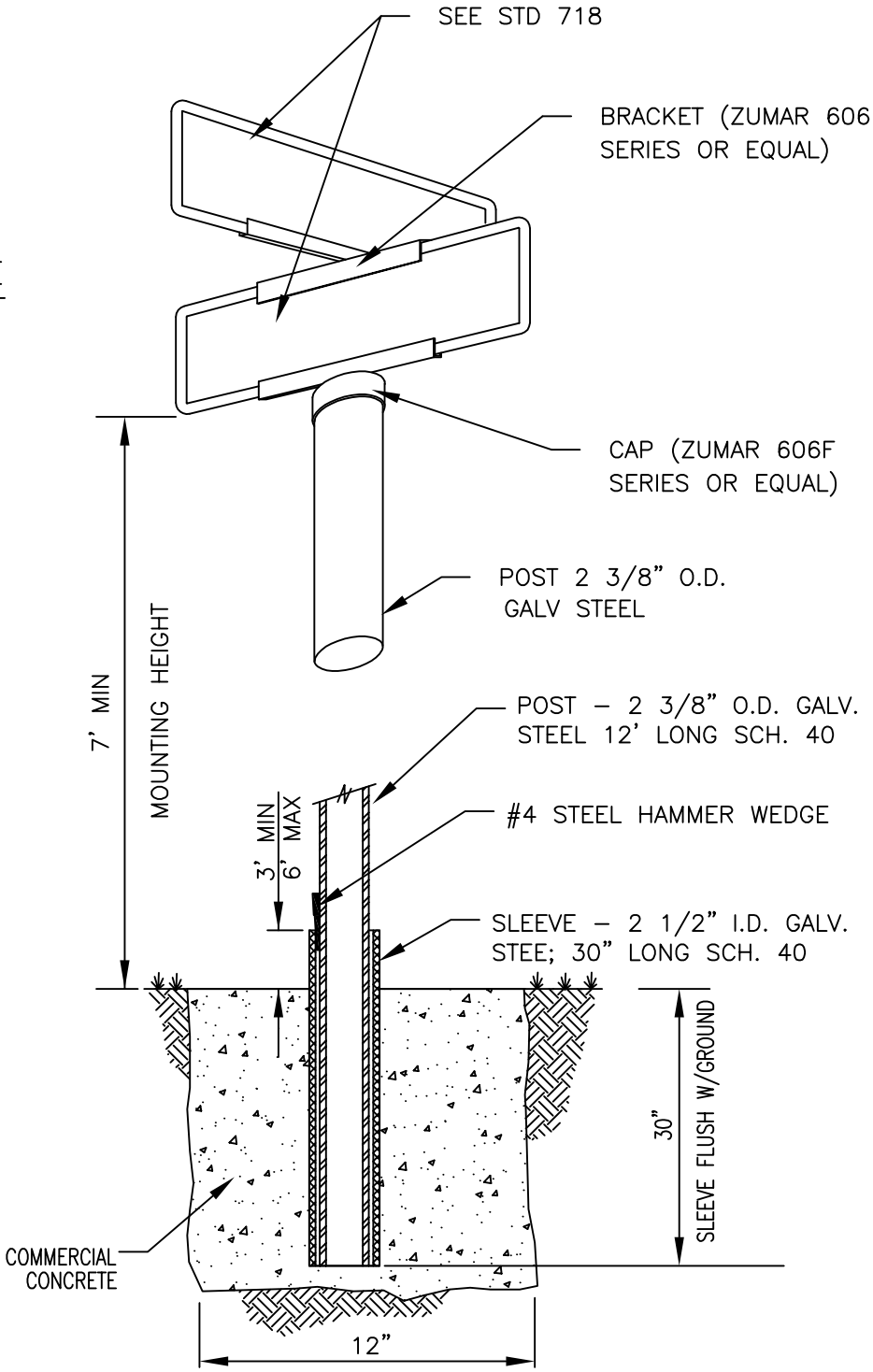
LAKE STEVENS CITY ENGINEER

05/09

DATE



WEDGE



TYPICAL SECTION

POST MOUNTING DETAIL FOR STREET NAME SIGN

CITY OF
LAKE STEVENS
PUBLIC WORKS

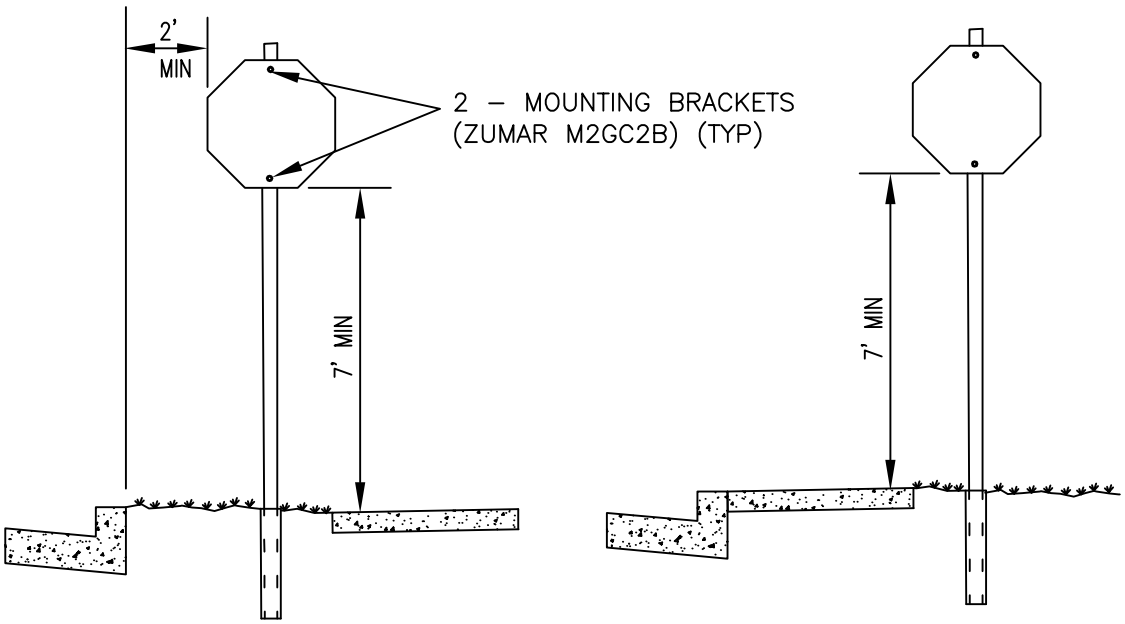
STANDARD PLAN 6–440

APPROVED BY

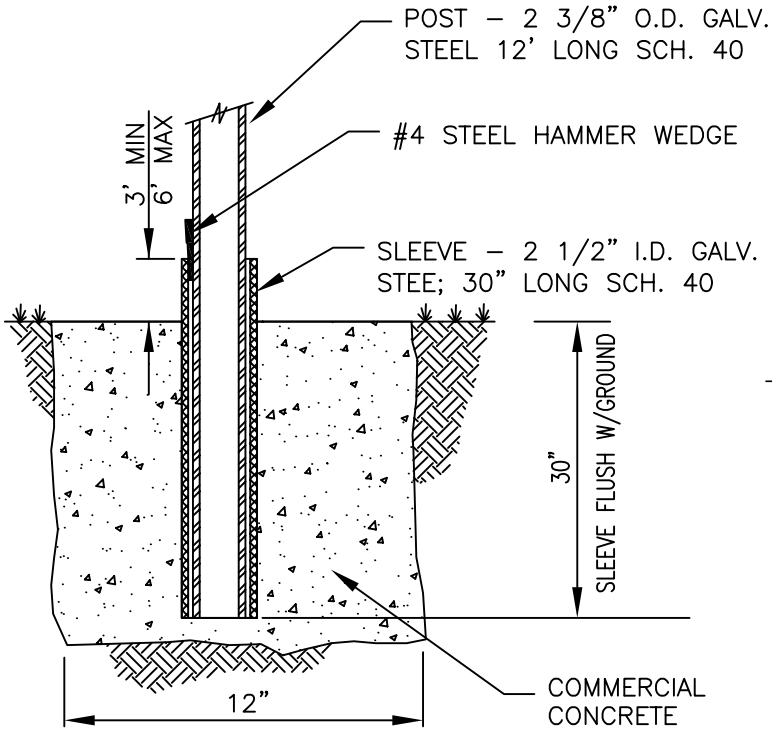
David O. Osterquard 05/09

LAKE STEVENS CITY ENGINEER DATE

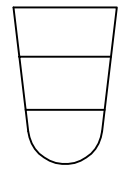
LAST REVISED 05/09



TYPICAL INSTALLATIONS



TYPICAL SECTION



WEDGE

NOTES:

1 STANDARD STOP SIGNS SHALL BE 30"x30" PER MUTCD #R1–1 UNLESS OTHERWISE APPROVED OR DIRECTED BY CITY OF EVERETT TRAFFIC ENGINEER.

2 STREET NAME SIGNS MAY BE INSTALLED AT TOP OF POST. SEE STANDARD PLAN 715.

CITY OF
LAKE STEVENS
PUBLIC WORKS

TRAFFIC REGULATORY SIGHN INSTALLATION

STANDARD PLAN 6–441

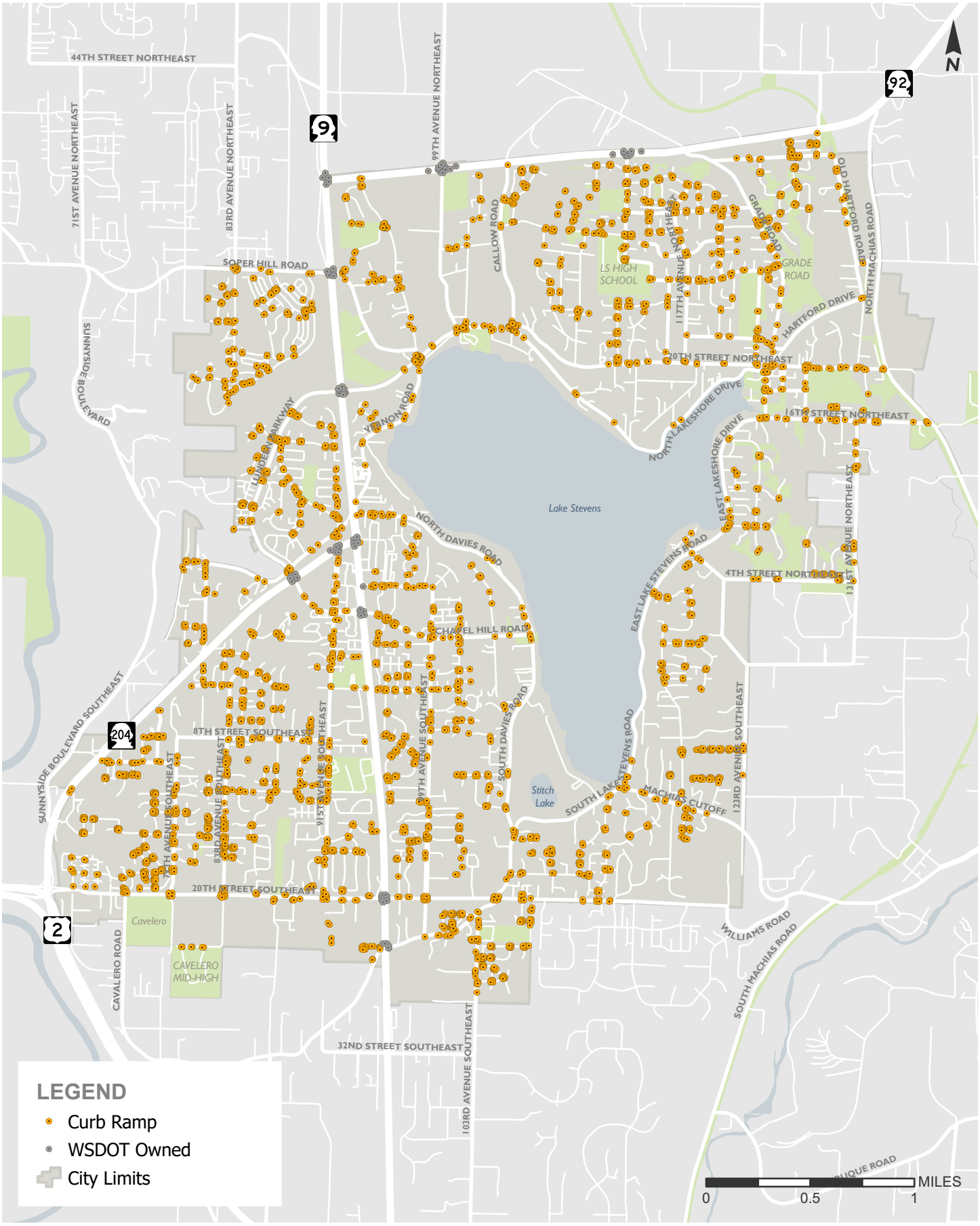
APPROVED BY

David O. Osterguard 05/09

LAKE STEVENS CITY ENGINEER DATE

LAST REVISED 05/09

Appendix B - Existing Data Inventory



Inventory Curb Ramp

City of Lake Stevens ADA Transition Plan

FIGURE

I-1

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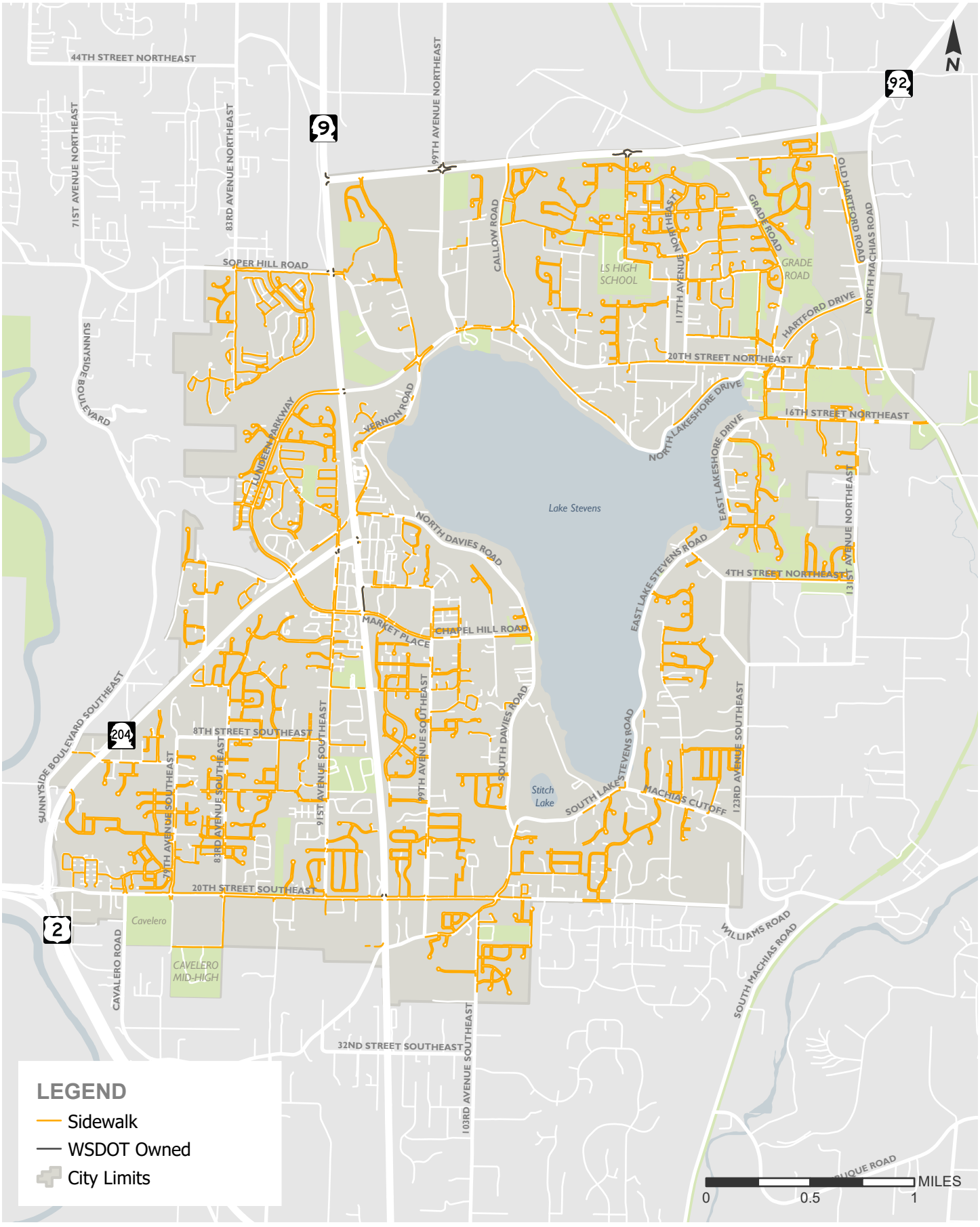

Inventory Sidewalk

City of Lake Stevens ADA Transition Plan

FIGURE

I-2

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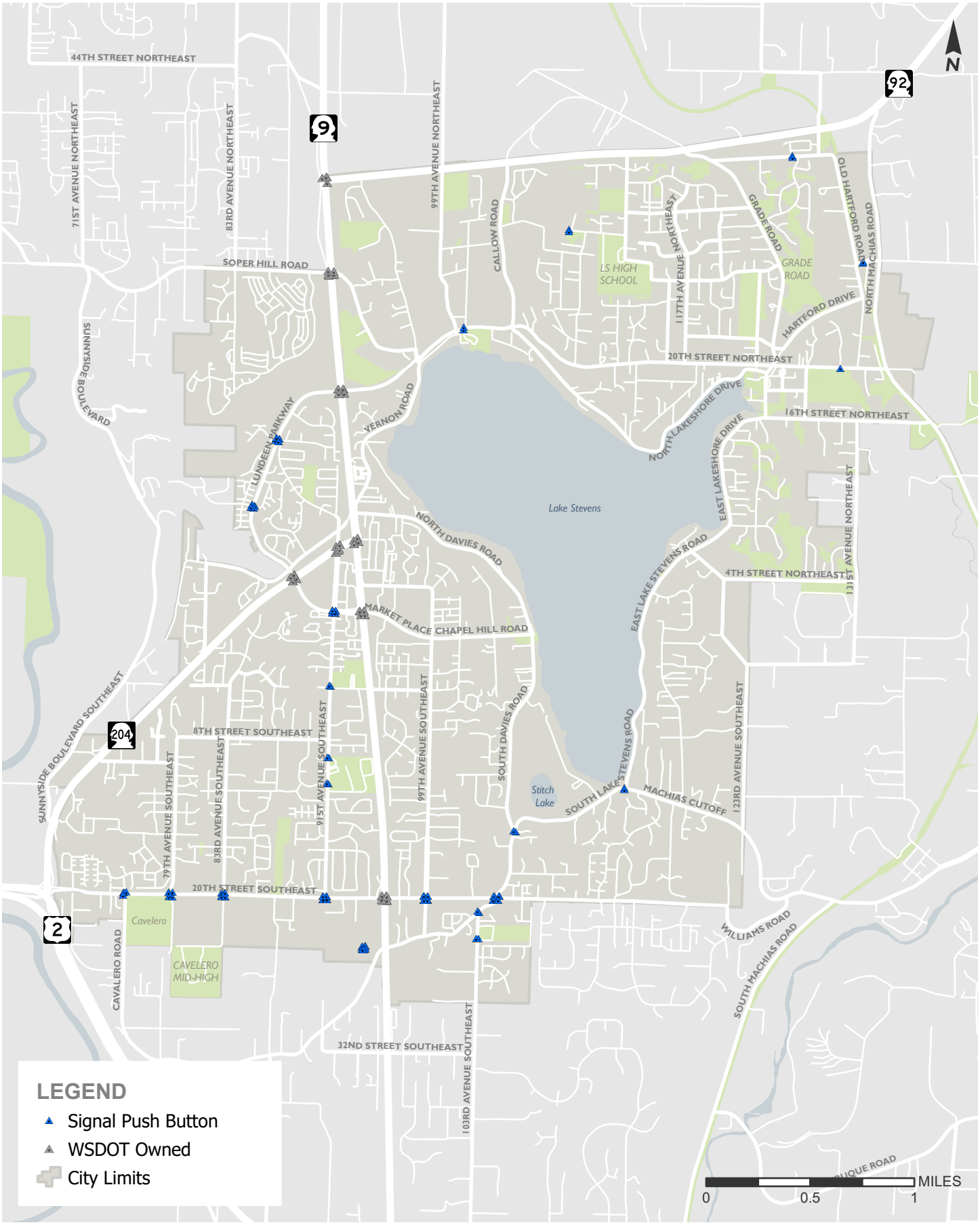

Inventory Signal Push Button

City of Lake Stevens ADA Transition Plan

FIGURE

I-3

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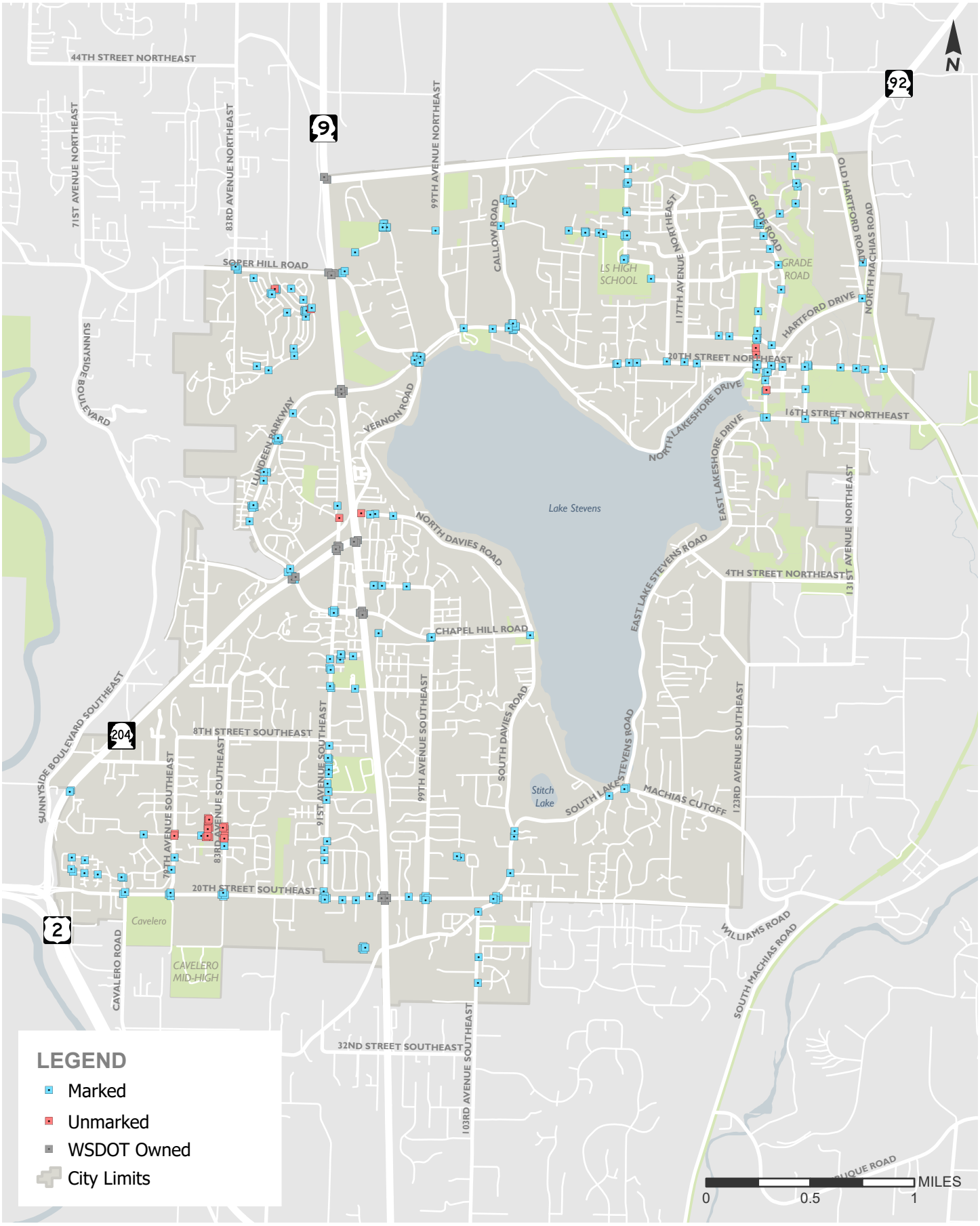


Inventory Crosswalk

City of Lake Stevens ADA Transition Plan

FIGURE

I-4

M:\22\1.22273.00 - Lake Stevens ADA Transition Plan\GIS\ArcGISPro\LakeStevensADA\LakeStevensADA_Figures.aprx

Appendix C - WSDOT Letters

Washington State Department of Transportation

Transportation Building
310 Maple Park Avenue S.E.
P.O. Box 47300
Olympia, WA 98504-7300
360-705-7000
TTY: 1-800-833-6388
www.wsdot.wa.gov

September 28, 2022

Mr. Aaron Halverson
Public Works Director
City of Lake Stevens
P.O. Box 257
Lake Stevens, Washington 98258

Dear Mr. Halverson:

This letter will serve to notify that the City of Lake Stevens (the City) is out of compliance with Title II of the Americans with Disabilities Act of 1990, memorialize the actions which caused such noncompliance, and inform the City of the Washington State Department of Transportation's (WSDOT's) intent to withhold federal funding unless actions are taken to come into compliance with ADA requirements.

On May 8, 2020, a complaint (included as Exhibit 1) was sent to WSDOT regarding the City's noncompliance with the ADA. The allegations listed in the complaint included the following:

- Lack of an ADA transition plan.
- The existence of multiple non-compliant sidewalk ramps and crossings.
- The failure to comply with ADA and pedestrian accommodations during construction for both City and private development projects.
- Approval of private developments that did not meet ADA requirements.

Additional examples of non-compliant ramps and crossings were provided in a second letter (included as Exhibit 2).

In an April 13, 2021 email, Mehrdad Moini, the WSDOT Northwest Region Local Program's Engineer assigned to Lake Stevens, notified the City that an inquiry regarding the City's compliance with the ADA had been initiated. Subsequently, WSDOT scheduled a field visit which occurred on May 4, 2021. The field visit substantiated the claims made in the May 8, 2020, complaint. (The field visit summary is provided as Exhibit 3.) Based on the results of the field visit, the City was asked to complete an ADA transition plan that included information on how the deficiencies found in the field visit would be corrected. As of today, the City has yet to complete an ADA transition plan despite multiple warnings sent by WSDOT to do so.

Under 28 CFR §35.150(d), ADA transition plans are required for agencies with more than 50 employees. Additional information about ADA/Section 504 requirements for local governments can be found on the Federal Highways Administration Questions and Answers webpage. For an example of a compliant ADA transition for a mid-sized city, please see the City of Lynnwood's ADA transition plan, which can be found on the City of Lynnwood's website.

Until the City has an ADA Transition Plan and develops a plan to address the issues outlined in the above-mentioned ADA complaint, the City remains out of compliance and is ineligible to receive FHWA funds through WSDOT.

If you have any questions regarding this notice, you may contact ADA compliance manager Shawn Murinko at murinks@wsdot.wa.gov or by calling 360.705.7097.

Sincerely,

Earl Key Esq. LL.M, M.S. CCEP, CFE
Director of the Office of Equal Opportunity

Enclosure

cc: Autumn Young, FHWA
Brian Nielsen, WSDOT NW Region
Jay Drye, WSDOT Local Programs
Shawn Murinko, WSDOT ADA Manager

Washington State Department of Transportation

Transportation Building
310 Maple Park Avenue S.E.
P.O. Box 47300
Olympia, WA 98504-7300
360-705-7000
TTY: 1-800-833-6388
www.wsdot.wa.gov

November 18, 2022

Mr. Greg A. Rubstello
Ogden Murphy Wallace, LLC
901 Fifth Avenue, Suite 3500
Seattle, Washington 98164-2008
Sent via email: grubstello@omwlaw.com

Re: City of Lake Stevens Americans with Disabilities Act Non-Compliance

Dear Mr. Rubstello:

Thank you for your letter dated November 9, 2022. The Washington State Department of Transportation (WSDOT) appreciates the city's willingness to address its non-compliance with the Americans with Disabilities Act (ADA) regarding pedestrian facilities. As shared with the city in our letter dated September 22, 2022, WSDOT informed the city of its intent to withhold federal funding because of ongoing violations of the ADA, which included:

- Lack of an ADA transition plan.
- The existence of multiple non-compliant sidewalk ramps and crossings.
- The failure to comply with ADA and pedestrian accommodations during construction for both City and private development projects.
- Approval of private developments that did not meet ADA requirements.

The city subsequently responded to our letter on October 20, 2022. In this response, the city committed to:

- Training staff on providing accommodations in construction zones by November 15, 2022, and ongoing.
- Completing its ADA transition plan by March 31, 2023.
- Correcting non-compliant sidewalk ramps and crossings by September 15, 2023.
- Addressing ongoing ADA issues with private developers.

After reviewing the city's action plan, WSDOT has determined that it will not, at this time, withhold federal funding from the city. WSDOT will, however, require that the city meet its deadlines listed above and address the issues outlined in WSDOT's letter dated September 22, 2022. In addition, the city agrees to build all new pedestrian facilities in compliance with ADA standards and that existing transportation facilities will be modified to meet all ADA standards fully. Further, if doing so for existing

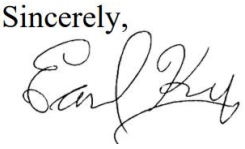
facilities is impracticable, such facilities will be built to meet ADA standards to the maximum extent feasible. Failure to do so will result in WSDOT exercising its authority to withhold federal funds due to non-compliance with the ADA.

As it relates to the transition plan, WSDOT will review the City of Lake Stevens' submission to confirm it meets the requirements under 28 CFR §35.150. For additional resources for complying with this regulation, the city may find it helpful to visit the FHWA's resource center for developing ADA self-evaluation and transition plans, available at https://www.fhwa.dot.gov/resourcecenter/teams/civilrights/cr_ppp7.cfm.

I thank you for addressing these issues per the timelines above to ensure equal access for people with disabilities. I look forward to receiving the city's response agreeing to the abovementioned resolution by Monday, November 28, 2022.

If you have any questions or need additional information, please contact Shawn Murinko, ADA Manager, at 360.705.7097 or by email at MurinkS@wsdot.wa.gov.

Sincerely,



Earl Key, Esq. LL.M, M.S. CCEP, CFE
Senior Director of the Office of Civil Rights & Equity
Washington State Department of Transportation

cc: Autumn Young, Federal Highway Administration
Matt Waldrop, U.S. Attorney's Office for the Western District of Washington
Brian Nielsen, WSDOT Northwest Region
Jay Drye, WSDOT Local Programs
Jackie Bayne, WSDOT Assistant Director Office of Civil Rights & Equity
Shawn Murinko, WSDOT ADA Manager

Appendix D - Prioritization Criteria

DRAFT ADA Transition Plan Prioritization Process

Public Right-of-Way

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

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

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

Accessibility Prioritization (aka Accessibility Index Score)

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

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

ACCESSIBILITY INDEX SCORE	CRITERIA	THRESHOLD	SCORE	MAX. POSSIBLE SCORE
Sidewalks	Width	<= 36 inches	4	8
	Width	< 48 inches	2	
	Width	< 60 inches	2	
	Vertical Discontinuity Issue > ¼ inch and <= ½ inch without bevel or >½ inch	Barriers Present >= 1	2	5
	Vertical Discontinuity Issue	Barriers Present >= 3	3	
	Horizontal Discontinuity Issue > ½ inch	Barriers Present >= 1	1	5
	Horizontal Discontinuity Issue	Barriers Present >= 5	2	
	Horizontal Discontinuity Issue	Barriers Present >= 10	2	
	Sidewalk Condition	(SCI) < 100	2	12

ACCESSIBILITY INDEX SCORE	CRITERIA	THRESHOLD	SCORE	MAX. POSSIBLE SCORE
	Sidewalk Condition	(SCI) <= 90	2	
	Sidewalk Condition	(SCI) <= 70	2	
	Sidewalk Condition	(SCI) <= 50	2	
	Sidewalk Condition	(SCI) <= 30	2	
	Sidewalk Condition	(SCI) <= 20	2	
	Maximum Sidewalk (AIS) Score			**30**
Curb Ramps (Max. Score)	Ramp Width	< 48 inches	30	30
	Run Slope	> 8.3% (less than 15 feet) or > 5% (Blended)	30	30
	Cross Slope	> 2% - <= 3%	20	30
	Cross Slope	> 3%	10	
	Curb Ramp Type	Non-Compliant Type	30	30
Curb Ramps	Accessible Path	No	2	2
	Turning Space	None or width < full width of ramp or length < 48 inches	5	5
	Turning Space Cross Slope	> 2%	3	3
	Truncated Domes (DWS)	No	3	3
	Truncated Domes (DWS) Placement	Other than Back of Curb	1	3
	Truncated Domes (DWS) Depth	< 2 feet	1	
	Truncated Domes (DWS) Width	Less than Full Width	1	
	Flare Slope	> 10%	2	2
	Grade Break	Not Concurrent	2	2
	Counter Slope	> 5%	2	2
	Lip	> ¼ inch	2	2
	Roadway Clear Space	< 4ft x 4ft	2	2
	Receiving Ramp	No	2	2
	End inside of Marked Crosswalk if present	No	2	2
	Maximum Curb Ramp (AIS) Score			**30**
Signal Pushbuttons	Pushbutton is <= 10 feet from Curb in Direction of Travel	No	2	2
	Pushbutton is <= 5 feet from Extension of Crosswalk Width Edge	No	2	2
	Force to Activate Pushbutton is <= 5 lbs.	No	2	2
	Pushbutton Includes Vibe Feedback during "Walk" Phase	No	2	2
	Pushbutton is >= 2 inches in Diameter and Includes Visual Contrast from Housing	No	2	2

ACCESSIBILITY INDEX SCORE	CRITERIA	THRESHOLD	SCORE	MAX. POSSIBLE SCORE
	Tactile Arrow Present on Pushbutton	No	2	2
	Nearest Pushbutton > 10 feet Away or Pushbutton Includes Audible Speech Indicating "Walk" Phase	No	2	2
	Level Clear Space at Pushbutton that Includes Minimum 30 inch x 48 inch Landing Area and < 2% Slope in Any Direction	No	2	2
	Reach Depth from Landing to Pushbutton is <= 10 inches	No	2	2
	Mounting Height of Pushbutton	Mounting height of pushbutton from landing area is < 42 inches or > 48 inches	2	2
	Directional Arrow Exists on Pushbutton Face, Housing, or Mounting and is Parallel to Crossing	No	2	2
	Audible Tone indicating "Walk" Phase or Audible Speech indicating "Walk" Phase Present	No	2	2
	Locator Tone during "Don't Walk" Phases Present	No	2	2
	Street Name in Braille Present on Pushbutton	No	2	2
	APS-Style Pushbutton Housing	No	2	2
	Maximum Signal Pushbutton (AIS) Score			**30**
Crosswalks	Width	< 6 feet	6	6
	Run Slope	> 5%	12	12
	Cross Slope	> 5% at Non-Stop/Yield Controlled Intersections or > 2% at any other type except for mid-block crossings	12	12
	Maximum Crosswalk (AIS) Score			**30**

Location Prioritization (aka Location Index Score)

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

Pedestrian facilities within the identified proximity were assigned points based on each destination they were close to, as shown in Table. This measure is called the Location Index

Score (LIS), which identifies high pedestrian generating overlapping areas. Ultimately the more pedestrian generating areas an asset is within, the higher number. Community Defined Destinations criteria is added to the Location Index Score (LIS) following comments and results received from open house attendees, City staff, other stakeholders during engagement and public outreach. This assists in factoring in what's important to the citizens and community to help with the overall prioritization.

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

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

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

Barrier Removal Priorities (Combined Composite Index Score)

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

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

Appendix E - Stakeholder Engagement

MEMORANDUM

Date:	March 7, 2023	**TG:**	1.22273.00
To:	Kim Klinkers – City of Lake Stevens		
From:	Ryan Peterson, PE, PTOE – Transpo Group Francesca Liburdy, PE – Transpo Group		
Subject:	Lake Stevens ADA Transition Plan Stakeholder Engagement		

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

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

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

Engagement Survey

The engagement survey was promoted by the City of Lake Stevens between early December 2022 and late January 2023 to request responses via the City's virtual open house website and social media channels, including two Facebook posts on the City's page in December 2022.

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

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

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

The online survey received 17 respondents. Out of the 17 responses, 100 percent were residents of Lake Stevens. Respondents also worked in or frequented Lake Stevens for recreation, medical appointments, social or community services, or shopping. Of all respondents, 13 percent (3 respondents) indicated they have a disability that impacts the way they travel and 26 percent (6 respondents) reported supporting someone with a disability. Five of these respondents reported that they both have a disability and support someone with a disability. A summary of respondents' disability status is shown on Figure 1.

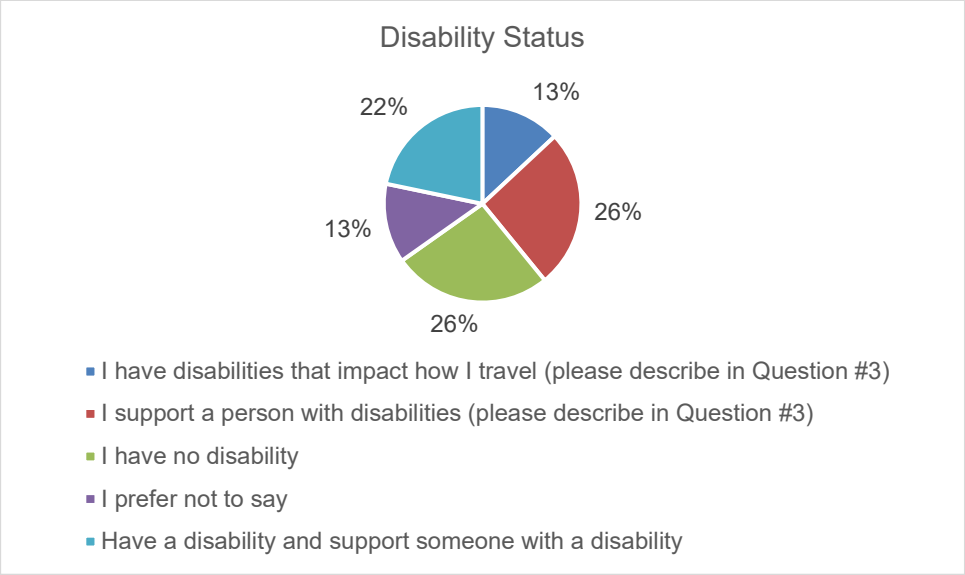


Figure 1 Disability Status

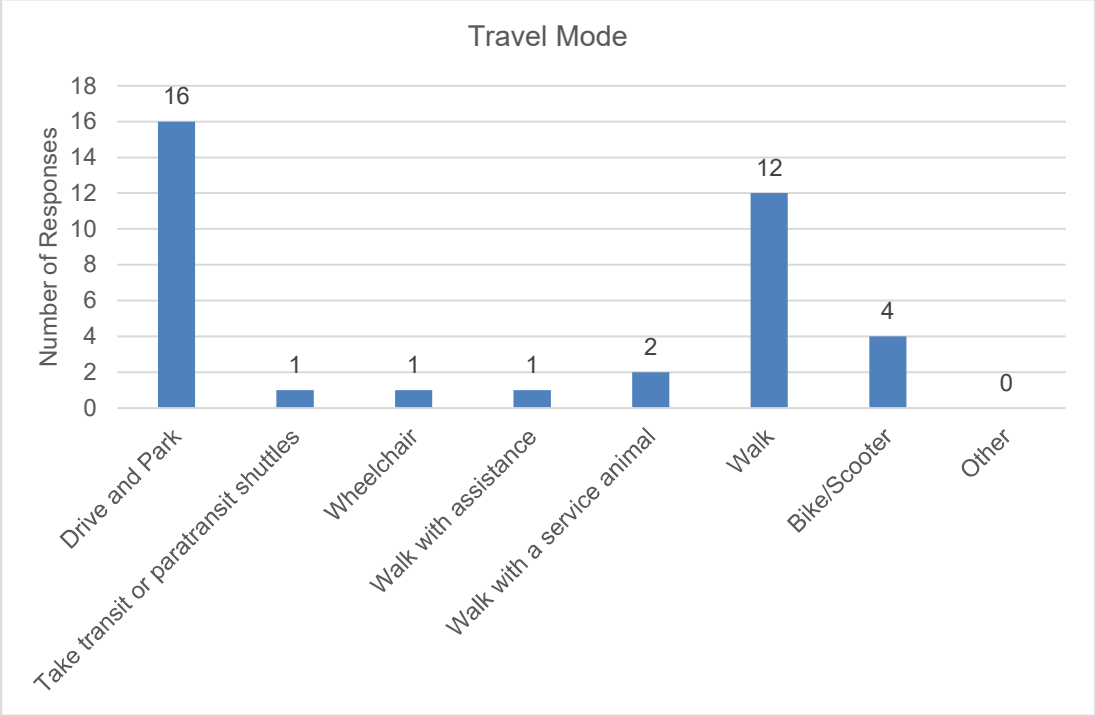


Figure 2 Travel Mode

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

As shown in Figure 3, the survey respondents predominantly drive and walk, with 16 of the 17 total respondents (94 percent) indicating that they drive, 12 respondents (71 percent) indicating that they walk. A smaller number of respondents use other modes, with one respondent using a wheelchair or using a bike/scooter and one respondent taking transit or paratransit shuttles. One respondent walks with assistance, and two walk with a service animal.

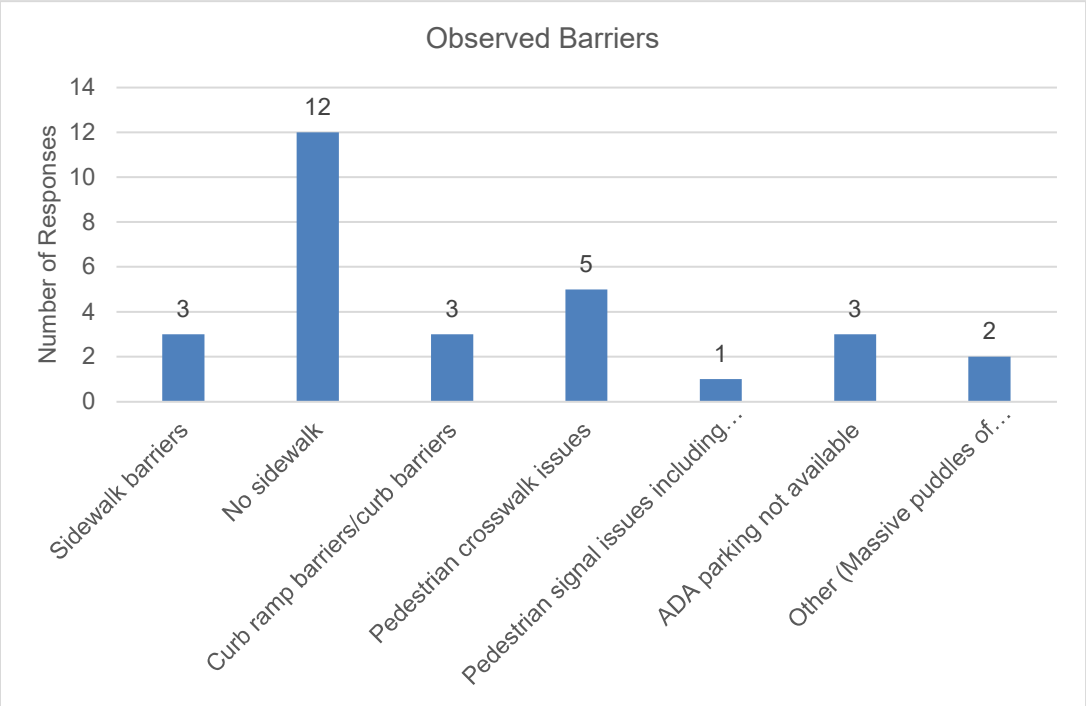


Figure 3 Observed Barriers in Public Right-of-Way

Survey respondents were asked to identify barriers in the public right-of-way that limit participation and access to services in the City of Lake Stevens as shown on Figure 3.

Several barriers received significant response from the survey, with no sidewalk, pedestrian crosswalk issues being selected 12 and 5 times respectively. In addition, curb ramp barriers, lack of ADA parking, and sidewalk barriers were identified as challenges.

Improvement Priorities

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

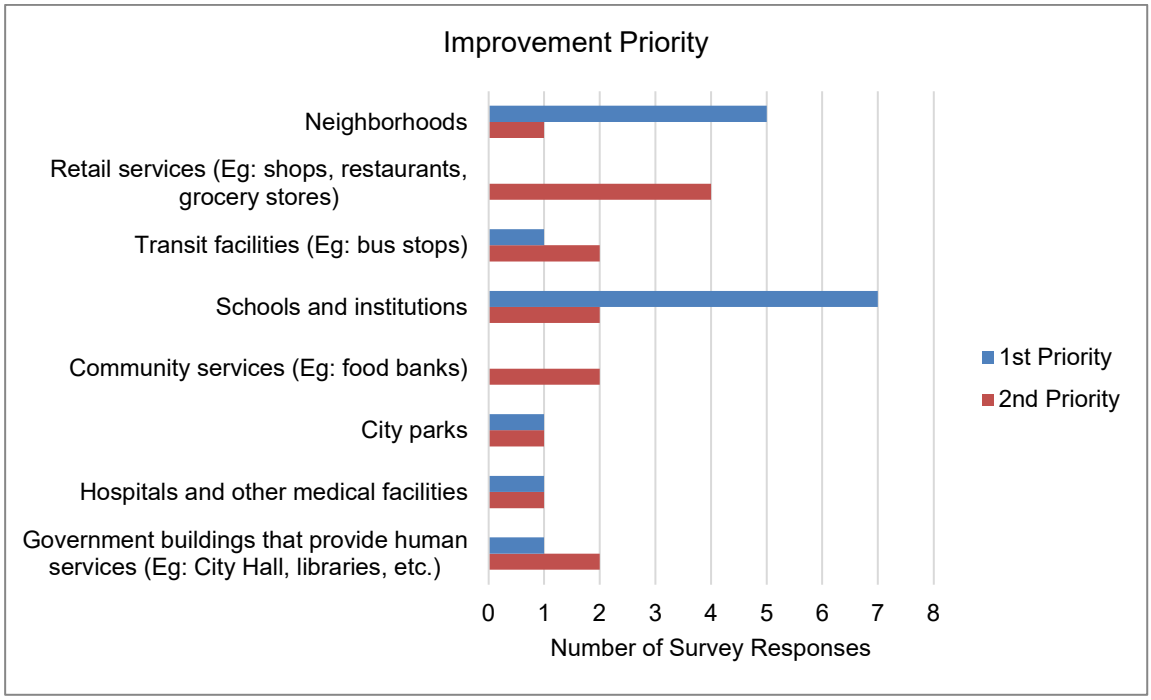


Figure 4 Unweighted First and Second Improvement Priority Ranking

When considering weighted scores, the top two priorities among survey respondents were schools and institutions and neighborhoods, with transit facilities and government buildings tied for third priority. A summary of the weighted ranked priority locations is included in Figure 5. These weighted ranked priorities were utilized in the prioritization of barrier removal in the City's transition plan.

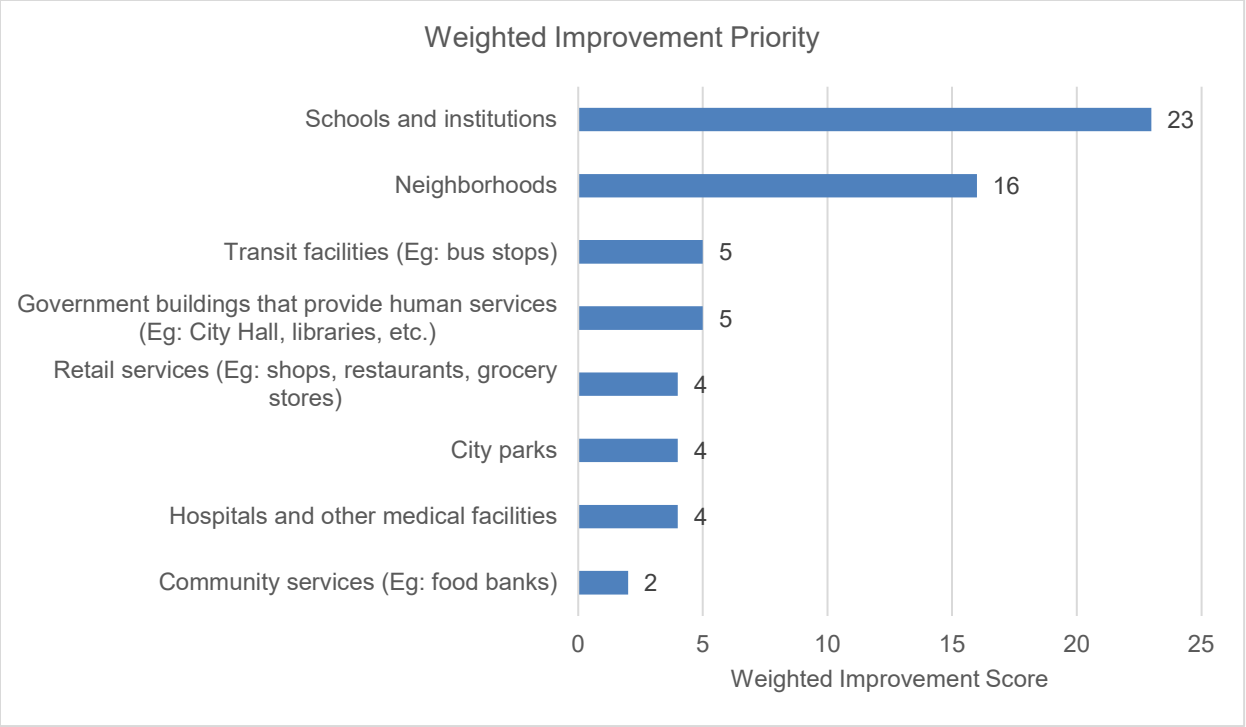


Figure 5 Weighted Improvement Priority Ranking

As shown in Figure 5, schools and institutions and neighborhoods ranked the two highest with transit facilities and government buildings tied for third in the highest weighted priorities for improvement.

Respondents were also given the opportunity to identify locations where they have experienced mobility or accessibility challenges in the City of Lake Stevens. Locations were identified via written survey responses and the online mapping tool, which allows respondents to identify specific barrier locations with a pin on an online map. Key locations identified via written survey results and the online mapping tool are summarized in Table 1. Lack of sidewalk or limited access to sidewalks were identified as the most common barriers among the locations identified in Table 1. Many acknowledgements were given to the lack of sidewalk or safe crossings at Frontier Village, around schools, and on State Route 9.

Table 1. Identified Accessibility Barriers

City Locations and/or Landmarks	City Roadways or Roadway Segments
Around the Lake	North Lake Davies Road
Soper Hill	South Lake Davies Road
Frontier Village	16th Street NE between Main Street and 127th
Safeway Plaza on Highway 9	Roundabout on Vernon Road
Citywide schools	Corner of Buzz Inn
Downtown	91st Avenue
The Mill	20th Street
Low-Income Housing	Grade Road
Lundeen Park	East Lake Stevens Road
	116th Avenue
	Highway 9

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

Meeting ADA Standards

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

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

Additional Outreach

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

Attachment A: Survey Response Data

Lake Stevens ADA Online Open House Survey Responses

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

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

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

Description: Sidewalk is raised creating a trip hazard.

Location	Description
Around the Lake	Very limited access around the lake, outside of downtown. No sidewalks or walk paths to complete a trip around the lake.
Soper Hill	Limited access to sidewalks or pathways
Frontier village area	Lots of traffic and limited access to controlled sidewalks, pathways.
North & South Lake Davies Road by Davies Beach	We need a sidewalk up and down north and south Lake Davies Road. Ideally around the whole lake would be amazing!
Sidewalk on 16th St NE between main street and 127th	Severe cracks make it hazardous for anyone with walker, scooter, wheelchair or vision impaired
Safeway plaza intersection on highway 9	I'd love to be able to walk to Safeway for groceries, but there is no clear walking path at this intersection. Only one side of the lights has a crosswalk and it doesn't even connect to a sidewalk; pedestrians are forced to walk alongside the road, which is not safe. Also, in heavy rain events, water gathers in the corners of the entrance and make it impossible to cross. These are deep puddles that easily go up past my ankles; now imagine being in a wheelchair and trying to cross that much water.
Roundabout on Vernon road	This atrocious roundabout is the least pedestrian friendly I have ever seen. It is not properly lit; I almost hit a pedestrian as I drove through it at night because it was so dark, I couldn't see them. The crosswalks are only present on one side (and whoever did the lines must have been inebriated because they are not straight) and there are no pedestrian crossing lights to remind drivers to slow down and watch. I live close to Walgreens and like to walk there if I need to pick up a prescription, but there is currently no clear, safe path for me to do so. And if it's unsafe for me, someone without disabilities, again, imagine what it must be like for someone who does have one.
Around every school	There are no sidewalks to the schools once you are off school grounds. The sides of the roads are not safe for wheelchairs or walker use

Lake Stevens ADA Online Open House Survey Responses

Location	Description
Downtown	There are few sidewalks that are ADA compliant. None of the crosswalks are safe. None are made for those with hearing or vision issues
Frontier village area	There no safe crossing areas for wheelchair use, if you have vision or hearing issues. There are no lights for nighttime safety.
Front of mill corner/corner of Buzz Ln	Sidewalks don't align
91st Ave	There are no sidewalks leading up to the school and that seems like a safety issue for all the parents and children walking to school in the afternoon and the morning.
20th	I think this is self-evident. It's not even safe let alone usable for someone with disabilities.
Grade Road	Limited safe crossings and lack of sidewalk. Plus, you raised the speed limit.
East Lake Stevens Road	I think this is self-evident. It's not even safe let alone usable for someone with disabilities.
The Mill	Not enough external seating areas/ benches
116th Ave	No sidewalks for pedestrians walking to and from high school and Highland elementary
Frontier Village	No seating areas/benches out side of establishments to rest on
All schools lack appropriate sidewalks	Many kids walk to all of the schools and lack safe sidewalks in neighborhood school zones.
Low income housing to stores	Those living in low income housing need sidewalks to the nearest grocery store. These increase the walkability scores for a city.
Sidewalks around bus stops	Many disabled rely on public transportation. It is important to have appropriate ADA sidewalks near bus stops.
Lundeen	I walk my dog/kids to Lundeen Park but I live off of Lundeen and 10th. It is about a 2 mile walk and there is a stretch on lundeen just past HWY 9 that has no sidewalk on either side, just a bike lane and it is scary to walk. I cant walk on the uneven dirt on the side with my palsy neuropathy as I can trip easily.

Lake Stevens ADA Survey Response Data Summary

1. Why do you travel in Lake Stevens?

Answer	Count
I live in Lake Stevens	17
I work in Lake Stevens	4
Attend school/college	0
Recreation/recreational activities	7
Medical appointments	5
Shopping	9
Other community or social services	4
Other value (Church)	0
	17

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

Answer	Count
I have disabilities that impact how I travel (please describe in Question #3)	3
I support a person with disabilities (please describe in Question #3)	6
I have no disability	6
I prefer not to say	3
Have a disability and support someone with a disability	5
Subtotal	23

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

Answer	Count
Physical, mental, or emotional condition that limits learning, memory, or concentration	5
Blindess or serious difficulty seeing when wearing glasses	0
Condition that substantially limits one or more physical activities such as walking, climbing stairs, reaching, lifting, or carrying	6
Deafness or hearing difficulty	1
Use mobility device(s)	1
Use a wheelchair	0
Use assistive software technology such as a screen-reader	1
Use hearing aids or hearing assistive devices	1
Use a service animal	2
Other (Can’t stand for long periods, need benches to sit on to rest)	1

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

Answer	Count
Washington State Department of Social and Health Services (DSHS)	9
Washington State Department of Services for the Blind (DSB)	1
City of Snohomish	3
Transit Service	1
Department of Veterans Affairs	1
Other (The City has limited resources. I have to go elsewhere.)	1

5. Please Provide your five-digit zip code.

Answer	Count
98258	16

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

Answer	Count
Less than weekly	0
1-2 days per week	1
3-4 days per week	3
5-7 days per week	13

7. How do you travel within the City of Lake Stevens?

Answer	Count
Drive and Park	16
Take transit or paratransit shuttles	1
Wheelchair	1
Walk with assistance	1
Walk with a service animal	2
Walk	12
Bike/Scooter	4
Other	0
Subtotal	37

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

Answer	Count
Less than weekly	5
1 day per week	1
2-4 days per week	1
5 or more days per week	0

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

Answer	Count
Less than 1/2 mile	4
1/2 mile	4
1 mile	7
2 miles	1
More than 2 miles	1

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

Answer	Count
No	10
Yes	7

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

Answer	Count
Sidewalk barriers	3
No sidewalk	12
Curb ramp barriers/curb barriers	3
Pedestrian crosswalk issues	5
Pedestrian signal issues including access to push buttons	1
ADA parking not available	3
Other (Massive puddles of rainwater along sidewalk corners. , No benches to rest on)	2

12. What areas would be your first priority in improving pedestrian facilities?

Answer	Count
Government buildings that provide human services (Eg: City Hall, libraries, etc.)	1
Hospitals and other medical facilities	1
City parks	1
Community services (Eg: food banks)	0
Schools and institutions	7
Transit facilities (Eg: bus stops)	1
Retail services (Eg: shops, restaurants, grocery stores)	0
Neighborhoods	5

13. What areas would be your second priority in improving pedestrian facilities?

Answer	Count
Government buildings that provide human services (Eg: City Hall, libraries, etc.)	2
Hospitals and other medical facilities	1
City parks	1
Community services (Eg: food banks)	2
Schools and institutions	2
Transit facilities (Eg: bus stops)	2
Retail services (Eg: shops, restaurants, grocery stores)	4
Neighborhoods	1

15. What is your age? (optional)

Answer	Count
under 18	0
18 to 24	2
25 to 34	1
35 to 44	7
45 to 54	4
55 to 64	7
over 65	18

16. How do you identify yourself? (optional)

Answer	Count
African American/Black	0
Asian	1
Caucasian/White	13
Native American	1
Native Hawaiian/Pacific Islander	0
Other (Slavic, this data point is also counted in White)	1

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

Answer	Count
No	14
Yes	1

Appendix F - Funding Sources & Planning Cost Estimate

transpogroup

Planning Level Cost Estimate - Right-of-Way

PROJECT NAME: Lake Stevens ADA Transition Plan

TG PROJECT NUMBER: 1.22273.00

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

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

Item No.	ADA Deficiency	Improvement Type	Quantity	Unit	Unit Price	Total Price
		Sidewalk Improvements				
1	Non-compliant sidewalk (width, condition, slope, etc.)	Reconstruct existing sidewalk/paved shoulder walkway				$ 3,053,000
					Subtotal	**$ 3,053,000**
		Curb Ramp Improvements				
6	Missing curb ramps	Install new curb ramp.	400	EA	$ 6,000	$ 2,400,000
7	Non-compliant ramp (running slope, cross slope, ramp width, flare slope, lip, grade break, etc.)	Remove and reconstruct existing ramp.	2,276	EA	$ 6,000	$ 13,656,000
8	Curb ramps without detectable warning surface (DWS), non-compliant DWS placement, non-compliant DWS depth, or non-compliant DWS Width	Install/replace detectable warning surface.	41	EA	$ 1,030	$ 43,000
9	Curb ramp at marked crosswalk does not end within crosswalk.	Rechannelize crosswalk.	24	EA	$ 1,100	$ 27,000
					Subtotal	**$ 16,126,000**
		Pushbutton Improvements				
10	Non-APS pushbutton and pushbutton is located incorrectly.	Install new APS pushbutton AND Install new pole.	46	EA	$ 5,900	$ 272,000
11	APS pushbutton that has non-compliant dimensions and/or programming and located incorrectly.	Reprogram pushbutton, reorient pushbutton, and/or install tactile arrow AND Install new pole and relocate pushbutton.	22	EA	$ 3,700	$ 82,000
12	APS pushbutton located incorrectly.	Install new pole and relocate pushbutton.	17	EA	$ 3,500	$ 60,000
13	APS pushbutton that has non-compliant dimensions and/or programming	Reprogram pushbutton, reorient pushbutton, and/or install tactile arrow.	11	EA	$ 200	$ 3,000
					Subtotal	**$ 417,000**
					Total	**$ 19,596,000**
					Contingency @ 20%	**$ 3,920,000**
					Design @ 12%	**$ 2,352,000**
					Mobilization @ 8%	**$ 1,568,000**
					TESC + Traffic Control @ 12%	**$ 2,352,000**
					Construction Management @ 20%	**$ 3,920,000**
					Right-of-Way & 20%	**$ 3,920,000**
					Grand Total 2023 Dollars	**$ 37,628,000**

Planning Level Cost Estimate - Right-of-Way

PROJECT NAME: Lake Stevens ADA Transition Plan

TG PROJECT NUMBER: 1.22273.00

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

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

Quantity by Priority

	Low		Medium		High		Very High		
Feature	**1-15 (0-10 hazards)**	**%**	**16-30 (11-20 hazards)**	**%**	**31-45 (21-30 hazards)**	**%**	**46+ (31+ hazards)**	**%**	**Total**
Sidewalks (Segments)	534	33%	827	50%	270	16%	7	0.4%	1,638
Curb Ramps (EA)	190	7%	323	12%	1,478	54%	748	27%	2,739
Pushbuttons (EA)	8	8%	20	21%	43	45%	25	26%	96

Cost by Priority

	Low		Medium		High		Very High		
Feature	**1-15 (0-10 hazards)**	**%**	**16-30 (11-20 hazards)**	**%**	**31-45 (21-30 hazards)**	**%**	**46+ (31+ hazards)**	**%**	**Total**
Sidewalks (Segments)	$ 134,017	4%	$ 1,382,684	45%	$ 1,440,315	47%	$ 95,716	3%	**$ 3,053,000**
Curb Ramps (EA)	$ 966,680	6%	$ 1,805,820	11%	$ 8,864,130	55%	$ 4,488,000	28%	**$ 16,125,000**
Pushbuttons (EA)	$ 2,000	0%	$ 97,000	23%	$ 205,000	49%	$ 112,000	27%	**$ 416,000**

	Low 1-15	Medium 16-30	High 31-45	Very High 46+	Total
Total	$ 1,103,000	$ 3,286,000	$ 10,510,000	$ 4,696,000	$ 19,594,000
Contingency @ 20%	**$ 221,000**	**$ 658,000**	**$ 2,102,000**	**$ 940,000**	**$ 3,919,000**
Design @ 12%	**$ 133,000**	**$ 395,000**	**$ 1,262,000**	**$ 564,000**	**$ 2,352,000**
Mobilization @ 8%	**$ 89,000**	**$ 263,000**	**$ 841,000**	**$ 376,000**	**$ 1,568,000**
TESC + Traffic Control @ 12%	**$ 133,000**	**$ 395,000**	**$ 1,262,000**	**$ 564,000**	**$ 2,352,000**
Const. Management @ 20%	**$ 221,000**	**$ 658,000**	**$ 2,102,000**	**$ 940,000**	**$ 3,919,000**
Right-of-way @ 20%	**$ 221,000**	**$ 658,000**	**$ 2,102,000**	**$ 940,000**	**$ 3,919,000**
Grand Total	$ 2,121,000	$ 6,313,000	$ 20,181,000	$ 9,020,000	**$ 37,623,000**

City of Lake Stevens ROW Projected ADA Funding Sources

City of Lake Stevens ROW Project	Total Funding	Percentage of Total Budget Applied to ADA Barrier Removal	Funding Towards ADA	Term* (years)	Annuallized Funding Level	Notes & Assumptions
Sidewalk Construction Program	$ 100,000.00	100%	$ 100,000	1	$ 100,000	Assumed 100% of project funding applies to barrier removal per information provided by the City; includes Real Estate Excise Tax and capital improvements (new or existing)
Sidewalk Repair & Maintenance Program	$ 45,000.00	100%	$ 45,000	1	$ 45,000	Assumed 100% of project funding applies to barrier removal per information provided by the City; includes maintenance, panel replacement, and sidewalk grinding
Pavement Preservation/Overlay Program (TBD Overlays)	$ 650,000.00	19%	$ 121,875	1	$ 121,875	Assumed 19% of project funding applies to barrier removal per existing $75K at $400K total
Private Development	$ 25,000.00	100%	$ 25,000	1	$ 25,000	Assumed 100% of project funding applies to barrier removal per information provided by the City
2023 - 2028 Capital Improvement Projects						Includes the projects listed below
South Lake Stevens Multi-Use Path Phase II & III	$ 3,050,000.00	0%	$ -	6	$ -	Assumed 0% of project funding applied to ADA barrier removal as project includes construction of new multi-use path, not existing improvements.
16th Street NE Multi-Use Path	$ 1,713,024.00	25%	$ 428,256	6	$ 71,376	Assumed 25% of project funding applied to ADA barrier removal as a portion of the project will improve existing facilities, while the majority includes new construction.
Mill Spur Downtown Parking Lot	$ 160,400.00	0%	$ -	6	$ -	Assumed 0% of project funding applied to ADA barrier removal as project includes new construction. The city has identified potential parking locations in downtown Lake Stevens. Public parking is a goal of the downtown Lake
79th Ave SE/8th St SE Intersection	$ 906,240.00	30%	$ 271,872	6	$ 45,312	Assumed 30% of project funding applied to ADA barrier removal as project includes vehicle intersection improvements in addition to pedestrian barrier removal. Improve the intersection at 79th Ave SE and 8th Street SE
Sidewalk Improvements/ADA Transition Plan	$ 1,200,000.00	100%	$ 1,200,000	6	$ 200,000	Assumed 100% of project funding applied to ADA barrier removal as project is focused on removal of barriers and ADA Transition Plan implementation. Repair & Maintenance
Transportation Benefit District (TBD) Projects						Assumed to include the projects listed below
Main Street Redevelopment	$ 7,249,920.00	25%	$ 1,812,480	6	$ 302,080	Assumed 25% of project funding applied to ADA barrier removal as project includes vehicle intersection improvements (roundabout) as well as pedestrian barrier removal. Multi-use path, street frontage improvements
79th Ave SE Access Road	$ 3,186,000.00	0%	$ -	6	$ -	Assumed 0% of project funding applied to ADA barrier removal as project includes construction of new roadway/sidewalks, not existing improvements. Construct new roadway including 7' bike lane, two 11' travel lanes,
91st Ave NE Commercial Revitalization	$ 6,846,800.00	25%	$ 1,711,700	6	$ 285,283	Assumed 25% of project funding applied to ADA barrier removal as project includes some barrier removal, but mostly vehicle improvements along the corridor. Upgrade road to minor arterial road standard including multi-use
99th Ave NE Redevelopment	$ 4,180,032.00	25%	$ 1,045,008	10	$ 104,501	Assumed 25% of project funding applied to ADA barrier removal as project in includes a portion of existing upgrades, and the rest new construction. Upgrade road to minor arterial road standard including multi-use path or
91st Street SE - School Sidewalk Connections	$ 3,970,512.00	75%	$ 2,977,884	10	$ 297,788	Assumed 75% of project funding applied to ADA barrier removal as project largely involves improvements to existing facilities. Construct 5,000 linear feet of sidewalk with landscape strip buffer, install 18 ADA compliant ramps and
16th Street NE Centennial Trail Connector	$ 1,623,024.00	25%	$ 405,756	10	$ 40,576	Assumed 25% of project funding applied to ADA barrier removal as project involves a portion of existing improvements, and largely new construction. Construct 1,900 linear feet of multi-use path and 4 ADA compliance
North Lakeshore Swim Beach Connection to Downtown	$ 213,408.00	0%	$ -	10	$ -	Assumed 0% of project funding applied to ADA barrier removal as project involves new construction. Construct a sidewalk on North Lakeshore Drive between downtown Lake Stevens and North Lake Shore Swim Beach.
117th Street NE - High School Sidewalk Connection	$ 1,224,288.00	10%	$ 122,429	10	$ 12,243	Assumed 10% of project funding applied to ADA barrier removal as project involves a small portion of existing improvements, and largely new construction. Construct 2,100 linear feet of sidewalks and 8 ADA compliant ramps
Soper Hill Road Pedestrian Connection to Lundeen Parkway	$ 1,714,284.00	10%	$ 171,428	10	$ 17,143	Assumed 10% of project funding applied to ADA barrier removal as project involves a small portion of existing improvements, and largely new construction. Construct 3,000 linear feet of sidewalk, 4 ADA compliant ramps and
99th Ave NE - Sunnycrest Elementary to 30th Street NE	$ 741,312.00	0%	$ -	10	$ -	Assumed 0% of project funding applied to ADA barrier removal as project involves new construction. Construct 1,300 linear feet of sidewalk and two ADA compliant ramps between Sunnycrest Elementary south and 30th St. NE.
79th Ave SE - Sidewalk Connections	$ 1,637,064.00	0%	$ -	10	$ -	Assumed 0% of project funding applied to ADA barrier removal as project involves new construction. Connect several sections of sidewalks on 79th Ave SE between 8th Street SE and 20th Street SE.
Total Investment within City					**$ 1,668,177**	

*** The term represents the duration used to calculate the annualized funding level. For recurring annual programs, the term is one year. For projects listed on the 6-tear Transportation Improvement Plan, the term is 6 years. For projects listed in the TBD program, a term of 10 years was used.**

Priority	Percent of Remaining Funding Allocated to Barrier Removal	Investment per priority
Very High Priority Investment	40%	$ 667,271
High Priority Investment	30%	$ 500,453
Medium Priority Investment	20%	$ 333,635
Low Priority Investment	10%	$ 166,818
Total Investment within City	**100%**	**$ 1,668,177**

City of Lake Stevens ROW Barrier Removal Transition Schedule

Priority	Percent of Remaining Funding Allocated to Barrier Removal	Investment per priority
Very High Priority Investment	40%	$ 667,271
High Priority Investment	30%	$ 500,453
Medium Priority Investment	20%	$ 333,635
Low Priority Investment	10%	$ 166,818
Total Investment within City		**$ 1,668,177**

$ -

Estimated Total Cost of Barrier Removal without Additional Investment

All Priorities Transition	
Cost of All Priorities	$ 37,635,000
Annual Investment	$ 1,668,177
Transition Years for All Priorities	**23 years**

Estimated Total Cost of Barrier Removal With Additional Investment

Very High Priorities Transition with Additional Investment

All Priorities Transition with Additional Investment	
Recommended Additional investment per year for All Priorities	$ 260,000
Transition Years for All Priorities	**20 years**
Recommended Additional investment per year for All Priorities	$ 760,000
Transition Years for All Priorities	**15 years**
Recommended Additional investment per year for All Priorities	$ 2,000,000
Transition Years for All Priorities	**10 years**

Transition Years	Additional Annual Investment	Total Annual Investment
23 years	$0	$ -
20 years	$ 260,000.00	$ 260,000.00
15 years	$ 760,000.00	$ 760,000.00
10 years	$ 2,000,000.00	$ 2,000,000.00

Appendix G - Accessible Pedestrian Signal (APS) Policy

City of Lake Stevens - Policy for Installation of Accessible Pedestrian Signals and Pushbuttons

Intent:

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

Purpose:

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

Scope:

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

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

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

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

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

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

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

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

Appendix H - Grievance Procedure

ADA Grievance

Complainant Name: *	
Designee Name (if applicable):	
Designee relationship to Complainant (if applicable):	
Contact Address:*	
Contact Phone: *	
Contact Email:	
Detailed description of specific complaint, include all known details such as date, location, circumstance, persons involved, witness:*	
Remedy requested, please be specific:*	

* indicates required fields.

Submit Reset Cancel

Form Center

By signing in or creating an account, some fields will auto-populate with your information and your submitted forms will be saved and accessible to you.

ADA Public Request for Accommodation

Sign in to Save Progress

First Name*

Last Name*

Address1*

Address2*

City*

State*

Zip*

Your Phone Number*

Name of person requesting accommodation

Phone Number

Complete this section if the individual requesting accommodation is not the individual completing this form.

Address1

Address2

City

State

Zip

Program/Facility alleged to be inaccessable*

Description of the situation or way the Program/Facility is not accessible*

Please provide names of individuals who were involved in the situation and include as much detail as possible.

Photo of Program/Facility that is not accessible

Choose File No file chosen

If possible, please share a photo of the Program/Facility that is not accessible

Description of your disability*

Please explain the nature of your disability that limits your ability to participate, and how it impairs a major life function.

Proposed accommodation/resolution*

How would you propose to make the program/facility accessible?

E-Signature*

Please type your full name

Today's Date*

mm/dd/yyyy

mm/dd/yyyy

Receive an email copy of this form.

Email address

This field is not part of the form submission.

Submit

* indicates a required field

Appendix I - MEF Documentation

City of Lake Stevens
PO Box 257
Lake Stevens, WA 98258
Phone:(425) 334 - 1012
lakestevenswa.gov

Maximum Extent Feasible Documentation for ADA Guidelines Compliance

*****This form is to be stamped and signed by a Professional Engineer licensed to practice in the State of Washington*****

This is to request an official City review of the maximum extent feasible (MEF) design documentation for the occasional case where a pedestrian facility (including driveways which include sidewalks) in the public-right-of-way cannot be altered to comply fully with accessibility standards.

Any features of a pedestrian facility that can be made accessible shall be accessible regardless of whether or not some features cannot be altered to fully comply with applicable accessibility standards. MEF Applications and supporting documentation shall not be approved where there is an attempt to justify acceptance of pedestrian facilities that were improperly designed or constructed.

One form shall be filled out for each facility (Curb Ramp, Driveway, etc.). This form shall be filled out and submitted with the Preliminary Land-use Submittal. In addition, after construction is complete this form shall be filled out for the as-built constructed conditions and submitted to the City for approval before Final is given for the project.

Project Name: _____

Project Location: _____

Facility Type(s): _____

Date: _____ **Prepared By:** _____

The purpose of this document is to provide a record of Americans with Disabilities Act (ADA) accessibility compliance for pedestrian facilities, curb ramps and associated elements for the above stated project.

MEF documentation shall provide sufficient detail to clearly identify the location of each pedestrian facility to be evaluated, and:

1. Reference the applicable accessibility standard for each pedestrian facility where standards cannot be fully complied with;
2. Describe the circumstances that make it virtually impossible to achieve full compliance;
3. Document design alternatives that were considered in an attempt to comply with standards;
4. Describe how accessibility standards are met to the maximum extent feasible; and
5. Attach drawing, engineering calculations, or other data to substantiate the request.

Project Overview

☐ Preliminary Land-use Submittal ☐ As-built Construction Submittal

Project Description (Attach additional pages if necessary)

_____

_____

_____

_____

_____

_____

_____

Existing Conditions

_____

_____

_____

_____

_____

_____

ADA Compliance Design Guidelines

The design criteria guidance for ADA compliance for this project is the Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way, July 26, 2011 (the 2011 version of the PROWAG) and the ADA Standards for Accessible Design. Based on these guidelines, the following determinations have been made for this project:

☐ New Construction
☐ Alteration

Maximum Extent Feasible Description

_____

_____

_____

_____

_____

_____

Justification

_____

_____

_____

_____

_____

Recommendation

_____

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_____

Engineer Stamp

FOR STAFF USE ONLY

MEF REVIEW DETERMINATION

The pedestrian facilities in the public right-of-way described in the Applicant's supporting documentation comply with applicable accessibility standards to the "maximum extent feasible".

☐ Approved ☐ Approved with Conditions ☐ Denied

Conditions/Comments:

_____

_____

_____

_____

_____ _____

Public Works Director/City Engineer Date

Appendix J - ADA Terminology

ADA Terminology

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

Barrier. Obstacle that prevents movement or access.

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

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

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

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

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

Hazard. Miscellaneous barrier along a pedestrian circulation route.

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

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

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

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

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

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

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

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

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