



# SDOT Americans with Disabilities Act (ADA) Program

# Agenda

- ADA Program Overview
  - Overall Priorities and Deliverables
  - Reynoldson Consent Decree
  - SDOT ADA Transition Plan
  - Customer Service Request (CSR) Curb Ramp Program
- ADA Program and the Levy to Move Seattle
- Public Resources
- Barriers and Equity Considerations
- Future of the ADA Program and Next Steps



# ADA Program Overview

- Role of SDOT's ADA Coordinator
- Levy funds represent a piece of the ADA Program budget
- Priorities and Deliverables
  - Curb Ramp and Accessible Pedestrian Signal (APS) planning and construction
  - Sidewalk coordination
  - Updates to SDOT Transition Plan
  - Design review, technical guidance and policy development
  - Constituent ADA requests within public right-of-way (ROW)
  - Pedestrian Access Advisory Committee (PAAC)



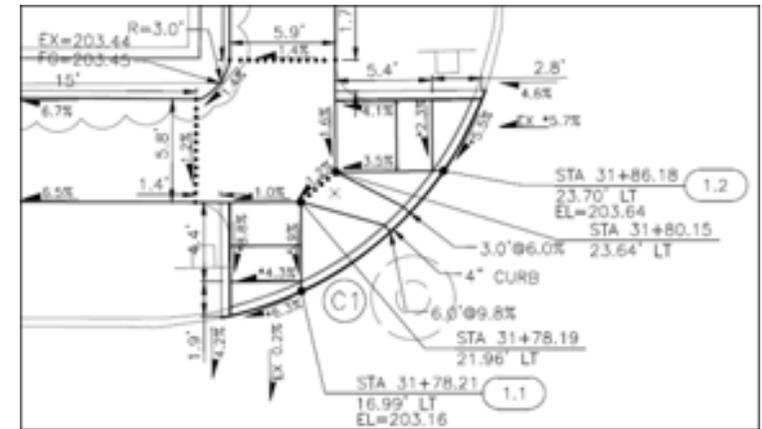
# ADA Program Overview

- SDOT liaison for all ADA-related inquiries impacting the public ROW
- Responsible for planning, design, and implementation of accessible infrastructure improvements within the public ROW
- Review plans and provides recommendations based on ADA laws and requirements (scoping/design)
- Develop comprehensive policy and technical guidance to improve accessibility in the public ROW



# ADA Program Overview

- Responsible for updates to SDOT barrier removals via self-evaluations and transition plan documentation
- Manage requirements set forth in Reynoldson consent decree (more on next slide)
- Manage Customer Service Request (CSR) process for curb ramps and APS requests from public input and feedback



# ADA Program Overview



## Reynoldson Consent Decree

- 18-year timeframe initiated in 2017 (ends in 2035)
- Required SDOT to hire and retain an ADA Coordinator
- Required to build and coordinate 1,250 curb ramps annually
- 150 curb ramps based directly on customer service requests



# ADA Program Overview

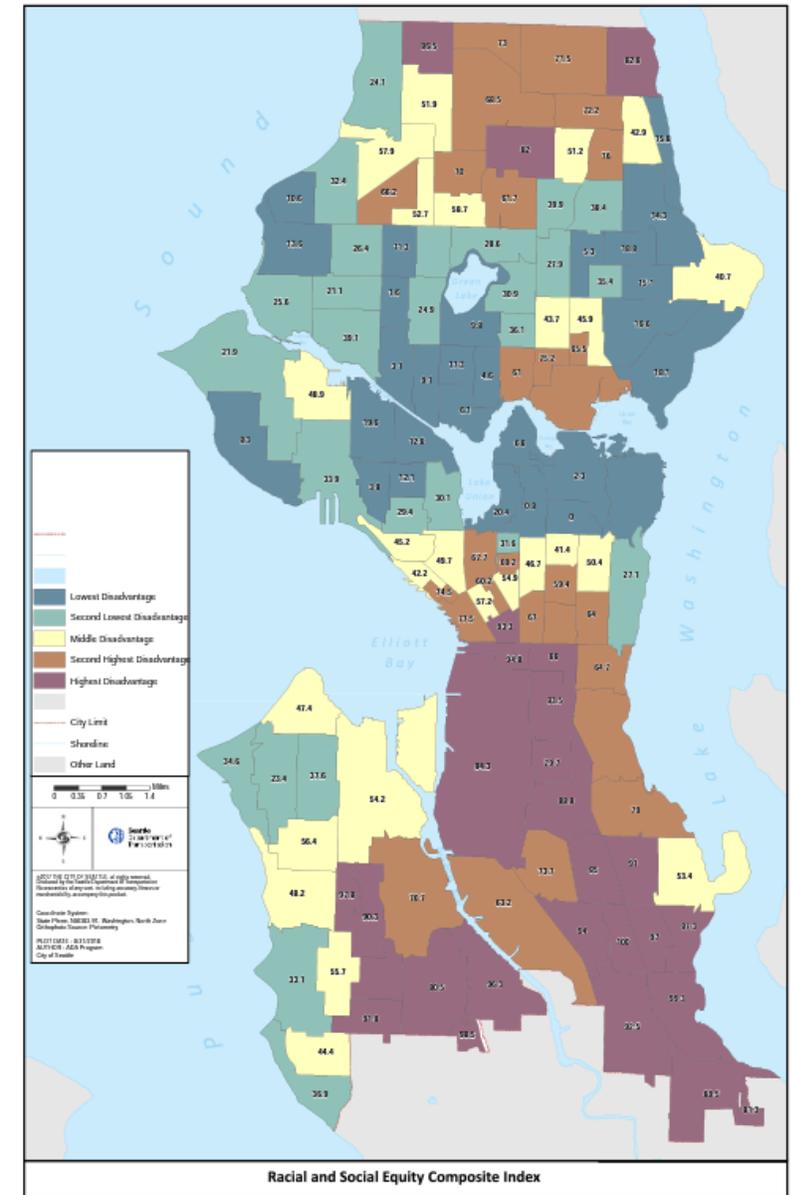
## SDOT Transition Plan

- Required under Title II of the ADA to identify barriers and develop means to mitigate
- Drafted in 2020 and includes the following elements:
  - Curb Ramps
  - Accessible Pedestrian Signals (APS)
  - Sidewalks and Shared-Use Paths
  - Accessible Parking
  - SDOT Facilities
    - King Street Station
    - Streetcar Service and Stations



# ADA Program Overview

- **Existing Transition Plan Projects:**
  - 2020/2021 Legacy Curb Ramps
  - 2019/2020 Transition Plan Curb Ramp Projects
  - 2020/2021 U.S. Dept. of Justice Curb Ramp Project
  - 2020/2021 Interdepartmental Curb Ramp Project
- **Working on New Transition Plan Prioritization Model**
  - Currently in scoping and planning phase
  - Completed framework and dataset by the end of 2022
  - Include all existing prioritization with accessibility at the forefront
  - Update existing data sets using components of other prioritization models (i.e. Pedestrian Master Plan, Bicycle-Pedestrian Safety Analysis)



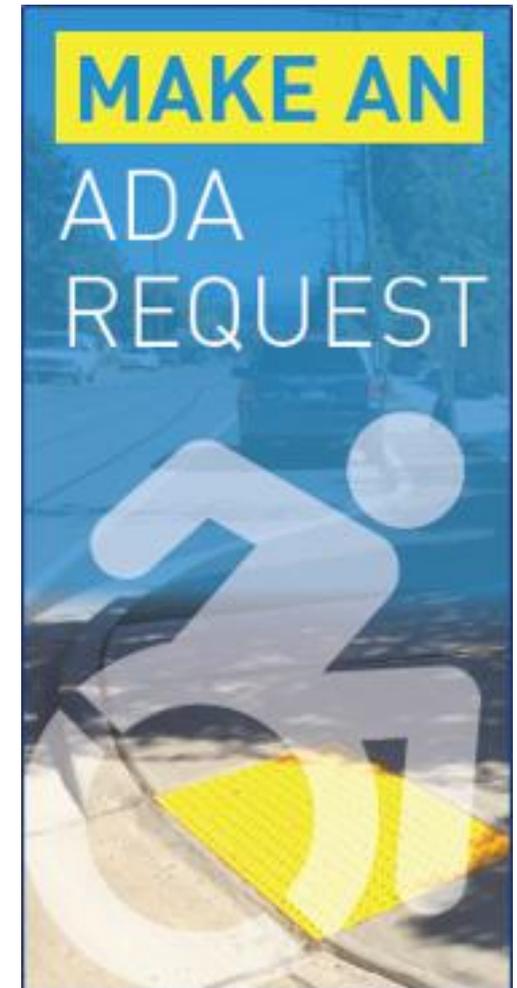


# ADA Program Overview

## Requests for Curb Ramps, APS, and/or New Technology

*People can request via the ADA Program website (email/phone/web form) or through the city's customer service request bureau*

- Curb Ramps:
  - In queue (15-day response), 30-day detailed response
  - Survey, Design, and Construction timelines
- APS:
  - In queue (15-day response), PAAC prioritization
- New Technology
  - Work with communities/individuals towards new technologies that can be applied to address accessibility issues



# ADA Program + Levy to Move Seattle

*Levy Legislation: Make curb ramp and crossing improvements at up to 750 intersections citywide (updated in 2018: 150-200 curb ramps/year)*



- Curb Ramps and Crossings Program is funded by the Levy
  - CSR & Transition Plan Curb Ramps
- Levy and Non-Levy Funding:
  - From 2021 – 2023: Approximately \$26.6M in Levy funding & \$7M in other funds (SSTPI, Local other, NEW \$20 VLF)

## Partnership with other Levy/non-Levy projects

- APS are installed as part of our signals program
- ADA Program, Levy-funded curb ramps represent less than 25% of the total curb ramps SDOT constructs annually
- For example, in 2021, 1,640 ramps total were constructed, including:
  - Green Lake and Wallingford Multimodal Improvements Project: 436 ramps
  - Street Use permits: 555 ramps

# Curb Ramps and Crossings | Progress

**On track to meet 2015  
Levy deliverables and 2018 targets.**

**Total Through Q1 2022:**  
446 intersections improved *as part of  
Program 7 and Program 25*

*In 2018 workplan, SDOT began counting crossing  
improvements funded by Program 25 (approximately  
20/year) towards the 750 intersections commitment.*

Year	Curb Ramps <i>Constructed as part of Program 7 – Curb Ramps and Crossings</i>
2016	108
2017	177
2018	155
2019	201
2020	311
2021	210
<b>Total Through Q1 2022</b>	<b>1,162</b>
2022-2024	150-200 planned per year

# CSR Curb Ramp Improvement Example



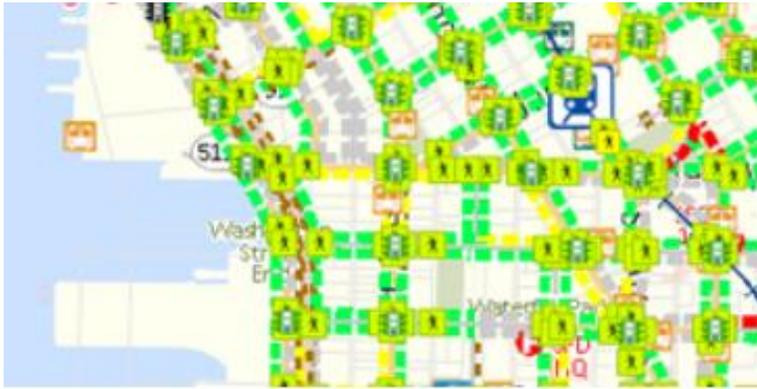
Burke Ave N & N 43<sup>rd</sup> St. (SW corner), before & after

# CSR Curb Ramp Improvement Example



17<sup>th</sup> Ave S & S Hinds St. (SE corner), before & after

# ADA Program Public Resources



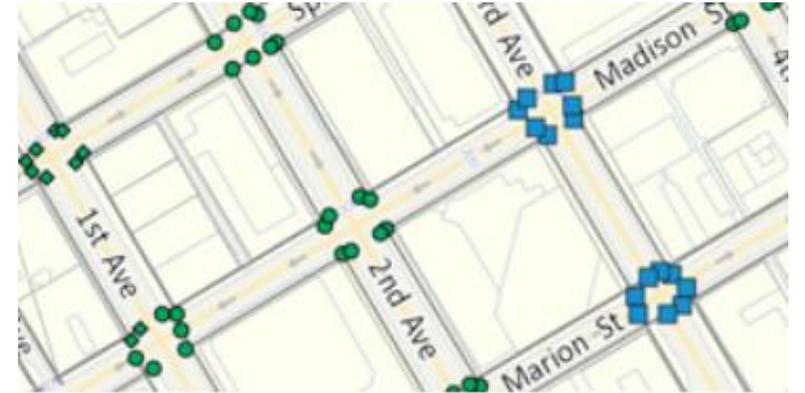
## Seattle Accessible Route Planner

Map of curb ramp and sidewalk conditions



## Compliant Curb Ramps

This is intended to help engineers, designers, and other construction professionals identify existing curb ramps in the [...]



## Planned Curb Ramps

Curb ramps planned for construction or reconstruction are displayed as blue circles and squares respectively.

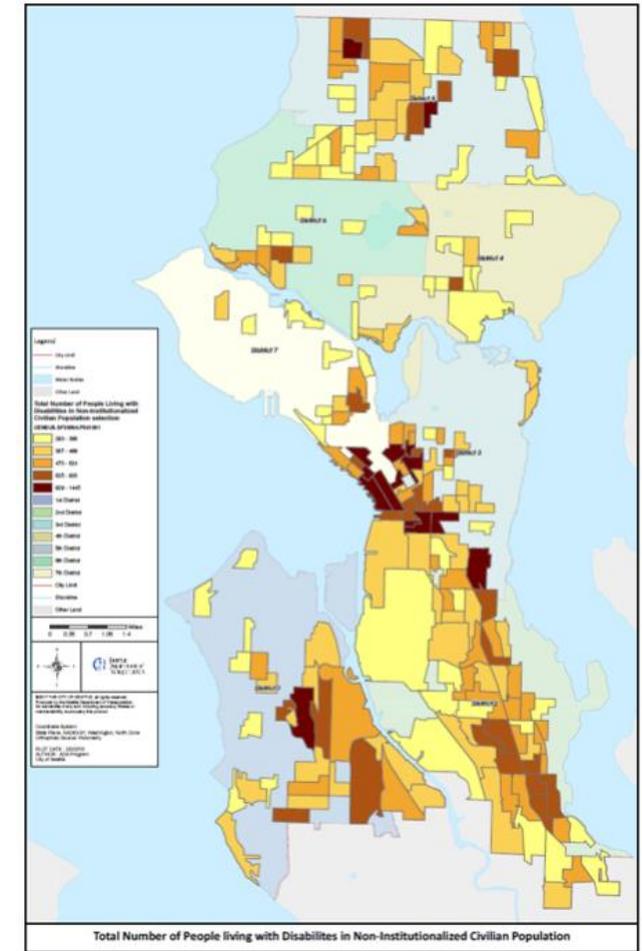
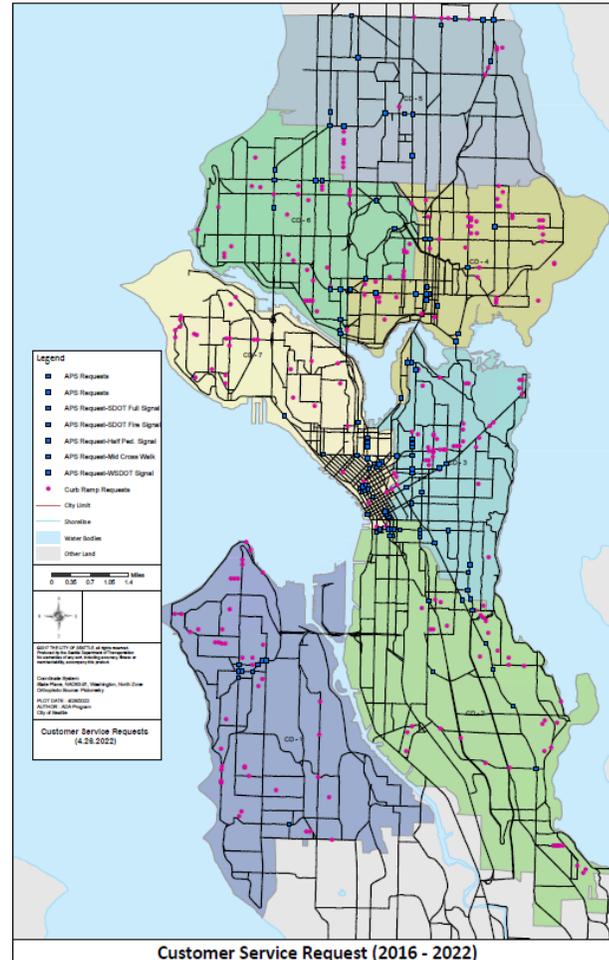
# Curb Ramps and Crossings | Challenges

- While full ADA compliance is always the goal, the ADA program navigates challenges in various ways.
  - Constituent concerns can take time to address, including redesigns, and may require additional funding and staff time
  - Tree impacts on not only initial project budget, but lifecycle maintenance costs and subsequent accessibility concerns



# Curb Ramps and Crossings | Equity

- Equity considerations include disability rights
- Program focuses on historically underserved districts, but CSRs originate city-wide
- Part of updated prioritization model will include tactics from SDOT's Transportation Equity Framework efforts
- Focus on activity centers and corridors within these areas





# Future of the ADA Program

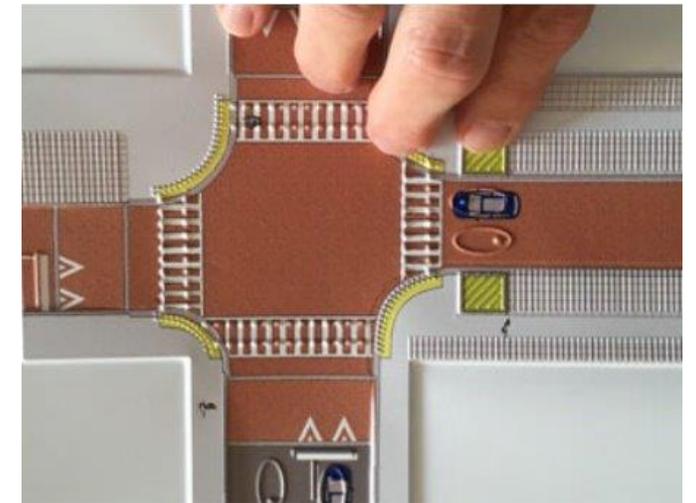
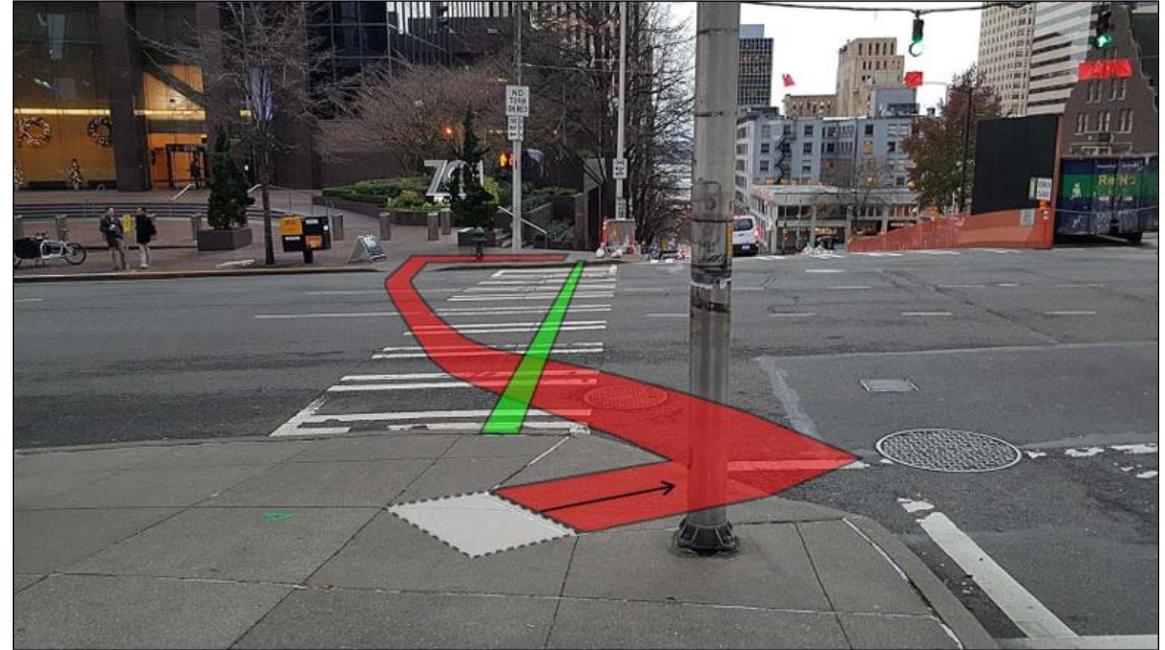
- Proactive approach to accessibility
  - More than just curb ramps
  - Enhanced collaboration with other SDOT programs including PMP, SRTS, and Vision Zero
  - Mix of qualitative, community feedback and quantitative analysis incorporating new data
- Establishment and prioritization of accessible corridors
  - Mixing curb ramps, APS, sidewalks
- Coordinated approach to tactile wayfinding
  - Tactile warning surface indicators and detectable edges
  - Internal/external partnerships and tactile maps



# Next Steps

What is ahead?

- Striving to achieve PMP goal – "to become the most walkable and accessible city in the nation"
- ADA Guidebook and Resources document for coordination and consistency
- Updated prioritization model for comprehensive accessibility improvements
- Tactile warning surface indicators and detectable edges work group



# Thank You!

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