

Port Angeles

//Americans with Disabilities Act Transition Plan

//2021

prepared by

transpogroup 
WHAT TRANSPORTATION CAN BE





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Executive Summary

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

Both the Self-Evaluation and the Transition Plan are required elements of the federally mandated ADA Title II, which requires that government agencies provide equal access to programs and services they offer. While the ADA applies to all aspects of government services, **this document focuses on City of Port Angeles facilities within the public right-of-way.**

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

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

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

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. The scope of this plan is focused on accessibility within the public rights-of-way.

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

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

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

The plan shall, at a minimum—

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

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

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

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

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

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

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

The public right-of-way facilities evaluated under this plan were evaluated against 2011

PROWAG as this is the latest guideline developed by the Access Board.

1.2 Plan Structure

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

Chapter 1 – Introduction

Chapter 2 – Self-Evaluation Documents

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

Chapter 3 – Stakeholder Engagement

Documents public engagement methods and findings.

Chapter 4 – Pedestrian Barrier Removal Methods and Schedule

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

Chapter 5 – Recommendations and Next Steps

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

Several associated appendix items are included to supplement this plan.

2 Self-Evaluation

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

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

2.1 Policy Review

The City of Port Angeles primarily addresses pedestrian facilities in their City of Port Angeles Standard Plans and Municipal Code. The City of Port Angeles Comprehensive Plan (2019) 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 Port Angeles develops a Comprehensive Plan to complete long range planning for the city. The latest version of this plan was completed in 2016 and amended in 2019. The planning covers topics including land use, transportation, housing and human services, economic development, parks, community planning, utilities, and capital facilities.

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

- Enhance safety for non-motorized modes of transportation
- Develop a coordinated, multimodal transportation system
- Provide road improvements that allow for alternate modes of transportation
- Evaluate new roads for the ability to accommodate alternate modes of transportation
- Improve trails, sidewalks, street, and public facilities to encourage walkability and non-motorized transportation

2.2 Practices and Design Standards

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

This section summarizes a review of the City of Port Angeles Urban Services Standards and Guidelines, January 2017 (USSG), City of Port Angeles Municipal Code (PAMC), and the 2019 City of Port Angeles Comprehensive Plan to identify any barriers to accessible design. The review was conducted in August 2021. For greater detail on the practices and standards review, see **Appendix A** for a barrier audit memo.

2.2.1 Method

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

2.2.2 Findings

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

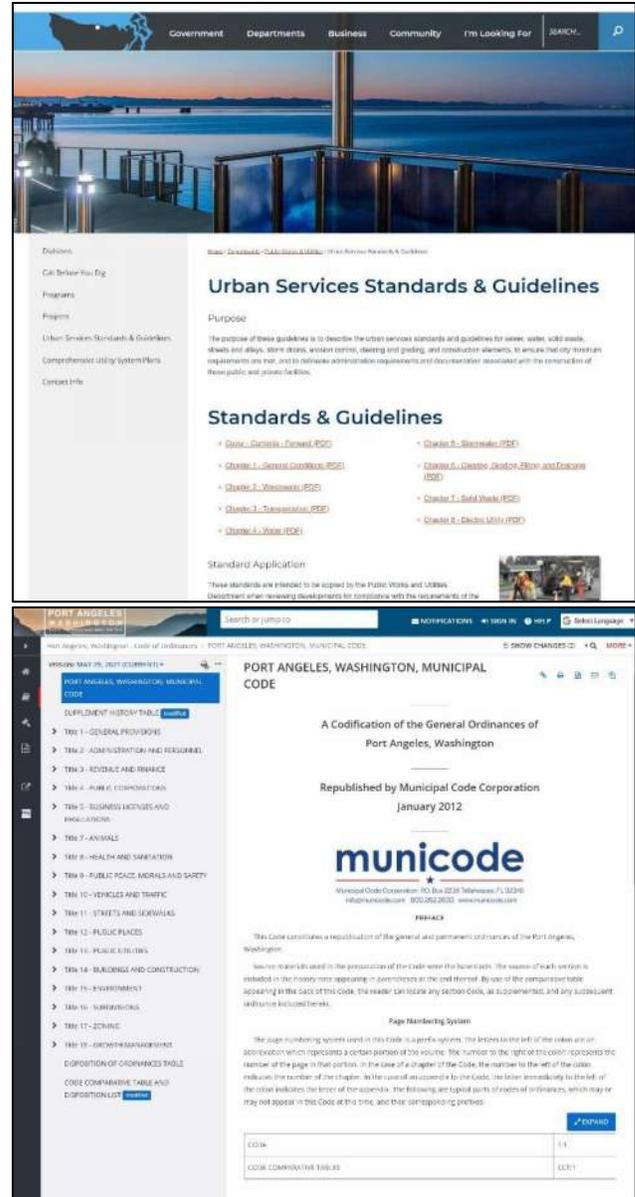


Figure 2-1 City of Port Angeles Urban Services Standards and Guidelines Webpage and City of Port Angeles Municipal Code Webpage

The City's design standards and code are limited to guidance for sidewalks, pathways, curb ramps, signals, transit shelters, parking spaces and driveways. 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 and improve clarity. Most recommendations to the City standards were intended to improve clarity, increase consistency across figures, and provide a greater level of detail for design elements that have not yet been addressed.

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

2.3 Existing Pedestrian Facilities

The Self-Evaluation inventoried barriers to access associated with existing pedestrian facilities, including curb ramps, sidewalks, pedestrian pushbuttons, as required by ADA Title II Part 35, Subpart D – Program Accessibility § 35.150 (d)(3). Each facility and associated barriers were field inventoried and cataloged within the project’s geospatial (GIS) database. Pushbutton field data was collected by City of Port Angeles staff in November 2020 and provided to Transpo for this project. Curb ramp and sidewalk field data was collected by Transpo in November and December 2020.

Many existing pedestrian features within Port Angeles 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 Port Angeles road system. This plan’s Self-Evaluation examined whether facilities were compliant with current ADA design requirements; it did not examine whether non-compliant facilities were built to the maximum extent feasible or practical.

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

2.3.1 Method

A self-evaluation of facilities within the public right-of-way was conducted by City staff and by

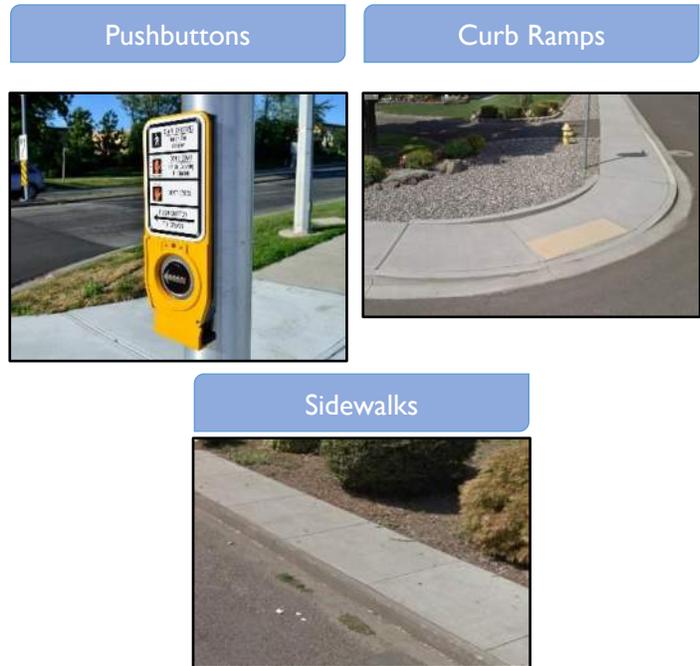


Figure 2-2 Examples of Inventoried Facilities

Transpo Group on behalf of the City. The City provided data on pedestrian pushbuttons, while Transpo Group’s data collection included sidewalks and curb ramps.

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

- 1,728 sidewalks, totaling approximately 83 miles
- 2,758 curb ramps
- 182 signal pushbuttons

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

Curb Ramps

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

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

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

These scores are referred to as the Accessibility Index Score (AIS). Curb ramps that had running slopes that were too steep received a score of 25 and were considered non-compliant. Curb ramps that had cross slopes slightly above the compliant threshold received a score of 20 while steeper cross slopes received a 25. Other criteria relating to turning space, flare slopes, detectable warning surfaces (DWS), obstructions, and condition were weighted lower, but could cumulatively reach the threshold for non-compliance.

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

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

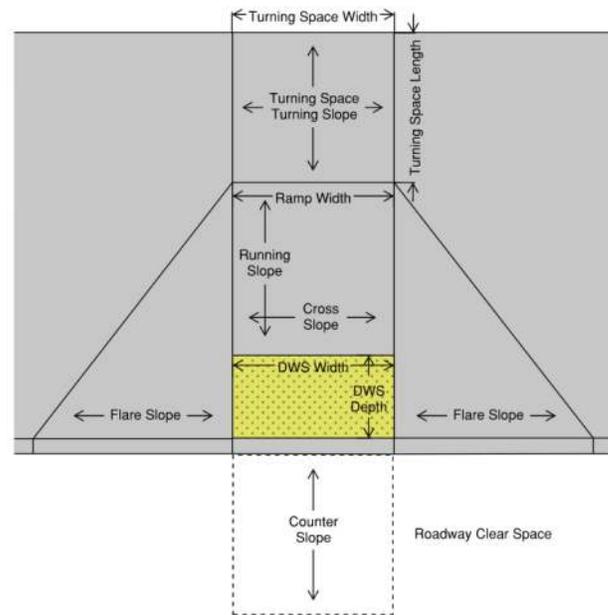


Figure 2-3 Perpendicular Curb Ramp Attributes

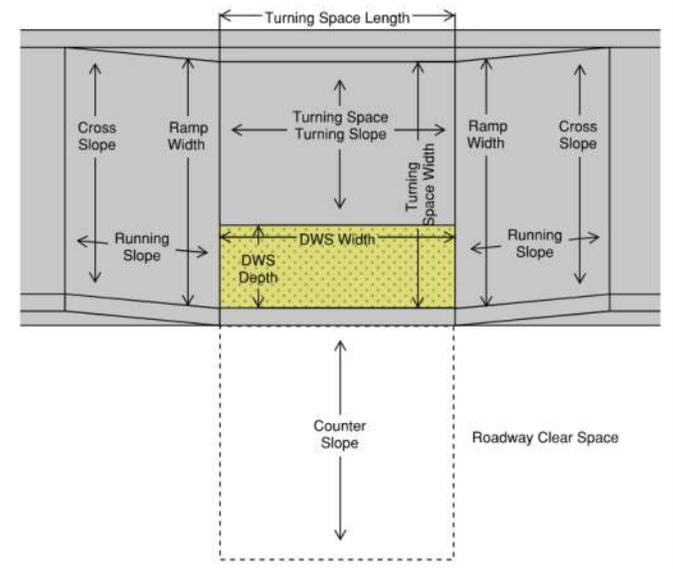


Figure 2-4 Parallel Curb Ramp Attributes

Sidewalks

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

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

- Sidewalk Width, i.e., the sidewalk is too narrow,
- Sidewalk Condition, i.e., amount of cracking.

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

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

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

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

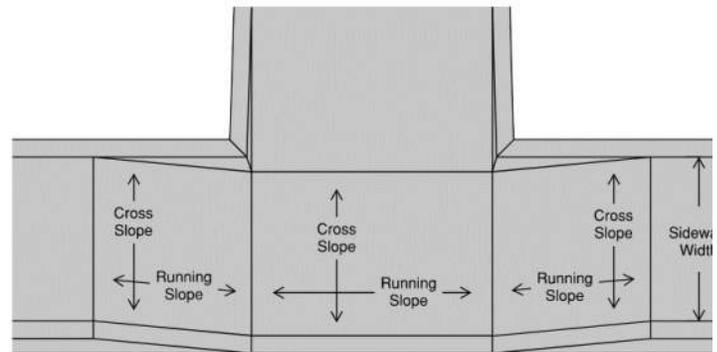


Figure 2-5 Sidewalk Attributes

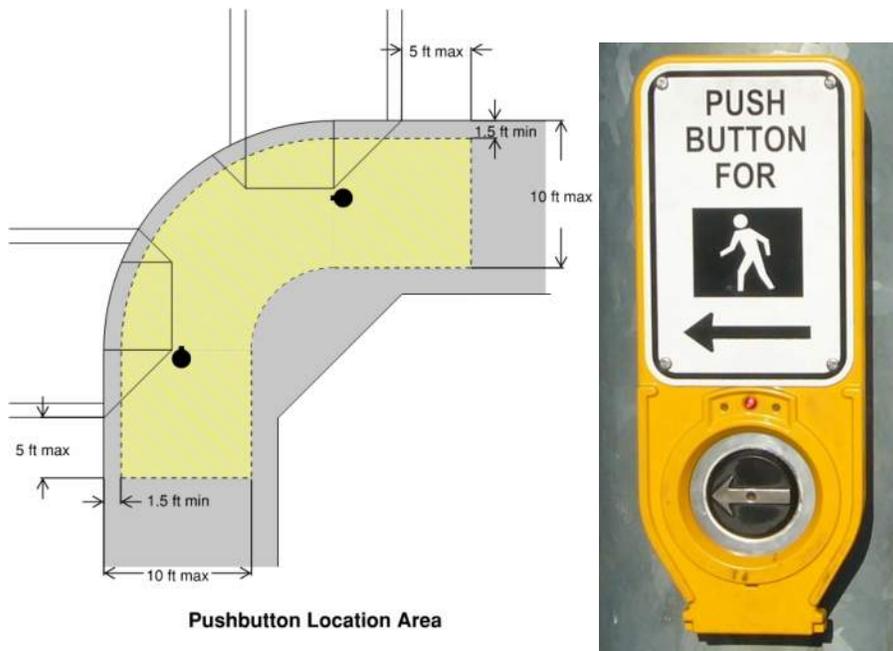


Figure 2-6 APS Pedestrian Pushbutton and Pushbutton Location Attributes

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.

GIS data was provided for pedestrian pushbuttons at traffic signals by the City of Port Angeles. Data on location and whether or not pedestrian pushbuttons appeared to be APS style was recorded and reviewed.

Each pedestrian pushbutton was scored based on whether or not they appeared to be an APS-style pushbutton. Pushbutton scores ranged from 0-30 and were categorized as follows:

- 0: APS Style Housing Present
- 30: APS Style Housing Not Present

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

2.3.2 Findings

Curb Ramps

Approximately 96% of the 2,758 existing curb ramps do not meet ADA standards (see Table 2-1 and Figures 2-7 through 2-11).

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

- Non-compliant ramp width, i.e., the ramping area is not present or too narrow.
- Non-compliant running slope, i.e., the ramp running slope is too steep (Figure 2-8). 547 curb ramps have running slopes greater than 8.3%.

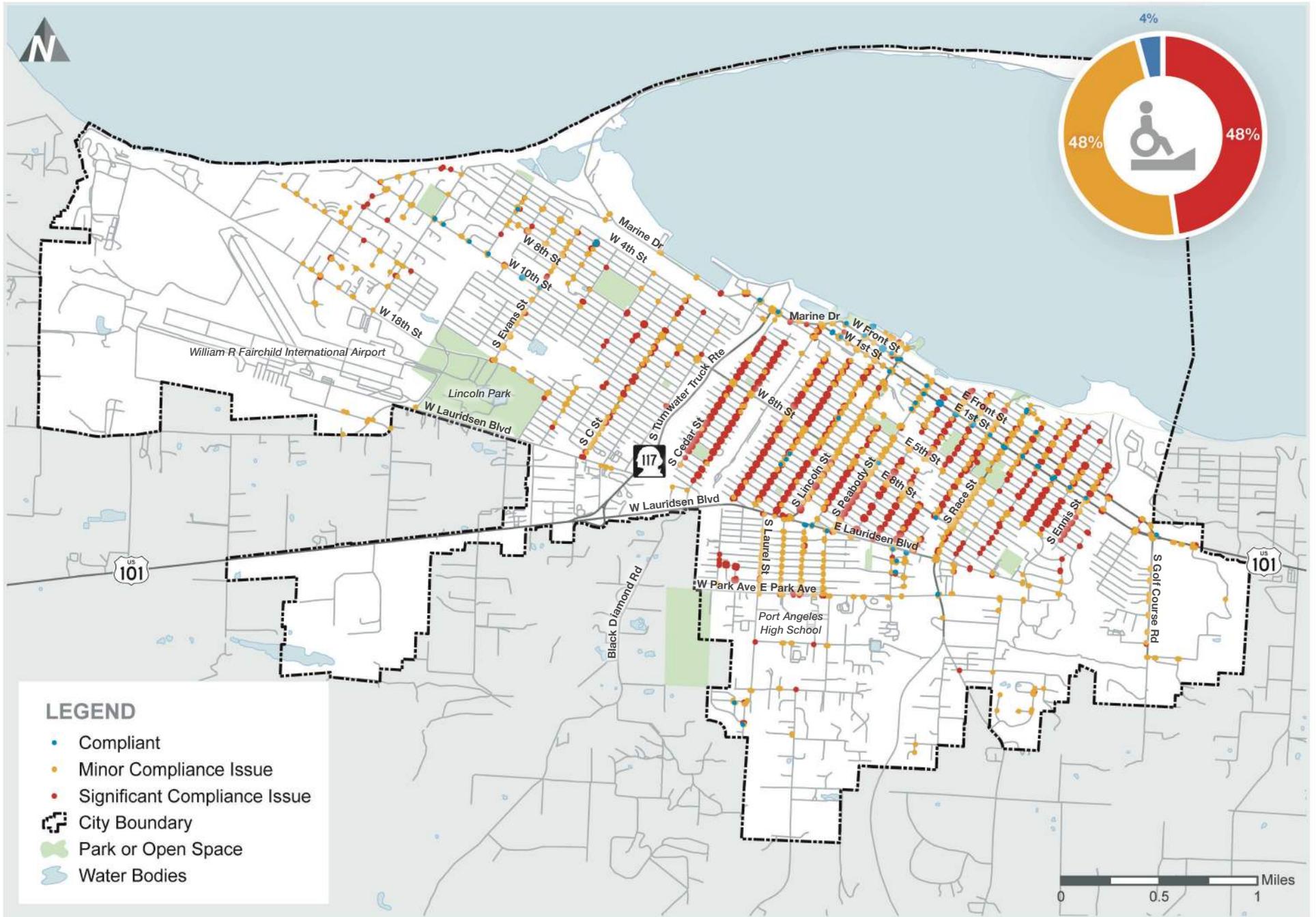
- Non-compliant cross slope, i.e., the cross slope is too steep (Figure 2-9). 840 curb ramps have cross slopes greater than 2%, 28 of which have cross slopes greater than 3%.
- Several minor non-compliant features.

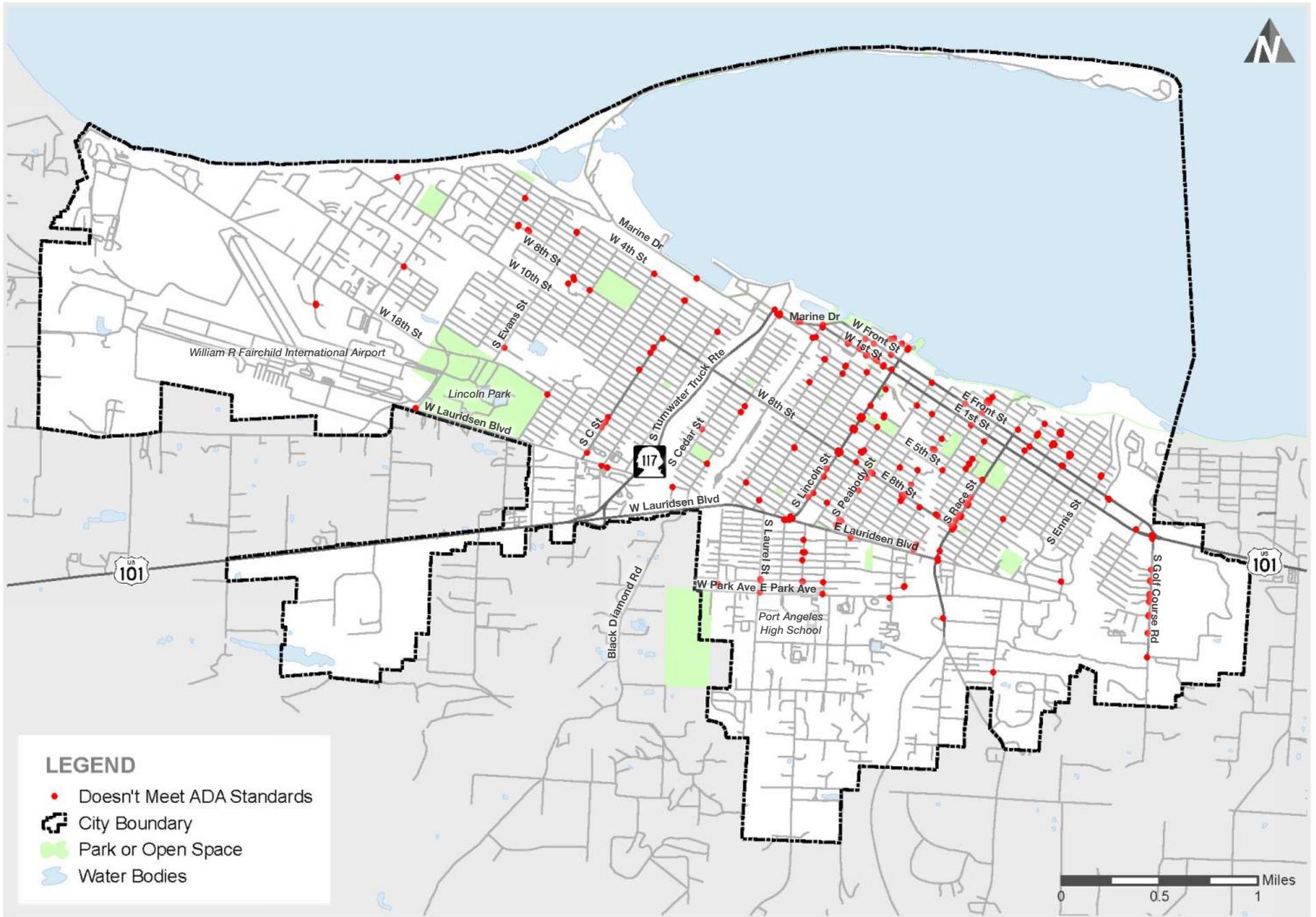
Curb ramps are designed and constructed to tie into the existing roadway. As noted previously, steep or otherwise constrained locations may make it infeasible to meet ADA grade standards. When it is not feasible to remove all curb ramp barriers, ramps may be built to the maximum extent feasible (MEF)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

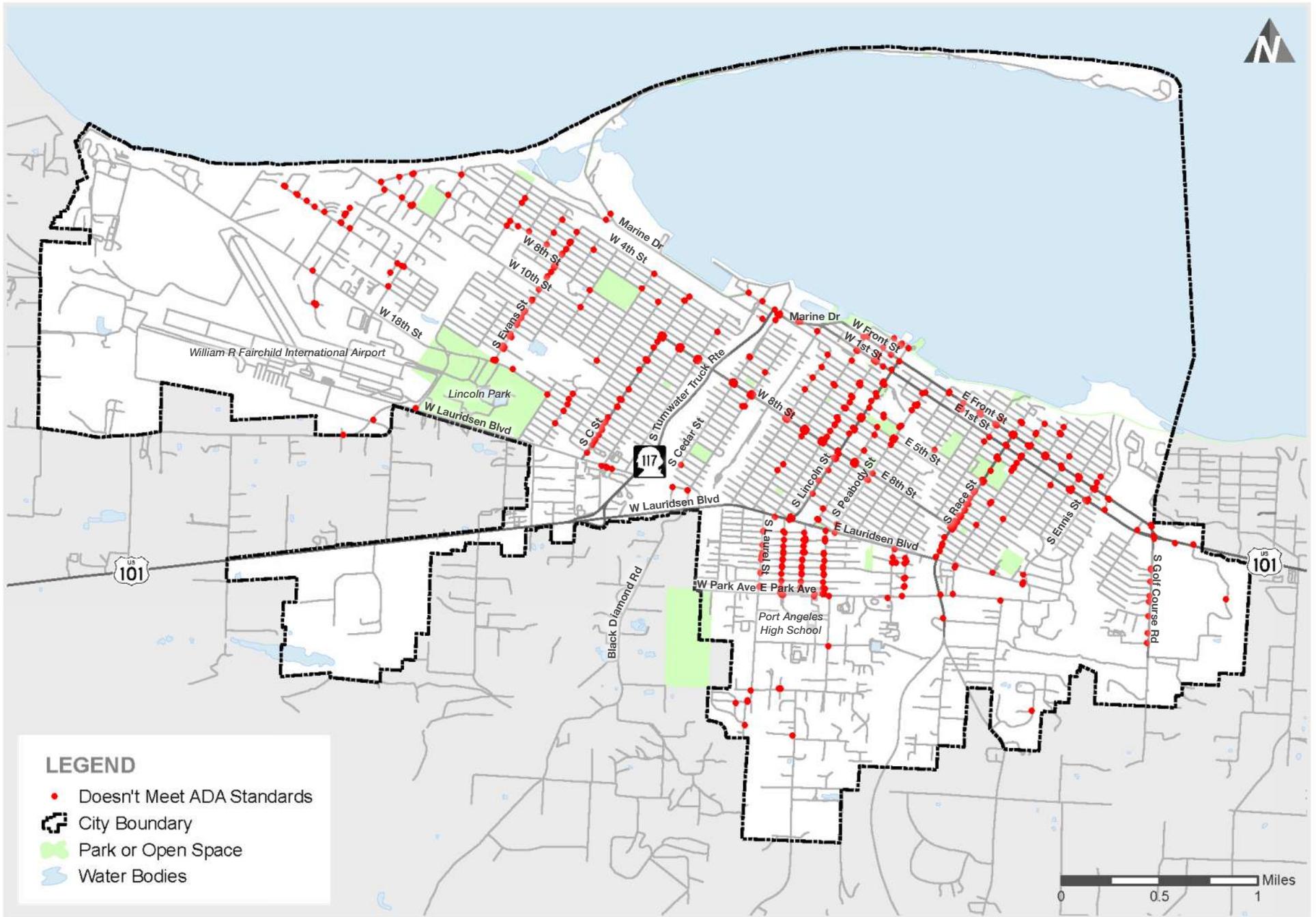
Table 2-1 Existing curb ramp compliance

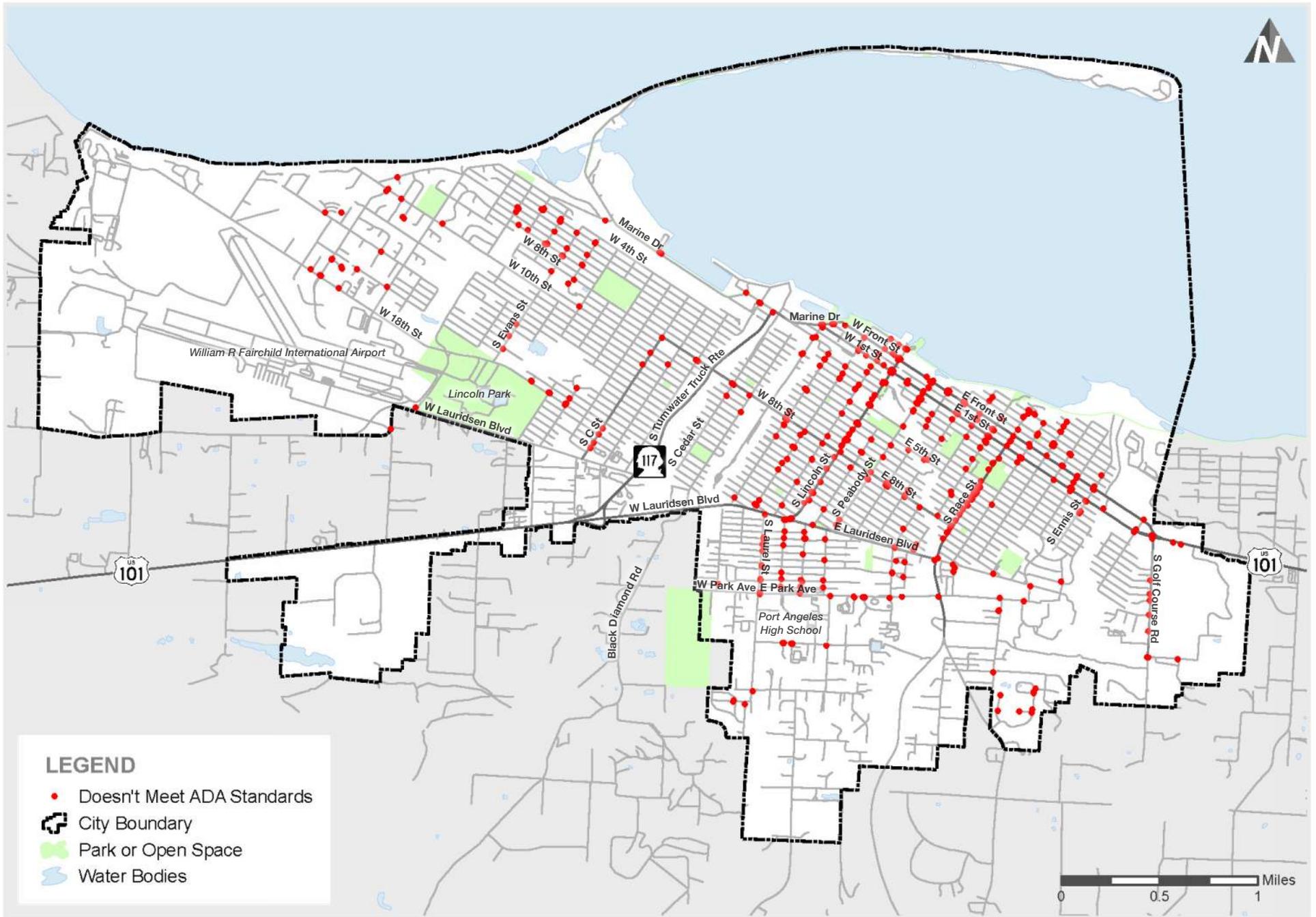
| CURB RAMP COMPLIANCE | RAMPS | % OF TOTAL |
|-------------------------------------|--------------|-------------------|
| Significant Compliance Issue | 1,334 | 48% |
| Minor Compliance Issue | 1,327 | 48% |
| Compliant ramps | 97 | 4% |
| Total | 2,758 | |

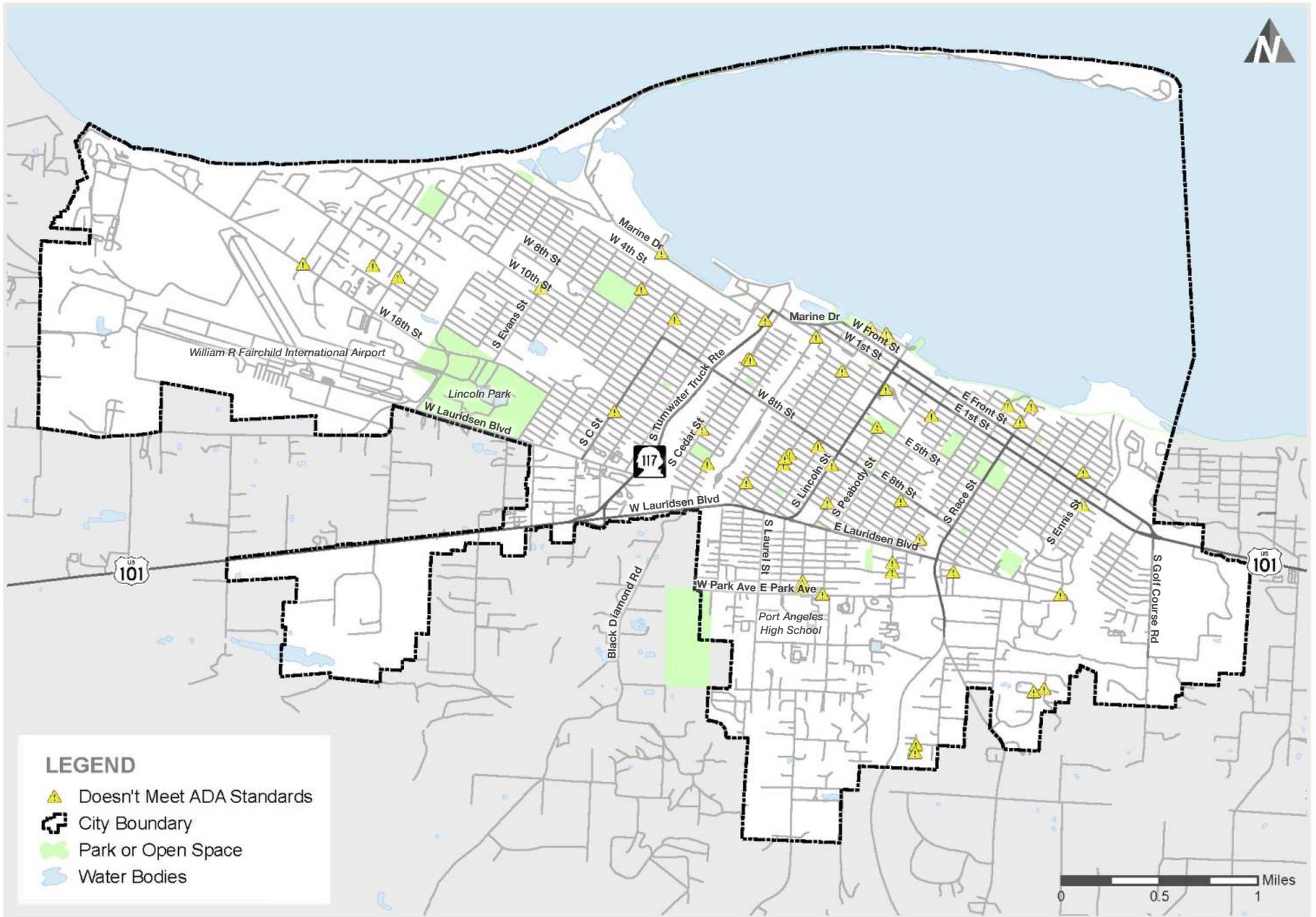
It should be noted that data regarding missing curb ramps was also collected on missing sidewalk segments along with the curb ramp compliance data collected on existing sidewalk segments as shown in Table 2-1. 170 missing curb ramps were recorded along missing sidewalk segments. Missing curb ramps along missing sidewalk segments are recorded with maximum scoring and are in the “significant compliance issue” category. The missing curb ramps recorded as a part of the ADA transition plan do not represent all curb ramps throughout the City; rather, these represent the remedy for specific accessibility issues.











Sidewalks

Approximately 83 miles of sidewalk were inventoried with approximately 98% not meeting ADA standards (see Table 2-2 and Figure 2-12). Grinding, patch repair, and full reconstruction are potential solutions for

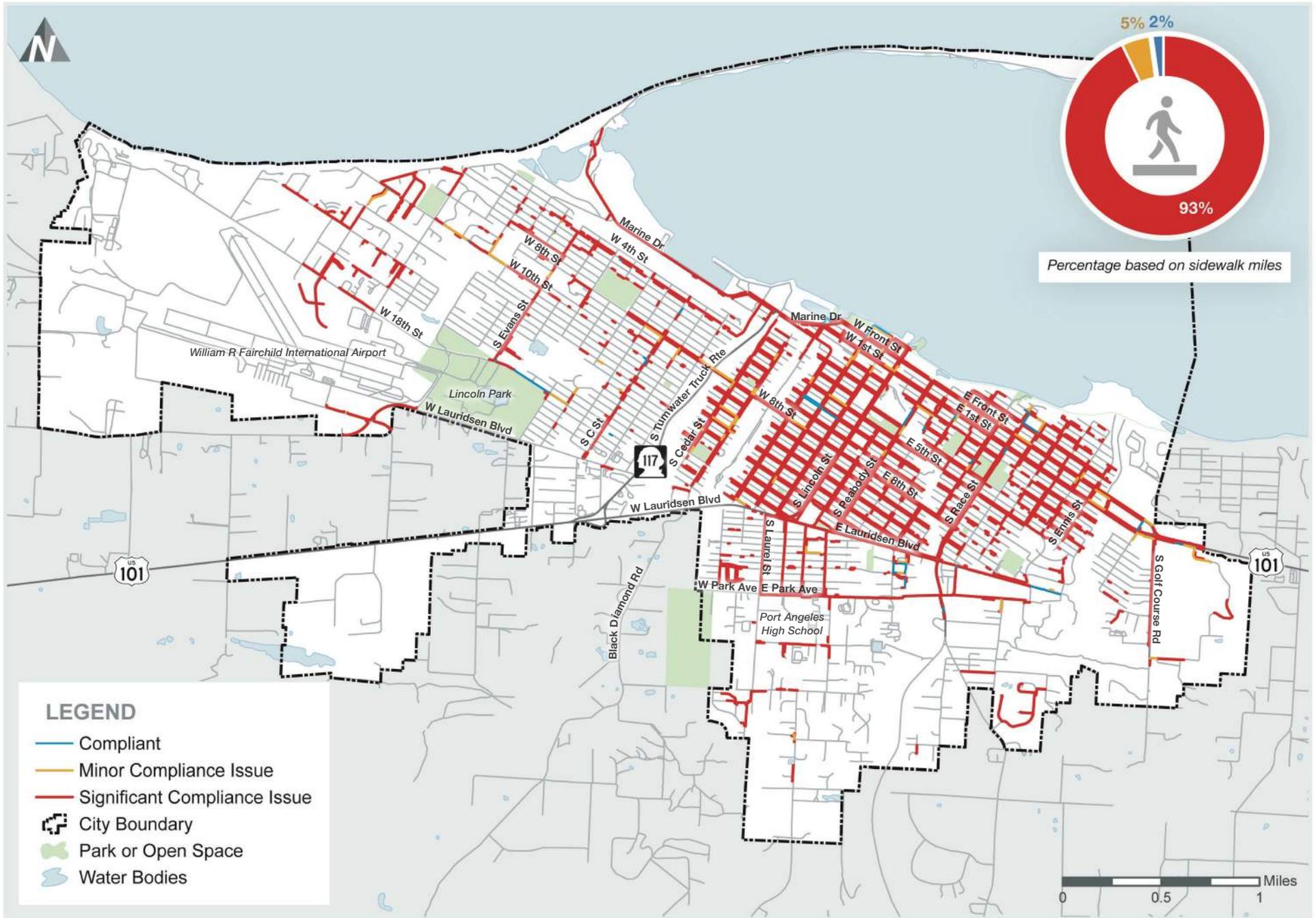
removing the sidewalk barriers depending on the severity of the barrier.

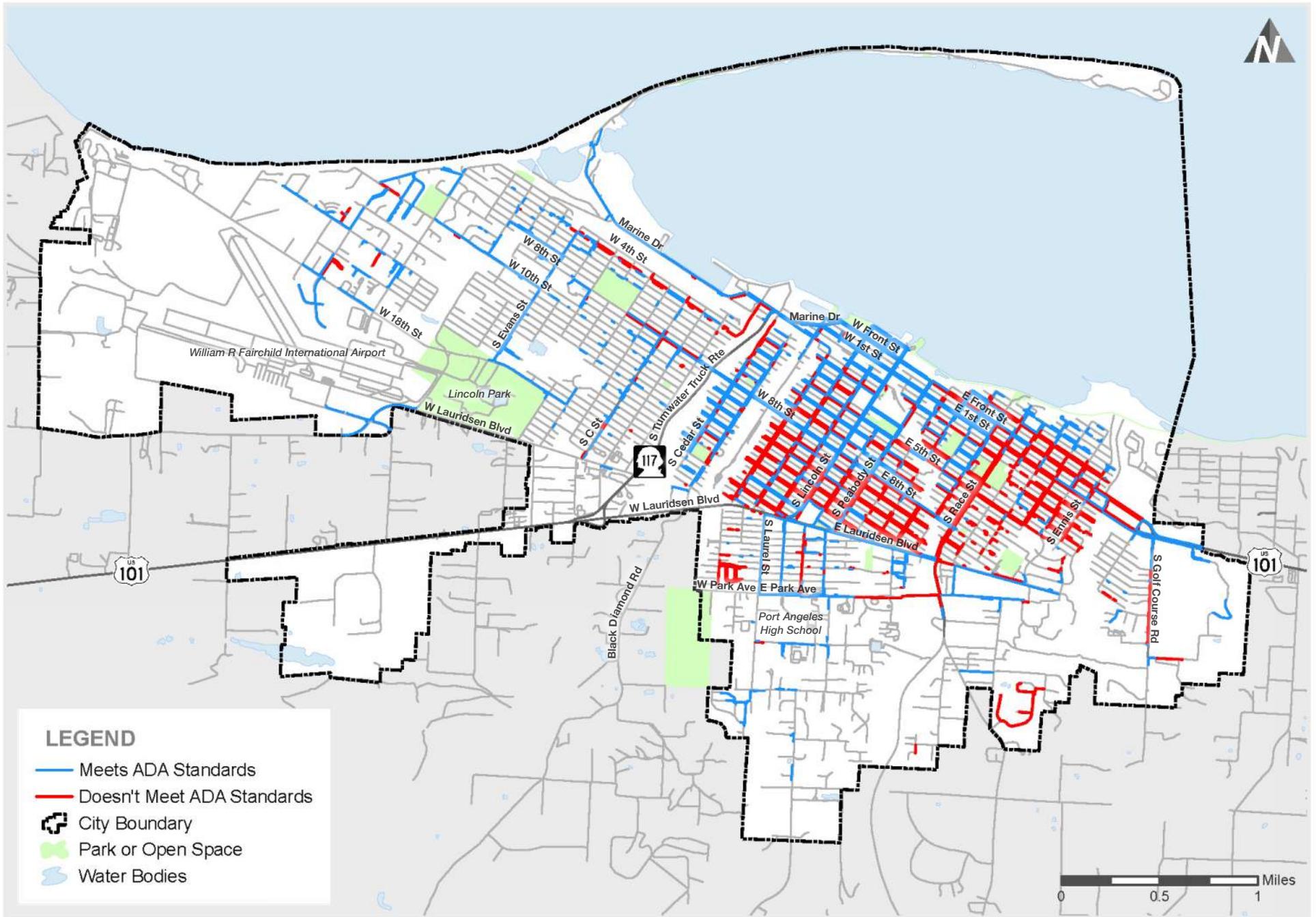
Figure 2-13 shows which sidewalk segments have widths less than 48 inches.

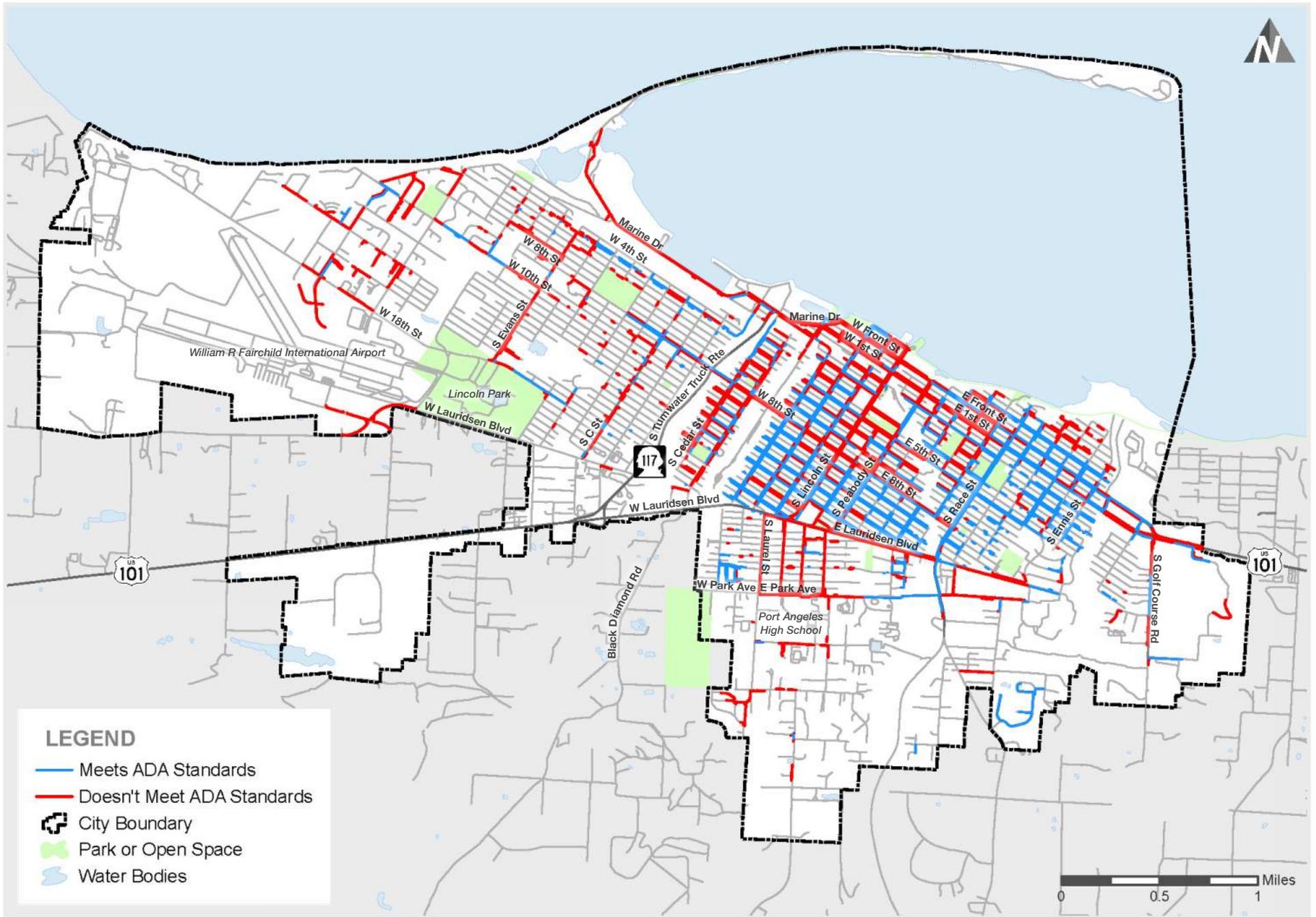
Table 2-2 Sidewalk compliance

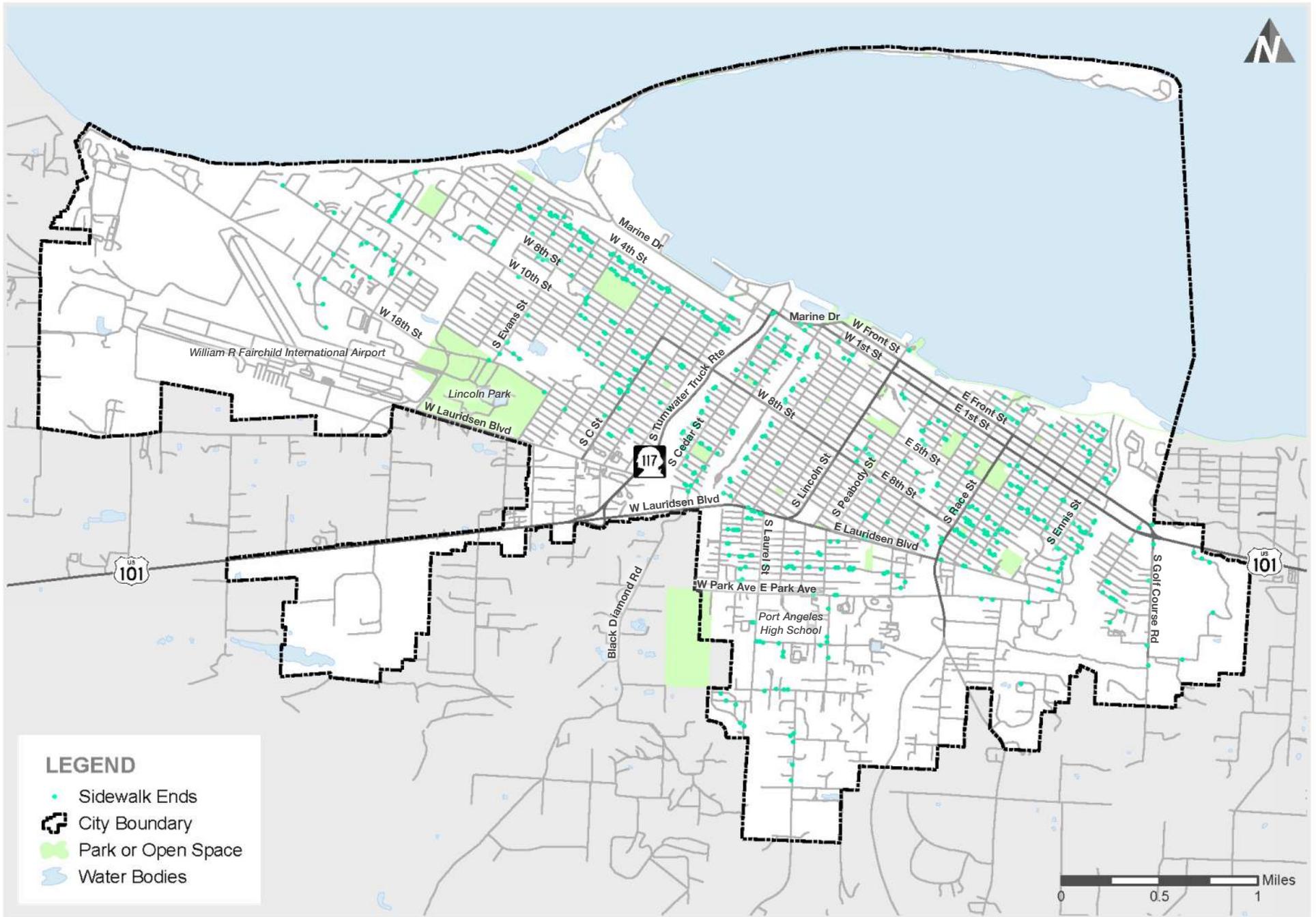
| SIDEWALK COMPLIANCE | TOTAL | |
|-------------------------------------|-----------|------------|
| | MILES | % OF TOTAL |
| Significant Compliance Issue | 77 | 93% |
| Minor Compliance Issue | 4 | 5% |
| Compliant | 2 | 2% |
| Total | 83 | |

It should be noted that data regarding missing sidewalk segments was also collected. This was done because numerous situations are present in the City where single, non-connected sidewalk segments are present. In these situations, the remedy to ensure accessibility at the abrupt end of the sidewalk would not be to put in a new curb ramp down to street level, but rather to fill the gap of sidewalk connectivity to the next sidewalk segment or intersection. Approximately 8 miles of missing sidewalk segments were recorded. Missing sidewalk segments are recorded with maximum scoring and are in the “significant compliance issue” category. The missing sidewalks recorded as a part of the ADA transition plan do not represent all missing sidewalk segments throughout the City; rather, these represent the remedy for specific accessibility issues.









Signal Pushbuttons

152 of the 182 inventoried pedestrian pushbuttons were non-APS style, with 52 of these City-owned and 100 identified as WSDOT-owned. The non-compliant pedestrian pushbuttons include non-APS style buttons to be replaced and APS-style buttons to be reprogrammed or relocated.

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

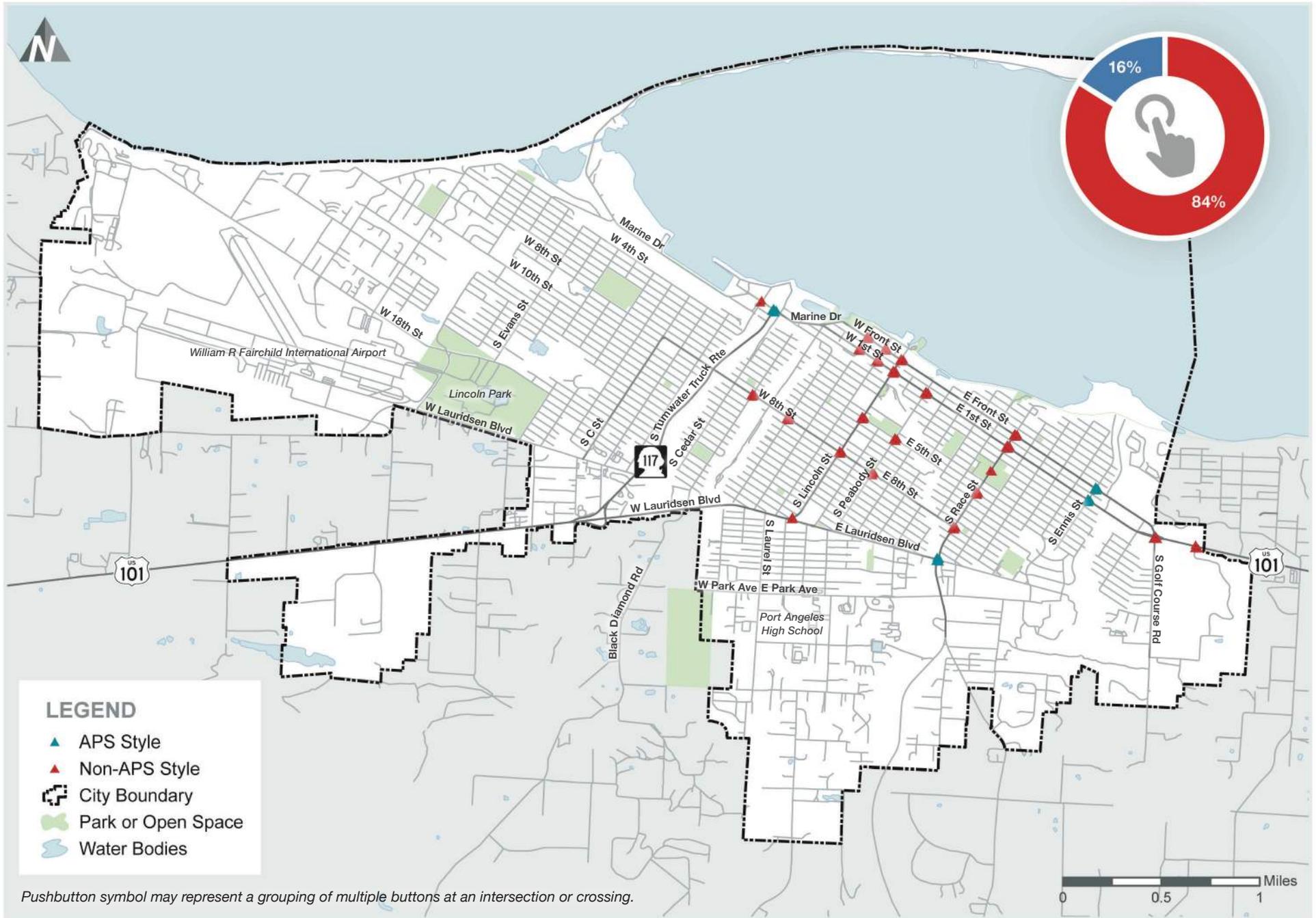
Approximately 84% of pedestrian pushbuttons in the city are an older “H-style” design (see Figure 2-16 top). This style of pushbutton can be upgraded to increase accessibility but must be fully replaced with an accessible pedestrian signal (APS)-style pushbutton to achieve full ADA compliance (see Figure 2-16 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 2-17 demonstrates the type and locations of these pushbuttons throughout the city.



Figure 2-16 “H-style” (above) and APS-style pedestrian pushbutton (below)



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 a virtual open house, engagement survey, and an online mapping tool. Promotion and advertising for these outreach methods utilized the City's website and social media channels, as well as radio and newspaper ads. The City of Port Angeles developed a project website: <https://www.cityofpa.us/1021/ADA-Transition-Plan> for easy online access to project information and ways to provide feedback. A

full account of the public engagement findings can be found in **Appendix D**.

3.1.1 Online Open House and Survey

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

The surveyed contained questions focusing on the following areas.

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

The survey was made available for public participation from early November 2020 to late December 2020. A detailed summary of engagement and outreach efforts are included in the Public Involvement Summary in **Appendix D**.

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

- Hospitals & medical facilities
- City parks
- Government buildings

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

4 Pedestrian Barrier Removal Methods and Schedule

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

4.1 Barrier Removal Methods

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

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

The following sections provide additional detail regarding capital projects, maintenance, and City programs.

4.1.1 Capital Improvement Program

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

4.1.2 ADA Barrier Projects

The City's ADA Barrier Projects are the City's current efforts for designing and building features in response to individual requests to improve access for pedestrians. These projects implement barrier removal strategies identified in this ADA Transition Plan. ADA barrier removal projects are identified individually in the 2022-2027 *City of Port Angeles Capital Facilities Plan & Transportation Improvement Plan*.

4.1.3 Complete Streets Revolving Fund

The Complete Streets Revolving Fund is used to install or repair sidewalks, curb ramps, bike lanes, and other complete street elements to maintain safety for pedestrians. This is a revolving fund with approximately \$100,000 set aside each year for repairs or additions to incomplete streets. The City has an additional barrier removal funding source through their ADA Barrier projects. This program supplements efforts for upgrading the City's existing pedestrian infrastructure. The is identified as TIP project #TR1120 in the 2022-

2027 City of Port Angeles Capital Facilities Plan & Transportation Improvement Plan.

4.1.4 Safe Route to School Program

The Safe Route to School grant funding provides a funding source for school walking route improvement projects. Projects supported by this funding and currently identified in the City's TIP include the Stevens Middle School Walking Routes (#TR0618), Hamilton School Walking Routes (#TR1416), and Sidewalks for Mt. Angeles Road & Porter Street (#TR0819).

4.1.5 Pedestrian and Bicycle Safety Grants

The City's Pedestrian and Bicycle Safety grant funding is a funding source specifically set aside to support pedestrian and bicycle focused improvement projects. Projects supported by this funding and currently identified in the City's TIP includes the Hill Street – Olympic Discovery Trail (#TR0114) and the Lincoln Street Safety project (#TR0218).

4.1.6 Downtown Tree & Sidewalk Replacement Program

The Downtown Tree & Sidewalk Replacement Program was implemented by the City to replace outgrown trees, fix tree wells, and replace portions of the downtown sidewalks. The City is currently in Phase III of this program, which is identified in the City's TIP as project #TR0918.

4.1.7 Maintenance Program

Operational and maintenance activities typically resolve less costly and less complex barriers to accessibility. A subset of the work completed by the Public Works & Utilities department helps to remove ADA related barriers through curbs, streets, and sidewalk repairs. Though maintenance investments for pedestrian facilities often do not bring sidewalks, ramps, and other pedestrian infrastructure fully up to ADA standards, these investments of staff time and resources typically result in critically important access improvements. These activities include sidewalk panel grinding, panel replacement, and

request-based curb ramp installations. Maintenance investments are crucial to increasing the longevity of the existing pedestrian network.

4.1.8 Permitted Development

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

4.2 Barrier Removal Plan and Schedule

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

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

4.2.1 Prioritization of Pedestrian Barriers

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

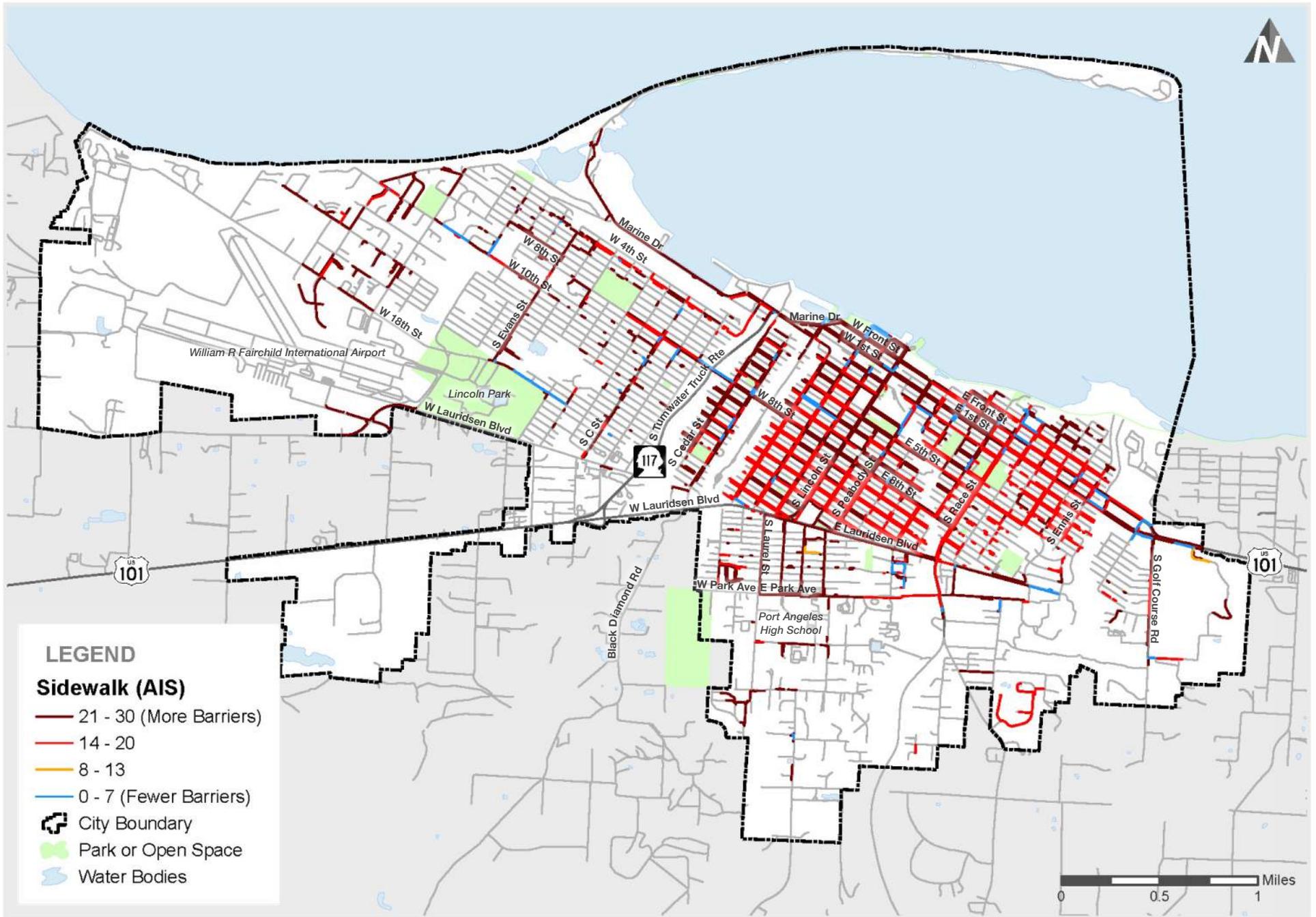
- Physical impact to accessibility
- Proximity to key pedestrian destinations, such as transit stops and schools.

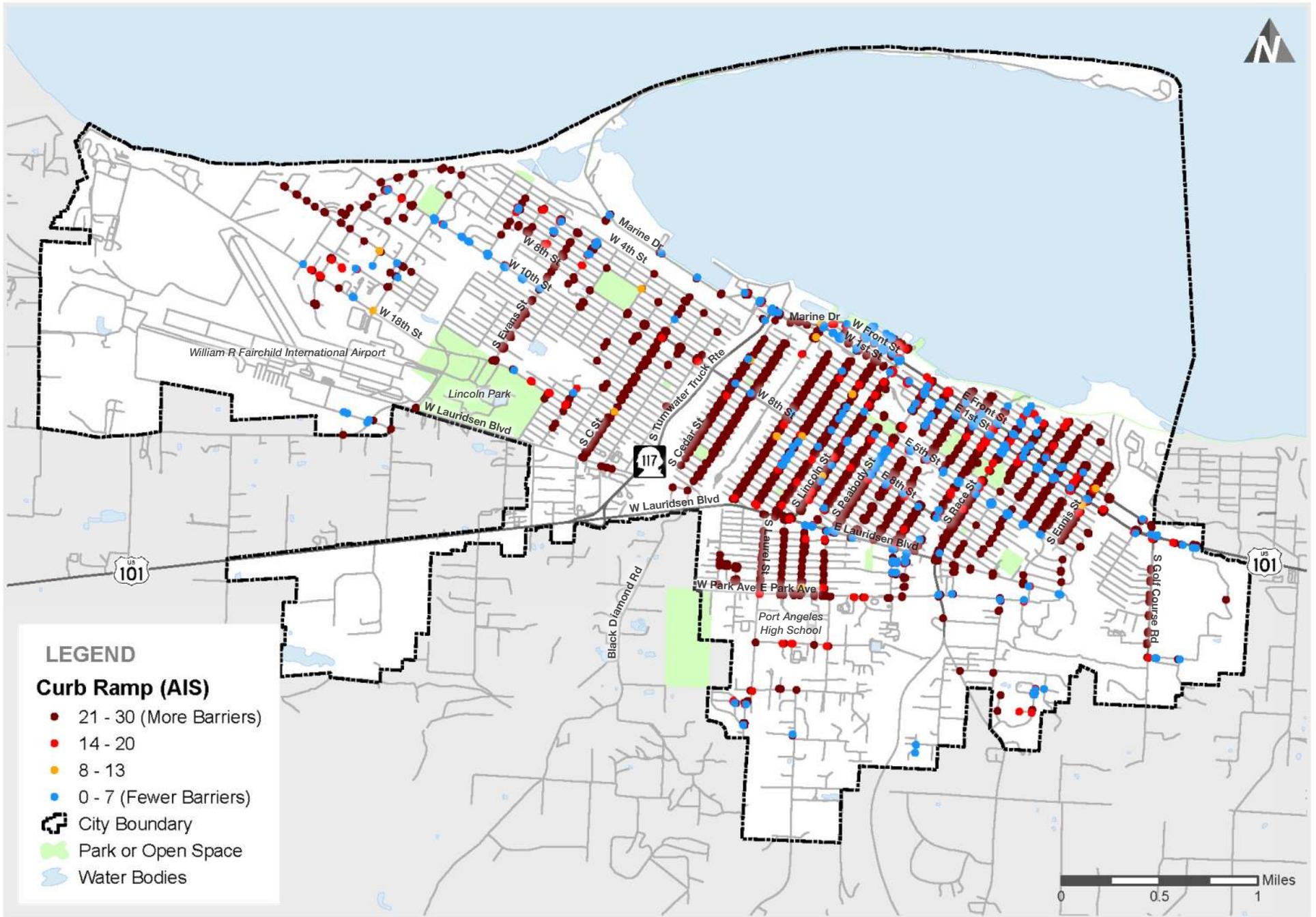
The two resulting scores were added together to incorporate both factors into a single score for prioritization. Based on each facility's score, it was categorized as high, medium, or low priority for barrier removal. Under this system, facilities that present greater barriers to accessibility and are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

Physical impact to accessibility: Accessibility Index Score (AIS)

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

Potential scores for each facility range from 0 (compliant) to 30. Each facility's Accessibility Index Score is the sum of the individual criteria scores. For example, existing curb ramps with non-compliant ramp widths, running slopes, or cross-slopes were assigned a score of 25. Missing curb ramps along missing sidewalk segments as described below in Tables 2-1 (page 10) and 2-2 (page 16) received the highest possible score of 30.



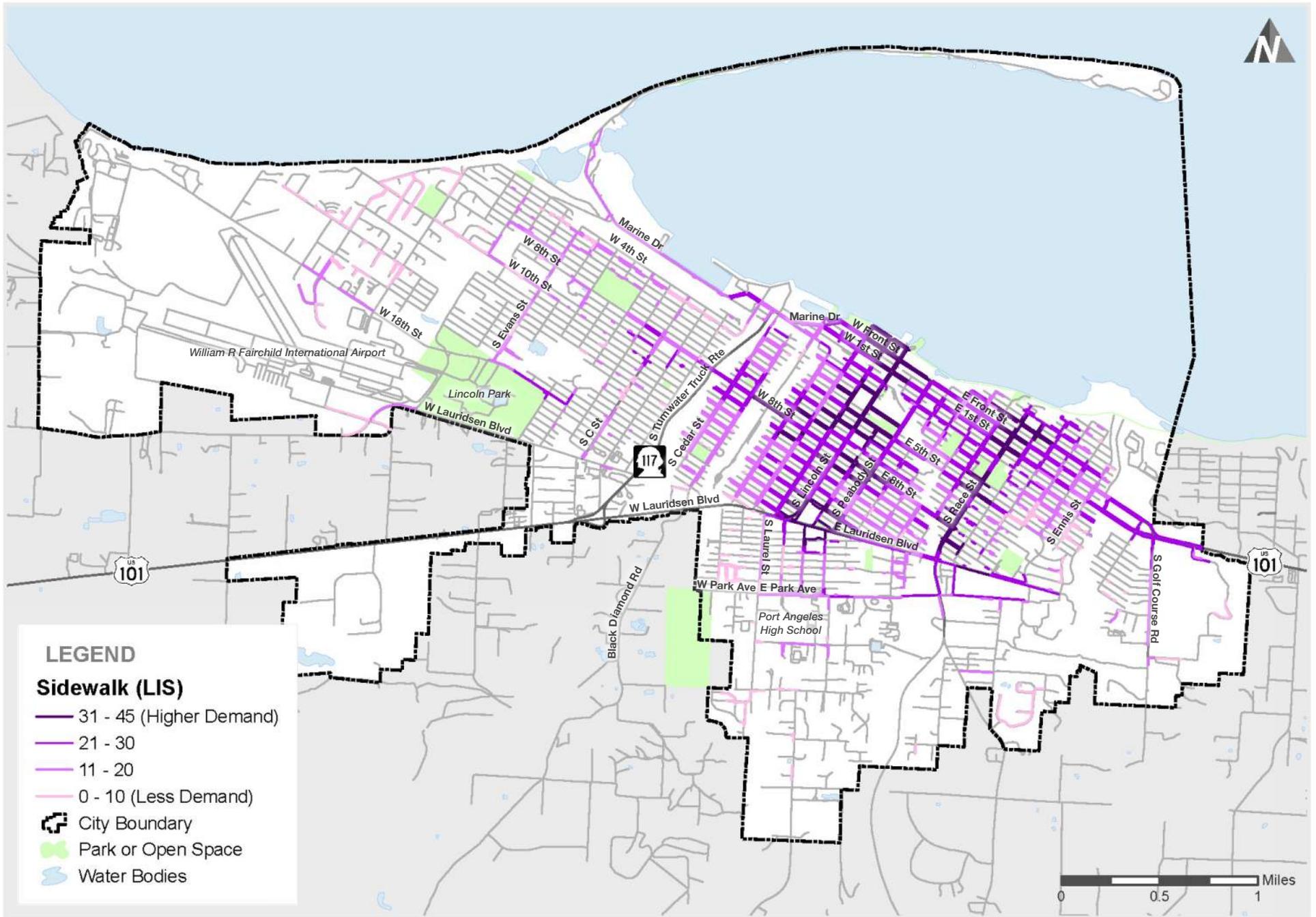


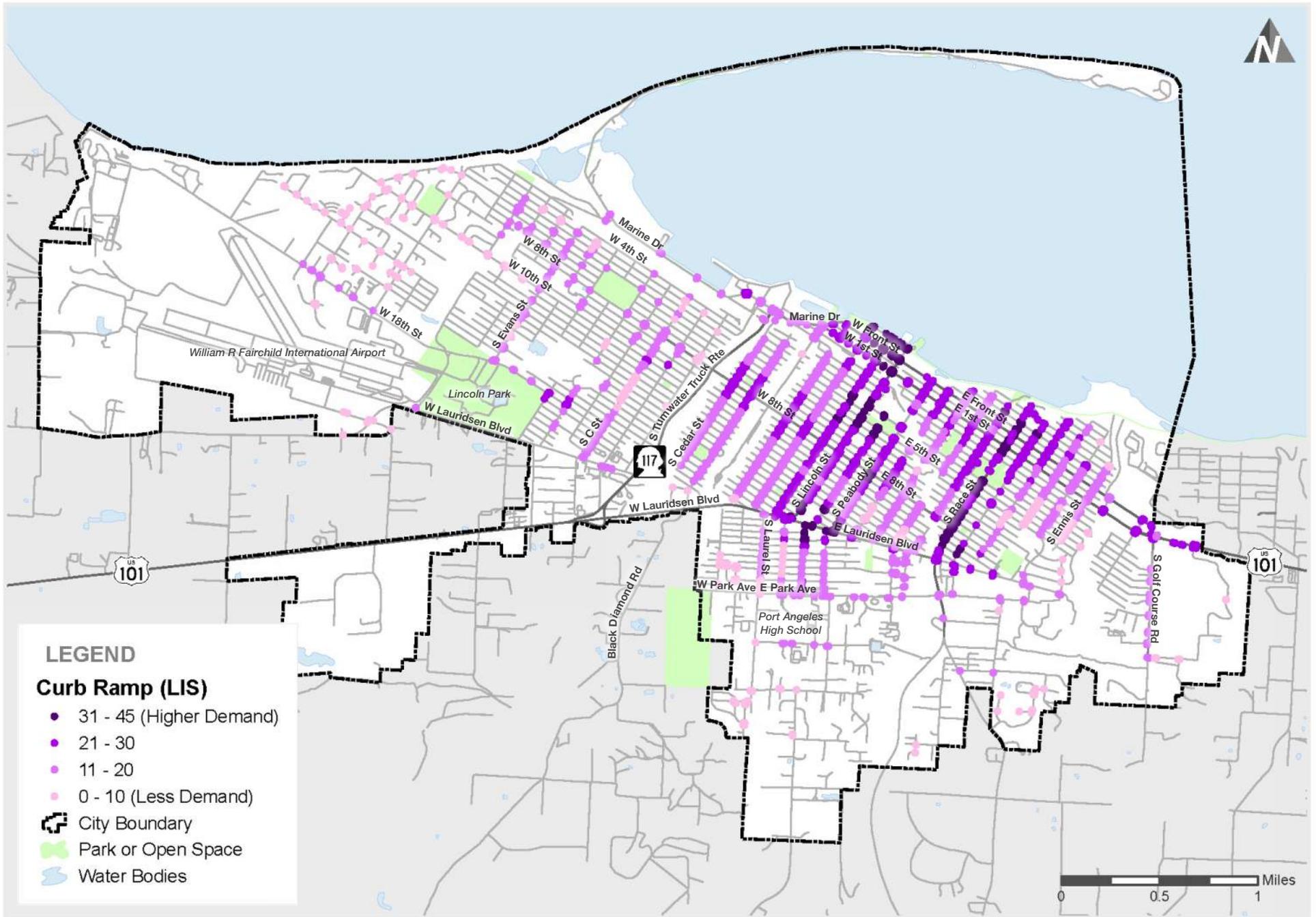
**Proximity to key pedestrian destinations:
Location Index Score (LIS)**

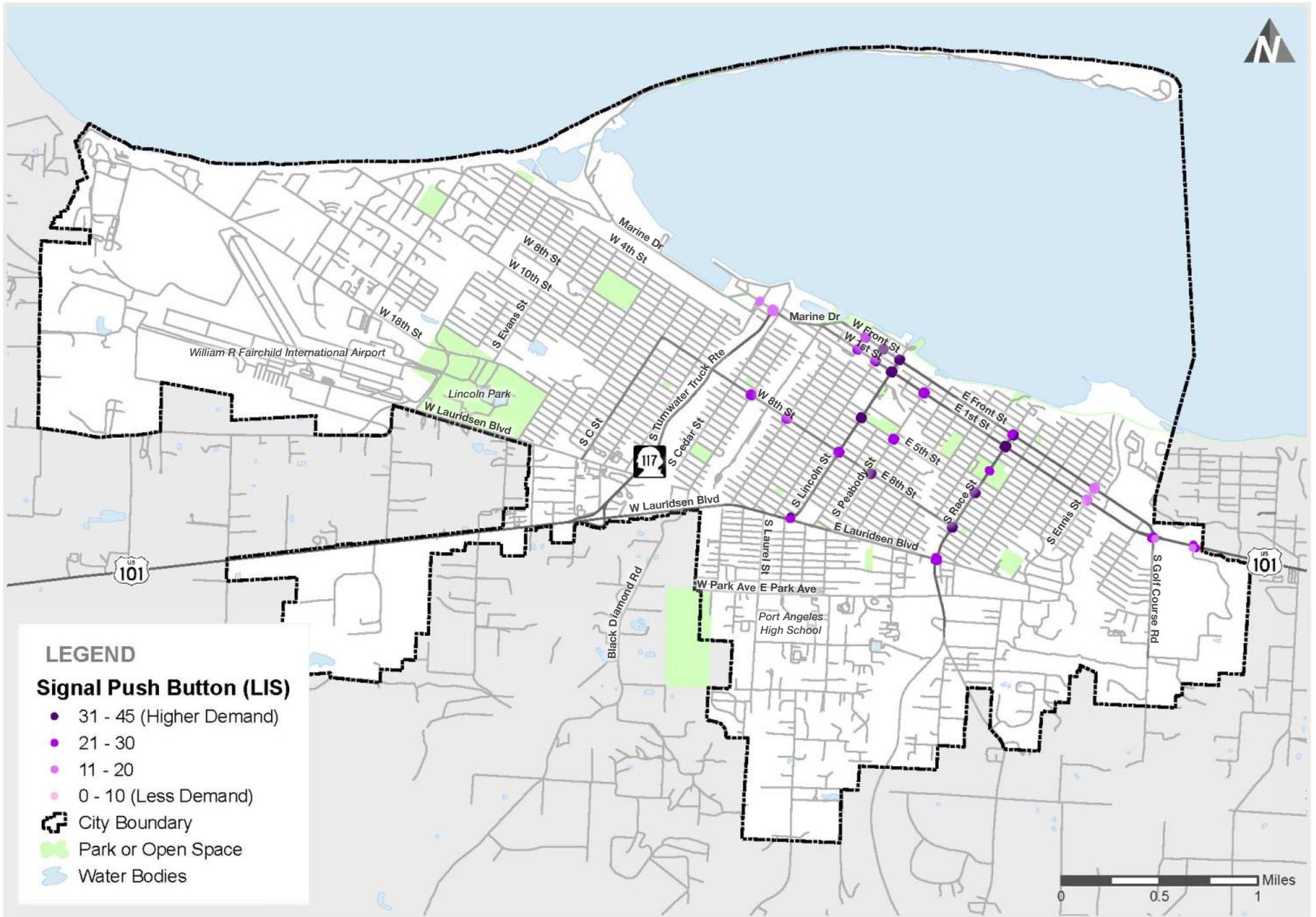
The Location Index Score describes the importance of the pedestrian facility to accessing key pedestrian destinations. Each existing pedestrian facility was scored based on its proximity to schools, parks, transit facilities, signals or roundabouts, public buildings, and downtown or commercial business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

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

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







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

FIGURE

Combined Index Score

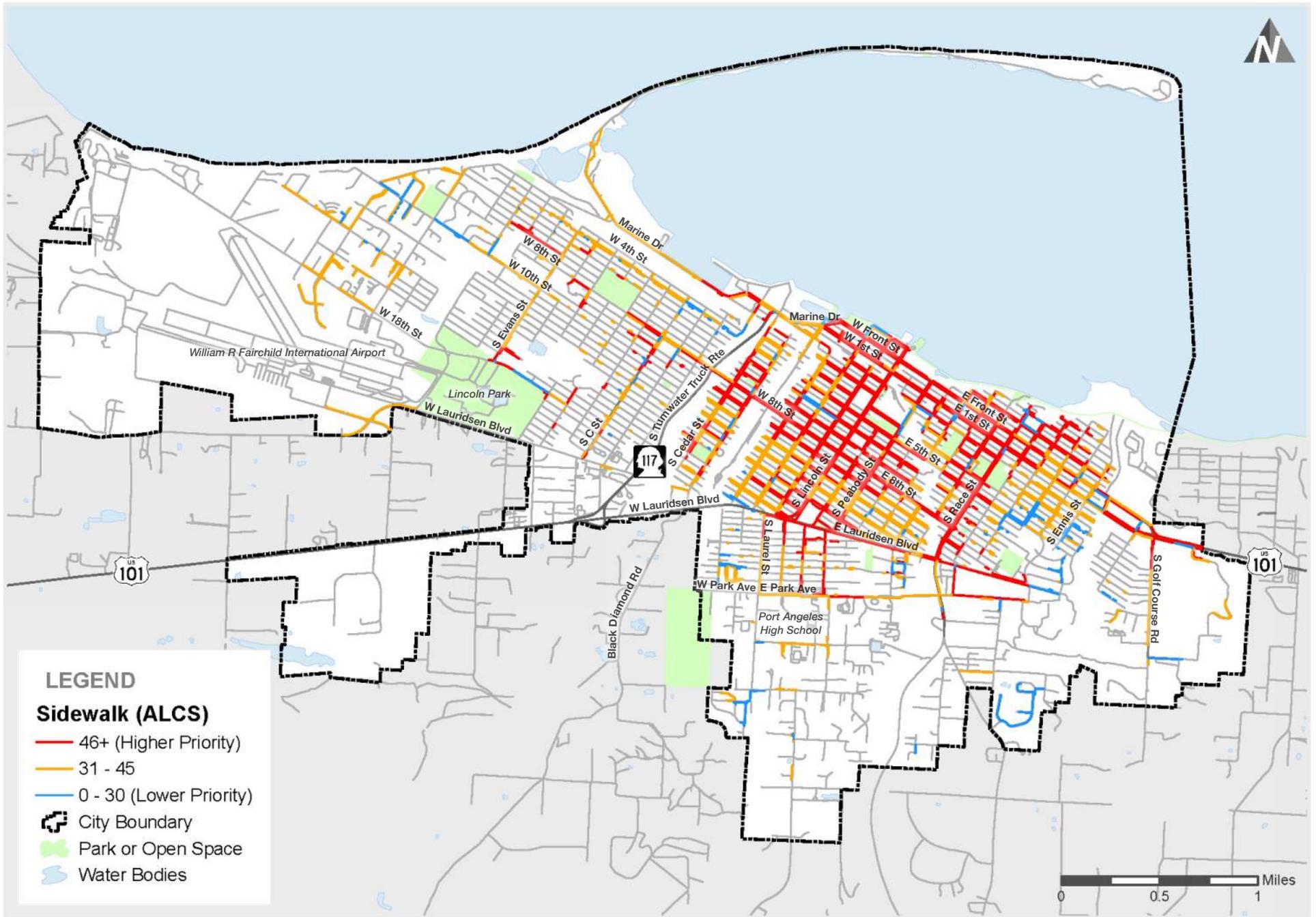
The Combined Index Score sums the Accessibility Index Score and Location Index Score to prioritize facilities with accessibility barriers in areas where pedestrians would be expected.

Scores were grouped into three categories:

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

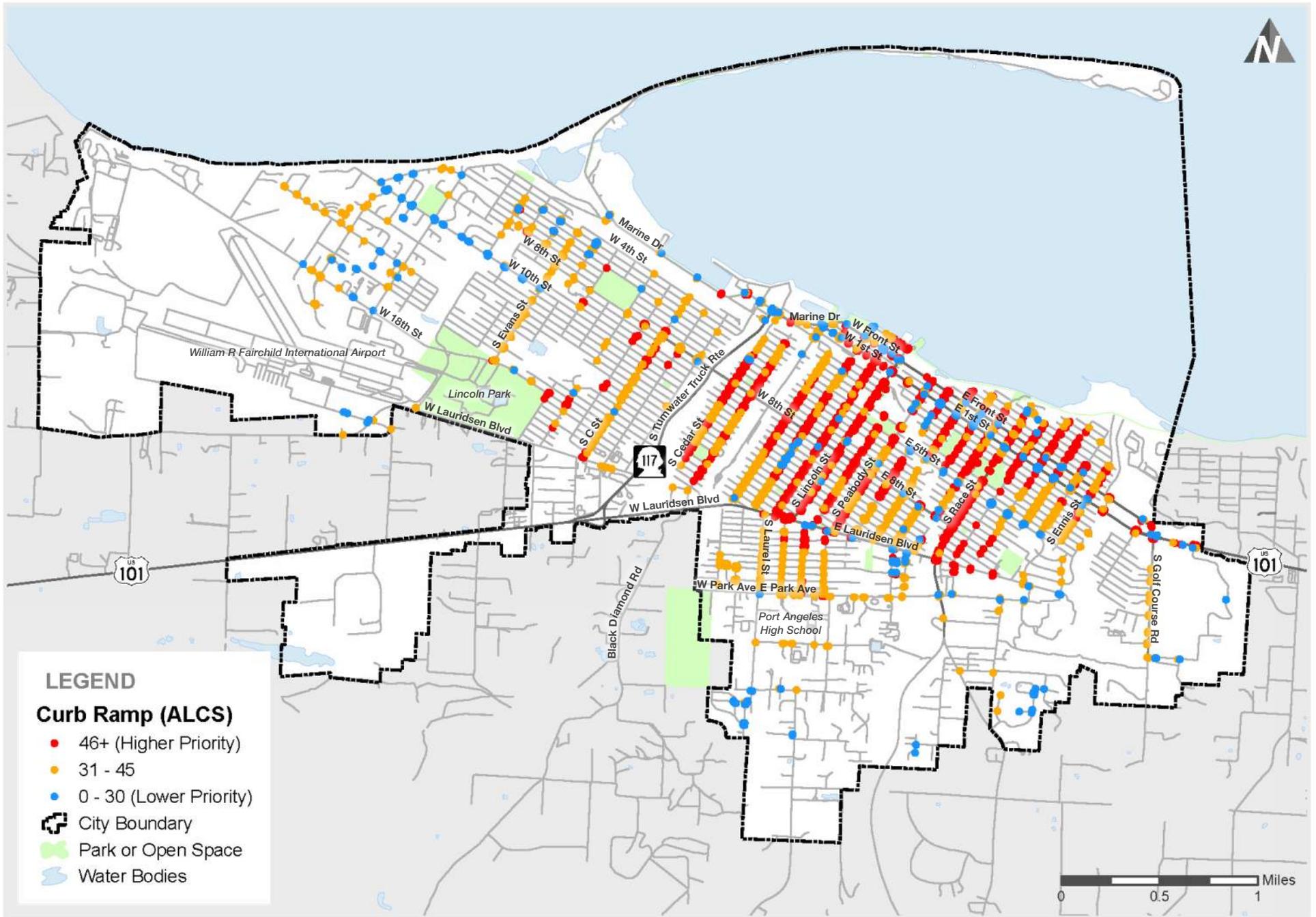
Scores reflect relative priority within each facility type; they do not indicate relative priority between facility types (ex., the importance of addressing a curb ramp barrier versus a sidewalk barrier).

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)

FIGURE



4.2.2 Planning Level Cost Estimates to Remove Pedestrian Barriers

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

Process

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

Unit cost estimates were applied to the inventoried barriers, with adjustments made to account for construction efficiencies and to avoid applying redundant improvements to the same facility. All cost estimates are in 2021 dollars. Cost estimate assumptions are detailed in **Appendix E**.

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

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

The total planning-level cost estimate, or total need, to remove **all identified pedestrian barriers is approximately \$50,647,000** (in 2021 dollars). Cost estimates by facility and improvement type are shown in Table 4-1.

Table 4-1 Planning Level Cost Estimate

| ADA DEFICIENCY | IMPROVEMENT TYPES | QUANTITY | UNIT COST | TOTAL COST |
|--|---|------------|-----------|---------------------|
| Sidewalk Improvements | | | | |
| Non-compliant sidewalk (width, condition, running slope, cross slope, and/or large vertical discontinuity). | Reconstruct existing sidewalk. | 120,675 SY | \$100 | \$12,068,000 |
| Sidewalk gap. | Construct new sidewalk. | 24,826 SY | \$100 | \$2,483,000 |
| Non-compliant driveway (running slope, cross slope, and/or grade break). | New driveway with sidewalk. | 27 EA | \$2,900 | \$79,000 |
| Subtotal | | | | \$14,630,000 |
| Maintenance/Miscellaneous | | | | |
| Non-compliant vertical discontinuity (>1/4in - <=1/2in w/out bevel) | Sidewalk grinding (10 LF of sidewalk). | 33 EA | \$250 | \$9,000 |
| Non-compliant vertical discontinuity (>1/2in) | Replace two adjacent sidewalk panels (5ft x 5ft panels) | 72 EA | \$556 | \$40,000 |
| Non-compliant horizontal discontinuity. | Sidewalk crack sealing/grouting (5LF per occurrence) | 335 LF | \$5 | \$2,000 |
| Fixed Obstacles | Relocation of obstacles including utility pole, mailbox, tree trunk, etc. | 43 EA | \$3,000 | \$129,000 |
| Moveable Obstacles | Relocation of obstacles including tree/bush (prunable), message boards, parked cars, etc. | 8 EA | \$200 | \$2,000 |
| Protruding Obstacles | Relocation of obstacles including of bush/tree, signs, awnings etc. | 18 EA | \$500 | \$9,000 |
| Subtotal | | | | \$191,000 |
| Curb Ramp Improvements | | | | |
| Missing curb ramps (along existing sidewalks) | Install new curb ramp. | 1,326 EA | \$5,000 | \$6,630,000 |
| Missing curb ramps (within sidewalk gaps) | Install new curb ramp. | 170 EA | \$5,000 | \$850,000 |
| Non-compliant curb ramp (width, running slope, cross slope, landing, flare slope, lip, grade break, counter slope, lip, and/or clear space) | Reconstruct existing ramp. | 1,229 EA | \$5,000 | \$6,145,000 |

| ADA DEFICIENCY | IMPROVEMENT TYPES | QUANTITY | UNIT COST | TOTAL COST |
|--|--|----------|-----------|---------------------|
| 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 | 99 EA | \$1,030 | \$102,000 |
| Subtotal | | | | \$13,727,000 |
| Pushbutton Improvements | | | | |
| Non-APS pushbutton (City Owned). | Install new APS pushbutton and install new pole. | 52 EA | \$5,900 | \$307,000 |
| Non-APS pushbutton (WSDOT Owned) | Install new APS pushbutton and install new pole. | 100 EA | \$5,900 | \$590,000 |
| Subtotal | | | | \$897,000 |
| Total | | | | \$29,445,000 |
| Contingency @ 20% | | | | \$5,889,000 |
| Design @ 12% | | | | \$3,534,000 |
| Mobilization @ 8% | | | | \$2,356,000 |
| TESC + Traffic Control @ 12% | | | | \$3,534,000 |
| Construction Management @ 20% | | | | \$5,889,000 |
| TOTAL 2021 DOLLARS | | | | \$50,647,000 |

4.2.3 Barrier Removal Funding

A requirement of this plan is to forecast available funding that may be used to support plan implementation. This plan assumes total annual funding for barrier removal of \$503,333 per year for pedestrian barrier removal. A breakdown of the annual budget resources anticipated to be available to support pedestrian barrier removal implementation follows.

- ADA Barrier Projects, \$100,000
- Capital Improvement Program, \$33,333 (HMA Overlays Program with approximately \$100,000 every 3 years)
- Complete Streets Revolving Fund, \$100,000
- Safe Route to School Program and Pedestrian & Bicycle Safety Grants, \$200,000 (Approximately \$800,000 every 4 years)
- Downtown Tree & Sidewalk Replacement Program, \$60,000 (Approximately \$300,000 every 5 years)
- Maintenance Program, \$10,000

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

4.2.4 Schedule

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

An analysis of the barrier prioritization was completed to determine how many barriers found during the self-evaluation process are

classified as ‘high’, ‘medium’, and ‘low’ priority as defined in Section 4.1. Highest priority level represents a significant barrier to accessibility in areas with higher pedestrian demand. Lower priority levels represent lesser barriers to accessibility in areas with lower pedestrian demand. Although some facilities will receive low ratings, all barriers associated with them will still need to be removed and be determined to have been built to the maximum extent feasible.

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

A transition plan was developed to target removal of high priority barriers. With the City’s current funding allocation, **approximately 131 transition years would be required to remove all high priority barriers.** An approximately 30- to 60-year plan was developed to estimate the additional annual funding required to remove all high priority barriers. The transition plan is summarized in Table 4-2.

Table 4-2 ADA High Priority Barrier Removal Transition

| Transition Years | Recommended Additional Annual Investment |
|------------------|--|
| 60 Years | \$230,000 |
| 50 Years | \$300,000 |
| 40 Years | \$430,000 |
| 30 Years | \$650,000 |

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. The purpose of the repeated program is to make progress in barrier removal but also to provide a way to reassess the 30- to 50-year plan and measure incremental progress. In order to inform the two-to-five-year program, a scoping effort should occur that includes site visits for areas identified as a high priority to determine the severity of the barrier and to

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

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

5 Recommendations and Next Steps

5.1 Recommended Actions

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

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

Recommendation 1: Update City design standards to match ADA Standards

Status: Pending

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

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

Status: Complete

The City's ADA Coordinator has been identified as the responsible official. This ADA Coordinator position is one of the four major federal requirements for every ADA transition plan. The current ADA Coordinator is Abigail Fountain. 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:

Abigail Fountain, ADA Coordinator
321 E 5th Street
Port Angeles, WA 98362
360-417-4510 Voice
360-417-4645 TTY
Afountai@cityofpa.us

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

Status: Pending

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

specify that all signalized intersections are required to have APS devices installed that meet ADA requirements.

**Recommendation 4:
Educate City staff, consultants, and contractors on ADA standards and provide dedicated training to City inspectors**

Status: On-going

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

**Recommendations 5:
Develop a standard grievance process for barriers to accessibility**

Status: Complete

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

Currently, the City has an established process to file a grievance or a request for accommodation or barrier removal with the City's ADA Coordinator. A community

member can file a grievance or request for barrier removal with the City's ADA Coordinator.

Instructions and contact information are available online within the City's ADA Policy for a member of the public to submit a grievance or request for barrier removal. The policy is found in the City's online document center and outlines the grievance procedure and the City staff involved in a grievance request. In addition to the ADA Coordinator, a grievance also will be reviewed by the City Manager and a Review Board or hearing if necessary. Information is also included in the policy regarding the established timeline for response from City staff.

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

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

- Make the grievance process easily navigable from the City's main website, and provide a designated grievance request webpage, instead of embedding the grievance procedure within the ADA Policy documentation.
- Streamline the grievance request process with an online submission option via the City's website.
- Identify how and why a grievance may be accepted or denied by the City.
- Connect the reporting tool used in the public engagement effort for this plan to the request for accommodation webpage.

**Recommendation 6:
Develop a consistent and centralized MEF documentation database**

Status: Pending

The ADA dictates that alterations that could affect the usability of a facility must be made in an accessible manner to the maximum extent

feasible (MEF). ADA Standards for Accessible Design (2010) dictates that:

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

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

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

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

Status: Pending

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

should coincide with the two-to-five-year planning efforts completed to outline future barrier removal efforts.

Recommendations 8: Continue data collection for pedestrian features in the public right-of-way

Status: Pending

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

Recommendation 9: Review and clarify policies relating to accessibility and implementation of accessible features in construction projects

Status: Pending

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

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

expectations for reconstructed facilities and who holds responsibility for reconstruction.

**Recommendation 10:
Look for opportunities to increase
existing barrier removal funding**

Status: Pending

As stated in Section 4.2.4 and Table 4-2, with the City's current funding allocation for barrier removal, approximately 131 transition years would be required to remove all high priority barriers, and an additional annual investment of \$230,000 is required to remove all high priority barriers within an approximate 60-year transition period. Additional annual investment may be necessary to remove the existing high priority barriers that challenge ADA users in Port Angeles. It is recommended that the City of Port Angeles actively look for opportunities to increase annual barrier removal funding. In addition, the City should identify barriers that fall under WSDOT ownership within the City limits and determine a plan for cost-sharing regarding improvements to these barriers.

**Recommendation 11:
Evaluate all City Programs and Activities
as they relate to the ADA**

Status: Pending

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

Appendix A - Standards Review Barrier Audit

TECHNICAL MEMORANDUM

Date: December 14, 2021 **TG:** 1.20038.00

To: Jonathan Boehme, PE, City of Port Angeles

From: Jennifer Palmer, PE, PTOE, Transpo Group

Subject: Barrier Removal Standards Review - Port Angeles ADA Transition Plan

The City of Port Angeles Department of Public Works and Utilities maintains standards and guidelines for elements in the urban environment such as sewer, water, streets, and alleys, clearing and grading, and construction. The current version of these standards and guidelines are housed in a document named Urban Services Standards and Guidelines, January 2017 (USSG). This memorandum includes an audit of the City's street design standards as they relate to ADA requirements. Specifically, the following covers a review of Chapter 3-Transportation of the USSG, along with Port Angeles Municipal Code, Sections 11.08, 11.12, 14.40, and 17.44 (PAMC), and the 2019 City of Port Angeles Comprehensive Plan. This memorandum describes design guidelines that meet the requirements of the Americans with Disabilities Act (ADA), common accessibility design issues, and references to specific design guidelines.

Design Standards and Guidelines

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

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

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

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

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

The United States Access Board is among the rule making bodies that guide ADA compliance across the US. The US Access Board has been in the process of updating its Guidelines for Pedestrian Facilities in the Public rights-of-way. These draft guidelines focus on accessibility of sidewalks, curb ramps and, in the soon to be released version, address shared-use trails in the public right-of-way. The draft guidelines cover legislative background, and administration and design requirements.



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

Design Requirements

Though the City has standards in place it is important for the standards to be consistent and compliant with the above standards and guidelines. To that end, this memorandum will provide recommendations to improve and clarify the existing City documents. Recommended actions are included where necessary to meet ADA design standards and best practices. The tables below describe requirements for specific design elements, how they are addressed in current City standards, and recommendations for modifications.

Sidewalks and Pathways

Sidewalks are mentioned in the USSG and PAMC. 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 | Sidewalk is defined within PAMC section 11.12.010 as the portion of the right-of-way, if any, which is designed for pedestrian use, adjacent and parallel to a street. | In USSG Section 3D, define Pedestrian Access Route per WSDOT Design Manual section 1510.07. In USSG Section 3D, define Pedestrian Circulation Path: Pedestrian Circulation Path: A prepared exterior or interior surface provided for pedestrian travel in the public right-of-way. |
| Sidewalk Width | <p>Minimum clear width of PAR is 4 ft excluding the curb; however, on PAR less than 5 ft wide, passing space of 5 ft by 5 ft is required every 200 ft minimum (PROWAG R302.3 and R302.4)</p> <p>Clear width of walking surfaces shall be 36 inches minimum. The clear width shall be permitted to be reduced to 32 inches minimum for a length of 24 inches maximum provided that reduced width segments are separated by segments that are 48 inches long minimum and 36 inches wide minimum. Additional space is required at turns (ADAS 403.5.1).</p> | <p>5 feet sidewalk width where called out on Std. Details 1, 6, and 10 (USSG).</p> <p>In Chapter 3 Table A (USSG), the following widths are required:</p> <ul style="list-style-type: none"> • 5 feet - when not next to curb • 6 feet - when next to curb, • 8 feet - multi-family • 10 feet - commercial areas, • 14 feet – downtown <p>4 feet sidewalk width and passing areas at 200-foot maximum intervals are called out on Std. Detail 3 (USSG).</p> | <p>Add the following note to Standard Paved Road Section detail on Std. Detail 1 (USSG), "Sidewalk widths shown are for residential areas. Multi-family, Commercial, Downtown Area, widths shall be 8', 10', and 14' respectively."</p> <p>Add the following to Note 12 on Std. Detail 6 and 10 (USSG), "Multi-family, Commercial, Downtown Area, widths shall be 8', 10', and 14' respectively."</p> <p>Add the following to Note 3 on Std. Detail 3 (USSG) "Passing areas shall be 5' x 5' minimum."</p> |
| Sidewalk Running Slope | <p>Where the PAR is contained within a street or highway right-of-way, its grade shall not exceed the general grade established for the adjacent street or highway. When the PAR is not contained within the street or highway right-of-way, the grade of shall not exceed 5 percent (PROWAG R302.5).</p> <p>The running slope of walking surfaces shall not be steeper than 1:20 (ADAS 403.3).</p> | Not mentioned. | Add running slope guidance for PARs within and outside of area adjacent to street in section 3D (USSG). |

Sidewalks and Pathways

| Design Element | Requirement | Review | Recommendations |
|----------------------|---|---|---|
| Sidewalk Cross Slope | <p>The cross slope of a PAR shall be 2 percent maximum (PROWAG R302.6).</p> <p>The cross slope of walking surfaces shall not be steeper than 1:48 (ADAS 403.3).</p> | <p>2 percent max. cross slope on sidewalks on Std. Details 1 and 6 (USSG).</p> <p>2 percent cross slope on sidewalk on Std. Detail 3, 7 and 10 (USSG).</p> | <p>Include "max." after 2 percent cross slope callout for sidewalks on Std. Details 3, 7 and 10 (USSG).</p> <p>Include recommended design cross slope of maximum 1.5% on Std. Details 1, 3, 6, 7, and 10 (USSG) or reference Std. Detail 10 for recommended design value.</p> |
| Protruding Objects | <p>Objects with leading edges more than 2.25 ft and not more than 6.7 ft above the finish surface shall protrude 4 in maximum horizontally into the pedestrian circulation path (PCP) (PROWAG R402.2 & ADAS 307.2).</p> <p>Objects mounted on free-standing posts or pylons more than 2.25 ft and not more than 6.7 ft above the finish surface shall overhang pedestrian circulation paths 4 in maximum measured horizontally from the post or pylon base. The base dimension shall be 2.5 in thick minimum. Where objects are mounted between posts or pylons and the clear distance between the posts or pylons is greater than 1.0 ft, the lowest edge of the object shall be 2.25 ft maximum or 6.7 ft minimum above the finish surface (PROWAG R402.3).</p> <p>Free-standing objects mounted on posts or pylons shall overhang circulation paths 12 inches maximum when located 27 inches minimum and 80 inches maximum above the finish floor or ground. Where a sign or other obstruction is mounted between posts or pylons and the clear distance between the posts or pylons is greater than 12 inches, the lowest edge of such sign or obstruction shall be 27 inches maximum or 80 inches minimum above the finish floor or ground (ADAS 307.3).</p> | <p>It is unlawful to erect, maintain or allow to remain on sidewalk or planting strip of the City any temporary or permanent structure or thing which in any way obstructs, hinders, jeopardizes, injures or delays the use of the sidewalk or planting strip for pedestrian traffic (PAMC section 11.12.060).</p> <p>No flowers, shrubs, or trees shall be allowed to overhang or prevent the free use of the sidewalk or roadway, or street maintenance activity or utility use of the street except that trees may extend over the sidewalk when kept trimmed to a height of seven feet above the same, and 15 feet above arterials and 14 feet above all other roadways (PAMC section 11.12.130).</p> | <p>Add to PAMC section 11.12.090 limits on dimensions of protruding objects into the sidewalk.</p> |

Sidewalks and Pathways

| Design Element | Requirement | Review | Recommendations |
|-------------------------|--|---|-----------------|
| Surface Discontinuities | <p>Vertical surface discontinuities shall not exceed 0.5 in maximum. Vertical discontinuities between 0.25 in and 0.5 in maximum shall be beveled not steeper than 50 percent (PROWAG R302.7.2)</p> <p>Horizontal openings shall not permit passage of a sphere more than 0.5 in in diameter. Elongated openings in grates shall be placed so that the long dimension is perpendicular to the dominate travel direction (PROWAG R302.7.3).</p> <p>Vertical. Changes in level of 1/4 inch high maximum shall be permitted to be vertical. Changes in level between 1/4 inch high minimum and 1/2 inch high maximum shall be beveled with a slope not steeper than 1:2 (ADAS 302.2 & 302.3).</p> | Expansion joints shall be 1/4" thick and dummy joints shall be 1/8" thick on Std. Detail 10 (USSG). | N/A |

Crosswalks

Crosswalks are part of the PAR at intersections, midblock crossings, and pedestrian refuge islands. These are important connections across streets to enable pedestrians traveling 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. | Add reference to WSDOT Design Manual section 1510.07(1)(b) to USSG section 3B.11.E. |
| Crosswalk Cross Slope | <p>Crosswalk cross slope at crossings without yield or stop control shall be 5 percent maximum (PROWAG R302.6.1).</p> <p>Crosswalk cross slope at yield or stop control crossings shall be 2 percent maximum (PROWAG Advisory R302.6.1).</p> <p>Crosswalks cross slope at midblock crossings shall be permitted to equal the street or highway grade (PROWAG R302.6.2).</p> | Not mentioned. | Add reference to WSDOT Design Manual section 1510.07(1)(b) to USSG section 3B.11.E. |
| Refuge Islands | <p>Detectable warning surfaces at cut-through islands shall be located at placed at the edges of the pedestrian island and separated by a 2.0 ft minimum length of surface between detectable warning surfaces (PROWAG R305.2.4).</p> <p>The clear width of a PAR with median and pedestrian refuge islands shall be 5.0 ft minimum (PROWAG R302.3.1).</p> | Not mentioned. | Add reference to WSDOT Design Manual section 1510.11(1) for refuge island dimensions to USSG section 3B.11.I. |

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. Per Section 3D.03 (USSG), ramps shall be constructed in accordance with the City's Standard Details as approved by the City Engineer. Per Section 3D.05 (USSG) curb ramps shall be constructed in accordance with State and Federal law and WSDOT Standard Plans. For clarity, it is recommended Section 3D.03 (USSG) be updated to match Section 3D.05 (USSG), "curb ramps shall be constructed in accordance with State and Federal law and WSDOT Standard Plans as approved by the City Engineer."

| Design Element | Requirement | Review | Recommendations |
|----------------|---|--|-----------------|
| Ramp Width | <p>The clear width of curb ramp runs and blended transitions, excluding flares, shall be 4.0 ft minimum (PROWAG R304.5.1).</p> <p>The clear width of a ramp run shall be 36 inches minimum (ADAS 405.5).</p> | Curb ramps shall meet State and Federal law and WSDOT Standard Plans per section 3D.05 (USSG). | N/A |
| Running Slope | <p>The running slope shall be 5 percent minimum and 8.3 percent maximum but shall not require the ramp length to exceed 15.0 ft (PROWAG R304.2.2).</p> <p>The running slope of blended transitions shall be 5 percent maximum (PROWAG R304.4.1).</p> <p>Ramp runs shall have a running slope not steeper than 1:12. In existing sites, buildings, and facilities, ramps shall be permitted to have running slopes steeper than 1:12 complying with Table 405.2 where such slopes are necessary due to space limitations (ADAS 405.2).</p> | Curb ramps shall meet State and Federal law and WSDOT Standard Plans per section 3D.05 (USSG). | N/A |
| Cross Slope | <p>The cross slope shall be 2 percent maximum. At pedestrian street crossing without yield or stop control and at midblock pedestrian street crossings, the cross slope shall be permitted to equal the street or highway grade (PROWAG R304.5.3).</p> <p>Cross slope of ramp runs shall not be steeper than 1:48 (ADAS 405.3).</p> | Curb ramps shall meet State and Federal law and WSDOT Standard Plans per section 3D.05 (USSG). | N/A |

Curb Ramps

| Design Element | Requirement | Review | Recommendations |
|----------------|---|--|-----------------|
| Flared Sides | <p>Flared sides with a slope of 10 percent maximum, measured parallel to the curb line, shall be provided where a pedestrian circulation path crosses the curb ramp (PROWAG R304.2.3).</p> <p>Curb ramp flares shall not be steeper than 10 percent (ADAS 406.3).</p> | Curb ramps shall meet State and Federal law and WSDOT Standard Plans per section 3D.05 (USSG). | N/A |
| Direction | <p>Perpendicular curb ramps shall have a running slope that cuts through or is built up to the curb at right angles or meets the gutter grade break at right angles.</p> <p>Parallel curb ramps shall have a running slope that is in-line with the direction of sidewalk travel (PROWAG Advisory R304.1).</p> | Curb ramps shall meet State and Federal law and WSDOT Standard Plans per section 3D.05 (USSG). | N/A |
| Counter Slope | <p>The counter slope of the gutter or street at the foot of curb ramp run, blended transitions, and turning space shall be 5 percent maximum (PROWAG R304.5.4).</p> <p>Counter slopes of adjoining gutters and road surfaces immediately adjacent to the curb ramp shall not be steeper than 5%. The adjacent surfaces at transitions at curb ramps to walks, gutters, and streets shall be at the same level (ADAS 406.2).</p> | Curb ramps shall meet State and Federal law and WSDOT Standard Plans per section 3D.05 (USSG). | N/A |
| Grade Breaks | <p>Grade breaks at the top and bottom of curb ramps shall be perpendicular to the direction of ramp run. Grade breaks shall not be permitted on the surface of ramp runs and turning spaces. Surface slopes that meet at grade breaks shall be flush (PROWAG R304.5.2).</p> <p>Changes in level other than the running slope and cross slope are not permitted on ramp runs (ADAS 405.4).</p> | Curb ramps shall meet State and Federal law and WSDOT Standard Plans per section 3D.05 (USSG). | N/A |

Curb Ramps

| Design Element | Requirement | Review | Recommendations |
|------------------------------|---|--|-----------------|
| Turning Space /Landing Size | <p>For perpendicular curb ramps, a turning space 4.0ft by 4.0ft minimum shall be provided at the top of the curb ramp. If the turning space is constrained at the back of sidewalk, the turning space shall be 4.0ft by 5.0ft minimum. The 5.0ft dimension shall be provided in the direction of the ramp run. (PROWAG R304.2.1).</p> <p>For parallel curb ramps, a turning space 4.0ft by 4.0ft minimum shall be provided at the bottom of the curb ramp. If the turning space is constrained on 2 or more sides, the turning space shall be 4.0ft by 5.0ft minimum. The 5.0ft dimension shall be provided in the direction of the pedestrian crossings. (PROWAG R304.3.1).</p> <p>The landing clear length shall be 36 inches minimum. The landing clear width shall be at least as wide as the curb ramp, excluding flared sides, leading to the landing (ADAS 406.4).</p> | Curb ramps shall meet State and Federal law and WSDOT Standard Plans per section 3D.05 (USSG). | N/A |
| Turning Space/ Landing Slope | <p>The running slope of turning spaces shall be 2 percent maximum (PROWAG 304.2.2 & PROWAG R304.3.2).</p> <p>The cross slopes of turning spaces shall be 2 percent maximum. At pedestrian street crossings without yield or stop control and at midblock pedestrian street crossings, the cross slope shall be permitted to equal the street or highway grade. (PROWAG R304.5.3).</p> | Curb ramps shall meet State and Federal law and WSDOT Standard Plans per section 3D.05 (USSG). | N/A |

Curb Ramps

| Design Element | Requirement | Review | Recommendations |
|----------------|--|--|-----------------|
| Clear Space | <p>Beyond the bottom grade break, a clear space 4.0ft by 4.0ft minimum shall be provided within the width of the pedestrian crossing and wholly outside the parallel vehicle travel lane (R304.5.5).</p> <p>Diagonal or corner type curb ramps with returned curbs or other well-defined edges shall have the edges parallel to the direction of pedestrian flow. The bottom of diagonal curb ramps shall have a clear space 48 inches minimum outside active traffic lanes of the roadway. Diagonal curb ramps provided at marked crossings shall provide the 48 inches minimum clear space within the markings. Diagonal curb ramps with flared sides shall have a segment of curb 24 inches long minimum located on each side of the curb ramp and within the marked crossing (ADAS 406.6).</p> | Curb ramps shall meet State and Federal law and WSDOT Standard Plans per section 3D.05 (USSG). | N/A |

Curb Ramps

| Design Element | Requirement | Review | Recommendations |
|-----------------------------|---|---|-----------------|
| Detectable Warning Surfaces | <p>Detectable warning surfaces shall extend 2.0 ft minimum in the direction of pedestrian travel and the full width of the curb ramp (exclusive of flares), the turning space, or the blended transition. (PROWAG R305.1.4).</p> <p>The truncated domes in a detectable warning surface shall have a base diameter of 0.9 in minimum and 1.4 in maximum, a top diameter of 50 percent of the base diameter minimum and 65 percent of the base diameter maximum, and a height of 0.2 in (PROWAG R305.1.1 & ADAS 705.1.1).</p> <p>The truncated domes shall have a center-to-center spacing of 1.6 in minimum and 2.4 in maximum, and a base-to-base spacing of 0.65 in minimum, measured between the most adjacent domes (PROWAG R305.1.2 & ADAS 705.1.2)</p> <p>Detectable warning surfaces shall contrast visually with adjacent gutter, street or highway, or walkway surfaces, either light-on-dark or dark-on-light (PROWAG R305.1.3).</p> <p>Detectable warning surfaces shall contrast visually with adjacent walking surfaces either light-on-dark, or dark-on-light (ADAS 705.1.3).</p> | <p>Curb ramps shall meet State and Federal law and WSDOT Standard Plans and detectable warning patterns shall be yellow armor tile panel or equal per section 3D.05 (USSG).</p> | <p>N/A</p> |

Curb Ramps

| Design Element | Requirement | Review | Recommendations |
|--------------------------------------|---|--|-----------------|
| Detectable Warning Surface Placement | <p>On perpendicular curb ramps, detectable warning surfaces shall be placed as follows:</p> <ul style="list-style-type: none"> • Where the ends of the bottom grade break are in front of the back of curb, detectable warning surfaces shall be placed at the back of curb. • Where the ends of the bottom grade break are behind the back of curb and the distance from either end of the bottom grade brake to the back of curb is 5.0 ft or less, detectable warning surfaces shall be placed on the ramp run within one dome spacing of the bottom grade break. • Where the ends of the bottom grade break are behind the back of curb and the distance from either end of the bottom grade brake to the back of curb is more than 5.0 ft, detectable warning surfaces shall be placed on the lower landing at the back of curb. <p>(PROWAG R305.2.1).</p> <p>On parallel curb ramps, detectable warning surfaces shall be placed on the turning space at the flush transition between the street and sidewalk at the back of curb. (PROWAG R305.2.2).</p> <p>On blended transitions, detectable warning surfaces shall be placed at the back of curb. Where raised pedestrian street crossings, depressed corners, or other level pedestrian street crossings are provided, detectable warning surfaces shall be placed at the flush transition between the street and the sidewalk (PROWAG R305.2.3).</p> | Curb ramps shall meet State and Federal law and WSDOT Standard Plans per section 3D.05 (USSG). | 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 (RCW 35.68.075). | All streets constructed with curb, gutters, and sidewalks, shall have pedestrian/handicap ramps provided at street intersections and other pedestrian facility crossings per section 3D.03 (USSG). | N/A |

Signals

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

| Design Element | Requirement | Review | Recommendations |
|--|---|---|-----------------|
| Accessible Pedestrian Signals and Pedestrian Pushbuttons | <p>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).</p> <p>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).</p> | Signal systems shall be designed in accordance with the specifications as set forth in the WSDOT Design Manual and the WSDOT Specifications, unless otherwise authorized by the City Engineer per section 3G.02 (USSG). | N/A |
| Accessible Pedestrian Pushbuttons Clear Space | <p>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).</p> <p>One full unobstructed side of a clear space shall adjoin a pedestrian access route or adjoin another clear space (PROWAG R404.6).</p> | Signal systems shall be designed in accordance with the specifications as set forth in the WSDOT Design Manual and the WSDOT Specifications, unless otherwise authorized by the City Engineer per section 3G.02 (USSG). | N/A |
| Accessible Pedestrian Pushbutton Reach Ranges | <p>Where a forward reach is unobstructed, the high forward reach shall be 1220 mm (4.0 ft) maximum and the low forward reach shall be 380 mm (1.25 ft) minimum above the finish surface. Forward reach over an obstruction is not permitted (PROWAG R406.2).</p> <p>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</p> | Signal systems shall be designed in accordance with the specifications as set forth in the WSDOT Design Manual and the WSDOT Specifications, unless otherwise authorized by the City Engineer per section 3G.02 (USSG). | N/A |

Signals

| Design Element | Requirement | Review | Recommendations |
|--------------------------------------|--|---|-----------------|
| | depth of the obstruction is 10 in maximum (PROWAG R406.3). | | |
| Pedestrian Crossing Times | All pedestrian signal phase timing shall comply with section 4E.06 of the MUTCD, shall be based on a pedestrian clearance time that is calculated using a pedestrian walking speed of 3.5 ft/s or less (PROWAG R306.2). | Signal systems shall be designed in accordance with the specifications as set forth in the WSDOT Design Manual and the WSDOT Specifications, unless otherwise authorized by the City Engineer per section 3G.02 (USSG). | N/A |
| At Roundabouts | At roundabouts with multi-lane pedestrian street crossings, a pedestrian activated signal shall be provided for each multi-lane segment of each pedestrian street crossing, including the splitter island (PROWAG R306.3.2). | Signal systems shall be designed in accordance with the specifications as set forth in the WSDOT Design Manual and the WSDOT Specifications, unless otherwise authorized by the City Engineer per section 3G.02 (USSG). | N/A |
| At multi-lane channelized turn lanes | At signalized intersections and roundabouts with multi-lane channelized turn lane crossings, pedestrian activated signals shall be provided (PROWAG R306.4 & PROWAG R306.5). | Signal systems shall be designed in accordance with the specifications as set forth in the WSDOT Design Manual and the WSDOT Specifications, unless otherwise authorized by the City Engineer per section 3G.02 (USSG). | N/A |

Other Pedestrian Areas

Other pedestrian areas include transit stops and work zones. Transit provides a critical lifeline of access and independence for those with limited mobility or vision. Transit stops have additional width requirements for boarding and alighting passengers, and work zones should provide the same level of accessibility as permanent pedestrian facilities. Per section 3H.05 (USGG), placement of Clallam Transit System (CTS) bus shelters is dependent on population density. Bus pullouts may be required on all arterial and commercial collector roads, or on local access roads as roadway geometry requires. It is recommended that boarding and alighting area dimensions and slopes be added to 3H.05 (USGG).

| Design Element | Requirement | Review | Recommendations |
|--|---|----------------|---|
| Transit | | | |
| Boarding and Alighting Area Dimensions | Bus stop boarding and alighting areas shall provide a clear length of 8.0 ft minimum, measured perpendicular to the curb or vehicle street or highway edge, and a clear width of 5.0 ft minimum, measured parallel to the vehicle street or highway (PROWAG R308.1.1.1 & ADAS 810.2.2). | Not mentioned. | Add requirement for bus stop boarding and alighting area minimum width of 5 feet x 8 feet section 3H.05 (USGG). |
| Boarding and Alighting Area Slopes | Parallel to the street or highway, the grade of the bus stop boarding and alighting areas shall be the same as the street or highway, to the extent practicable. Perpendicular to the street or highway, the grade of the bus stop boarding and alighting areas shall not be steeper than 2 percent (PROWAG R308.1.1.2 & ADAS 810.2.4). | Not mentioned. | Add requirement for boarding and alighting area maximum slope of 2 percent to section 3H.05 (USGG). |

Other Pedestrian Areas

| Design Element | Requirement | Review | Recommendations |
|-----------------------|--|--|--|
| Transit Shelters | <p>Transit shelters shall be connected by PARs to boarding and alighting areas. Transit shelters shall provide a minimum clear space complying with R404 entirely within the shelter. Where seating is provided within transit shelters, the clear space shall be located either at one end of a seat or shall not overlap the area within 1.5 ft from the front edge of the seat (PROWAG R308.2).</p> <p>Bus shelters shall provide a minimum clear floor or ground space complying with 305 entirely within the shelter. Bus shelters shall be connected by an accessible route complying with 402 to a boarding and alighting area complying with 810.2 (ADAS 810.3).</p> | <p>Passenger shelters may be required for some bus stops. Such shelters shall be designed to CTS standards and the location shall be approved by the City Engineer prior to installation per section 3H.05 (USSG).</p> | <p>Review CTS standards for bus shelters to ensure standards meet PROWAG requirements.</p> |
| Parking | | | |
| Parking Spaces | <p>Where parking spaces are marked with lines, width measurements of parking spaces and access aisles shall be made from the centerline of the markings (ADAS 502.1).</p> <p>Car parking spaces shall be 96 inches wide minimum and van parking spaces shall be 132 inches wide minimum, shall be marked to define the width, and shall have an adjacent access aisle (ADAS 502.2).</p> <p>Van parking spaces shall be permitted to be 96 inches wide minimum where the access aisle is 96 inches wide minimum (ADAS 502.2 Exception).</p> | <p>"Improvements of parking spaces shall meet the Americans with Disabilities Act standards" (PAMC section 14.40.120).</p> <p>Parking Lot Minimum Design Requirements, Std. Detail 13 (USSG) mentions to "consult with building official for current standards" for handicap stall widths.</p> <p>WSDOT Standard plans, Roadway Delineation Section M.</p> | <p>Include dimensions for ADA parking spaces on Std. Detail 13 (USSG).</p> |



Other Pedestrian Areas

| Design Element | Requirement | Review | Recommendations |
|----------------------------------|--|---|---|
| <p>Parking Access Aisles</p> | <p>Where perpendicular or angled parking is provided, an access aisle 8.0 ft wide minimum shall be provided at street level the full length of the parking space and shall connect to a pedestrian access route. The access aisle shall comply with R302.7 and shall be marked to discourage parking in the access aisle. Two parking spaces are permitted to share a common access aisle (PROWAG R309.3).</p> <p>Access aisles shall adjoin an accessible route. Two parking spaces shall be permitted to share a common access aisle (ADAS 502.3).</p> <p>Access aisles serving car and van parking spaces shall be 60 inches wide minimum (ADAS 502.3.1).</p> <p>Access aisles shall extend the full length of the parking spaces they serve (ADAS 502.3.2).</p> <p>Access aisles shall be marked to discourage parking in them (ADAS 502.3.3).</p> <p>Access aisles shall not overlap the vehicular way. Access aisles shall be permitted to be placed on either side of the parking space except for angled van parking spaces which shall have access aisles located on the passenger side of the parking spaces (ADAS 502.3.4).</p> | <p>Each accessible parking space reserved for a person with a physical disability and designated as "van accessible" under the Americans with disabilities act must have a ninety-six inch or greater adjacent access aisle. The adjacent access aisle space must be in addition to the adjacent van parking space. Two van accessible parking spaces may share a common adjacent access aisle (RCW 19.27.550).</p> <p>WSDOT Standard plans, Roadway Delineation Section M.</p> | <p>Include dimensions for access aisle width requirements for ADA parking on Std. Detail 13 (USSG).</p> |



Other Pedestrian Areas

| Design Element | Requirement | Review | Recommendations |
|-------------------------|--|---|---|
| Parking identification | <p>Parking space identification signs shall include the International Symbol of Accessibility complying with 703.7.2.1. Signs identifying van parking spaces shall contain the designation "van accessible." Signs shall be 60 inches minimum above the finish floor or ground surface measured to the bottom of the sign (ADAS 502.6).</p> | <p>A sign must be erected at the head of each access aisle that prohibits parking in any access aisle located adjacent to an accessible parking space reserved for a person with a physical disability. The sign may include additional language such as, but not limited to, an indication of any penalty for parking in an access aisle (RCW 19.27.550).</p> <p>A parking space or stall for a person with a disability shall be indicated by a vertical sign with the international symbol of access, whose colors are white on a blue background (RCW 46.61.581).</p> | <p>Include requirement for identification signs with International Symbol of Accessibility and "van accessible" plaques in USSG section 3J.C.</p> |
| Parallel Parking Spaces | <p>Where the width of the adjacent sidewalk or available right-of-way exceeds 14.0 ft, an access aisle 5.0 ft wide minimum shall be provided at street level the full length of the parking space and shall connect to a pedestrian access route. The access aisle shall comply with R302.7 and shall not encroach on the vehicular travel lane (PROWAG R309.2.1).</p> <p>In alterations where the street or sidewalk adjacent to the parking spaces is not altered, an access aisle shall not be required provided the parking spaces are located at the end of the block face (PROWAG R309.2.1.1).</p> <p>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).</p> | <p>Parallel parking dimensions included with Std. Detail 13 (USSG) for standard stalls.</p> | <p>Add requirement for access aisle where right-of-way exceeds 14.0ft on Std. Detail 13 (USSG).</p> |



Other Pedestrian Areas

| Design Element | Requirement | Review | Recommendations |
|---|--|---|--|
| Alternative Pedestrian Access Routes | | | |
| Alternate Pedestrian Access Route | When a pedestrian circulation path is temporarily closed by construction, alterations, maintenance operations, or other conditions, an alternate pedestrian access route complying with sections 6D.01, 6D.02, and 6G.05 of the MUTCD shall be provided. Where provided, pedestrian barricades and channelizing devices shall comply with sections 6F.63, 6F.68, and 6F.71 of the MUTCD (PROWAG R205). | Not mentioned. | <p>Add alternate pedestrian route requirements in USSG section 3D whenever pedestrian route is closed or altered due to construction, alterations, maintenance, etc.</p> <p>Add reference in USSG section 3D to meet WSDOT Design Manual section 1510.17 for work zone requirements.</p> |
| Driveways | | | |
| Driveways | <p>The cross slope shall be 2 percent maximum (PROWAG R304.5.3).</p> <p>Cross slope of ramp runs shall not be steeper than 1:48. (ADAS 405.3)</p> <p>The running slope shall be 5 percent minimum and 8.3 percent maximum but shall not require the ramp length to exceed 15.0 ft (PROWAG R304.2.2).</p> | <p>Cross slope on sidewalks and ramps within driveways shall be 2% maximum per Std. Detail 6 (USSG).</p> <p>Transition ramp from driveway to sidewalk shall have max. slope 12:1 (8.3%) per Std. Detail 7 (USSG).</p> <p>Driveway location specifications are included in PAMC section 11.08.140.</p> | <p>Add recommended design running slope maximum of 7.5% to Std. Detail 7 (USSG).</p> |
| Ramps | | | |
| Ramp Width | The clear width of a ramp run and, where handrails are provided, the clear width between handrails shall be 3.0 ft minimum (PROWAG R407.4 & ADAS 405.5). | Not mentioned. | <p>Reference access ramp requirements contained in WSDOT Design Manual section 1510.15(2) to USSG section 3D.</p> |
| Running Slope | <p>Ramp runs shall have a running slope between 5 percent minimum and 8.3 percent maximum (PROWAG R407.2)</p> <p>Ramp runs shall have a running slope not steeper than 1:12. In existing sites, buildings, and facilities, ramps shall be permitted to have running slopes steeper than 1:12 complying with Table 405.2 where such slopes are necessary due to space limitations (ADAS 405.2).</p> | Not mentioned. | <p>Reference access ramp requirements contained in WSDOT Design Manual section 1510.15(2) to USSG section 3D.</p> |



Other Pedestrian Areas

| Design Element | Requirement | Review | Recommendations |
|-----------------------|---|----------------|--|
| Cross Slope | <p>The cross slope of ramp runs shall be 2 percent maximum (PROWAG R407.3).</p> <p>Cross slope of ramp runs shall not be steeper than 1:48. (ADAS 405.3)</p> | Not mentioned. | Reference access ramp requirements contained in WSDOT Design Manual section 1510.15(2) to USSG section 3D. |
| Rise | The rise for any ramp run shall be 2.5 ft maximum (PROWAG R407.4 & ADAS 405.6). | Not mentioned. | Reference access ramp requirements contained in WSDOT Design Manual section 1510.15(2) to USSG section 3D. |
| Landing Size | <p>Ramps shall have landings at the top and the bottom of each ramp run (PROWAG R407.6 & ADAS 405.7).</p> <p>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)</p> <p>The landing clear length shall be 5.0 ft long minimum (PROWAG R407.6.3 & ADAS 405.7.3)</p> <p>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).</p> | Not mentioned. | Reference access ramp requirements contained in WSDOT Design Manual section 1510.15(2) to USSG section 3D. |
| Landing Slope | Landing slopes shall be 2 percent maximum in any direction (PROWAG R407.6.1 & ADAS 405.7.1). | Not mentioned. | Reference access ramp requirements contained in WSDOT Design Manual section 1510.15(2) to USSG section 3D. |



| Design Element | Requirement | Review | Recommendations |
|----------------------------------|--|----------------|--|
| Stairways | | | |
| Stairway Treads and Risers | <p>All steps on a flight of stairs shall have uniform riser heights and uniform tread depths. Risers shall be 4 in high minimum and 7 in high maximum. Treads shall be 11 in deep minimum (PROWAG R408.2 & ADAS 504.2).</p> <p>Open risers are not permitted (PROWAG R408.3 & ADAS 504.3).</p> <p>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).</p> | Not mentioned. | <p>Reference stairway requirements contained in WSDOT Design Manual section 1510.15(4) to USSG section 3D.</p> |

| Design Element | Requirement | Review | Recommendations |
|------------------|--|----------------|--|
| Handrails | | | |
| Handrails | <p>Stairways shall have handrails (PROWAG R408.6).</p> <p>Handrails are required on ramp runs with a rise greater than 6 in and on certain stairways (PROWAG R407.8 & ADAS 405.8).</p> <p>Edge protection complying shall be provided on each side of ramp runs and landings (PROWAG R407.9 & ADAS 405.9).</p> <p>Where required handrail shall be provided on both sides of ramps and stairways (PRWOAG R409.2 & ADAS 505.2).</p> <p>Top of gripping surfaces of handrails shall be 2.8 ft minimum and 3.2 ft maximum vertically above walking surfaces, ramp surfaces, and stair nosings. Handrails shall be at a consistent height above walking surfaces, ramp surfaces, and stair nosings (PROWAG R409.4 & ADAS 505.4).</p> <p>Clearance between handrail gripping surfaces and adjacent surfaces shall be 1.5 in minimum (PROWAG R409.5 & ADAS 505.5).</p> <p>Handrail gripping surfaces shall be continuous along their length and shall not be obstructed along their tops or sides. The bottoms of handrail gripping surfaces shall not be obstructed for more than 20 percent of their length. Where provided, horizontal projections shall occur 1.5 in minimum below the bottom of the handrail gripping surface (PROWAG R409.6 & ADAS 505.6).</p> | Not mentioned. | <p>Reference handrail requirements contained in WSDOT Design Manual section 1510.15(3) to USSG section 3D.</p> |

Other Pedestrian Areas

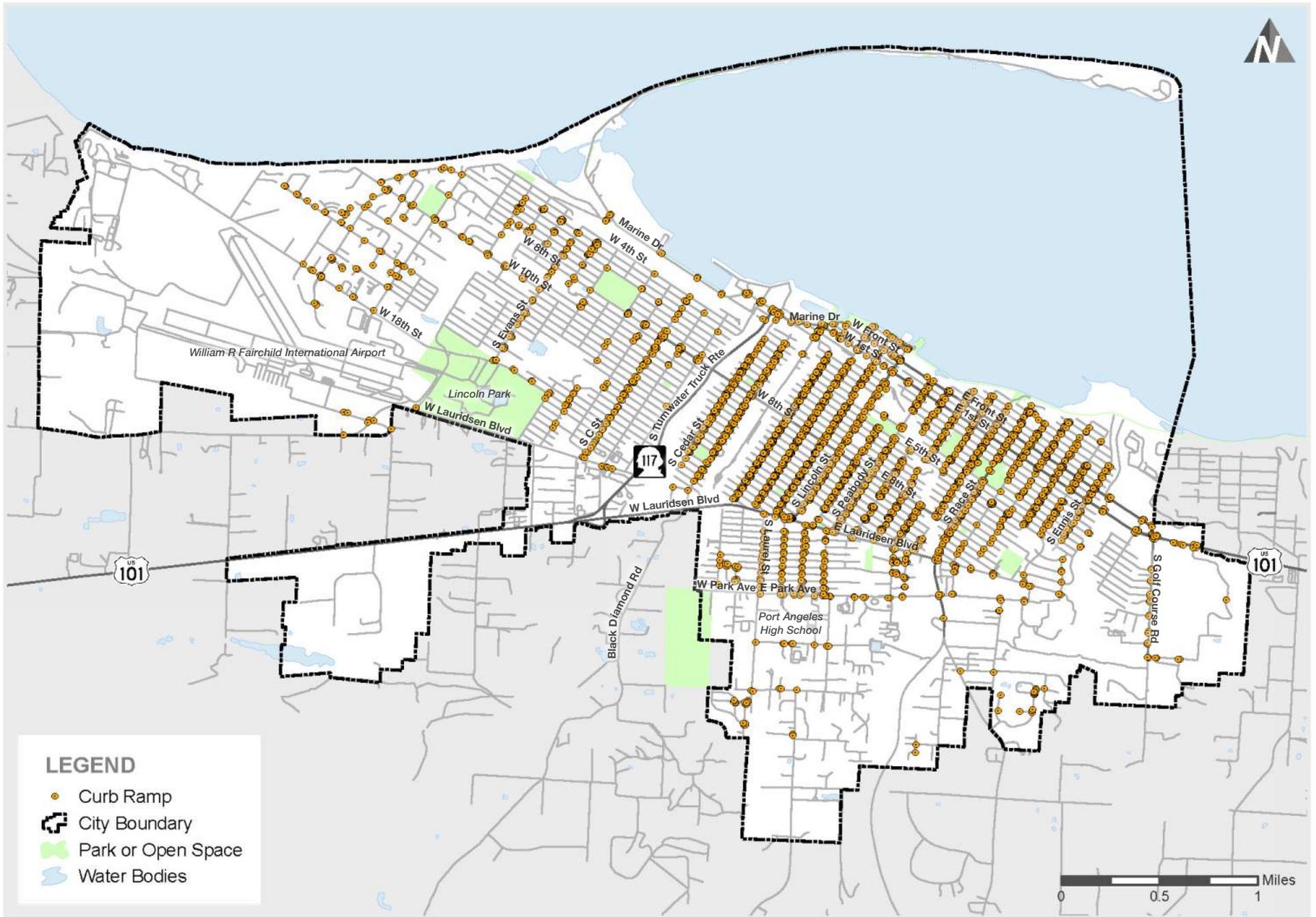
| Design Element | Requirement | Review | Recommendations |
|---------------------------------|---|----------------|---|
| Handrail Extension on Ramps | Ramp handrails shall extend horizontally above the landing for 1.0 ft minimum beyond the top and bottom of ramp runs. Extensions shall return to a wall, 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. | Reference handrail requirements contained in WSDOT Design Manual section 1510.15(3) to USSG section 3D. |
| Handrail Extension on Stairways | <p>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).</p> <p>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).</p> | Not mentioned. | Reference handrail requirements contained in WSDOT Design Manual section 1510.15(3) to USSG section 3D. |
| Handrail Cross Section | <p>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).</p> <p>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).</p> | Not mentioned. | Reference handrail requirements contained in WSDOT Design Manual section 1510.15(3) to USSG section 3D. |

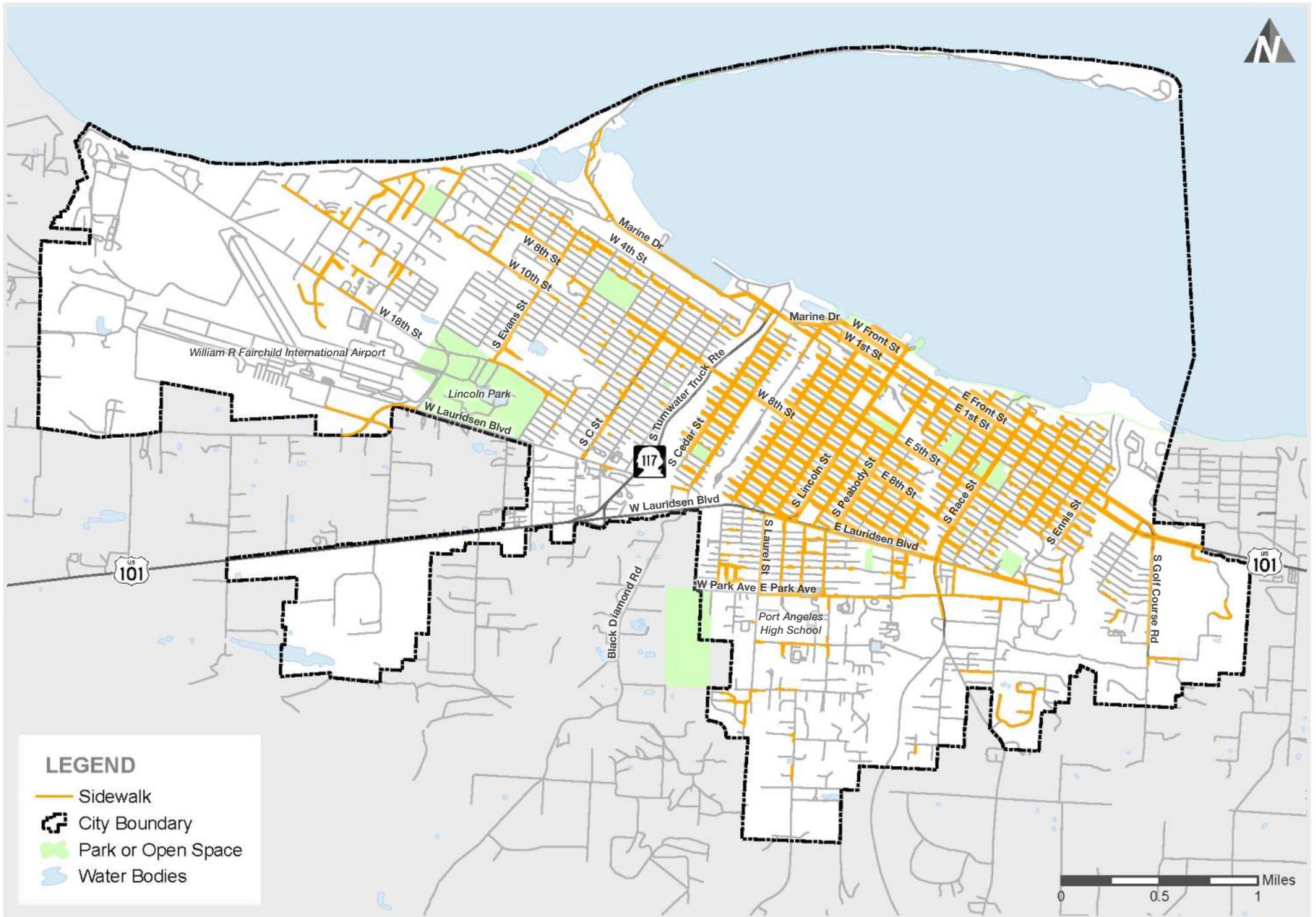
Other Pedestrian Areas

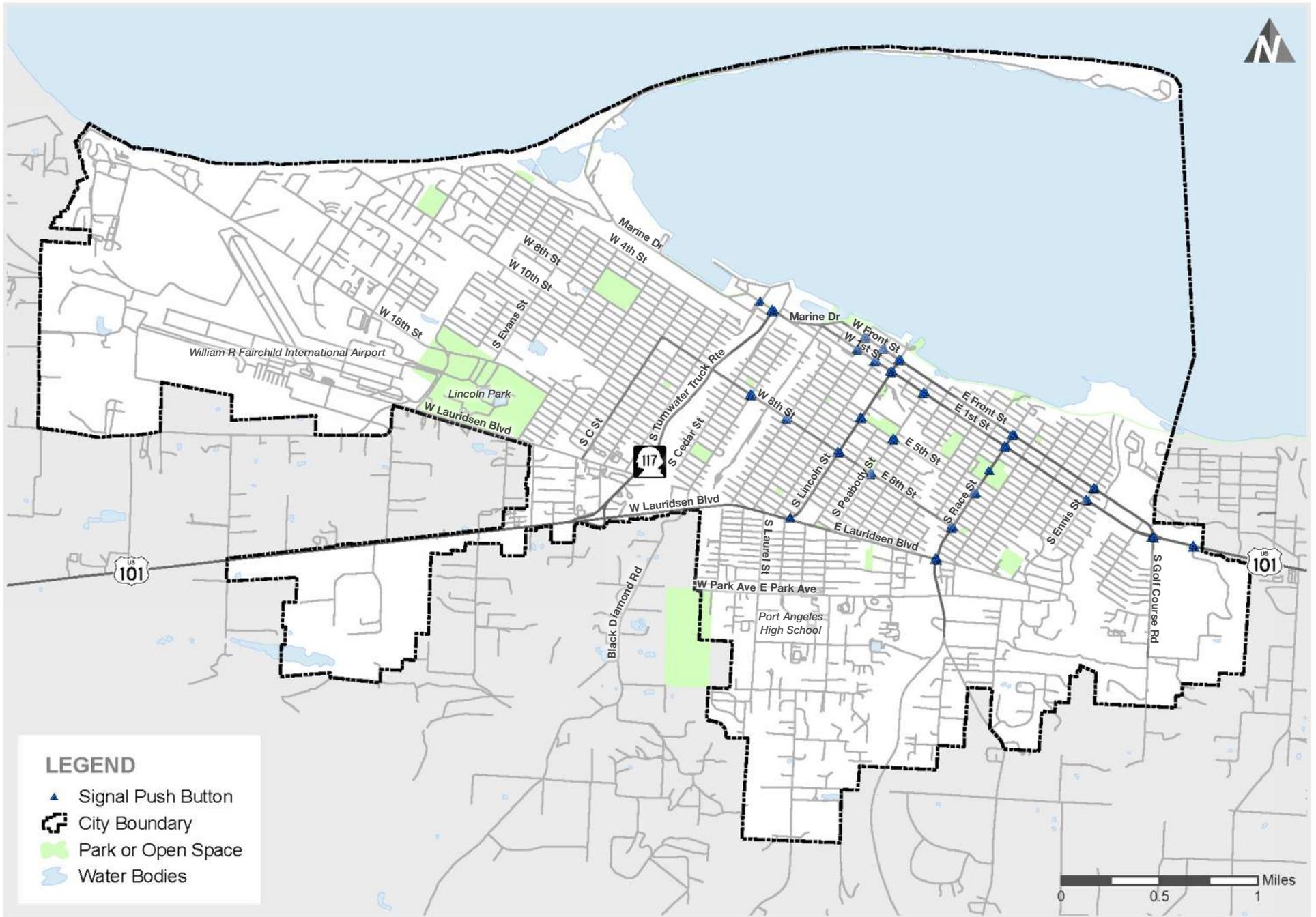
| Design Element | Requirement | Review | Recommendations |
|--|---|----------------|--|
| Railways | | | |
| Railroad Flangeway Gaps | <p>Flangeway gaps at pedestrian at-grade rail crossings shall be 2.5 in maximum on non-freight rail track and 3 in maximum on freight rail track (PROWAG R302.7.4).</p> <p>Where a circulation path serving boarding platforms crosses tracks, it shall comply with 402. Openings for wheel flanges shall be permitted to be 2 1/2 inches maximum (ADAS 810.10).</p> | Not mentioned. | Include reference to WSDOT Design Manual Section 1510.13, At-Grade Railroad Crossings, to USSG section 3H. |
| Detectable Warning Surfaces at Rail Crossings | <p>At pedestrian at-grade rail crossings not located within a street or highway, detectable warning surfaces shall be placed on each side of the rail crossing. The edge of the detectable warning surface nearest the rail crossing shall be 6.0 ft minimum and 15.0 ft maximum from the centerline of the nearest rail. Where pedestrian gates are provided, detectable warning surfaces shall be placed on the side of the gates opposite the rail. (PROWAG R305.2.5).</p> | Not mentioned. | Include reference to WSDOT Design Manual Section 1510.13, At-Grade Railroad Crossings, to USSG section 3H. |
| Detectable Warning Surfaces at Rail Boarding Areas | <p>At boarding platforms for rail vehicles, detectable warning surfaces shall be placed at the boarding edge of the platform (PROWAG R305.2.6).</p> <p>At boarding and alighting areas at sidewalk or street level transit stops for rail vehicles, detectable warning surfaces shall be placed at the side of the boarding and alighting area facing the rail vehicles (PROWAG R305.2.7).</p> | Not mentioned. | Include reference to WSDOT Design Manual Section 1510.13, At-Grade Railroad Crossings, to USSG section 3H. |



Appendix B - Existing Data Inventory







Appendix C - Prioritization Criteria

ADA Transition Plan Prioritization Process

Public Right-of-Way

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

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

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

Accessibility Prioritization (aka Accessibility Index Score)

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

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

| ACCESSIBILITY INDEX SCORE | RATING CRITERIA | POSSIBLE SCORE |
|--|---------------------------|-----------------------|
| APS Style Housing | Housing is APS Style = No | 30 |
| TOTAL SIGNAL PUSH BUTTONS ACCESSIBILITY SCORE (AIS) | | 30 |

| ACCESSIBILITY INDEX SCORE | CRITERIA | THRESHOLD | SCORE | MAX. POSSIBLE SCORE |
|---------------------------|----------|-----------|-------|---------------------|
|---------------------------|----------|-----------|-------|---------------------|

| | | | | |
|-----------------------------------|---|--|----|----|
| Curb Ramps (Max. Score) | Ramp Width | < 48 inches | 25 | 25 |
| | Ramp Running Slope | > 8.3% (less than 15-ft) or >5% (Blended) | 25 | 25 |
| | Ramp Cross Slope Issue | > 2% - <=3% | 20 | 25 |
| | Ramp Cross Slope Issue | > 3% | 5 | |
| | 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 |
| | Flare Slope | >10% | 2 | 2 |
| | Receiving Ramp | No | 2 | 2 |
| | 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 | |
| | Grade Break | Not Concurrent | 2 | 2 |
| | Counter Slope | >5% | 2 | 2 |
| | Lip | > ¼ inch | 2 | 2 |
| | End inside of Marked Crosswalk if present | No | 2 | 2 |
| | Roadway Clear Space | <4ft x 4ft | 2 | 2 |
| | Maximum Curb Ramp (AIS) Score | | | |

| ACCESSIBILITY INDEX SCORE | CRITERIA | THRESHOLD | SCORE | MAX. POSSIBLE SCORE |
|---------------------------|----------|-----------|-------|---------------------|
|---------------------------|----------|-----------|-------|---------------------|

| | | | | |
|----------------------------------|-----------------------------|---------------------------------------|----|-----------|
| Sidewalks (Max. Score) | Width (Max. Score) | < 48 inches | 30 | 30 |
| | Width (Partial Score) | >= 48 - <60 inches w/ out pullouts | 20 | 20 |
| | Cross Slope (Max. Score) | > 3% | 30 | 30 |
| | Cross Slope (Partial Score) | > 2% - <= 3% | 25 | 25 |
| | Run Slope (Max. Score) | > 5% and not similar to roadway grade | 15 | 15 |
| Sidewalks | Condition | < Average | 2 | 2 |

| | | | |
|--|-----------------------|--|-----------|
| Vertical Discontinuity Issue > ¼ inch and <= ½ inch without bevel or >½ inch | Barriers Present >=1 | | 3 |
| Vertical Discontinuity Issue | Barriers Present >=5 | | |
| Vertical Discontinuity Issue | Barriers Present >=10 | | |
| Horizontal Discontinuity Issue > ½ inch | Barriers Present >=1 | | 3 |
| Horizontal Discontinuity Issue | Barriers Present >=5 | | |
| Horizontal Discontinuity Issue | Barriers Present >=10 | | |
| Fixed Obstacles | Barriers Present >=1 | | 3 |
| Fixed Obstacles | Barriers Present >=2 | | |
| Fixed Obstacles | Barriers Present >=3 | | |
| Moveable Obstacles | Barriers Present >=1 | | 3 |
| Moveable Obstacles | Barriers Present >=2 | | |
| Moveable Obstacles | Barriers Present >=3 | | |
| Protruding Obstacles | Barriers Present >=1 | | 3 |
| Protruding Obstacles | Barriers Present >=2 | | |
| Protruding Obstacles | Barriers Present >=3 | | |
| Non-Compliant Driveways Non-Compliant >2% cross-slope, and/or Non-Concurrent Grade Break and/or >8.3% Running Slope | Barriers Present >=1 | | 3 |
| Non-Compliant Driveways | Barriers Present >=2 | | |
| Non-Compliant Driveways | Barriers Present >=3 | | |
| Maximum Sidewalk (AIS) Score | | | 30 |

Location Prioritization (aka Location Index Score)

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

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

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

| LOCATION CRITERIA | RATING CRITERIA | POSSIBLE SCORE |
|--|--|----------------|
| Schools | | |
| Proximity to Schools | Within 1/8-mile radius of school | 5 |
| Walk-To-School Route Proximity | Within 50-foot radius of SRTS road | 5 |
| Parks | | 5 |
| Transit | | |
| High Capacity Transit | Within 1/8-mile of high capacity transit | 5 |
| Bus Stops | Within 1/8-mile of transit stop | 5 |
| Traffic Signal/Roundabout | | 5 |
| Public Buildings | | 5 |
| Downtown / Urban / Commercial Business Centers | | 5 |
| Community Defined Destinations (defined by Stakeholder/Public Engagement*) | | 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)

Appendix D - Stakeholder Engagement

MEMORANDUM

| | | | |
|-----------------|--|------------|------------|
| Date: | December 14, 2021 | TG: | 1.20038.00 |
| To: | Jonathan Boehme, PE – City of Port Angeles | | |
| From: | Jennifer Palmer, PE, PTOE – Transpo Group Francesca Liburdy, PE – Transpo Group | | |
| Subject: | Port Angeles ADA Transition Plan Stakeholder Engagement | | |

The following document summarizes the Port Angeles 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 Port Angeles between early November 2020 and late December 2020 to request responses via the City's virtual open house website and social media channels, including four Facebook posts on the City's page in November and December 2020. In addition, the City promoted the engagement survey through local radio and newspaper ads.

An online survey was made available to residents through the City of Port Angeles' website, <https://cityofpa.us/1021/ADA-Transition-Plan>. 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 self-identify areas of concern. The online survey was also promoted via the City's website and social media channels.

The online survey received 35 respondents. Out of the 35 responses, 89 percent were from residents of Port Angeles. Other respondents either worked or frequented Port Angeles for recreation, medical appointments, or shopping. Of all respondents, 31 percent (11 respondents) indicated they have a disability that impacts the way they travel and 29 percent (10 respondents) reported supporting someone with a disability. One 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.

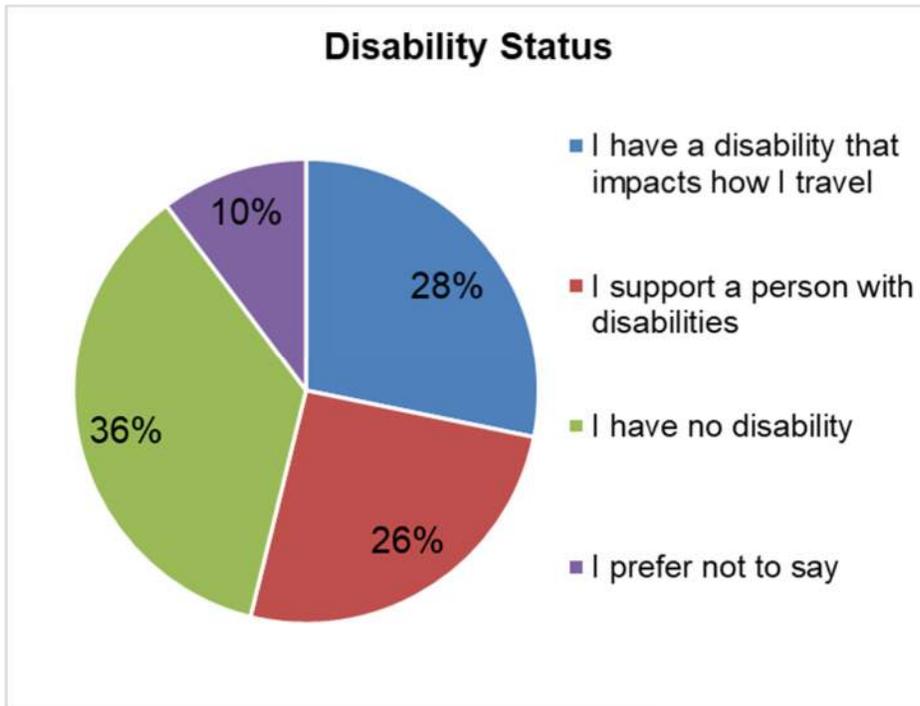


Figure 1 Disability Status

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.

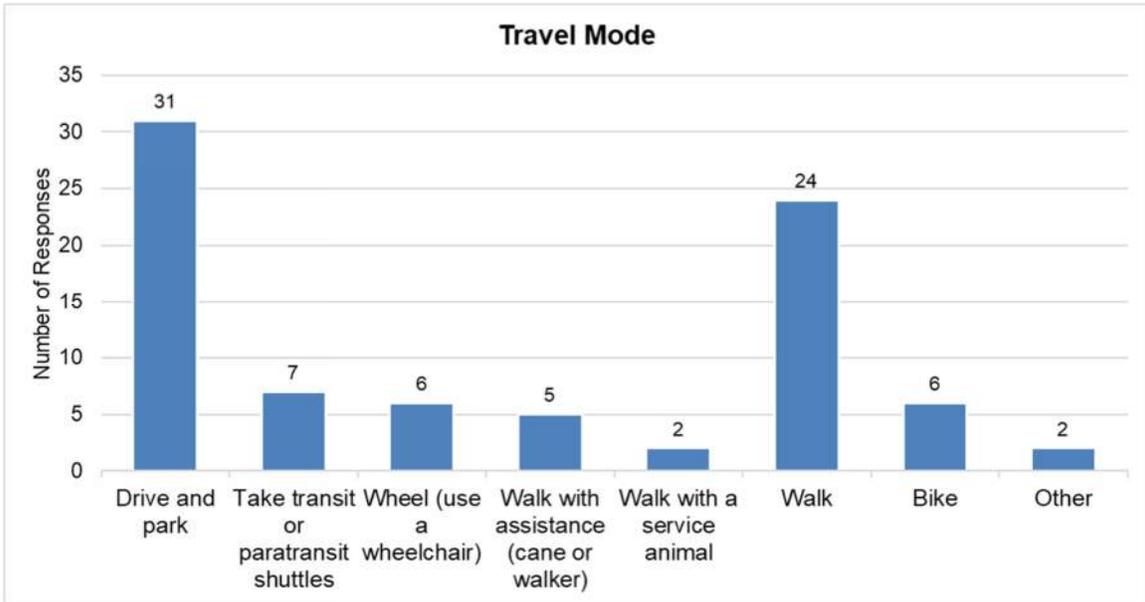


Figure 2 Travel Mode

As shown in Figure 2, 31 of the 35 total respondents (89 percent) drive and 24 respondents (69 percent) walk, while 7 respondents (20 percent) indicated use of transit or paratransit shuttles. Less than 7 respondents use a wheelchair, walk with assistance, walk with a service animal, or bike.

Survey respondents were asked to identify barriers in the public right-of-way that limit participation and access to services in the City of Port Angeles. As shown on Figure 3, several barriers received significant response from the survey, with sidewalk barriers, curb ramp barriers, and pedestrian crosswalk issues receiving 21 percent, 21 percent, and 20 percent, respectively. In addition, lack of ADA parking, missing sidewalks, and access to push-buttons were identified as challenges. One respondent mentioned that a lack of benches and resting places was a challenge in areas with incline.

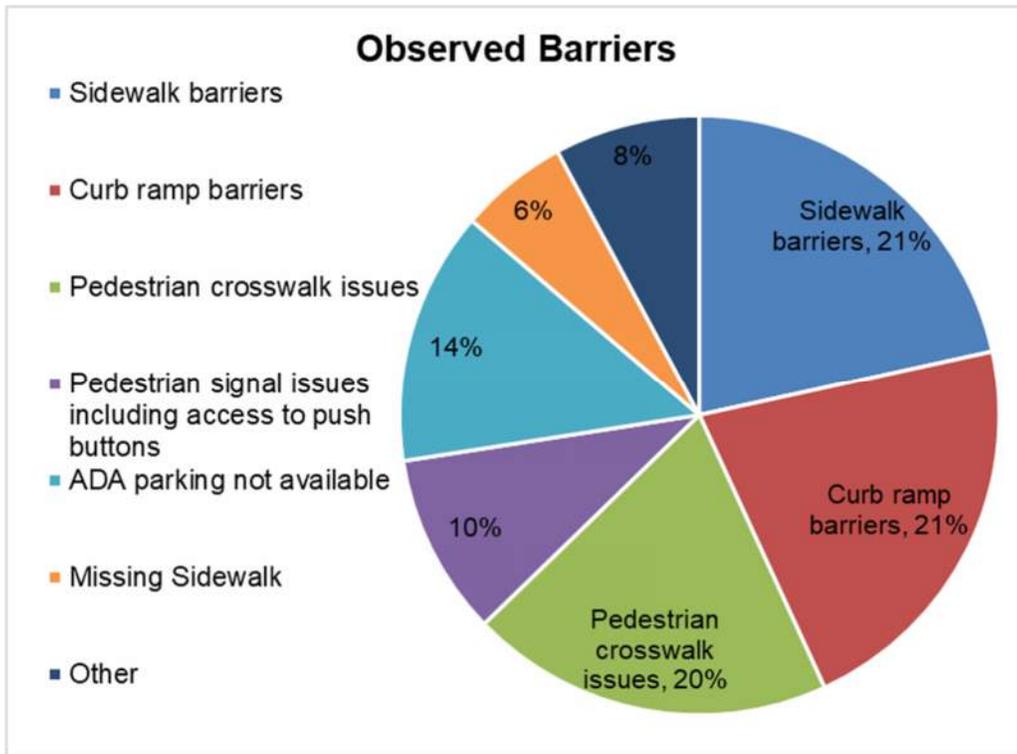


Figure 3 Observed Barriers in Public Right-of-Way

Improvement Priorities

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

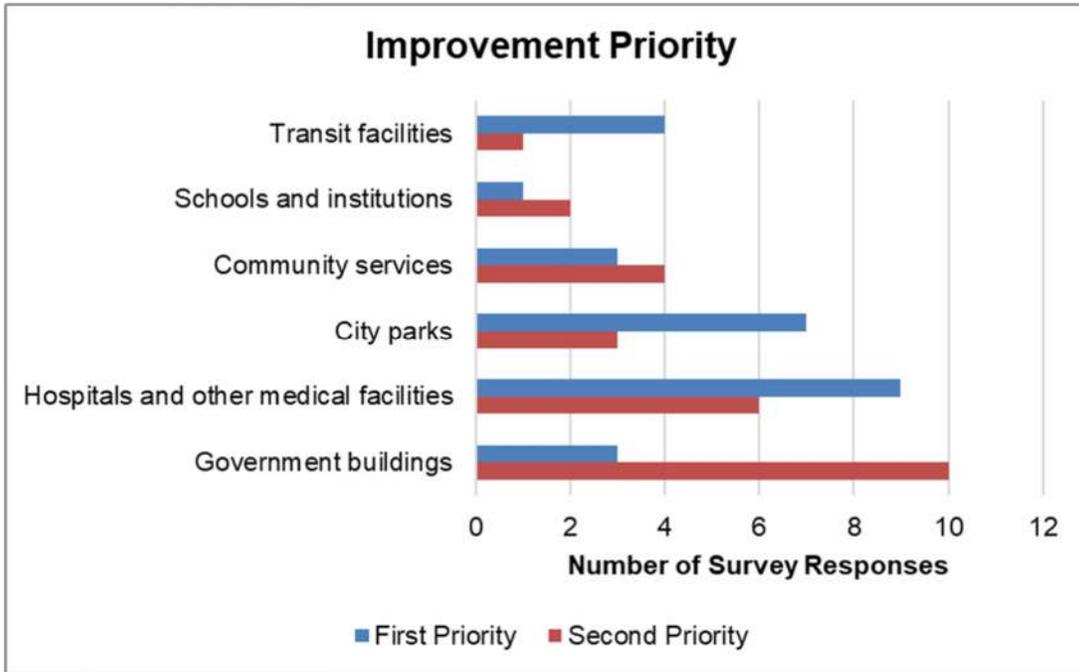


Figure 4 Unweighted First and Second Improvement Priority Ranking

When considering weighted scores, the top three priorities among survey respondents were hospitals and medical facilities, city parks and government buildings. A summary of the weighted ranked priority locations is included in Figure 5.

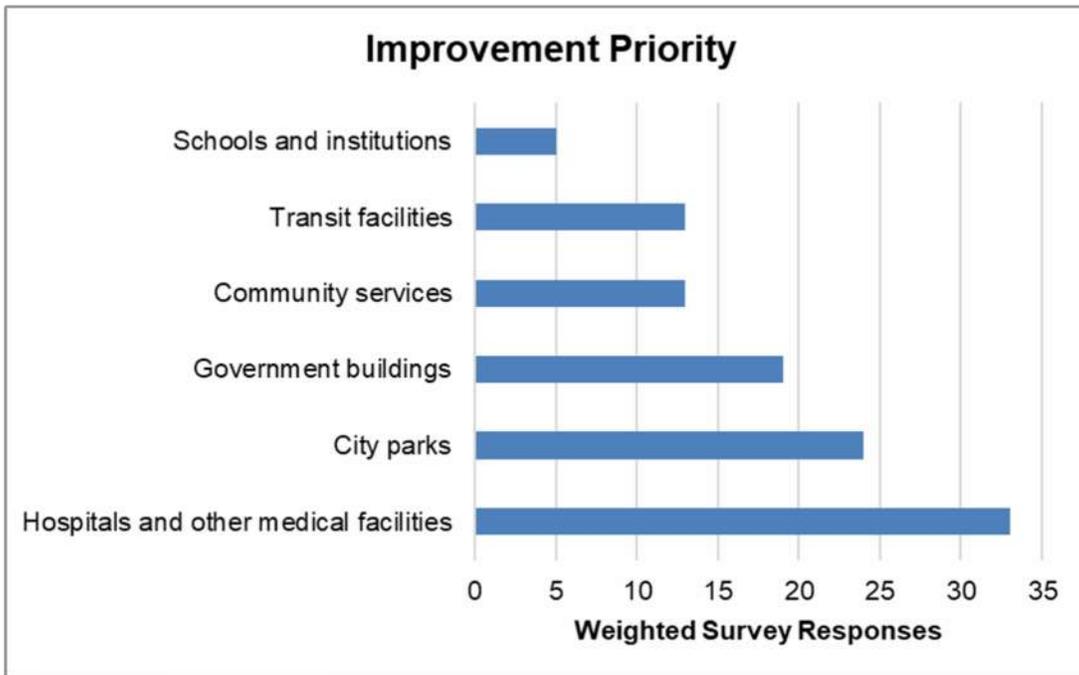


Figure 5 Weighted Improvement Priority Ranking

In addition, when examining the priorities of respondents whose disability status includes having a disability that impacts travel, the highest weighted priorities include city parks, transit facilities, and hospitals and other medical facilities.

Respondents were also given the opportunity to identify locations where they have experienced mobility or accessibility challenges in the City of Port Angeles. Locations were identified via written survey responses. Key locations identified via written survey results and the online mapping tool are summarized in Table 1.

Table 1. Identified Accessibility Barriers

| City Locations and/or Landmarks | City Roadways or Roadway Segments | City Intersections |
|---|--|---|
| Downtown Area | 8th Street | 8th Street/Peabody Street (mentioned twice) |
| Port Angeles High School | Peabody Street | 5th Street/L Street |
| Elks Club | 5th Street (mentioned three times) | N Oak Street/W Front Street |
| Cherry Hill Neighborhood (mentioned twice) | 7th Street (mentioned twice) | E 2nd Street/S Albert Street |
| Downtown and Waterfront Neighborhoods (mentioned twice) | Lincoln Street between 8th Street and waterfront | 5th Street/Peabody Street |
| Post Office | Cherry Street (mentioned twice) | 5th Street/Lincoln Street |
| | 18th Street | W 5th Street/S Laurel Street |
| | C Street between 8th Street and 16th Street | |
| | L Street | |
| | Albert Street between 2nd Street and Alley | |
| | Front Street (mentioned three times) | |
| | 1st Street (mentioned three times) | |
| | S Cherry Street between W 6th Street and W 7th Street | |
| | E 10th Street between S Francis Street and S Eunice Street | |
| | E Railroad Avenue | |

In addition to the online survey, locations with mobility and accessibility barriers were identified by respondents via an online mapping and reporting tool. An example of the reporting tool is shown in Figure 6. See Attachment B for further detail on responses using the online mapping and reporting tool.

Port Angeles ADA Concerns/Preocupaciones

We'd like to know where you are experiencing barriers to travel on our City's sidewalks and pedestrian paths. Do you have a specific location that makes travel difficult or prevents you from accessing programs or activities? Please take a moment and tell us more about that location.

Nos gustaría saber dónde está experimentando barreras para viajar en las aceras y caminos peatonales de nuestra ciudad. ¿Tiene una ubicación específica que dificulta el viaje o le impide acceder a programas o actividades? Tómese un momento y cuéntenos más sobre esa ubicación.

Enter a Location/Ingrese una ubicación*

Enter the address of the location where you have an ADA accessibility issue. To mark multiple areas, please submit one form per location.

Ingrese la dirección de la ubicación donde tiene un problema de accesibilidad ADA. Para marcar varias áreas, envíe un formulario por ubicación.

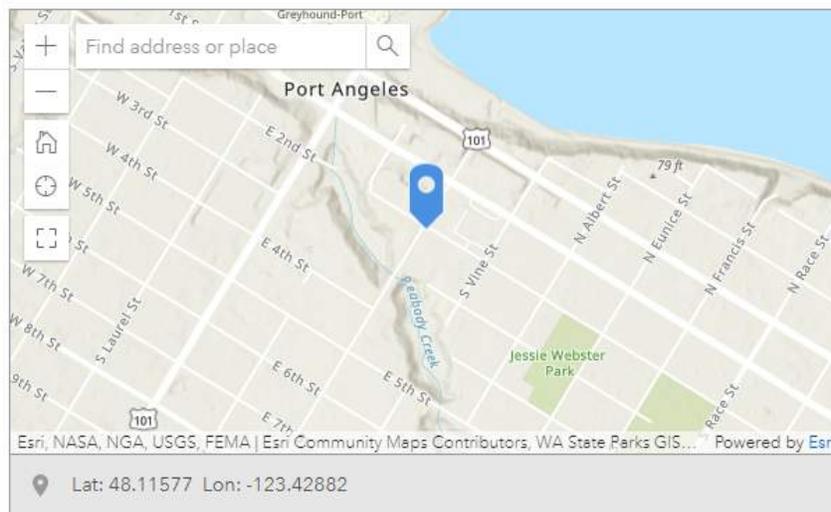


Figure 6 Online Reporting Tool

As shown in Figure 6, respondents could indicate specific locations with accessibility barriers or concerns and provide a description or photo of the barrier. Barriers identified via the mapping tool are consistent with the survey responses, including inaccessible sidewalks, missing sidewalks, missing curb cuts, and lack of resting places along inclined walking areas. Specific locations identified via the mapping tool are summarized in Table 1 and include W 5th Street, Laurel Street, S Cherry Street, E 10th Street, and E Railroad Avenue.

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.

Attachment A: Survey Response Data



#1

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, November 05, 2020 2:39:34 PM
Last Modified: Thursday, November 05, 2020 2:53:56 PM
Time Spent: 00:14:22
IP Address: 172.92.124.188

Page 1: City of Port Angeles ADA Transition Plan Survey

Q1 **Live in Port Angeles,**
First, please tell us why you travel in Port Angeles?
(Choose all that apply) **Recreation/recreational activities,**
Shopping,
Other community and social services

Q2 **I have a disability that impacts how I travel**
Please tell us about yourself (Choose all that apply)

Page 2

Q3 **Condition that substantially limits one or more physical activities such as walking, or climbing stairs**
If you indicated you have a disability or support someone with a disability, please choose all that apply. **Use mobility device(s),**
Use wheelchair,
Use assistive software technology such as a screen-reader

Q4 **Washington State Department of Social and Health Services**
What resources do you use to find information on ADA issues? (Choose all that apply)

Q5
Please provide your home ZIP code (enter 5-digit ZIP code; for example: 98362)
98362

Q6 **1-2 days per week**
How often do you travel in the City of Port Angeles?

Q7 **Drive and park,**
How do you travel within the City of Port Angeles?
(Choose all that apply) **Take transit or paratransit shuttles,**
Wheel (use a wheelchair)

Q8 **Less than weekly**
If you use transit, how often do you use it in a typical week?

Page 3: Do you experience barriers?

Q9 **No**
Are you now or were you ever unable to participate or obtain services in the City of Port Angeles due to a barrier?

Q10 **ADA parking not available**
Which of the following barriers in the public right of way are reasons you could not participate? (Choose all that apply)

Page 4: Specific Barriers and Gaps

Q11
Where have you experienced challenges? Please list up to three locations and the problem. Be as specific as possible about the location and the type of barrier (sidewalk, curb ramp, pedestrian crossing, pedestrian push buttons)

Location 1 **N. Oak St. and W. Front St.**
Problem 1 **Was going out to eat dinner at Songoku and all of the handicap parking was in use.**

Page 5: Priorities

Q12 **City parks**
For the six types of locations below, which one would be your HIGHEST priority.

Q13 **Schools and institutions (example: Peninsula College)**
For the six types of locations below, which one would be your SECOND HIGHEST priority.

Page 6: Demographics

Q14

Caucasian/White

How do you identify yourself? (Optional)

Q15

35-44

What is your age? (Optional)

Page 7

Q16

Please provide your contact information to receive updates on the plan. (Optional)

Name

Ian Mackay

Email Address

ian@iansride.com

Phone Number

3608086588

Q17

Yes

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

#2

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, November 06, 2020 7:40:31 AM
Last Modified: Friday, November 06, 2020 7:45:38 AM
Time Spent: 00:05:06
IP Address: 172.92.101.31

Page 1: City of Port Angeles ADA Transition Plan Survey

Q1 **Live in Port Angeles**

First, please tell us why you travel in Port Angeles?
(Choose all that apply)

Q2 **I have a disability that impacts how I travel**

Please tell us about yourself (Choose all that apply)

Page 2

Q3 **Condition that substantially limits one or more physical activities such as walking, or climbing stairs**
,
Use mobility device(s),
Use a service animal

Q4 **Other (please specify):**
Federal
What resources do you use to find information on ADA issues? (Choose all that apply)

Q5
Please provide your home ZIP code (enter 5-digit ZIP code; for example: 98362)
98362

Q6 **5-7 days per week**
How often do you travel in the City of Port Angeles?

Q7

How do you travel within the City of Port Angeles?
(Choose all that apply)

Wheel (use a wheelchair),
Walk with assistance like a cane or walker,
Walk with a service animal

Q8

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

I don't use transit

Page 3: Do you experience barriers?

Q9

Are you now or were you ever unable to participate or obtain services in the City of Port Angeles due to a barrier?

Yes

Q10

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

Sidewalk barriers,
Curb ramp barriers,
ADA parking not available

Page 4: Specific Barriers and Gaps

Q11

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

Location 1

All of Cherry Hill

Problem 1

No curb cut outs to get to services

Page 5: Priorities

Q12

For the six types of locations below, which one would be your HIGHEST priority.

Respondent skipped this question

Q13

For the six types of locations below, which one would be your SECOND HIGHEST priority.

Respondent skipped this question

Page 6: Demographics

Q14

Other or Combination of races

How do you identify yourself? (Optional)

Q15

55-64

What is your age? (Optional)

Page 7

Q16

Please provide your contact information to receive updates on the plan. (Optional)

Name

Michele

Email Address

m_delligatti@yahoo.com

Phone Number

360-457-2986

Q17

Yes

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

#3

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, November 06, 2020 4:14:35 PM
Last Modified: Friday, November 06, 2020 4:22:09 PM
Time Spent: 00:07:34
IP Address: 172.92.121.35

Page 1: City of Port Angeles ADA Transition Plan Survey

Q1 **Live in Port Angeles**

First, please tell us why you travel in Port Angeles?
(Choose all that apply)

Q2 **I have no disability**

Please tell us about yourself (Choose all that apply)

Page 2

Q3 **Respondent skipped this question**

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

Q4 **Other (please specify):**

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

none

Q5
Please provide your home ZIP code (enter 5-digit ZIP code; for example: 98362)

98362-3504

Q6 **1-2 days per week**

How often do you travel in the City of Port Angeles?

Q7 **Drive and park,**

How do you travel within the City of Port Angeles?
(Choose all that apply)

Walk

Q8

I don't use transit

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

Page 3: Do you experience barriers?

Q9

No

Are you now or were you ever unable to participate or obtain services in the City of Port Angeles due to a barrier?

Q10

Sidewalk barriers,

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

Curb ramp barriers,

Pedestrian signal issues including access to push buttons

Page 4: Specific Barriers and Gaps

Q11

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

Location 1

Side walk on Front St next to jack in the box store

Problem 1

Side walk is at a slant and is often wet

Page 5: Priorities

Q12

Community Services (example: food banks)

For the six types of locations below, which one would be your HIGHEST priority.

Q13

Hospitals and other medical facilities

For the six types of locations below, which one would be your SECOND HIGHEST priority.

Page 6: Demographics

Q14

Caucasian/White

How do you identify yourself? (Optional)

Q15

65+

What is your age? (Optional)

Page 7

Q16

Please provide your contact information to receive updates on the plan. (Optional)

| | |
|---------------|--------------------------|
| Name | Tom McCulloch |
| Email Address | thlbm@olympus.net |
| Phone Number | 3604178869 |

Q17

No

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

#4

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, November 06, 2020 4:23:17 PM
Last Modified: Friday, November 06, 2020 4:29:13 PM
Time Spent: 00:05:56
IP Address: 172.92.102.45

Page 1: City of Port Angeles ADA Transition Plan Survey

Q1 **Live in Port Angeles**

First, please tell us why you travel in Port Angeles?
(Choose all that apply)

Q2 **I have no disability**

Please tell us about yourself (Choose all that apply)

Page 2

Q3 **Respondent skipped this question**

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

Q4 **City of Port Angeles**

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

Q5 **Respondent skipped this question**

Please provide your home ZIP code (enter 5-digit ZIP code; for example: 98362)

Q6 **3-4 days per week**

How often do you travel in the City of Port Angeles?

Q7 **Drive and park,
Walk,
Bike**

How do you travel within the City of Port Angeles?
(Choose all that apply)

Q8

I don't use transit

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

Page 3: Do you experience barriers?

Q9

No

Are you now or were you ever unable to participate or obtain services in the City of Port Angeles due to a barrier?

Q10

Curb ramp barriers

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

Page 4: Specific Barriers and Gaps

Q11

Respondent skipped this question

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

Page 5: Priorities

Q12

Transit facilities (example: transit stops)

For the six types of locations below, which one would be your HIGHEST priority.

Q13

Government buildings that provide human services (examples: City Hall, Municipal Court, public libraries)

For the six types of locations below, which one would be your SECOND HIGHEST priority.

Page 6: Demographics

Q14

Caucasian/White

How do you identify yourself? (Optional)

Q15

55-64

What is your age? (Optional)

Page 7

Q16

Respondent skipped this question

Please provide your contact information to receive updates on the plan. (Optional)

Q17

No

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

#5

INCOMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, November 06, 2020 5:07:58 PM
Last Modified: Friday, November 06, 2020 5:14:03 PM
Time Spent: 00:06:04
IP Address: 172.92.98.127

Page 1: City of Port Angeles ADA Transition Plan Survey

Q1 **Live in Port Angeles,**
First, please tell us why you travel in Port Angeles?
(Choose all that apply) **Medical appointments,**
Shopping

Q2 **I have a disability that impacts how I travel**
Please tell us about yourself (Choose all that apply)

Page 2

Q3 **Condition that substantially limits one or more physical activities such as walking, or climbing stairs**
If you indicated you have a disability or support someone with a disability, please choose all that apply. **Use mobility device(s)**

Q4 **City of Port Angeles**
What resources do you use to find information on ADA issues? (Choose all that apply)

Q5
Please provide your home ZIP code (enter 5-digit ZIP code; for example: 98362)
98362

Q6 **1-2 days per week**
How often do you travel in the City of Port Angeles?

Q7 **Drive and park,**
How do you travel within the City of Port Angeles?
(Choose all that apply) **Walk with assistance like a cane or walker**

Q8

I don't use transit

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

Page 3: Do you experience barriers?

Q9

No

Are you now or were you ever unable to participate or obtain services in the City of Port Angeles due to a barrier?

Q10

Respondent skipped this question

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

Page 4: Specific Barriers and Gaps

Q11

Respondent skipped this question

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

Page 5: Priorities

Q12

Respondent skipped this question

For the six types of locations below, which one would be your HIGHEST priority.

Q13

Respondent skipped this question

For the six types of locations below, which one would be your SECOND HIGHEST priority.

Page 6: Demographics

Q14

Respondent skipped this question

How do you identify yourself? (Optional)

Q15

Respondent skipped this question

What is your age? (Optional)

Page 7

Q16

Respondent skipped this question

Please provide your contact information to receive updates on the plan. (Optional)

Q17

Respondent skipped this question

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

#6

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, November 06, 2020 5:10:13 PM
Last Modified: Friday, November 06, 2020 5:19:16 PM
Time Spent: 00:09:02
IP Address: 174.204.82.128

Page 1: City of Port Angeles ADA Transition Plan Survey

Q1

First, please tell us why you travel in Port Angeles?
(Choose all that apply)

Live in Port Angeles,
Work in Port Angeles,
Recreation/recreational activities,
Medical appointments,
Shopping

Q2

I have a disability that impacts how I travel

Please tell us about yourself (Choose all that apply)

Page 2

Q3

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

Blindness or serious difficulty seeing when wearing glasses
,
Deafness or hearing difficulty,
Use mobility device(s),
Use hearing aids or hearing assistive devices

Q4

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

Washington State Department of Services for the Blind,
Transit service

Q5

Please provide your home ZIP code (enter 5-digit ZIP code; for example: 98362)

98363

Q6

5-7 days per week

How often do you travel in the City of Port Angeles?

Q7

How do you travel within the City of Port Angeles?
(Choose all that apply)

**Take transit or paratransit shuttles,
Walk with assistance like a cane or walker,
Walk,
Other (please specify):
Friends or family drive me**

Q8

4 or more days per week

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

Page 3: Do you experience barriers?

Q9

No

Are you now or were you ever unable to participate or obtain services in the City of Port Angeles due to a barrier?

Q10

Pedestrian signal issues including access to push buttons

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

Page 4: Specific Barriers and Gaps

Q11

Respondent skipped this question

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

Page 5: Priorities

Q12

Transit facilities (example: transit stops)

For the six types of locations below, which one would be your HIGHEST priority.

Q13

Hospitals and other medical facilities

For the six types of locations below, which one would be your SECOND HIGHEST priority.

Page 6: Demographics

Q14

Caucasian/White

How do you identify yourself? (Optional)

Q15

25-34

What is your age? (Optional)

Page 7

Q16

Please provide your contact information to receive updates on the plan. (Optional)

| | |
|---------------|-------------------------------|
| Name | Audrey Chard |
| Email Address | audrey.chard@gmail.com |
| Phone Number | 3604772184 |

Q17

Yes

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

#7

INCOMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, November 06, 2020 5:31:21 PM
Last Modified: Friday, November 06, 2020 5:32:11 PM
Time Spent: 00:00:49
IP Address: 97.113.142.0

Page 1: City of Port Angeles ADA Transition Plan Survey

Q1 **Live in Port Angeles**

First, please tell us why you travel in Port Angeles?
(Choose all that apply)

Q2 **I prefer not to say**

Please tell us about yourself (Choose all that apply)

Page 2

Q3 **Respondent skipped this question**

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

Q4 **Respondent skipped this question**

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

Q5 **Respondent skipped this question**

Please provide your home ZIP code (enter 5-digit ZIP code; for example: 98362)

Q6 **Respondent skipped this question**

How often do you travel in the City of Port Angeles?

Q7 **Respondent skipped this question**

How do you travel within the City of Port Angeles?
(Choose all that apply)

Q8 Respondent skipped this question

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

Page 3: Do you experience barriers?

Q9 Respondent skipped this question

Are you now or were you ever unable to participate or obtain services in the City of Port Angeles due to a barrier?

Q10 Respondent skipped this question

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

Page 4: Specific Barriers and Gaps

Q11 Respondent skipped this question

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

Page 5: Priorities

Q12 Respondent skipped this question

For the six types of locations below, which one would be your HIGHEST priority.

Q13 Respondent skipped this question

For the six types of locations below, which one would be your SECOND HIGHEST priority.

Page 6: Demographics

Q14 Respondent skipped this question

How do you identify yourself? (Optional)

Q15 Respondent skipped this question

What is your age? (Optional)

Page 7

Q16

Respondent skipped this question

Please provide your contact information to receive updates on the plan. (Optional)

Q17

Respondent skipped this question

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

#8

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, November 06, 2020 5:36:53 PM
Last Modified: Friday, November 06, 2020 5:39:52 PM
Time Spent: 00:02:59
IP Address: 172.92.125.38

Page 1: City of Port Angeles ADA Transition Plan Survey

Q1 **Live in Port Angeles,**
First, please tell us why you travel in Port Angeles?
(Choose all that apply) **Medical appointments,**
Shopping

Q2 **I have no disability**
Please tell us about yourself (Choose all that apply)

Page 2

Q3 **Respondent skipped this question**
If you indicated you have a disability or support someone
with a disability, please choose all that apply.

Q4 **Washington State Department of Social and Health
Services**
What resources do you use to find information on ADA
issues? (Choose all that apply)

Q5
Please provide your home ZIP code (enter 5-digit ZIP code; for example: 98362)
98363

Q6 **5-7 days per week**
How often do you travel in the City of Port Angeles?

Q7 **Drive and park,**
How do you travel within the City of Port Angeles?
(Choose all that apply) **Walk,**
Bike

Q8

I don't use transit

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

Page 3: Do you experience barriers?

Q9

No

Are you now or were you ever unable to participate or obtain services in the City of Port Angeles due to a barrier?

Q10

Respondent skipped this question

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

Page 4: Specific Barriers and Gaps

Q11

Respondent skipped this question

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

Page 5: Priorities

Q12

Hospitals and other medical facilities

For the six types of locations below, which one would be your HIGHEST priority.

Q13

Government buildings that provide human services (examples: City Hall, Municipal Court, public libraries)

For the six types of locations below, which one would be your SECOND HIGHEST priority.

Page 6: Demographics

Q14

Caucasian/White

How do you identify yourself? (Optional)

Q15

55-64

What is your age? (Optional)

Page 7

Q16

Respondent skipped this question

Please provide your contact information to receive updates on the plan. (Optional)

Q17

No

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

#9

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, November 06, 2020 5:43:09 PM
Last Modified: Friday, November 06, 2020 5:53:31 PM
Time Spent: 00:10:22
IP Address: 172.92.124.65

Page 1: City of Port Angeles ADA Transition Plan Survey

Q1 **Live in Port Angeles,**
First, please tell us why you travel in Port Angeles?
(Choose all that apply) **Recreation/recreational activities,**
Medical appointments,
Shopping,
Other community and social services

Q2 **I have no disability**
Please tell us about yourself (Choose all that apply)

Page 2

Q3 **Respondent skipped this question**
If you indicated you have a disability or support someone
with a disability, please choose all that apply.

Q4 **Washington State Department of Social and Health
Services**
What resources do you use to find information on ADA
issues? (Choose all that apply)

Q5
Please provide your home ZIP code (enter 5-digit ZIP code; for example: 98362)
98362

Q6 **5-7 days per week**
How often do you travel in the City of Port Angeles?

Q7

How do you travel within the City of Port Angeles?
(Choose all that apply)

Drive and park,

Walk

Q8

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

I don't use transit

Page 3: Do you experience barriers?

Q9

Are you now or were you ever unable to participate or obtain services in the City of Port Angeles due to a barrier?

No

Q10

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

Respondent skipped this question

Page 4: Specific Barriers and Gaps

Q11

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

Location 1

400 Block E. 5th, (south side)

Problem 1

sidewalk needs fix, unlevel, trees pushing up

Location 2

NW corner of 8th & Peabody

Problem 2

area around pedestrian push button, awkward to navigate

Location 3

Albert St.,between 2nd and alley, west side

Problem 3

tree has pushed sidewalk way up

Page 5: Priorities

Q12

For the six types of locations below, which one would be your HIGHEST priority.

Government buildings that provide human services (examples: City Hall, Municipal Court, public libraries)

Q13

Hospitals and other medical facilities

For the six types of locations below, which one would be your SECOND HIGHEST priority.

Page 6: Demographics

Q14

Caucasian/White

How do you identify yourself? (Optional)

Q15

65+

What is your age? (Optional)

Page 7

Q16

Respondent skipped this question

Please provide your contact information to receive updates on the plan. (Optional)

Q17

No

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

#10

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, November 06, 2020 6:03:14 PM
Last Modified: Friday, November 06, 2020 6:06:00 PM
Time Spent: 00:02:45
IP Address: 174.204.64.145

Page 1: City of Port Angeles ADA Transition Plan Survey

Q1 **Live in Port Angeles**

First, please tell us why you travel in Port Angeles?
(Choose all that apply)

Q2 **I prefer not to say**

Please tell us about yourself (Choose all that apply)

Page 2

Q3 **Respondent skipped this question**

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

Q4 **Respondent skipped this question**

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

Q5
Please provide your home ZIP code (enter 5-digit ZIP code; for example: 98362)

98363

Q6 **5-7 days per week**

How often do you travel in the City of Port Angeles?

Q7 **Drive and park**

How do you travel within the City of Port Angeles?
(Choose all that apply)

Q8

I don't use transit

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

Page 3: Do you experience barriers?

Q9

No

Are you now or were you ever unable to participate or obtain services in the City of Port Angeles due to a barrier?

Q10

Respondent skipped this question

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

Page 4: Specific Barriers and Gaps

Q11

Respondent skipped this question

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

Page 5: Priorities

Q12

City parks

For the six types of locations below, which one would be your HIGHEST priority.

Q13

Government buildings that provide human services (examples: City Hall, Municipal Court, public libraries)

For the six types of locations below, which one would be your SECOND HIGHEST priority.

Page 6: Demographics

Q14

Caucasian/White

How do you identify yourself? (Optional)

Q15

45-54

What is your age? (Optional)

Page 7

Q16

Respondent skipped this question

Please provide your contact information to receive updates on the plan. (Optional)

Q17

No

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

#11

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, November 07, 2020 8:46:26 AM
Last Modified: Saturday, November 07, 2020 8:52:17 AM
Time Spent: 00:05:51
IP Address: 172.92.104.119

Page 1: City of Port Angeles ADA Transition Plan Survey

Q1 **Live in Port Angeles,**
First, please tell us why you travel in Port Angeles?
(Choose all that apply) **Attend school/college,**
Recreation/recreational activities,
Medical appointments,
Other community and social services

Q2 **I prefer not to say**
Please tell us about yourself (Choose all that apply)

Page 2

Q3 **Physical, mental, or emotional condition that limits learning, remembering, or concentrating**
If you indicated you have a disability or support someone with a disability, please choose all that apply.

Q4 **Washington State Department of Social and Health Services**
What resources do you use to find information on ADA issues? (Choose all that apply)

Q5
Please provide your home ZIP code (enter 5-digit ZIP code; for example: 98362)
98363

Q6 **3-4 days per week**
How often do you travel in the City of Port Angeles?

Q7

How do you travel within the City of Port Angeles?
(Choose all that apply)

Drive and park,

Walk

Q8

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

I don't use transit

Page 3: Do you experience barriers?

Q9

Are you now or were you ever unable to participate or obtain services in the City of Port Angeles due to a barrier?

Yes

Q10

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

Curb ramp barriers,

Pedestrian crosswalk issues

Page 4: Specific Barriers and Gaps

Q11

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

Location 1

5th & L streets

Problem 1

Can not walk up L street towards the school without having to walk out into the street due to no corner access from the storm drain.

Page 5: Priorities

Q12

For the six types of locations below, which one would be your HIGHEST priority.

City parks

Q13

For the six types of locations below, which one would be your SECOND HIGHEST priority.

Schools and institutions (example: Peninsula College)

Page 6: Demographics

Q14

Caucasian/White

How do you identify yourself? (Optional)

Q15

35-44

What is your age? (Optional)

Page 7

Q16

Please provide your contact information to receive updates on the plan. (Optional)

Name

Nina Napiontek

Email Address

nnapiontek02@gmail.com

Phone Number

3604613574

Q17

No

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

#12

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, November 07, 2020 11:48:10 AM
Last Modified: Saturday, November 07, 2020 12:34:17 PM
Time Spent: 00:46:07
IP Address: 172.92.100.62

Page 1: City of Port Angeles ADA Transition Plan Survey

Q1 **Live in Port Angeles, Recreation/recreational activities**
First, please tell us why you travel in Port Angeles?
(Choose all that apply)

Q2 **I have a disability that impacts how I travel**
Please tell us about yourself (Choose all that apply)

Page 2

Q3 **Condition that substantially limits one or more physical activities such as walking, or climbing stairs**
If you indicated you have a disability or support someone with a disability, please choose all that apply.
,
Use mobility device(s),
Use wheelchair,
Use hearing aids or hearing assistive devices

Q4 **Other (please specify):**
What resources do you use to find information on ADA issues? (Choose all that apply)
I call ahead to my destination or have friend check for wheelchair access

Q5
Please provide your home ZIP code (enter 5-digit ZIP code; for example: 98362)
98363

Q6 **1-2 days per week**
How often do you travel in the City of Port Angeles?

Q7 How do you travel within the City of Port Angeles?
(Choose all that apply)

Drive and park,
Take transit or paratransit shuttles,
Wheel (use a wheelchair)

Q8 If you use transit, how often do you use it in a typical week?

Less than weekly

Page 3: Do you experience barriers?

Q9 Are you now or were you ever unable to participate or obtain services in the City of Port Angeles due to a barrier?

Yes

Q10 Which of the following barriers in the public right of way are reasons you could not participate? (Choose all that apply)

Sidewalk barriers,
Curb ramp barriers,
Pedestrian crosswalk issues,
Other (please specify):
no sidewalk or bike lane on 18th st from McDonald to BMX track

Page 4: Specific Barriers and Gaps

Q11 Where have you experienced challenges? Please list up to three locations and the problem. Be as specific as possible about the location and the type of barrier (sidewalk, curb ramp, pedestrian crossing, pedestrian push buttons)

| | |
|------------|--|
| Location 1 | 18th st from McDonald St to the BMX track |
| Problem 1 | No sidewalk or bike lane |
| Location 2 | C street from 16th to 8th |
| Problem 2 | nonexistent or uneven sidewalk or bike lane |

Page 5: Priorities

Q12 For the six types of locations below, which one would be your HIGHEST priority.

City parks

Q13

Respondent skipped this question

For the six types of locations below, which one would be your SECOND HIGHEST priority.

Page 6: Demographics

Q14

Caucasian/White

How do you identify yourself? (Optional)

Q15

65+

What is your age? (Optional)

Page 7

Q16

Please provide your contact information to receive updates on the plan. (Optional)

Name

David Birmingham

Email Address

dab@wavecable.com

Q17

Respondent skipped this question

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

#13

INCOMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, November 09, 2020 7:32:54 AM
Last Modified: Monday, November 09, 2020 7:34:02 AM
Time Spent: 00:01:08
IP Address: 143.131.2.16

Page 1: City of Port Angeles ADA Transition Plan Survey

Q1 **Work in Port Angeles,**
First, please tell us why you travel in Port Angeles?
(Choose all that apply) **Recreation/recreational activities,**
Medical appointments,
Shopping,
Other community and social services

Q2 **I prefer not to say**
Please tell us about yourself (Choose all that apply)

Page 2

Q3 **Respondent skipped this question**
If you indicated you have a disability or support someone with a disability, please choose all that apply.

Q4 **Respondent skipped this question**
What resources do you use to find information on ADA issues? (Choose all that apply)

Q5 **Respondent skipped this question**
Please provide your home ZIP code (enter 5-digit ZIP code; for example: 98362)

Q6 **Respondent skipped this question**
How often do you travel in the City of Port Angeles?

Q7 Respondent skipped this question

How do you travel within the City of Port Angeles?
(Choose all that apply)

Q8 Respondent skipped this question

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

Page 3: Do you experience barriers?

Q9 Respondent skipped this question

Are you now or were you ever unable to participate or obtain services in the City of Port Angeles due to a barrier?

Q10 Respondent skipped this question

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

Page 4: Specific Barriers and Gaps

Q11 Respondent skipped this question

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

Page 5: Priorities

Q12 Respondent skipped this question

For the six types of locations below, which one would be your HIGHEST priority.

Q13 Respondent skipped this question

For the six types of locations below, which one would be your SECOND HIGHEST priority.

Page 6: Demographics

Q14 Respondent skipped this question

How do you identify yourself? (Optional)

Q15

Respondent skipped this question

What is your age? (Optional)

Page 7

Q16

Respondent skipped this question

Please provide your contact information to receive updates on the plan. (Optional)

Q17

Respondent skipped this question

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

#14

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, November 09, 2020 3:01:06 PM
Last Modified: Monday, November 09, 2020 3:11:18 PM
Time Spent: 00:10:12
IP Address: 174.21.179.1

Page 1: City of Port Angeles ADA Transition Plan Survey

Q1
First, please tell us why you travel in Port Angeles?
(Choose all that apply)

Live in Port Angeles,
Work in Port Angeles,
Recreation/recreational activities,
Medical appointments,
Shopping

Q2
Please tell us about yourself (Choose all that apply)

I have a disability that impacts how I travel

Page 2

Q3
If you indicated you have a disability or support someone with a disability, please choose all that apply.

Condition that substantially limits one or more physical activities such as walking, or climbing stairs
,
Use mobility device(s),
Use wheelchair,
Use a service animal

Q4
What resources do you use to find information on ADA issues? (Choose all that apply)

City of Port Angeles,
Other (please specify):
ada.gov

Q5
Please provide your home ZIP code (enter 5-digit ZIP code; for example: 98362)

98362

Q6 **1-2 days per week**

How often do you travel in the City of Port Angeles?

Q7 **Drive and park,
Wheel (use a wheelchair)**

How do you travel within the City of Port Angeles?
(Choose all that apply)

Q8 **I don't use transit**

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

Page 3: Do you experience barriers?

Q9 **Yes**

Are you now or were you ever unable to participate or obtain services in the City of Port Angeles due to a barrier?

Q10 **Sidewalk barriers,
Curb ramp barriers,
ADA parking not available**

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

Page 4: Specific Barriers and Gaps

Q11

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

| | |
|------------|--|
| Location 1 | Neighborhoods in Town/Between the Bridges |
| Problem 1 | Lack of curb cuts/have to drive wheelchair down the road, narrow sidewalks |
| Location 2 | Downtown/Waterfront/Neighborhoods |
| Problem 2 | Uneven/rough or high curb cuts that cause wheelchair to tip over |
| Location 3 | Pedes. crosswalks down Lincoln from 8th to Waterfront |
| Problem 3 | Holes/potholes/cracks uneven paving in crosswalks & curbcuts toward center of intersection instead of straight across |

Page 5: Priorities

Q12

City parks

For the six types of locations below, which one would be your HIGHEST priority.

Q13

**Government buildings that provide human services
(examples: City Hall, Municipal Court, public libraries)**

For the six types of locations below, which one would be your SECOND HIGHEST priority.

Page 6: Demographics

Q14

Caucasian/White

How do you identify yourself? (Optional)

Q15

45-54

What is your age? (Optional)

Page 7

Q16

Please provide your contact information to receive updates on the plan. (Optional)

| | |
|---------------|---------------------------|
| Name | Rachelle Whitley |
| Email Address | wildcat567@aol.com |
| Phone Number | 3033044733 |

Q17

Yes

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

#15

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, November 09, 2020 3:27:43 PM
Last Modified: Monday, November 09, 2020 3:41:07 PM
Time Spent: 00:13:24
IP Address: 172.92.127.69

Page 1: City of Port Angeles ADA Transition Plan Survey

Q1 **Live in Port Angeles,**
First, please tell us why you travel in Port Angeles?
(Choose all that apply) **Recreation/recreational activities,**
Medical appointments,
Shopping

Q2 **I have a disability that impacts how I travel**
Please tell us about yourself (Choose all that apply)

Page 2

Q3 **Condition that substantially limits one or more physical activities such as walking, or climbing stairs**
If you indicated you have a disability or support someone with a disability, please choose all that apply. ,
Other (please specify):
I am unable to walk 200' without rest, benches would help. I loose my breath.

Q4 **Washington State Department of Social and Health Services**
What resources do you use to find information on ADA issues? (Choose all that apply) ,
City of Port Angeles,
Other (please specify):
Olympic National Park ADA access

Q5
Please provide your home ZIP code (enter 5-digit ZIP code; for example: 98362)

98362

Q6 **5-7 days per week**

How often do you travel in the City of Port Angeles?

Q7 **Drive and park**

How do you travel within the City of Port Angeles?
(Choose all that apply)

Q8 **I don't use transit**

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

Page 3: Do you experience barriers?

Q9 **Yes**

Are you now or were you ever unable to participate or obtain services in the City of Port Angeles due to a barrier?

Q10 **Pedestrian crosswalk issues,**

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

ADA parking not available,

Other (please specify):

No benches to stop and rest after walking up the slight incline.

Page 4: Specific Barriers and Gaps

Q11 **Respondent skipped this question**

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

Page 5: Priorities

Q12 **Community Services (example: food banks)**

For the six types of locations below, which one would be your HIGHEST priority.

Q13 **Hospitals and other medical facilities**

For the six types of locations below, which one would be your SECOND HIGHEST priority.

Page 6: Demographics

Q14 **Caucasian/White**
How do you identify yourself? (Optional)

Q15 **55-64**
What is your age? (Optional)

Page 7

Q16 **Respondent skipped this question**
Please provide your contact information to receive updates on the plan. (Optional)

Q17 **No**
Would you be willing to participate in a focus group related to the plan?

#16

INCOMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, November 09, 2020 4:24:05 PM
Last Modified: Monday, November 09, 2020 4:34:26 PM
Time Spent: 00:10:21
IP Address: 172.92.118.168

Page 1: City of Port Angeles ADA Transition Plan Survey

Q1 Other (please specify):
First, please tell us why you travel in Port Angeles?
(Choose all that apply) Live in the county and own 6 single family rental homes in PA.

Q2 **I have a disability that impacts how I travel**
Please tell us about yourself (Choose all that apply)

Page 2

Q3 **Deafness or hearing difficulty,**
If you indicated you have a disability or support someone **Use a service animal**
with a disability, please choose all that apply.

Q4 **Washington State Department of Social and Health Services**
What resources do you use to find information on ADA issues? (Choose all that apply) ,
Other (please specify):
Washingtonlawhelp.org, Canine Companions for Independence

Q5
Please provide your home ZIP code (enter 5-digit ZIP code; for example: 98362)
98363

Q6 **1-2 days per week**
How often do you travel in the City of Port Angeles?

Q7 **Drive and park,**
Walk with a service animal

How do you travel within the City of Port Angeles?
(Choose all that apply)

Q8 **I don't use transit**

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

Page 3: Do you experience barriers?

Q9 **Yes**

Are you now or were you ever unable to participate or obtain services in the City of Port Angeles due to a barrier?

Q10 **Other (please specify):**

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

Couldn't access the police at the city police station through the afterhours dispatch phones located in police station lobbies.

Page 4: Specific Barriers and Gaps

Q11 **Respondent skipped this question**

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

Page 5: Priorities

Q12 **Respondent skipped this question**

For the six types of locations below, which one would be your HIGHEST priority.

Q13 **Respondent skipped this question**

For the six types of locations below, which one would be your SECOND HIGHEST priority.

Page 6: Demographics

Q14

Respondent skipped this question

How do you identify yourself? (Optional)

Q15

Respondent skipped this question

What is your age? (Optional)

Page 7

Q16

Respondent skipped this question

Please provide your contact information to receive updates on the plan. (Optional)

Q17

Respondent skipped this question

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

#17

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, November 09, 2020 8:25:33 PM
Last Modified: Monday, November 09, 2020 8:32:21 PM
Time Spent: 00:06:47
IP Address: 174.253.193.140

Page 1: City of Port Angeles ADA Transition Plan Survey

Q1

First, please tell us why you travel in Port Angeles?
(Choose all that apply)

Work in Port Angeles,
Medical appointments,
Other (please specify):
Family

Q2

Please tell us about yourself (Choose all that apply)

I support a person with disabilities

Page 2

Q3

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

Condition that substantially limits one or more physical activities such as walking, or climbing stairs
,
Deafness or hearing difficulty,
Use hearing aids or hearing assistive devices

Q4

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

Other (please specify):
Texts, peer-reviewed articles

Q5

Please provide your home ZIP code (enter 5-digit ZIP code; for example: 98362)

98382

Q6

How often do you travel in the City of Port Angeles?

5-7 days per week

Q7

How do you travel within the City of Port Angeles?
(Choose all that apply)

Drive and park,

Walk

Q8

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

1-2 days per week

Page 3: Do you experience barriers?

Q9

Are you now or were you ever unable to participate or obtain services in the City of Port Angeles due to a barrier?

No

Q10

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

Pedestrian crosswalk issues

Page 4: Specific Barriers and Gaps

Q11

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

Respondent skipped this question

Page 5: Priorities

Q12

For the six types of locations below, which one would be your HIGHEST priority.

Hospitals and other medical facilities

Q13

For the six types of locations below, which one would be your SECOND HIGHEST priority.

**Government buildings that provide human services
(examples: City Hall, Municipal Court, public libraries)**

Page 6: Demographics

Q14

How do you identify yourself? (Optional)

Caucasian/White

Q15

55-64

What is your age? (Optional)

Page 7

Q16

Please provide your contact information to receive updates on the plan. (Optional)

| | |
|---------------|----------------------------------|
| Name | Karla Richardson |
| Email Address | krichardson0396@gmail.com |
| Phone Number | 3609121589 |

Q17

Yes

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

#18

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, November 10, 2020 7:23:06 AM
Last Modified: Tuesday, November 10, 2020 7:32:09 AM
Time Spent: 00:09:02
IP Address: 172.92.112.78

Page 1: City of Port Angeles ADA Transition Plan Survey

Q1
First, please tell us why you travel in Port Angeles?
(Choose all that apply)

Live in Port Angeles,
Recreation/recreational activities,
Medical appointments,
Shopping,
Other community and social services

Q2
Please tell us about yourself (Choose all that apply)

I support a person with disabilities,
I have no disability

Page 2

Q3
If you indicated you have a disability or support someone with a disability, please choose all that apply.

Physical, mental, or emotional condition that limits learning, remembering, or concentrating
,
Condition that substantially limits one or more physical activities such as walking, or climbing stairs
,
Use mobility device(s),
Use wheelchair

Q4
What resources do you use to find information on ADA issues? (Choose all that apply)

Other (please specify):
Personal research and following social media sites of those who use wheelchairs

Q5
Please provide your home ZIP code (enter 5-digit ZIP code; for example: 98362)

98362

Q6

5-7 days per week

How often do you travel in the City of Port Angeles?

Q7

How do you travel within the City of Port Angeles?
(Choose all that apply)

**Drive and park,
Wheel (use a wheelchair),
Walk,
Bike**

Q8

I don't use transit

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

Page 3: Do you experience barriers?

Q9

Yes

Are you now or were you ever unable to participate or obtain services in the City of Port Angeles due to a barrier?

Q10

**Sidewalk barriers,
Curb ramp barriers**

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

Page 4: Specific Barriers and Gaps

Q11

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

Location 1

Cherry street

Problem 1

Trick or treating w daughter reveals lack of curb ramps forcing us into street

Location 2

Port Angeles high school campus

Problem 2

Lack of snow removal creating unsafe passage for wheelchair user

Location 3

Elks Club (private property I know)

Problem 3

Old elevator often does not align w floor level creating impassable step for power WC

Page 5: Priorities

Q12

Hospitals and other medical facilities

For the six types of locations below, which one would be your HIGHEST priority.

Q13

City parks

For the six types of locations below, which one would be your SECOND HIGHEST priority.

Page 6: Demographics

Q14

Caucasian/White

How do you identify yourself? (Optional)

Q15

55-64

What is your age? (Optional)

Page 7

Q16

Please provide your contact information to receive updates on the plan. (Optional)

| | |
|---------------|----------------------------|
| Name | Paul Cunningham |
| Email Address | pcunningham3@me.com |
| Phone Number | 3604602885 |

Q17

Yes

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

#19

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, November 10, 2020 2:03:43 PM
Last Modified: Tuesday, November 10, 2020 2:23:29 PM
Time Spent: 00:19:45
IP Address: 97.126.126.244

Page 1: City of Port Angeles ADA Transition Plan Survey

Q1 **Live in Port Angeles**

First, please tell us why you travel in Port Angeles?
(Choose all that apply)

Q2 **I support a person with disabilities**

Please tell us about yourself (Choose all that apply)

Page 2

Q3 **Physical, mental, or emotional condition that limits learning, remembering, or concentrating**

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

,

Condition that substantially limits one or more physical activities such as walking, or climbing stairs

,

Deafness or hearing difficulty,

Use mobility device(s),

Use wheelchair,

Use hearing aids or hearing assistive devices

Q4 **Other (please specify):**

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

we get by

Q5
Please provide your home ZIP code (enter 5-digit ZIP code; for example: 98362)

98363

Q6

5-7 days per week

How often do you travel in the City of Port Angeles?

Q7

Drive and park,

How do you travel within the City of Port Angeles?
(Choose all that apply)

Walk

Q8

I don't use transit

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

Page 3: Do you experience barriers?

Q9

Yes

Are you now or were you ever unable to participate or obtain services in the City of Port Angeles due to a barrier?

Q10

Sidewalk barriers,

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

Curb ramp barriers,

Pedestrian crosswalk issues,

Pedestrian signal issues including access to push buttons

,

ADA parking not available

Page 4: Specific Barriers and Gaps

Q11

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

| | |
|------------|---|
| Location 1 | W. 5th St. |
| Problem 1 | very fast traffic up and down hill, and have never seen anyone pulled over for the speeding in 11+ years. It makes it hard to use the street side of my house. Can't hardly get the mail without being mowed down by the speeding traffic. |
| Location 2 | W. 5th St.: no crossing areas, no cautions flashing signs, no limited sight signs at the crest of the 3 way stop and my house has no side walk in front, nor a way for me to get the wheel chair over the curb, or my vehicle close to my gate to load and unload chair. |
| Problem 2 | Junk/Drug House on the corner has no sidewalk and fills the walking space with junk and broken down cars on the street |
| Location 3 | low visibility due to junk cars surrounding the corner of my block |
| Problem 3 | Drug house 1 (927 W 6th street)and 2 (big white house on the corner W. 5th St & B.)on this block bring lots of fast traffic on the street and alley with prowlers |

Page 5: Priorities

Q12

City parks

For the six types of locations below, which one would be your HIGHEST priority.

Q13

City parks

For the six types of locations below, which one would be your SECOND HIGHEST priority.

Page 6: Demographics

Q14

Respondent skipped this question

How do you identify yourself? (Optional)

Q15

65+

What is your age? (Optional)

Page 7

Q16

Respondent skipped this question

Please provide your contact information to receive updates on the plan. (Optional)

Q17

No

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

#20

INCOMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, November 10, 2020 5:17:27 PM
Last Modified: Tuesday, November 10, 2020 5:21:00 PM
Time Spent: 00:03:32
IP Address: 172.92.98.179

Page 1: City of Port Angeles ADA Transition Plan Survey

Q1
First, please tell us why you travel in Port Angeles?
(Choose all that apply)

Live in Port Angeles,
Work in Port Angeles,
Recreation/recreational activities,
Medical appointments,
Shopping,
Other community and social services

Q2
Please tell us about yourself (Choose all that apply)

I support a person with disabilities

Page 2

Q3
If you indicated you have a disability or support someone with a disability, please choose all that apply.

Physical, mental, or emotional condition that limits learning, remembering, or concentrating
,
Blindness or serious difficulty seeing when wearing glasses
,
Condition that substantially limits one or more physical activities such as walking, or climbing stairs
,
Deafness or hearing difficulty,
Use mobility device(s)

Q4
What resources do you use to find information on ADA issues? (Choose all that apply)

Washington State Department of Social and Health Services
,
City of Port Angeles,
Transit service

Q5

Please provide your home ZIP code (enter 5-digit ZIP code; for example: 98362)

98363

Q6

5-7 days per week

How often do you travel in the City of Port Angeles?

Q7

How do you travel within the City of Port Angeles?
(Choose all that apply)

Drive and park,
Take transit or paratransit shuttles,
Walk with assistance like a cane or walker,
Walk

Q8

1-2 days per week

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

Page 3: Do you experience barriers?

Q9

Respondent skipped this question

Are you now or were you ever unable to participate or obtain services in the City of Port Angeles due to a barrier?

Q10

Respondent skipped this question

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

Page 4: Specific Barriers and Gaps

Q11

Respondent skipped this question

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

Page 5: Priorities

Q12

Respondent skipped this question

For the six types of locations below, which one would be your HIGHEST priority.

Q13

Respondent skipped this question

For the six types of locations below, which one would be your SECOND HIGHEST priority.

Page 6: Demographics

Q14

Respondent skipped this question

How do you identify yourself? (Optional)

Q15

Respondent skipped this question

What is your age? (Optional)

Page 7

Q16

Respondent skipped this question

Please provide your contact information to receive updates on the plan. (Optional)

Q17

Respondent skipped this question

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

#21

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, November 10, 2020 10:06:11 PM
Last Modified: Tuesday, November 10, 2020 10:09:31 PM
Time Spent: 00:03:20
IP Address: 172.92.110.116

Page 1: City of Port Angeles ADA Transition Plan Survey

Q1
First, please tell us why you travel in Port Angeles?
(Choose all that apply)

Live in Port Angeles,
Work in Port Angeles,
Recreation/recreational activities,
Medical appointments,
Shopping

Q2
Please tell us about yourself (Choose all that apply)

I have a disability that impacts how I travel,
I support a person with disabilities

Page 2

Q3
If you indicated you have a disability or support someone with a disability, please choose all that apply.

Physical, mental, or emotional condition that limits learning, remembering, or concentrating
,
Condition that substantially limits one or more physical activities such as walking, or climbing stairs

Q4
What resources do you use to find information on ADA issues? (Choose all that apply)

Washington State Department of Social and Health Services
,
City of Port Angeles

Q5
Please provide your home ZIP code (enter 5-digit ZIP code; for example: 98362)

98363

Q6
How often do you travel in the City of Port Angeles?

5-7 days per week

Q7

How do you travel within the City of Port Angeles?
(Choose all that apply)

Drive and park,

Walk

Q8

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

I don't use transit

Page 3: Do you experience barriers?

Q9

Are you now or were you ever unable to participate or obtain services in the City of Port Angeles due to a barrier?

No

Q10

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

ADA parking not available

Page 4: Specific Barriers and Gaps

Q11

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

Location 1

Downtown

Problem 1

Ada parking

Page 5: Priorities

Q12

For the six types of locations below, which one would be your HIGHEST priority.

**Government buildings that provide human services
(examples: City Hall, Municipal Court, public libraries)**

Q13

For the six types of locations below, which one would be your SECOND HIGHEST priority.

Hospitals and other medical facilities

Page 6: Demographics

Q14

Other or Combination of races

How do you identify yourself? (Optional)

Q15

45-54

What is your age? (Optional)

Page 7

Q16

Respondent skipped this question

Please provide your contact information to receive updates on the plan. (Optional)

Q17

Respondent skipped this question

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

#22

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, November 12, 2020 7:32:31 PM
Last Modified: Thursday, November 12, 2020 7:35:28 PM
Time Spent: 00:02:56
IP Address: 97.126.110.228

Page 1: City of Port Angeles ADA Transition Plan Survey

Q1

First, please tell us why you travel in Port Angeles?
(Choose all that apply)

Live in Port Angeles,
Work in Port Angeles,
Attend school/college,
Recreation/recreational activities,
Medical appointments,
Shopping,
Other community and social services

Q2

Please tell us about yourself (Choose all that apply)

I support a person with disabilities

Page 2

Q3

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

Physical, mental, or emotional condition that limits learning, remembering, or concentrating
,
Condition that substantially limits one or more physical activities such as walking, or climbing stairs
,
Deafness or hearing difficulty

Q4

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

Washington State Department of Social and Health Services

Q5

Please provide your home ZIP code (enter 5-digit ZIP code; for example: 98362)

98363

Q6 **5-7 days per week**

How often do you travel in the City of Port Angeles?

Q7 **Drive and park,**

How do you travel within the City of Port Angeles?
(Choose all that apply) **Walk**

Q8 **I don't use transit**

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

Page 3: Do you experience barriers?

Q9 **Yes**

Are you now or were you ever unable to participate or obtain services in the City of Port Angeles due to a barrier?

Q10 **Sidewalk barriers,**
Pedestrian crosswalk issues,
ADA parking not available

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

Page 4: Specific Barriers and Gaps

Q11 **Respondent skipped this question**

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

Page 5: Priorities

Q12 **Hospitals and other medical facilities**

For the six types of locations below, which one would be your HIGHEST priority.

Q13 **Government buildings that provide human services**
(examples: City Hall, Municipal Court, public libraries)

For the six types of locations below, which one would be your SECOND HIGHEST priority.

Page 6: Demographics

Q14

Caucasian/White

How do you identify yourself? (Optional)

Q15

45-54

What is your age? (Optional)

Page 7

Q16

Please provide your contact information to receive updates on the plan. (Optional)

Name

Shawnda Hicks

Email Address

shicks@wapave.org

Phone Number

3609996633

Q17

Yes

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

#23

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, November 18, 2020 1:20:23 PM
Last Modified: Wednesday, November 18, 2020 1:23:53 PM
Time Spent: 00:03:29
IP Address: 76.191.127.50

Page 1: City of Port Angeles ADA Transition Plan Survey

Q1 **Live in Port Angeles,**
Work in Port Angeles
First, please tell us why you travel in Port Angeles?
(Choose all that apply)

Q2 **I have no disability**
Please tell us about yourself (Choose all that apply)

Page 2

Q3 **Respondent skipped this question**
If you indicated you have a disability or support someone with a disability, please choose all that apply.

Q4 **City of Port Angeles,**
Other (please specify):
What resources do you use to find information on ADA issues? (Choose all that apply) Internet

Q5
Please provide your home ZIP code (enter 5-digit ZIP code; for example: 98362)
98363

Q6 **5-7 days per week**
How often do you travel in the City of Port Angeles?

Q7 **Drive and park,**
Walk
How do you travel within the City of Port Angeles?
(Choose all that apply)

Q8

I don't use transit

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

Page 3: Do you experience barriers?

Q9

No

Are you now or were you ever unable to participate or obtain services in the City of Port Angeles due to a barrier?

Q10

Respondent skipped this question

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

Page 4: Specific Barriers and Gaps

Q11

Respondent skipped this question

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

Page 5: Priorities

Q12

Community Services (example: food banks)

For the six types of locations below, which one would be your HIGHEST priority.

Q13

Hospitals and other medical facilities

For the six types of locations below, which one would be your SECOND HIGHEST priority.

Page 6: Demographics

Q14

Caucasian/White

How do you identify yourself? (Optional)

Q15

55-64

What is your age? (Optional)

Page 7

Q16

Respondent skipped this question

Please provide your contact information to receive updates on the plan. (Optional)

Q17

No

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

#24

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, November 19, 2020 6:23:42 AM
Last Modified: Thursday, November 19, 2020 6:37:22 AM
Time Spent: 00:13:40
IP Address: 172.92.110.235

Page 1: City of Port Angeles ADA Transition Plan Survey

Q1

First, please tell us why you travel in Port Angeles?
(Choose all that apply)

Live in Port Angeles,
Work in Port Angeles,
Recreation/recreational activities,
Medical appointments,
Shopping,
Other community and social services

Q2

Please tell us about yourself (Choose all that apply)

I support a person with disabilities,
I have no disability

Page 2

Q3

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

Use wheelchair,
Use assistive software technology such as a screen-reader

Q4

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

Other (please specify):
Christopher Reeve Foundation, Miami Project, New Mobility magazine, University of WA, Craig Institute and internet

Q5

Please provide your home ZIP code (enter 5-digit ZIP code; for example: 98362)

98362

Q6

How often do you travel in the City of Port Angeles?

5-7 days per week

Q7

How do you travel within the City of Port Angeles?
(Choose all that apply)

Drive and park,

Wheel (use a wheelchair),

Walk,

Other (please specify):

my disabled son currently does not live in PA, however he visits

Q8

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

Less than weekly

Page 3: Do you experience barriers?

Q9

Are you now or were you ever unable to participate or obtain services in the City of Port Angeles due to a barrier?

Yes

Q10

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

Sidewalk barriers,

Curb ramp barriers,

Pedestrian crosswalk issues

Page 4: Specific Barriers and Gaps

Q11

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

Location 1

as in your photo, 2nd and Albert

Problem 1

should be obvious

Location 2

city wide

Problem 2

expansion joints in sidewalks, contact me for explanation John Ralston 360 461 1539

Location 3

city wide

Problem 3

lack of curb cuts, crosswalks with brick patterns

Page 5: Priorities

Q12

Schools and institutions (example: Peninsula College)

For the six types of locations below, which one would be your HIGHEST priority.

Q13

Community Services (example: food banks)

For the six types of locations below, which one would be your SECOND HIGHEST priority.

Page 6: Demographics

Q14

Caucasian/White

How do you identify yourself? (Optional)

Q15

Respondent skipped this question

What is your age? (Optional)

Page 7

Q16

Please provide your contact information to receive updates on the plan. (Optional)

| | |
|---------------|--------------------------------|
| Name | John M Ralston |
| Email Address | jmrалston53@hotmail.com |
| Phone Number | 13604611539 |

Q17

Yes

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

#25

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, November 23, 2020 1:19:41 PM
Last Modified: Monday, November 23, 2020 1:25:40 PM
Time Spent: 00:05:58
IP Address: 172.92.79.155

Page 1: City of Port Angeles ADA Transition Plan Survey

Q1 **Live in Port Angeles**

First, please tell us why you travel in Port Angeles?
(Choose all that apply)

Q2 **I support a person with disabilities**

Please tell us about yourself (Choose all that apply)

Page 2

Q3 **Condition that substantially limits one or more physical activities such as walking, or climbing stairs**
Use mobility device(s)

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

Q4 **City of Port Angeles**

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

Q5
Please provide your home ZIP code (enter 5-digit ZIP code; for example: 98362)

98362

Q6 **5-7 days per week**

How often do you travel in the City of Port Angeles?

Q7 **Drive and park,**
Walk with assistance like a cane or walker

How do you travel within the City of Port Angeles?
(Choose all that apply)

Q8

I don't use transit

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

Page 3: Do you experience barriers?

Q9

No

Are you now or were you ever unable to participate or obtain services in the City of Port Angeles due to a barrier?

Q10

Other (please specify):
missing sidewalks

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

Page 4: Specific Barriers and Gaps

Q11

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

Location 1

315 E. 7th St

Problem 1

sidewalk ends before this property, have to walk in street

Location 2

317 E. 7th St

Problem 2

sidewalk ends before this property, have to walk in street

Page 5: Priorities

Q12

Hospitals and other medical facilities

For the six types of locations below, which one would be your HIGHEST priority.

Q13

Community Services (example: food banks)

For the six types of locations below, which one would be your SECOND HIGHEST priority.

Page 6: Demographics

Q14

Caucasian/White

How do you identify yourself? (Optional)

Q15

55-64

What is your age? (Optional)

Page 7

Q16

Respondent skipped this question

Please provide your contact information to receive updates on the plan. (Optional)

Q17

No

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

#26

INCOMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, November 27, 2020 11:08:44 AM
Last Modified: Friday, November 27, 2020 11:10:57 AM
Time Spent: 00:02:13
IP Address: 24.113.28.200

Page 1: City of Port Angeles ADA Transition Plan Survey

Q1 **Live in Port Angeles**

First, please tell us why you travel in Port Angeles?
(Choose all that apply)

Q2 **I have no disability**

Please tell us about yourself (Choose all that apply)

Page 2

Q3 **Respondent skipped this question**

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

Q4 **Washington State Department of Social and Health Services**

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

Q5
Please provide your home ZIP code (enter 5-digit ZIP code; for example: 98362)

98363

Q6 **5-7 days per week**

How often do you travel in the City of Port Angeles?

Q7 **Drive and park,**

How do you travel within the City of Port Angeles?
(Choose all that apply) **Walk**

Q8

I don't use transit

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

Page 3: Do you experience barriers?

Q9

No

Are you now or were you ever unable to participate or obtain services in the City of Port Angeles due to a barrier?

Q10

Sidewalk barriers

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

Page 4: Specific Barriers and Gaps

Q11

Respondent skipped this question

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

Page 5: Priorities

Q12

Respondent skipped this question

For the six types of locations below, which one would be your HIGHEST priority.

Q13

Respondent skipped this question

For the six types of locations below, which one would be your SECOND HIGHEST priority.

Page 6: Demographics

Q14

Respondent skipped this question

How do you identify yourself? (Optional)

Q15

Respondent skipped this question

What is your age? (Optional)

Page 7

Q16

Respondent skipped this question

Please provide your contact information to receive updates on the plan. (Optional)

Q17

Respondent skipped this question

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

#27

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, November 27, 2020 11:38:46 AM
Last Modified: Friday, November 27, 2020 11:41:25 AM
Time Spent: 00:02:39
IP Address: 107.77.212.77

Page 1: City of Port Angeles ADA Transition Plan Survey

Q1 **Live in Port Angeles,**
Work in Port Angeles,
Recreation/recreational activities,
Medical appointments,
Shopping,
Other community and social services

First, please tell us why you travel in Port Angeles?
(Choose all that apply)

Q2 **I support a person with disabilities**

Please tell us about yourself (Choose all that apply)

Page 2

Q3 **Condition that substantially limits one or more physical activities such as walking, or climbing stairs**

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

Q4 **Washington State Department of Social and Health Services**
City of Port Angeles

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

Q5

Please provide your home ZIP code (enter 5-digit ZIP code; for example: 98362)

98362

Q6 **5-7 days per week**

How often do you travel in the City of Port Angeles?

Q7

How do you travel within the City of Port Angeles?
(Choose all that apply)

Drive and park,

Walk

Q8

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

I don't use transit

Page 3: Do you experience barriers?

Q9

Are you now or were you ever unable to participate or obtain services in the City of Port Angeles due to a barrier?

No

Q10

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

Respondent skipped this question

Page 4: Specific Barriers and Gaps

Q11

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

Respondent skipped this question

Page 5: Priorities

Q12

For the six types of locations below, which one would be your HIGHEST priority.

Hospitals and other medical facilities

Q13

For the six types of locations below, which one would be your SECOND HIGHEST priority.

**Government buildings that provide human services
(examples: City Hall, Municipal Court, public libraries)**

Page 6: Demographics

Q14

How do you identify yourself? (Optional)

Caucasian/White

Q15

45-54

What is your age? (Optional)

Page 7

Q16

Respondent skipped this question

Please provide your contact information to receive updates on the plan. (Optional)

Q17

No

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

#28

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, November 27, 2020 2:48:35 PM
Last Modified: Friday, November 27, 2020 2:55:50 PM
Time Spent: 00:07:15
IP Address: 172.92.101.191

Page 1: City of Port Angeles ADA Transition Plan Survey

Q1

First, please tell us why you travel in Port Angeles?
(Choose all that apply)

Live in Port Angeles,
Recreation/recreational activities,
Medical appointments,
Shopping,
Other community and social services

Q2

Please tell us about yourself (Choose all that apply)

I have a disability that impacts how I travel

Page 2

Q3

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

Condition that substantially limits one or more physical activities such as walking, or climbing stairs
,
Other (please specify):
I can only walk short distances.

Q4

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

Other (please specify):
I search for information on the internet.

Q5

Please provide your home ZIP code (enter 5-digit ZIP code; for example: 98362)

98362

Q6

How often do you travel in the City of Port Angeles?

1-2 days per week

Q7 How do you travel within the City of Port Angeles?
(Choose all that apply)

Drive and park,
Take transit or paratransit shuttles,
Walk

Q8 If you use transit, how often do you use it in a typical week?

Less than weekly

Page 3: Do you experience barriers?

Q9 Are you now or were you ever unable to participate or obtain services in the City of Port Angeles due to a barrier?

Yes

Q10 Which of the following barriers in the public right of way are reasons you could not participate? (Choose all that apply)

Curb ramp barriers,
Pedestrian crosswalk issues,
Other (please specify):
Those yellow curb plates with bumps are barriers. I fell on one and have slipped on many.

Page 4: Specific Barriers and Gaps

Q11 Where have you experienced challenges? Please list up to three locations and the problem. Be as specific as possible about the location and the type of barrier (sidewalk, curb ramp, pedestrian crossing, pedestrian push buttons)

Location 1 **At various locations in downtown Port Angeles. That's the best I can remember.**

Page 5: Priorities

Q12 For the six types of locations below, which one would be your HIGHEST priority.

Hospitals and other medical facilities

Q13 For the six types of locations below, which one would be your SECOND HIGHEST priority.

Government buildings that provide human services (examples: City Hall, Municipal Court, public libraries)

Page 6: Demographics

Q14

Respondent skipped this question

How do you identify yourself? (Optional)

Q15

Respondent skipped this question

What is your age? (Optional)

Page 7

Q16

Respondent skipped this question

Please provide your contact information to receive updates on the plan. (Optional)

Q17

Respondent skipped this question

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

#29

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, November 27, 2020 3:53:10 PM
Last Modified: Friday, November 27, 2020 4:00:55 PM
Time Spent: 00:07:45
IP Address: 172.92.109.229

Page 1: City of Port Angeles ADA Transition Plan Survey

Q1
First, please tell us why you travel in Port Angeles?
(Choose all that apply)

Live in Port Angeles,
Recreation/recreational activities,
Medical appointments,
Shopping,
Other community and social services

Q2
Please tell us about yourself (Choose all that apply)

I support a person with disabilities,
I have no disability

Page 2

Q3
If you indicated you have a disability or support someone with a disability, please choose all that apply.

Condition that substantially limits one or more physical activities such as walking, or climbing stairs
,
Use mobility device(s),
Use wheelchair,
Use assistive software technology such as a screen-reader

Q4
What resources do you use to find information on ADA issues? (Choose all that apply)

Other (please specify):
n/a

Q5
Please provide your home ZIP code (enter 5-digit ZIP code; for example: 98362)

98362

Q6

5-7 days per week

How often do you travel in the City of Port Angeles?

Q7

How do you travel within the City of Port Angeles?
(Choose all that apply)

**Drive and park,
Take transit or paratransit shuttles,
Walk,
Bike**

Q8

Less than weekly

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

Page 3: Do you experience barriers?

Q9

Yes

Are you now or were you ever unable to participate or obtain services in the City of Port Angeles due to a barrier?

Q10

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

**Sidewalk barriers,
Curb ramp barriers,
Pedestrian crosswalk issues,
Pedestrian signal issues including access to push buttons**

Page 4: Specific Barriers and Gaps

Q11

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

Location 1

Citywide

Problem 1

Pedestrian push buttons can't be reached by my friend who is in a wheelchair.

Location 2

Citywide

Problem 2

Lack of consistent sidewalks and many without a way to get on or off from the street

Location 3

5th & Peabody, 5th & Lincoln

Problem 3

Lights don't turn green for bicyclists if there's no car waiting as well

Page 5: Priorities

Q12 **Transit facilities (example: transit stops)**

For the six types of locations below, which one would be your HIGHEST priority.

Q13 **City parks**

For the six types of locations below, which one would be your SECOND HIGHEST priority.

Page 6: Demographics

Q14 **Caucasian/White**

How do you identify yourself? (Optional)

Q15 **45-54**

What is your age? (Optional)

Page 7

Q16 **Respondent skipped this question**

Please provide your contact information to receive updates on the plan. (Optional)

Q17 **Respondent skipped this question**

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

#30

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, November 27, 2020 5:58:21 PM
Last Modified: Friday, November 27, 2020 6:02:06 PM
Time Spent: 00:03:44
IP Address: 24.113.26.50

Page 1: City of Port Angeles ADA Transition Plan Survey

Q1 **Live in Port Angeles,**
First, please tell us why you travel in Port Angeles?
(Choose all that apply) **Work in Port Angeles,**
Recreation/recreational activities,
Medical appointments,
Shopping,
Other community and social services

Q2 **I have no disability**
Please tell us about yourself (Choose all that apply)

Page 2

Q3 **Respondent skipped this question**
If you indicated you have a disability or support someone with a disability, please choose all that apply.

Q4 **Washington State Department of Social and Health Services**
What resources do you use to find information on ADA issues? (Choose all that apply)

Q5
Please provide your home ZIP code (enter 5-digit ZIP code; for example: 98362)
98362

Q6 **5-7 days per week**
How often do you travel in the City of Port Angeles?

Q7

How do you travel within the City of Port Angeles?
(Choose all that apply)

Drive and park,
Walk,
Bike

Q8

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

Less than weekly

Page 3: Do you experience barriers?

Q9

Are you now or were you ever unable to participate or obtain services in the City of Port Angeles due to a barrier?

Yes

Q10

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

Pedestrian crosswalk issues,
Pedestrian signal issues including access to push buttons
,
Other (please specify):
stop lights that don't recognize bikes, especially in turn lanes

Page 4: Specific Barriers and Gaps

Q11

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

Location 1

1st st near Post Office, lots of traffic, poor visibility, not a lot of pedestrian awareness

Problem 1

8th & Lincoln Lights don't recognize bikes in the lanes if there are no cars

Page 5: Priorities

Q12

For the six types of locations below, which one would be your HIGHEST priority.

Government buildings that provide human services (examples: City Hall, Municipal Court, public libraries)

Q13 **Community Services (example: food banks)**

For the six types of locations below, which one would be your SECOND HIGHEST priority.

Page 6: Demographics

Q14 **Caucasian/White**

How do you identify yourself? (Optional)

Q15 **25-34**

What is your age? (Optional)

Page 7

Q16 **Respondent skipped this question**

Please provide your contact information to receive updates on the plan. (Optional)

Q17 **No**

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

#31

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, November 27, 2020 5:53:12 PM
Last Modified: Friday, November 27, 2020 6:07:00 PM
Time Spent: 00:13:48
IP Address: 172.92.113.98

Page 1: City of Port Angeles ADA Transition Plan Survey

Q1 **Live in Port Angeles,**
Work in Port Angeles,
Recreation/recreational activities,
Medical appointments,
Shopping,
Other community and social services

First, please tell us why you travel in Port Angeles?
(Choose all that apply)

Q2 **I have a disability that impacts how I travel**

Please tell us about yourself (Choose all that apply)

Page 2

Q3 **Other (please specify):**
Impaired vision at night

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

Q4 **Respondent skipped this question**

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

Q5

Please provide your home ZIP code (enter 5-digit ZIP code; for example: 98362)

98362

Q6 **5-7 days per week**

How often do you travel in the City of Port Angeles?

Q7

How do you travel within the City of Port Angeles?
(Choose all that apply)

Drive and park,

Walk

Q8

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

Less than weekly

Page 3: Do you experience barriers?

Q9

Are you now or were you ever unable to participate or obtain services in the City of Port Angeles due to a barrier?

No

Q10

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

Respondent skipped this question

Page 4: Specific Barriers and Gaps

Q11

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

Location 1

First and Front Streets at corners without lights... flags for pedestrians might help drivers be more alert to stopping.

Page 5: Priorities

Q12

For the six types of locations below, which one would be your HIGHEST priority.

Transit facilities (example: transit stops)

Q13

For the six types of locations below, which one would be your SECOND HIGHEST priority.

Community Services (example: food banks)

Page 6: Demographics

Q14

Caucasian/White

How do you identify yourself? (Optional)

Q15

55-64

What is your age? (Optional)

Page 7

Q16

Respondent skipped this question

Please provide your contact information to receive updates on the plan. (Optional)

Q17

Respondent skipped this question

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

#32

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, November 28, 2020 11:11:30 AM
Last Modified: Saturday, November 28, 2020 11:15:33 AM
Time Spent: 00:04:03
IP Address: 172.92.115.220

Page 1: City of Port Angeles ADA Transition Plan Survey

Q1 **Live in Port Angeles,**
First, please tell us why you travel in Port Angeles?
(Choose all that apply) **Medical appointments,**
Shopping

Q2 **I have no disability**
Please tell us about yourself (Choose all that apply)

Page 2

Q3 **Respondent skipped this question**
If you indicated you have a disability or support someone
with a disability, please choose all that apply.

Q4 **Transit service**
What resources do you use to find information on ADA
issues? (Choose all that apply)

Q5
Please provide your home ZIP code (enter 5-digit ZIP code; for example: 98362)
98362

Q6 **Less than weekly**
How often do you travel in the City of Port Angeles?

Q7 **Drive and park,**
How do you travel within the City of Port Angeles?
(Choose all that apply) **Walk**

Q8

I don't use transit

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

Page 3: Do you experience barriers?

Q9

Yes

Are you now or were you ever unable to participate or obtain services in the City of Port Angeles due to a barrier?

Q10

Sidewalk barriers,

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

Other (please specify):
no sidewalks

Page 4: Specific Barriers and Gaps

Q11

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

Location 1

Residential areas all over town, too numerous to list

Problem 1

No sidewalks

Page 5: Priorities

Q12

Hospitals and other medical facilities

For the six types of locations below, which one would be your HIGHEST priority.

Q13

Transit facilities (example: transit stops)

For the six types of locations below, which one would be your SECOND HIGHEST priority.

Page 6: Demographics

Q14

Caucasian/White

How do you identify yourself? (Optional)

Q15

65+

What is your age? (Optional)

Page 7

Q16

Respondent skipped this question

Please provide your contact information to receive updates on the plan. (Optional)

Q17

No

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

#33

INCOMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, November 28, 2020 8:44:30 PM
Last Modified: Saturday, November 28, 2020 8:47:09 PM
Time Spent: 00:02:38
IP Address: 172.92.119.158

Page 1: City of Port Angeles ADA Transition Plan Survey

Q1 **Live in Port Angeles**

First, please tell us why you travel in Port Angeles?
(Choose all that apply)

Q2 **I have no disability**

Please tell us about yourself (Choose all that apply)

Page 2

Q3 **Respondent skipped this question**

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

Q4 **City of Port Angeles**

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

Q5
Please provide your home ZIP code (enter 5-digit ZIP code; for example: 98362)

98362

Q6 **5-7 days per week**

How often do you travel in the City of Port Angeles?

Q7 **Drive and park,**
Take transit or paratransit shuttles,
Walk

How do you travel within the City of Port Angeles?
(Choose all that apply)

Q8

3-4 days per week

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

Page 3: Do you experience barriers?

Q9

No

Are you now or were you ever unable to participate or obtain services in the City of Port Angeles due to a barrier?

Q10

Respondent skipped this question

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

Page 4: Specific Barriers and Gaps

Q11

Respondent skipped this question

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

Page 5: Priorities

Q12

Respondent skipped this question

For the six types of locations below, which one would be your HIGHEST priority.

Q13

Respondent skipped this question

For the six types of locations below, which one would be your SECOND HIGHEST priority.

Page 6: Demographics

Q14

Respondent skipped this question

How do you identify yourself? (Optional)

Q15

Respondent skipped this question

What is your age? (Optional)

Page 7

Q16

Respondent skipped this question

Please provide your contact information to receive updates on the plan. (Optional)

Q17

Respondent skipped this question

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

#34

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, December 03, 2020 1:15:38 PM
Last Modified: Thursday, December 03, 2020 1:23:03 PM
Time Spent: 00:07:25
IP Address: 172.92.124.65

Page 1: City of Port Angeles ADA Transition Plan Survey

Q1 **Live in Port Angeles,**
First, please tell us why you travel in Port Angeles?
(Choose all that apply) **Recreation/recreational activities,**
Medical appointments,
Shopping,
Other community and social services

Q2 **I have no disability**
Please tell us about yourself (Choose all that apply)

Page 2

Q3 **Respondent skipped this question**
If you indicated you have a disability or support someone
with a disability, please choose all that apply.

Q4 **Washington State Department of Social and Health Services**
What resources do you use to find information on ADA
issues? (Choose all that apply) **,**
City of Port Angeles

Q5
Please provide your home ZIP code (enter 5-digit ZIP code; for example: 98362)
98362

Q6 **5-7 days per week**
How often do you travel in the City of Port Angeles?

Q7

How do you travel within the City of Port Angeles?
(Choose all that apply)

Drive and park,

Walk

Q8

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

I don't use transit

Page 3: Do you experience barriers?

Q9

Are you now or were you ever unable to participate or obtain services in the City of Port Angeles due to a barrier?

No

Q10

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

Respondent skipped this question

Page 4: Specific Barriers and Gaps

Q11

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

Location 1

8th & Peabody

Problem 1

utility stuff on NW corner, hard to navigate to crossing button

Location 2

5th & Peabody, SE corner

Problem 2

Lake forms every time it rains hard

Location 3

200 block E 5th

Problem 3

trees pushing up sidewalk

Page 5: Priorities

Q12

For the six types of locations below, which one would be your HIGHEST priority.

Hospitals and other medical facilities

Q13

**Government buildings that provide human services
(examples: City Hall, Municipal Court, public libraries)**

For the six types of locations below, which one would be your SECOND HIGHEST priority.

Page 6: Demographics

Q14

Caucasian/White

How do you identify yourself? (Optional)

Q15

65+

What is your age? (Optional)

Page 7

Q16

Respondent skipped this question

Please provide your contact information to receive updates on the plan. (Optional)

Q17

No

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

#35

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, December 09, 2020 2:44:09 PM
Last Modified: Wednesday, December 09, 2020 2:48:49 PM
Time Spent: 00:04:40
IP Address: 64.146.148.38

Page 1: City of Port Angeles ADA Transition Plan Survey

Q1 **Recreation/recreational activities**

First, please tell us why you travel in Port Angeles?
(Choose all that apply)

Q2 **I have no disability**

Please tell us about yourself (Choose all that apply)

Page 2

Q3 **Respondent skipped this question**

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

Q4 **Other (please specify):**

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

ADA access board

Q5
Please provide your home ZIP code (enter 5-digit ZIP code; for example: 98362)

98312

Q6 **Less than weekly**

How often do you travel in the City of Port Angeles?

Q7 **Drive and park,**

How do you travel within the City of Port Angeles?
(Choose all that apply)

Walk,

Bike

Q8

I don't use transit

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

Page 3: Do you experience barriers?

Q9

No

Are you now or were you ever unable to participate or obtain services in the City of Port Angeles due to a barrier?

Q10

Respondent skipped this question

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

Page 4: Specific Barriers and Gaps

Q11

Respondent skipped this question

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

Page 5: Priorities

Q12

City parks

For the six types of locations below, which one would be your HIGHEST priority.

Q13

Government buildings that provide human services (examples: City Hall, Municipal Court, public libraries)

For the six types of locations below, which one would be your SECOND HIGHEST priority.

Page 6: Demographics

Q14

Caucasian/White

How do you identify yourself? (Optional)

Q15

25-34

What is your age? (Optional)

Page 7

Q16

Respondent skipped this question

Please provide your contact information to receive updates on the plan. (Optional)

Q17

No

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

Attachment B: Survey 123 Responses



| OBJECTID | Description of Location/Descripción de la ubicación | Type of Concern/Tipo de preocupación | Other / Otro - Type of Concern/Tipo de preocupación | Description of Concern/Descripción de la preocupación | Name/Nombre | E-Mail/Correo electrónico | CreationDate | Creator | EditDate | Editor | GlobalID |
|----------|--|--------------------------------------|--|---|---------------------|---------------------------|------------------|---------|------------------|--------|--|
| 1 | North side of W. 5th and Laurel | Sidewalk / Acera | | The entire Cherry Hill neighborhood is inaccessible! For twenty years I have been unable to drive my scooter to Safeway because there are no cut outs or even driveways! Like my previous submission, you simply can't have a mobility device and get to services if you live in Cherry Hill. Getting to 8th or Lincoln St. which do have cut outs is impossible. It is also an example of how homeowners are UNDERSERVED by the City of PA. Everything for tourists and the tribes but nothing for those who pay property taxes! | | m_delligatti@yahoo.com | 2020-11-06 15:35 | | 2020-11-06 15:35 | | {AB3128E0-72E3-43BB-8A64-F736A88BDEA6} |
| 2 | S. Cherry between W. 6th and W. 7th, east and west sides | Sidewalk / Acera | | | | m_delligatti@yahoo.com | 2020-11-06 15:40 | | 2020-11-06 15:40 | | {ECB76B32-B4C6-4350-812F-F9A8B4D5EA17} |
| 3 | North side of 6th St going toward 101 - very uneven sidewalk and not easily passable intersection | Curb Ramp / Rampa | | | | | 2020-11-07 1:23 | | 2020-11-07 1:23 | | {FBB0090C-B233-47FC-8D8E-80469D01BA60} |
| 4 | South side of E 10th between Francis and Ennis the sidewalks is buckled up. The North side of this Street doesn't have a complete sidewalk. The South side is inaccessible and unusable for wheelchairs unless they use their wheelchairs 4 out in the street. | Sidewalk / Acera | | Sidewalk is buckled up from old tree roots. It's a dangerous hazard. I've tripped and fallen and I know of one man who fell and broke his arm. Kids jump it on their bikes and have been hurt. | | | 2020-11-07 4:54 | | 2020-11-07 4:54 | | {4F7586B4-3149-4A36-878E-481252AEE749} |
| 5 | All sidewalks in neighborhoods between home and waterfront/downtown. | Sidewalk / Acera | | There are no curb cuts in my neighborhood. I have to drive my wheelchair in the roadway until I get either to 8th then get on the sidewalk to go east/west, or down to 3rd before I can get on the sidewalk to continue north to the waterfront. | Rachelle Whitley | wildcat567@aol.com | 2020-11-09 23:17 | | 2020-11-09 23:17 | | {E67C7628-D462-4195-8C5E-C59C09CE443} |
| 6 | E Rail Road to W 1st street. up the hill | Other / Otro | There is no resting areas as we walk up the hill and no rest benches along the shopping centers on E first st. | Not enough places to stop and rest going up the hill from Rail Road to E first street. There are no rest benches on First street. Most people don't pay any attention to the incline of these streets but for us with heart or COPD issues it is a big barrier to enjoying the down town area. | | | 2020-11-09 23:38 | | 2020-11-09 23:38 | | {91AC03C1-F5E1-4A29-88B0-5C194DE505A1} |
| 7 | Both 4th street and 5th street entrances at the police station have phones for contacting the police through dispatch for after hours. | Other / Otro | police station access | Deaf and hard of hearing cannot communicate through the phones at both entrances to the police station. The phones placed outside of both entrance doors for after hours contact are supposed to be a direct contact to police dispatch however are useless for deaf and hard of hearing. No way to know if there is someone on the other end of the line. | Michele Mangiantini | deanman@olypen.com | 2020-11-10 0:43 | | 2020-11-10 0:43 | | {2238D718-72F9-4D65-86DB-C5CC8A07209C} |

Attachment C: Public Comment Matrix



City of Port Angeles Right-of-Way ADA Transition Plan - Public Comments on Public Review Draft

Public Review Draft available online between November 17 and December 14, 2021

Public Hearing at City Council Meeting on November 16, 2021 **(no public hearing comments)**

| Comment Date | Description of Location | Type of Concern | Description of Concern | Response |
|--------------|--|--------------------------|--|---|
| 11/18/2021 | 3rd and Francis | Curb Ramp | No ramp for wheelchairs | Comment noted and submitted to Public Works. Curb ramp replacements are included in the Francis Street ADA Project scheduled for completion in Spring of 2022. No changes have been made to the City of Port Angeles Right-of-Way ADA Transition Plan. |
| 11/18/2021 | 121 E Railroad Ave, City of Commerce | Sidewalk | Was very shocked taking a client in a motorized wheel chair how hard it was to get into the city of commerce. I work with people with disabilities and was shocked how many stores are not accessible for one in a wheel chair. | Comment noted and submitted to Public Works. This ADA Transition Plan focuses on the barriers in the Public Right of Way. Recommendation 11 in the Plan will evaluate other City Programs and Activities. No changes have been made to the City of Port Angeles Right-of-Way ADA Transition Plan. |
| 11/18/2021 | Path that loops park. Tree root has uprooted sidewalk by the south west corner | Sidewalk | No access | Comment noted and submitted to Public Works. This ADA Transition Plan focuses on the barriers in the Public Right of Way. Recommendation 11 in the Plan will evaluate other City Programs and Activities. No changes have been made to the City of Port Angeles Right-of-Way ADA Transition Plan. |
| 11/30/2021 | 200 W 1st St. County aire. | Other - chairs out front | Country aire is wonderful for anyone in a wheel chair or any issues except for the chairs out front to sit on. My client was unable to get up in the tall chair. When we had to go back to the car with her coffee I saw picnic tables. One brought out front won't be a easy fix. Having one sit over looking the parking lot is not conducive for our clients. | Comment noted and submitted to Public Works. This ADA Transition Plan focuses on the barriers in the Public Right of Way. Recommendation 11 in the Plan will evaluate other City Programs and Activities. No changes have been made to the City of Port Angeles Right-of-Way ADA Transition Plan. |



Appendix E - Planning Cost Estimate Backup

Engineer's Opinion of Probable Cost for features in the Right-of-Way



PROJECT NAME: Port Angeles ADA Transition Plan

TG PROJECT NUMBER: 1.20038.00

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.

| Item No. | ADA Deficiency | Improvement Type | Quantity | Unit | Unit Price | Total Price (rounded up to nearest \$1000) |
|----------------------------------|---|---|----------|------|------------|---|
| Sidewalk Improvements | | | | | | |
| 1 | Non-compliant sidewalk (width, condition, running slope, cross slope, and/or large vertical discontinuity). | Reconstruct existing sidewalk. | 120,675 | SY | \$ 100 | \$ 12,068,000 |
| 2 | Sidewalk gap. | Construct new sidewalk. | 24,826 | SY | \$ 100 | \$ 2,483,000 |
| 3 | Non-compliant driveway (running slope, cross slope, and/or grade break). | New driveway with sidewalk. | 27 | EA | \$ 2,900 | \$ 79,000 |
| Subtotal | | | | | | \$ 14,630,000 |
| Maintenance/Miscellaneous | | | | | | |
| 4 | Non-compliant vertical discontinuity (>1/4in - <=1/2in w/out bevel) | Sidewalk grinding (10 LF of sidewalk). | 33 | EA | \$ 250 | \$ 9,000 |
| 5 | Non-compliant vertical discontinuity (>1/2in) | Replace two adjacent sidewalk panels (5ft x 5ft panels) | 72 | EA | \$ 556 | \$ 40,000 |
| 6 | Non-compliant horizontal discontinuity. | Sidewalk crack sealing/grouting (5LF per occurrence) | 335 | LF | \$ 5 | \$ 2,000 |
| 7 | Fixed Obstacles | Relocation of obstacles including utility pole, mailbox, tree trunk, etc. | 43 | EA | \$ 3,000 | \$ 129,000 |
| 8 | Moveable Obstacles | Relocation of obstacles including tree/bush (prunable), message boards, parked cars, etc. | 8 | EA | \$ 200 | \$ 2,000 |
| 9 | Protruding Obstacles | Relocation of obstacles including of bush/tree, signs, awnings etc. | 18 | EA | \$ 500 | \$ 9,000 |
| Subtotal | | | | | | \$ 191,000 |
| Curb Ramp Improvements | | | | | | |
| 10 | Missing curb ramps (along existing sidewalks) | Install new curb ramp. | 1,326 | EA | \$ 5,000 | \$ 6,630,000 |
| 11 | Missing curb ramps (within sidewalk gaps) | Install new curb ramp. | 170 | EA | \$ 5,000 | \$ 850,000 |
| 12 | Non-compliant curb ramp (width, running slope, cross slope, landing, flare slope, lip, grade break, counter slope, lip, and/or clear space) | Reconstruct existing ramp. | 1,229 | EA | \$ 5,000 | \$ 6,145,000 |
| 13 | 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 | 99 | EA | \$ 1,030 | \$ 102,000 |
| Subtotal | | | | | | \$ 13,727,000 |
| Pushbutton Improvements | | | | | | |
| 14 | Non-APS pushbutton (City Owned). | Install new APS pushbutton and install new pole. | 52 | EA | \$5,900 | \$307,000 |
| 15 | Non-APS pushbutton (WSDOT Owned). | Install new APS pushbutton and install new pole. | 100 | EA | \$5,900 | \$590,000 |
| Subtotal | | | | | | \$ 897,000 |
| Total | | | | | | \$ 29,445,000 |
| Contingency @ 20% | | | | | | \$ 5,889,000 |
| Design @ 12% | | | | | | \$ 3,534,000 |
| Mobilization @ 8% | | | | | | \$ 2,356,000 |
| TESC + Traffic Control @ 12% | | | | | | \$ 3,534,000 |
| Construction Management @ 20% | | | | | | \$ 5,889,000 |
| Grand Total 2021 Dollars | | | | | | \$ 50,647,000 |

Appendix F - Accessible Pedestrian Signal (APS) Policy

City of Port Angeles - 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. Adding APS to a signal does not require at the same time replacement of existing non-compliant curb ramps. If non-compliant curb ramps are not replaced during APS project they shall be replaced per the ADA transition schedule.
5. In addition to the above conditions, APS will be installed through fulfillment of the City's obligations to complete its ADA Transition Plan.

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

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

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

Appendix G - Grievance Procedure

CITY OF PORT ANGELES
AMERICANS WITH DISABILITIES ACT
POLICY AND NOTICE

Policy:

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990, the City of Port Angeles does not discriminate against qualified individuals with disabilities on the basis of disability in the City's services, programs, or activities.

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990, the City of Port Angeles does not discriminate on the basis of disability in its hiring or employment practices and complies with all regulations promulgated by the Equal Employment Opportunity Commission under Title I of the Americans with Disabilities Act (ADA).

Effective Communication: The City of Port Angeles will, upon request, attempt to provide appropriate aids and services leading to effective communication for qualified persons with disabilities so they can participate equally in the City's programs, services, and activities. We strive to make information and communication accessible to people who have speech, hearing, or vision impairments.

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

Anyone who requires an auxiliary aid or service for effective communication or modification of policies or procedures to participate in a City program, service or activity, should contact the person or department who scheduled the event as soon as possible but no later than 72 hours before the scheduled event. If you are not sure who you should contact, you may contact the ADA Coordinator identified in this notice.

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

The City will not place a surcharge on a particular individual with a disability or group of individuals with disabilities to cover the cost of providing auxiliary aids/services or reasonable modifications of policy.

ADA Questions and Complaints: The City of Port Angeles has an ADA Coordinator and a grievance procedure. Those are intended to ensure that complaints are handled promptly. Equitable resolution is strived for through the review process. Please contact the ADA Coordinator with questions or complaints about the ADA compliance efforts.

ADA Coordinator:
Abbigail Fountain, ADA
Coordinator
321 E 5th Street
Port Angeles, WA 98362

Phone: 360-417-4510 Voice
360-417-4645 TTY
Email: Afountai@cityofpa.us

City of Port Angeles's Grievance Procedure:

It is the intent of the City to expediently and equitably resolve issues concerning barriers to persons with disability or alleged discrimination toward persons with disability, in employment practice or in the provision of services provided by the City.

- City Manager. The City Manager is responsible to hear and/or cause investigation of any question or concern by a member of the public or employee regarding discriminatory practices in the provision of services, barriers to accessibility to services or employment practices. A decision of the City Manager will be rendered within 15 working days of receipt of the complaint.
- Review Board. The City Manager may, at his/her discretion, request a review board to be convened, for the purpose of hearing and investigating any issue of accessibility or discriminatory practices filed with the City Manager. The City Manager will determine on a case-by-case basis when the ADA Review Board will be convened, and shall forward the issue to the Board for their investigation and recommendation.

The ADA Review Board will consist of two Department Directors, the City Attorney and the Human Resources Manager. The members will be appointed by the City Manager, with the exception of the standing appointment of the City Attorney and Human Resources Director. The investigation and written recommendation of the Review Board will be completed within 15 days of receipt of the complaint by the City Manager.

- Alternative Remedies. The individual's right to prompt and equitable resolution of the complaint is not to be impaired by his/her pursuit of other remedies, such as the filing of a complaint with the U.S. Department of Justice or other appropriate federal or state agency. Furthermore, the filing of a lawsuit in state or federal district court can occur at any time. The use of this complaint resolution procedure is not a prerequisite to the pursuit of other remedies.
- Recordkeeping and Public Proceedings. A record of action taken on each request or complaint will be maintained as part of the record or minutes at each level of the investigation and resolution process. Hearings for the purposes of investigation of the facts of the complaint shall be conducted in accordance with all applicable public meeting requirements, including reasonable notice to the complainant of the date, time and location of the hearing.

Appendix H - Maximum Extent Feasible (MEF) Documentation Template

Maximum Extent Feasible (MEF) Template

Project Description

Highway/Building Parameters

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

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

Pedestrian Design Standards – cover the following subjects

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

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

Proposal – cover the following subjects

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

Justification

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

Additional Benefits – new construction projects

Attachments

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

Project Description

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

Highway Parameters

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

Existing Pedestrian Facilities

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

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

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

Pedestrian Design Standards

Curb Ramps – Landing, PROWAG 2005 R303.2.1.3

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

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

Proposal

Curb Ramps and Ramps (from sidewalk to shoulder)

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

This sidewalk ramp will be upgraded to meet Port Angeles standards.

“Y” Avenue Intersection

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

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

“Z” Way Intersection

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

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

Justification

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

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

Attachments

Vicinity Map

Spreadsheet

Curb Ramp Geometrics

Plan Sheets

Appendix I - ADA Terminology

ADA Terminology

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

Barrier. Obstacle that prevents movement or access.

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

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

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

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

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

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

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

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

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

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

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

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

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