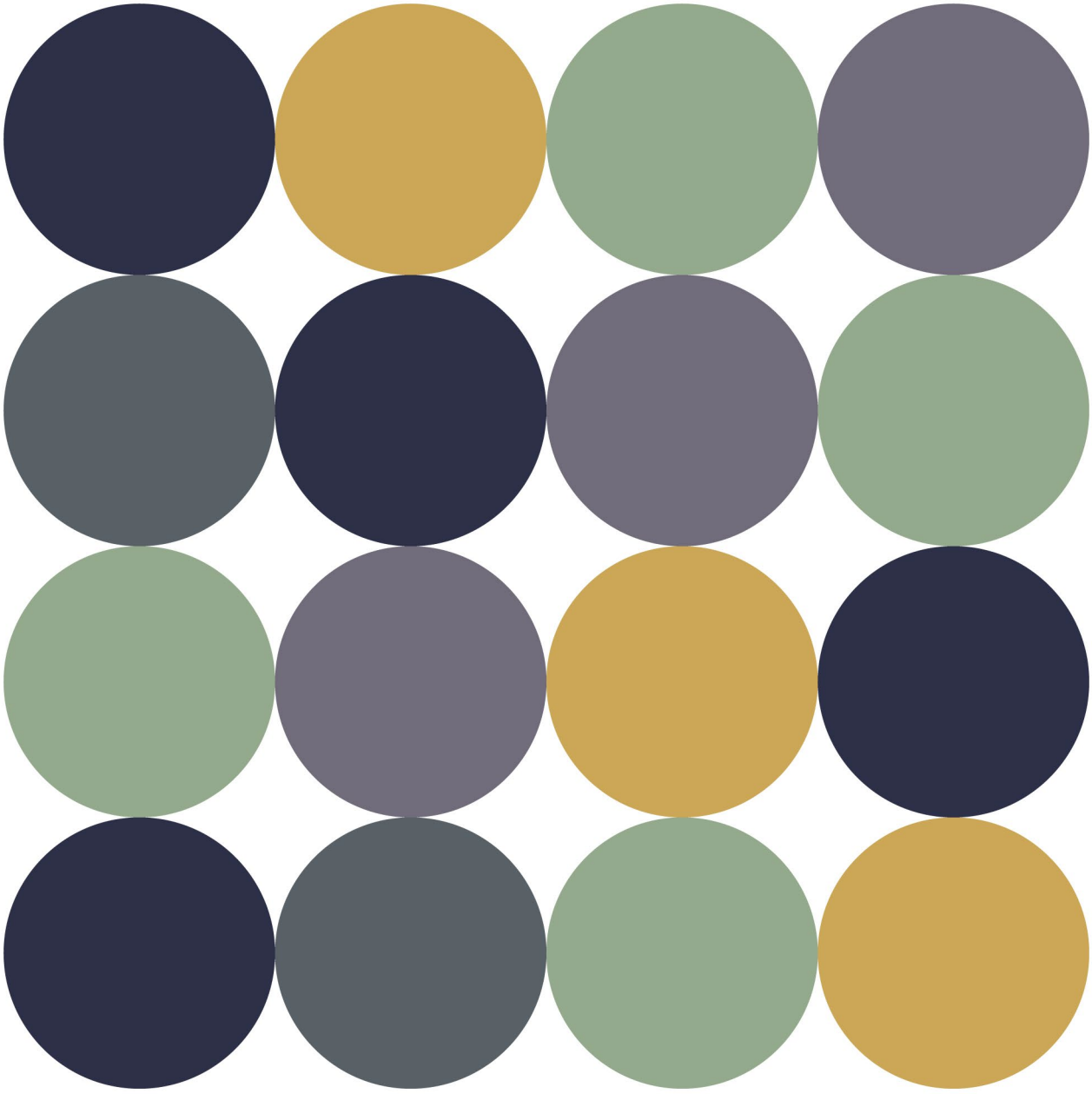
City of Battle Ground

Right-of-Way

ADA Transition Plan



Prepared by

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WHAT TRANSPORTATION CAN BE.

2021

CITY OF BATTLE GROUND

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Additional copies of this document are available online at:

https://www.cityofbg.org/888/Mobility-for-All---ADA-Transition-Plan

For questions about the City of Battle Ground ADA Transition Plan or for access to an alternate format of this document email the City of Battle Ground ADA Coordinator Kay Kammer at:

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

PREPARED BY

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Contents

Executive Summary 1

1 Introduction 3
- 1.1 Plan Requirement 3
- 1.2 Plan Structure 4

2 Self-Evaluation 5
- 2.1 Policy Review 5
- 2.2 Practices and Design Standards 6
- 2.3 Existing Pedestrian Facilities 7

3 Stakeholder Engagement 23
- 3.1 Engagement Methods 23

4 Pedestrian Barrier Removal Methods and Schedule 24
- 4.1 Barrier Removal Methods 24
- 4.2 Barrier Removal Plan and Schedule 25

5 Recommendations and Next Steps 47
- 5.1 Recommended Actions 47

Appendix A: Standards Review Barrier Audit 50
Appendix B: Existing Data Inventory 71
Appendix C: Prioritization Criteria 78
Appendix D: Stakeholder Engagement 86
Appendix E: Planning Cost Estimate Backup 135
Appendix F: Accessible Pedestrian Signal (APS) Policy 138
Appendix G: Grievance Procedure 140
Appendix H: Maximum Extent Feasible (MEF) Document Template 145
Appendix I: Terminology 149

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Executive Summary

This Americans with Disabilities Act Self-Evaluation and Transition Plan establishes the City of Battle Ground's ongoing commitment to providing equal access for all, including those with disabilities. In developing this plan, the City of Battle Ground 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 Battle Ground's facilities within the public right-of-way. This includes attributes for pedestrian facilities such as sidewalks, curb ramps, pedestrian pushbuttons, and bus stops as these are some of the facility types inventoried.**

This document summarizes the Self-Evaluation, which includes an accessibility assessment of pedestrian facilities as well as practices and procedures which relate to them. 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 the Capital Improvement Program, maintenance, overlays, and grant 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 permitted development and any other right-of-way construction projects.

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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 Battle Ground 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 to which the Washington Department of Transportation adheres.

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

1.2 Plan Structure

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

Chapter 1: Introduction

Chapter 2: Self-Evaluation Documents Self-Evaluation methods and findings for policies, practices, design standards, and 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 Battle Ground primarily addresses pedestrian facilities in their City of Battle Ground Standard Details and Municipal Code. The City of Battle Ground Comprehensive Plan (2016) 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 Battle Ground develops a Comprehensive Plan in order to complete long range planning for the city. The latest version of this plan was completed in 2016. The plan 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 City livability through transportation updates
- Promote safety and convenience for travel of all users, specifically pedestrians, bicyclists, and transit riders in addition to motor vehicle drivers
- Invest in non-motorized connections across the City and provide intersection improvements to promote pedestrian safety and comfort
- Support energy efficient transportation modes
- Establish essential maintenance, preservation, and safety improvements of the transportation system as a high priority
- Encourage reduction in single occupant vehicles through investments in non-motorized facilities and connections
- Promote pedestrian access from transit stops and stations
- Promote sustainability through transportation investments

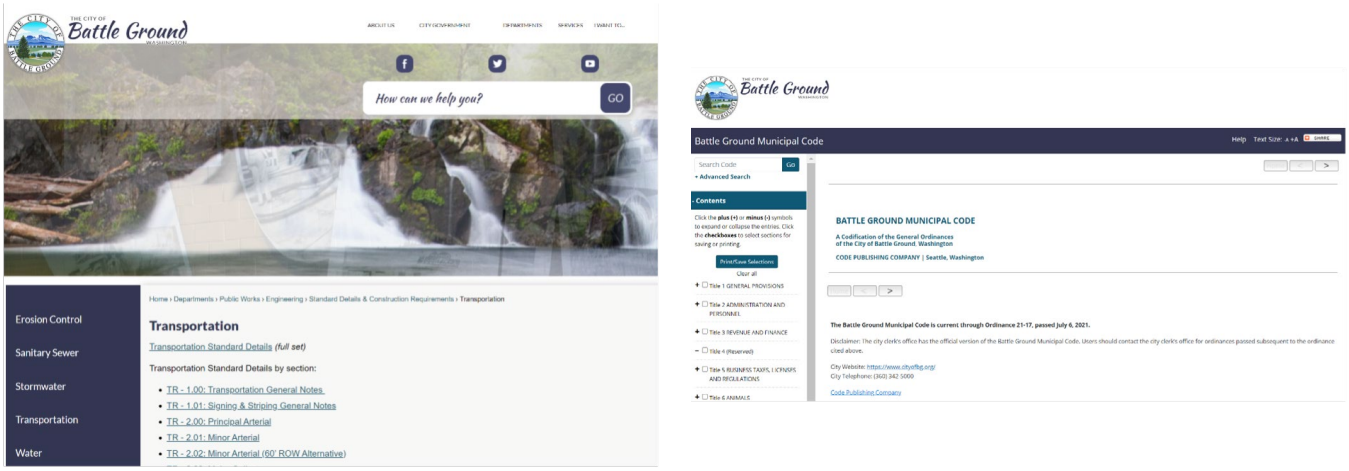


Figure 2-1 City of Battle Ground Standard Details/Plans and Municipal Code Web Pages

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 Battle Ground Standard Details and Construction Requirements (2008), City of Battle Ground Municipal Code (BGMC) (July 2021), City of Battle Ground Comprehensive Plan (June 2016), and City of Battle Ground Transportation System Plan Update (September, 2005) to identify any barriers to accessible design. The review was conducted in November 2021.

2.2.1 Method

The City of Battle Ground Standard Details and Construction Requirements (2008) and BGMC 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 Battle Ground maintains adopted design standard plans for sidewalks, pathways, parking spaces, and driveways. Figure 2-1 shows the web pages where the standard plans and municipal code can be accessed.

The City's municipal code contains additional guidance with code-adopted Washington State Department of Transportation (WSDOT) standard plans related to parking spaces, parking access aisles, and parking identification incorporated into RMC Chapter 7.

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

The City standards and code do not address crosswalks, curb ramps, signals, transit stops, ramps, stairways, handrails, and railways.

For greater detail on the practices and standards review, including recommendations for additions and revisions, see the barrier audit review memorandum in **Appendix A**.



Figure 2-2 Examples of Inventoried Facilities

2.3 Existing Pedestrian Facilities

The Self-Evaluation inventoried barriers to access associated with existing pedestrian facilities, including curb ramps, sidewalks, pedestrian pushbuttons, as required by ADA Title II Part 35, Subpart D – Program Accessibility § 35.150 (d)(3). Each facility and associated barriers were field inventoried and cataloged within the project's geospatial (GIS) database. Field data was collected from July to September 2021.

Many existing pedestrian features within Battle Ground 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 Battle Ground 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 is provided in the following sections.

2.3.1 Method

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

- 2,219 sidewalks, totaling approximately 115 miles
- 2,283 existing curb ramps (871 missing curb ramps)
- 116 signal pushbuttons
- 27 bus stops
- 6 railroad crossings
- Over 13,000 hazards

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

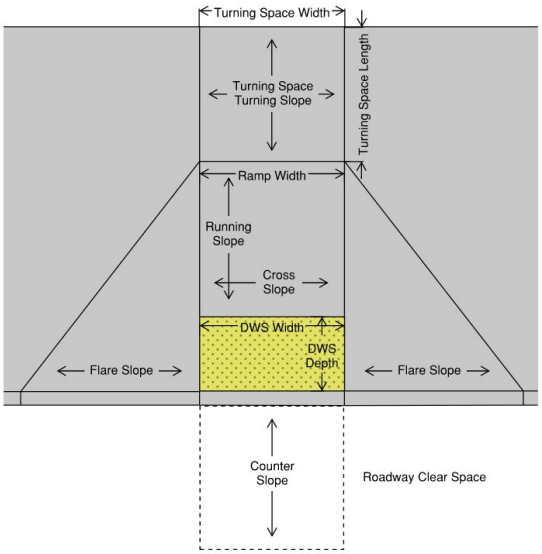


Figure 2-3 Perpendicular Curb Ramp Attributes

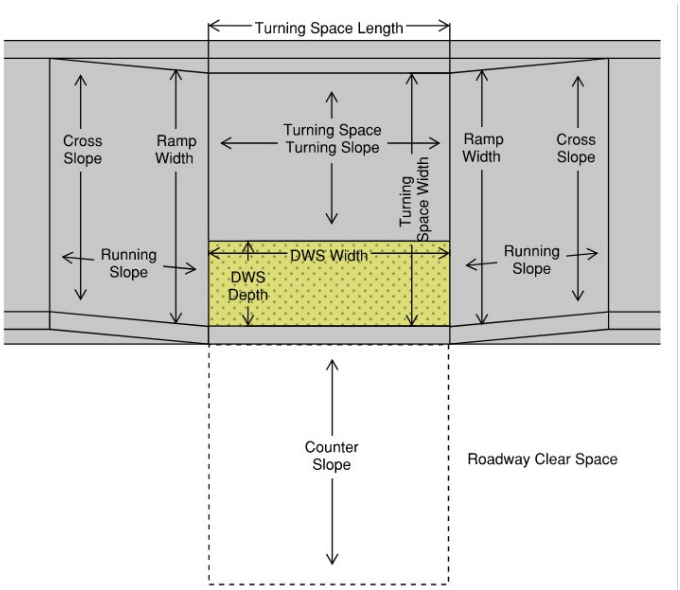


Figure 2-4 Parallel Curb Ramp Attributes

Curb Ramps

Field data was collected for existing curb ramps and 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 Non-compliant
- 30: Significantly Non-Compliant

These scores are referred to as the Accessibility Index Score (AIS). Curb ramps that had running slopes that were too steep received a score of 30 and were considered non-compliant. Curb ramps that had cross slopes slightly above the compliant threshold received a score of 20 while steeper cross slopes received a 30. Other criteria relating to turning space, flare slopes, detectable warning surfaces (DWS), obstructions, and condition were weighted lower, but could cumulatively reach the threshold for non-compliance.

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

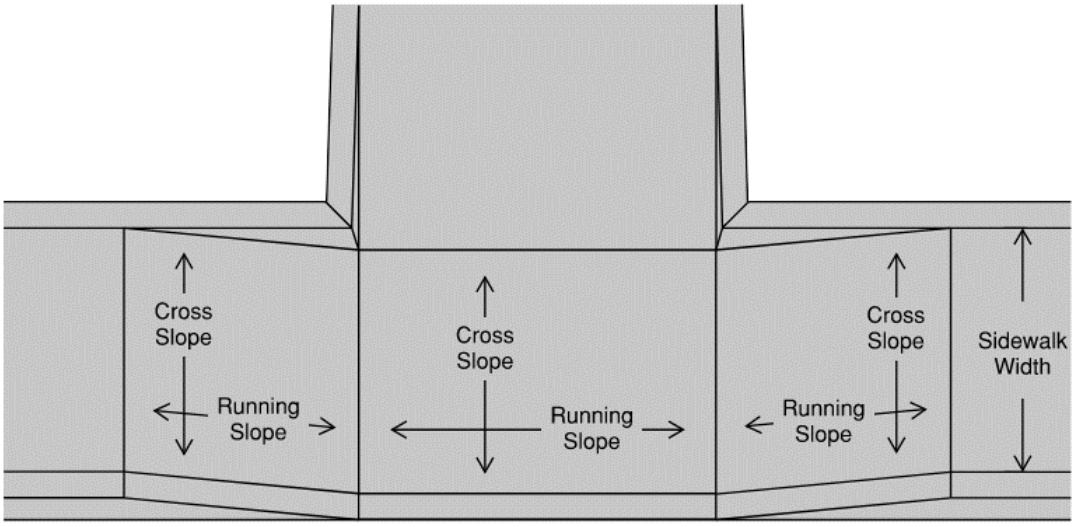


Figure 2-5 Sidewalk Attributes

Sidewalks

Field data was collected for sidewalks 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 scored based on the degree to which the barrier impeded accessibility. These barriers include:

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

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

- 0: Compliant
- 1-15: Minor Non-Compliant
- 16-30: Significantly Non-Compliant

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

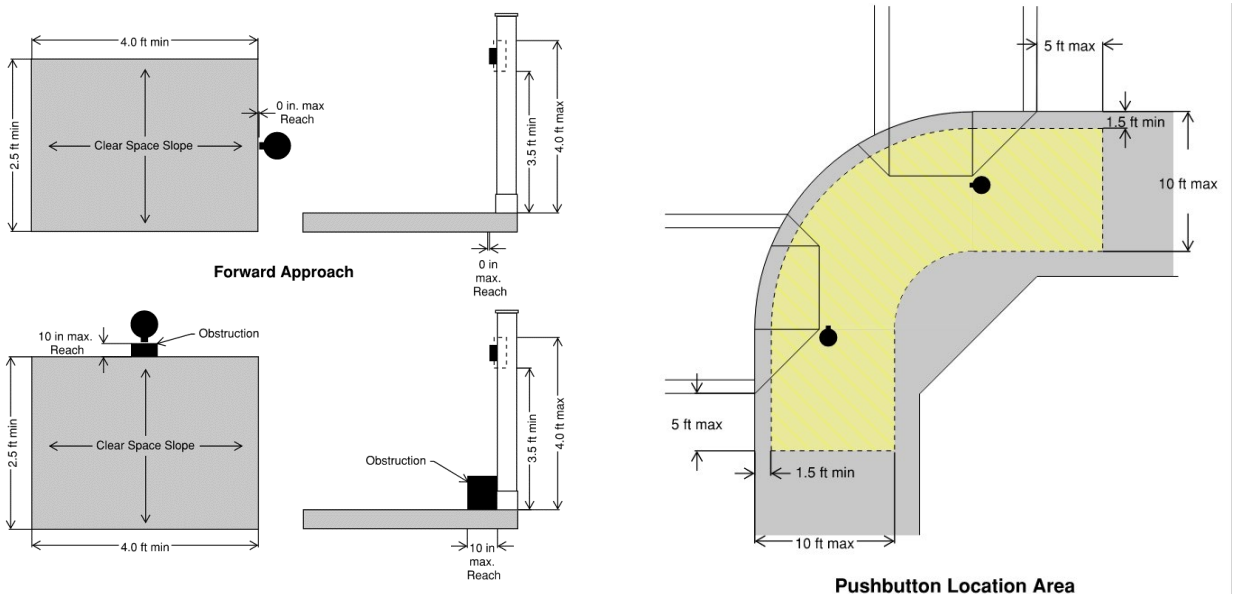


Figure 2-6 APS Pedestrian Pushbutton Location Attributes

Signal Pushbuttons

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

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

Each pedestrian pushbutton was reviewed for compliance using fifteen criteria, then scored

based on the degree to which the barrier impeded accessibility.

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

- 0: Compliant
- 1-15: Minor Non-Compliant
- 16-30: Significant Non-Complaint

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

Bus Stops

Data was collected for bus stops located across the city. Features measured included boarding and alighting areas, bus shelter areas, and connecting pathways.

Each bus stop was reviewed for compliance, then scored based on the degree to which the barrier impeded accessibility. These barriers include:

- Boarding/alighting dimensions, i.e., the area is too narrow,
- Boarding/alighting grades, i.e., the area is too steep.
- Shelter surface grades, i.e., the area is too steep.

Table 2-1 Existing Curb Ramp Compliance

Curb Ramp Compliance	Total	
	Miles	% of Total
Significant Non-Compliant	2,050	65%
Minor Non-Compliant	571	18%
Compliant ramps	533	17%
Total	**3,154**	

2.3.2 Findings

Curb Ramps

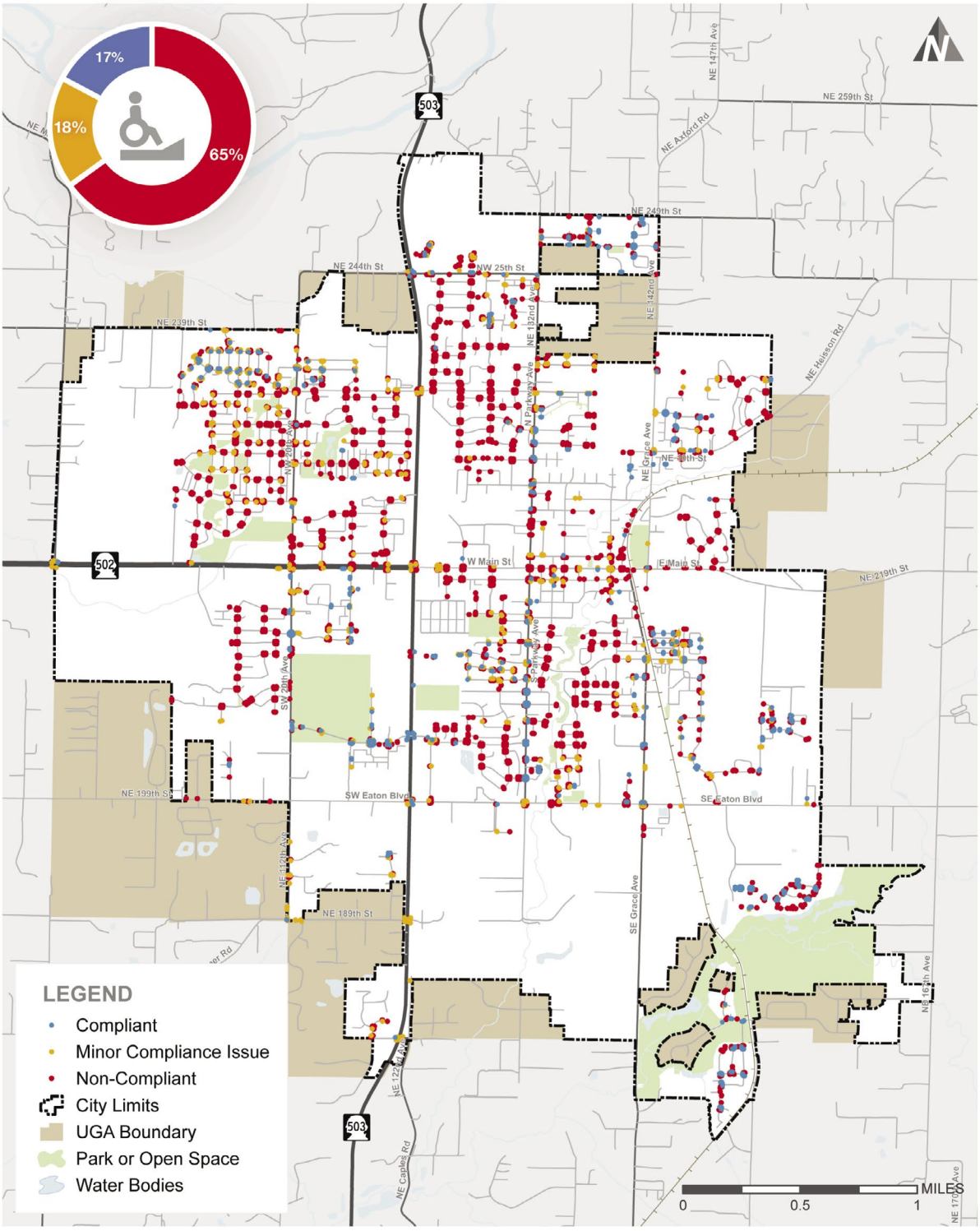
Approximately 80%-90% of the 4,273 existing curb ramps do not meet ADA standards (see Table 2-1 and Figure 2-7).

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

- Non-compliant ramp width, i.e., the ramping area is not present or too narrow (Figure 2-8).
- Non-compliant running slope, i.e., the ramp running slope is too steep (Figure 2-9). Approximately 30% of curb ramps have running slopes greater than 8.3%.
- Non-compliant cross slope, i.e., the cross slope is too steep (Figure 2-10). 810 curb ramps have cross slopes greater than 2%, 402 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.

Figure 2-7 Non-Compliant Curb Ramp

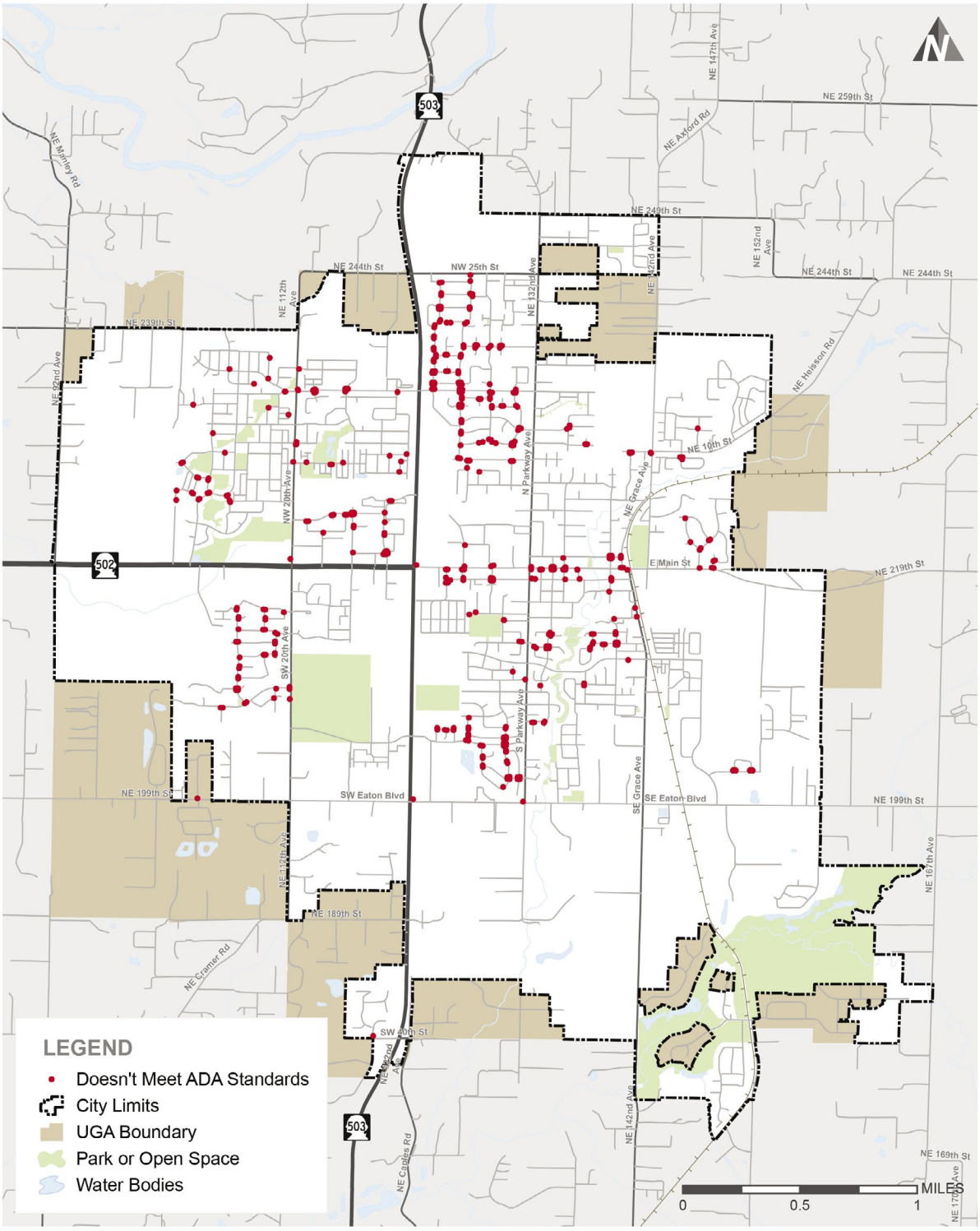


Non Compliant Curb Ramp

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FIGURE **2-7**

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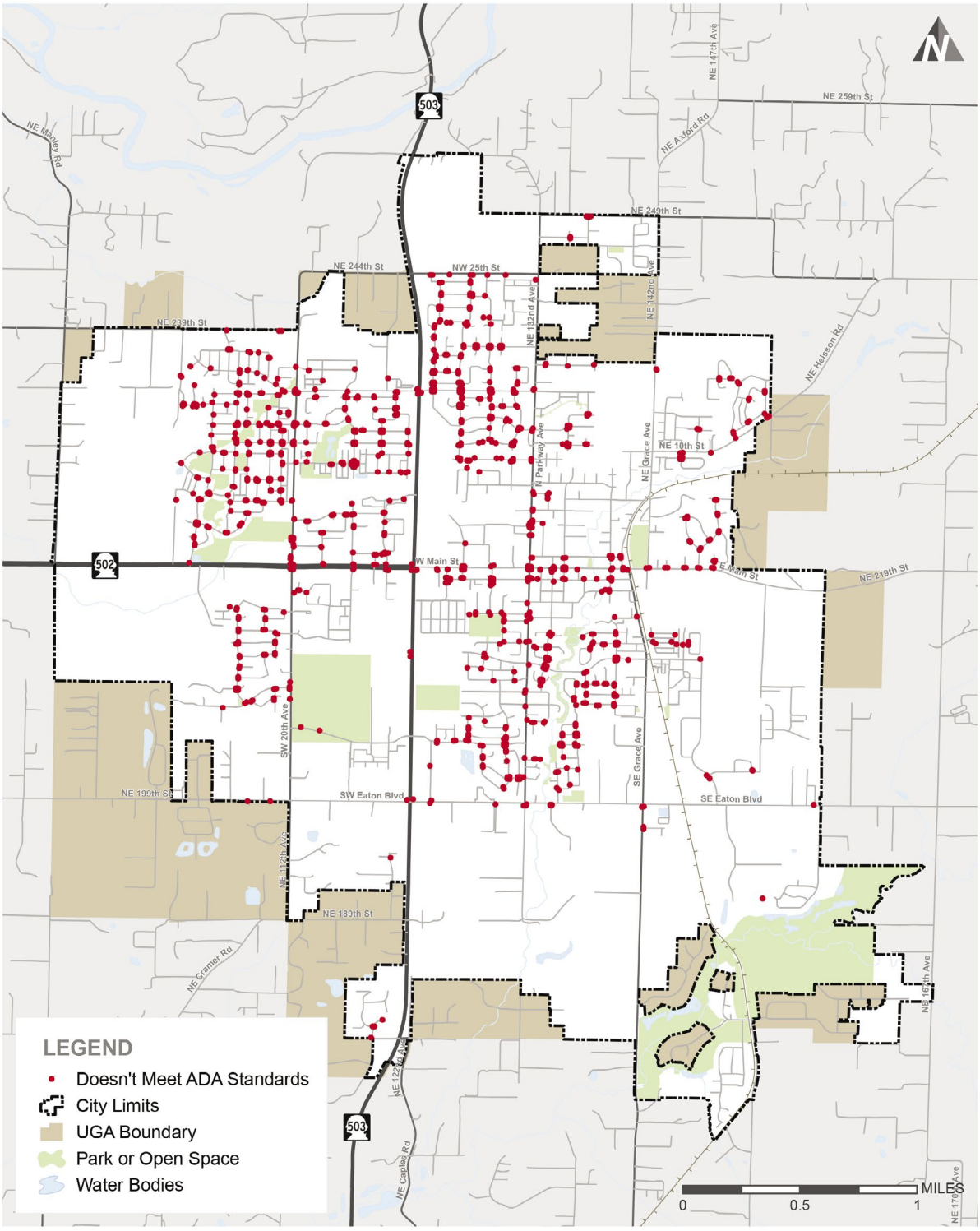


Curb Ramp Width

Battle Ground ADA Transition Plan

FIGURE **2-8**

Figure 2-9 Curb Ramp Running Slope

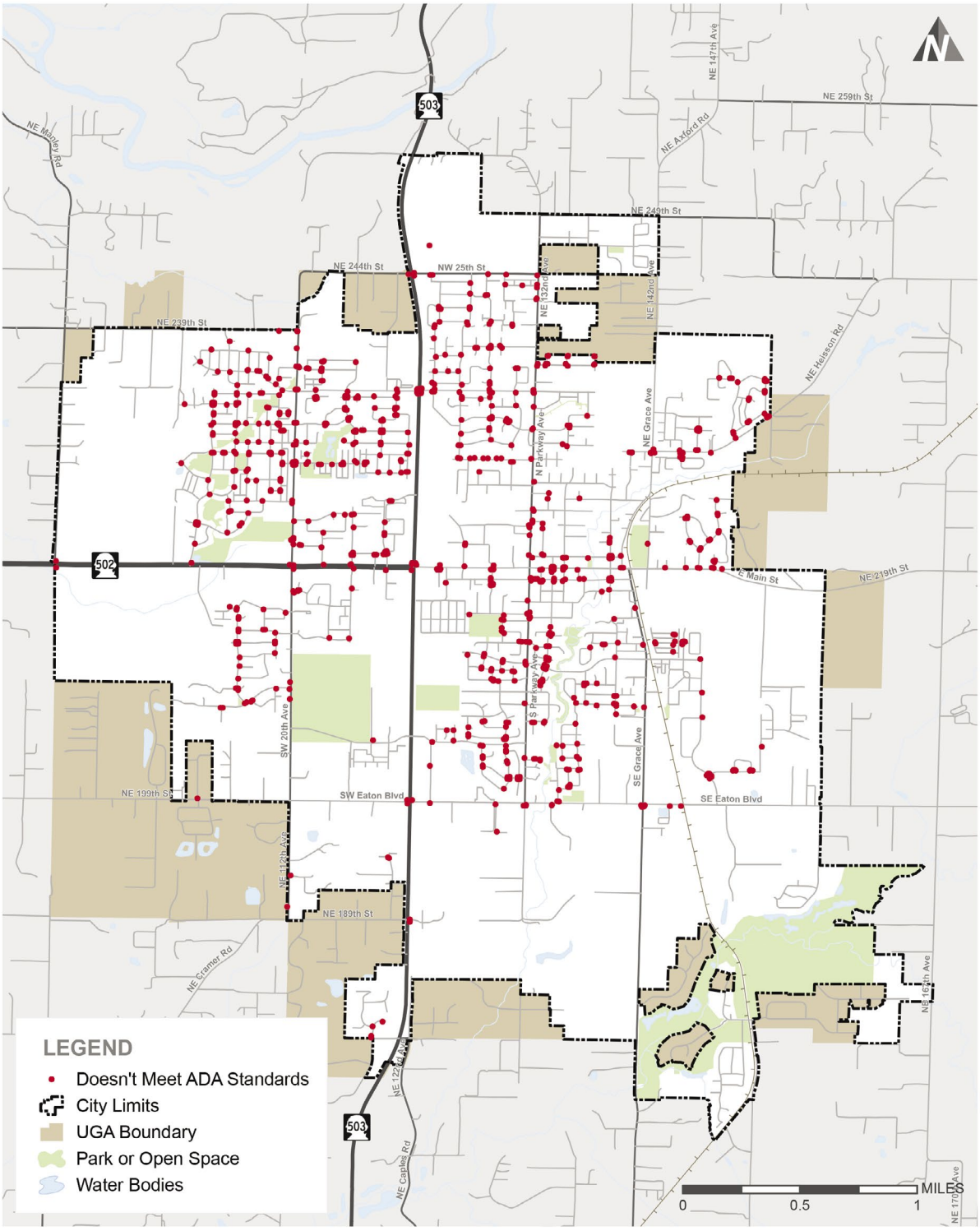


Curb Ramp Running Slope

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FIGURE **2-9**

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Curb Ramp Cross Slope

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FIGURE **2-10**

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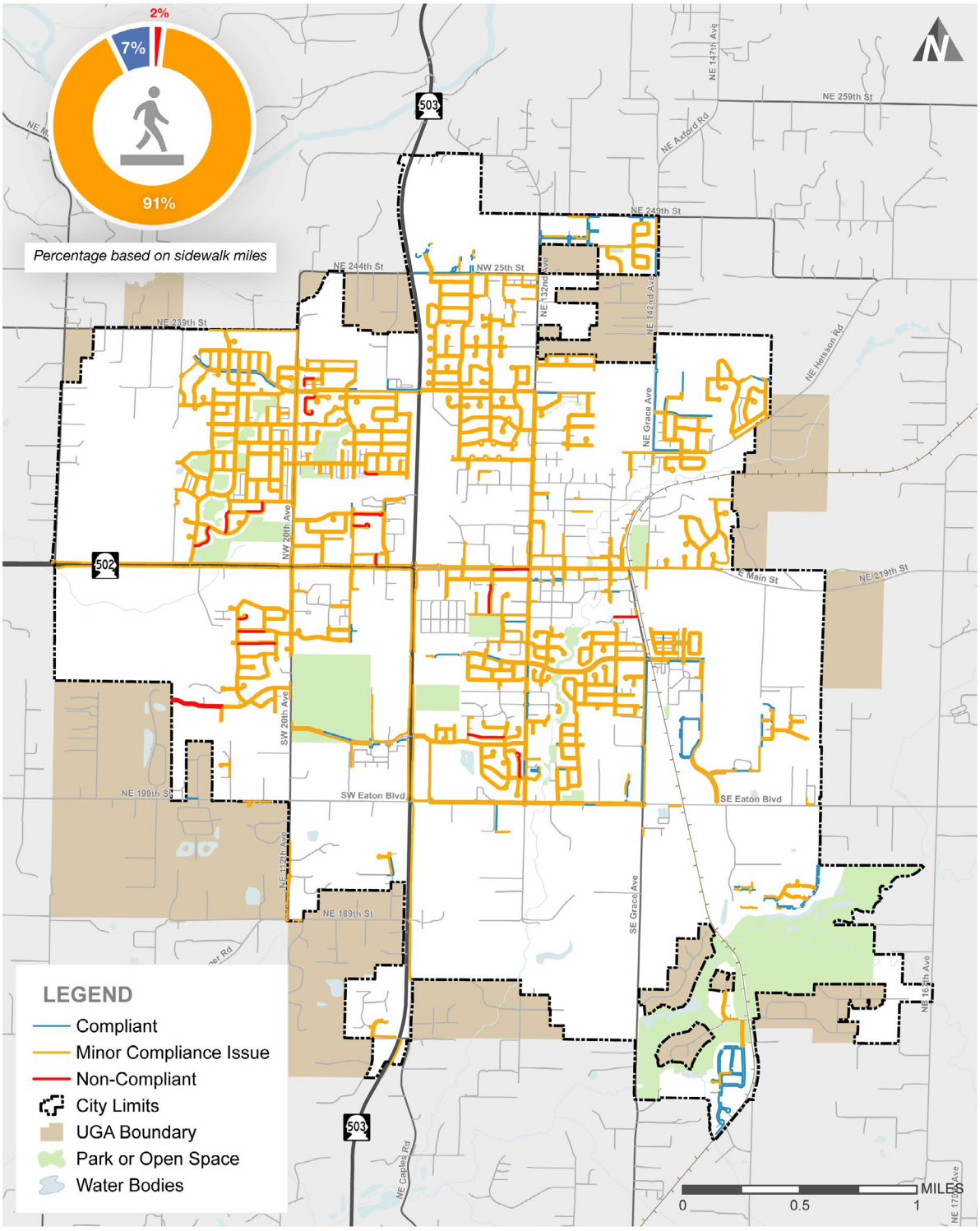
Table 2-2 Sidewalk Compliance

Sidewalk Compliance	Total	
	Miles	% of Total
Significant Non-Compliant	2.2	2%
Minor Non-Compliant	104.2	91%
Compliant	8.6	7%
Total	115.0	

Sidewalks

Approximately 115 miles of sidewalk were inventoried where the majority of sidewalk segments found did not meet at least one ADA requirement (see Table 2-2 and Figure 2-11). Grinding, patch repair, and full reconstruction are potential solutions for removing the sidewalk barriers depending on the severity of the barrier.

Figure 2-12 shows which sidewalk segments have widths less than 48 inches. Figure 2-13 shows sidewalks with cross slopes greater than 2% and Figure 2-14 shows where non-compliant driveways are located.

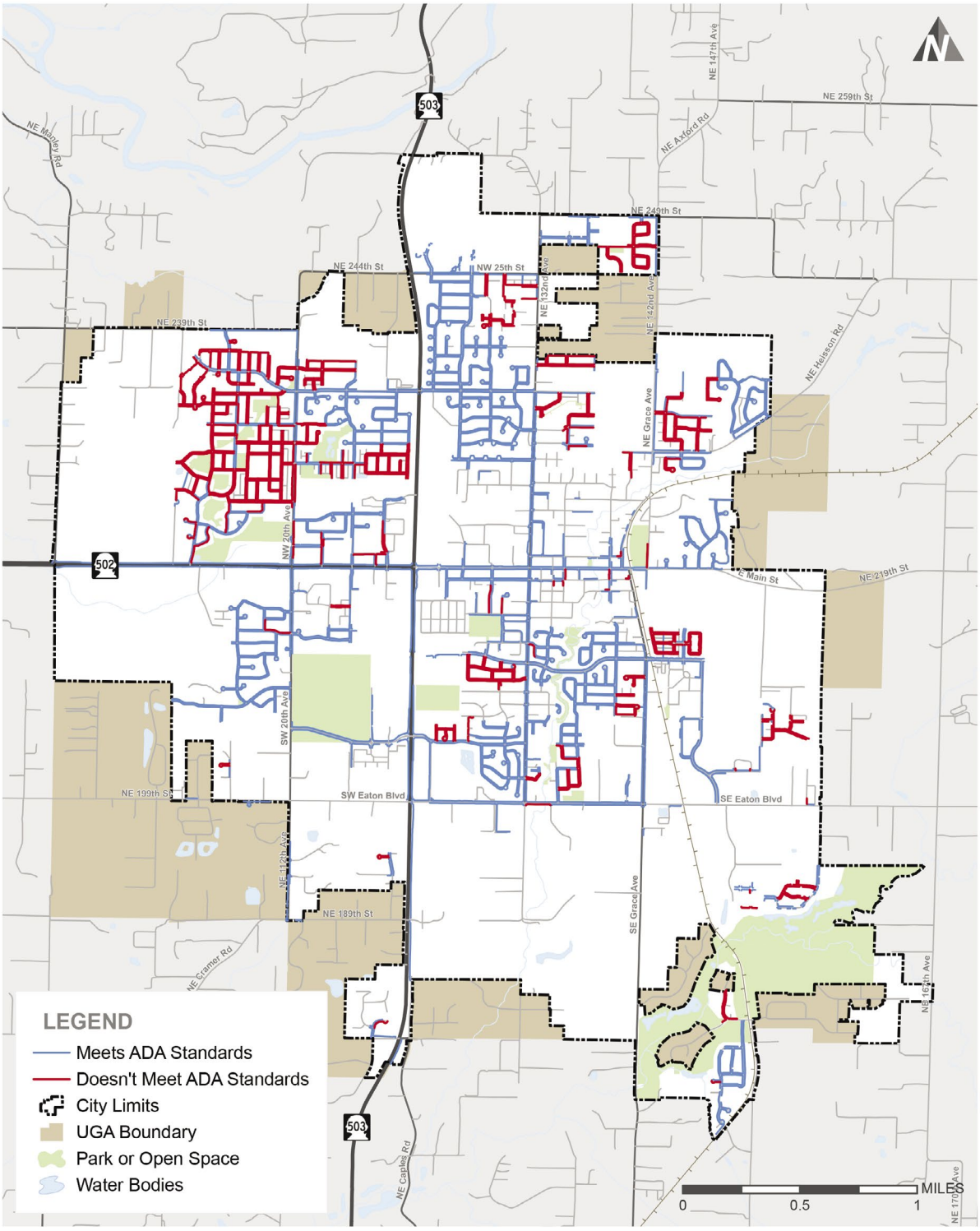


Non-Compliant Sidewalk

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FIGURE **2-11**

Figure 2-12 Sidewalk Width

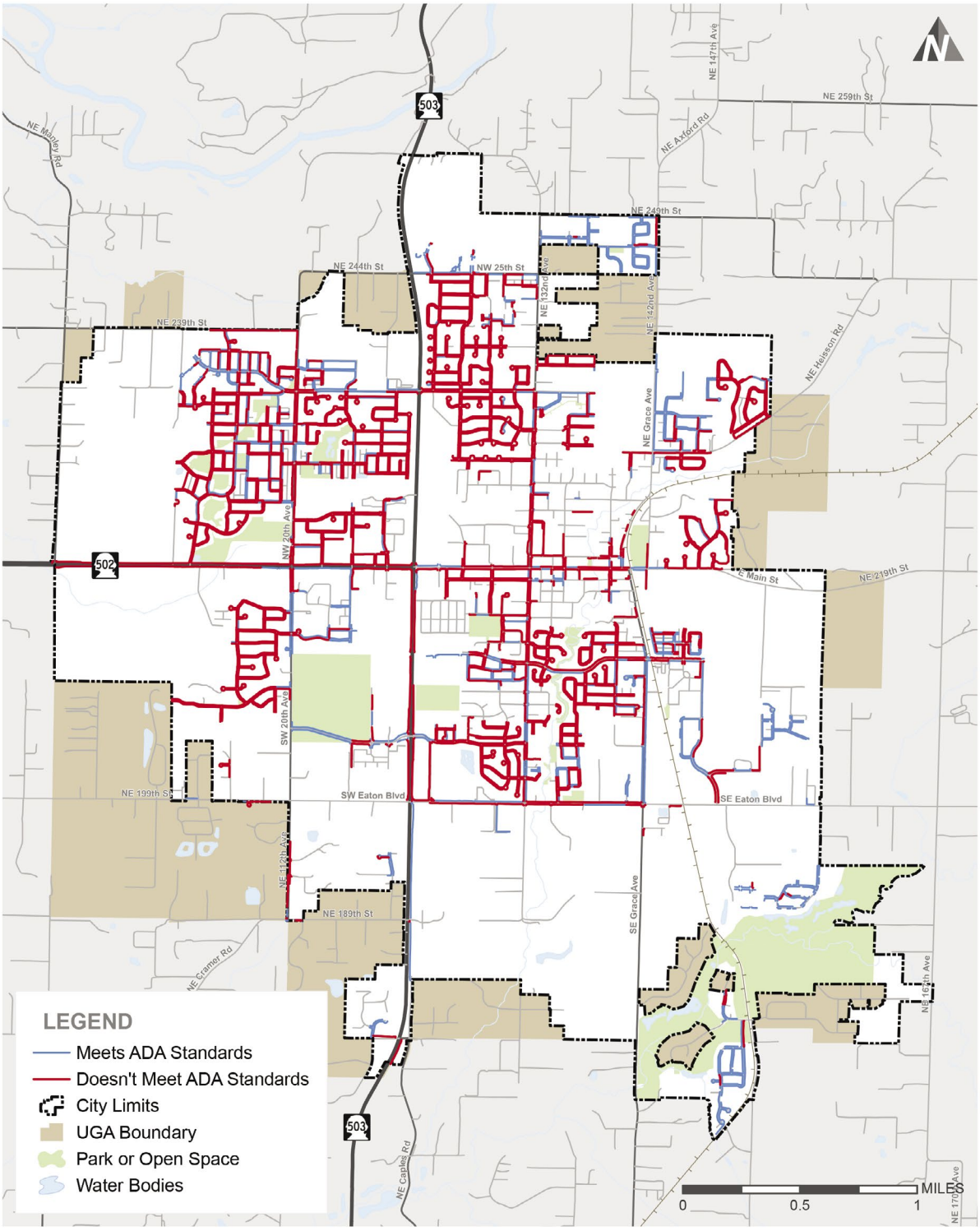


Sidewalk Width

Battle Ground ADA Transition Plan

FIGURE **2-12**

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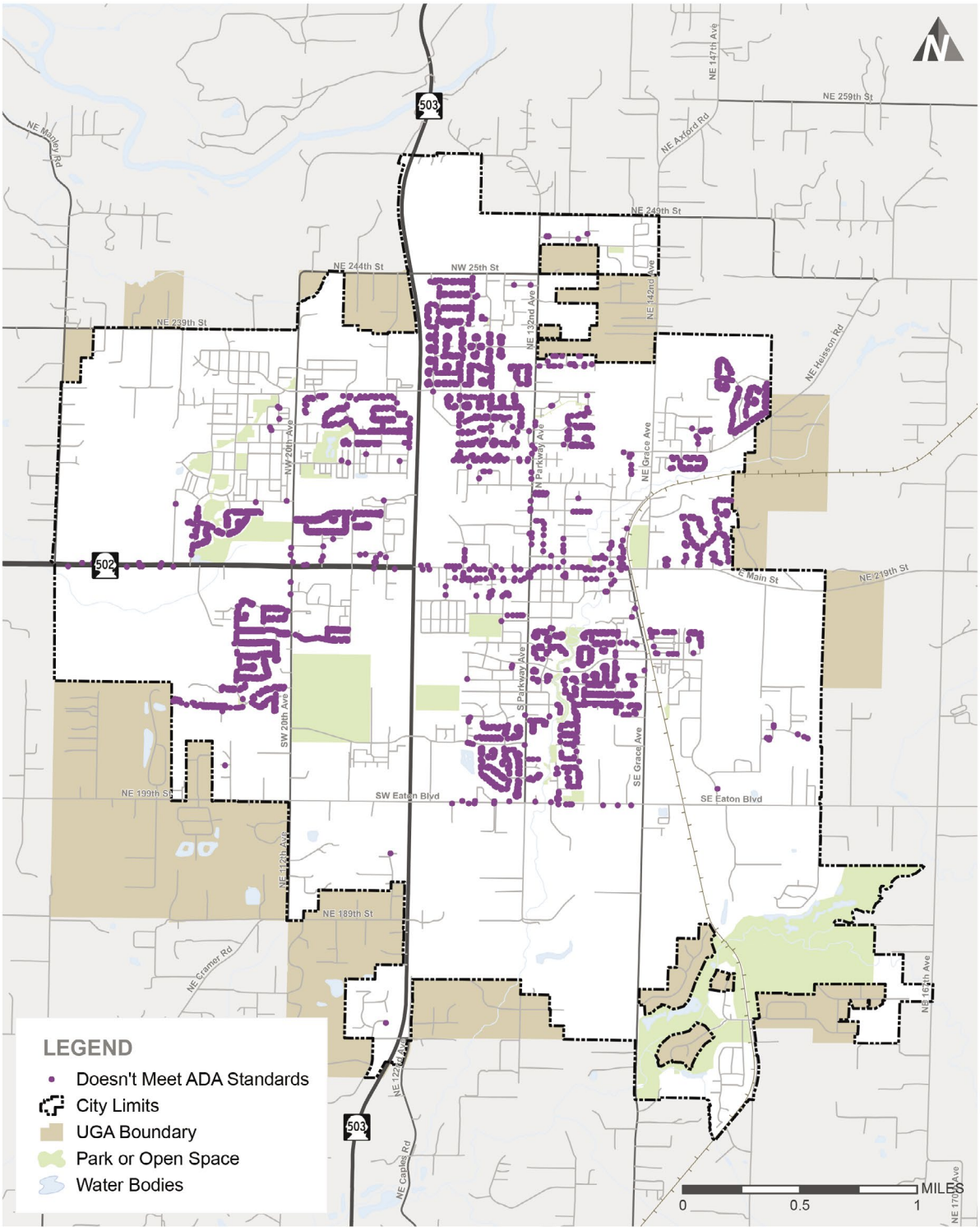
Sidewalk Cross Slope

Battle Ground ADA Transition Plan

FIGURE **2-13**

transpogroup

Figure 2-14 Non-Compliant Driveways along Sidewalk



Non-Compliant Driveways along Sidewalk

Battle Ground ADA Transition Plan

FIGURE 2-14



Figure 2-15 "H-Style" And APS-Style Pedestrian Pushbutton

Signal Pushbuttons

Almost all pedestrian pushbuttons are not fully ADA compliant. The non-compliant pedestrian pushbuttons include non-APS style buttons to be replaced and APS-style buttons to be reprogrammed or relocated.

Approximately 67% of pedestrian pushbuttons in the city are an older "H-style" design (see Figure 2-15). 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 2-15).

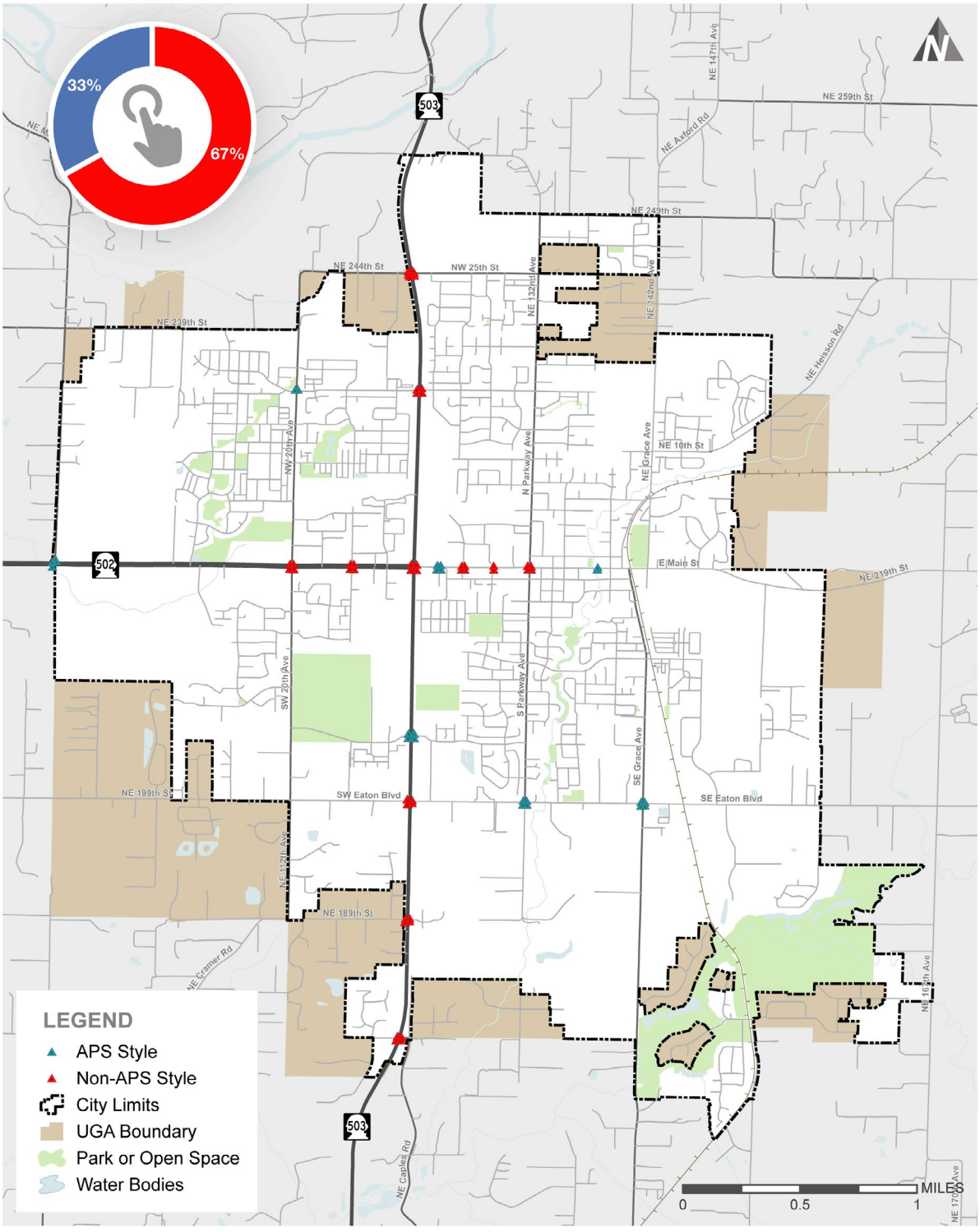
The requirement to use APS-style pushbuttons is relatively new and lack of compliance is typically due to a crossing not being upgraded over time to reflect evolving requirements. Pushbuttons are typically upgraded to APS-style in groups rather than individually. As a result, APS-style additions and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

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

Bus Stops

There were 27 bus stops collected. Of these bus stops, 16 were found to have a minimum of one non-compliant feature. The most common issue found were bus boarding/alighting areas that were smaller than the required size. The boarding area is required to be a minimum of 8ft measured perpendicular to the curb or edge of asphalt. This space allows for lifts on buses to be lowered and provides passengers access to the lifts. Another common non-compliant trend for the bus stops were cross slopes within the boarding/alighting areas that are greater than two percent.

Figure 2-16 Signal Push Buttons: APS and Non-APS



Signal Push Buttons: APS and Non-APS

Battle Ground ADA Transition Plan

transpogroup

FIGURE **2-16**

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 two methods: an engagement survey and online mapping tool. Outreach efforts including promotion through contacting community groups such as the Veterans Administration, Housing Authority, Community in Motion, disability groups, and other mobility-oriented groups. The City of Battle Ground developed a project website: https://www.cityofbg.org/888/Mobility-for-All---ADA-Transition-Plan for easy online access to project information and ways to provide feedback.

3.1.1 Engagement Survey

An online survey and reporting tool were 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 travel within the city;
- What facility types they believe should be prioritized when removing accessibility barriers.

The survey was made available for public participation during September and October 2021. The City received 14 responses from this survey.

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

- Community Services
- Hospitals & medical facilities
- 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 overlays. Certain programs provide continual means of barrier removal while others vary based on outside influences such as permitted development and grants. The manner in which an existing pedestrian barrier is removed is typically a function of its complexity and cost. Less complex pedestrian barriers, such as a missing detectable warning surface (DWS), can be removed through maintenance and operations programs. More complex barriers, such as barriers associated with ramp or sidewalk design, typically require additional engineering as part of a more costly capital construction project.

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

The following sections provide additional detail regarding capital projects, overlay program, maintenance, and grant funding.

4.1.1 Capital Projects

The Capital Improvement Program (CIP) defines projects and identifies funding for different elements of the government including the Transportation Improvement Plan (TIP). Transportation projects can 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 Battle Ground 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 Street Overlay Program

The Street Overlay Program is used to maintain the current roadway system by providing street overlays, pavement rehabilitation, and curb and sidewalk repair. When a street overlay is being conducted in areas adjacent to ADA features, the curb ramps will be retrofitted or replaced to meet current standards if found to be non-compliant. In 2021, the City used a portion of a Complete Street grant to fund street overlay improvements. In coming years, a separate overlay fund will be established which will include ADA improvements as required for those projects.

4.1.3 Maintenance

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

important access improvements. These activities include sidewalk panel grinding, panel replacement, and request-based curb ramp installations. Maintenance investments are crucial to increasing the longevity of the existing pedestrian network.

4.1.4 Grant Funding

The City has received funding from grants provided at local, state, and federal levels, some of which directly remove ADA barriers. The following list shows what type of grants the City has received in past years with project components that contributed to ADA barrier removal.

Safe Routes to Schools Program (SRTS)

The program is funded by the FHWA but administered by the State DOT's for the benefit of elementary and middle school children. The main goals are to enable and encourage children to walk and bike to school, to make it safer to do so, and to facilitate in the implementation of projects that improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

Complete Streets Grant

The purpose of the grant program is to encourage local governments to build infrastructure that provides safe access to all users, including bicyclists, pedestrians, motorists, and public transportation users.

4.1.5 Permitted Development

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 forecast.

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

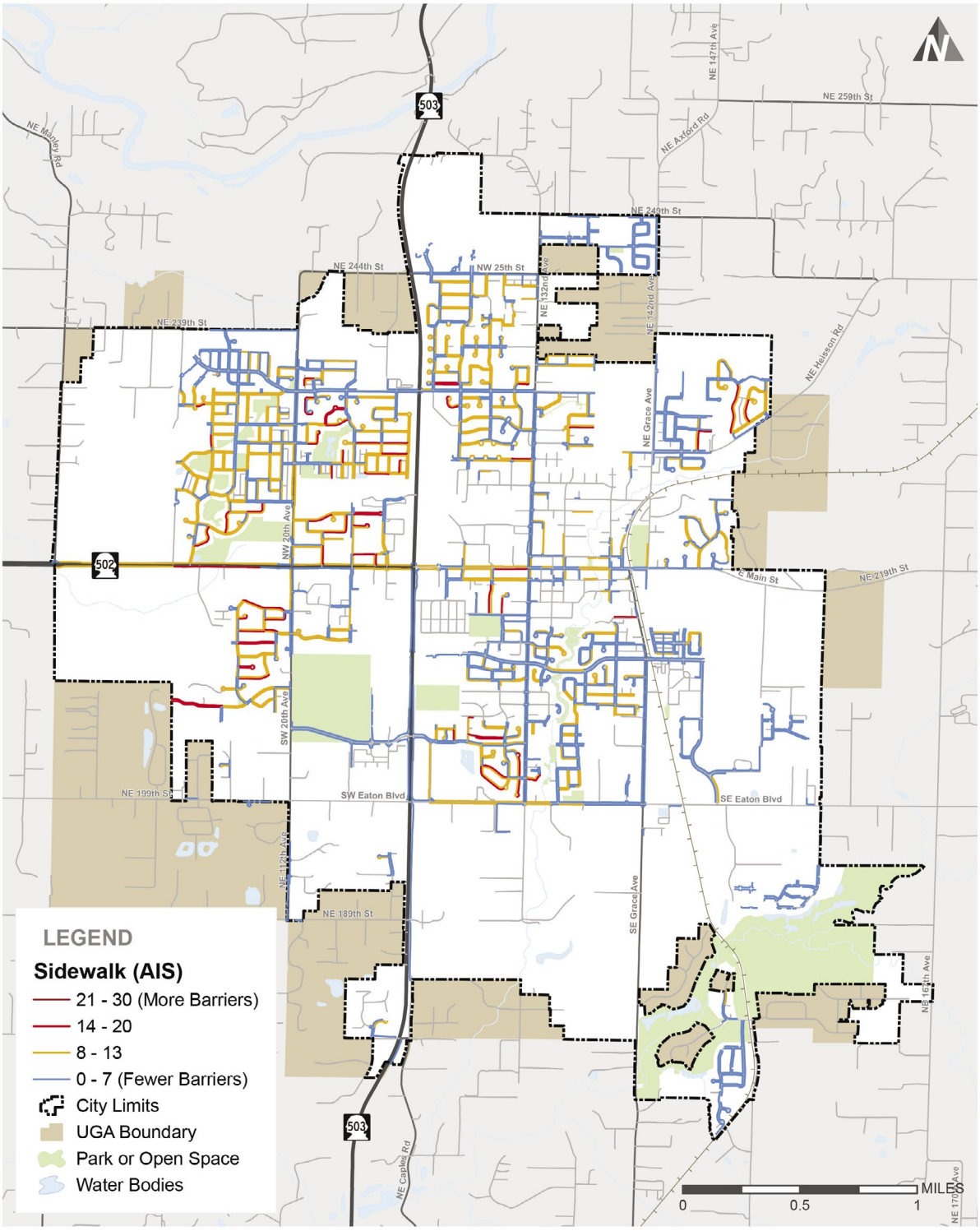
To inform the City's future project selection and understand the impact of barrier removal programs, a prioritization system was developed and used to score each pedestrian facility. This system was informed by the Self-Evaluation data, the community engagement process, and technical expertise. It reflects 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, and Proximity to key pedestrian destinations (such as transit stops and schools).

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

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 each facility type 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. Figures 4-1 through 4-6 show the AIS values for features throughout the city.



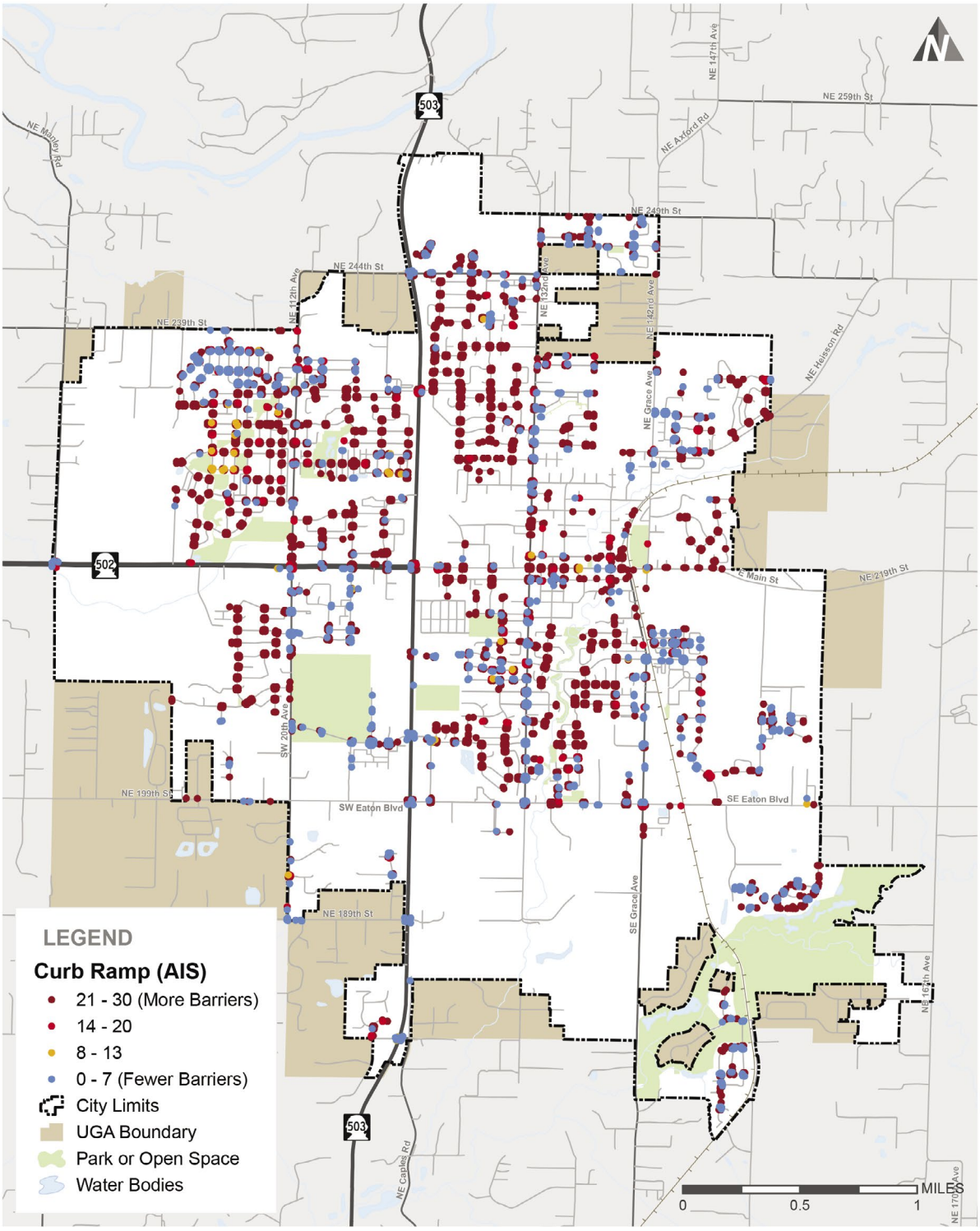
Accessibility Index Score Composite (Sidewalk)

Battle Ground ADA Transition Plan

transpogroup

FIGURE **4-1**

Figure 4-2 Accessibility Index Score Composite (Curb Ramp)

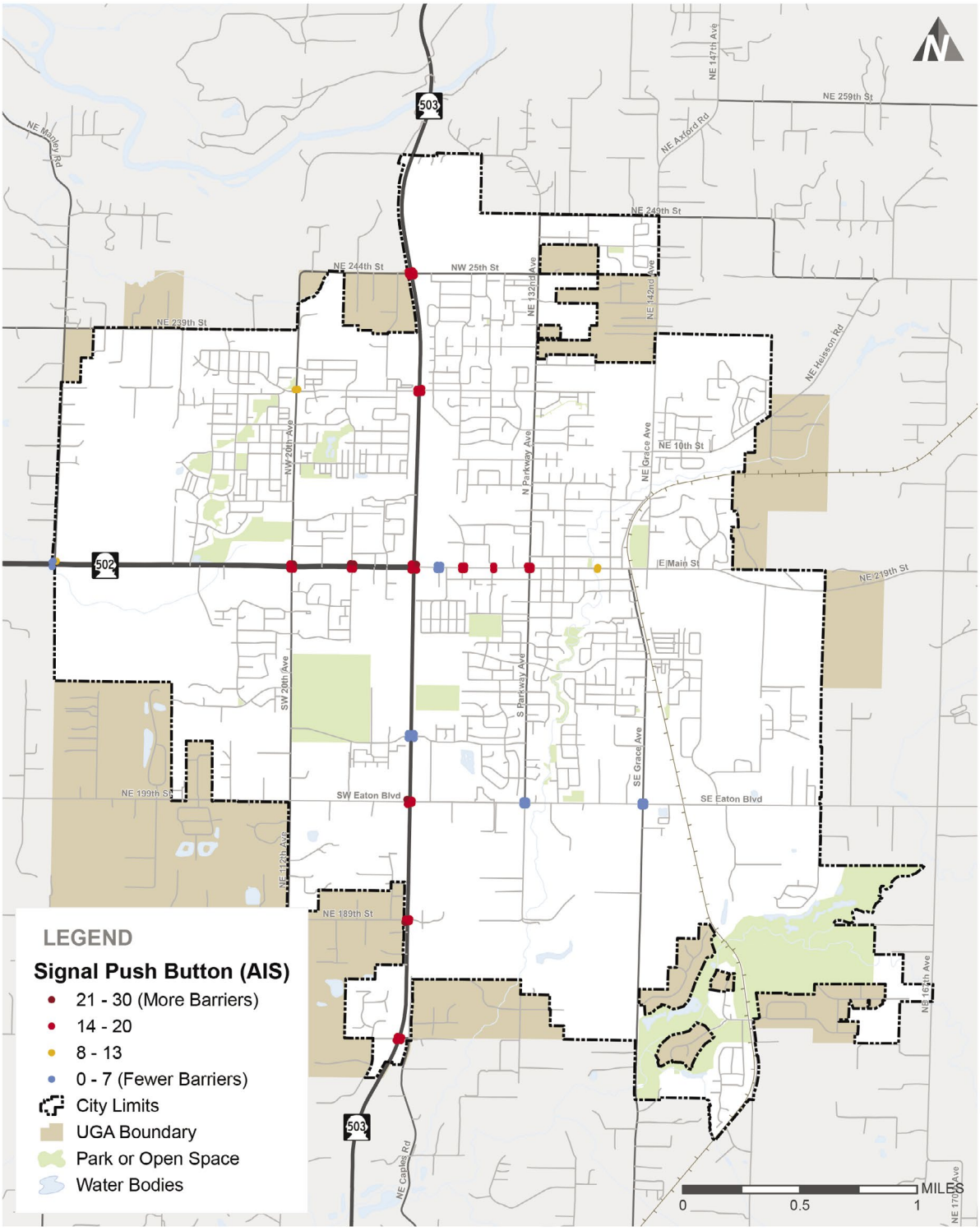


Accessibility Index Score Composite (Curb Ramp)

Battle Ground ADA Transition Plan

transpogroup

FIGURE **4-2**



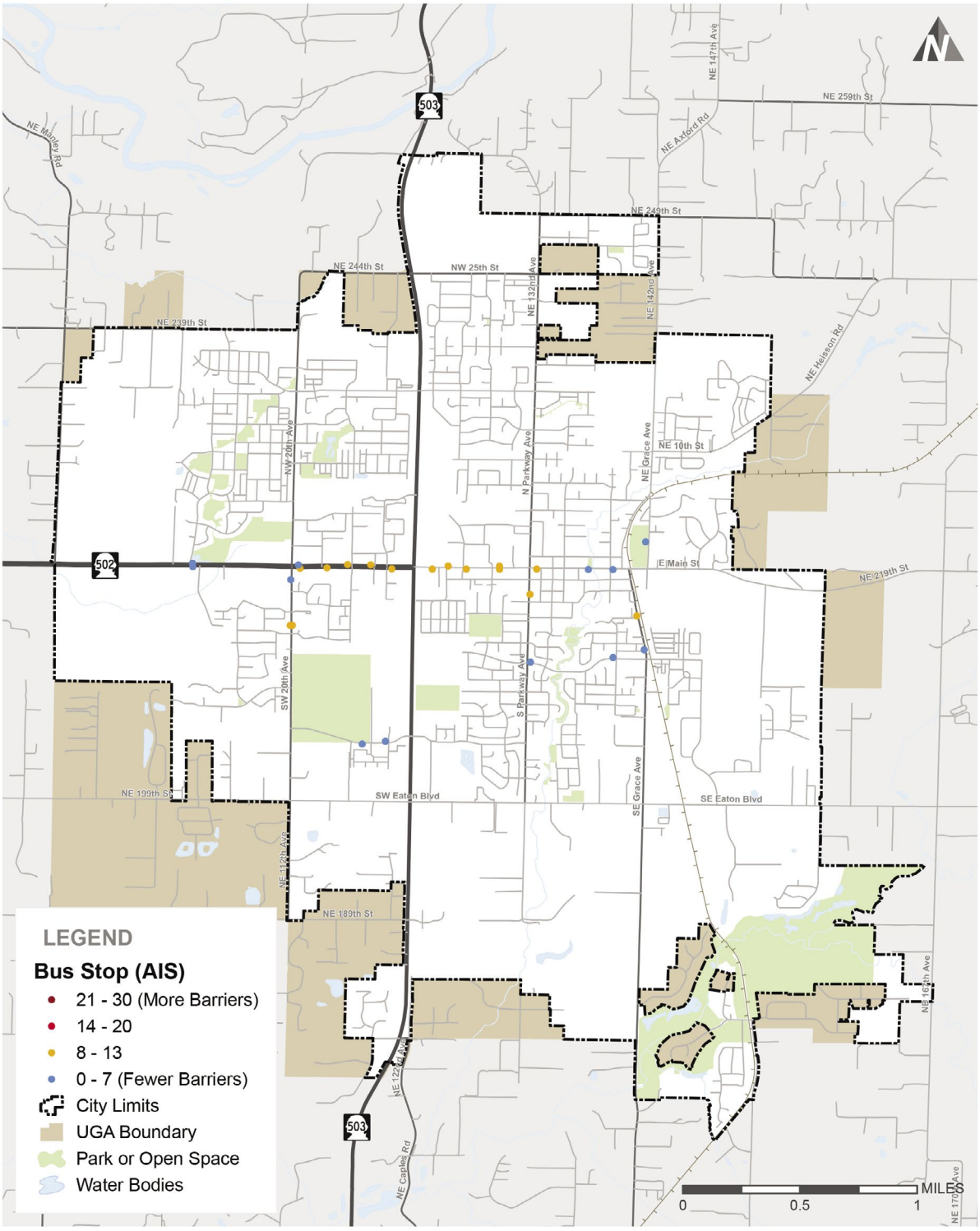
Accessibility Index Score Composite (Signal Push Button)

Battle Ground ADA Transition Plan

transpogroup

FIGURE **4-3**

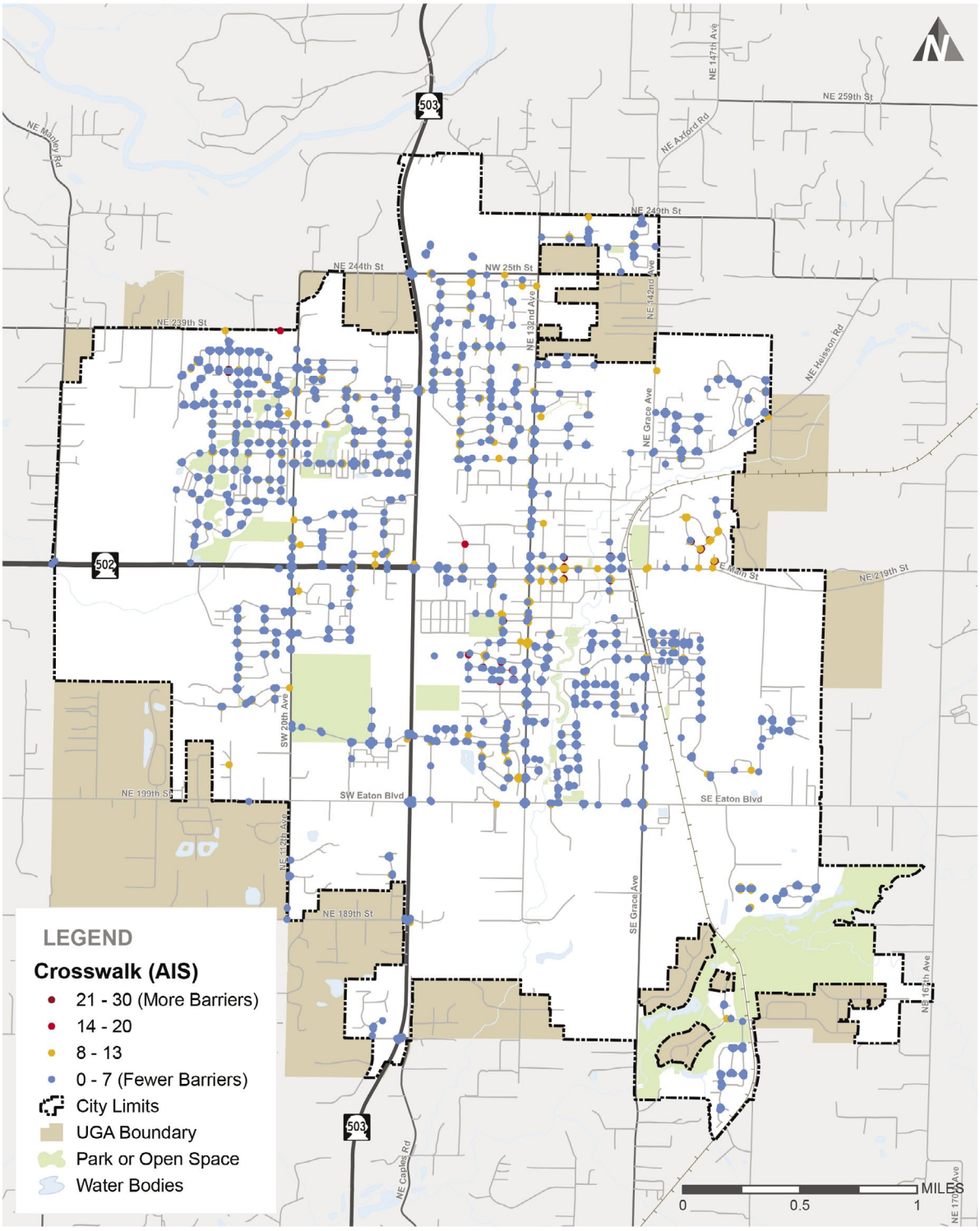
Figure 4-4 Accessibility Index Score Composite (Bus Stop)



Accessibility Index Score Composite (Bus Stop)

Battle Ground ADA Transition Plan

FIGURE **4-4**



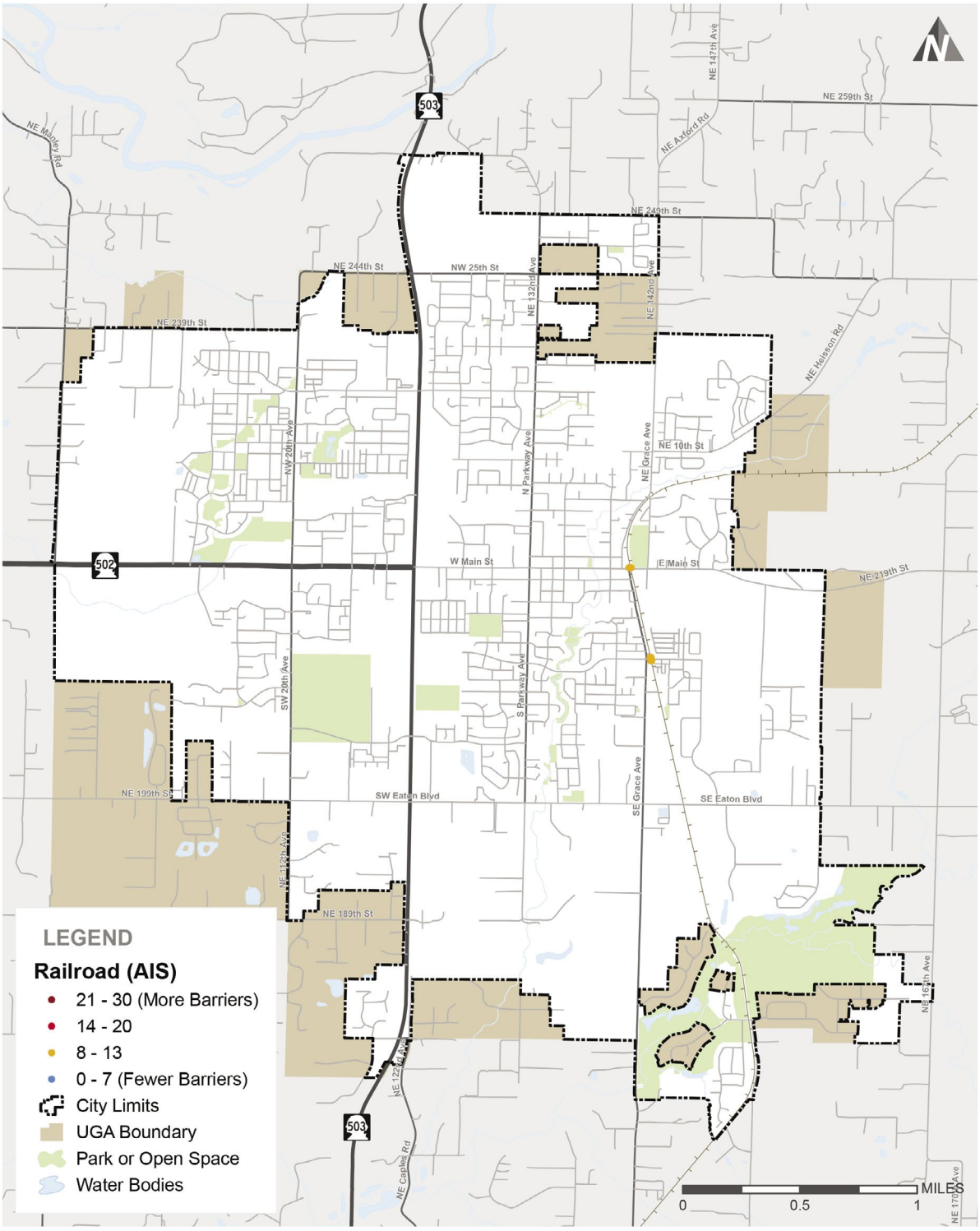
Accessibility Index Score Composite (Crosswalk)

Battle Ground ADA Transition Plan

transpogroup

FIGURE **4-5**

Figure 4-6 Accessibility Index Score Composite (Railroad Crossing)



Accessibility Index Score Composite (Railroad Crossing)

Battle Ground ADA Transition Plan

transpogroup

FIGURE **4-6**

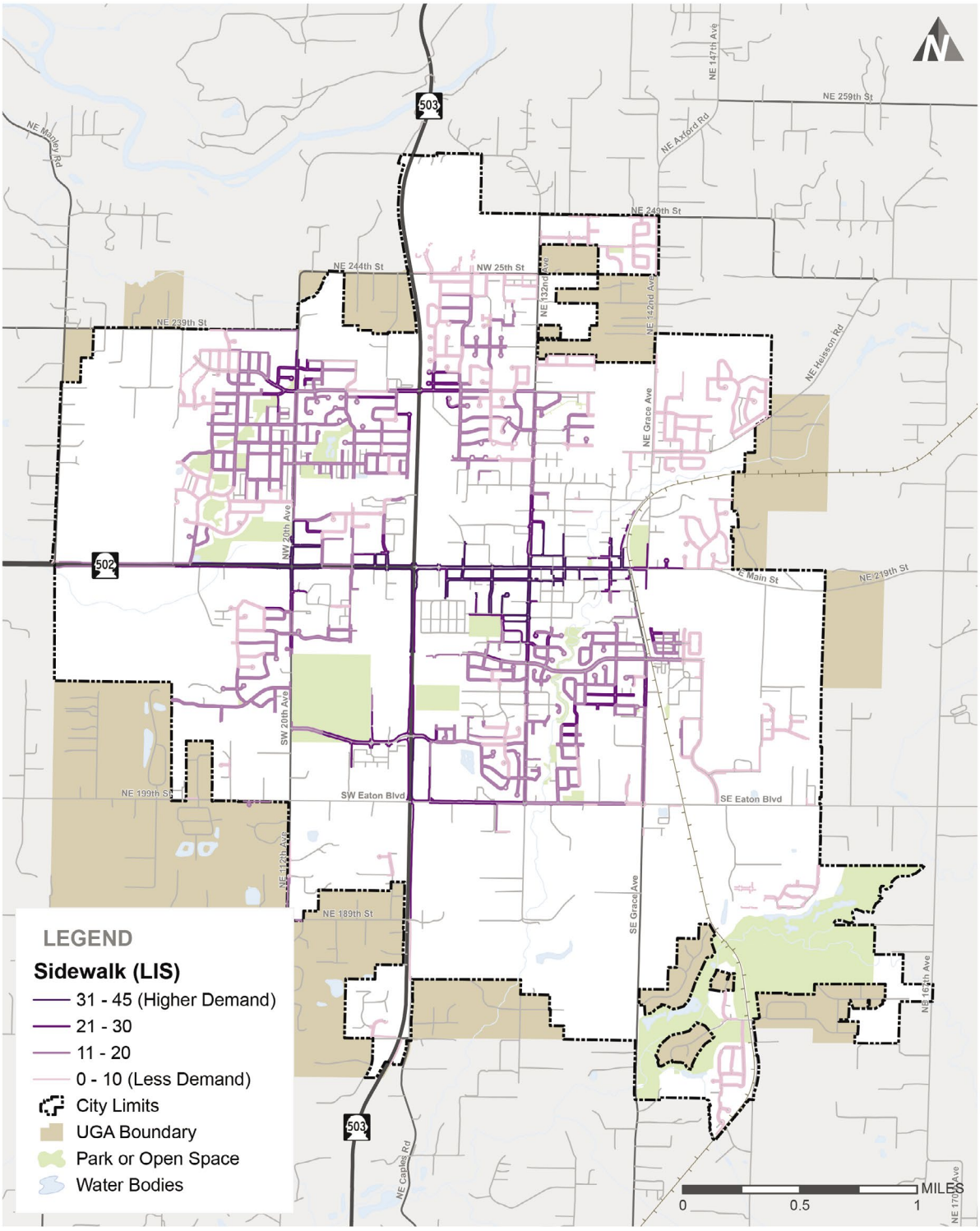
Proximity to Key Pedestrian Destinations: Location Index Score (LIS)

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**. Figures 4-7 through 4-11 show the LIS values for features throughout the city.

Figure 4-7 Location Index Score Composite (Sidewalk)

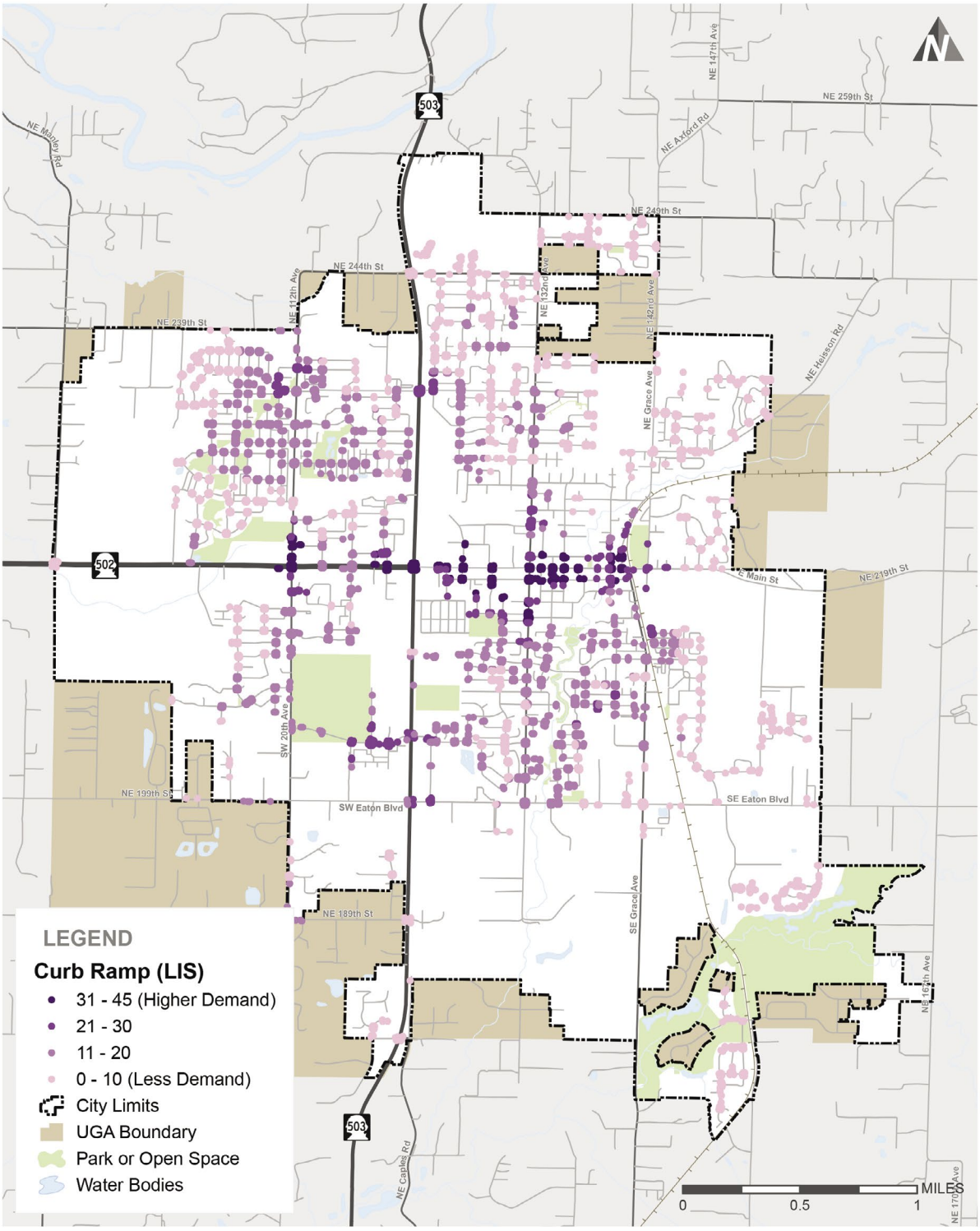


Location Index Score Composite (Sidewalk)

Battle Ground ADA Transition Plan

FIGURE **4-7**

transpogroup



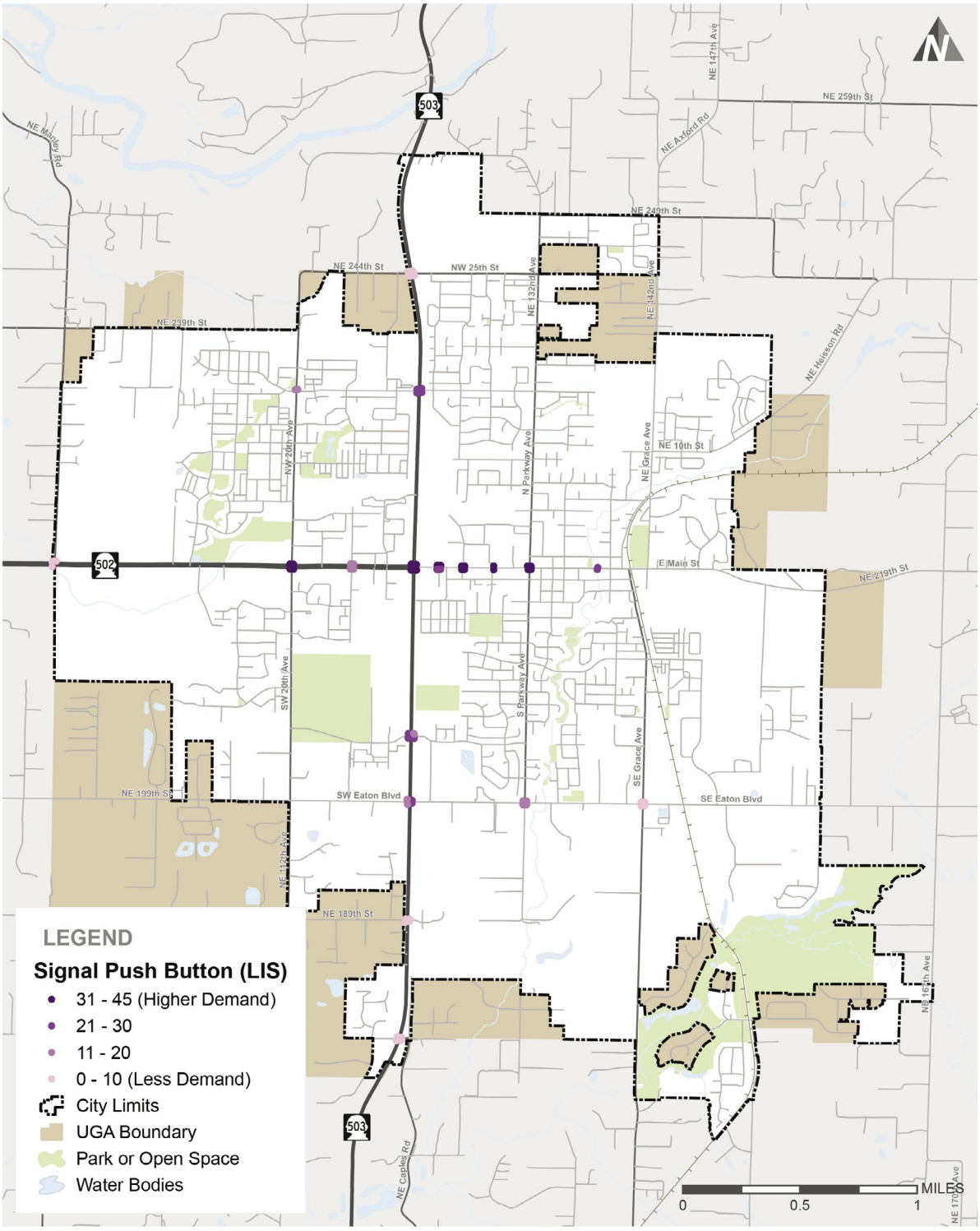
Location Index Score Composite (Curb Ramp)

Battle Ground ADA Transition Plan

FIGURE **4-8**

transpogroup

Figure 4-9 Location Index Score Composite (Signal Push Button)

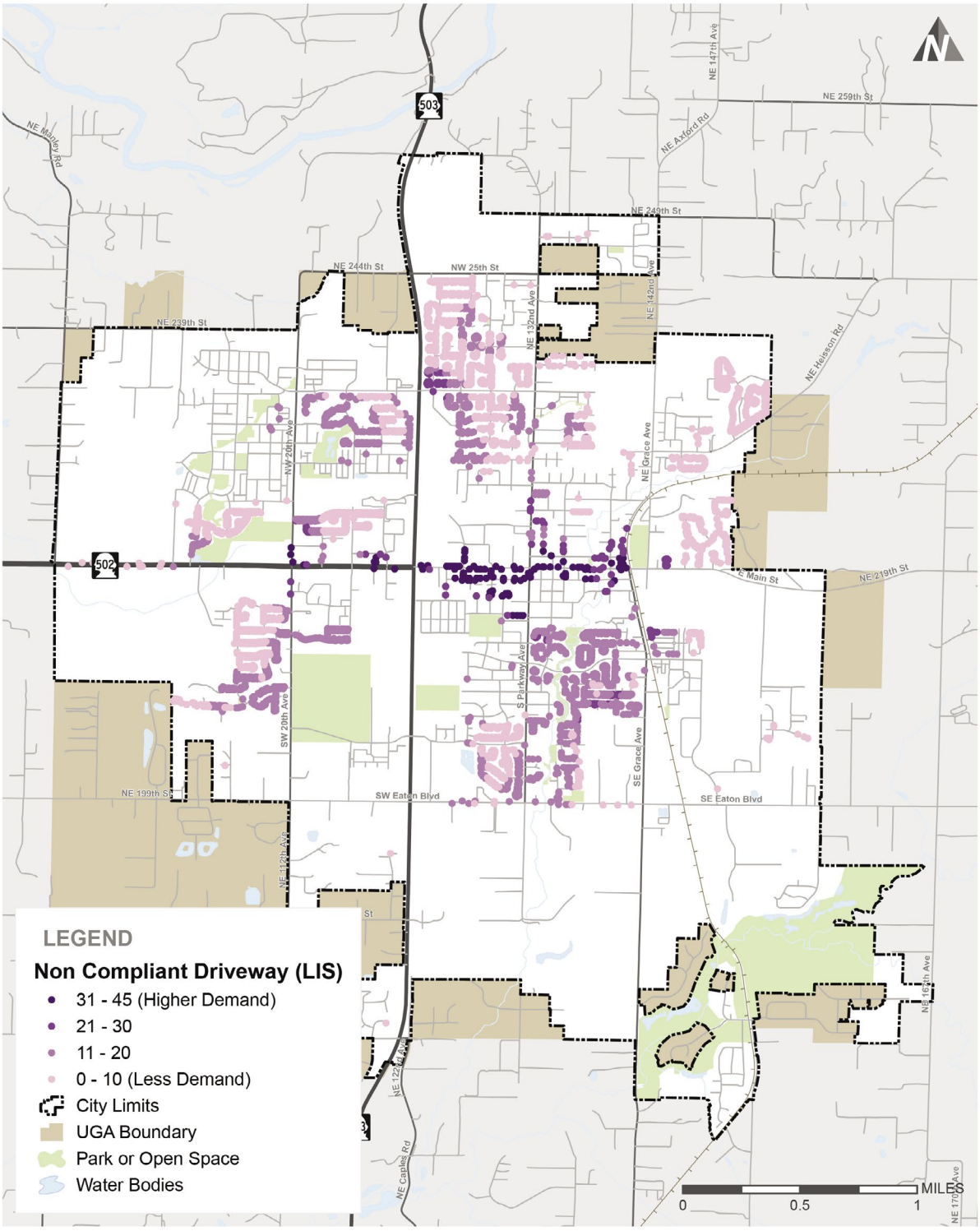


Location Index Score Composite (Signal Push Button)

Battle Ground ADA Transition Plan

transpogroup

FIGURE **4-9**



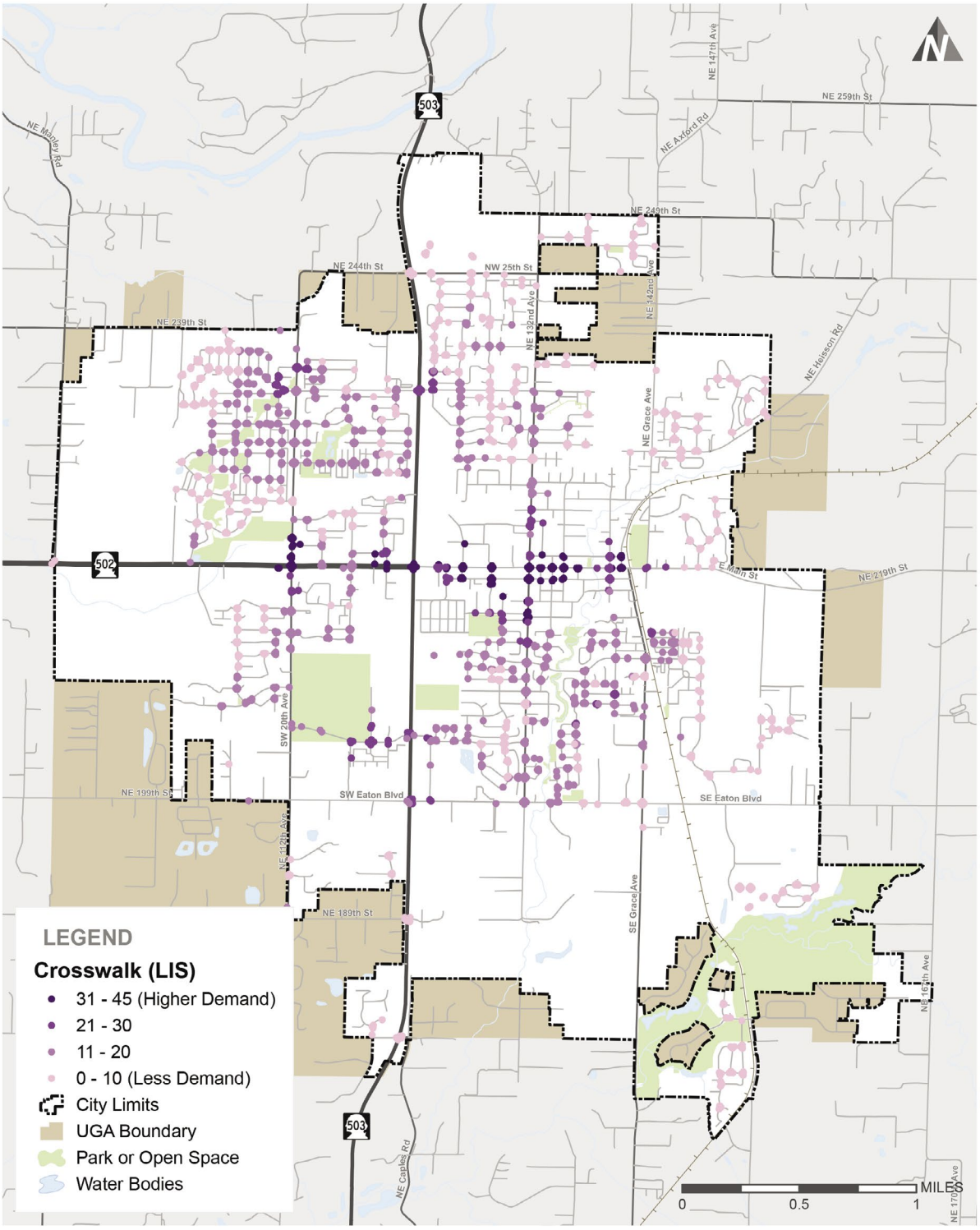
Location Index Score Composite (Non-Compliant Driveway)

Battle Ground ADA Transition Plan

transpogroup

FIGURE **4-10**

Figure 4-11 Location Index Score Composite (Crosswalk)



Location Index Score Composite (Crosswalk)

Battle Ground ADA Transition Plan

FIGURE 4-11

Combined Index Score

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

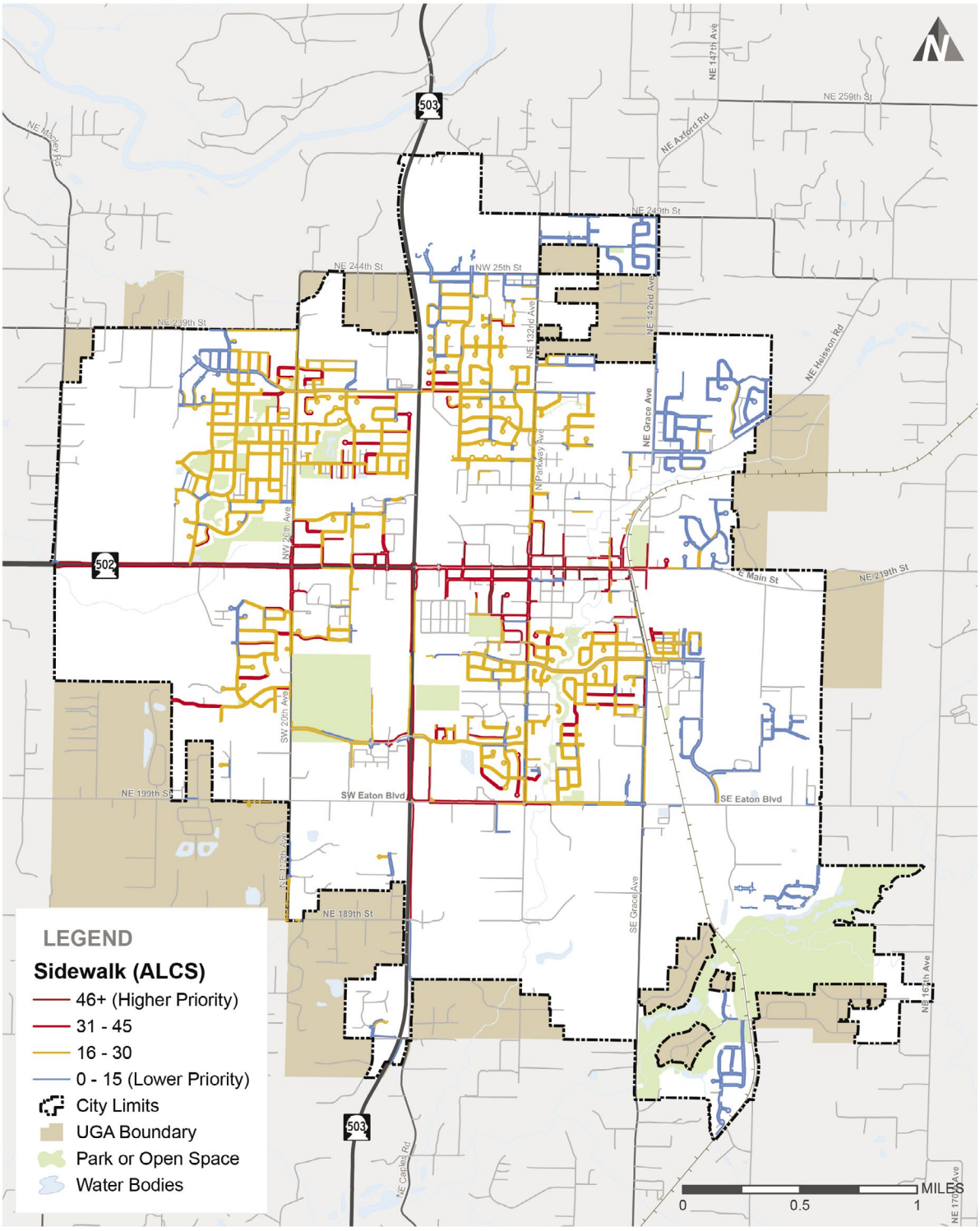
Scores were grouped into four categories:

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

Scores reflect relative priority within each facility type; they do not indicate relative priority between facility types (Eg: 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. Figures 4-12 through 4-14 show the combined index scores for features throughout the city.

Figure 4-12 Accessibility (AIS) & Location (LIS) Combined Score (Sidewalk)

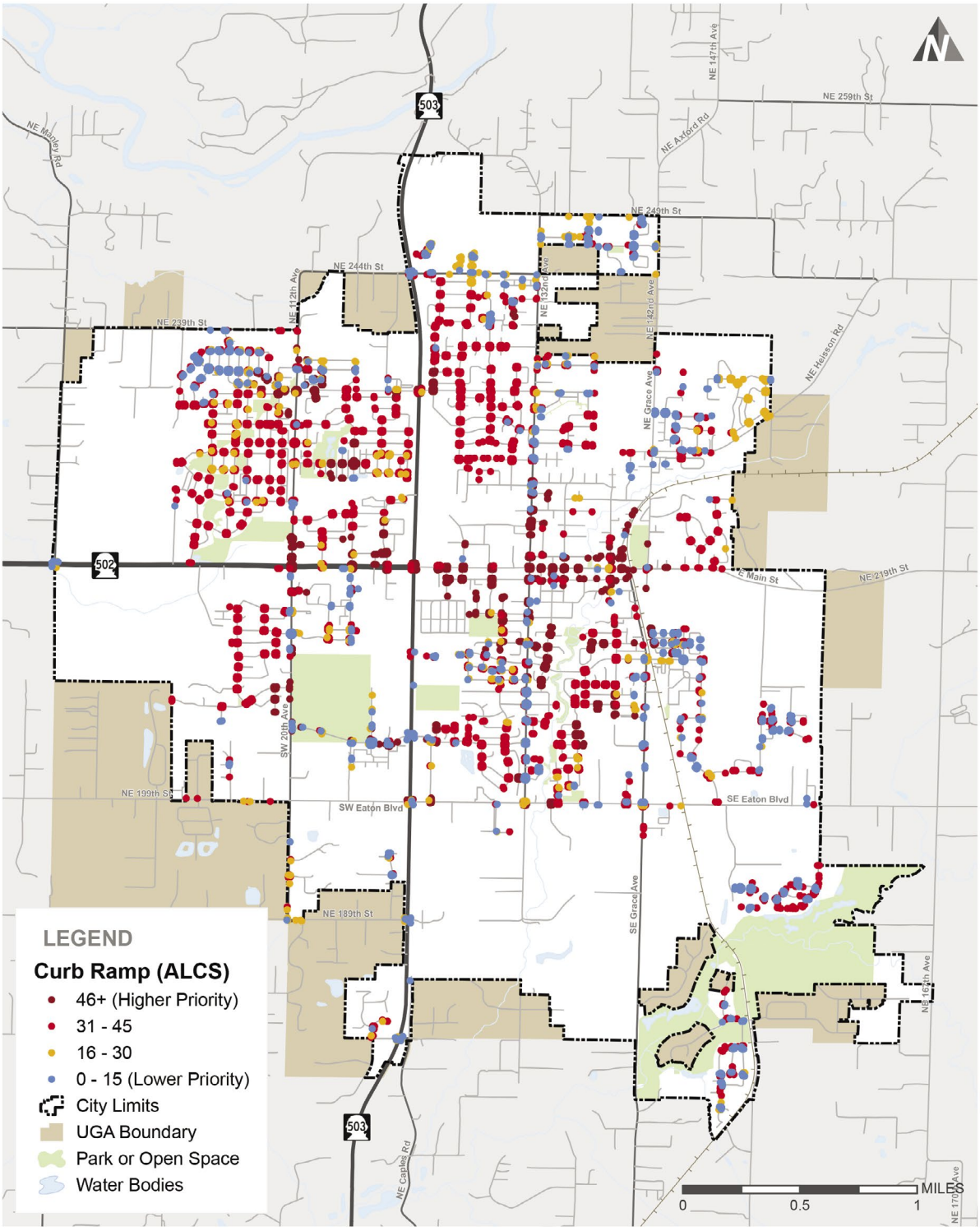


Accessibility (AIS) & Location (LIS) Combined Score (Sidewalk)

Battle Ground ADA Transition Plan

FIGURE **4-12**

transpogroup

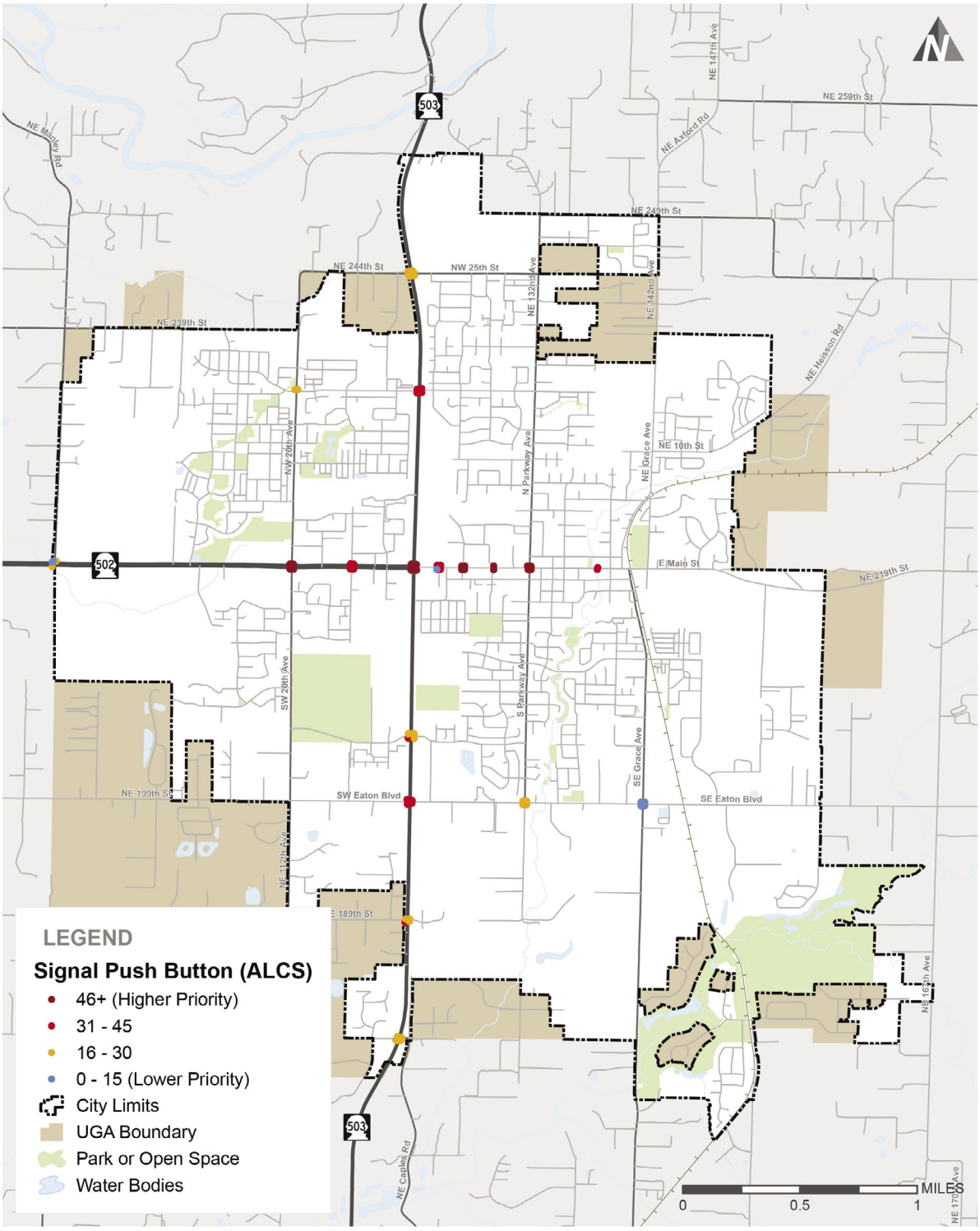


Accessibility (AIS) & Location (LIS) Combined Score (Curb Ramp) FIGURE

Battle Ground ADA Transition Plan

transpogroup **4-13**

Figure 4-14 Accessibility (AIS) & Location (LIS) Combined Score (Signal Pushbutton)



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

Battle Ground ADA Transition Plan

FIGURE **4-14**

transpogroup

4.2.2 Planning Level Cost Estimates to Remove Pedestrian Barriers

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

Process

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

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

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

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

The total planning-level cost estimate, or total need, to remove all identified pedestrian barriers is approximately $116,240,000 (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	TOTAL PRICE
Sidewalks			
Non-Compliant Sidewalk	Reconstruct existing sidewalk.	227,726 SY	$33,021,000
Non-Compliant Driveway	New driveway with sidewalk	2,617 EA	$7,590,000
		Subtotal	***$40,611,000***
Maintenance/Miscellaneous			
Non-Compliant Vertical Discontinuity (>1/4in. - <= 1/2in. without bevel)	Sidewalk grinding (5 LF of sidewalk)	2,561 EA	$641,000
Non-Compliant Vertical Discontinuity (>1/2in.)	Replace two adjacent sidewalk panels (5ft x 5ft panels)	692 EA	$558,000
Non-Compliant Horizontal Discontinuity	Sidewalk crack sealing/grouting (5 LF of sidewalk per horizontal discontinuity)	27,665 LF	$139,000
Fixed Obstacles	Relocation of obstacles including utility pole, mailbox, tree trunk, etc.	685 EA	$139,000
Moveable Obstacles	Relocation of obstacles including tree/bush (prunable), message boards, parked cars, etc.	555 EA	$2,055,000
Protruding Obstacles	Relocation of obstacles including of bush/tree, signs, awnings etc.	1,168 EA	$111,000
		Subtotal	***$4,088,000***
Curb Ramps			
Missing Curb Ramps	New curb ramp	871 EA	$5,226,000
Non-Compliant Curb Ramp	Reconstruct existing ramp.	1,657 EA	$9,942,000
Non-compliant or missing detectable warning surface (DWS)	Install or replace detectable warning surface.	70 EA	$73,000
Non-compliant curb ramp placement within crosswalk	Rechannelize crosswalk	2 EA	$3,000
		Subtotal	***$15,244,000***
Pushbuttons			
Non-APS pushbutton and pushbutton is located incorrectly.	Install new APS pushbutton AND Install new pole.	78 EA	$461,000
APS pushbutton that has non-compliant dimensions and/or programming and located incorrectly.	Reprogram pushbutton, reorient pushbutton, and/or install tactile arrow AND Install new pole and relocate pushbutton.	11 EA	$41,000
APS pushbutton located incorrectly.	Install new pole and relocate pushbutton.	18 EA	$63,000
APS pushbutton that has non-compliant dimensions and/or programming	Reprogram pushbutton, reorient pushbutton, and/or install tactile arrow.	8 EA	$2,000
		Subtotal	***$567,000***
Bus Stops			
Non-compliant bus shelter turning space cross slope	Replace bus shelter pad.	8 SY	$2,000
Non-compliant bus stop boarding area	Replace/construct boarding area and transition panels.	160 SY	$24,000
		Subtotal	***$26,000***
		Total	$60,536,000
		Contingency @ 20%	$12,108,000
		Design @ 12%	$7,265,000
		Mobilization @ 8%	$4,843,000
		TESC + Traffic Control @ 12%	$7,265,000
		Construction Management @ 20%	$12,108,000
		Right-of-Way @ 20%	$12,108,000
		Total 2021 Dollars	***$116,240,000***

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 $275,000 per year for pedestrian barrier removal. A breakdown of the annual budget resources anticipated to be available to support implementation is as follows:

- Capital Improvement Program, $100,000
- Street Overlay, $100,000
- Safe Route to School Program, $5,000
- Public Works Maintenance, $20,000
- Grant Funding, $50,000

See Section 4.1 for details on these programs. These improvements may address low, medium, high, and very high priority barriers based on the location of a proposed larger project or maintenance program. It was assumed that the available funding would be distributed towards the different priority levels as follows.

- Very High, 40%
- High, 30%
- Medium, 20%
- Low, 10%

4.2.4 Schedule

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

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

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

Table 4-2 ADA Very High Barrier Removal Transition

Transition Years	Recommended Annual Investment
40 Years	$150,000
30 Years	$240,000
20 Years	$420,000

A transition plan was developed to target removal of very high priority barriers. With the City's current funding allocation, approximately 94 transition years would be required to remove all very high priority barriers. An approximately 20- to 40-year plan was developed to estimate the additional annual funding required to remove all very high priority barriers. The transition plan is summarized in Table 4-2.

The City should create a two to five-year barrier removal plan with a list of projects to remove specific barriers. This program should focus on the highest priority barriers as funding allows. The purpose of the repeated program is to make progress in barrier removal but also to provide a way to reassess the 20- to 40-year plan and measure incremental progress. In order to inform the two-to-five-year program, a scoping effort should occur that includes site visits for areas identified as a high priority to determine the severity of the barrier and to brainstorm possible solutions to fix the issue. When selecting projects, site conditions and improvement feasibility should be taken into account. Areas with multiple barriers within close proximity can be grouped together to achieve cost savings. As areas are identified, additional data collection should be completed in the vicinity of the proposed project and added into the facility's GIS database. The additional information will be able to provide the remaining attributes necessary to determine if a facility fully meets PROWAG requirements.

Following completion of each two to five-year plan implementation cycle, lessons learned regarding costs, methods, schedule, and outcomes shall be evaluated to inform the next two-to-five-year cycle of pedestrian barrier removal investments. If progress is slower than anticipated, additional funding may be required. If progress is faster than anticipated, a shorter timeline may be achievable. Several factors may contribute to differences between the estimated transition schedule and the actual rate and cost of implementation. Some of these factors include actual funding acquired, individual project cost, site specific design savings, additional deterioration of pedestrian facilities, and unanticipated capital projects. In addition, it may

be determined that some barriers identified through this transition plan are on facilities that have been built to the maximum extent feasible as discussed in Section 5.1. Each project to remove barriers should be evaluated to determine if improvements to the facility are feasible in the engineering design phase.

5 Recommendations and Next Steps

5.1 Recommended Actions

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

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

Recommendation 1:

Update City design standards to match ADA Standards

Status: *Underway*

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

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. This position, is one of the four major federal requirements for every ADA transition plan. The current ADA Coordinator is Kay Kammer. 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:

Kay Kammer, ADA Coordinator, Administrative Services Manager
109 SW 1st Street, Suite 221
Battle Ground, WA 98604

360-342-5008
TTY Relay Service: 711

Kay.kammer@cityofbg.org

Recommendation 3:

Establish 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 City should establish an APS policy. A template

for the APS policy is included in **Appendix F**. See PROWAG Section R209 for additional guidance.

Recommendation 4:

Educate City staff, consultants, and contractors on ADA standards

Status: *On-going*

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

Recommendations 5:

Develop a standard grievance process for barriers to accessibility

Status: *Complete*

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

Currently, the City has an established process to file a grievance with the City's ADA Coordinator. A community member can file a grievance through the City's website. The grievance is submitted to the City's ADA Coordinator.

Forms and instructions are available online for a member of the public to submit a grievance. Directions for the grievance procedure are outlined and contact information is provided for alternate forms of filing a grievance. Information is also included regarding how and why a grievance request may be accepted or denied, and the established timeline for response from the ADA Coordinator.

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

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

- Add a second step to the grievance process such as "Request for Service" that allows the public to request accommodations or barrier removal, prior to elevating their request to the final grievance process. The City should have a record of these requests to allow the appropriate department to accommodate the ADA-related requests.
- Make the service request and grievance process easily navigable from the City's main website and streamline the process on the website.
- Ensure that the City's website and pdf forms are accessible using common screen readers.

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.

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.

Recommendation 10:

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

Status: *Pending*

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

Recommendation 11:

Look for opportunities to increase existing barrier removal funding

Status: *Pending*

As stated in Section 4.2.4 and Table 4-2, with the City's current funding allocation for barrier removal, approximately 94 transition years would be required to remove all very high priority barriers, and an additional annual investment of $150,000 is required to remove all very high priority barriers within a 40-year transition period. Additional annual investment is necessary to remove the existing very high priority barriers that challenge ADA users in Battle Ground. It is recommended that the City of Battle Ground actively look for opportunities to increase annual barrier removal funding.

Appendix A: Standards Review Barrier Audit

transpogroup
WHAT TRANSPORTATION CAN BE.

TECHNICAL MEMORANDUM

Date:	November 24, 2021	**TG:**	1.21034.00
To:	Mark Herceg, PE, City of Battle Ground		
From:	Ryan Peterson, PE, PTOE, Transpo Group		
Subject:	Barrier Removal – City of Battle Ground ADA Transition Plan		

The City of Battle Ground maintains approved design standards for pedestrian facilities. These design standards are used for City funded projects as well as privately designed and constructed projects within public right-of-way. This memorandum describes design guidelines that meet the requirements of the Americans with Disabilities Act (ADA), common accessibility design issues, and references to specific design guidelines. The audit of the City's design standards summarized herein included City of Battle Ground Standard Details & Construction Requirements (2011), and City of Battle Ground Municipal Code (RMC) (March 2021).

Design Guidelines

There are several key design measurements that ADA design guidelines address. These measures are important to the accessibility and safety of the facility. When pedestrian facility designs cannot be constructed to full design requirements, they should be built to conform to the maximum extent feasible. When this arises, the City should identify the location this occurs, provide justification, and document for future reference. Several guidelines and references are available to assist the City in adhering to accessible design standards based on the needs for various projects.

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

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

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

The United States Access Board is among the rule making bodies that guide ADA compliance across the US. Since the late 2000's the US Access Board has been in the process of updating its Guidelines for Pedestrian Facilities in the Public Rights-of-Way. These draft guidelines focus on accessibility of sidewalks, curb ramps and in the soon to be released versions address shared-use trails in the public right-of-way. The draft guidelines cover legislative background, administration requirements, and design requirements.

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

Design Element Review and Recommendations

Although the City of Battle Ground has design standards in place, it is important to ensure they are consistent and compliant with the accessibility design standards and guidelines. To that end, this memo will provide recommendations to improve and clarify the existing City documents. Recommended actions are included where necessary to meet ADA design standards and best practice. The tables below describe requirements for specific design elements, how they are addressed in the City standards, and recommendations for modifications.

Implementation Recommendations

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

A) Modify the City of Battle Ground Municipal Code to adopt the WSDOT Design Manual Chapter 15. This would entail a change to the Adopted Code portion of the City of Battle Ground Municipal Code Public requirements. Adoption of Chapter 15 of the WSDOT Design Manual would ensure adherence to ADA design guidelines as well as maintain cohesive facilities with State facilities within the City limits. Per the Code all future updates to Chapter 15 of the Design Manual would be automatically adopted without requiring modification to the Code. However, in adoption of Chapter 15, the City would become responsible for adherence to State preferences in addition to basic ADA requirements.

B) Modify the City of Battle Ground on Municipal Code to include a section detailing the recommended design requirements in the following tables. Modification of the Municipal Code would allow the City to provide the language necessary to adhere to ADA requirements while also providing additional standards desirable to the City. However, modification of the Municipal Code can be difficult and time consuming. Every future change to the language existing in the Code would require repeating the process of modifying the Code.

C) Modify the Battle Ground Standard Details & Construction Requirements to include chapters pertaining to each of the design elements below, citing the WSDOT Design Manual for guidance. This option would ensure that accessibility criteria are being satisfied while allowing the City to add additional design requirements where desired.

Sidewalks and Pathways

Sidewalks are mentioned in both the City of Battle Ground Standard Plans and Municipal Code. These standards cover desired dimensions and materials to be used for construction of these facilities. Sidewalks are a common element found in a pedestrian access route (PAR).

Design Element	Requirement	Review	Recommendations
Pedestrian Access Route (PAR) and Pedestrian Circulation Path (PCP)	Various	Sidewalks, pathways, and trails shown on multiple standard details.	Reference Section WSDOT Design Manual Section 1510.07, Pedestrian Access Routes (PARs).

Sidewalk Width	Minimum clear width of PAR is 4 ft excluding the curb; however, on PAR less than 5 ft wide, passing space of 5 ft by 5 ft is required every 200 ft minimum (PROWAG R302.3 and R302.4) Clear width of walking surfaces shall be 36 inches minimum. The clear width shall be permitted to be reduced to 32 inches minimum for a length of 24 inches maximum provided that reduced width segments are separated by segments that are 48 inches long minimum and 36 inches wide minimum. Additional space is required at turns (ADAS 403.5.1).	Sidewalks shown as 6 feet wide (City of Battle Ground Std. Plans TR-2.00 –TR-2.01) Sidewalks shown as 5 feet wide (City of Battle Ground Std. Plans TR-2.02 –TR-2.06) Sidewalks shown as 4 feet wide (City of Battle Ground Std. Plans TR-2.07 –TR-2.08 and TR-4.00) Pathway shown as 8 feet wide (City of Battle Ground Std. Plans TR-2.11)	Revise minimum width to 5 ft. (City of Battle Ground Std. Plans TR-2.07 –TR-2.08 and TR-4.00)
Sidewalk Running Slope	Where the PAR is contained within a street or highway right-of-way, its grade shall not exceed the general grade established for the adjacent street or highway. When the PAR is not contained within the street or highway right-of-way, the grade of shall not exceed 5 percent (PROWAG R302.5). The running slope of walking surfaces shall not be steeper than 1:20 (ADAS 403.3).	Not mentioned.	Reference WSDOT Design Manual Section 1510.07(1), Accessibility Criteria for Pedestrian Access Routes.
Sidewalk Cross Slope	The cross slope of a PAR shall be 2 percent maximum (PROWAG R302.6). The cross slope of walking surfaces shall not be steeper than 1:48 (ADAS 403.3).	2 percent slope labeled on figures for sidewalk. (City of Battle Ground Std. Plans TR-3.05 – TR-4.01)	Recommend including a desired cross slope of 1.5 percent or flatter to allow for construction tolerances with 2% as the maximum cross slope.
Protruding Objects	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). 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	7’ Min. mounting height provided for bottom of sign. (City of Battle Ground Std. Plan TR-7.01 – Street Name Signs) For mounting more than one sign to a post, lowest sign will be at the 7-foot height. (City of Battle Ground Std. Plan TR-7.02 – Ground Mounted Signs)	Reference Section 1510.06(1), Accessibility Criteria for Pedestrian Circulation Paths.

	object shall be 2.25 ft maximum or 6.7 ft minimum above the finish surface (PROWAG R402.3). Free-standing objects mounted on posts or pylons shall overhang circulation paths 12 inches maximum when located 27 inches minimum and 80 inches maximum above the finish floor or ground. Where a sign or other obstruction is mounted between posts or pylons and the clear distance between the posts or pylons is greater than 12 inches, the lowest edge of such sign or obstruction shall be 27 inches maximum or 80 inches minimum above the finish floor or ground (ADAS 307.3).		
Surface Discontinuities	Vertical surface discontinuities shall not exceed 0.5 in maximum. Vertical discontinuities between 0.25 in and 0.5 in maximum shall be beveled not steeper than 50 percent (PROWAG R302.7.2) Horizontal openings shall not permit passage of a sphere more than 0.5 in in diameter. Elongated openings in grates shall be placed so that the long dimension is perpendicular to the dominate travel direction (PROWAG R302.7.3). 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).	Vertical step separation of 0.5 in or horizontal opening of 0.75 in requires sidewalk replacement. (City of Battle Ground Std. Plan TR-4.03 – Sidewalk Replacement Criteria) Surface joints and contraction joints to be 0.25 in width. (City of Battle Ground Std. Plan TR-5.01 – Concrete Joints)	Revise horizontal opening sidewalk replacement criteria to be >0.5in. (City of Battle Ground Std. Plan TR-4.03) Reference Section 1510.07(1)(c), Accessibility Criteria for Pedestrian Access Routes, Surface.

Crosswalks

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

Design Element	Requirement	Review	Recommendations
Crosswalk Running Slope	The running slope shall be 5 percent maximum, measured parallel to the direction of pedestrian travel in the crossing (PROWAG R302.5.1).	Not mentioned.	Reference Section 1510.10, Crosswalks.
Crosswalk Cross Slope	Crosswalk cross slope at crossings without yield or stop control shall be	Not mentioned.	Reference Section 1510.10, Crosswalks.

	5 percent maximum (PROWAG R302.6.1). Crosswalk cross slope at yield or stop control crossings shall be 2 percent maximum (PROWAG Advisory R302.6.1). Crosswalks cross slope at midblock crossings shall be permitted to equal the street or highway grade (PROWAG R302.6.2).		
Refuge Islands	Detectable warning surfaces at cut-through islands shall be located at placed at the edges of the pedestrian island and separated by a 2.0 ft minimum length of surface between detectable warning surfaces (PROWAG R305.2.4). The clear width of a PAR with median and pedestrian refuge islands shall be 5.0 ft minimum (PROWAG R302.3.1).	Not mentioned.	Reference WSDOT Design Manual Section 1510.11(1), Accessibility Criteria for Raised Medians and Traffic Islands.

Curb Ramps

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

Design Element	Requirement	Review	Recommendations
Ramp Width	The clear width of curb ramp runs and blended transitions, excluding flares, shall be 4.0 ft minimum (PROWAG R304.5.1). The clear width of a ramp run shall be 36 inches minimum (ADAS 405.5).	4' minimum ramp width. (City of Battle Ground Std. Plan TR-4.05 – Type 1A Curb Ramp)	Include 4' minimum ramp width on City of Battle Ground Std. Plans TR-4.06. Reference Section 1510.09, Curb Ramps. Reference WSDOT Standard Plans F-40.12-03, F-40.14-03, F-40.15-04, and F-40.16-03.

Running Slope	The running slope shall be 5 percent minimum and 8.3 percent maximum but shall not require the ramp length to exceed 15.0 ft (PROWAG R304.2.2). The running slope of blended transitions shall be 5 percent maximum (PROWAG R304.4.1). Ramp runs shall have a running slope not steeper than 1:12. In existing sites, buildings, and facilities, ramps shall be permitted to have running slopes steeper than 1:12 complying with Table 405.2 where such slopes are necessary due to space limitations (ADAS 405.2).	Maximum 1:12 running slope. (City of Battle Ground Std. Plans TR-4.05 - TR-4.14 – Curb Ramps)	Recommend including a desired running slope of 7.5 percent or flatter to allow for construction tolerances with 8.3 percent as the maximum running slope. Reference Section 1510.09, Curb Ramps. Reference WSDOT Standard Plans F-40.12-03, F-40.14-03, F-40.15-04, and F-40.16-03.
Cross Slope	The cross slope shall be 2 percent maximum. At pedestrian street crossing without yield or stop control and at midblock pedestrian street crossings, the cross slope shall be permitted to equal the street or highway grade (PROWAG R304.5.3). Cross slope of ramp runs shall not be steeper than 1:48 (ADAS 405.3).	Sidewalk slope to be 2% max. (City of Battle Ground Std. Plans TR-4.05 and TR-4.06 – Type 1A and Type 1B Curb Ramp).	Add cross slope requirement to City of Battle Ground Std. Plans TR-4.07-TR-4.14. Recommend including a desired cross slope of 1.5 percent or flatter to allow for construction tolerances with 2.0 percent as the maximum cross slope. Consider adding allowance for cross slope of curb ramps to match roadway grade for street crossings without yield or stop control and at midblock crossings. Reference Section 1510.09, Curb Ramps. Reference WSDOT Standard Plans F-40.12-03, F-40.14-03, F-40.15-04, and F-40.16-03.
Flared Sides	Flared sides with a slope of 10 percent maximum, measured parallel to the curb line, shall be provided where a pedestrian circulation path crosses the curb ramp (PROWAG R304.2.3). Curb ramp flares shall not be steeper than 10 percent (ADAS 406.3).	1:10 maximum flare slope. (City of Battle Ground Std. Plans TR-4.05 and TR-4.06 – Type 1A and Type 1B Curb Ramp)	Show flare slopes labels measured along the curb line.

Direction	Perpendicular curb ramps shall have a running slope that cuts through or is built up to the curb at right angles or meets the gutter grade break at right angles. Parallel curb ramps shall have a running slope that is in-line with the direction of sidewalk travel (PROWAG Advisory R304.1).	Not mentioned.	Reference Section 1510.09, Curb Ramps. Reference WSDOT Standard Plans F-40.12-03, F-40.14-03, F-40.15-04, and F-40.16-03.
Counter Slope	The counter slope of the gutter or street at the foot of curb ramp run, blended transitions, and turning space shall be 5 percent maximum (PROWAG R304.5.4). Counter slopes of adjoining gutters and road surfaces immediately adjacent to the curb ramp shall not be steeper than 5%. The adjacent surfaces at transitions at curb ramps to walks, gutters, and streets shall be at the same level (ADAS 406.2).	Not mentioned.	Reference Section 1510.09, Curb Ramps. Reference WSDOT Standard Plans F-40.12-03, F-40.14-03, F-40.15-04, and F-40.16-03.
Grade Breaks	Grade breaks at the top and bottom of curb ramps shall be perpendicular to the direction of ramp run. Grade breaks shall not be permitted on the surface of ramp runs and turning spaces. Surface slopes that meet at grade breaks shall be flush (PROWAG R304.5.2). Changes in level other than the running slope and cross slope are not permitted on ramp runs (ADAS 405.4).	Not mentioned.	Reference Section 1510.09, Curb Ramps. Reference WSDOT Standard Plans F-40.12-03, F-40.14-03, F-40.15-04, and F-40.16-03.

Turning Space /Landing Size	For perpendicular curb ramps, a turning space 4.0ft by 4.0ft minimum shall be provided at the top of the curb ramp. If the turning space is constrained at the back of sidewalk, the turning space shall be 4.0ft by 5.0ft minimum. The 5.0ft dimension shall be provided in the direction of the ramp run. (PROWAG R304.2.1). For parallel curb ramps, a turning space 4.0ft by 4.0ft minimum shall be provided at the bottom of the curb ramp. If the turning space is constrained on 2 or more sides, the turning space shall be 4.0ft by 5.0ft minimum. The 5.0ft dimension shall be provided in the direction of the pedestrian crossings. (PROWAG R304.3.1). The landing clear length shall be 36 inches minimum. The landing clear width shall be at least as wide as the curb ramp, excluding flared sides, leading to the landing (ADAS 406.4).	4' minimum space required behind curb ramp. (City of Battle Ground Std. Plan TR-4.06 – Type 1B Curb Ramp)	Add landing requirements to City of Battle Ground Std. Plan TR-4.05 – Type 1A Curb Ramp. Add note to discuss landing dimensions for when a landing is constrained to curb ramp standard figures. Perpendicular and Combination Curb Ramps: 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 (MI Std. Details ST-22C-1, ST-22C-2, ST-22D-1, and ST-22D-2). Parallel Curb Ramps: 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 pedestrian crossing (MI Std. Details ST-22E-1 and ST-22E-2). Recommend including a 5.0ft. by 5.0ft turning space for parallel curb ramps as the dimension of the turning space that should be 5.0ft is ambiguous in the guidelines. Reference Section 1510.09, Curb Ramps. Reference WSDOT Standard Plans F-40.12-03, F-40.14-03, F-40.15-04, and F-40.16-03.

Turning Space/ Landing Slope	The running slope of turning spaces shall be 2 percent maximum (PROWAG 304.2.2 & PROWAG R304.3.2). The cross slopes of turning spaces shall be 2 percent maximum. At pedestrian street crossings without yield or stop control and at midblock pedestrian street crossings, the cross slope shall be permitted to equal the street or highway grade. (PROWAG R304.5.3).	Not mentioned.	Recommend including a desired cross slope of 1.5 percent or flatter to allow for construction tolerances with 2.0 percent as the maximum cross slope. Consider adding allowance for cross slope of turning spaces to match roadway grade for street crossings without yield or stop control and at midblock crossings. Reference Section 1510.09, Curb Ramps. Reference WSDOT Standard Plans F-40.12-03, F-40.14-03, F-40.15-04, and F-40.16-03.
Clear Space	Beyond the bottom grade break, a clear space 4.0ft by 4.0ft minimum shall be provided within the width of the pedestrian crossing and wholly outside the parallel vehicle travel lane (R304.5.5). Diagonal or corner type curb ramps with returned curbs or other well-defined edges shall have the edges parallel to the direction of pedestrian flow. The bottom of diagonal curb ramps shall have a clear space 48 inches minimum outside active traffic lanes of the roadway. Diagonal curb ramps provided at marked crossings shall provide the 48 inches minimum clear space within the markings. Diagonal curb ramps with flared sides shall have a segment of curb 24 inches long minimum located on each side of the curb ramp and within the marked crossing (ADAS 406.6).	Not mentioned.	Reference Section 1510.09, Curb Ramps. Reference WSDOT Standard Plans F-40.12-03, F-40.14-03, F-40.15-04, and F-40.16-03.

Detectable Warning Surfaces	Detectable warning surfaces shall extend 2.0 ft minimum in the direction of pedestrian travel and the full width of the curb ramp (exclusive of flares), the turning space, or the blended transition. (PROWAG R305.1.4). The truncated domes in a detectable warning surface shall have a base diameter of 0.9 in minimum and 1.4 in maximum, a top diameter of 50 percent of the base diameter minimum and 65 percent of the base diameter maximum, and a height of 0.2 in (PROWAG R305.1.1 & ADAS 705.1.1). The truncated domes shall have a center-to-center spacing of 1.6 in minimum and 2.4 in maximum, and a base-to-base spacing of 0.65 in minimum, measured between the most adjacent domes (PROWAG R305.1.2 & ADAS 705.1.2) Detectable warning surfaces shall contrast visually with adjacent gutter, street or highway, or walkway surfaces, either light-on-dark or dark-on-light (PROWAG R305.1.3). Detectable warning surfaces shall contrast visually with adjacent walking surfaces either light-on-dark, or dark-on-light (ADAS 705.1.3).	Detectable warnings shall match the width of the throat and be 2' deep. Truncated dome base diameter to be 0.9 in and 1.4 in maximum with a top diameter of 0.4 in to 0.8 in and a height of 0.2 in. Center-to-center spacing to be 1.6 in to 2.4 in. Detectable warnings shall be yellow in color. (City of Battle Ground Std. Plan TR-4.04 - Ramp Lip & Detectable Warning Pattern)	N/A

Detectable Warning Surface Placement	On perpendicular curb ramps, detectable warning surfaces shall be placed as follows: • Where the ends of the bottom grade break are in front of the back of curb, detectable warning surfaces shall be placed at the back of curb. • Where the ends of the bottom grade break are behind the back of curb and the distance from either end of the bottom grade brake to the back of curb is 5.0 ft or less, detectable warning surfaces shall be placed on the ramp run within one dome spacing of the bottom grade break. • Where the ends of the bottom grade break are behind the back of curb and the distance from either end of the bottom grade brake to the back of curb is more than 5.0 ft, detectable warning surfaces shall be placed on the lower landing at the back of curb. (PROWAG R305.2.1). On parallel curb ramps, detectable warning surfaces shall be placed on the turning space at the flush transition between the street and sidewalk at the back of curb. (PROWAG R305.2.2). On blended transitions, detectable warning surfaces shall be placed at the back of curb. Where raised pedestrian street crossings, depressed corners, or other level pedestrian street crossings are provided, detectable warning surfaces shall be placed at the flush transition between the street and the sidewalk (PROWAG R305.2.3).	Detectable warnings shall match the width of the throat and be 2' deep. (City of Battle Ground Std. Plan TR-4.04 – Ramp Lip & Detectable Warning Pattern)	Reference Section 1510.09, Curb Ramps. Reference WSDOT Standard Plans F-40.12-03, F40.14-03, F40.15-04, and F40.16-03.
Receiving Ramp	A crosswalk served by a curb ramp must also have an existing curb ramp in place on the receiving end unless there is no curb or sidewalk on that end of the crosswalk (RCW 35.68.075).	Where curbs and sidewalks have been prescribed, there shall be not less than two ramps per lineal block on or near the crosswalks at intersections. (COBG 12.104.020 Curb construction)	Reference WSDOT Design Manual Section 1510.05(2), Alteration Projects.

Signals

Signals are important connections in the pedestrian network that provide crossings at intersections for all roadway users. Where pedestrian signals are provided at pedestrian street crossings, they shall include accessible pedestrian signals and pedestrian pushbuttons complying with sections 4E.08 through 4E.13 of the MUTCD (PROWAG R209.1). Battle Ground Design Standards do not currently contain requirements for Traffic Signals. It is recommended that Battle Ground add a Traffic Signal section to the Design Standards with the following information.

Design Element	Requirement	Review	Recommendations
Accessible Pedestrian Signals and Pedestrian Pushbuttons	Where pedestrian signals are provided at pedestrian street crossings, they shall include accessible pedestrian signals and pedestrian pushbuttons complying with sections 4E.08 through 4E.13 of the MUTCD. An accessible pedestrian signal and pedestrian pushbutton is an integrated device that communicates information about the WALK and DON'T WALK intervals at signalized intersections in non-visual formats (i.e., audible tones and vibrotactile surfaces) to pedestrians who are blind or have low vision. (PROWAG R209.1). Existing pedestrian signals shall comply with R209.1 when the signal controller and software are altered, or the signal head is replaced (PROWAG R209.2).	Not mentioned.	Reference WSDOT Design Manual Section 1510.12(1), Accessibility Criteria for All Pedestrian Pushbuttons (including APS).
Accessible Pedestrian Pushbuttons Clear Space	Clear spaces shall be 2.5 ft minimum by 4.0 ft minimum with additional space needed if it is confined on all or part of three sides (PROWAG R404.3). One full unobstructed side of a clear space shall adjoin a pedestrian access route or adjoin another clear space (PROWAG R404.6).	Not mentioned.	Reference WSDOT Design Manual Section 1510.12(1), Accessibility Criteria for All Pedestrian Pushbuttons (including APS).
Accessible Pedestrian Pushbutton Reach Ranges	Where a forward reach is unobstructed, the high forward reach shall be 1220 mm (4.0 ft) maximum and the low forward reach shall be 380 mm (1.25 ft) minimum above the finish surface. Forward reach over an obstruction is not permitted (PROWAG R406.2). Where a clear space allows a parallel approach to an element and the side reach is unobstructed, the high side reach shall be 4.0 ft maximum and the low side reach shall be 1.25 ft minimum above the finish surface. An obstruction shall	Not mentioned.	Reference WSDOT Design Manual Section 1510.12(1), Accessibility Criteria for All Pedestrian Pushbuttons (including APS).

	be permitted between the clear space and the element where the 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).	Not mentioned.	Reference WSDOT Design Manual Section 1510.12(1), Accessibility Criteria for All Pedestrian Pushbuttons (including APS).
At Roundabouts	At roundabouts with multi-lane pedestrian street crossings, a pedestrian activated signal shall be provided for each multi-lane segment of each pedestrian street crossing, including the splitter island (PROWAG R306.3.2).	Not mentioned.	Reference WSDOT Design Manual Section 1510.12(1), Accessibility Criteria for All Pedestrian Pushbuttons (including APS).
At multi-lane channelized turn lanes	At signalized intersections and roundabouts with multi-lane channelized turn lane crossings, pedestrian activated signals shall be provided (PROWAG R306.4 & PROWAG R306.5).	Not mentioned.	Reference WSDOT Design Manual Section 1510.12(1), Accessibility Criteria for All Pedestrian Pushbuttons (including APS).

Other Pedestrian Areas

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

Design Element	Requirement	Review	Recommendations
		Transit	
Boarding and Alighting Area Dimensions	Bus stop boarding and alighting areas shall provide a clear length of 8.0 ft minimum, measured perpendicular to the curb or vehicle street or highway edge, and a clear width of 5.0 ft minimum, measured parallel to the vehicle street or highway (PROWAG R308.1.1.1 & ADAS 810.2.2).	Not mentioned.	Reference WSDOT Design Manual Section 1430, Transit Facilities.
Boarding and Alighting Area Slopes	Parallel to the street or highway, the grade of the bus stop boarding and alighting areas shall be the same as the street or highway, to the extent practicable. Perpendicular to the street or highway, the grade of the bus stop boarding and alighting areas shall not be steeper than 2 percent	Not mentioned.	Reference WSDOT Design Manual Section 1430, Transit Facilities.

	(PROWAG R308.1.1.2 & ADAS 810.2.4).		
Transit Shelters	Transit shelters shall be connected by PARs to boarding and alighting areas. Transit shelters shall provide a minimum clear space complying with R404 entirely within the shelter. Where seating is provided within transit shelters, the clear space shall be located either at one end of a seat or shall not overlap the area within 1.5 ft from the front edge of the seat (PROWAG R308.2). Bus shelters shall provide a minimum clear floor or ground space complying with 305 entirely within the shelter. Bus shelters shall be connected by an accessible route complying with 402 to a boarding and alighting area complying with 810.2 (ADAS 810.3).	Not mentioned.	Reference WSDOT Design Manual Section 1430, Transit Facilities.
		Parking	
Parking Spaces	Where parking spaces are marked with lines, width measurements of parking spaces and access aisles shall be made from the centerline of the markings (ADAS 502.1). Car parking spaces shall be 96 inches wide minimum and van parking spaces shall be 132 inches wide minimum, shall be marked to define the width, and shall have an adjacent access aisle (ADAS 502.2). Van parking spaces shall be permitted to be 96 inches wide minimum where the access aisle is 96 inches wide minimum (ADAS 502.2 Exception).	Standard and compact stall dimensions for angled and standard stalls are included. Minimum stall widths are 108 inches. (COBG MC 17.133.100 Parking space and cross aisle design standards)	Include ADA parking stall ADAS 502 requirements in COBG MC 17.133.100.
Parking Access Aisles	Where perpendicular or angled parking is provided, an access aisle 8.0 ft wide minimum shall be provided at street level the full length of the parking space and shall connect to a pedestrian access route. The access aisle shall comply with R302.7 and shall be marked so as to discourage parking in the access aisle. Two parking spaces are permitted to share a	Not mentioned.	Include ADA parking access aisle PROWAG and ADAS requirements in COBG MC 17.133.100.

	common access aisle (PROWAG R309.3). Access aisles shall adjoin an accessible route. Two parking spaces shall be permitted to share a common access aisle (ADAS 502.3). Access aisles serving car and van parking spaces shall be 60 inches wide minimum (ADAS 502.3.1). Access aisles shall extend the full length of the parking spaces they serve (ADAS 502.3.2). Access aisles shall be marked so as to discourage parking in them (ADAS 502.3.3). Access aisles shall not overlap the vehicular way. Access aisles shall be permitted to be placed on either side of the parking space except for angled van parking spaces which shall have access aisles located on the passenger side of the parking spaces (ADAS 502.3.4).		
Parking identification	Parking space identification signs shall include the International Symbol of Accessibility complying with 703.7.2.1. Signs identifying van parking spaces shall contain the designation "van accessible." Signs shall be 60 inches minimum above the finish floor or ground surface measured to the bottom of the sign (ADAS 502.6).	Not mentioned.	Include parking identification ADAS 502 requirements in COBG MC 17.133.100.
Parallel Parking Spaces	Where the width of the adjacent sidewalk or available right-of-way exceeds 14.0 ft, an access aisle 5.0 ft wide minimum shall be provided at street level the full length of the parking space and shall connect to a pedestrian access route. The access aisle shall comply with R302.7 and shall not encroach on the vehicular travel lane (PROWAG R309.2.1). In alterations where the street or sidewalk adjacent to the parking spaces is not altered, an access aisle shall not be required	Not mentioned.	Include parallel parking ADAS 502 requirements in COBG MC 17.133.100.

	provided the parking spaces are located at the end of the block face (PROWAG R309.2.1.1). An access aisle is not required where the width of the adjacent sidewalk or the available right-of-way is less than or equal to 14.0 ft. When an access aisle is not provided, the parking spaces shall be located at the end of the block face (PROWAG R309.2.2).		
		Alternative Pedestrian Access Routes	
Alternate Pedestrian Access Route	When a pedestrian circulation path is temporarily closed by construction, alterations, maintenance operations, or other conditions, an alternate pedestrian access route complying with sections 6D.01, 6D.02, and 6G.05 of the MUTCD shall be provided. Where provided, pedestrian barricades and channelizing devices shall comply with sections 6F.63, 6F.68, and 6F.71 of the MUTCD (PROWAG R205).	Not mentioned.	Reference WSDOT Design Manual Section 1510.17, Work Zone Pedestrian Accommodation.
		Driveways	
Driveways	The cross slope shall be 2 percent maximum (PROWAG R304.5.3). Cross slope of ramp runs shall not be steeper than 1:48. (ADAS 405.3) The running slope shall be 5 percent minimum and 8.3 percent maximum but shall not require the ramp length to exceed 15.0 ft (PROWAG R304.2.2).	Maximum 2% cross slope across pedestrian crossing. (City of Battle Ground Std. Plans TR-3.04 - TR-3.09 – Private and Commercial Driveways)	No action necessary.
		Ramps	
Ramp Width	The clear width of a ramp run and, where handrails are provided, the clear width between handrails shall be 3.0 ft minimum (PROWAG R407.4 & ADAS 405.5).	Not mentioned.	Reference WSDOT Design Manual Section 1510.15(2)(a) for wheelchair ramp requirements.
Running Slope	Ramp runs shall have a running slope between 5 percent minimum and 8.3 percent maximum (PROWAG R407.2)	Not mentioned.	Reference WSDOT Design Manual Section 1510.15(2)(a) for wheelchair ramp requirements.

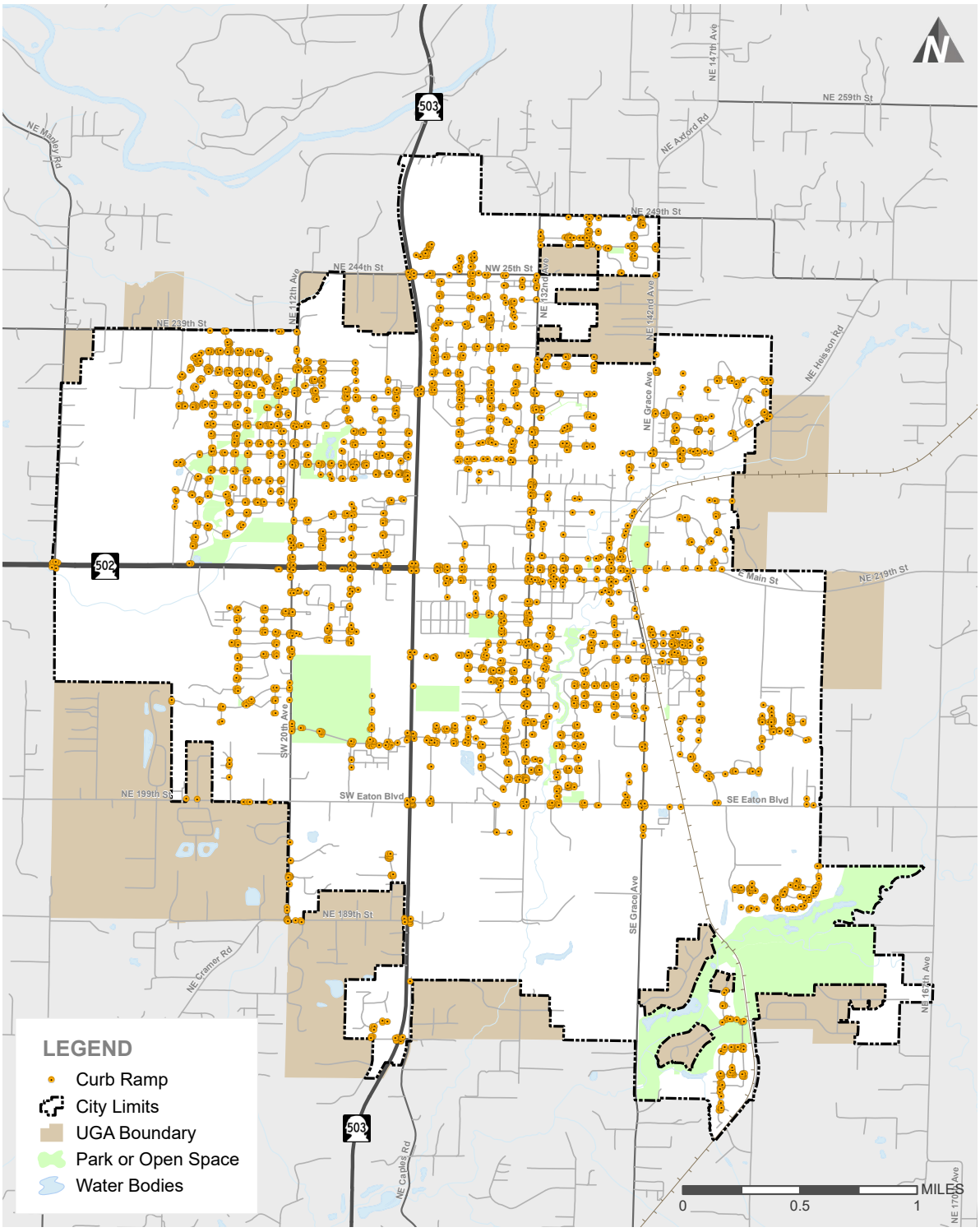
	Ramp runs shall have a running slope not steeper than 1:12. In existing sites, buildings, and facilities, ramps shall be permitted to have running slopes steeper than 1:12 complying with Table 405.2 where such slopes are necessary due to space limitations (ADAS 405.2).		
Cross Slope	The cross slope of ramp runs shall be 2 percent maximum (PROWAG R407.3). Cross slope of ramp runs shall not be steeper than 1:48. (ADAS 405.3)	Not mentioned.	Reference WSDOT Design Manual Section 1510.15(2)(a) for wheelchair ramp requirements.
Rise	The rise for any ramp run shall be 2.5 ft maximum (PROWAG R407.4 & ADAS 405.6).	Not mentioned.	Reference WSDOT Design Manual Section 1510.15(2)(a) for wheelchair ramp requirements.
Landing Size	Ramps shall have landings at the top and the bottom of each ramp run (PROWAG R407.6 & ADAS 405.7). The landing clear width shall be at least as wide as the widest ramp run leading to the landing (PRWOAG R407.6.2 & ADAS 405.7.2) The landing clear length shall be 5.0 ft long minimum (PROWAG R407.6.3 & ADAS 405.7.3) Ramps that change direction between runs at landings shall have a clear landing 5.0 ft by 5.0 ft minimum (PROWAG R407.6.4 & ADAS 405.7.4).	Not mentioned.	Reference WSDOT Design Manual Section 1510.15(2)(a) for wheelchair ramp requirements.
Landing Slope	Landing slopes shall be 2 percent maximum in any direction (PROWAG R407.6.1 & ADAS 405.7.1).	Not mentioned.	Reference WSDOT Design Manual Section 1510.15(2)(a) for wheelchair ramp requirements.
	Stairways		
Stairway Treads and Risers	All steps on a flight of stairs shall have uniform riser heights and uniform tread depths. Risers shall be 4 in high minimum and 7 in high maximum. Treads shall be 11 in deep minimum (PROWAG R408.2 & ADAS 504.2).	Not mentioned.	Reference WSDOT Design Manual Section 1510.02(2) for stairway requirements.

	Open risers are not permitted (PROWAG R408.3 & ADAS 504.3). The radius of curvature at the leading edge of the tread shall be 0.5 in maximum. Nosings that project beyond risers shall have the underside of the leading edge curved or beveled. Risers shall be permitted to slope under the tread at an angle of 30 degrees maximum from vertical. The permitted projection of the nosing shall extend 1.5 in maximum over the tread below (PROWAG R408.5 & ADAS 504.5).		
	Handrails		
Handrails	Stairways shall have handrails (PROWAG R408.6). Handrails are required on ramp runs with a rise greater than 6 in and on certain stairways (PROWAG R407.8 & ADAS 405.8). Edge protection complying shall be provided on each side of ramp runs and landings (PROWAG R407.9 & ADAS 405.9). Where required handrail shall be provided on both sides of ramps and stairways (PRWOAG R409.2 & ADAS 505.2). Top of gripping surfaces of handrails shall be 2.8 ft minimum and 3.2 ft maximum vertically above walking surfaces, ramp surfaces, and stair nosings. Handrails shall be at a consistent height above walking surfaces, ramp surfaces, and stair nosings (PROWAG R409.4 & ADAS 505.4). Clearance between handrail gripping surfaces and adjacent surfaces shall be 1.5 in minimum (PROWAG R409.5 & ADAS 505.5). Handrail gripping surfaces shall be continuous along their length and shall not be obstructed along their tops or sides. The bottoms of handrail gripping	Not mentioned.	Reference WSDOT Design Manual Section 1510.15(3) for handrail requirements.

	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).		
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 WSDOT Design Manual Section 1510.15(3) for handrail requirements.
Handrail Extension on Stairways	At the top of a stair flight, handrails shall extend horizontally above the landing for 1.0 ft minimum beginning directly above the first riser nosing. Extensions shall return to a wall, guard, or the landing surface, or shall be continuous to the handrail of an adjacent stair flight (PROWAG R409.10.2 & ADAS 505.10.2). At the bottom of a stair flight, handrails shall extend at the slope of the stair flight for a horizontal distance at least equal to one tread depth beyond the last riser nosing. Extensions shall return to a wall, guard, or the landing surface, or shall be continuous to the handrail of an adjacent stair flight. (PROWAG R409.10.3 & ADAS 505.10.3).	Not mentioned.	Reference WSDOT Design Manual Section 1510.15(3) for handrail requirements.
Handrail Cross Section	Handrail gripping surfaces with a circular cross section shall have an outside diameter of 1.25 in minimum and 2 in maximum (PROWAG R409.7.1 & ADAS 505.7). Handrail gripping surfaces with a non-circular cross section shall have a perimeter dimension of 4 in minimum and 6.25 in maximum, and a cross-section dimension of 2.25 in maximum (PROWAG R409.7.2 & ADAS 505.7).	Not mentioned.	Reference WSDOT Design Manual Section 1510.15(3) for handrail requirements.
	Railways		

Railroad Flangeway Gaps	Flangeway gaps at pedestrian at-grade rail crossings shall be 2.5 in maximum or non-freight rail track and 3 in maximum on freight rail track (PROWAG R302.7.4). Where a circulation path serving boarding platforms crosses tracks, it shall comply with 402. Openings for wheel flanges shall be permitted to be 2 1/2 inches maximum (ADAS 810.10).	Not mentioned.	Reference WSDOT Design Manual Section 1510.13, At-Grade Railroad Crossings.
Detectable Warning Surfaces at Rail Crossings	At pedestrian at-grade rail crossings not located within a street or highway, detectable warning surfaces shall be placed on each 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).	Not mentioned.	Reference WSDOT Design Manual Section 1510.13, At-Grade Railroad Crossings.
Detectable Warning Surfaces at Rail Boarding Areas	At boarding platforms for rail vehicles, detectable warning surfaces shall be placed at the boarding edge of the platform (PROWAG R305.2.6). At boarding and alighting areas at sidewalk or street level transit stops for rail vehicles, detectable warning surfaces shall be placed at the side of the boarding and alighting area facing the rail vehicles (PROWAG R305.2.7).	Not mentioned.	Reference WSDOT Design Manual Section 1510.13, At-Grade Railroad Crossings.

Appendix B: Existing Data Inventory



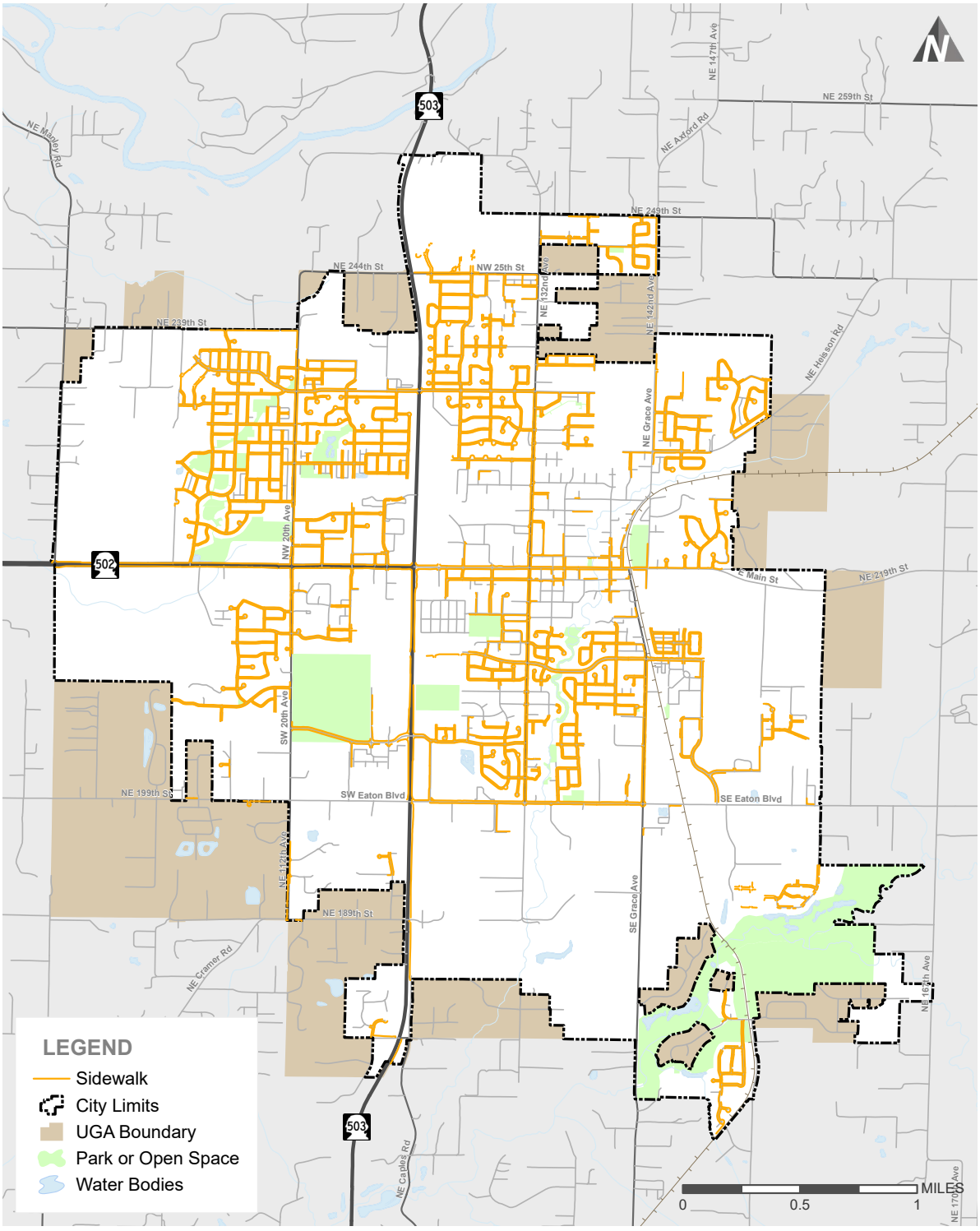
Inventory Curb Ramp

Battle Ground ADA Transition Plan

DRAFT

FIGURE **I-1**

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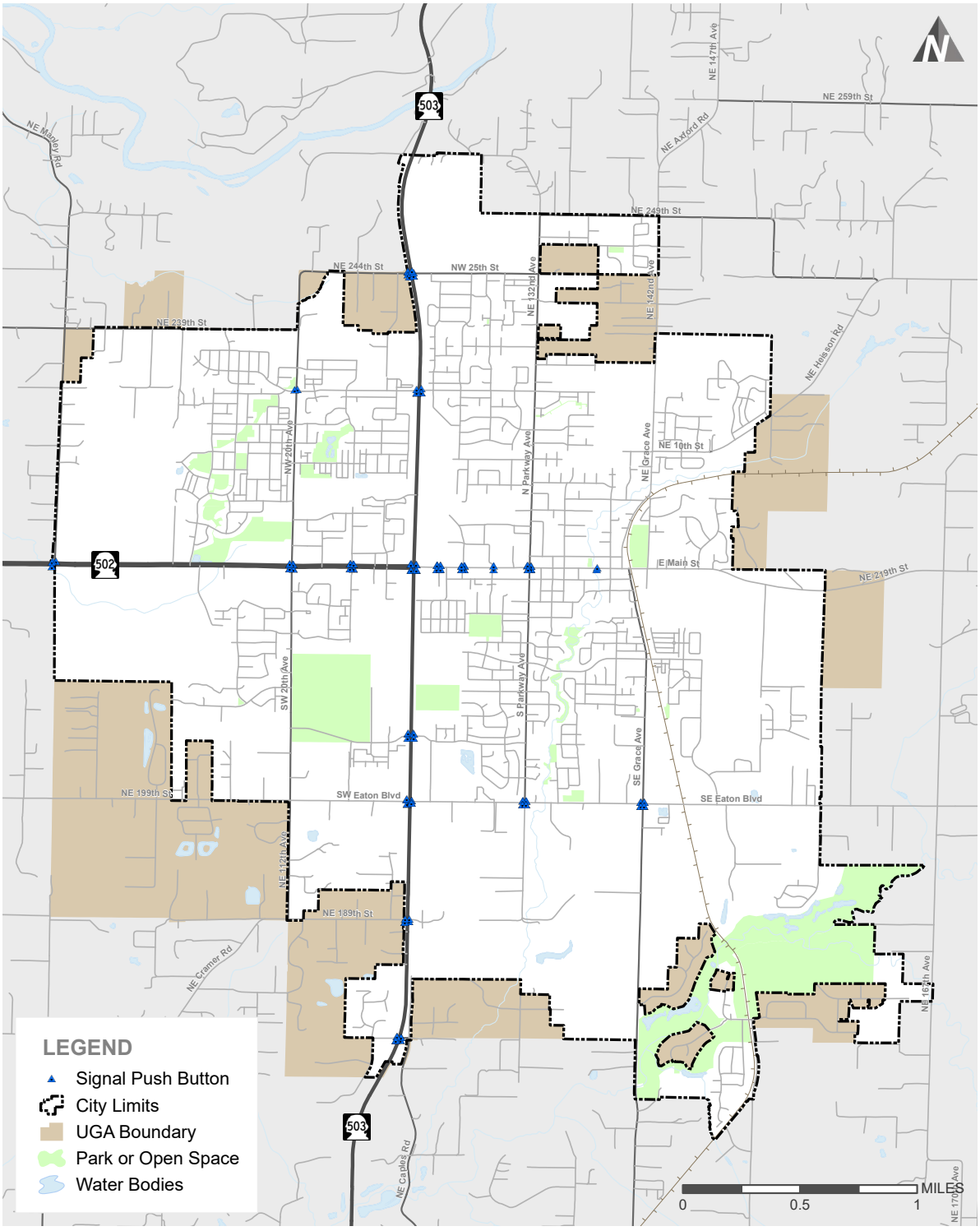
Inventory Sidewalk

Battle Ground ADA Transition Plan

DRAFT transpogroup

FIGURE **I-2**

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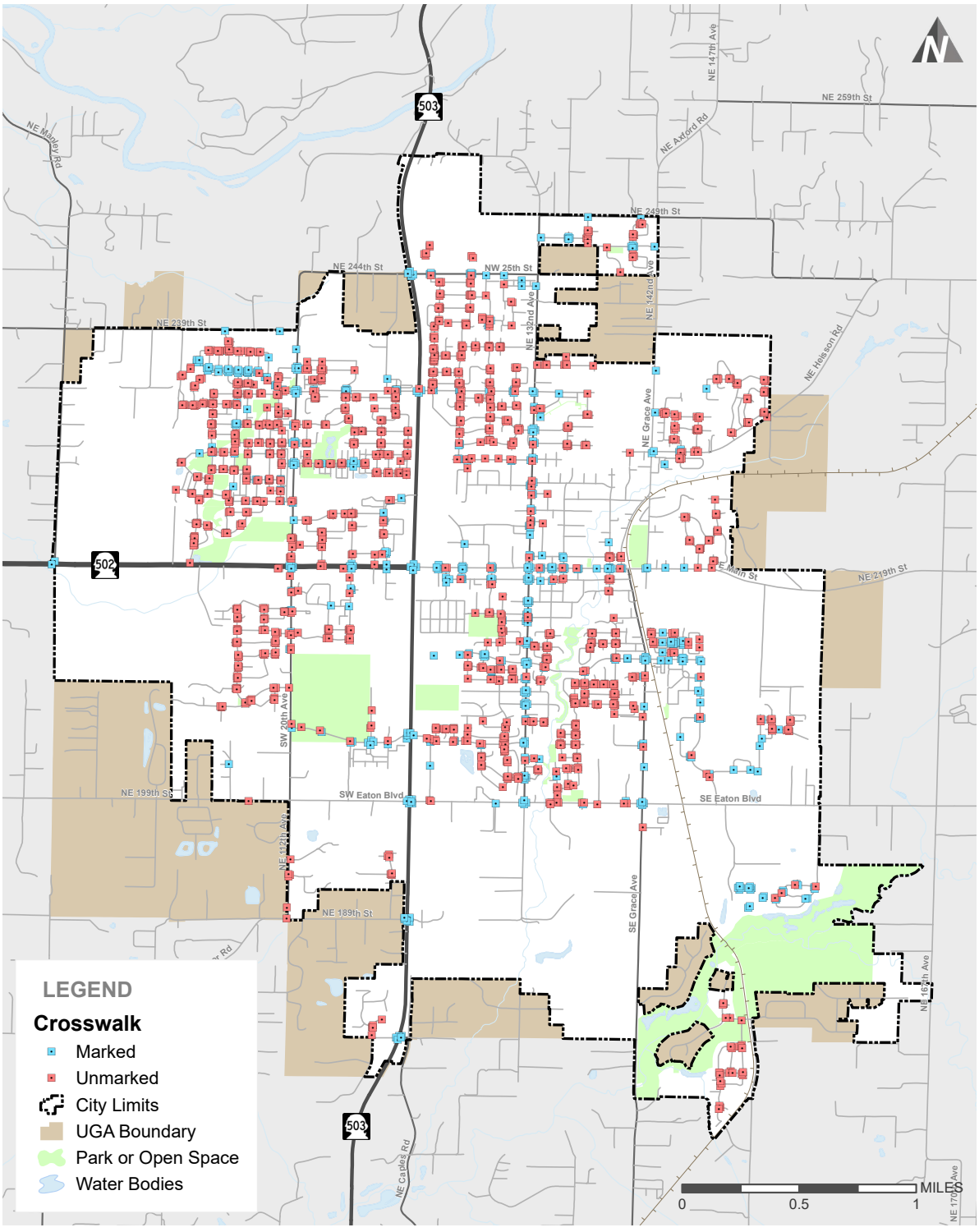
Inventory Signal Push Button

Battle Ground ADA Transition Plan

DRAFT transpogroup

FIGURE **I-3**

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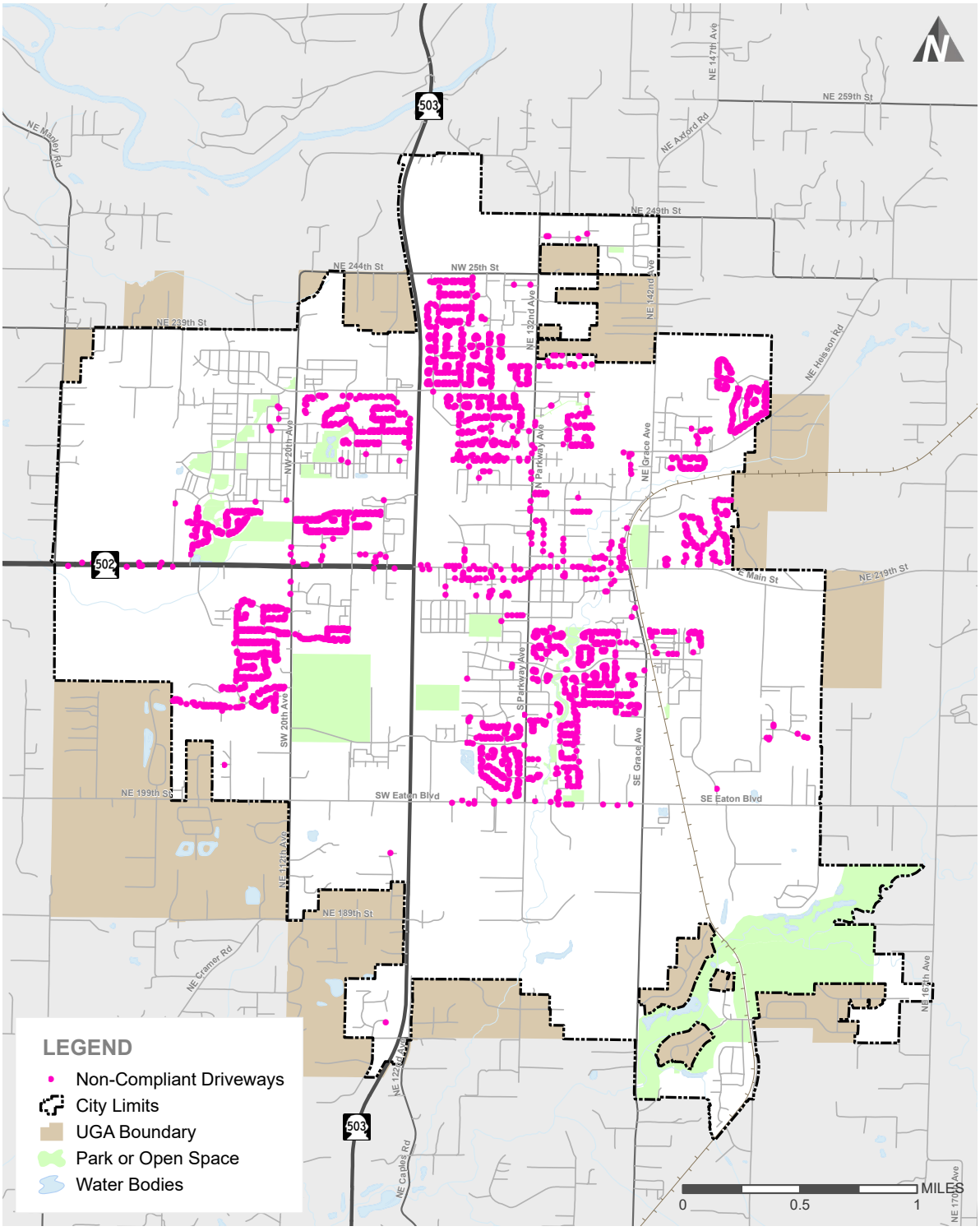
Inventory Crosswalk

Battle Ground ADA Transition Plan

DRAFT transpogroup

FIGURE **I-4**

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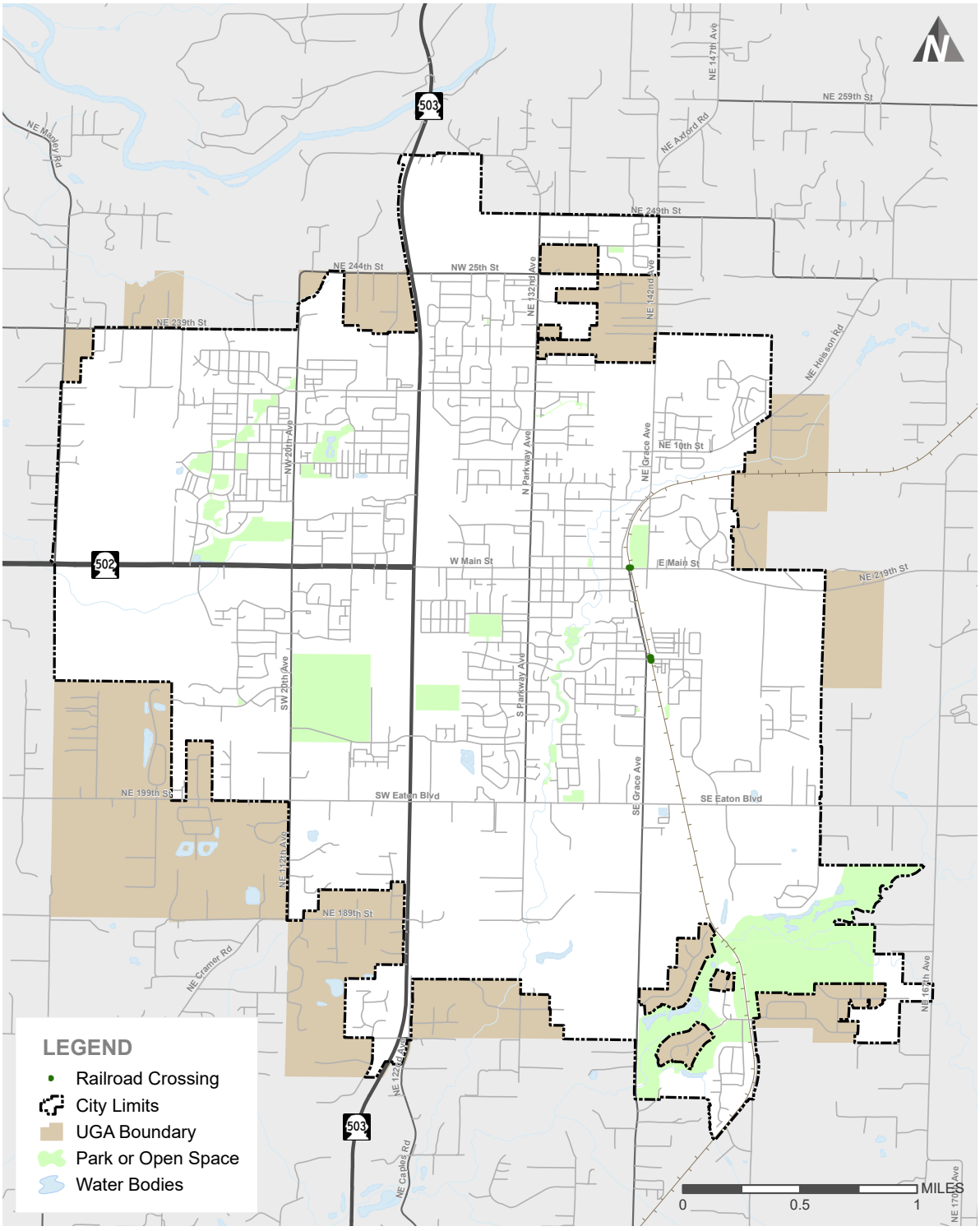
Inventory Non-Compliant Driveway

Battle Ground ADA Transition Plan

DRAFT transpogroup

FIGURE **I-5**

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Inventory Railroad Crossing

Battle Ground ADA Transition Plan

FIGURE **I-6**

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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	CRITERIA	THRESHOLD	SCORE	MAX. POSSIBLE SCORE
Sidewalks	Width	In ROW, < 48 inches or >= 48 - <60 inches w/ out pullouts. On-Site, <36 inches	4	4
	Run Slope	> 5% (and not similar to roadway grade if in ROW)	3	3
	Cross Slope Issue	> 2%	1	3
	Cross Slope Issue	> 2.4%	1	
	Cross Slope Issue	> 3%	1	
	Condition	< Average	2	2
	Vertical Discontinuity Issue > ¼ inch and <= ½ inch without bevel or >½ inch	Barriers Present >=1	1	3

ACCESSIBILITY INDEX SCORE	CRITERIA	THRESHOLD	SCORE	MAX. POSSIBLE SCORE
	Vertical Discontinuity Issue	Barriers Present >=5	1	
	Vertical Discontinuity Issue	Barriers Present >=10	1	
	Horizontal Discontinuity Issue > ½ inch	Barriers Present >=1	1	3
	Horizontal Discontinuity Issue	Barriers Present >=5	1	
	Horizontal Discontinuity Issue	Barriers Present >=10	1	
	Fixed Obstacles	Barriers Present >=1	1	
	Fixed Obstacles	Barriers Present >=2	1	3
	Fixed Obstacles	Barriers Present >=3	1	
	Moveable Obstacles	Barriers Present >=1	1	
	Moveable Obstacles	Barriers Present >=2	1	3
	Moveable Obstacles	Barriers Present >=3	1	
	Protruding Obstacles	Barriers Present >=1	1	
	Protruding Obstacles	Barriers Present >=2	1	3
	Protruding Obstacles	Barriers Present >=3	1	
	Non-Compliant Driveways Non-Compliant >2% cross-slope, and/or Non-Concurrent Grade Break and/or >8.3% Running Slope	Barriers Present >=1	1	3
	Non-Compliant Driveways	Barriers Present >=2	1	
	Non-Compliant Driveways	Barriers Present >=3	1	
	Maximum Sidewalk (AIS) Score			**30**
Curb Ramps (Max. Score)	Ramp Width	< 48 inches	30	30
	Ramp Running Slope	> 8.3% (less than 15-ft) or >5% (Blended)	30	30
	Ramp Cross Slope Issue	> 2% - <=3%	20	30
	Ramp Cross Slope Issue	> 3%	10	
	Curb Ramp Type	Non-Compliant Type	30	30
Curb Ramps	Accessible Path	No	2	2
	Turning Space	None or width < full width of ramp or length < 48 inches	5	5
	Turning Space Cross Slope	>2%	3	3
	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

ACCESSIBILITY INDEX SCORE	CRITERIA	THRESHOLD	SCORE	MAX. POSSIBLE SCORE
	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 Sidewalk (AIS) Score			**30**
Signal Pushbuttons	Curb Distance	Pushbutton less than 10 feet from curb = No	2	2
	Crosswalk Extension Distance	Pushbutton less than 5 feet from the extension of the crosswalk line = No	2	2
	Force Less Than 5lbs	Pushbutton Force less than 5 pounds = No	2	2
	Vibe Feedback	Pushbutton provides vibratory feedback when pushed = No	2	2
	Button Size and Visual Contrast	Pushbutton size meets minimum 2-inch diameter with visual contrast from housing = No	2	2
	Distance of 2 Buttons on Same Corner	Distance between pushbuttons on the same corner less than 10 feet and audible indication of WALK interval in speech = No	2	2
	Reach Depth from Landing	Reach depth from pushbutton to the landing is less than 10 inches = No	2	2
	Mounting Height	Mounting height of pushbutton from landing area is < 42 inches or > 48 inches	2	2
	Tactile Arrow	Tactile Arrow provided = No	2	2
	Directional Arrow	Directional arrow on pushbutton face, housing, or mounting & pushbutton with parallel orientation to crosswalk direction = No	2	2
	Level Clear Space	Level clear space provided at pushbutton (min. 30" x 48") landing area provided with less than a 2% cross slope in any direction = No	2	2
	Both Audible Tone during "Walk" Cycle and Audible Speech during "Walk" Cycle	Audible indication of WALK interval in tone = No and Audible indication of WALK interval in speech = No	2	2
	Locator Tone during "Don't Walk" Cycle	Locator tone operates during DON'T WALK and	2	2

ACCESSIBILITY INDEX SCORE	CRITERIA	THRESHOLD	SCORE	MAX. POSSIBLE SCORE
		flashing DON'T WALK intervals = No		
	Braille Street Name	Braille correctly showing street name = No and audible indication of street name at any time = No	2	2
	APS Style Housing	Housing is APS Style = No	2	2
	Maximum Signal Pushbutton (AIS) Score			**30**
Crosswalks	Width	< 6 feet	6	6
	Run Slope	> 5%	12	12
	Cross Slope	> 5% at Non-Stop/Yield Controlled Intersections or > 2% at any other type except for mid-block crossings	12	12
	Maximum Crosswalk (AIS) Score			**30**
Bus Stops	Boarding Area Dimensions	< 5'x8' or no boarding area	8	8
	Condition	Poor	5	5
	Boarding Area Cross Slope	> 2%	5	5
	Boarding Area Run Slope	> 5% and not similar to roadway grade	4	4
	Accessible Route Slope	> 5% and not similar to roadway grade (if separation between boarding area and shelter)	4	4
	Shelter Cross Slope	> 2% (If there is a shelter)	4	4
	Maximum Bus Stop (AIS) Score			**30**
Parking Stalls	Stall Width	If regular stall, < 96 inches. If van accessible stall, < 132 inches and adjacent aisle is < 96 inches.	4	4
	Stall Turning Slope	> 2%	4	4
	Stall Pavement Marking	No Marking	3	3
	Sign Present	No Sign	2	2
	Sign Height	< 60 inches	1	1
	Wheelstop or Curb Present	No Wheelstop/Curb (and not a parallel stall)	2	2
	Vertical Clearance	< 98 inches and a van accessible parking stall	2	2
	Adjacent Walkway Width	For parallel on-street parking with a sidewalk <= 14 feet wide nearby, stall is not at end of block. If	2	2

ACCESSIBILITY INDEX SCORE	CRITERIA	THRESHOLD	SCORE	MAX. POSSIBLE SCORE
		sidewalk is > 14 feet wide, no access aisle provided in road parallel to stall or access aisle is < 5 feet wide.		
	Connected to Access Aisle (Max. Score)	**No Access Aisle**	**10**	10
	Connected to Accessible Path	Not Connected	2	
	Access Aisle Width	< 60 inches	3	
	Access Aisle Turning Slope	> 2%	3	
	Pavement Marking	No Hatching	2	
	Maximum Parking Stall (AIS) Score			**30**
Pedestrian Railroad Crossings	Flange Gap	> 3 inches wide	10	10
	DWS	No DWS	10	10
	DWS Placement	< 6 feet or > 15 feet from edge of nearest rail, or No DWS	10	10
	Maximum Railroad Crossing (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 ⅛-mile radius of school	5
Walk-To-School Route Proximity	Within ½-mile radius of school	5
Parks	Within ⅛-mile radius of park	5
Transit		
Park and Ride	Within ⅛-mile of park and ride	5
Bus Stops	Within ⅛-mile of transit stop	5
Traffic Signal/Roundabout	Within ⅛-mile of signal or roundabout	5
Public Buildings	Within ⅛-mile of location	5
Downtown / Urban / Commercial Business Centers	Within ¼-mile radius of Downtown, Urban and Commercial Business Center Zoning	5
Community Defined Destinations (defined by Stakeholder/Public Engagement*)	Within ⅛-mile of location	5
TOTAL LOCATION INDEX SCORE (LIS)		45

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

Barrier Removal Priorities (Combined Composite Index Score)

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

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

Appendix D: Stakeholder Engagement

MAILING LIST FOR THE HUMAN SERVICES TRANSPORTATION PLAN AND ACCESSIBLE TRANSPORTATION COALITION

Agency	Person	Email
Area Agency on Aging and Disabilities of Southwest Washington	Christina Marneris	MarneCR@dshs.wa.gov
Brain Injury Alliance Washington	Carla-Jo Whitson	Carlajow@biawa.org
Center for Independence	Patt Kosier	pattk@cfisouth.org
Clark Communities Bicycle and Pedestrian Advisory Committee	Michael Andreotti	andreottim@aks-eng.com
Clark County	Kristin Wade	Kristin.Wade@clark.wa.gov
Clark County Commission on Aging	Tanya Stewart	Tanyastewartmd@gmail.com
Clark County Community Services	Patricia McConaughy-Buescher	Patricia.Buescher@clark.wa.gov
Clark County Public Health	Melissa Martin	Melissa.Martin@clark.wa.gov
Community Action Advisory Committee (Clark Co)	Dave Poland	davidpolandvw@gmail.com
Community In Motion	Angel Kettwig	angelk@communityinmotion.org
Community in Motion	Jeananne Edwards	jeanannee@communityinmotion.org
Community In Motion	Maggie Lund	maggiel@communityinmotion.org
Community In Motion	Michael Kelly	michaelk@communityinmotion.org
Community Nurse	Joan Caley	joancaley@comcast.net
Cowlitz Tribe	Amanda Workman	aworkman@cowlitz.org
Cowlitz Tribe	Kim Stube	kstube@cowlitz.org
C-TRAN, Planner	Taylor Eidt	taylor.eidt@c-tran.org
CWCOG	Robert Stevens	rstevens@cwcog.org
DSHS	Claire Thackeray	claire.thackeray@dshs.wa.gov
DSHS	Kris Krohn	kristen.krohn@dshs.wa.gov
Mental Health Care	Judy Canter	jcmindfulinc@gmail.com
Mindspring	Rich Watters	RichWatters@mindspring.com
Molina Health Care	Aideet Pineda	aideet.pineda@molinahealthcare.com
Molina Health Care	Alicia Molina	alicia.molina@molinahealthcare.com
Molina Health Care	Cindy Wolverton	cynthia.wolverton@molinahealthcare.com
Molina Health Care	Denise Hovet	denise.hovet@molinahealthcare.com
North Clark County Food Bank	Liz Cerveny	executive.director@nccfoodbank.org
Partnerships for Action, Voices for Empowerment (PAVE)	Jerri Clark	jclark@wapave.org
RTC	Lynda David	lynda.david@rtc.wa.gov
Safe Routes Partnership	Kari Schlosshauer	kari@saferoutespartnership.org
Trillium Org	Wendy Taliaferro	wendy@trillium.org
Vancouver Housing Authority	Leah Halstead	LHalstead@vhausa.com
Vancouver Housing Authority	Roy Johnson	RJohnson@vhausa.com
Veterans Administration	Daniel Herrigstad	Daniel.Herrigstad@va.gov
Veterans Administration	Monty Hughes	Monty.Hughes@va.gov
Veterans Administration	Shaun Benson	Shaun.Benson@va.gov
Washington State School for the Blind	Doug Trimble	Doug.Trimble@wssb.wa.gov
WSDOT, SW Region Bike/Ped Planner	Logan Cullums	CullumL@wsdot.wa.gov

MAILING LIST FOR THE HUMAN SERVICES TRANSPORTATION PLAN AND ACCESSIBLE TRANSPORTATION COALITION

Agency	Person	Email
WSDOT, SW Region Planning Manager	Laurie Lebowsky	lebowsl@wsdot.wa.gov
WSDOT, Transit Division, HQ	Matt Cramer	cramema@wsdot.wa.gov

Analytics – ADA Community Survey (9/1/2021 – 10/10/2021)

Why do you travel in the city of Battle Ground?

14 of 14 Answered (100.0%)
Checkbox
For medical appointments (6 responses, 42.9%)
For other community and/or social services (8 responses, 57.1%)
For recreational activities (5 responses, 35.7%)
For shopping (7 responses, 50.0%)
I attend school in the city of Battle Ground (0 responses, 0.0%)
I live in the city of Battle Ground (8 responses, 57.1%)
I work in the city of Battle Ground (3 responses, 21.4%)
Other (1 response, 7.1%)

Tell us more about yourself

14 of 14 Answered (100.0%)
Checkbox
I am a person with disabilities that impact how I travel (6 responses, 42.9%)
I am a person without a disability (2 responses, 14.3%)
I prefer not to say (1 response, 7.1%)
I support a person with disabilities (6 responses, 42.9%)

You have indicated that you are a person with a disability or support a person with a disability. Please describe:

12 of 14 Answered (85.7%)
Checkbox
Other (1 response, 7.1%)
The person has a condition that substantially limits one or more physical activities such as walking, climbing stairs, reaching, lifting, or carrying (10 responses, 71.4%)
The person has a physical, mental, or emotional condition that limits learning, memory, or concentration (4 responses, 28.6%)
The person is blind or visually impaired (2 responses, 14.3%)
The person is deaf or hearing impaired (3 responses, 21.4%)
The person uses a service animal (1 response, 7.1%)
The person uses a wheelchair (6 responses, 42.9%)
The person uses assistive software technology such as a screen reader (3 responses, 21.4%)
The person uses hearing aids or hearing assistive devices (3 responses, 21.4%)
The person uses mobility device/s (7 responses, 50.0%)

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

10 of 14 Answered (71.4%)
Checkbox
City of Battle Ground (2 responses, 14.3%)
Clark County (7 responses, 50.0%)
C-Tran or other transit service (4 responses, 28.6%)
Department of Veterans Affairs (1 response, 7.1%)
Other resource/s (1 response, 7.1%)
Washington State Department of Services for the Blind (DSB) (1 response, 7.1%)
Washington State Department of Social and Health Services (DSHS) (7 responses, 50.0%)

How often do you typically travel in the city of Battle Ground (pre-pandemic)?

14 of 14 Answered (100.0%)
Radio Buttons
1-2 days per week (2 responses, 14.3%)
3-4 days per week (5 responses, 35.7%)
5-7 days per week (5 responses, 35.7%)
Less than weekly (2 responses, 14.3%)

How do you travel within the city of Battle Ground

14 of 14 Answered (100.0%)
Checkbox
Bike / Scooter (1 response, 7.1%)
Drive and park (12 responses, 85.7%)
Other means of travel (0 responses, 0.0%)
Take transit or paratransit shuttles (4 responses, 28.6%)
Walk (3 responses, 21.4%)
Walk with assistance (like from a cane or walker) (1 response, 7.1%)
Walk with assistance from a service animal (0 responses, 0.0%)
Wheelchair (2 responses, 14.3%)

You indicated that you use transit. How often do you use it in a typical week?

4 of 14 Answered (28.6%)
Radio Buttons
1 day per week (0 responses, 0.0%)
2-4 days per week (1 response, 7.1%)
5 or more days per week (1 response, 7.1%)
Less than weekly (2 responses, 14.3%)

You indicated that you walk. How far are you willing/able to walk to your destination?

3 of 14 Answered (21.4%)
Radio Buttons
1 mile (1 response, 7.1%)
1/2 mile (0 responses, 0.0%)
2 miles (0 responses, 0.0%)
Less than 1/2 mile (2 responses, 14.3%)
More than 2 miles (0 responses, 0.0%)

Are you now, or were you ever unable to participate in an event or obtain services in the city of Battle Ground?

13 of 14 Answered (92.9%)
Radio Buttons
No (7 responses, 50.0%)
Yes (6 responses, 42.9%)

Which of the following physical barriers are/were reasons why you were or are unable to participate in events or access services?

5 of 14 Answered (35.7%)
Checkbox
ADA parking not available (4 responses, 28.6%)
Curb ramp barriers (5 responses, 35.7%)
Other barriers (0 responses, 0.0%)
Pedestrian crosswalk issues (3 responses, 21.4%)
Pedestrian signal issues, including access to push buttons (3 responses, 21.4%)
Sidewalk barriers (5 responses, 35.7%)

Highest Priority

14 of 14 Answered (100.0%)
Radio Buttons
City parks (0 responses, 0.0%)
Community Services (food banks, for example) (4 responses, 28.6%)
Government buildings that provide human services (examples are City Hall, Municipal Court, the Public Library) (4 responses, 28.6%)
Hospitals and other medical facilities (4 responses, 28.6%)
Schools and other learning institutions (0 responses, 0.0%)
Transit facilities (like transit stops) (2 responses, 14.3%)

Second Highest Priority

12 of 14 Answered (85.7%)
Radio Buttons
City Parks (1 response, 7.1%)
Community Services (food banks, for example) (2 responses, 14.3%)
Government buildings that provide human services (examples are City Hall, Municipal Court, the Public Library) (5 responses, 35.7%)
Hospitals and other medical facilities (3 responses, 21.4%)
Schools and other learning institutions (0 responses, 0.0%)
Transit facilities (like transit stops) (1 response, 7.1%)

What is your age?

12 of 14 Answered (85.7%)
Radio Buttons
18 to 24 (0 responses, 0.0%)
25 to 34 (4 responses, 28.6%)
35 to 44 (3 responses, 21.4%)
45 to 54 (2 responses, 14.3%)
55 to 64 (1 response, 7.1%)
65 or older (2 responses, 14.3%)
Under 18 (0 responses, 0.0%)

How do you identify yourself?

12 of 14 Answered (85.7%)
Radio Buttons
African American / Black (2 responses, 14.3%)
Asian (0 responses, 0.0%)
Caucasian / White (9 responses, 64.3%)
Native American (1 response, 7.1%)
Native Hawaiian / Pacific Islander (0 responses, 0.0%)
Other race or combination of races (0 responses, 0.0%)

Are you of Spanish, Hispanic, or Latino origin or descent?

11 of 14 Answered (78.6%)
Radio Buttons
No (9 responses, 64.3%)
Yes (2 responses, 14.3%)

Mark Herceg

From: noreply@civicplus.com
Sent: Wednesday, September 22, 2021 9:54 AM
To: Mark Herceg
Subject: [External] -Online Form Submission #13505 for Community Survey - ADA Transitional Plan

Community Survey - ADA Transitional Plan

Mobility for All - Community Survey

The City of Battle Ground is in the process of developing an ADA (Americans with Disabilities Act) Transition Plan to guide when and where mobility improvements need to be made. Your input is an essential component of the process that will result in formal adoption of the city's ADA Transition Plan.

Survey submissions will help us better understand mobility experiences in our community. Thank you!

Tell us About Yourself	
Why do you travel in the city of Battle Ground?	I live in the city of Battle Ground, I work in the city of Battle Ground
Tell us more about yourself	I prefer not to say
What resurces do you use to find information on ADA issues?	*Field not completed.*
What is the 5-digit ZIP code of where you reside?	98604
How often do you typically travel in the city of Battle Ground (pre-pandemic)?	5-7 days per week
How do you travel within the city of Battle Ground	Drive and park, Walk with assistance (like from a cane or walker), Walk
Please describe "other means of travel":	*Field not completed.*

You indicated that you walk. How far are you willing/able to walk to your destination?	Less than 1/2 mile

Do you experience Barriers?

Are you now, or were you ever unable to participate in an event or obtain services in the city of Battle Ground?	Yes
Which of the following physical barriers are/were reasons why you were or are unable to participate in events or access services?	*Field not completed.*

Reporting Specific Barriers and Gaps

We want to know where you have experienced challenges with pedestrian facilities including sidewalks, curb ramps, crosswalks, and buttons for activating walk signals.

*Please use our **online Interactive Reporting tool** to map locations and describe specific accessibly issues.*

Thank you.

Priorities

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

Highest Priority	Government buildings that provide human services (examples are City Hall, Municipal Court, the Public Library)
Second Highest Priority	*Field not completed.*

Thank you!

Thank you for participating in this survey. You input is an essential component in developing the City of Battle Ground's ADA Transition Plan. Visit our Mobility for All

- ADA Transition Plan website page for more information and a link to our online Interactive Reporting tool.

If you would like to participate in future phases of the plan, or you would like us to contact you, please provide your contact information below. Thank you.

Name	*Field not completed.*
Email Address	*Field not completed.*
Phone Number	*Field not completed.*

Optional Demographic Questions

The demographic questions below are optional and your responses are confidential.

What is your age?	35 to 44
How do you identify yourself?	Caucasian / White
Are you of Spanish, Hispanic, or Latino origin or descent?	No

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Mark Herceg

From: noreply@civicplus.com
Sent: Wednesday, September 22, 2021 5:25 PM
To: Mark Herceg
Subject: [External] -Online Form Submission #13516 for Community Survey - ADA Transitional Plan

Community Survey - ADA Transitional Plan

Mobility for All - Community Survey

The City of Battle Ground is in the process of developing an ADA (Americans with Disabilities Act) Transition Plan to guide when and where mobility improvements need to be made. Your input is an essential component of the process that will result in formal adoption of the city's ADA Transition Plan.

Survey submissions will help us better understand mobility experiences in our community. Thank you!

Tell us About Yourself	
Why do you travel in the city of Battle Ground?	For recreational activities, For medical appointments, For shopping, For other community and/or social services
Tell us more about yourself	I support a person with disabilities
You have indicated that you are a person with a disability or support a person with a disability. Please describe:	The person has a physical, mental, or emotional condition that limits learning, memory, or concentration, The person has a condition that substantially limits one or more physical activities such as walking, climbing stairs, reaching, lifting, or carrying , The person uses mobility device/s, The person uses a wheelchair
What resurces do you use to find information on ADA issues?	*Field not completed.*
What is the 5-digit ZIP code of where you reside?	98604
How often do you typically travel in the city of Battle Ground (pre-pandemic)?	5-7 days per week

How do you travel within the city of Battle Ground	Drive and park, Wheelchair
Please describe "other means of travel":	*Field not completed.*

Do you experience Barriers?

Are you now, or were you ever unable to participate in an event or obtain services in the city of Battle Ground?	Yes
Which of the following physical barriers are/were reasons why you were or are unable to participate in events or access services?	Sidewalk barriers, Curb ramp barriers, ADA parking not avaialable

Reporting Specific Barriers and Gaps

We want to know where you have experienced challenges with pedestrian facilities including sidewalks, curb ramps, crosswalks, and buttons for activating walk signals.

*Please use our **online Interactive Reporting tool** to map locations and describe specific accessibly issues.*

Thank you.

Priorities

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

Highest Priority	Hospitals and other medical facilities
Second Highest Priority	City Parks

Thank you!

Thank you for participating in this survey. You input is an essential component in developing the City of Battle Ground's ADA Transition Plan. Visit our Mobility for All

- ADA Transition Plan website page for more information and a link to our online Interactive Reporting tool.

If you would like to participate in future phases of the plan, or you would like us to contact you, please provide your contact information below. Thank you.

Name	Shawn P Ryan
Email Address	shawn@sryanlaw.com
Phone Number	13606017291

Optional Demographic Questions

The demographic questions below are optional and your responses are confidential.

What is your age?	55 to 64
How do you identify yourself?	Caucasian / White
Are you of Spanish, Hispanic, or Latino origin or descent?	Yes

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Mark Herceg

From: noreply@civicplus.com
Sent: Wednesday, September 22, 2021 7:51 PM
To: Mark Herceg
Subject: [External] -Online Form Submission #13518 for Community Survey - ADA Transitional Plan

Community Survey - ADA Transitional Plan

Mobility for All - Community Survey

The City of Battle Ground is in the process of developing an ADA (Americans with Disabilities Act) Transition Plan to guide when and where mobility improvements need to be made. Your input is an essential component of the process that will result in formal adoption of the city's ADA Transition Plan.

Survey submissions will help us better understand mobility experiences in our community. Thank you!

Tell us About Yourself	
Why do you travel in the city of Battle Ground?	I live in the city of Battle Ground
Tell us more about yourself	I am a person with disabilities that impact how I travel
You have indicated that you are a person with a disability or support a person with a disability. Please describe:	The person has a condition that substantially limits one or more physical activities such as walking, climbing stairs, reaching, lifting, or carrying , The person uses mobility device/s, The person uses a wheelchair
What resurces do you use to find information on ADA issues?	Other resource/s
Please describe "other resource/s":	Disability organizations
What is the 5-digit ZIP code of where you reside?	98604
How often do you typically travel in the city	1-2 days per week

of Battle Ground (pre-pandemic)?	
How do you travel within the city of Battle Ground	Drive and park
Please describe "other means of travel":	*Field not completed.*

Do you experience Barriers?

Are you now, or were you ever unable to participate in an event or obtain services in the city of Battle Ground?	Yes
Which of the following physical barriers are/were reasons why you were or are unable to participate in events or access services?	Sidewalk barriers, Curb ramp barriers, Pedestrian crosswalk issues , Pedestrian signal issues, including access to push buttons, ADA parking not avaialable

Reporting Specific Barriers and Gaps

We want to know where you have experienced challenges with pedestrian facilities including sidewalks, curb ramps, crosswalks, and buttons for activating walk signals.

*Please use our **online Interactive Reporting tool** to map locations and describe specific accessibly issues.*

Thank you.

Priorities

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

Highest Priority	Hospitals and other medical facilities
Second Highest Priority	Government buildings that provide human services (examples are City Hall, Municipal Court, the Public Library)

Thank you!

Thank you for participating in this survey. You input is an essential component in developing the City of Battle Ground's ADA Transition Plan. Visit our Mobility for All - ADA Transition Plan website page for more information and a link to our online Interactive Reporting tool.

If you would like to participate in future phases of the plan, or you would like us to contact you, please provide your contact information below. Thank you.

Name	Thorstenson Eric
Email Address	eric.thorstenson@icloud.com
Phone Number	3607512924

Optional Demographic Questions

The demographic questions below are optional and your responses are confidential.

What is your age?	*Field not completed.*
How do you identify yourself?	*Field not completed.*
Are you of Spanish, Hispanic, or Latino origin or descent?	*Field not completed.*

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Mark Herceg

From: noreply@civicplus.com
Sent: Thursday, September 23, 2021 11:36 PM
To: Mark Herceg
Subject: [External] -Online Form Submission #13544 for Community Survey - ADA Transitional Plan

Community Survey - ADA Transitional Plan

Mobility for All - Community Survey

The City of Battle Ground is in the process of developing an ADA (Americans with Disabilities Act) Transition Plan to guide when and where mobility improvements need to be made. Your input is an essential component of the process that will result in formal adoption of the city's ADA Transition Plan.

Survey submissions will help us better understand mobility experiences in our community. Thank you!

Tell us About Yourself	
Why do you travel in the city of Battle Ground?	For recreational activities, For medical appointments, For other community and/or social services
Tell us more about yourself	I am a person with disabilities that impact how I travel
You have indicated that you are a person with a disability or support a person with a disability. Please describe:	The person is blind or visually impaired , The person is deaf or hearing impaired, The person uses mobility device/s, The person uses a wheelchair, The person uses assistive software technology such as a screen reader, The person uses hearing aids or hearing assistive devices
What resurces do you use to find information on ADA issues?	Clark County
What is the 5-digit ZIP code of where you reside?	98642
How often do you typically travel in the city of Battle Ground (pre-pandemic)?	Less than weekly

How do you travel within the city of Battle Ground	Take transit or paratransit shuttles
Please describe "other means of travel":	*Field not completed.*
You indicated that you use transit. How often do you use it in a typical week?	5 or more days per week

Do you experience Barriers?

Are you now, or were you ever unable to participate in an event or obtain services in the city of Battle Ground?	Yes
Which of the following physical barriers are/were reasons why you were or are unable to participate in events or access services?	Sidewalk barriers, Curb ramp barriers, Pedestrian crosswalk issues , Pedestrian signal issues, including access to push buttons

Reporting Specific Barriers and Gaps

We want to know where you have experienced challenges with pedestrian facilities including sidewalks, curb ramps, crosswalks, and buttons for activating walk signals.

*Please use our **online Interactive Reporting tool** to map locations and describe specific accessibly issues.*

Thank you.

Priorities

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

Highest Priority	Transit facilities (like transit stops)
Second Highest Priority	*Field not completed.*

Thank you!

Thank you for participating in this survey. You input is an essential component in developing the City of Battle Ground's ADA Transition Plan. Visit our Mobility for All - ADA Transition Plan website page for more information and a link to our online Interactive Reporting tool.

If you would like to participate in future phases of the plan, or you would like us to contact you, please provide your contact information below. Thank you.

Name	*Field not completed.*
Email Address	*Field not completed.*
Phone Number	*Field not completed.*

Optional Demographic Questions

The demographic questions below are optional and your responses are confidential.

What is your age?	25 to 34
How do you identify yourself?	African American / Black
Are you of Spanish, Hispanic, or Latino origin or descent?	*Field not completed.*

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Mark Herceg

From: noreply@civicplus.com
Sent: Sunday, September 26, 2021 7:05 AM
To: Mark Herceg
Subject: [External] -Online Form Submission #13565 for Community Survey - ADA Transitional Plan

Community Survey - ADA Transitional Plan

Mobility for All - Community Survey

The City of Battle Ground is in the process of developing an ADA (Americans with Disabilities Act) Transition Plan to guide when and where mobility improvements need to be made. Your input is an essential component of the process that will result in formal adoption of the city's ADA Transition Plan.

Survey submissions will help us better understand mobility experiences in our community. Thank you!

Tell us About Yourself	
Why do you travel in the city of Battle Ground?	I live in the city of Battle Ground, For medical appointments, For shopping, For other community and/or social services
Tell us more about yourself	I am a person with disabilities that impact how I travel
You have indicated that you are a person with a disability or support a person with a disability. Please describe:	The person has a condition that substantially limits one or more physical activities such as walking, climbing stairs, reaching, lifting, or carrying
What resurces do you use to find information on ADA issues?	*Field not completed.*
What is the 5-digit ZIP code of where you reside?	98604
How often do you typically travel in the city of Battle Ground (pre-pandemic)?	3-4 days per week

How do you travel within the city of Battle Ground	Drive and park
Please describe "other means of travel":	*Field not completed.*

Do you experience Barriers?

Are you now, or were you ever unable to participate in an event or obtain services in the city of Battle Ground?	*Field not completed.*

Reporting Specific Barriers and Gaps

We want to know where you have experienced challenges with pedestrian facilities including sidewalks, curb ramps, crosswalks, and buttons for activating walk signals.

*Please use our **online Interactive Reporting tool** to map locations and describe specific accessibly issues.*

Thank you.

Priorities

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

Highest Priority	Government buildings that provide human services (examples are City Hall, Municipal Court, the Public Library)
Second Highest Priority	Hospitals and other medical facilities

Thank you!

Thank you for participating in this survey. You input is an essential component in developing the City of Battle Ground's ADA Transition Plan. Visit our Mobility for All - ADA Transition Plan website page for more information and a link to our online Interactive Reporting tool.

If you would like to participate in future phases of the plan, or you would like us to contact you, please provide your contact information below. Thank you.

Name	Stephen G Brown

Email Address	bgbrown9501@gmail.com
Phone Number	3606070702

Optional Demographic Questions

The demographic questions below are optional and your responses are confidential.

What is your age?	65 or older
How do you identify yourself?	Caucasian / White
Are you of Spanish, Hispanic, or Latino origin or descent?	No

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Mark Herceg

From: noreply@civicplus.com
Sent: Monday, September 27, 2021 10:24 AM
To: Mark Herceg
Subject: [External] -Online Form Submission #13583 for Community Survey - ADA Transitional Plan

Community Survey - ADA Transitional Plan

Mobility for All - Community Survey

The City of Battle Ground is in the process of developing an ADA (Americans with Disabilities Act) Transition Plan to guide when and where mobility improvements need to be made. Your input is an essential component of the process that will result in formal adoption of the city's ADA Transition Plan.

Survey submissions will help us better understand mobility experiences in our community. Thank you!

Tell us About Yourself	
Why do you travel in the city of Battle Ground?	I live in the city of Battle Ground, I work in the city of Battle Ground, For recreational activities, For medical appointments, For shopping
Tell us more about yourself	I am a person without a disability
What resurces do you use to find information on ADA issues?	*Field not completed.*
What is the 5-digit ZIP code of where you reside?	98604
How often do you typically travel in the city of Battle Ground (pre-pandemic)?	1-2 days per week
How do you travel within the city of Battle Ground	Drive and park, Take transit or paratransit shuttles, Walk, Bike / Scooter
Please describe "other means of travel":	*Field not completed.*

You indicated that you use transit. How often do you use it in a typical week?	Less than weekly
You indicated that you walk. How far are you willing/able to walk to your destination?	1 mile
Do you experience Barriers?	
Are you now, or were you ever unable to participate in an event or obtain services in the city of Battle Ground?	No

Reporting Specific Barriers and Gaps

We want to know where you have experienced challenges with pedestrian facilities including sidewalks, curb ramps, crosswalks, and buttons for activating walk signals.

*Please use our **online Interactive Reporting tool** to map locations and describe specific accessibly issues.*

Thank you.

Priorities

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

Highest Priority	Hospitals and other medical facilities
Second Highest Priority	Community Services (food banks, for example)

Thank you!

Thank you for participating in this survey. You input is an essential component in developing the City of Battle Ground's ADA Transition Plan. Visit our Mobility for All - ADA Transition Plan website page for more information and a link to our online Interactive Reporting tool.

If you would like to participate in future phases of the plan, or you would like us to contact you, please provide your contact information below. Thank you.

Name	*Field not completed.*
Email Address	*Field not completed.*
Phone Number	*Field not completed.*

Optional Demographic Questions

The demographic questions below are optional and your responses are confidential.

What is your age?	35 to 44
How do you identify yourself?	Native American
Are you of Spanish, Hispanic, or Latino origin or descent?	No

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Mark Herceg

From: noreply@civicplus.com
Sent: Tuesday, September 28, 2021 12:07 PM
To: Mark Herceg
Subject: [External] -Online Form Submission #13611 for Community Survey - ADA Transitional Plan

Community Survey - ADA Transitional Plan

Mobility for All - Community Survey

The City of Battle Ground is in the process of developing an ADA (Americans with Disabilities Act) Transition Plan to guide when and where mobility improvements need to be made. Your input is an essential component of the process that will result in formal adoption of the city's ADA Transition Plan.

Survey submissions will help us better understand mobility experiences in our community. Thank you!

Tell us About Yourself	
Why do you travel in the city of Battle Ground?	I live in the city of Battle Ground, For shopping, For other community and/or social services
Tell us more about yourself	I support a person with disabilities, I am a person without a disability
You have indicated that you are a person with a disability or support a person with a disability. Please describe:	The person has a condition that substantially limits one or more physical activities such as walking, climbing stairs, reaching, lifting, or carrying , The person is deaf or hearing impaired, The person uses mobility device/s
What resurces do you use to find information on ADA issues?	Washington State Department of Social and Health Services (DSHS)
What is the 5-digit ZIP code of where you reside?	98604
How often do you typically travel in the city of Battle Ground (pre-pandemic)?	5-7 days per week

How do you travel within the city of Battle Ground	Drive and park
Please describe "other means of travel":	*Field not completed.*

Do you experience Barriers?

Are you now, or were you ever unable to participate in an event or obtain services in the city of Battle Ground?	No

Reporting Specific Barriers and Gaps

We want to know where you have experienced challenges with pedestrian facilities including sidewalks, curb ramps, crosswalks, and buttons for activating walk signals.

*Please use our **online Interactive Reporting tool** to map locations and describe specific accessibly issues.*

Thank you.

Priorities

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

Highest Priority	Community Services (food banks, for example)
Second Highest Priority	Government buildings that provide human services (examples are City Hall, Municipal Court, the Public Library)

Thank you!

Thank you for participating in this survey. You input is an essential component in developing the City of Battle Ground's ADA Transition Plan. Visit our Mobility for All - ADA Transition Plan website page for more information and a link to our online Interactive Reporting tool.

If you would like to participate in future phases of the plan, or you would like us to contact you, please provide your contact information below. Thank you.

Name	*Field not completed.*

Email Address	*Field not completed.*
Phone Number	*Field not completed.*

Optional Demographic Questions

The demographic questions below are optional and your responses are confidential.

What is your age?	25 to 34
How do you identify yourself?	Caucasian / White
Are you of Spanish, Hispanic, or Latino origin or descent?	No

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CAUTION: This email originated from outside the City of Battle Ground. **Do not click on links or open attachments** unless you recognize the sender and know the content is safe.

Mark Herceg

From: noreply@civicplus.com
Sent: Thursday, September 30, 2021 5:48 PM
To: Mark Herceg
Subject: [External] -Online Form Submission #13675 for Community Survey - ADA Transitional Plan

Community Survey - ADA Transitional Plan

Mobility for All - Community Survey

The City of Battle Ground is in the process of developing an ADA (Americans with Disabilities Act) Transition Plan to guide when and where mobility improvements need to be made. Your input is an essential component of the process that will result in formal adoption of the city's ADA Transition Plan.

Survey submissions will help us better understand mobility experiences in our community. Thank you!

Tell us About Yourself	
Why do you travel in the city of Battle Ground?	For other community and/or social services
Tell us more about yourself	I am a person with disabilities that impact how I travel
You have indicated that you are a person with a disability or support a person with a disability. Please describe:	The person has a condition that substantially limits one or more physical activities such as walking, climbing stairs, reaching, lifting, or carrying , The person uses hearing aids or hearing assistive devices
What resurces do you use to find information on ADA issues?	Washington State Department of Social and Health Services (DSHS), Clark County
What is the 5-digit ZIP code of where you reside?	98661
How often do you typically travel in the city of Battle Ground (pre-pandemic)?	3-4 days per week

How do you travel within the city of Battle Ground	Take transit or paratransit shuttles
Please describe "other means of travel":	*Field not completed.*
You indicated that you use transit. How often do you use it in a typical week?	2-4 days per week

Do you experience Barriers?

Are you now, or were you ever unable to participate in an event or obtain services in the city of Battle Ground?	No

Reporting Specific Barriers and Gaps

We want to know where you have experienced challenges with pedestrian facilities including sidewalks, curb ramps, crosswalks, and buttons for activating walk signals.

*Please use our **online Interactive Reporting tool** to map locations and describe specific accessibly issues.*

Thank you.

Priorities

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

Highest Priority	Government buildings that provide human services (examples are City Hall, Municipal Court, the Public Library)
Second Highest Priority	Hospitals and other medical facilities

Thank you!

Thank you for participating in this survey. You input is an essential component in developing the City of Battle Ground's ADA Transition Plan. Visit our Mobility for All - ADA Transition Plan website page for more information and a link to our online Interactive Reporting tool.

If you would like to participate in future phases of the plan, or you would like us to contact you, please provide your contact information below. Thank you.

Name	*Field not completed.*
Email Address	*Field not completed.*
Phone Number	*Field not completed.*

Optional Demographic Questions

The demographic questions below are optional and your responses are confidential.

What is your age?	35 to 44
How do you identify yourself?	African American / Black
Are you of Spanish, Hispanic, or Latino origin or descent?	Yes

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Mark Herceg

From: noreply@civicplus.com
Sent: Thursday, September 30, 2021 6:34 PM
To: Mark Herceg
Subject: [External] -Online Form Submission #13677 for Community Survey - ADA Transitional Plan

Community Survey - ADA Transitional Plan

Mobility for All - Community Survey

The City of Battle Ground is in the process of developing an ADA (Americans with Disabilities Act) Transition Plan to guide when and where mobility improvements need to be made. Your input is an essential component of the process that will result in formal adoption of the city's ADA Transition Plan.

Survey submissions will help us better understand mobility experiences in our community. Thank you!

Tell us About Yourself	
Why do you travel in the city of Battle Ground?	For other community and/or social services, Other
If you selected "other", please specify:	I provide supports to individuals whom live in your community.
Tell us more about yourself	I support a person with disabilities
You have indicated that you are a person with a disability or support a person with a disability. Please describe:	The person has a physical, mental, or emotional condition that limits learning, memory, or concentration, The person is blind or visually impaired , The person has a condition that substantially limits one or more physical activities such as walking, climbing stairs, reaching, lifting, or carrying , The person is deaf or hearing impaired, The person uses mobility device/s, The person uses a wheelchair, The person uses assistive software technology such as a screen reader, The person uses hearing aids or hearing assistive devices, The person uses a service animal, Other
Please describe "other":	We serve all of these individuals with various disabilities.
What resurces do you use to find information on ADA issues?	Washington State Department of Social and Health Services (DSHS), Washington State Department of Services for the

	Blind (DSB), Clark County , C-Tran or other transit service, Department of Veterans Affairs
What is the 5-digit ZIP code of where you reside?	98660
How often do you typically travel in the city of Battle Ground (pre-pandemic)?	5-7 days per week
How do you travel within the city of Battle Ground	Drive and park
Please describe "other means of travel":	I also do travel training with customers within the community. Teaching how to access their community.

Do you experience Barriers?

Are you now, or were you ever unable to participate in an event or obtain services in the city of Battle Ground?	No

Reporting Specific Barriers and Gaps

We want to know where you have experienced challenges with pedestrian facilities including sidewalks, curb ramps, crosswalks, and buttons for activating walk signals.

*Please use our **online Interactive Reporting tool** to map locations and describe specific accessibly issues.*

Thank you.

Priorities

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

Highest Priority	Community Services (food banks, for example)
Second Highest Priority	Transit facilities (like transit stops)

Thank you!

Thank you for participating in this survey. You input is an essential component in developing the City of Battle Ground's ADA Transition Plan. Visit our Mobility for All - ADA Transition Plan website page for more information and a link to our online Interactive Reporting tool.

If you would like to participate in future phases of the plan, or you would like us to contact you, please provide your contact information below. Thank you.

Name	Rosemary Boyles
Email Address	rosemary@employersoverload.com
Phone Number	3602815498

Optional Demographic Questions

The demographic questions below are optional and your responses are confidential.

What is your age?	45 to 54
How do you identify yourself?	Caucasian / White
Are you of Spanish, Hispanic, or Latino origin or descent?	No

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Mark Herceg

From: noreply@civicplus.com
Sent: Thursday, September 30, 2021 8:42 PM
To: Mark Herceg
Subject: [External] -Online Form Submission #13678 for Community Survey - ADA Transitional Plan

Community Survey - ADA Transitional Plan

Mobility for All - Community Survey

The City of Battle Ground is in the process of developing an ADA (Americans with Disabilities Act) Transition Plan to guide when and where mobility improvements need to be made. Your input is an essential component of the process that will result in formal adoption of the city's ADA Transition Plan.

Survey submissions will help us better understand mobility experiences in our community. Thank you!

Tell us About Yourself	
Why do you travel in the city of Battle Ground?	I live in the city of Battle Ground, For recreational activities, For shopping, For other community and/or social services
Tell us more about yourself	I support a person with disabilities
You have indicated that you are a person with a disability or support a person with a disability. Please describe:	The person has a physical, mental, or emotional condition that limits learning, memory, or concentration, The person has a condition that substantially limits one or more physical activities such as walking, climbing stairs, reaching, lifting, or carrying
What resurces do you use to find information on ADA issues?	Washington State Department of Social and Health Services (DSHS), Clark County
What is the 5-digit ZIP code of where you reside?	98604
How often do you typically travel in the city of Battle Ground (pre-pandemic)?	3-4 days per week

How do you travel within the city of Battle Ground	Drive and park, Walk
Please describe "other means of travel":	*Field not completed.*
You indicated that you walk. How far are you willing/able to walk to your destination?	Less than 1/2 mile

Do you experience Barriers?

Are you now, or were you ever unable to participate in an event or obtain services in the city of Battle Ground?	No

Reporting Specific Barriers and Gaps

We want to know where you have experienced challenges with pedestrian facilities including sidewalks, curb ramps, crosswalks, and buttons for activating walk signals.

*Please use our **online Interactive Reporting tool** to map locations and describe specific accessibly issues.*

Thank you.

Priorities

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

Highest Priority	Community Services (food banks, for example)
Second Highest Priority	Government buildings that provide human services (examples are City Hall, Municipal Court, the Public Library)

Thank you!

Thank you for participating in this survey. You input is an essential component in developing the City of Battle Ground's ADA Transition Plan. Visit our Mobility for All - ADA Transition Plan website page for more information and a link to our online Interactive Reporting tool.

If you would like to participate in future phases of the plan, or you would like us to contact you, please provide your contact information below. Thank you.

Name	*Field not completed.*
Email Address	*Field not completed.*
Phone Number	*Field not completed.*

Optional Demographic Questions

The demographic questions below are optional and your responses are confidential.

What is your age?	25 to 34
How do you identify yourself?	Caucasian / White
Are you of Spanish, Hispanic, or Latino origin or descent?	No

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Mark Herceg

From: noreply@civicplus.com
Sent: Friday, October 1, 2021 9:16 AM
To: Mark Herceg
Subject: [External] -Online Form Submission #13683 for Community Survey - ADA Transitional Plan

Community Survey - ADA Transitional Plan

Mobility for All - Community Survey

The City of Battle Ground is in the process of developing an ADA (Americans with Disabilities Act) Transition Plan to guide when and where mobility improvements need to be made. Your input is an essential component of the process that will result in formal adoption of the city's ADA Transition Plan.

Survey submissions will help us better understand mobility experiences in our community. Thank you!

Tell us About Yourself	
Why do you travel in the city of Battle Ground?	I work in the city of Battle Ground
Tell us more about yourself	I support a person with disabilities
You have indicated that you are a person with a disability or support a person with a disability. Please describe:	The person has a physical, mental, or emotional condition that limits learning, memory, or concentration
What resurces do you use to find information on ADA issues?	Washington State Department of Social and Health Services (DSHS), C-Tran or other transit service
What is the 5-digit ZIP code of where you reside?	98663
How often do you typically travel in the city of Battle Ground (pre-pandemic)?	5-7 days per week

How do you travel within the city of Battle Ground	Drive and park
Please describe "other means of travel":	*Field not completed.*

Do you experience Barriers?

Are you now, or were you ever unable to participate in an event or obtain services in the city of Battle Ground?	No

Reporting Specific Barriers and Gaps

We want to know where you have experienced challenges with pedestrian facilities including sidewalks, curb ramps, crosswalks, and buttons for activating walk signals.

*Please use our **online Interactive Reporting tool** to map locations and describe specific accessibly issues.*

Thank you.

Priorities

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

Highest Priority	Transit facilities (like transit stops)
Second Highest Priority	Government buildings that provide human services (examples are City Hall, Municipal Court, the Public Library)

Thank you!

Thank you for participating in this survey. You input is an essential component in developing the City of Battle Ground's ADA Transition Plan. Visit our Mobility for All - ADA Transition Plan website page for more information and a link to our online Interactive Reporting tool.

If you would like to participate in future phases of the plan, or you would like us to contact you, please provide your contact information below. Thank you.

Name	*Field not completed.*

Email Address	*Field not completed.*
Phone Number	*Field not completed.*

Optional Demographic Questions

The demographic questions below are optional and your responses are confidential.

What is your age?	*Field not completed.*
How do you identify yourself?	*Field not completed.*
Are you of Spanish, Hispanic, or Latino origin or descent?	*Field not completed.*

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Mark Herceg

From: noreply@civicplus.com
Sent: Tuesday, October 5, 2021 2:10 PM
To: Mark Herceg
Subject: [External] -Online Form Submission #13761 for Community Survey - ADA Transitional Plan

Community Survey - ADA Transitional Plan

Mobility for All - Community Survey

The City of Battle Ground is in the process of developing an ADA (Americans with Disabilities Act) Transition Plan to guide when and where mobility improvements need to be made. Your input is an essential component of the process that will result in formal adoption of the city's ADA Transition Plan.

Survey submissions will help us better understand mobility experiences in our community. Thank you!

Tell us About Yourself	
Why do you travel in the city of Battle Ground?	I live in the city of Battle Ground, For recreational activities, For medical appointments, For shopping, For other community and/or social services
Tell us more about yourself	I am a person with disabilities that impact how I travel
You have indicated that you are a person with a disability or support a person with a disability. Please describe:	The person has a condition that substantially limits one or more physical activities such as walking, climbing stairs, reaching, lifting, or carrying , The person uses a wheelchair, The person uses assistive software technology such as a screen reader
What resurces do you use to find information on ADA issues?	Washington State Department of Social and Health Services (DSHS), Clark County , City of Battle Ground, C-Tran or other transit service
What is the 5-digit ZIP code of where you reside?	98604
How often do you typically travel in the city of Battle Ground (pre-pandemic)?	3-4 days per week

How do you travel within the city of Battle Ground	Drive and park, Take transit or paratransit shuttles, Wheelchair
Please describe "other means of travel":	*Field not completed.*
You indicated that you use transit. How often do you use it in a typical week?	Less than weekly

Do you experience Barriers?

Are you now, or were you ever unable to participate in an event or obtain services in the city of Battle Ground?	Yes
Which of the following physical barriers are/were reasons why you were or are unable to participate in events or access services?	Sidewalk barriers, Curb ramp barriers, Pedestrian crosswalk issues , Pedestrian signal issues, including access to push buttons, ADA parking not avaialable

Reporting Specific Barriers and Gaps

We want to know where you have experienced challenges with pedestrian facilities including sidewalks, curb ramps, crosswalks, and buttons for activating walk signals.

*Please use our **online Interactive Reporting tool** to map locations and describe specific accessibly issues.*

Thank you.

Priorities

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

Highest Priority	Government buildings that provide human services (examples are City Hall, Municipal Court, the Public Library)
Second Highest Priority	Hospitals and other medical facilities

Thank you!

Thank you for participating in this survey. You input is an essential component in developing the City of Battle Ground's ADA Transition Plan. Visit our Mobility for All - ADA Transition Plan website page for more information and a link to our online Interactive Reporting tool.

If you would like to participate in future phases of the plan, or you would like us to contact you, please provide your contact information below. Thank you.

Name	*Field not completed.*
Email Address	*Field not completed.*
Phone Number	*Field not completed.*

Optional Demographic Questions

The demographic questions below are optional and your responses are confidential.

What is your age?	45 to 54
How do you identify yourself?	Caucasian / White
Are you of Spanish, Hispanic, or Latino origin or descent?	No

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Mark Herceg

From: noreply@civicplus.com
Sent: Tuesday, October 5, 2021 11:05 PM
To: Mark Herceg
Subject: [External] -Online Form Submission #13776 for Community Survey - ADA Transitional Plan

Community Survey - ADA Transitional Plan

Mobility for All - Community Survey

The City of Battle Ground is in the process of developing an ADA (Americans with Disabilities Act) Transition Plan to guide when and where mobility improvements need to be made. Your input is an essential component of the process that will result in formal adoption of the city's ADA Transition Plan.

Survey submissions will help us better understand mobility experiences in our community. Thank you!

Tell us About Yourself	
Why do you travel in the city of Battle Ground?	I live in the city of Battle Ground
Tell us more about yourself	I am a person with disabilities that impact how I travel
You have indicated that you are a person with a disability or support a person with a disability. Please describe:	The person has a condition that substantially limits one or more physical activities such as walking, climbing stairs, reaching, lifting, or carrying , The person uses mobility device/s
What resurces do you use to find information on ADA issues?	Washington State Department of Social and Health Services (DSHS), Clark County , City of Battle Ground, C-Tran or other transit service
What is the 5-digit ZIP code of where you reside?	98604
How often do you typically travel in the city of Battle Ground (pre-pandemic)?	3-4 days per week

How do you travel within the city of Battle Ground	Drive and park
Please describe "other means of travel":	*Field not completed.*

Do you experience Barriers?

Are you now, or were you ever unable to participate in an event or obtain services in the city of Battle Ground?	Yes
Which of the following physical barriers are/were reasons why you were or are unable to participate in events or access services?	Sidewalk barriers, Curb ramp barriers, ADA parking not avaialable

Reporting Specific Barriers and Gaps

We want to know where you have experienced challenges with pedestrian facilities including sidewalks, curb ramps, crosswalks, and buttons for activating walk signals.

*Please use our **online Interactive Reporting tool** to map locations and describe specific accessibly issues.*

Thank you.

Priorities

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

Highest Priority	Community Services (food banks, for example)
Second Highest Priority	Government buildings that provide human services (examples are City Hall, Municipal Court, the Public Library)

Thank you!

Thank you for participating in this survey. You input is an essential component in developing the City of Battle Ground's ADA Transition Plan. Visit our Mobility for All

- ADA Transition Plan website page for more information and a link to our online Interactive Reporting tool.

If you would like to participate in future phases of the plan, or you would like us to contact you, please provide your contact information below. Thank you.

Name	*Field not completed.*
Email Address	*Field not completed.*
Phone Number	*Field not completed.*

Optional Demographic Questions

The demographic questions below are optional and your responses are confidential.

What is your age?	65 or older
How do you identify yourself?	Caucasian / White
Are you of Spanish, Hispanic, or Latino origin or descent?	No

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Mark Herceg

From: noreply@civicplus.com
Sent: Saturday, October 9, 2021 9:48 AM
To: Mark Herceg
Subject: [External] -Online Form Submission #13856 for Community Survey - ADA Transitional Plan

Community Survey - ADA Transitional Plan

Mobility for All - Community Survey

The City of Battle Ground is in the process of developing an ADA (Americans with Disabilities Act) Transition Plan to guide when and where mobility improvements need to be made. Your input is an essential component of the process that will result in formal adoption of the city's ADA Transition Plan.

Survey submissions will help us better understand mobility experiences in our community. Thank you!

Tell us About Yourself	
Why do you travel in the city of Battle Ground?	For medical appointments, For shopping
Tell us more about yourself	I support a person with disabilities
You have indicated that you are a person with a disability or support a person with a disability. Please describe:	The person has a condition that substantially limits one or more physical activities such as walking, climbing stairs, reaching, lifting, or carrying , The person uses mobility device/s, The person uses a wheelchair
What resurces do you use to find information on ADA issues?	Clark County
What is the 5-digit ZIP code of where you reside?	98606
How often do you typically travel in the city of Battle Ground (pre-pandemic)?	Less than weekly

How do you travel within the city of Battle Ground	Drive and park
Please describe "other means of travel":	*Field not completed.*

Do you experience Barriers?

Are you now, or were you ever unable to participate in an event or obtain services in the city of Battle Ground?	No

Reporting Specific Barriers and Gaps

We want to know where you have experienced challenges with pedestrian facilities including sidewalks, curb ramps, crosswalks, and buttons for activating walk signals.

*Please use our **online Interactive Reporting tool** to map locations and describe specific accessibly issues.*

Thank you.

Priorities

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

Highest Priority	Hospitals and other medical facilities
Second Highest Priority	Community Services (food banks, for example)

Thank you!

Thank you for participating in this survey. You input is an essential component in developing the City of Battle Ground's ADA Transition Plan. Visit our Mobility for All - ADA Transition Plan website page for more information and a link to our online Interactive Reporting tool.

If you would like to participate in future phases of the plan, or you would like us to contact you, please provide your contact information below. Thank you.

Name	*Field not completed.*

Email Address	*Field not completed.*
Phone Number	*Field not completed.*

Optional Demographic Questions

The demographic questions below are optional and your responses are confidential.

What is your age?	25 to 34
How do you identify yourself?	Caucasian / White
Are you of Spanish, Hispanic, or Latino origin or descent?	No

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Appendix E: Planning Cost Estimate Backup

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Planning Level Cost Estimate

PROJECT NAME: Battle Ground ADA Transition Plan

TG PROJECT NUMBER: 1.21034.00

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

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

Item No.	ADA Deficiency	Improvement Type	Quantity	Unit	Unit Price	Total Price
		Sidewalk Improvements				
1	Non-compliant sidewalk (width, condition, slope, etc.)	Reconstruct existing sidewalk/paved shoulder walkway	227,726	SY	$ 145	$ 33,021,000
2	Non-compliant driveway (slope, grade break, etc.)	New driveway with sidewalk	2,617	EA	$ 2,900	$ 7,590,000
					Subtotal	**$ 40,611,000**
		Maintenance/Miscellaneous				
3	Non-compliant vertical discontinuity (>1/4in - <=1/2in w/out bevel)	Sidewalk grinding (5 LF of sidewalk).	2,561	EA	$ 250	$ 641,000
4	Non-compliant vertical discontinuity (>1/2in)	Replace two adjacent sidewalk panels (5ft x 5ft panels)	692	EA	$ 806	$ 558,000
5	Non-compliant horizontal discontinuity	Sidewalk crack sealing/grouting (5LF per occurrence)	27,665	LF	$ 5	$ 139,000
6	Fixed Obstacles	Relocation of obstacles including utility pole, mailbox, tree trunk, etc.	685	EA	$ 3,000	$ 2,055,000
7	Moveable Obstacles	Relocation of obstacles including tree/bush (prunable), message boards, parked cars, etc.	555	EA	$ 200	$ 111,000
8	Protruding Obstacles	Relocation of obstacles including of bush/tree, signs, awnings etc.	1,168	EA	$ 500	$ 584,000
					Subtotal	**$ 4,088,000**
		Curb Ramp Improvements				
9	Missing curb ramps	Install new curb ramp.	871	EA	$ 6,000	$ 5,226,000
10	Non-compliant ramp (running slope, cross slope, ramp width, flare slope, lip, grade break, etc.)	Remove and reconstruct existing ramp.	1,657	EA	$ 6,000	$ 9,942,000
11	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.	70	EA	$ 1,030	$ 73,000
12	Curb ramp at marked crosswalk does not end within crosswalk.	Rechannelize crosswalk.	2	EA	$ 1,100	$ 3,000
					Subtotal	**$ 15,244,000**
		Pushbutton Improvements				
13	Non-APS pushbutton and pushbutton is located incorrectly.	Install new APS pushbutton AND Install new pole.	78	EA	$ 5,900	$ 461,000
14	APS pushbutton that has non-compliant dimensions and/or programming and located incorrectly.	Reprogram pushbutton, reorient pushbutton, and/or install tactile arrow AND Install new pole and relocate pushbutton.	11	EA	$ 3,700	$ 41,000
15	APS pushbutton located incorrectly.	Install new pole and relocate pushbutton.	18	EA	$ 3,500	$ 63,000
16	APS pushbutton that has non-compliant dimensions and/or programming	Reprogram pushbutton, reorient pushbutton, and/or install tactile arrow.	8	EA	$ 200	$ 2,000
					Subtotal	**$ 567,000**
		Bus Stop Improvements				
17	Non-compliant bus shelter turning space cross slope	Replace bus shelter pad (7.5 SY per occurrence).	8	SY	$ 180	$2,000
18	Non-compliant bus stop boarding area (running slope, cross slope, size, and/or condition)	Replace/construct boarding area (8ftx5ft) and two transition panels (5ftx5ft) - 10 SY per occurrence.	160	SY	$ 145	$24,000
					Subtotal	**$ 26,000**
					Total	**$ 60,536,000**
					Contingency @ 20%	**$ 12,108,000**
					Design @ 12%	**$ 7,265,000**
					Mobilization @ 8%	**$ 4,843,000**
					TESC + Traffic Control @ 12%	**$ 7,265,000**
					Construction Management @ 20%	**$ 12,108,000**
					Right-of-Way & 20%	**$ 12,108,000**
Total					**Grand Total 2021 Dollars**	**$ 116,240,000**

Engineer's Opinion of Probable Cost for features in the Right-of-Way

PROJECT NAME: Battle Ground ADA Transition Plan
TG PROJECT NUMBER: 1.21034.00

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

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

Quantity by Priority

	Low		Medium		High		Very High		
Feature	**1-15 (0-10 hazards)**	**%**	**16-30 (11-20 hazards)**	**%**	**31-45 (21-30 hazards)**	**%**	**46+ (31+ hazards)**	**%**	**Total**
Sidewalks (SY)	46,587	20%	135,780	60%	39,399	17%	5,960	3%	227,726
Driveways (EA)	1,318	50%	1,085	41%	111	4%	103	4%	2,617
Non-compliant vertical discontinuity (EA)	857	26%	1,838	57%	250	8%	308	9%	3,253
Non-compliant horizontal discontinuity (LF)	8,270	30%	13,290	48%	2,705	10%	3,400	12%	27,665
Fixed Obstacles (EA)	193	28%	311	45%	75	11%	106	15%	685
Moveable Obstacles (EA)	179	32%	296	53%	62	11%	18	3%	555
Protruding Obstacles (EA)	342	29%	653	56%	113	10%	60	5%	1,168
Curb Ramps (EA)	146	6%	358	14%	1,513	58%	583	22%	2,600
Pushbuttons (EA)	10	9%	35	30%	36	31%	34	30%	115
Bus Stops (SY)	0	0%	40	24%	108	64%	20	12%	168

Cost by Priority

	Low		Medium		High		Very High		
Feature	**1-15 (0-10 hazards)**	**%**	**16-30 (11-20 hazards)**	**%**	**31-45 (21-30 hazards)**	**%**	**46+ (31+ hazards)**	**%**	**Total**
Sidewalks (SY)	$ 6,755,178	20%	$ 19,688,057	60%	$ 5,712,795	17%	$ 864,260	3%	$ **33,021,000**
Driveways (EA)	$ 3,822,200	50%	$ 3,146,500	41%	$ 321,900	4%	$ 298,700	4%	$ **7,590,000**
Non-compliant vertical discontinuity (EA)	$ 314,806	26%	$ 681,722	57%	$ 86,389	7%	$ 109,556	9%	$ **1,193,000**
Non-compliant horizontal discontinuity (LF)	$ 145,806	26%	$ 322,222	58%	$ 34,639	6%	$ 54,778	10%	$ **558,000**
Fixed Obstacles (EA)	$ 579,000	28%	$ 933,000	45%	$ 225,000	11%	$ 318,000	15%	$ **2,055,000**
Moveable Obstacles (EA)	$ 35,800	32%	$ 59,200	53%	$ 12,400	11%	$ 3,600	3%	$ **111,000**
Protruding Obstacles (EA)	$ 171,000	29%	$ 326,500	56%	$ 56,500	10%	$ 30,000	5%	$ **584,000**
Curb Ramps (EA)	$ 717,100	5%	$ 1,969,080	13%	$ 9,058,120	59%	$ 3,498,000	23%	$ **15,243,000**
Pushbuttons (EA)	$ 31,900	6%	$ 153,500	27%	$ 179,500	32%	$ 200,600	35%	$ **566,000**
Bus Stops (SY)	$ -	0%	$ 5,800	23%	$ 15,850	63%	$ 2,900	12%	$ **25,000**

	Low 1-15	Medium 16-30	High 31-45	Very High 46+	Total
Total	$ 12,573,000	$ 27,286,000	$ 15,704,000	$ 5,381,000	$ 60,946,000
Contingency @ 20%	**$ 2,515,000**	**$ 5,458,000**	**$ 3,141,000**	**$ 1,077,000**	**$ 12,190,000**
Design @ 12%	**$ 1,509,000**	**$ 3,275,000**	**$ 1,885,000**	**$ 646,000**	**$ 7,314,000**
Mobilization @ 8%	**$ 1,006,000**	**$ 2,183,000**	**$ 1,257,000**	**$ 431,000**	**$ 4,876,000**
TESC + Traffic Control @ 12%	**$ 1,509,000**	**$ 3,275,000**	**$ 1,885,000**	**$ 646,000**	**$ 7,314,000**
Const. Management @ 20%	**$ 2,515,000**	**$ 5,458,000**	**$ 3,141,000**	**$ 1,077,000**	**$ 12,190,000**
Right-of-way @ 20%	**$ 2,515,000**	**$ 5,458,000**	**$ 3,141,000**	**$ 1,077,000**	**$ 12,190,000**
Grand Total	$ 24,142,000	$ 52,393,000	$ 30,154,000	$ 10,335,000	**$ 117,020,000**

Appendix F: Accessible Pedestrian Signal (APS) Policy

City of Battle Ground - Policy for Installation of Accessible Pedestrian Signals and Pushbuttons

Intent:

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

Purpose:

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

Scope:

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

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

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

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

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

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

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

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

Appendix G: Grievance Procedure

City of Battle Ground
CIVIL RIGHTS AND TITLE VI COMPLAINT PROCEDURES

Individuals, or individuals as members of a specific class of persons, who feel they have been discriminated against with respect to city services or benefits on the basis of race, color, national origin, or sex may file a written complaint with the City of Battle Ground.

Submission of Complaints

Complaints alleging discrimination on the basis of race, color, or national origin may be submitted to the Civil Rights/Title VI Coordinator of the City of Battle Ground, 109 SW 1st Street, Battle Ground, WA 98604. The complaint must be submitted in writing and must be signed by the complainant and/or the complainant's representative and contain the complainant's contact information. The compliant must contain information about the alleged discrimination such as basis of complaint (i.e., race, color, national origin or sex), location and date where incident occurred, and name(s) of alleged discriminating official if known and any witnesses to the problem.

Complaints may be submitted by mail or e-mail, provided they identify the communication as "Civil Rights Violation" or "Title VI Complaint". Other alternative means of filing complaints, such as personal interviews or tape recording of the complaint, will be made available for persons with disabilities upon request. The request should be made to the Title VI Coordinator listed below.

The complaint should be submitted by the complainant and/or representative as soon as possible but no later than one hundred eighty (180) calendar days after the alleged violation to:

City of Battle Ground
Civil Rights/Title VI Coordinator
109 SW 1st Street
Battle Ground, WA 98604
Office: (360) 342-5000
Fax: (360) 342-5057
Web Site: www.cityofbg.org

The City of Battle Ground will acknowledge receipt of the complaint within ten (10) days, inform the complainant of action taken or proposed action to process the allegation.

Investigation of Complaints

The City of Battle Ground will review complaints and may ask the complainant to provide additional information if more information or clarification is needed. Within sixty (60) days of receipt of the complaint, the Coordinator will conduct an investigation of the allegation and based on the information obtained, will render a recommendation for action as necessary.

Disposition of Complaints

A written determination as to the validity of the complaint and a description of the resolution, if any, shall be issued by the Coordinator and a copy forwarded to the complainant no later than ninety (90) calendar days after its filing. Upon request, the determination will be made available in a format accessible to the complainant, such as large print, audio tape, or e-mail.

Appealing Disposition of Complaints

Complainants that are not satisfied with the disposition of the complaint by the Coordinator may appeal to the City Manager. The appeal should be made with the Coordinator within ten (10) working days of the date of the resolution. The request will be forwarded to the City Manager for a final determination.

The Coordinator shall maintain a record of each complaint and appeal, the City Manager response(s), and steps taken to resolve the complaint. The individual's right to a prompt and equitable resolution of a complaint will not be impaired by his/her pursuit of other remedies. The use of this grievance process is not a prerequisite to the pursuit of other remedies.

Should you need to obtain information in an alternate format please contact the Civil Rights/Title VI Coordinator at cityclerk.info@cityofbg.org.

Individuals may also file Civil Right discrimination complaints with the follow agency:
United States Department of Justice
Western District of Washington
United States Attorney's Office
700 Stewart St., Suite 5220
Seattle, WA 98010-1271
Phone: (206) 553-7970

Individuals may also file Title VI discrimination complaints with the following agencies:

Washington State Department of Transportation
Office of Equal Opportunity, Title VI Program
P.O. Box 47314
Olympia, WA 98504-7314
Phone: (360) 705-7098

Federal Highway Administration
Washington Division Office
711 Capitol Way South, Suite 501
Olympia, WA 98501
Phone: (360) 534-9325

For More Information via the internet go to:
http://www.fta.dot.gov/civilrights/civil_rights_5088.html.

If you require this information in another format, please contact the Coordinator at cityclerk.info@cityofbg.org. Please allow 2 weeks for processing.

TITLE VI / DISCRIMINATION CLAIM

Claims must be presented to: City of Battle Ground Title VI Coordinator
109 SW 1st Street, Suite 221
Battle Ground, WA 98604

Date received: _____

Received by: _____

The City of Battle Ground, Washington assures that no person shall on the grounds of race, color, national origin or sex, as provided by Title VI of the Civil Rights Act of 1964 and the Civil Rights Restoration Act of 1987 (P.L. 100.259) be excluded from participation in, be denied benefits of, or be otherwise subjected to discrimination under any program or activity of the City.

Any individual who believes that they have experienced unlawful discrimination under Title VI may submit a complaint. Please type or print legibly and provide clear and concise information when describing the alleged discriminatory practice or act.

CLAIMANT INFORMATION

Form 2012

LAST NAME_____FIRST NAME_____

ADDRESS_____

CITY_____ STATE_____ ZIP_____

Provide phone number and circle which you prefer to be contacted at:

HOME_____ WORK_____ CELL_____

EMAIL ADDRESS:_____

Individual discriminated against if someone other than complainant noted above:

LAST NAME_____FIRST NAME_____

ADDRESS_____

CITY_____ STATE_____ ZIP_____

Do you require language interpretation? Yes No If yes, what language?_____

Do you require sign language interpretation? _____ Yes _____ No

Who can we contact if we are not able to reach you?_____

Daytime phone number_____ Relationship to you_____

DISCRIMINATION

I believe I have been discriminated against in:

_____ Employment _____ Public Accommodation _____ Fair Contracting

I believe I have been discriminated against because of my:

_____ Race _____ Color _____ National Origin Sex

What City of Battle Ground department do you believe discriminated against you?

_____ City Council _____ City Manager/Executive _____ Public Works _____ Court

_____ Finance & Information _____ Community Development _____ Police

Name of the person(s) whom you believe discriminated against you:_____

_____

TITLE VI DISCRIMINATION CLAIM

PAGE 2

Form 2012

Pursuant to Chapter 4.92 RCW , this form is for filing a tort claim against the City of Battle Ground, Washington. Some of the information requested on this form is required be RCW 4.92.100 and may be subject to public disclosure. Please print legibly and attach documents relating to expenses, injuries losses and/or repairs.

DISCRIMINATION INCIDENT

What day did this occur?_____ What time?_____AM/PM

Where did the discrimination occur?_____

What happened and how do you feel your were discriminated against?_____

_____

_____

Have you tried to resolve the issue through a grievance process, due process hearing, or some other method? ___ Yes __ No

If yes, what method?_____

If yes, what is the status of the process?_____

Have you filed the same complaint with any other federal, state, or local agency? ___ Yes ____ No

If yes: Date filed:_____ What agency was the complaint filed with:_____

Contact information at the agency/court where the complaint was filed:

Name:_____ Phone Number:_____

Agency mailing address:_____

If yes, what is the current status of the complaint?_____

Please attach any written materials or provide any other or additional information you believe is relevant to your complaint.

_____

_____

_____

SIGNATURE

I DECLARE UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF WASHINGTON THE FOREGOING IS TRUE AND CORRECT. THIS CLAIM FORM MUST BE SIGNED BY THE CLAIMANT, A PERSON HOLDING A WRITTEN POWER OF ATTORNEY FROM THE CLAIMANT, BY AN ATTORNEY ADMITTED TO PRACTICE IN WASHINGTON STATE ON THE CLAIMANT'S BEHALF OR BY A COURT APPOINTED APPROVED GUARDIAN OR GUARDIAN AD LITEM ON BEHALF OF THE CLAIMANT.

_____

SIGNATURE

DATED:_____

Información será traducida al español a petición de cityclerk.info@cityofbg.org

Appendix H: Maximum Extent Feasible (MEF) Document 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 Battle Ground 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: P1 – Paving
- Posted/Design Speed: Mainline - 55/60 mph
- Average Daily Traffic: 25,000 (per Project Definition)
- Truck %: 9% (per Traffic Operations)
- Access Management Classification: Currently classified as Managed Access Class 3. On Master Plan for Modified Limited Access

Existing Pedestrian Facilities

There are five curb ramps and eight sidewalk ramps (from sidewalk to shoulder) located along SR "A" within the paving limits of this project. All five curb ramps and seven of the eight sidewalk ramps do not meet current ADA standards. One sidewalk ramp is located north of the "X" Street intersection (east side – E1, meets guidelines) at the north end of the sidewalk.

There are curb ramps and sidewalk ramps located at the four corners of the "Y" Avenue signalized intersection. Pedestrians can cross this intersection via six curb ramps and four marked crosswalks.

There are curb ramps and sidewalk ramps located at the southwest and northwest corners of the "Z" Way signalized tee intersection. Pedestrians can cross this intersection via three curb ramps and two marked crosswalks. There is one unmarked crossing on SR "A" located at the north side of this intersection. The unmarked crossing meets ADA standards, but the curb ramp located at the west side of the unmarked crossing does not meet ADA standards. This curb ramp is for the marked crosswalk on "Z" Way, is outside of our paving limits, and will not be addressed.

Pedestrian Design Standards

<u>Curb Ramps – Landing, PROWAG 2005 R303.2.1.3</u>

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

<u>Curb Ramps and Ramps (from sidewalk to shoulder)</u>

North of the "X" Street intersection (west side - W4)

This sidewalk ramp will be upgraded to meet Battle Ground standards.

"Y" Avenue Intersection

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