UNIVERSITY of WASHINGTON

ADA Transition Plan

for the

University of Washington - Seattle Campus

October 2020

UNIVERSITY of WASHINGTON

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Additional copies of this document are available online at

www.washington.edu/compliance/ada/transition-plan/

For questions about the University of Washington – Seattle ADA Transition Plan or an alternate format of this document, please email the University of Washington ADA Coordinator, Bree Callahan, at adahelp@uw.edu or call 206-543-9717 (Voice & Relay)

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WEBSITE RESOURCES

ADA Transition Plan project website:
https://www.washington.edu/compliance/ada/transition-plan/

PROWAG 2005
https://www.access-board.gov/guidelines-and-standards/streets-sidewalks/public-rights-of-way/background/revised-draft-guidelines

PROWAG 2011
https://www.access-board.gov/guidelines-and-standards/streets-sidewalks/public-rights-of-way/proposed-rights-of-way-guidelines

ADAS 2010
https://www.ada.gov/2010ADAstandards_index.htm

EXECUTIVE SUMMARY

Drumheller Fountain

This **AMERICANS WITH DISABILITIES ACT SELF-EVALUATION AND TRANSITION PLAN** is a means of showing continual progress towards providing equal access and removing barriers for all students, employees, and visitors at the University of Washington Seattle campus. The University of Washington Seattle (UW Seattle) is an agency of the State of Washington.

Through this plan, the University set out to evaluate facilities and programs on the campus within the public rights-of-way, public outdoor spaces, and building entrances accessible to the public to determine barriers to access for individuals with disabilities. The plan describes the current state of the campus and will be used to guide future planning and implementation of necessary accessibility improvements.

Both the self-evaluation and the transition plan are required elements of the ADA's 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 exclusively on UW policies and the public rights-of-way and outdoor public areas on campus which include sidewalks, curb ramps, pedestrian pushbuttons, and building entrances accessible to the public.

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 strategy for the removal of barriers and identifies how the University will address requests for accommodations.

The University's goal is to establish a plan to remove current structural barriers associated with the assessed outdoor features, and to re-establish a comprehensive built environment plan to monitor and manage ongoing or future reported barriers to access.

Aerial view of UW Quad

1 INTRODUCTION

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.

1.1 PLAN REQUIREMENTS

Public universities and colleges, as well as other state and local government agencies, are required to create an ADA self-evaluation and transition plan when they grow beyond a threshold of 50 employees. Accessibility requirements extend to all public facilities. This plan is focused solely on access within the University-owned public rights-of-way, public outdoor areas and building entrances on the University of Washington Seattle campus.

There are five titles or parts to the ADA; Title II is pertinent to travel within the public rights-of-way and government buildings. It 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 rights-of-way, public government buildings, and building entrances fall within University programs.

This effort was initiated by the University of Washington to satisfy the requirements of ADA Title II, 28 CFR 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; and*
>
> *(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 US Access Board's 2005 Revised Draft Guidelines for Accessible Public Rights-of-Way and 2011 Proposed

Guidelines for Pedestrian Facilities in the Public Right-of-Way, or PROWAG, while not yet adopted by the US Department of Justice (DOJ), are currently used as the basis for public rights-of-way standards. The 2005 guidelines have been deemed a best practice by the Federal Highway Administration (FHWA) for features within the public rights-of-way and the 2011 guidance is also followed since it contains more restrictive standards for certain elements. When PROWAG is eventually adopted by the DOJ, it will become an amended section to the 2010 Standards for Accessible Design (ADAS), the document in which all federal ADA standards are collected. The public rights-of-way facilities covered under this plan were evaluated against PROWAG.

Building entrances accessible to students and the public were assessed against the 2010 ADAS and the regulations under Title II CFR Part 35. The 2010 ADAS replaced the 1991 ADA (ADA Accessibility Guidelines (ADAAG)). Additional building, state, and local codes may apply to these facilities and should be employed as appropriate when implementing barrier removal.

1.2 PLAN STRUCTURE

The structure of this plan was organized to align with federal ADA transition plan requirements. The plan includes:

CHAPTER 1 – INTRODUCTION

CHAPTER 2 – SELF-EVALUATION: Documents self-evaluation findings including physical barriers.

CHAPTER 3 – STAKEHOLDER ENGAGEMENT: Documents public engagement efforts.

CHAPTER 4 – BARRIER REMOVAL: Identifies detailed recommendations the University should implement to remove barriers to access.

CHAPTER 5 – PRIORITIZATION: Outlines the prioritization process for barrier removal.

CHAPTER 6 - IMPLEMENTATION: Provides planning level cost estimates and potential funding sources. Describes both programs and mechanisms the University should use in order to remove barriers to access.

CHAPTER 7 - CURRENT PRACTICES: Provides the University with a location to document important and evolving plan information, such as where and how this plan should be accessible, annual performance tracking, identification of the responsible official and other items that will change over time.

Best practices were identified and incorporated throughout the planning process beginning with the Scope of Work.

2 SELF-EVALUATION

THE UNIVERSITY OF WASHINGTON strives to ensure that people with disabilities are included and have access to its programs, services and activities. This work aligns with the University's vision to educate a diverse student body and its values of integrity, diversity, excellence, collaboration, innovation and respect.

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

This section describes the data collection process used for the self-evaluation and resulting inventory of University facilities, such as sidewalks and curb ramps within the public rights-of-way, public outdoor spaces, and building entrances accessible to students and the public. To inventory the facilities in both a cost-effective and accurate way, Transpo Group, Endelman & Associates (E&A), and University staff worked in coordination throughout the inventory and self-evaluation process. Those processes are described in the following sections, along with a review of the University's ADA-related policies and procedures.

2.1 UW POLICY

The University of Washington maintains a group of policies and related procedures that establish its commitment to providing access and reasonable accommodation in its services, programs, activities, education, and employment for individuals with disabilities.

2.1.1 METHOD

For the purposes of the plan, only policies related to discrimination against people with disabilities as it relates to physical features within the campus were inventoried and described here.

2.1.2 FINDINGS

Executive Order No. 31 Nondiscrimination and Affirmative Action is a policy intended to promote an environment free from discrimination, harassment, and retaliation, and establish a means for seeking corrective measures when prohibited conduct has occurred. The policy prohibits discrimination or harassment against a member of the campus community on the basis of disability, among other protected classes.

Such discrimination against members of the public is also prohibited. Anyone who reports concerns regarding discrimination or cooperates with investigations of discrimination is protected against retaliation under this policy. The policy outlines how to file a complaint of discrimination, harassment, or retaliation as well as the resources available to students and employees. The policy tracks applicable federal and state laws and regulations including the ADA.

Administrative Policy Statement 46.3 Resolution of Complaints Against University Employees is the formal grievance policy and procedures that establish the methods for bringing a complaint against University employees. This policy details who investigates complaints, typical timelines for processing complaints, and responsibilities of University employees. All University employees must "report to their supervisors or the administrative heads of their organizations any complaints of discrimination". The policy recommends that employees inform their supervisors or administrative heads, and their human resources consultant, of inappropriate, discriminatory, or retaliatory workplace behavior they observe. This policy also refers people to the ADA/Section 504 Coordinator for compliance questions. (https://www.washington.edu/compliance/ada/)

The Office of the ADA Coordinator provides assistance and consultation to the University community while also providing leadership, coordination and oversight to advance the University's ADA/Section 504 mission, vision and strategic priorities relating to accessibility.

Student Governance and Policies, Chapter 208, Reasonable Accommodation of Students with Disabilities, and Administrative Policy Statement 46.5, Policy on Reasonable Accommodation of Employees With Disabilities, are the policies used to support specific program access needs for individual students and employees that arise in work and academic environments. Program assessments and the interactive process are commenced through these policies to determine reasonable accommodations for individuals with disabilities.

Along with these policies, the University welcomes members of the campus community to report accessibility barriers in both physical and technological environments. On the University's Facilities website a link is provided to a web form to notify the University of physical barriers to access on the Seattle campus. (https://facilities.uw.edu/form/ada-barrier)

For the Seattle campus, information is provided to students, employees, and visitors about navigating and accessing campus. Information includes accessible routes, ADA parking, select building information, and how to report a barrier. The campus is supported by UW Facilities staff for major project delivery, construction oversight, and ADA guidance.

2.2 PHYSICAL BARRIERS

2.2.1 DATA COLLECTION

The data collection process was divided into two area types across campus. Walkways within the public rights-of-way and pathways within outdoor areas, outside of the rights-of-way, were measured by Transpo Group. Attributes of building entrances that are accessible to the public and students were collected by Endelman & Associates.

The self-evaluation process included a comprehensive field data collection effort that covered a number of attributes (slope, width, etc.) for various pedestrian features (sidewalks, curb ramps, crosswalks, etc.). The following list provides the number of attributes per pedestrian feature measured. In addition to the features listed below, Transpo Group also inventoried all outdoor wayfinding signage relating to accessible routes/facilities, and Endelman & Associates collected information on building entrances.

- Sidewalks – 12 attributes
- Curb Ramps – 25 attributes
- Traffic Signal Pushbuttons – 19 attributes
- Crosswalks – 5 attributes
- Bus Stops – 8 attributes
- Accessible Parking Aisles and Stalls – 18 attributes
- Barriers/Hazards – 11 attributes
- Stairways – 23 attributes
- Ramps – 25 attributes

Information on exterior pedestrian facilities was collected on the Seattle campus between June and December 2019. Endelman & Associates completed the self-evaluation of building entrances accessible to the public and students between July 2019 and February 2020. Doorway attributes were collected for 215 facilities across campus. Figure 2-1 shows the boundary extents of the data collection. The following sections describe the methodology for collecting data for the self-evaluation.

2.2.1.1 Field Training

Transpo Group trained data technicians to conduct inventory collection using mobile tablet units with GIS geodatabase information. A data collection field guide was used to provide clear instruction on data collection methods and common situations that occur while in the field.

Field technicians then conducted field and data collection under supervision to ensure consistent and accurate measurement of pedestrian pathway features as well as accurate recording of information using a GIS database.

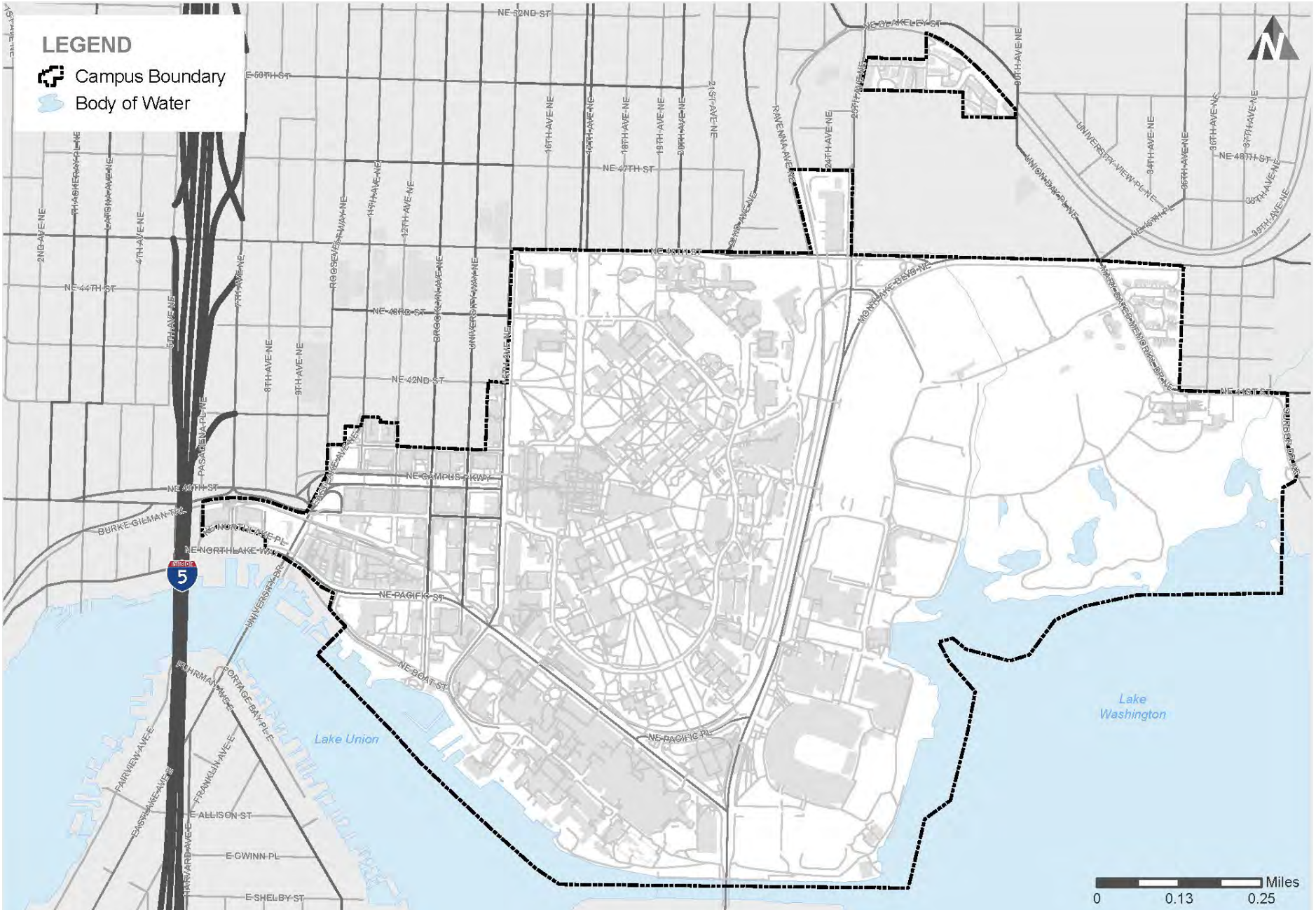
2.2.1.2 Process

For sidewalks, the cross slopes and running slopes were measured at the beginning, middle, and end of the segment. These measurements were completed at locations outside of curb ramps and driveways, with the steepest measurement being the entry recorded. Campus pathways were broken into segments that started and ended at points of intersection. The predominant sidewalk width was recorded for each segment. In addition, a separate database was developed to inventory pedestrian access route barriers, including:

- Horizontal and Vertical Discontinuities
- Fixed, Movable, or Protruding Objects
- Non-Compliant Driveways

For curb ramps, both existing and missing curb ramps were identified. When measures of the same attribute differed, such as flare slope (typically each ramp has two flares), the most significant barrier to access was recorded.

Figure 2-1 Data Collection Boundary



To improve the efficiency of the collection process for curb ramps, an optimization method was developed. The elements of curb ramps that often create the largest barriers when out of compliance were measured first. If any of these measurements were non-compliant, the data collector stopped taking measurements of other elements on the curb ramp. This method allows the University to quickly identify which ramps create more significant barriers to users and would need to be replaced without collecting unnecessary data. Some of the features not collected for curb ramps that failed the optimization process include flare slope, turning space attributes, and counter slope.

Data collection was completed for the pedestrian network within the Seattle campus for pathways owned by the University and those owned by City of Seattle.

Transpo Group's physical inventory of features on University-owned property included:

- approximately 53 miles of existing sidewalks, paved shoulder walkways, paved separated walkways
- 347 curb ramps (additional 158 missing curb ramps and 54 flat access points)
- 2 traffic signal pushbuttons
- 264 crosswalks
- 16 bus stops
- 475 accessible parking stalls and aisles
- 1,022 staircases
- 299 wheelchair ramps
- over 2,337 hazards

The self-evaluation findings only cover pedestrian features owned by the University. Additional collection of non-campus property was completed to help inform the overall campus network analysis. Pedestrians often use non-campus facilities to access campus areas.

The list of attributes to be measured for each feature type found in the public rights-of-way was developed using WSDOT's Field Guide for Accessible Public Rights of Way along with the United States Access Board's 2005 and 2011 PROWAG as a baseline. The 2010 ADAS were used for features found outside of the rights-of-way. Refinement of attributes collected was based on feedback from University staff.

Endelman & Associates' barrier assessment for ADA compliance included 1,197 publicly accessed exterior doorways. For each barrier found, a description was provided and an initial solution to remove the barrier was recommended. Additional site-specific review will need to be completed before implementing any barrier removal. Endelman assessed the individual barriers to access as well as the total percentage of accessible entrances provided to the public.

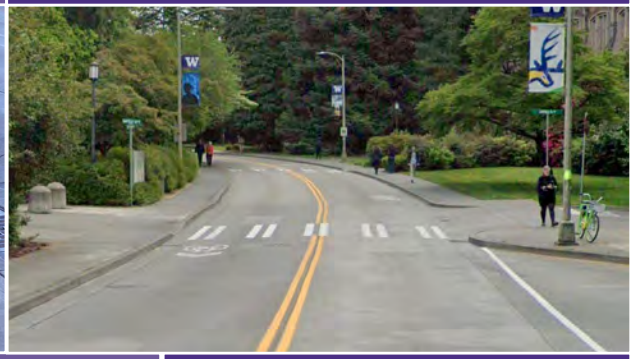
2.2.1.3 Quality Control

Pre-planning for the physical field inventory effort included a systematic quality control review of the raw field data. The quality control review process was completed at regular intervals via an online mapping viewer which allowed reviewers to check the data electronically as it was being collected in the field. Data discrepancies or errors, including missing data, were identified and coordinated with consultant team staff to re-inventory problem areas. As with all manual field data collection efforts, a few small errors occurred during data collection. Additional data collection efforts to replace questionable or missing data were conducted and addressed.

BUS STOPS

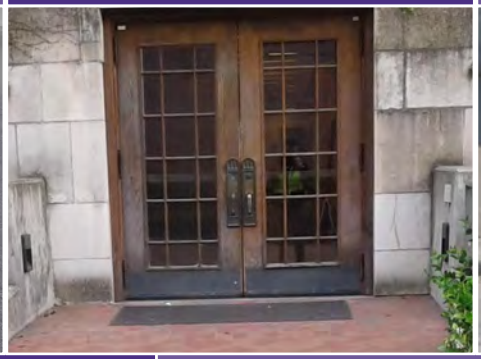
PUSHBUTTONS

CROSSWALKS



CURB RAMPS

PUBLIC DOORS



HAZARDS

STAIRCASES

ACCESSIBLE PARKING

WHEELCHAIR RAMPS

SIDEWALKS

2.2.2 FINDINGS

The following sections detail the primary barriers inventoried and analyzed for ADA compliance. The barriers found applied to curb ramps, sidewalks, discontinuities and obstacles in pedestrian routes, pedestrian pushbuttons, staircases, wheelchair ramps, and building entrances. The map figures in this section show a summary of the existing barriers found during the self-evaluation process. The resulting barriers found tend to arise from deferred maintenance, ground settling since initial construction, and updates to ADA standards since the date of construction. When scopes are developed for barrier removal projects, barriers determined not to be feasible for removal will be documented. 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 4.2. Each project to remove barriers should be evaluated to determine if improvements to the facility are feasible in the engineering design phase. Multiple paths that serve the same program on campus may be identified. One or more of these paths may be identified as accessible and barriers on non-accessible paths path serving the same location may not be removed.

Depending on when new construction or alterations of ADA features commence, different ADA standards apply. Table 2-1 lists the standards that apply to the three time periods for alterations and new construction. After March 15, 2012, any alterations or new construction must comply with the 2010 Standards. Pedestrian features must fully comply with the applicable standards, unless it is found that there are structural impracticalities in meeting the requirements. An alteration, as defined by ADAS 2010, is considered "a change to a building or facility that affects or could affect the usability of the building or facility or portion thereof. Alterations include, but are not limited to, remodeling, renovation, rehabilitation, reconstruction, historic restoration, resurfacing of circulation paths or vehicular ways, changes or rearrangement of the structural parts or elements, and changes or rearrangement in the plan configuration of walls and full-height partitions. Normal maintenance, reroofing, painting or wallpapering, or changes to mechanical and electrical systems are not alterations unless they affect the usability of the building or facility".

For the purposes of this transition plan, compliance was compared against the 2010 standards for on-site features and PROWAG for features within the rights-of-way. Other standards such as local, state, or building code may apply to the inventoried features but were not evaluated for compliance against these standards.

Table 2-1 ADA Standards and Compliance Dates

Compliance Date for New Construction or Alterations	Applicable Standards
Before September 15, 2010	1991 Standards or UFAS
On or after September 15, 2010 and before March 15, 2012	1991 Standards, UFAS, or 2010 Standards
On or after March 15, 2012	2010 Standards

2.2.2.1 Curb Ramps

Figures 2-2 and 2-3 show the major components of a typical perpendicular and parallel curb ramp, respectively. Eighty-nine percent of the curb ramp locations identified are either non-compliant or missing. The data surveyed for verifying curb ramp compliance was divided into two overarching categories: non-

compliant and minor non-compliant. The findings demonstrated that most of the curb ramps on campus fall into the non-compliant category. Non-compliant curb ramps are existing/missing curb ramps given an accessibility score of 30. Minor non-compliant curb ramps received an accessibility score of 1-29. For further detailing on scoring, see Section 5.2.1.

Non-compliance is primarily attributable to the following core criteria:

- The ramp width is too narrow. 14 curb ramp widths were less than 36 inches, 121 curb ramp widths were between 36 inches and 48 inches.
- The ramp running slope is too steep. 148 curb ramps were found to have a running slope greater than 8.3%.
- Ramp cross slope is too steep. 110 curb ramps have a cross slope greater than 2%, 61 of which are greater than 3%.
- Curb ramp is missing. 158 locations were found to have no curb ramps.

For some of the high scoring curb ramps, the non-compliance is caused by the necessity to tie into the existing terrain around the curb ramp. Due to elevation changes across campus, meeting compliant grades becomes a challenge.

In curb ramp design, a key goal is to limit the ramp slopes, but steep roadway grades can prevent this from being practical in many instances. Maximum extent feasible (MEF) documentation may be necessary in certain cases where it is found to be infeasible to remove all of a curb ramp's barriers. Where some barriers can still be reduced or removed, the improvement will need to be completed along with the MEF documentation. At locations where curb ramps are missing, different solutions could be applied such as installing a new curb ramp, adding signage to prevent crossings, or raising the crossing to the elevation of the curb.

Figure 2-2 Perpendicular Curb Ramp Attributes

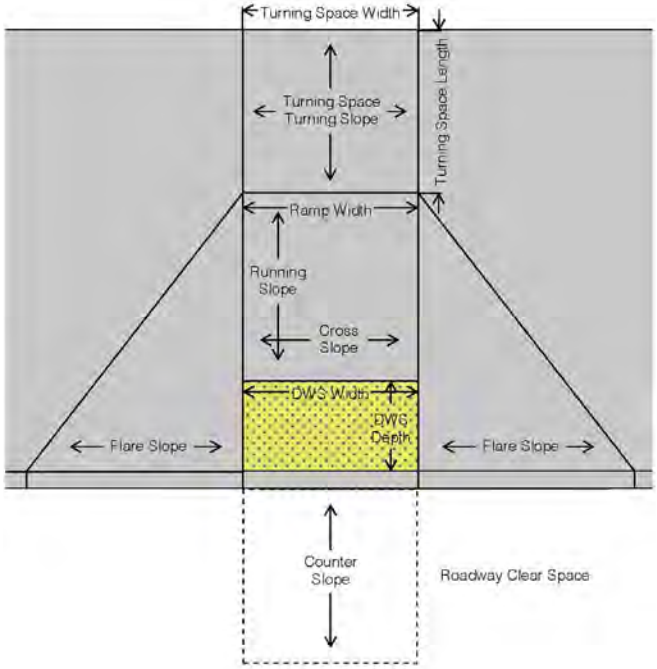
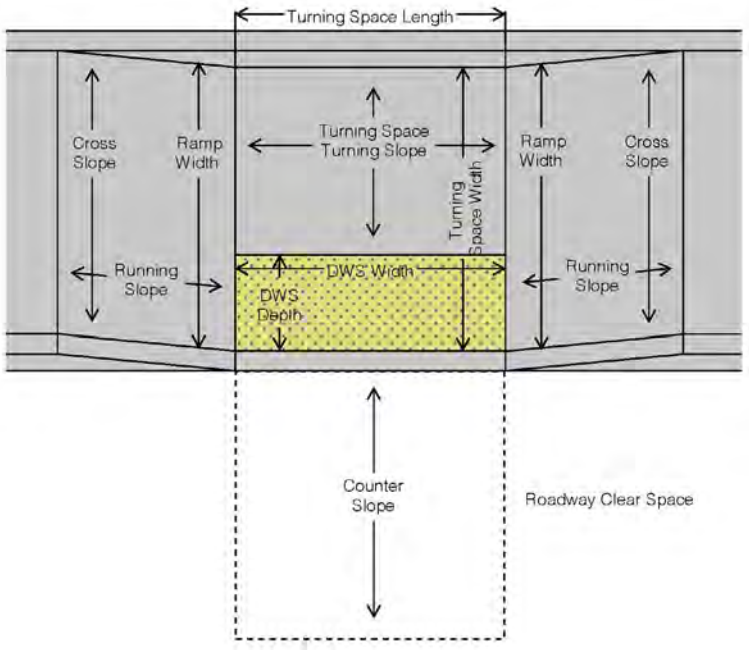


Figure 2-3 Parallel Curb Ramp Attributes



Sidewalk along E Stevens Way NE

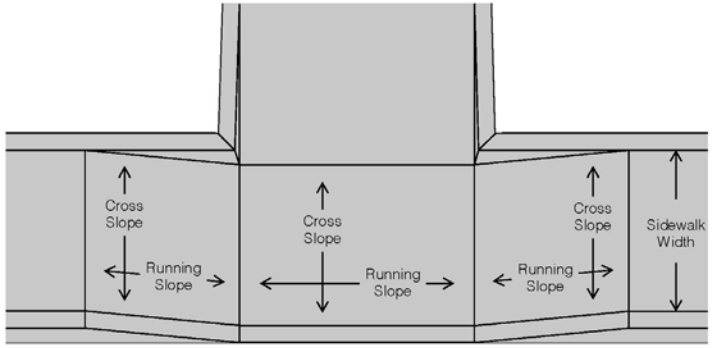
2.2.2.2 Sidewalks

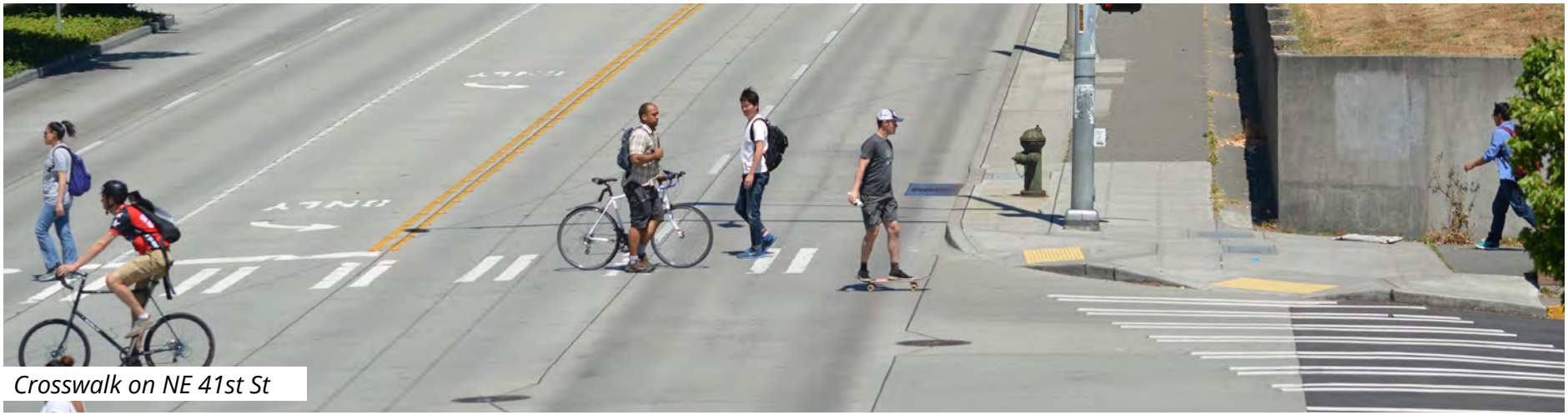
Several miles of sidewalks and pathways on campus are non-compliant with varying levels of access along the segments. Common attributes for sidewalks and driveways are shown in Figure 2-4. Sidewalk segments that earned an accessibility score of 16-30 were categorized as non-compliant. Sidewalks that received an accessibility score of 1-15 were considered minor non-compliant. See Section 5.2.1 for details on accessibility scores.
The most common hazards along the pathways were gaps between concrete panels, uplifted sidewalks panels, and utility boxes without non-slip coatings. Gaps between panels often come from concrete shrinkage and wear on gap sealant.

Non-compliance is primarily attributable to:

- The sidewalk width is too narrow. 0.8 miles of on-site pathways have a width less than 36 inches. 1.7 miles of pathways within the rights-of-way have widths less than 60 inches and have no pullouts. Some of these pathways have alternate routes and can be noted as such during the barrier removal process. 0.3 miles of sidewalks that have non-compliant widths received combined priority scores in the 'highest' priority category.
- The cross slope of the sidewalk is too steep. Around two-thirds of sidewalk segments were found to have at least one location where the cross slope was greater than 2%.

Figure 2-4 Driveway and Sidewalk Attributes





Crosswalk on NE 41st St

- The running slope of the sidewalk is too steep. Around one-third of sidewalk segments have a non-compliant running slope in at least one location along the segment. Where sidewalks were adjacent to roadways the running slope was compared to the roadway grade when the sidewalk running slope was greater than 5%. If the running slope and roadway grade matched, then the running slope was considered compliant.
- The sidewalk has fixed/non-fixed barriers and other discontinuities that impede required usable pedestrian space. 169 utility box lids/manhole covers without non-slip coatings were found along pedestrian routes. Other less fixed obstacles such as untrimmed trees and bushes, trash and recycling bins, and parked cars were also found.
- Non-compliant driveways intersect the sidewalk. 26 driveways were identified as non-compliant. Most of these driveways, 23, have issues related to the cross slopes exceeding the acceptable 2% threshold.

2.2.2.3 Other Outdoor Pedestrian Features

Other measured features included accessible traffic signal pushbuttons, parking stalls and aisles, crosswalks, bus stops, staircases, and wheelchair ramps.

Accessible Pedestrian Signals and Pushbuttons

Accessible pedestrian signals (APS) and pushbuttons create an integrated system that communicates with pedestrians in a visual, audible, and vibrotactile manner.

To qualify as an accessible pedestrian signal a majority of these attributes must be present. One signalized crossing was included in the Seattle campus assessment. At this crossing, the two pedestrian pushbuttons were found to be a non-accessible style. Other pushbuttons are located within the campus but are not owned by the University.

Accessible Parking

Parking stalls designated as accessible stalls on-street, in surface lots, and parking garages were inventoried, totaling 475 parking stalls. Dimensions, slopes, signage, and vertical clearances were surveyed for accessible parking stalls and associated access aisles. At the time of data collection, the following characteristics were found for the accessible parking stalls on campus.

There are 299 parking stalls and 95 access aisles that have non-compliant cross slopes; 99% of the accessible stalls have a sign that designates them as accessible with 86% of those signs mounted at a compliant height, at least 60 inches. One-third of the parking stalls have widths that are too narrow.

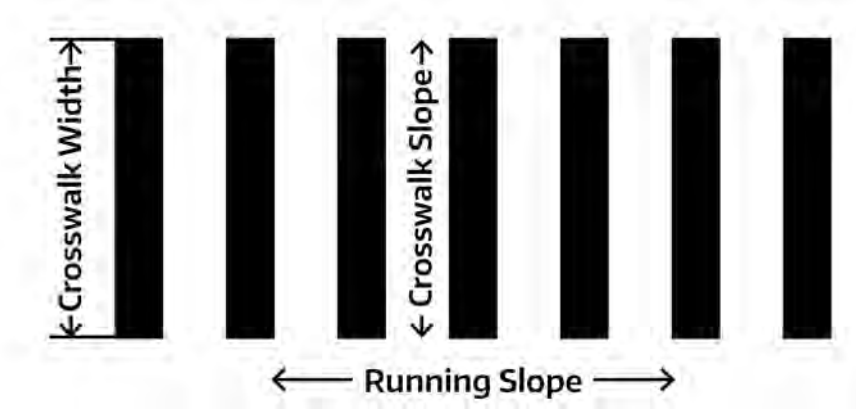
There are 209 accessible parking stalls that have signs designating them as van accessible. Of those van accessible stalls, 25 are located within parking structures. Van accessible stalls have a vertical clearance requirement of at least 98 inches. Six of the van accessible stalls were located in parking garages with vertical clearance to or from the stall or at the stall or access aisles that are less than the required 98 inches. To limit impacts to the parking garages, the van accessible stall will likely need to be relocated outside of the parking structures. Current projects underway on campus are initiating removal of parking facility barriers.

Per the ADA, accessible parking stalls are not required to have the international symbol of accessibility marked directly on the pavement, although it is strongly recommended. State and local requirements may differ from the ADA standards.

Crosswalks

Both marked and unmarked crosswalks must comply with ADA standards. All intersection crosswalks are legal crosswalks unless signed to prohibit pedestrian crossings; 212 marked crosswalks and 52 unmarked crosswalks were inventoried. All but 11 of the marked crosswalks identified complied with the standard width requirement and 83% of all the crosswalks have compliant running slopes. The most common non-compliant element of crosswalks was the cross slope with 31% of crosswalks having non-compliant cross slopes. Per PROWAG, crosswalks at mid-block crossings can have cross slopes that match the grade of the road they are crossing, while crosswalks with stop or yield control are required to have a cross slope less than or equal to 2%. At intersections without stop or yield control, acceptable cross slope can be a maximum of 5%. The number of compliant crosswalk cross slopes takes into account these location subtleties. Figure 2-5 shows the major attributes measured for crosswalks.

Figure 2-5 Crosswalk Attributes



Bus Stops

Features of boarding area dimensions and slopes, accessible routes and turning spaces are covered in ADA standards for bus stops and shown on Figure 2-6. These were measured for 16 bus stops on University property. All but two of the measured boarding areas met the required 5X8 feet size which allows for the use of chair lifts on buses. The common non-compliant elements in this area were the boarding area and bus shelter cross slopes.

Wheelchair Ramps

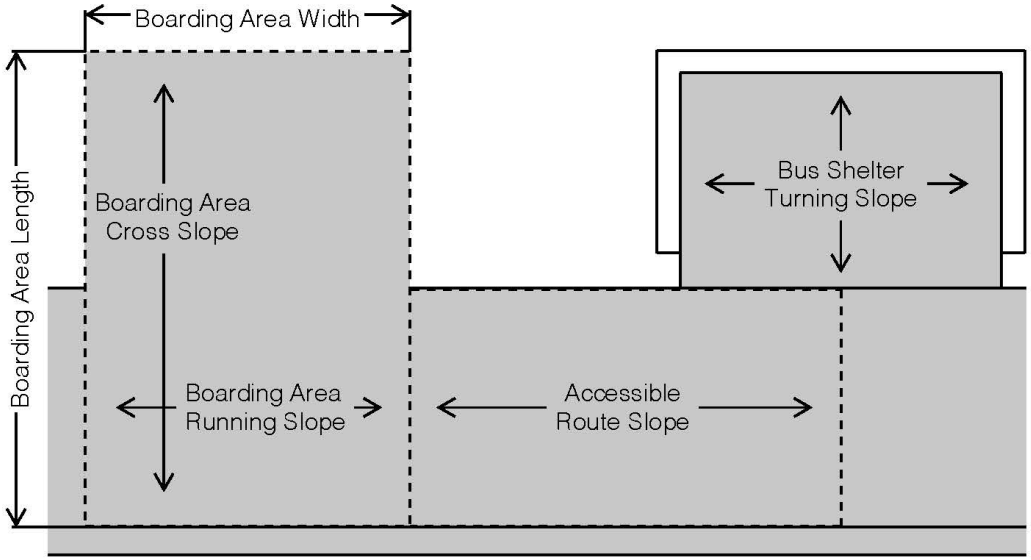
Wheelchair ramps are often used pathways to help traverse significant elevation changes and implemented instead of staircases or in addition to them. There are 299 wheelchair ramps located on the exterior pedestrian network of the Seattle campus; 30% of the ramps, 54% of the top landings, and 61% bottom landings have cross slopes greater than the 2% compliance threshold. Approximately one fourth of the ramps require additional landings due to their rise being greater than 30 inches; 100 ramps are either missing handrails or only have handrails on one side of the ramp.

Staircases

Exterior staircases that provided connectivity to the outdoor pedestrian network were measured. For these staircases, the dimensions and slopes of the individual stair steps were measured, and attributes of any associated handrails were recorded. Within the stair steps, the most frequent non-compliant feature is the tread cross slopes with 424 staircases with cross slopes greater than 2% at some point along the staircase. A closer look at these staircases is necessary to determine the extent of the cross slope issue.

For staircase handrails, the common features with compliance issues are the handrail extensions and height. Many extensions have non-compliant slopes and/or have a non-compliant length; 342 handrails have a height outside of the 34 - 38 inch range. Only staircases on paths of egress that are University-owned are included as part of this plan and required to be ADA 2010 compliant. These staircases will need to be identified by the University.

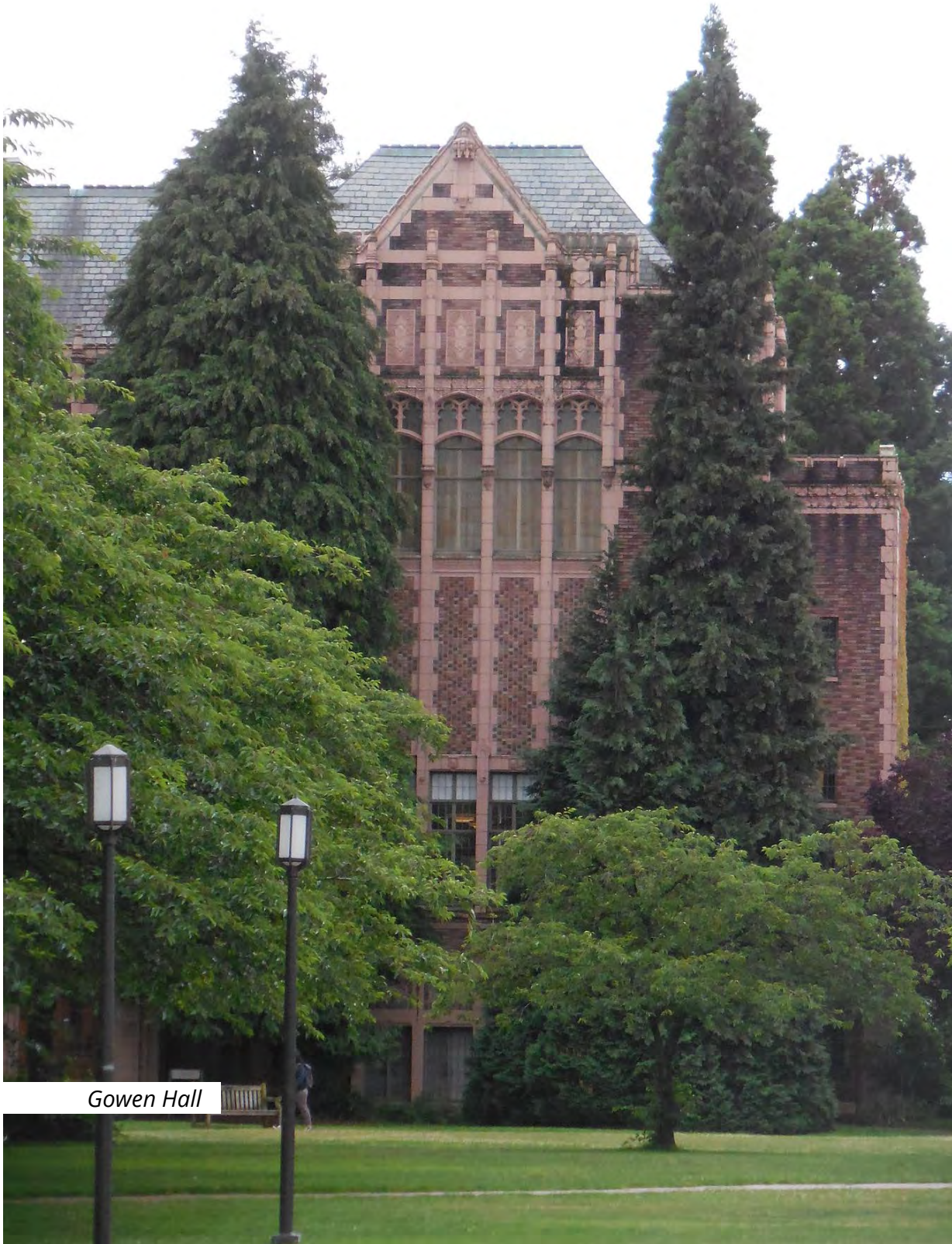
Figure 2-6 Bus Stop Attributes



Building Entrances

Common barriers found across campus entrances include:

- Accessible entrances lack signage displaying International Symbol of Accessibility or the pictogram is not 6” high minimum.
- Accessible entrances lack level accessible route or compliant access ramp.
- Accessible entrances lack maneuvering space or compliant maneuvering space at entry.
- Excessive force is necessary to open accessible door or accessible door closes too quickly.
- Amount of accessible entrances provided per building does not meet required percentage.



Gowen Hall

UNIVERSITY of WASHINGTON

University of Washington Pathways in Spring

3 STAKEHOLDER ENGAGEMENT

ADA regulations require public entities to provide opportunities for comment to interested persons, including individuals with disabilities or organizations representing individuals with disabilities, so that they may participate in development of the plan and processes. (28 CFR 35.105(b) and 28 CFR 35.150(d)(1)).

The University had three primary goals for the public outreach activities prior to adopting the plan:

- Inform the public about the University's plan and processes for barrier removal. Provide information to assist interested parties in understanding issues faced by the University, alternatives considered, and planned actions.
- Solicit public comment to identify errors or gaps in the proposed campus transition plan, specifically on prioritization and grievance processes.
- Meet Title II requirements for public comment.

3.1 ENGAGEMENT METHODS

In order to collect a diverse set of responses, two campus listening sessions and two surveys were conducted. The listening sessions were held in different locations at different times to allow a variety of people to participate.

Board Layout for Listening Session

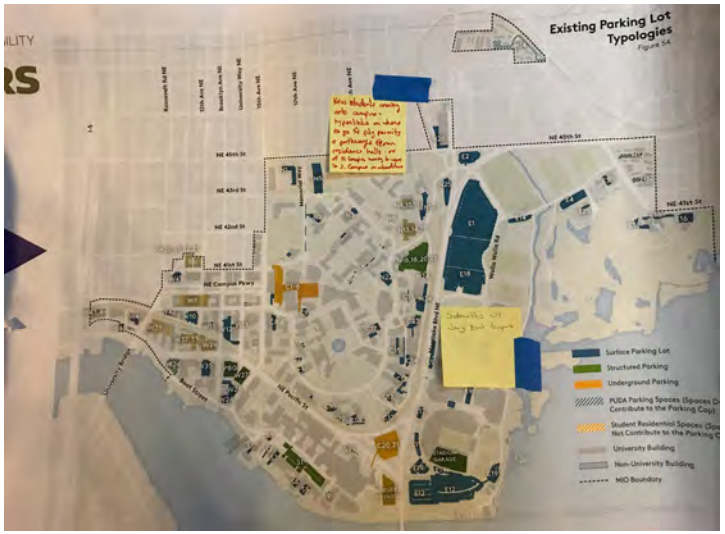
One survey was targeted towards the Seattle campus as a whole, while the other focused on south campus and the Medical Center. Notice of the listening sessions and survey was managed by Compliance and Risk Services.

The purpose of these exercises was to identify key themes to be used in development of the plan.

3.1.1 LISTENING SESSIONS

Listening sessions were held on May 28 and 29, 2019. The first was held in the HUB and the second was in Alder Hall. "A-frame" signs were placed on the day of each listening session to direct interested parties to the sessions. The objective of this event was to engage the campus community on federal

Priority Dot Exercise from Listening Session



Campus Map with Accessibility Barrier Feedback

requirements for ADA planning and to educate participants on the development of the ADA Transition Plan. Approximately 16 people attended one of the two sessions.

Several interactive exercises were conducted as part of the open house activities. Maps of the campus showing the pedestrian network, buildings, and major landmarks were displayed. Participants were asked to identify barriers to access.

Attendees could also select their top priorities related to the pedestrian network. Priority categories included access to the following facilities

- Information/signs
- Classrooms/buildings
- Pathways
- Transit
- Other Transportation

3.1.2 SURVEY

The University posted a survey for campus-wide feedback during the period May 20 to June 20, 2019, and for south campus feedback from October 15 to November 1, 2019. Surveys were posted on the University website and participants were asked to reply via email and other campus communication methods. The survey was accessed almost 500 times with responses from students, employees and visitors. Of the responses, 40% of students and 35% of employee responders indicated they have a disability. The second survey related to the UW Medical Center received 61 responses.

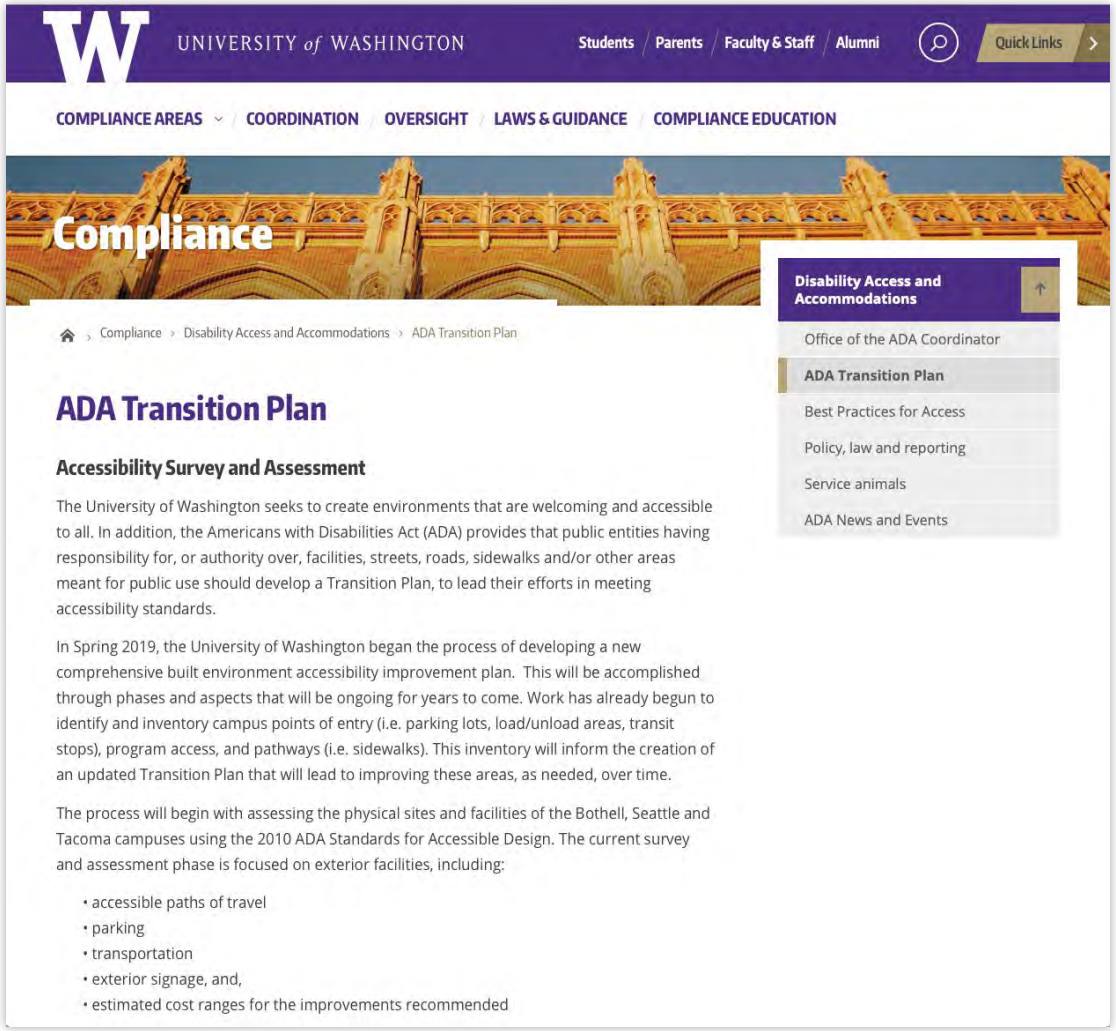
The initial survey included 26 questions ranging from demographic information to accessibility and mobility issues on campus. The survey included questions that allowed respondents to rate the accessibility of facilities on campus and select their priority level related to addressing access issues for certain types of facilities. Within the open-ended comments section of the survey, many responses fell into four main

categories: buildings, pathways, transit and parking. Several participants voiced concern regarding access routes that use building pathways and elevators to navigate around stairs or other barriers.

Within the main campus survey, sidewalks, stairs, and pathways were rated poor and below average as they relate to campus access. Transit was rated highest for accessibility. Campus-wide concerns included: access to classrooms and buildings, and access to pathways. South campus concerns included: building access, access to stairs and other pathways, and parking garage issues.

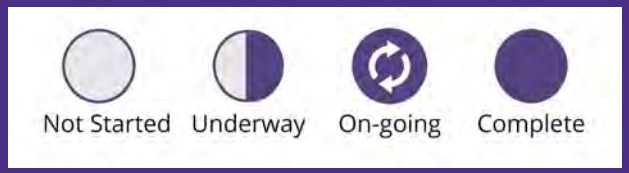
3.1.3 PROJECT WEBSITE

The University is promoting the ADA Transition Plan project on its website: https://www.washington.edu/compliance/ada/transition-plan/. The site provides easy access to project information and avenues to provide feedback throughout the self-assessment and transition plan development and implementation.



ADA transition planning project website: https://www.washington.edu/compliance/ada/transition-plan/

4 BARRIER REMOVAL RECOMMEN-DATIONS



4.1 APPROACH

The following recommendations were developed in response to the completed assessment and have been drafted to recommend clearly-identified actions so that progress on each recommendation can be easily tracked and updated. Three of these recommendations have already been implemented by the University in compliance with the requirements of a transition plan.

4.1.1 RECOMMENDATION 1

Update Campus Accessible Wayfinding

An audit of existing campus signage related to wayfinding and accessibility was completed. As part of the audit, existing signage was documented and a plan outlined to improve wayfinding for pedestrians who wish to utilize ADA-accessible routes. A variety of new signage is recommended to provide more awareness to students, employees, and visitors. Key locations such as accessible parking and entrances should be signed to provide clear instructions for those individuals traveling on campus. Updates to the University's online campus map are identified to enhance the level of detail provided. The Endelman and Associates self-evaluation also identified accessible doorways that provide no signage or non-compliant signage. The University should incorporate these recommendations as it makes campus improvements.

4.1.2 RECOMMENDATION 2

Evaluate Existing Dial-a-Ride Stops and Implement Recommendations

An audit of existing Dial-a-Ride stops was completed. As part of the audit, the existing stop locations, ridership, and accessibility were evaluated. Recommendations for altering stop locations and improving infrastructure at the stops are described. These recommendations should be incorporated into the planned campus infrastructure projects.

4.1.3 RECOMMENDATION 3

Identify a University official responsible for Transition Plan implementation

The Vice President of UW Facilities has been identified as the primary official with ultimate responsibility for implementing this transition plan, along with University architects and others as designated. The University has also identified its ADA/ Section 504 Coordinator, a program of the UW Compliance and Risk Services, as the individual responsible for coordinating the University's ADA compliance (see Section 7.1 for more information). This position, often referred to as the "ADA Coordinator," is one of the four major federal requirements for every ADA transition plan.

4.1.4 RECOMMENDATION 4

Educate University staff, consultants, and contractors on PROWAG and ADA standards

Transition plans are often a learning experience for the staff of a public entity, consultants, and contractors alike since they alter existing practices and expectations. The University should use the process of developing a transition plan to teach and learn about accessibility and the barriers individuals with limited mobility or sight experience when traveling on campus.

Education can take many forms, from review of updated design standards with key individuals such as field inspectors and contractors, to development and review of local and state specific design standards, or training from groups that serve people with disabilities.

4.1.5 RECOMMENDATION 5

Clarify and enforce accessibility requirements for construction zones

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

4.1.6 RECOMMENDATION 6

Maintain barrier reporting process

A request for barrier removal allows the public to seek accommodations or barrier removal. It is currently possible to make a request in-person, by telephone, by mail, or via e-mail. Those requests are recorded by the University. Additionally, the University now provides an online form allowing people to report a barrier to access in an even more convenient format. The UW Seattle website was updated with this tool in August 2019.

As described in Section 2.1, the barrier to access reporting tool has been implemented on campus through UW Facilities.

4.1.7 RECOMMENDATION 7

Develop a consistent and centralized MEF documentation database

Maximum extent feasible (MEF) is a provision that requires alterations to facilities governed by ADA standards that could affect the usability of a facility must be made in an accessible manner to the maximum extent feasible. 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 University should adopt an MEF documentation process and standard template for such documentation when addressing new or altered construction. This documentation should be stored in a centralized location and be linked to the campus's geo-referenced GIS ADA self-evaluation database to ensure consistency of the data.

Consolidation of past MEF records into this geo-referenced database is also recommended to allow the University to identify those pedestrian facilities surveyed as part of the self-evaluation and subject to an MEF, which should therefore be removed from the list of campus barriers.

4.1.8 RECOMMENDATION 8

Develop performance measures and processes to track barrier removal

The primary purpose of an ADA transition plan is to develop a plan for removal of barriers to access. The University has initiated development of a process to track barrier removal on a year by year basis. To enhance this process, it is recommended the University 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 annual updates on progress and to demonstrate the University's progress regarding its Title II requirements.

4.1.9 RECOMMENDATION 9

Develop Guidelines for ADA Standards

Guidelines for implementing ADA standards will be a useful tool for various University offices including Compliance and Risk Services and UW Facilities units, as well as contractors, designers, and maintenance staff. These guidelines can serve as a means for enforcing ADA standards and applying a consistent approach to implementing them.

The guidelines will provide references to key ADA standards and outline field surveying techniques for evaluating different types of pedestrian features.

4.1.10 RECOMMENDATION 10

Evaluate all University Programs and Activities as they Relate to the ADA

The focus of the initial self-evaluation and transition plan was on ADA barriers related to the public rights-of-way and exterior spaces on the Seattle campus. The requirements for accessibility found in Title II of the ADA apply to many functions, programs, and activities the University may provide or engage in. In addition to the public rights-of-way and exterior spaces, self-evaluation and transition planning related to activities such as hiring, communications, recreational programs, physical facilities, etc. should be performed to identify barriers within these programs and activities.

4.1.11 RECOMMENDATION 11

Coordinate with City of Seattle to identify Barrier Removal Projects on City-owned Facilities

The University should leverage the data collection completed for the pedestrian facilities owned by the City of Seattle, but within the UW Seattle Campus boundary, to help identify the most beneficial projects. The University and City of Seattle could join forces on these projects to improve campus access.

5 PRIORITIZATION

Barrier Removal Priority Scoring includes the following factors:

BUILDING USE

EXISTING BARRIERS TO ACCESSIBILITY

ROUTE DEMAND

5.1 APPROACH

Following completion of the campus-wide barrier assessment, development of an implementation plan and transition schedule included two steps. First, all pedestrian facilities with an identified barrier were prioritized based on multiple factors: the severity of the barrier, the proximity of that facility to important network paths that are used for accessing buildings, bus stops, parking, and light rail stations, as well as route length. Next, a planning level cost estimate (not project cost) was developed to provide an estimate of the financial resources needed to remove all barriers.

5.2 PRIORITIZATION

To focus efforts on the University's highest priority access routes and the barriers within them, an analysis of the accessibility of public outdoor areas was completed. This analysis resulted in a prioritized list of pedestrian facilities for barrier removal.

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

The following items were analyzed and combined to create a barrier removal priority scoring tool (Section 5.2.4).

1. **Building Use** – rating criteria used to prioritize buildings based on their facilities (Section 5.2.2).
2. **Existing barriers to accessibility** - described in Chapter 2 Self-Assessment and accessibility Section 5.2.1 scoring criteria.

3. **Route Demand** – evaluation of routes with the greatest usage between high priority buildings. (Section 5.2.3).

5.2.1 "BARRIERS TO ACCESSIBILITY" SCORE

A number of criteria were used to identify high priority facilities on the UW Seattle campus. The process was completed by identifying University and shared buildings, public pedestrian facilities on campus, and rating the accessibility of each facility. The criteria used for each facility type, the threshold used to identify barriers, and the score used to indicate the relative significance of each barrier was developed. Facilities with a higher "Barriers to Accessibility" Score represent a significant barrier to access.

5.2.2 BUILDING USE SCORE

All buildings accessed by students and the public were assigned points based on the facility uses within each building, as shown in Table 5-1. This measure is called the Building Use Score. Relative scores were developed with University staff to accurately rate each use's significance. Few buildings are expected to receive maximum scores; thus higher values were assigned to higher priority use in an effort to prioritize accessible routes.

Table 5-1 Building Use Score

BUILDING USE	RATING CRITERIA	POSSIBLE SCORE
Event/Athletic Facilities	Event/Athletic space with spectators (6pts) Athletic without spectators (3pts)	6
Classrooms/Labs	Lecture Halls with 200+ Capacity (6 pts) Large Class > 60seats (3pts) Teaching Lab (3pts) Small Class < 60seats (1pt) Research Lab (1pt)	6
Building Population Factor	110,001 – 750,000 sq. ft. Useable Area (6 pts) 4,001 – 110,000 sq. ft. Useable Area (3 pts) 0 – 4,000 sq. ft. Useable Area (1 pt)	6
Student Areas		4
Public Restrooms		4
Dining/Food Service		3
Employee Facilities	With student access (3pts) No student access (1pt)	3
Faculty Office	With student access (3pts) No student access (1pt)	3
Housing	Accessible Units (3pts) Non-Accessible Units (1pt)	3
Library/Study Rooms	Library & in library study room (3pts) Out of library study room (1pt)	3
Medical Facilities		2
Parking		1
Maintenance Facilities		1
HIGHEST POSSIBLE BUILDING USE SCORE		**45**

5.2.3 ROUTE DEMAND SCORE

In order to further prioritize removal of barriers in the campus circulation network, a GIS-based model was used to identify the most direct routes and high demand pathway segments. The metric identified for this purpose was the Route Demand Score. A score was developed for each feature based on the anticipated level of use of the applicable portion of the pedestrian network. Higher demand segments represent areas that link to higher demand destinations (buildings with higher Building Use scores, bus stops, accessible parking, light rail stations) or areas that are at the crossroads of multiple routes. To enhance and validate the high demand route selection process, around six representative user interviews (students and employees) arranged by the UW ADA Coordinator were conducted.

Pathway segments are considered high priority based on geospatial importance, and any nearby ADA features, such as curb ramps and crosswalks, were assigned the Route Demand Score of their corresponding segment. While the Route Demand value is not the measure of a feature's accessibility, it encompasses barriers pedestrians with disabilities may commonly experience, such as staircases, steep slopes, and difficult to maneuver terrain like gravel or uplifted brick pavers.

The final scores represent the areas of the campus network important to users with disabilities.

The scoring process was designed to incorporate multiple types of likely interactions pedestrians have with facilities, including travel between buildings, to bus stops, to the nearest of two (active and future) light rail stations, to the nearest large parking lot or garage, and to the nearest smaller parking lot. These different usage scenarios were analyzed individually and combined to produce the final Route Demand values.

Using the ESRI Network Analyst tool, simulations on each facility interaction were run on the datasets and GIS layers collected during the self-evaluation. The simulation returned hundreds of desirable paths between University buildings and points of entry to campus (transportation facilities) along the extensive pedestrian network.

Selected routes were limited based on their length, with the intent that if a route between a building (program) and a destination is long, the user is likely to utilize a different form of transportation, such as a Dial-A-Ride transport, rather than walking, wheeling, scooting or crutching a significant distance. The resulting routes were then combined based on the Building Use Score.

Applying a pedestrian pathway hierarchy played the most significant role in determining priorities for paths. A pedestrian pathway hierarchy represents the segment's importance to network connectivity across campus with scores ranging from 1-4. Pathway hierarchy #1 are segments that many people will access as they travel, while hierarchy #4 shows segments less traveled off the arteries of the campus pedestrian network.

Adding these impediments into the analysis led to a more accurate picture of how students, employees and the public move through campus. Otherwise, the simulation will select the shortest path between destinations even if that path goes through areas most pedestrians would avoid.

def·i·ni·tion

What is Pedestrian Pathway Hierarchy?

Pedestrian Pathway Hierarchy is a system for grouping pathway segments with similar characteristics including level of use and priority level of the destinations they serve.

Students walking along Drumheller Fountain

5.2.4 BARRIER REMOVAL PRIORITIES

By combining the Accessibility Scores and the Route Demand Score, an Accessibility & Location Combined Score was developed for each barrier. Together, along with the stakeholder engagement feedback (Chapter 3), this information was used to prioritize barrier removal at locations where pedestrians would be expected. Facilities with the highest score should be addressed first (46+ points) given that those present a clear physical barrier and are in high-demand areas. Facilities with minor barriers and lower scores (0 to 15 points) should be addressed last; these facilities are in locations where pedestrian demand is expected to be lower. The scores are relative, comparing one facility to the other. The ranges for medium and high priority were established based on review of the identified barriers and assessment of the relative significance of the barrier presented.

6 IMPLEMENTATION

Establishing priorities for removal of barriers to access on University of Washington-owned property is the primary purpose of this ADA Transition Plan.

The following section documents the primary methods of barrier removal and contains recommended revisions to University policies and practices to ensure compliance with state and federal requirements for ADA accessibility.

6.1 BARRIER REMOVAL METHODS

The University currently uses several methods, building renovations and maintenance, to remove barriers to access and has the potential to add more to increase the rate of barrier removal.

6.1.1 CURRENT FUNDING SOURCES

Table 6-1 outlines the current funding sources for removing barriers to access across the campus. The funding sources cover areas including general maintenance needs and larger scale projects. These types of projects remove barriers found in building facilities and on-site features.

Table 6-1 Current Campus Barrier Removal Sources

FUNDING SOURCE	TYPICAL BARRIER REMOVAL APPLICATION
Building Account	Minor capital and systems renovations
State Appropriations	Major building renovations/construction
Local Funds	Program driven priorities
Philanthropy	Growth projects

Parrington Hall Renovation

6.1.2 CURRENT CAMPUS DEVELOPMENT

Campus development now underway will result in removal of barriers to access and continue to promote accessibility.

Current projects include:

- **Parking lots**: estimated completion 3rd quarter 2020; accessibility improvements to approximately 35 parking lots throughout the four sectors of campus.
- **Parrington Hall**: estimated completion 3rd quarter 2020; complete renovation of the building.
- **Oak Hall**: estimated completion 3rd quarter 2020; a new residence hall located to the southeast of Hutchinson Hall.
- **Hans Rosling Center for Population Health**: estimated completion 3rd quarter 2020; a new building in the Central sector adjacent to 15th Ave NE with new accessible path of travel from West campus into Central campus.
- **Kincaid Hall**: estimated completion 2nd quarter 2021; complete building renovation.
- **Eagleson Hall renovations**: estimated completion 4th quarter 2021; seismic improvements to the building with associated access improvements.

Upcoming projects currently under design include:

- **Health Sciences Education Building:** located just south of Pacific Street and east of Hitchcock Hall; estimated completion 2022.
- **Founders Hall:** located on the site of Mackenzie Hall including an accessible crossing of E Stevens Way NE to the northeast; estimated completion 2022.
- **Parking lot accessibility improvements**: 7+ lots in addition to the 35 lots discussed above; estimated completion 2023.
- **Interdisciplinary Engineering Building:** located south of the UW Club adjacent to E Stevens Way NE; estimated completion 2023-2024.

Pedestrian improvements (new or replacement) are often included as a component of these projects. With this transition plan, barriers to access are now easier to identify and include in future projects.

Current campus projects listed on this page will result in removal of surveyed barriers (and some additional barriers not recorded during the self-evaluation phase by the Hans Rosling Center project): approximately 1.8 miles of pathway, 39 curb ramps (missing and existing), seven crosswalks, one bus stop, 42 staircases, 13 wheelchair ramps, 223 parking stalls, 50 hazards, and one driveway.

6.2 TRANSITION PLAN COST AND SCHEDULE

One requirement of an ADA Transition Plan is development of a schedule demonstrating the expected timeframe for a public entity to remove accessibility barriers. Understanding the financial resources needed to remove them is essential for developing such a schedule.

6.2.1 PROCESS

Unit costs were developed to address ADA barriers described in Chapter 2. These costs were developed using recent bid tabulations (2016-2019) and assumptions regarding the typical unit cost of replacement for each ADA barrier. A draft unit cost estimate was created using information from the data inventory and calculated using current year construction costs. The estimates are meant to assist in determining a schedule for the completion of the barrier removal process. They also serve as a tool to help the University plan and fund full removal of barriers over a period of time.

6.2.2 COST ESTIMATE ASSUMPTIONS

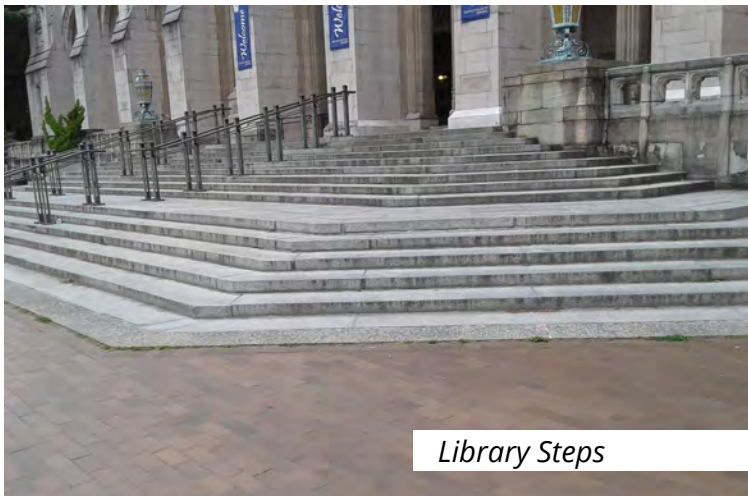
Planning level unit cost estimates were determined using unit costs and data gathered during the inventory process. ADA deficiencies were totaled using their respective unit of measurement: for example, square yards for sidewalks, and number of facilities for curb ramps.

Other factors such as contingency, design, mobilization, traffic control, and sales tax will be added once project scopes are defined. Additional costs to be added to the project level costs include those associated with items such as grading, permitting, contingency for changes in future accessibility standards, structural impacts, and inflation. The additional cost due to inflation will vary based on when a project is initiated.

Crosswalks were not included in this plan's costing efforts, as costs for improving crosswalks can be highly dependent on the type of ADA deficiency and the area surrounding the crosswalk. For example, if the crosswalk cross slope is non-compliant, the entire intersection and roadway leading up to the crossing may require regrading to adjust the slopes within the crosswalk itself. This regrading effort can encompass areas far outside of the original footprint intended for replacement. Also excluded from this cost estimate, are exterior features with barriers that are within active or planned construction project boundaries (see Section 6.1.2). These barriers are assumed to be removed via these construction activities.

It is also important to note that the physical feasibility of removing each ADA barrier was not considered in developing the planning level cost estimate. Due to existing roadway grades, geometry, building layouts and other physical factors, it is unlikely that a significant portion of the ADA barriers can be fully removed but may be improved to the maximum extent feasible.

Table 6-2 provides a summary of each activity associated with barrier removal



Library Steps

THE UNIVERSITY OF WASHINGTON'S GOAL:

To achieve an accessible travel grid, with interconnecting points of arrival to designated building entries, through pedestrian facilities (sidewalks and ramps), parking in close proximity to facilities, and shuttle/public transportation stops.

and the applicable cost of removing the specified number of deficiencies. This table does not include additional costs that will be added as the barrier removal projects are refined; it only documents the per unit cost. Non-compliant sidewalks/walkways represent the largest overall cost, followed by non-compliant curb ramps and wheelchair ramps.

6.2.3 SCHEDULE

Identified barriers are anticipated to be remediated through currently funded capital building projects, maintenance work, partner-funded projects, and by securing funding over the next several biennium. (See Section 6.1 for current and anticipated projects.)

The University's next step is to create barrier removal projects and project costs which will inform a removal schedule. Progress on the schedule and alignment with established priorities will be reevaluated annually to ensure projects, maintenance, and budgets support selected goals.

Due to significant investment of time and money needed to remove accessibility barriers, it is important to identify the highest priority barriers to accessibility and focus resources on removing them first. An analysis of barrier removal priorities was completed to determine how many barriers within the inventoried areas are classified as 'very high' and 'high' priority as defined in Section 5.2.

Highest priority barriers represent a significant barrier to access in areas with high demand for accessibility. The majority of barriers in the high and

very high priority categories are sidewalks, curb ramps, and doors. Lower priority barriers represent lesser barriers to access in areas with lower pedestrian demand. By removing the highest priority barriers first, the University is working to provide the best access to the most critical programs, in the shortest time period possible.

Through the development of this plan and analysis of accumulated data, an online mapping tool was created to provide geospatial information, accessibility attributes, and prioritization of barriers within one platform. The online mapping tool will be a key instrument to identify barrier removal projects. Due to the campus density, the online platform allows a user to look at the campus as a whole and explore areas in greater detail. Since the online mapping tool provides a structure that houses the transition plan's self-evaluation and analysis, it should be used in project scoping.

With use of the online mapping tool and priority level assignments the University will select projects to continue barrier removal. To inform project selection, a scoping effort should take place. This effort would include site visits for areas identified as high priority, to determine the severity of the barrier and evaluate possible solutions to address the issue.

When selecting projects, site conditions and improvement feasibility should be considered. Areas with multiple barriers within close proximity can be grouped together to achieve cost savings.

Some barriers identified through this transition plan are on facilities that have been built to the maximum extent feasible as discussed in Section 4.2. Each barrier removal project should be evaluated in the engineering design phase to determine if improvements to the facility are feasible.

> The majority of barriers in the high and very high priority categories are sidewalks, curb ramps, and doors.

Table 6-2 Cost Estimate

FACILITY TYPE	IMPROVEMENT TYPES	QUANTITY	2019 REPLACEMENT COST
SIDEWALKS			
Sidewalk	Reconstruct existing sidewalk or paved shoulder walkway	137,300 SY	$19,908,500
Driveway	New driveway with sidewalk	25	$72,500
MAINTENANCE/MISCELLANEOUS			
Vertical Discontinuity	Sidewalk grinding (10 LF of sidewalk)	259	$64,750
Horizontal Discontinuity	Sidewalk crack sealing/grouting	4,800 LF	$24,000
Fixed Obstacles	Relocation of obstacles including utility pole, mailbox, tree trunk, etc.	187	$561,000
Moveable Obstacles	Relocation of obstacles including tree/bush (prunable), message boards, parked cars, etc.	43	$8,600
Protruding Obstacles	Relocation of obstacles including of tree/ bush, signs, awnings etc.	229	$114,500
CURB RAMPS			
Missing Curb Ramp	New curb ramp	142	$653,200
Detectable Warning Surface (DWS)	New bolt down detectable warning surface	15	$9,000
Existing Curb Ramp (running slope, cross slope, ramp width, etc.)	Reconstruct existing ramp	292	$1,752,000
Curb Ramp Landing	Install or replace landing	11	$11,000
Crosswalk	Rechannelize crosswalk	2	$2,200
PUSHBUTTONS			
Pedestrian Signal Pushbuttons	Install new pole and pushbutton	2	$10,000
STAIRCASES			
Staircase (riser, tread, slope, etc.)	Replace concrete staircase (per 1 ft width)	33,594 LF	$3,359,400
Handrail (height, diameter, extensions, etc.)	Install or replace handrail	536 LF	$2,105,300
Contrasting strip	Replace contrasting strip	2,301 LF	$34,600

FACILITY TYPE	IMPROVEMENT TYPES	QUANTITY	2019 REPLACEMENT COST
RAMPS			
Ramp (width, slope, landing, etc.)	Replace ramp	4,900 SY	$931,000
Handrail (height, diameter, extensions, etc.)	Install or replace handrail	10,720 LF	$1,608,000
BUS STOPS			
Bus shelter turning space cross slope	Replace bus shelter pad	83	$15,000
Bus stop boarding area	Replace/construct boarding area and transition panels	110	$16,000
Bus stop route	Replace sidewalk route from bus shelter to boarding area	17	$3,000
ACCESSIBLE PARKING			
Parking stall/parking aisle slope.	Grind surface and/or add asphalt lift	432	$864,000
Accessible parking stall/parking aisle width or pavement marking.	Install parking stall accessible symbol/aisle pavement markings or resize and restripe stall/aisle	265	$53,000
Sign height or no sign indicating accessible stall.	Install new sign or adjust existing sign	49	$4,900
BUILDING ENTRANCES			
Building Entrance or Number of Accessible Entrances	Upgrade existing building entrance or upgrade other building entrances		$1,554,472

1. Costs listed for each feature type includes cost of barrier removal for barriers that may remain in place due to the feature being installed to the maximum extent feasible (MEF). Further study of these features is necessary on a case by case basis.
2. Project plan costs will be developed to include additional costs beyond the base unit costs for barrier removal improvements. Work such as design, mobilization, TESC, & traffic control, construction management, and sales tax will be added to the project cost. Additional cost related to storm design, structural features, and landscaping will be included as the project costs are refined. A schedule for construction will also be created with inflation applied to the overall project cost.

Montlake Cut

7 CURRENT PRACTICES

This section documents key pieces of information critical to ongoing plan implementation. This information will be updated as described in Section 7.5.

7.1 OFFICIALS RESPONSIBLE

For Implementation:

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For ADA Coordination:

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University of Washington
Seattle, WA 98105
Phone: 206-543-9717
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7.2 MAXIMUM EXTENT FEASIBLE DATABASE AND PROCESS

Once an official system is approved, the process will be documented in summary memoranda.

7.3 CURRENT GRIEVANCE PROCESS

See Section 2.1.2 for the University's current ADA Grievance Policy. Changes to policies will be outlined in the summary memoranda.

7.4 ACCESSIBILITY OF ADA TRANSITION PLAN INFORMATION

Find the accessible electronic version of this ADA Transition plan at: uw.edu/ada

7.5 BARRIER REMOVAL PERFORMANCE MONITORING

The plan is currently less than one year old and represents the most recent available data. The University will track barrier removal progress and provide summary memoranda on a yearly basis for the first three years following publication. After this three year period, progress memoranda will be prepared on a biennial basis.

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