How To Establish an ADA Program with Limited Resources

Presented By:
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Snohomish County, Washington
Why an ADA Compliance Program?

- Americans with Disabilities Act signed into law on July 26, 1990.
- Identify and remove barriers in order to provide equal access.
Why an ADA Compliance Program?

- Began evaluation of facilities in public right-of-way.
- Discovered a 93% non-compliance rate during the beginning of the self-evaluation.
- 300-500 new curb ramps being constructed a year.
Snohomish County Assets

- 10,700 Curb Ramps (with 300-500 added each year)
  - 93% Non-compliant

- 475 miles of sidewalk
  - 62% Non-compliant (cross-slope exceeding 2%)

- Pedestrian Signal Systems
  - 75% Non-compliant
Sizing the Problem

- How many curb ramps, miles of sidewalk, number of pedestrian signal systems?
- Do we have an idea of the severity of the non-compliance?
ADA Compliance Program Objectives

- Stakeholder Engagement
- Set Expectations
- Clearly Define Standards
- Follow-up to evaluate compliance
- Foster Accountability
Compliance Program Basics

(1) Set Expectations
(2) Establish Standards
(3) Measure Compliance
(4) Handle Exceptions
Stakeholder Engagement
Stakeholder Engagement

- Agency Staff
- Citizens
- Private Sector
- Other Governments Agencies
Empower the Stakeholders

(1) What is expected?
(2) What are the standards?
(3) How will compliance with the standards be assessed?
(4) What happens when compliance is not achieved?
Stakeholder Engagement

- Identify the stakeholders.
- Empower them and raise awareness.
- Program works best when everyone is working toward a common goal.
Establishing the Standards
Establishing Standards


- More than just the legal standards.

- Establish standards for areas where the ADA requirements are silent or vague.
Establishing Standards

- Citizen Advisory Committee – Volunteers to advise agency for setting standards that reflect community values.

- Comprised of citizens, private sector engineers/planners, transit agency representatives.

- Administrative time required to schedule and run meetings.
Establishing Standards

- Working Group (Non-Technical, Internal)
  - Engineering
  - Planning and Development
  - Traffic Ops
  - Road Maintenance

- Technical Advisory Committee (Technical, Internal)
  - Subject matter experts
Establishing Standards

- Get input on others experience.
- Learn what works and what doesn’t.
- Publicize and provide training on the standards that we develop.
Establishing the Standards
Evaluate Compliance
Evaluate Compliance

- Required to create Self-Evaluation and Transition Plan.
- Essential component ADA Compliance program work.
- Potentially large workload component depending on the amount of facilities.
Evaluate Compliance

- Approximately 250 technical requirements.
- These requirements used for evaluating facilities in the public right-of-way (curb ramps, sidewalks, pedestrian signal systems).
## Evaluate Compliance

<table>
<thead>
<tr>
<th>FACILITY</th>
<th>ELEMENT</th>
<th>FEATURE</th>
<th>REQUIREMENT</th>
<th>COUNTY SOURCE</th>
<th>STATE SOURCE</th>
<th>FEDERAL SOURCE</th>
<th>MEASURING FORM FIELD</th>
<th>FOLLOW-UP / ACTION ITEM</th>
</tr>
</thead>
<tbody>
<tr>
<td>Curb Ramps - Perpendicular</td>
<td>Landing</td>
<td>Running Slope</td>
<td>Perpendicular ramp landing running slopes at intersections shall be 2 percent maximum. Landing running slopes at midblock crossings shall be permitted to be warped to meet street or highway grade.</td>
<td>2012 EDDS - 4.05D, 7</td>
<td>2005 PROWAG R303.2.1.3</td>
<td></td>
<td>CR-B1.1</td>
<td>FAI 41, FAI 43</td>
</tr>
<tr>
<td>Curb Ramps - Perpendicular</td>
<td>Landing</td>
<td>Cross Slope</td>
<td>Perpendicular ramp landing cross slopes at intersections shall be 2 percent maximum. Landing cross slopes at midblock crossings shall be permitted to be warped to meet street or highway grade.</td>
<td>2012 EDDS - 4.05D, 7</td>
<td>2005 PROWAG R303.2.1.3</td>
<td></td>
<td>CR-B1.2</td>
<td>FAI 28, FAI 41, FAI 43</td>
</tr>
<tr>
<td>Curb Ramps - Perpendicular</td>
<td>Landing</td>
<td>Length</td>
<td>A perpendicular ramp landing length of 4.0 ft. minimum shall be provided at the top of the curb ramp and shall be permitted to overlap other landings and clear space.</td>
<td>2012 EDDS - 4.05D, 7</td>
<td>2005 PROWAG R303.2.1.3</td>
<td></td>
<td>CR-B1.3</td>
<td>FAI 40, FAI 42</td>
</tr>
<tr>
<td>Curb Ramps - Perpendicular</td>
<td>Landing</td>
<td>Width</td>
<td>A perpendicular ramp landing width of 4.0 ft. minimum shall be provided at the top of the curb ramp and shall be permitted to overlap other landings and clear space.</td>
<td>2012 EDDS - 4.05D, 7</td>
<td>2005 PROWAG R303.2.1.3</td>
<td></td>
<td>CR-B1.4</td>
<td>FAI 40, FAI 42</td>
</tr>
<tr>
<td>Curb Ramps - Perpendicular</td>
<td>Ramp</td>
<td>Cross Slope</td>
<td>The cross slope of perpendicular ramps at intersections shall be 2 percent maximum. The cross slope at midblock crossings shall be permitted to be warped to meet street or highway grade.</td>
<td>2012 EDDS - 4.05D, 5</td>
<td>2005 PROWAG R303.2.1.2</td>
<td></td>
<td>CR-B2.1</td>
<td>FAI 28, FAI 41, FAI 43</td>
</tr>
</tbody>
</table>
Evaluate Compliance

- Technical requirements used to create measuring forms and guidelines.
- Establish consistency.
- Does not require an expert to take measurements used to evaluate compliance.
Evaluate Compliance

Snohomish County Curb Ramp Measurement Form

<table>
<thead>
<tr>
<th>(A) Background Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>(A1) Ramp ID Number:</td>
</tr>
<tr>
<td>(A2) MEF Number:</td>
</tr>
<tr>
<td>(A3) Name of Person Measuring:</td>
</tr>
<tr>
<td>(A4) Date Measurement Taken:</td>
</tr>
<tr>
<td>(A5) Ramp Configuration:</td>
</tr>
<tr>
<td>(A6) Ramp Type:</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>(B) Perpendicular Ramps</th>
<th>(C) Parallel Ramps</th>
<th>(D) Combination Ramps</th>
</tr>
</thead>
<tbody>
<tr>
<td>(B1) Landing</td>
<td>(C1) Landing</td>
<td>(D1) Landing</td>
</tr>
<tr>
<td>(B1.1) Run Slope (%)</td>
<td>(C1.1) Run Slope (%)</td>
<td>(D1.1) Run Slope (%)</td>
</tr>
<tr>
<td>(B1.2) Cross Slope (%)</td>
<td>(C1.2) Cross Slope (%)</td>
<td>(D1.2) Cross Slope (%)</td>
</tr>
<tr>
<td>(B1.3) Length (ft.)</td>
<td>(C1.3) Length (ft.)</td>
<td>(D1.3) Length (ft.)</td>
</tr>
<tr>
<td>(B1.4) Width (ft.)</td>
<td>(C1.4) Width (ft.)</td>
<td>(D1.4) Width (ft.)</td>
</tr>
</tbody>
</table>

| (B2) Ramps | (B2.1) Cross Slope (%) | (B2.2) Width (ft.) |
| Left | Right |

<table>
<thead>
<tr>
<th>(B3) Future Use</th>
<th>(B3.1) C.P. Cross Ramp (Y/N)?</th>
</tr>
</thead>
<tbody>
<tr>
<td>(B3.2) Future Presence (Y/N)?</td>
<td></td>
</tr>
<tr>
<td>(B3.3) Flag Slope</td>
<td></td>
</tr>
<tr>
<td>(B3.4) Return to Protected (Y/N)?</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>(E1) Narrowest Width</th>
</tr>
</thead>
<tbody>
<tr>
<td>(E2) Steepest Slope</td>
</tr>
</tbody>
</table>

(B1.1) Take at least two measurements of the landing running slope as shown in the illustration to the top, left. Take one measurement on each side of the landing parallel to an extension of the sides of the curb ramp and perpendicular to the grade break at the top of the ramp (Location 1 & 2). If the landing does not appear to be planar, take additional parallel measurements where the ramp appears to be warped. Record the steepest running slope measured.
Evaluate Compliance

- Summarize technical requirements.
- Create measuring forms and guidelines.
- Collect Data
  - Handheld GPS units
  - Other Data Collection Methods?
- Import into GIS for analysis.
Evaluate Compliance

- Two technicians with handheld GPS units and electronic levels.
- Measure all 30 curb ramp elements
- Imported data into GIS for mapping and evaluation.
Handling Exceptions

- Sometimes it’s very difficult to be fully compliant.

- Establish a design review and approval process to determine if the facility was constructed to the maximum extent feasible (MEF).

- Agency would determine the order of importance for elements to be non-compliant.
Accountability

- Everyone is responsible for ADA compliance.
- Our Expectations:
  - Full Compliance
  - Maximum Extent Feasible (MEF) Approval
  - Try Again
- Organization/Cultural Change – ADA is now a part of what everyone does.
97% of County constructed ramps are being built compliant.

Very rare to have entire ramps replaced.

More data needed for private development curb ramp compliance rate.
Early Program Successes

- Organizational awareness and empowerment.
- Training for County Staff and Private Sector.
- Stakeholder outreach.
- Dramatically improved compliance rates.
Additional Information

www.snohomishcountywa.gov/pwADA