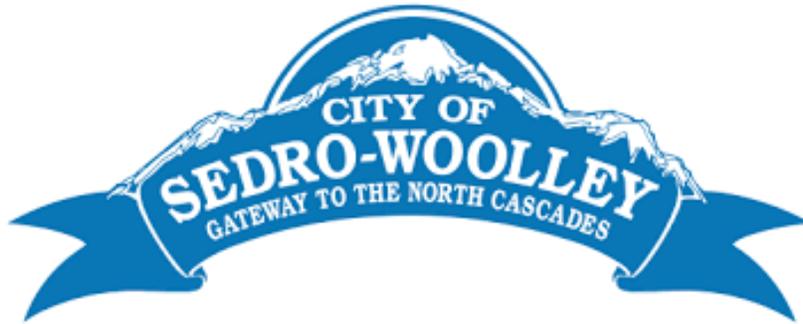


# **City of Sedro-Woolley**

## **ADA Transition Plan**

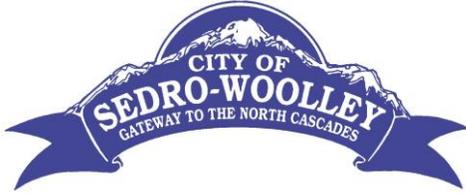


## **Appendix F**

**2020 Accessible Pedestrian Signal (APS) Policy**

**April 2021**

Prepared by  
Transportation Solutions, Inc  
design2 LAST, Inc.



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August 1, 2020

## **Policy Regarding Installation of Accessible Pedestrian Signals (APS) and Pushbuttons**

**Intent:** It is the City's intention to be consistent with the most current version of the WSDOT Local Agency Guideline Chapter 29.4<sup>1</sup>, WSDOT Design Manual 22-01 Chapter 1510.05<sup>2</sup>, and the Public Right of Way Access Guidelines (PROWAG 2011)<sup>3</sup> in the provision and location of accessible pedestrian signals and pushbuttons. Further guidance is available in 28 CFR Part 36 and MUTCD section 4E.09.

**Purpose:** The purpose of this policy is to establish a reasonable and consistent policy for installing APS to ensure that access for persons with disabilities is provided. Note: As of July 2020, all existing signals within the City of Sedro-Woolley are operated and maintained by WSDOT.

### **Scope:**

**A. New Signals:** All new signals are to be constructed with full APS.

**B. Existing Signals:** The City of Sedro-Woolley adheres to the WSDOT Design Manual Chapter 1510.05 policy below:

*Coordinate sidewalk and curb ramp work with signal system work so that signal poles with pedestrian equipment meet accessibility requirements for APS pushbuttons to the maximum extent feasible. See 1510.12 for additional information on pedestrian pushbutton accessibility.*

*For existing signal systems only, the work required for each signal system location is determined as follows:*

- 1. If no sidewalk ramp work is being performed at a signal system location, no work is required for that signal system as part of the project.*
- 2. If any ramp is being reconstructed at a signal system location, and the traffic signal system is owned by WSDOT, then all poles with pedestrian equipment shall be made accessible for the entire traffic signal system at that location. This may require new or relocated poles, as well as additional ramp and sidewalk work beyond that previously described in 1510.05(2).*

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<sup>1</sup>See WSDOT Local Agency Guidelines M36-63.37 CHAPTER 29 - Section 504 and the Americans with Disabilities Act. Pages 29-4 to 29-6. <https://www.wsdot.wa.gov/Publications/Manuals/M36-63.htm>

<sup>2</sup> See WSDOT Design Manual M 22-01, Chapter 1510.05 (2)(a) Requirements for Crossings with Pedestrian Pushbuttons. <https://www.wsdot.wa.gov/Publications/Manuals/M22-01.htm>.

<sup>3</sup>See also United States Access Board. *Proposed Rights of Way Guidelines (2011): Chapter R2: Scoping Requirements.* <https://www.access-board.gov/guidelines-and-standards/streets-sidewalks/public-rights-of-way/proposed-rights-of-way-guidelines/chapter-r2-scoping-requirements>.

*3. If any ramp is being reconstructed at a signal system location, and the traffic signal system is owned by another agency, only poles with pedestrian pushbuttons serving a crossing served by a ramp that is being reconstructed are required to be made accessible as part of the project. This may require reconstruction of the ramps, landings, or sidewalk areas at both ends of the crossing. The remaining crossings and poles may be addressed if the owning agency wishes to provide funding for the additional work.*

*If APS pushbuttons are not being installed as part of a project, any revised pole locations shall be designed to meet accessibility requirements with a conventional pushbutton installed and with an APS pushbutton installed, so that the pole does not have to be relocated when the conventional pushbutton is replaced with an APS pushbutton. Typically a location that is accessible with an APS pushbutton installed will be accessible with a conventional pushbutton installed, but verification is required.*

*Locations where these requirements cannot be fully met shall follow the procedures for maximum extent feasible documentation as previously described.*

**C. Requests from the Public:** If the request is for an APS signal at a location where no pedestrian signal exists, the City will go through a process, to include an engineering study as determined by the City, to determine how, if, and/or when it can add the requested ADA facility to the City's ADA Transition Plan, Capital Facilities Plan and budget.