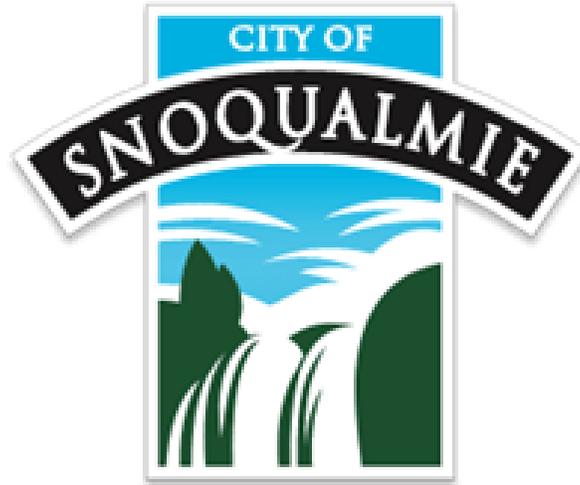


**Americans With Disabilities Act (ADA)
Transition Plan for the Public Right-of-Way**



Snoqualmie, WA

Draft June 2023

Appendix E

2023 Accessible Pedestrian Signal (APS) Policy

Prepared by





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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 Guidelines Chapter 29.4¹ and the Public Right of Way Access Guidelines (PROWAG 2011)² 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 May 2023, all existing signals on State Routes within the City of Snoqualmie are owned, operated, and maintained by WSDOT. All existing traffic signals on City streets are owned by the City of Snoqualmie and maintained under contract by King County.

- A. Installation of New Signals:** All new signals are to be constructed with full APS.
- B. Modifications to Sidewalks and Curb Ramps at Existing Signals:** 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 WSDOT Design Manual 1510.11 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 work, curb ramp work, or signal operational changes are being performed at an existing signal system location, then no APS work is required for that signal system.
2. If any ramp is being reconstructed at a signal system location, then 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.

¹See WSDOT Local Agency Guidelines M36-63.37 CHAPTER 29 - Section 504 and the Americans with Disabilities Act. Pages 29-4 to 29-6. <https://wsdot.wa.gov/engineering-standards/all-manuals-and-standards/manuals/local-agency-guidelines-lag>.

²See also United States Access Board. *Proposed Rights of Way Guidelines (2011): Chapter R2: Scoping Requirements*. <https://www.access-board.gov/prowag/chapter-r2-scoping-requirements/>.

3. If APS pushbuttons are not being installed as part of a project, then 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.
 4. Locations where these requirements cannot be fully met shall follow the procedures for maximum extent feasible documentation as previously described.
- C. Modifications to Operation of Existing Signals:** If changes to the pedestrian phasing of an existing signal as a result of adding or changing vehicle phasing are implemented, then installation of full APS is required, including curb ramps as required. This excludes implementation of phase overlaps for existing phases and implementation of permissive only flashing yellow arrows.
- D. Requests for APS from the Public:**
1. If the request is for an upgrade to APS at an existing traffic signal, the City will consider the request and determine how, if, and/or when it can add the requested APS to the City's ADA Transition Plan, Capital Facilities Plan and budget.
 2. If the request is for a new signal at a location where no signal exists, the City will consider the request, which may include an engineering study consistent with the MUTCD as determined by the City, to determine how, if, and/or when it can add the requested signal to the City's ADA Transition Plan, Capital Facilities Plan and budget.