Transportation Master Plan

City of Sequim, WA

Prepared for City of Sequim

Prepared by Transpo Group

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Table of Contents

Executive Summary ..... **iv**

Purpose iv
Transportation Network Today v
Future Transportation Network vi
Near-Term and Long-Term Capital Plans viii
Funding the TMP ix
Overview of Costs and Revenues ix

1. Introduction **1**

Purpose 1
Planning Requirements 2
How the City Uses The TMP 4
Public Outreach 4
Regional Coordination 5
Plan Organization 5

2. Conditions and Trends **8**

Existing Conditions 8
Trends 25

3. Transportation Goals & Policies **29**

4. City's Future Transportation Vision **30**

Future Vehicle Traffic Volumes 30
Components of the Multimodal Transportation Network 39

5. Near Term and Long-Term Capital Plans **45**

Six-Year Project List 46
Twenty-Year Project List 47
Projects Requiring Funding From Other Agencies 54

6. Implementing the TMP **55**

Overview of Costs and Revenues 55
Addressing Potential Revenue Shortfalls 59

Monitoring and Evaluation 61

7. Transportation Demand Management 64

8. Consistency with Other Plans 65

WSDOT Highway Improvement Program & Six-Year Transportation Improvement Program 65
Peninsula Regional Transportation Planning Organization 66
Clallam County and Adjacent Cities 67
Clallam Transit 67
Federal and State Air Quality Regulations 67

9. Glossary of Terms 68

List of Appendices

Appendix A Sequim ADA Transition Plan
Appendix B Level of Traffic Stress Evaluation Matrices
Appendix C Detailed 20-Year Project List
Appendix D Project List Prioritization Matrix
Appendix E Detailed Transportation Action Plan Strategies

List of Figures

Figure ES-1: Functional Classification System xi
Figure ES-2: Truck Routes and Destinations xii
Figure ES-3: Bicycle System Plan xiii
Figure ES-4: Pedestrian System Plan xiv
Figure 1: City of Sequim (Study Area) 7
Figure 2: Existing Street Classification and Planned Reclassifications 9
Figure 3: Existing (2023) Midday Peak Hour Volumes 12
Figure 4: Existing (2023) Midday Peak Hour Intersection Level of Service 14
Figure 5: Existing Freight and Goods Transportation System (FGTS) 16
Figure 6: Existing Transit Network 19
Figure 7: Existing Bicycle and Pedestrian Facilities 21
Figure 8: Crash History (2018 – 2022) 23
Figure 9: Proposed Future Road Connections 28
Figure 10: Future (2045) Midday Peak Hour Volumes 33
Figure 11: Future (2045) Midday Peak Hour Intersection Level of Service (LOS) 34
Figure 12: Pedestrian Level of Traffic Stress (LTS) 37
Figure 13: Bicycle Level of Traffic Stress (LTS) 38
Figure 14: Functional Classification System 41
Figure 15: Truck Routes and Destinations 42
Figure 16: Bicycle System Plan 43
Figure 17: Pedestrian System Plan 44
Figure 18: Transportation Improvement Projects: Near Term Improvements (6 Years) 52
Figure 19: Transportation Improvement Projects: Long Term Improvements (20 Years) 53
Figure 20: Transportation Plan Approach 65

EXECUTIVE SUMMARY

Over the last decade, Sequim has made a number of strategic transportation investments in helping to create a more livable community. Downtown streetscape improvements, safety upgrades around schools, contributions to the 130-mile Olympic Discovery Trail (ODT), public art installments, and the completion of an ADA Transition Plan are evidence of the City's steadfast commitment to creating an urban jewel on the Olympic Peninsula. This Transportation Master Plan (TMP) builds on these efforts and puts forth a transportation vision to meet Sequim's needs through 2045.

PURPOSE

This update to the TMP has been conducted as part of the 2025 Comprehensive Plan periodic update to align the key tenants of the Comprehensive Plan, including the vision statement, guiding principles, and transportation goals and policies.

Several of the guiding principles, developed based on the Comprehensive Plan vision statement, establish the community desires for the transportation network within Sequim:

- **Ensure Focused Growth** – Concentrate growth in key areas like downtown and Washington Street nodes, ensure walkability, mixed-use spaces, and access to essential services.
- **Connected and Accessible** – Expand transportation choices with safe, efficient streets, bike paths, and pedestrian-friendly infrastructure.
- **Protect the Environment** – Sustain the natural beauty of Sequim while adapting to climate change impacts
- **Engage the Community** – Establish transparent processes that involve residents and reflect community priorities in decision-making.

The guiding principles were used to develop the transportation goals and policies in the Comprehensive Plan which establish the framework through which this TMP update was conducted. The primary purpose of the TMP update is to align with Growth Management Act (GMA) requirements and identify a list of projects and programs that can be implemented over the 20-year planning period to advance the City's transportation priorities.

While this update builds upon the work conducted as part of the previous Comprehensive Plan, the transportation planning and policy recommendations have been reviewed and refined to better align with the priorities identified through the 2025 Comprehensive Plan periodic update. Updates account for changes in development and traffic conditions since the prior update and places the City's transportation system within the larger context of the regional transportation network, aligning with regional and state transportation agencies.

TRANSPORTATION NETWORK TODAY

Streets are a dominant feature in Sequim. They form the backbone of the transportation network but also shape how community members respond to their environment, in terms of physical activity and social interaction. Most of Sequim's streets were designed with vehicular mobility as the primary objective, with little in the way of aesthetic amenity. The City's recent efforts have focused on expanding non-motorized connectivity throughout the City via sidewalks, bike lanes, and multi-use paths.

To better understand travel patterns in Sequim, vehicle, bicycle, and pedestrian traffic counts were collected at key locations during the summer of 2023. These counts provided insights into the uniqueness of Sequim's transportation system:

- **Midday is Sequim's Rush Hour.** Due to the City's unique demographic and high proportion of commercial retail space, the City's peak time for travel is midday.
- **Most Trips are Local.** An origin-destination study of trips within Sequim indicates that just over 50 percent of trips have an origin and destination within the City or surrounding UGA area. Key origins and destinations outside of the City include Port Angeles and the surrounding areas of unincorporated Clallam County.
- **Washington Still the Main Throughfare.** Traffic volumes on Washington Street are some of the highest in the City, particularly in the west-end regional commercial center. Volumes on Washington remain high (approximately 700-800 vehicles during the midday peak hour) through Downtown but steadily decrease traveling east. Alternate east-west roads (Fir, Prairie, Hendrickson, and Old Olympic Highway) only carry a fraction of the volume that Washington carries. Sequim Avenue is the prominent north/south road, with congestion experienced at the intersection of Washington and Sequim.

Transportation Challenges

The City's key mobility challenges are listed below.

Vehicle Mobility

The peak summer months bring significant congestion to Washington Street. During key festivals, queues can extend the entire length of Washington, and in some cases, back onto US-101.

Traffic congestion along Washington Street through downtown is related to the traffic signals along the corridor. Recent improvement projects have adjusted the signal phasing and timing at intersections along the corridor to provide better traffic progression through the intersections. Since traffic on Sequim Avenue is only interrupted at the Washington Street traffic signal and the roundabout at Old Olympic Highway, many east-west travelers concentrate onto Washington Street.

Lengthy queues can be seen year-round at the intersection of Washington Street with Sequim Avenue. The incomplete interchanges at the US-101 on-/off-ramps contribute to congestion along Sequim Avenue, and the lack of controlled intersections establishes it as a barrier to east-west mobility.

Outside of downtown Sequim[1], particularly near new developments, the roadway network consists of many cul-de-sacs and dead-end streets. Vehicle trips that should be relatively short instead require users to travel longer distances. This design also funnels traffic to a few key roadways as opposed to spreading traffic across multiple roadways. Future land use and roadway development should focus on connecting roadways that currently dead-end to provide a more comprehensive network of roadways. The City has recently conducted a review of municipal code language and transportation policies to identify ways to encourage and strengthen connectivity requirements.

Transit

Clallam Transit has implemented changes to transit service based on ridership levels and available funding. Of greatest impact to the City is the implementation of the on-demand Interlink service within Sequim, which has largely replaced most fixed route bus service between destinations within the City. Most fixed route service which operates within the City connects the Sequim Transit Center to destinations outside of City limits. Transit service within the City is operated by other agencies (i.e., WSDOT, Clallam Transit, Jefferson Transit), so changes to routing and frequency are outside of the City's control.

Bicycle and Pedestrian

In examining the bicycle, pedestrian, and mobility scooter network, Sequim benefits from its location on the ODT, a well-established street grid in the city center, existing bicycle facilities, and a community that is interested in active transportation.

Within Sequim, the primary challenge with pedestrian/bicycle connectivity is the lack of a continuous sidewalk network within the Downtown core. Many roadways within this part of the City have incomplete or missing sidewalk connections limiting pedestrian connectivity between residential development and commercial uses along Washington Street. In line with the transportation goals and policies in Chapter 5 of the 2025 Comprehensive Plan, the City's priority is to complete sidewalk connections and upgrading existing facilities to meet ADA standards within the Downtown core.

FUTURE TRANSPORTATION NETWORK

The City envisions a future transportation system that is inclusive and facilitates all modes of travel by offering a robust network of roadways, bicycle, and pedestrian facilities. This plan describes

[1] "Downtown Sequim" is defined as the area designated with "Downtown" zoning per the City's zoning map (e.g., Downtown Core [DC], Downtown Mix Use I [DMU-I], Downtown Mix Use II [DMU-II]). See Figure 1.

Sequim's vision for its future transportation network, as well as the infrastructure improvements that would be needed to get there.

Roadway Functional Classification

The City uses the functional classification of local roadways to identify and designate the appropriate design features that should be accommodated on each segment of roadway based on the traffic volumes and modal users. The functional classification map identifies the roadways within the City that should be prioritized for vehicular travel. The City's street standards tie the functional classification to the roadway and right-of-way widths required for all street types, as well as the necessary widths for active transportation facilities. Together, the roadway functional classification map and the roadway design standards establish the foundation for the City's vehicular network. **Figure ES-1** presents the existing and planned functional classifications.

Truck Routes and Destinations

The truck routes layer was designed to facilitate both the movement of goods to retail destinations within the City and the shipment of goods from locations outside the City. Sequim's primary commercial districts are located along Washington Street near River Road, as well as east of downtown. Outside of Sequim, truck destinations include farms on the Olympic Peninsula, construction sites, as well as two nearby quarries. **Figure ES-2** shows the truck network.

Bicycle System Plan

The bicycle system is designed to meet the demands of a wide range of users through a series of dedicated facilities, including multi-use paths, bicycle lanes, and sharrows. The proposed bicycle network is quite extensive, reflecting the City's commitment to becoming an even more bike-friendly community. **Figure ES-3** shows the Bicycle System Plan.

Pedestrian System Plan

Sidewalks in Sequim are shared by pedestrians and mobility scooter users. A pedestrian system plan was developed for these modes. The network connects with Sequim's downtown core, commercial and retail zones, medical facilities, schools, and parks, the ODT, and residential neighborhoods. **Figure ES-4** shows the Pedestrian System Plan.

Level of Service Standards

Most of the improvements in the TMP are focused on the development of a multimodal transportation network, balancing vehicular capacity needs with the desire to provide well-connected and safe bicycle and pedestrian facilities to accommodate alternative modes of travel. To meet the City's vehicular LOS standard (a requirement of the Growth Management Act), three intersection improvements are needed over the course of the plan:



- E Washington St / Brown Rd
- W Prairie St / S Sequim Ave
- SR 101 Ramps / S Sequim Ave

In addition, bicycle and pedestrian LOS standards have been developed for the City based on Level of Traffic Stress (LTS). This metric is used to measure the level of comfort provided by pedestrian and bicycle facilities and determine whether existing and planned facilities are appropriate given the roadway context. Application of the LTS standards to the City's transportation network identified a range of improvements to the bicycle and pedestrian infrastructure as a means to improve multimodal mobility and address the pedestrian and bicycle LOS standards.

NEAR-TERM AND LONG-TERM CAPITAL PLANS

A capital program forms the basis of this TMP. Collectively, this program adds up to $104 million in transportation projects to be constructed over the next few decades. For the purposes of planning, the capital projects are divided into two lists – near-term (years 0 to 6) and longer-term (years 7 to 20) needs.

Six-Year Project List

Based on the multimodal LOS analysis and project prioritization, a near-term project list was developed. As shown in **Table ES-1,** the majority of the near-term expenditures include bicycle and pedestrian projects to meet the adopted level of traffic stress (LTS) standards and support the vision for a well-connected active transportation network. These projects are generally identified on Figures in Chapter 4. A full list of projects is available in **Appendix C.**

Table ES-1. Summary of Six Year Projects

Type	Notes	Number of Projects	6 Year Cost (thousands)
Active Transportation Projects	Bicycle Facilities (multi-use paths, bike lanes, and sharrows) and Pedestrian Facilities (sidewalk infill, and paths)	8	$24,480
Roadway & Intersection Projects	City Projects – Intersection/Corridor Improvement Projects along City roads	0	-
	WSDOT Projects – Intersection/Corridor Improvement Projects along WSDOT facilities	2	$17,170
TOTAL		**10**	**$41,650**

Twenty-Year Project List

In addition to projects prioritized in the six-year list, the TMP resulted in an additional list of projects to be completed over the later portion of the planning horizon (years 7 through 20 of this plan). These projects total to approximately $62 million in 2026 dollars and are summarized in **Table ES-2** and detailed in **Appendix C.**

Table ES-2. Summary of Twenty-Year Projects

Type	Notes	Number of Projects	6 Year Cost (thousands)
Active Transportation Projects	Bicycle Facilities (multi-use paths, bike lanes, and sharrows) and Pedestrian Facilities (sidewalk infill, and paths)	16	$27,470
Roadway & Intersection Projects	City Projects – Intersection/Corridor Improvement Projects along City roads	14	$22,800
	WSDOT Projects – Intersection/Corridor Improvement Projects along WSDOT facilities	2	$11,600
TOTAL		**32**	**$61,870**

FUNDING THE TMP

At the heart of implementing the TMP is understanding how these projects could be funded. Implementing this TMP will require close coordination among City departments, the citizens and businesses of Sequim, and other agencies within the region. It should be noted that the TMP is a living document and will serve as the blueprint for transportation in Sequim over the next several years. Realistically, the actions in the plan are most useful over the next three to five years. Between TMP update cycles, which will occur in alignment with GMA update cycles every 10 years, the annual update of the six-year TIP will be used to reassess the funding strategy for transportation improvements around the City.

OVERVIEW OF COSTS AND REVENUES

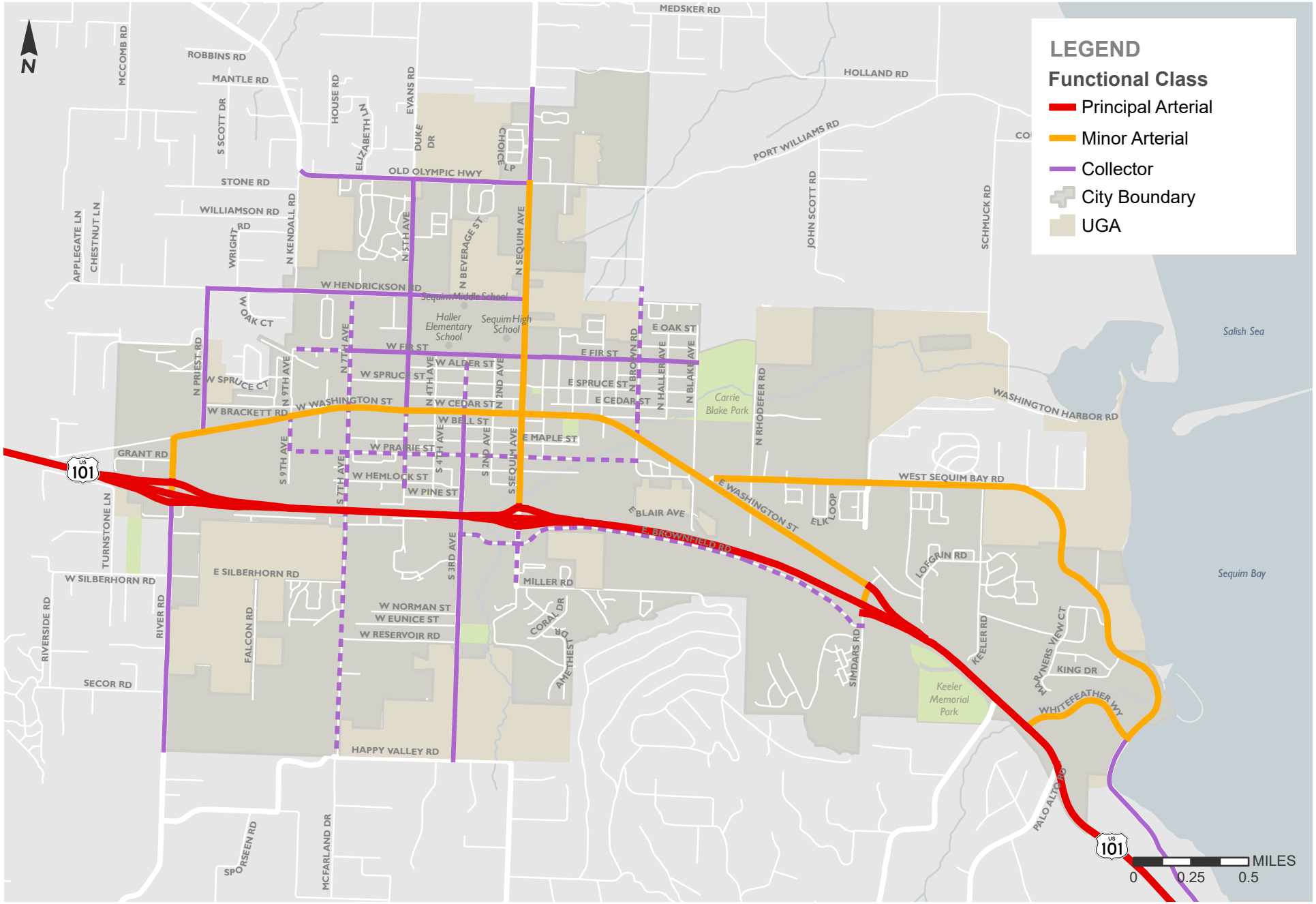
A key GMA planning requirement is the concept of fiscal restraint in transportation planning. A fiscally constrained TMP must first allow for operation and maintenance of existing facilities and then capital improvements. To develop the fiscally constrained plan, an inventory of revenues and costs was undertaken to identify funds that are likely to be available for capital construction and operations. **Table ES-3** compares the City's capital revenues against capital expenditures associated

with the TMP project list. As shown, a shortfall in funding for capital improvements is anticipated. Strategies for addressing this shortfall are identified and discussed within the plan.

Table ES-3. Forecasted Revenues & Costs	
Revenue/Cost	**Total (20 Year)**
Estimated Shortfall Excluding WSDOT Projects[1]	
Transportation Capital Revenues[2]	$50,000,000
Total Transportation Project Costs	$74,750,000
Capital Estimated Shortfall (without WSDOT Projects)	**($24,750,000)**

[1] The estimated shortfall in funding excludes projects along WSDOT facilities which are likely to require funding from non-City sources (e.g., WSDOT, federal/state earmarks, grant funding).

[2] Capital revenues assumes $30 million in grant funding Grant funding is speculative based on recent grant awards. Grant funding is not guaranteed and lower capital revenues may result should grant funding not be secured. The reassessment strategies identified in this chapter will be employed should the full grant revenue estimates not be secured.



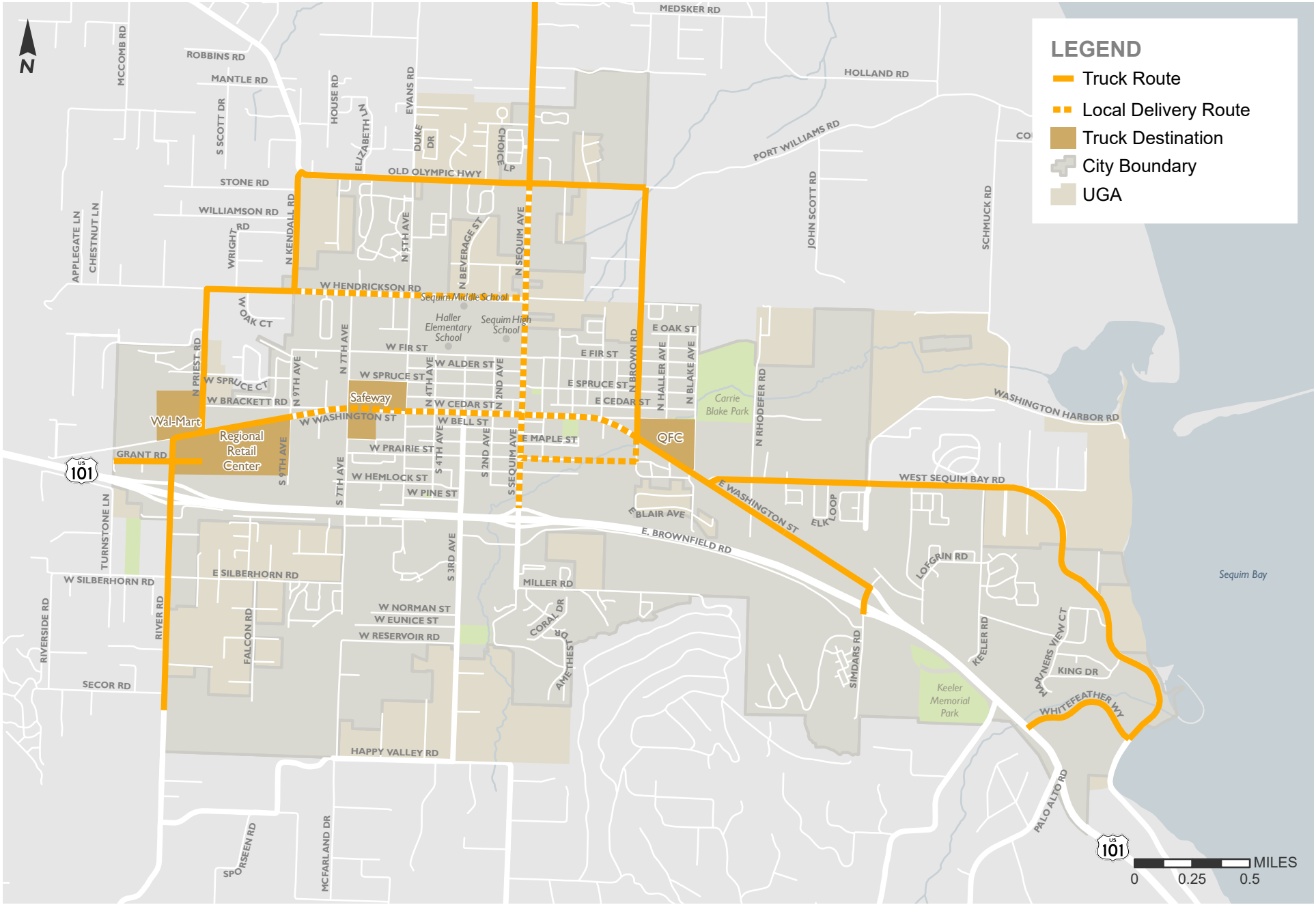
Functional Classification System

Sequim Transportation Master Plan

FIGURE

ES-1

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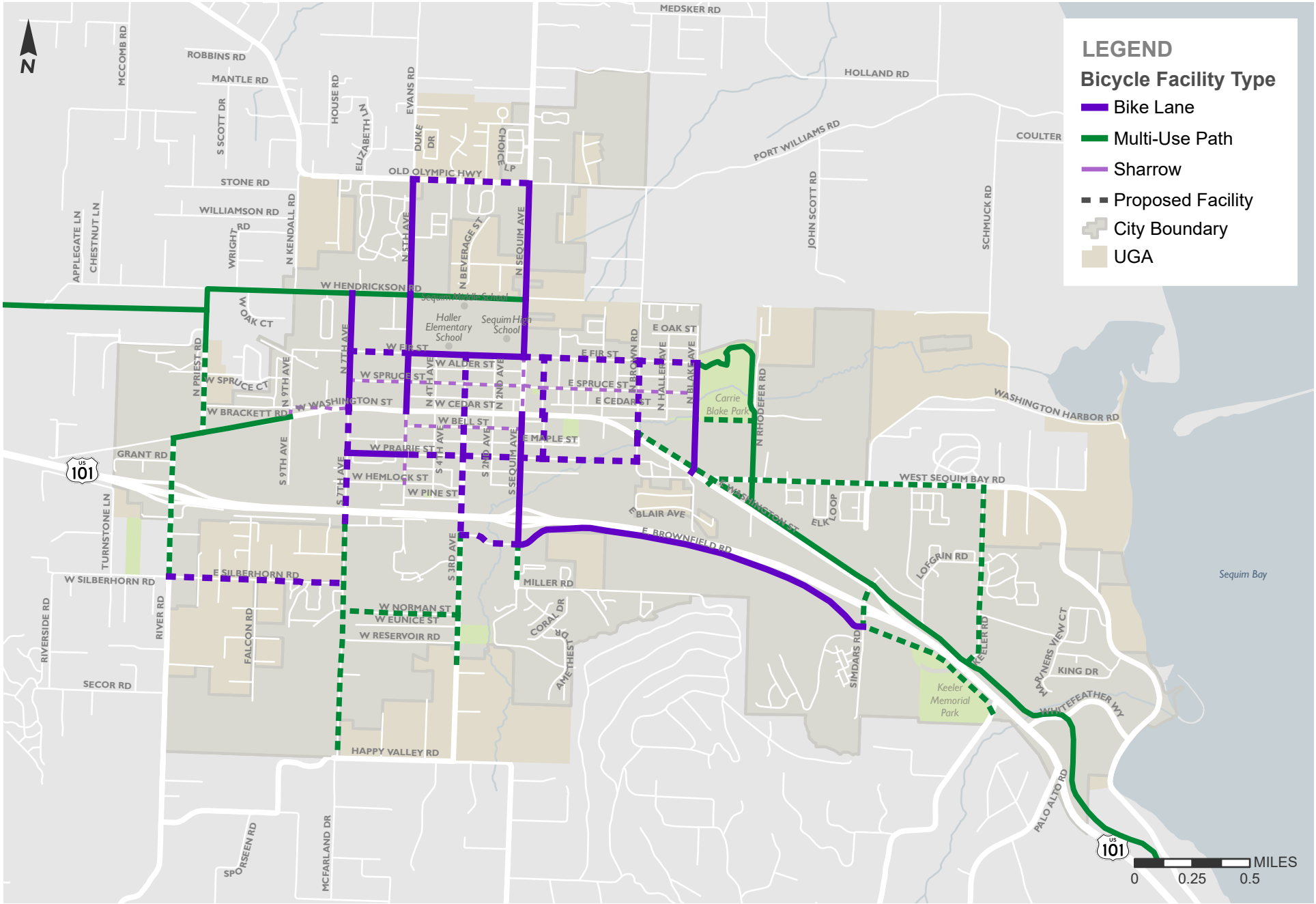
Truck Routes and Destinations

Sequim Transportation Master Plan

FIGURE

ES-2

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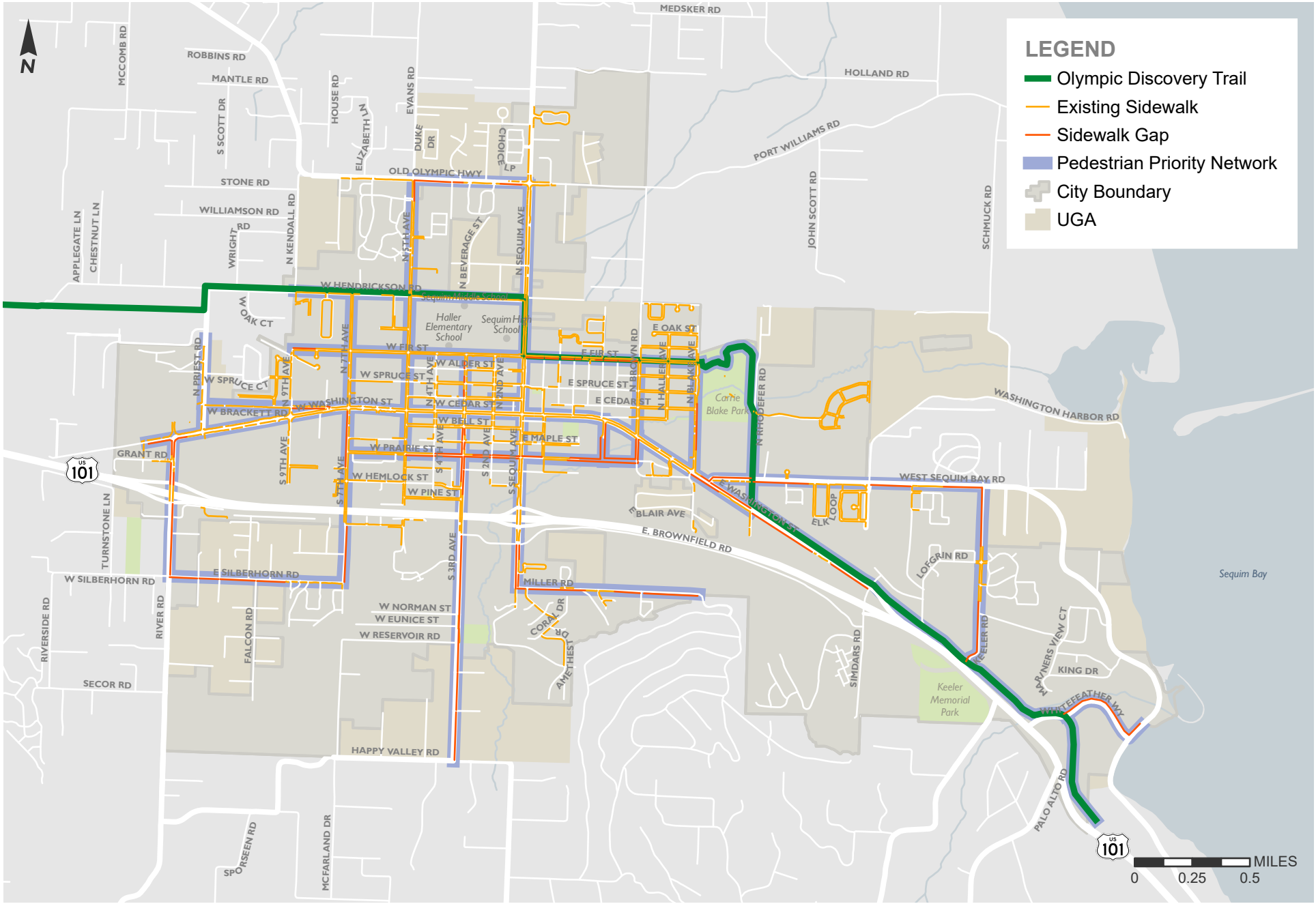


Bicycle System Plan

Sequim Transportation Master Plan

FIGURE

ES-3



Pedestrian System Plan

Sequim Transportation Master Plan

FIGURE

ES-4

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1. INTRODUCTION

Over the past several years, the City of Sequim (City) has made a number of strategic transportation investments in helping to create a more livable community. Recent improvements have included transportation investments which enhance the multimodal nature of the roadway network and improve safety for all uses. Recently completed projects include:

- Pedestrian and bicycle facilities along North Sequim Avenue and Fir Street
- Roundabout at North Sequim Avenue & Old Olympic Highway

This TMP has been updated to align with the vision for the City identified as part of the 2025 Comprehensive Plan periodic update. The TMP uses the transportation goals and policies to build on the City's recent efforts towards implementing transportation improvements and puts forth a transportation vision to meet Sequim's needs through 2045.

PURPOSE

This update to the TMP has been conducted as part of the 2025 Comprehensive Plan periodic update to align the key tenants of the Comprehensive Plan, including the vision statement, guiding principles, and transportation goals and policies.

Several of the guiding principles, developed based on the Comprehensive Plan vision statement, establish the community desires for the transportation network within Sequim:

- **Ensure Focused Growth** – Concentrate growth in key areas like downtown and Washington Street nodes, ensure walkability, mixed-use spaces, and access to essential services.
- **Connected and Accessible** – Expand transportation choices with safe, efficient streets, bike paths, and pedestrian-friendly infrastructure.
- **Protect the Environment** – Sustain the natural beauty of Sequim while adapting to climate change impacts.
- **Engage the Community** – Establish transparent processes that involve residents and reflect community priorities in decision-making.

The guiding principles were used to develop the transportation goals and policies in the Comprehensive Plan which establish the framework through which this TMP update was conducted. The primary purpose of the TMP update is to align with Growth Management Act (GMA) requirements and identify a list of projects and programs that can be implemented over the 20-year planning period to advance the City's transportation priorities.

While this update builds upon the work conducted as part of the previous Comprehensive Plan, the transportation planning and policy recommendations been reviewed and refined to better align with

the priorities identified through the 2025 Comprehensive Plan periodic update. Updates to the TMP account for changes to the transportation network and travel patterns since the previous update and aligns the City's system with the regional transportation network.

PLANNING REQUIREMENTS

Because of the overlapping boundaries of the transportation system, the City's planning effort takes place within requirements from the state, county, and regional agencies. **Figure 1** shows how Sequim fits into this regional context and defines the area referenced as "Downtown Sequim" throughout the TMP.

Sequim is connected to other regional destinations on the Olympic Peninsula and the rest of Puget Sound via US-101 and the state ferry system. Additional connections are provided through the Sequim Valley Airport, as well as through the Fairchild International Airport in neighboring Port Angeles.

State GMA Requirements

Washington's Growth Management Act (GMA) requires communities to prepare a transportation plan directly tied to the City's land use decisions and financial planning. This TMP fulfills this mandate and has been updated to address updates to the GMA requirements as a result of House Bill 1181 (HB 1181).

This TMP update complies with GMA requirements, as outlined in RCW 36.70A.070(6), by including the following:

- Updated land use assumptions for estimating travel (consistent with the Land Use Element of the Comprehensive Plan)
- Multimodal impacts to state-owned transportation facilities
- Inventory and analysis of existing and future transportation facilities and needs, including
    - Inventory of air, water, and ground transportation facilities and services (e.g., transit alignments, active transportation facilities, aviation/airport facilities, etc.)
    - Multimodal level of service (LOS) standards for local- and state-owned arterials, active transportation facilities, and transit routes serving urban growth areas (UGAs)
    - Projects and actions to bring transportation facilities into compliance with the established multimodal LOS standards
    - Twenty-year multimodal transportation demand forecasts which align with the Land Use Element of the Comprehensive Plan



  - Transportation projects and programs needed to meet existing and future transportation demand
  - An evaluation and transition plan for bringing transportation facilities in compliance with Title II of the Americans with Disabilities Act (ADA) requirements

- Transportation financing analysis comparing transportation funding needs against probable funding resources, conducting a multi-year financing plan, and identifying the measures for raising additional funding or reassessing land use assumptions to meet probably funding shortfalls
- Intergovernmental coordination efforts, including coordination of impacts to transportation facilities of adjacent jurisdictions
- Transportation Demand Management (TDM) strategies
- Active transportation component to identify improvements for pedestrian and bicycle facilities to promote accessibility and community health

One of the key mandates resulting from HB 1181 is a shift towards planning the transportation network through a multimodal lens, accounting for and addressing demands not only for vehicles, but other modes as well including walking, biking, and transit. Consistent with GMA requirements, the TMP establishes a vision for a multimodal transportation network in Sequim to advance the City's guiding principal to expand transportation choices and access. **Table 1.1** summarizes how the TMP aligns with the requirements of HB 1181.

Table 1.1. House Bill 1181 Transportation Requirements

Required Elements	How Element is Addressed in the TMP
Strategies to reduce vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions	• **Goals & Policies:** updated to include policies to promote alternative travel models and use of alternative fuel sources
Adoption of multi-modal LOS standards for measuring concurrency	• **LOS Standards:** developed multimodal LOS standards to evaluate non-vehicle travel modes
Inventory of active transportation facilities	• **Existing Conditions:** identification of existing pedestrian, bicycle, and transit facilities
Assessment of multimodal demands and needs	• **Network Analysis:** evaluation of network gaps and assessment of future active transportation connections
Active transportation improvements to mitigate development impacts	• **Project List:** identification of pedestrian and bicycle improvement projects
Incorporation of an ADA Transition Plan	• **ADA Transition Plan:** transition plan included as an appendix to the TMP

Regional Plans

The Peninsula Regional Transportation Planning Organization (PRTPO) is an association of cities, towns, counties, ports, tribes, transit agencies, and major employers that sets policy for Clallam, Jefferson, Kitsap, and Mason Counties. These policies and decisions relate to regional growth management, economic, and transportation issues.

The PRTPO has identified seven principals which establish a regional framework for aligning transportation planning across agencies throughout the region. This plan is consistent with these principles, listed below:

1. Encourage transportation-efficient development patterns appropriate for the intended land use
2. Increase convenient multimodal travel options for more people for more trips
3. Support local and state economic vitality
4. Make travel safer and more reliable for all
5. Reduce transportation's impact on the environment and human health
6. Maintain a state of good repair
7. Cooperate with other governments in coordinated transportation planning and decision-making

HOW THE CITY USES THE TMP

The TMP is a functional plan and component of Sequim's Comprehensive Plan. The TMP has been updated as part of the 2025 Comprehensive Plan periodic update to align the Citywide vision and the adopted Land Use Element. The TMP is intended to outline the framework through which the necessary transportation investments for the City are identified and implemented.

At its core, the TMP informs the development of the Capital Facilities Plan (CFP), by identifying the transportation projects that are needed to support future travel demand to be incorporated into the CFP. The TMP also evaluates how these projects fit within the community's values and fiscal resources.

PUBLIC OUTREACH

This TMP included public outreach, as a part of the 2025 Comprehensive Plan periodic update, with the following components:

- **Transportation Open House** – In June 2024, the City hosted a week of visioning workshops aimed at gathering feedback from the public on Sequim's planning priorities over the next 20



years. One of these workshops focused on the future vision for the City's transportation network. This open house provided an opportunity for Sequim residents and community members to engage directly with City staff and project team members to share feedback on the current transportation system, as well as desired improvements. The workshop included an interactive mapping exercise for participants to review the multimodal transportation networks identifying key locations and challenges within the City. Open house participants were also asked to provide feedback on the types of improvements that they would like to see implemented within their community.

- **Online Transportation Survey** – An online survey was held during Spring 2024 through which community members could provide feedback on the City's existing infrastructure, as well provide input to shape the planned transportation vision. The 164 responses received as part of the survey reflected the community's interest in improving the safety and connectivity of bicycle and pedestrian facilities and ensuring that existing roadways are maintained in good condition.

REGIONAL COORDINATION

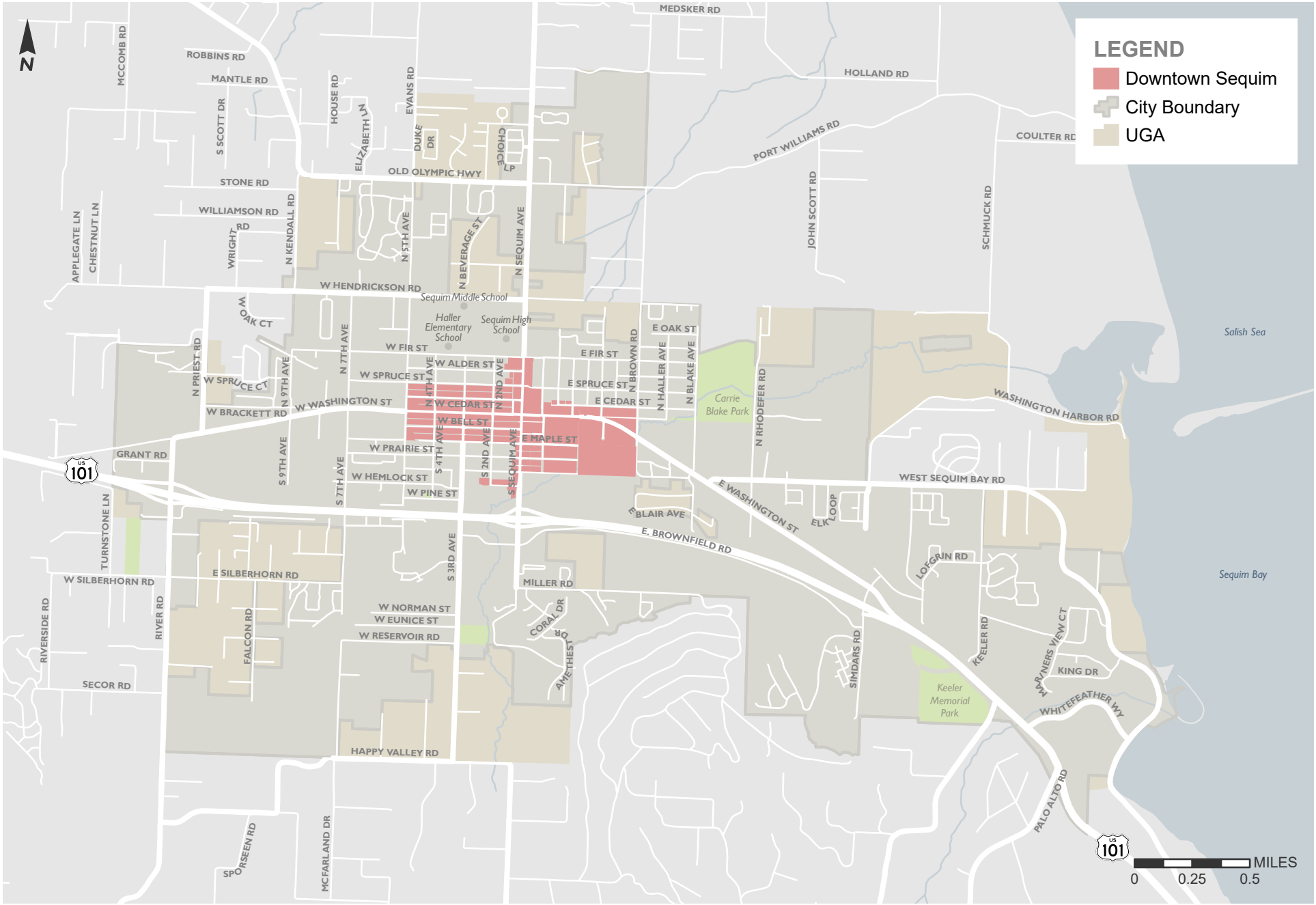
In addition to the public outreach efforts, the City has developed the TMP in alignment with plans prepared by partner agencies throughout the region. These agencies include Clallam County, Clallam Transit, Port of Port Angeles, Washington State Department of Transportation (WSDOT), and the Jamestown S'Klallam Tribe. See Chapter 8.

PLAN ORGANIZATION

This plan includes the Introduction (Chapter 1), and seven additional chapters, as summarized below:

- **Chapter 2 – Conditions and Trends**: Describes the existing transportation system, including conditions for all travel modes. The chapter also discusses anticipated land use development and modifications to the regional transportation system that influence future travel trends.
- **Chapter 3 – Transportation Policies**: References the updates to the transportation goals and policies included in the 2025 Comprehensive Plan periodic update. This chapter also includes implementation guidance for key policies in the Comprehensive Plan.
- **Chapter 4 – Multimodal Transportation System**: Introduces the components of the multimodal transportation network that forms the foundation of this plan to accommodate all modes of travel and creates a complete transportation network in the City. This network includes pedestrian and bicycle networks which identify the routes prioritized for non-motorized mobility. The chapter provides details on how each travel mode would be accommodated and establishes the City's level of service metrics.
- **Chapter 5 – Near Term and Long Term Capital Plans**: Provides near-term and long-range project priorities, based on the community values expressed in the transportation policies, the level of service standards, and multimodal networks, which forms the foundation of the plan.

- **Chapter 6 – Implementing the TMP**: Evaluates the City's financial reality over the planning horizon and identifies priority criteria for project funding. This chapter also links to the fee program update, a separate document which is intended to help fund implementation of this plan.
- **Chapter 7 – Transportation Demand Management**: Summarizes the City's approach towards implementing Transportation Demand Management (TDM) measures which increase the efficiency of the transportation network. This chapter summarizes the steps the City will take to achieve the Comprehensive Plan goals relating to reducing vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions.
- **Chapter 8 – Consistency with Other Plans**: Identifies alignment between the City's TMP and other state and regional transportation planning documents. This chapter demonstrates the City's commitment to planning and implementing a transportation system consistent with neighboring jurisdictions.



City of Sequim (Study Area)

Sequim Transportation Master Plan

FIGURE

1

2. CONDITIONS AND TRENDS

This chapter summarizes existing conditions and current trends of Sequim's transportation network.

EXISTING CONDITIONS

Roadway and Intersection Inventory

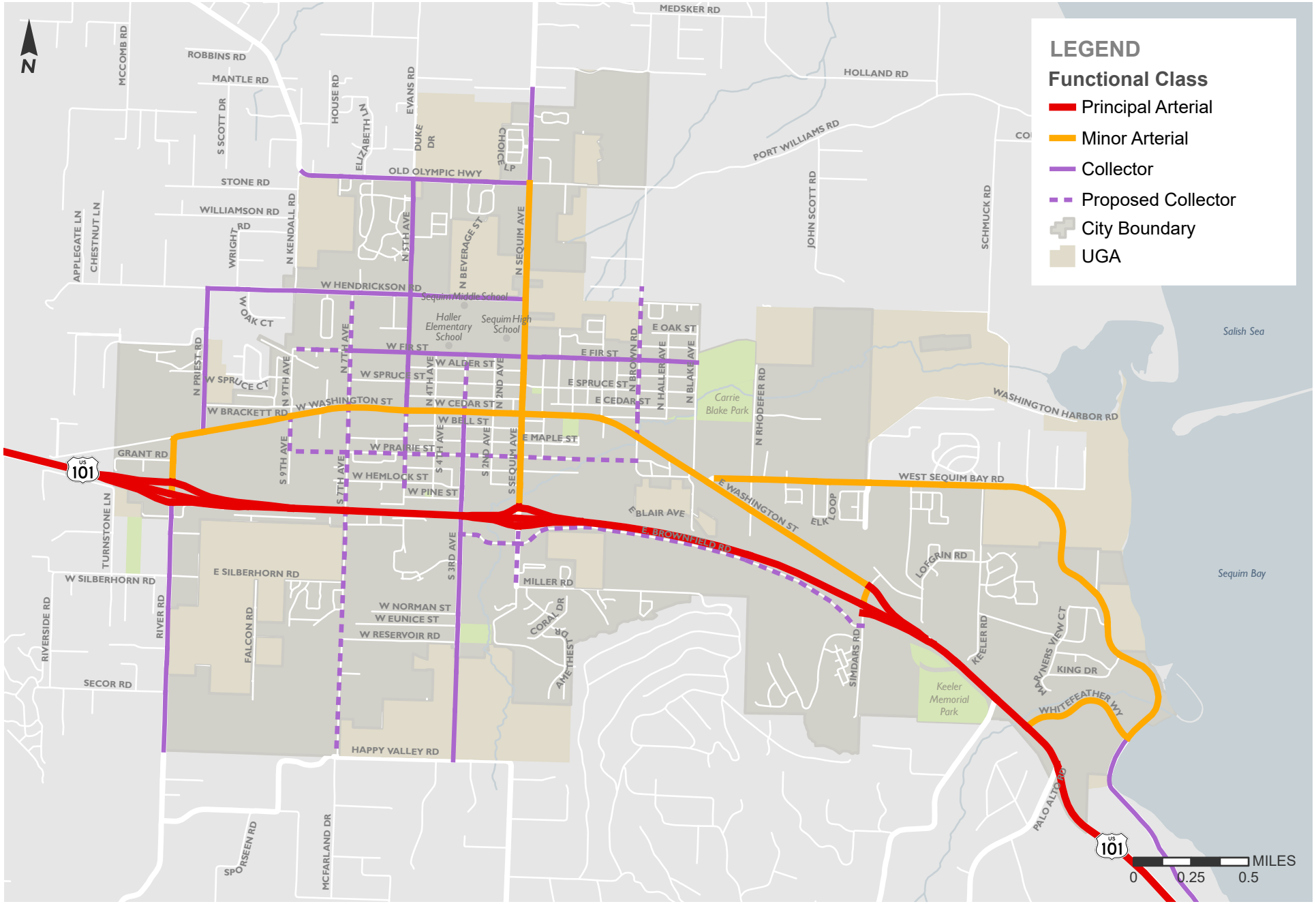
Streets are a dominant feature in Sequim. They form the backbone of the transportation network, but also shape how community members respond to their environment, in terms of physical activity and social interaction. Most of Sequim's streets were designed primarily for vehicular mobility, sized for general purpose traffic, freight, and transit, but include few aesthetic amenities. The City's recent efforts have focused on expanding non-motorized connectivity throughout the City via sidewalks, bike lanes, improved crossings, and multi-use pathways.

Street Classification

The City of Sequim classifies its street system as shown in **Table 2.1** and **Figure 2**. Each classification indicates the types of uses that the roadway is intended to serve. For example, US-101 is considered to be a principal arterial meant to serve all types of local and regional traffic including freight. Washington Street and Sequim Avenue serve as minor arterials providing both local connections and serving through traffic. Finally, collectors and local access streets, such as Alder Street, Sunnyside Avenue, and Dunlap Street, are geared toward slower speeds and more local traffic and provide a calmer environment supporting pedestrian and bicycle travel. Note that **Table 2.1** shows the typical characteristics of each type of roadway. Individual road characteristics will vary. The previous TMP identified several roadways for re-classification as "Proposed Collectors". The City, in coordination with PRTPO, will process the change request with WSDOT for incorporation into the statewide functional classification system, prioritizing the reclassification of N 3rd Avenue.

Table 2.1. Street Classification – Typical Characteristics

Type	Description / Purpose	Example
Principal Arterial	A limited access, high-speed roadway that connects Sequim with the rest of the Olympic Peninsula and state.	US-101
Minor Arterial	Minor arterial streets provide intra-neighborhood connections and predominantly serve through trips.	Washington Street
Collector	Collectors distribute trips between local streets and arterials and serve as transitions roads to or from residential areas.	3rd Avenue
Local	Local streets provide circulation and access within residential neighborhoods.	Dunlap Avenue



Existing Street Classifications with Planned Reclassifications

Sequim Transportation Master Plan

FIGURE **2**

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Highways of Statewide Significance

Within Sequim, US-101 is considered a highway of statewide significance (HSS) facility, as designated by WSDOT. HSS designations apply to interstate highways and other principal arterials that are needed to connect major communities in the state and assist with the allocation of some state and federal funding. Highways of statewide significance typically serve corridor movements having characteristics of substantial statewide and interstate travel. WSDOT applies a LOS D or better standard along US-101 within the City.

Traffic Volumes

To better understand travel patterns in Sequim, vehicle, bicycle, and pedestrian traffic counts were collected at key locations during the summer of 2023. These counts provided some interesting insights into the uniqueness of Sequim's transportation system:

To understand travel patterns, data from the Replica platform was used to determine the origin-destination patterns for trips traveling to and from Sequim on a typical weekday.

- 52% of trips have an origin and destination in the City (local trips).
- 7% of trips occur between Sequim and Port Angeles.
- Approximately 29% of trips occur between Sequim and unincorporated Clallam County surrounding the City.

- **Midday is Sequim's Rush Hour.** Due to the City's unique demographic make-up and high proportion of commercial retail space, the City's peak time for travel is midday.
- **Most Trips are Local.** An origin-destination study of trips within Sequim indicates that just over 50 percent of trips have an origin and destination within the City or surrounding UGA area. Key origins and destinations outside of the City include Port Angeles and the surrounding areas of unincorporated Clallam County.
- **Washington Street Still the Main Throughfare.** Traffic volumes on Washington Street are some of the highest in the City, particularly in the west-end regional commercial center. Volumes on Washington remain high (approximately 700-800 vehicles during the midday peak hour) through Downtown but steadily decrease traveling east. Alternate east-west roads (Fir, Prairie, Hendrickson, and Old Olympic Highway) only carry a fraction of the volume that Washington carries. Sequim Avenue is the prominent north/south road, with congestion experienced at the intersection of Washington and Sequim.

As shown in **Figure 3**, the volume bandwidth map, the most heavily travelled roadways during the midday peak hour are US-101 and Washington Street. In particular, roadways serving commercial uses in the west part of the City (River Road and Washington Street) carry higher traffic volumes.

Sequim Avenue and 5th Avenue are the major north-south routes within the City. Old Olympic Highway and Sequim-Dungeness Way serve traffic between the City and unincorporated Clallam County to the north, which serve approximately equal volumes.

Traffic Operations

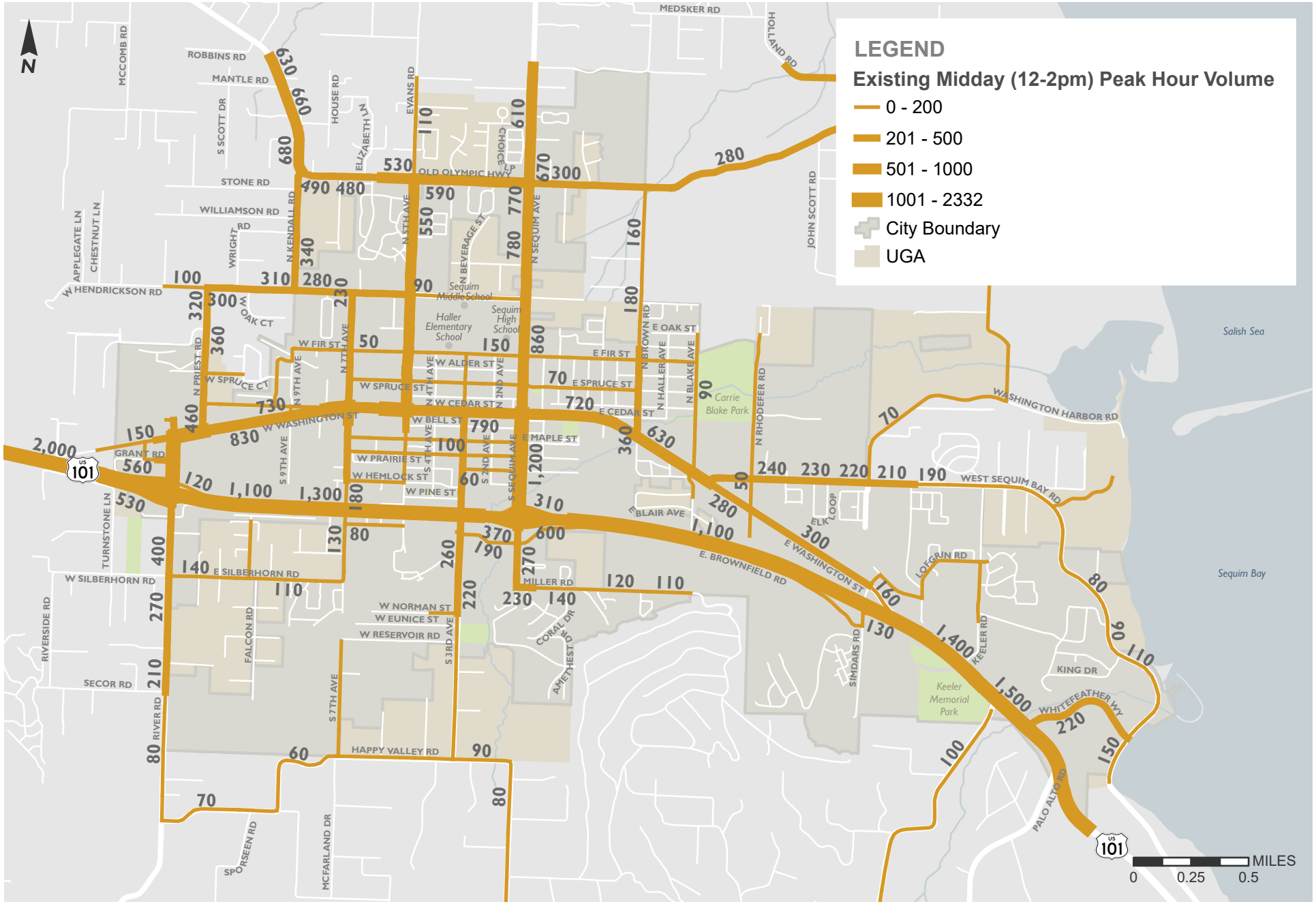
Roadway traffic operations are typically assessed using intersection level of service (LOS), which is a measure of vehicular delay.

Vehicle Level of Service (LOS)	
A:	Free-flow conditions
B:	Stable operating conditions
C:	Stable operating conditions, but individual motorists are affected by the interaction with other motorists
D:	High density of motorists, but stable flow
E:	Near-capacity operations, with speeds reduced to a low but uniform speed
F:	Over capacity, with delays

Vehicle delay is typically reported for the busiest hour of each day. In many communities, the peak hour is usually the PM commute hour. However, in Sequim, due to the higher percentage of retirees and concentration of regional commercial shopping, the midday peak period (12:00 – 2:00 PM) generally experiences the highest traffic volumes.

Sequim's current LOS standard is LOS D or better, except along Washington Street which applies a LOS E standard outside of Downtown and a LOS F standard within Downtown. WSDOT applies a LOS D or better standard along US-101 within the City. Weekday mid-day peak hour traffic operations for existing conditions were evaluated based on the procedures identified in the *Highway Capacity Manual, Seventh Edition* (HCM) using Synchro 12 for signalized and stop-controlled intersections. Synchro 12 is a software program that uses HCM methodology to evaluate intersection LOS and average vehicle delay. For roundabouts, Sidra 9 was used in accordance with WSDOT's Sidra Policy Settings. Results for the existing operations analysis are summarized in **Table 2.2** and shown in **Figure 4**.

As shown in **Table 2.2**, all intersections within the City meet the established LOS standards under existing (2023) conditions.



Existing (2023) Midday Peak Hour Volumes

Sequim Transportation Master Plan

FIGURE **3**

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Table 2.2 Year 2023 Existing Midday Conditions LOS Summary

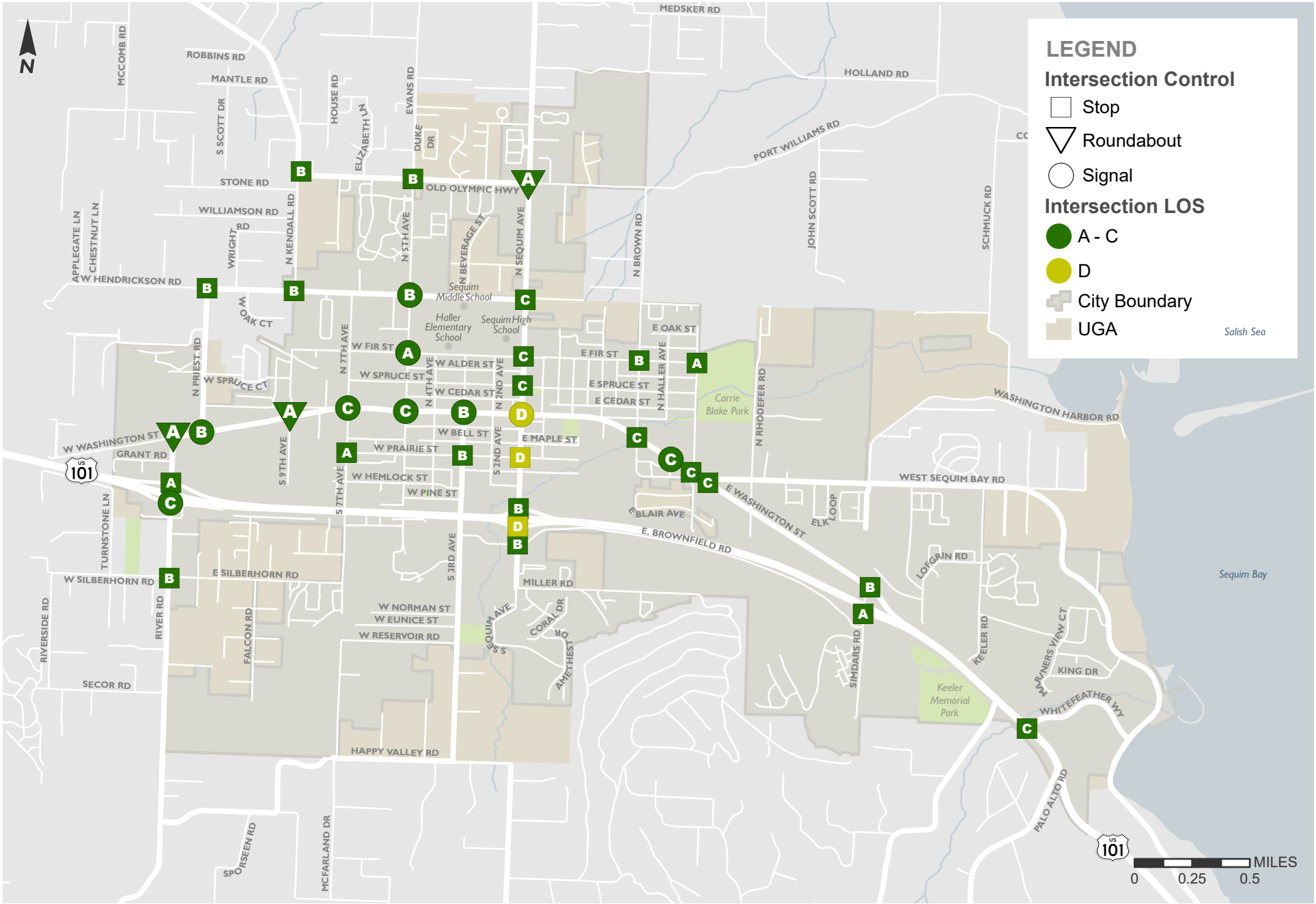
Intersection	Control Type[1]	LOS[2]	Delay[3]	WM or V/C[4]
5th Ave/Old Olympic Hwy	AWSC	B	13.9	EB
Sequim Ave/Old Olympic Hwy	RAB	A	6.4	0.31
Kendall Rd (Cameron Farm Dr)/Hendrickson Rd	TWSC	B	14.3	SB
5th Ave/Hendrickson Rd	Signal	B	16.6	-
Sequim Ave/Hendrickson Rd	TWSC	C	15.3	EB
5th Ave/Fir St	Signal	A	7.0	-
Sequim Ave/Fir St	TWSC	C	17.2	EB
Brown Rd/Fir St	TWSC	B	10.8	EB
Blake Ave/Fir St	TWSC	A	9.6	WB
Sequim Ave/Spruce St	TWSC	C	19.0	WBL
River Rd/Washington St	RAB	A	7.7	0.
N Priest Rd/ W Washington St	Signal	B	19.9	-
9th Ave/Washington St	RAB	A	6.3	0.55
7th Ave/Washington St	Signal	C	24.1	-
5th Ave/Washington St	Signal	C	31.3	-
N 3rd Ave/Washington St	Signal	B	13.5	-
Sequim Ave/Washington St	Signal	D	43.4	-
Brown Rd/Washington St	TWSC	C	22.5	SB
Lee Chatfield Ave/Washington St	Signal	C	24.5	-
Blake Ave (E Hammond St)/Washington St	TWSC	C	17.9	SB
Sequim Bay Rd/Washington St	TWSC	C	18.0	NBL
7th Ave/Prairie St	TWSC	A	9.8	WBL
3rd Ave/Prairie St	TWSC	B	10.7	EB
Sequim Ave/Prairie St	TWSC	D	34.2	WB
River Rd/US-101 WB Ramps	Signal	A	8.3	-
River Rd/US-101 EB Ramps	Signal	C	22.4	-
S Sequim Ave/US-101 WB Ramps	TWSC	B	12.5	WB
S Sequim Ave/US-101 EB Ramps	TWSC	D	28.4	EB
Simdars Rd/US-101 WB Ramps	AWSC	B	10.5	NB
Simdars Rd/US-101 EB Ramps	TWSC	A	7.6	SBL
S Sequim Ave/Brownfield Rd	TWSC	B	10.9	EB
Kendall Rd/Old Olympic Hwy	TWSC	B	12.8	EB
N Priest Rd/W Hendrickson Rd	AWSC	B	10.6	WB
River Rd/Silberhorn Rd	TWSC	B	13.6	EB
US-101/Whitefeather Way	TWSC	C	15.9	WB

[1] Signal – Traffic Signal; AWSC – All Way Stop Control; TWSC – Two Way (or One Way) Stop Control; RAB – Roundabout.

[2]Level of Service based on HCM methodology.

[3] Average delay in seconds per vehicle.

[4] Worst movement for stop controlled intersection, vehicle/capacity ratio (degree of saturation) for roundabout



Existing (2023) Midday Peak Hour Intersection LOS

Sequim Transportation Master Plan

FIGURE **4**

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Freight Routes

Freight in Sequim has been carried solely by truck since the removal of the City's railroad tracks in 1986. The majority of truck traffic originating from or destined for locations in Sequim comes from US-101. Major freight destinations within Sequim include:

- Commercial uses around the Washington Street / River Road intersection
- Safeway and QFC shopping centers located along Washington Street.

Table 2.3 Freight Volumes

Freight Route	Truck Count	Percent
Sequim-Dungeness Way n/o Royal Loop	61	0.3%
Old Olympic Hwy n/o Kendall Rd	116	0.4%
West Sequim Bay Rd e/o Rhodefer	99	1.0%
River Rd n/o Silberhorn Rd	184	1.3%
Washington St e/o Rhodefer	171	1.2%

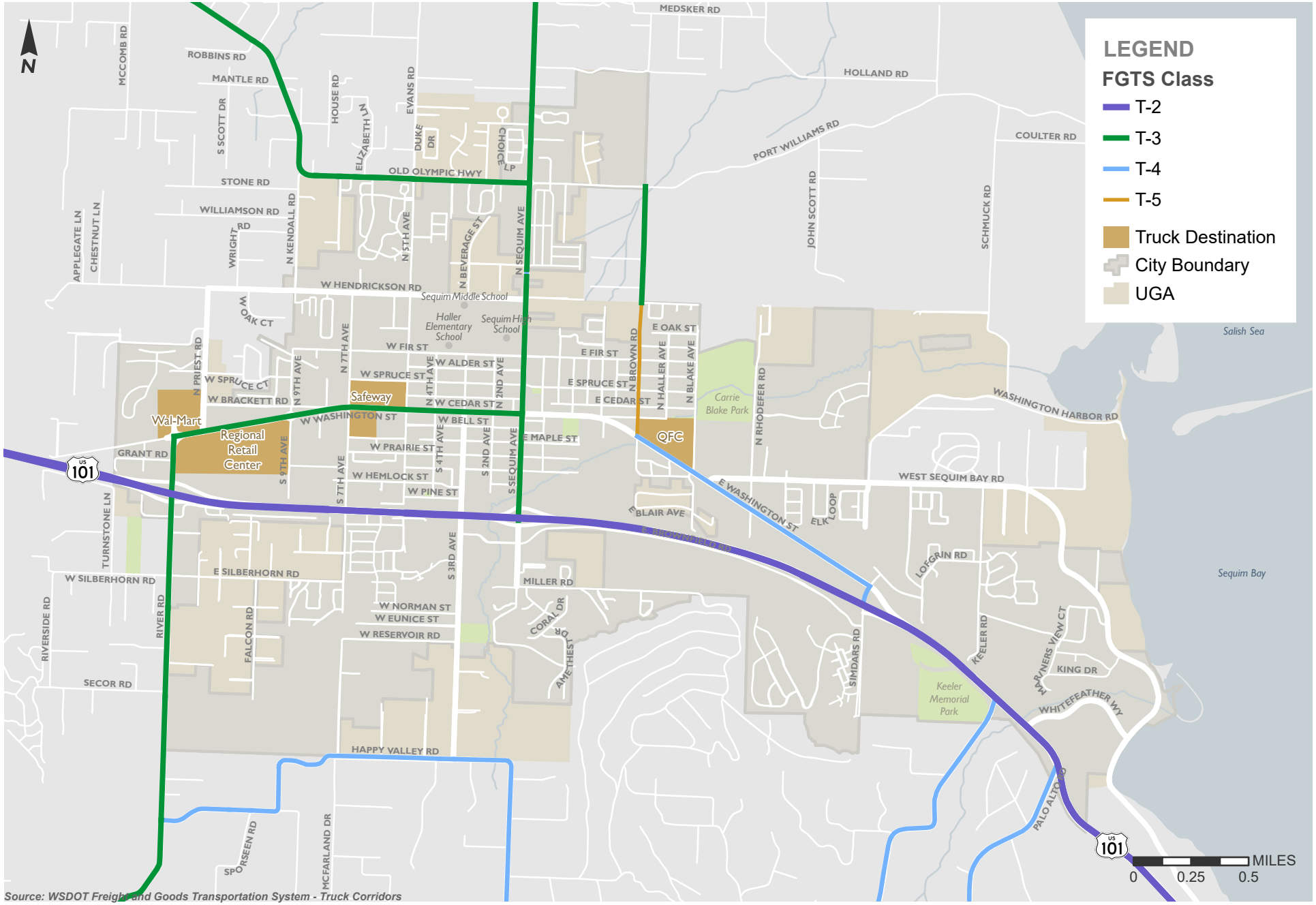
Source: IDAX, 2023

The predominant routes for all freight truck trips within the City include Sequim Avenue/Sequim-Dungeness Way, Old Olympic Highway, River Road, Brown Road, and parts of Washington Street. Other local delivery routes may be used as well. Major freight routes per the Washington State Department of Transportation (WSDOT) Freight and Goods Transportation System (FGTS) are depicted on the map in **Figure 5**[2]. The identified freight routes are those that are officially designated within WSDOT's FGTS network. The FGTS classification system of freight corridors for truck, rail, and waterways is based on annual freight tonnage, as summarized below:

- T-1 = More than 10 million tons per year
- T-2 = 4 million to 10 million tons per year
- T-3 = 300,000 to 4 million tons per year
- T-4 = 100,000 to 300,000 tons per year
- T-5 = at least 20,000 tons in 60 days and less than 100,000 tons per year

Freight volumes were collected in June 2023. Percentage of freight truck traffic on each of the major freight routes where data was collected is listed in **Table 2.3**

[2] The routes presented in Figure 5 are taken directly from WSDOT's Freight and Goods Transportation System – Truck Corridors database.



Existing Freight and Goods Transportation System (FGTS)

Sequim Transportation Master Plan

FIGURE **5**

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Transit Network

Transit service in Sequim includes both fixed-route and on-demand services. As shown in **Figure 6**, the City is served by five bus routes and on-demand service operated by either Jefferson Transit or Clallam Transit. Two additional intercity bus routes serve the City, the Dungeness Line (not shown on **Figure 6**), and the Strait Shot (Clallam Transit route 123).

The Dungeness line is provided by WSDOT's Travel Washington service and operated by MTRWestern. Dungeness connects riders from Port Angeles to Downtown Seattle and SeaTac Airport via Sequim. Route 123, the Strait Shot, is an extension of Clallam Transit's service and connects riders from Port Angeles to the Bainbridge Island Ferry Terminal via Sequim. Of the routes operated by Jefferson and Clallam Transit, most connect to regional destinations outside of Sequim, while one, Interlink Sequim, functions as an in-town circulator. Interlink Sequim is an On-Demand service, which replaced Route 40, the Sequim Shuttle. All of these routes have a stop at the Transit Center on the corner of 2nd Avenue and Cedar Street.



Transit Center

Table 2.4 lists the destinations and the service frequency for each route. Only the routes to Port Angeles and Port Townsend operate on Saturday, and only route 123 operates on Sunday. The trip frequencies are shown either as the total number of trips each day or the time interval between buses. For route 30, the frequency is consistent throughout the day.

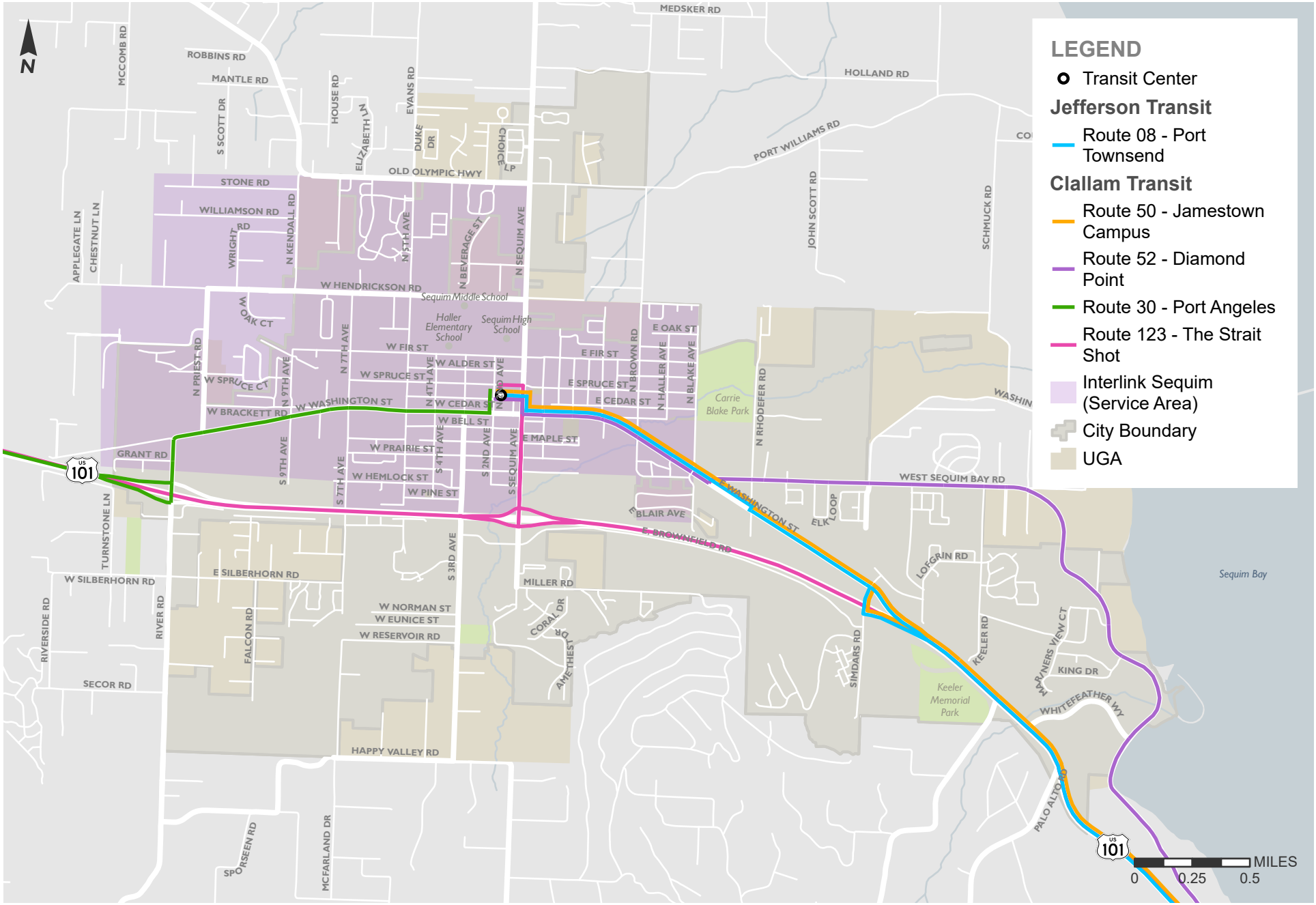
Discussions with Clallam Transit indicate that the previous Sequim Shuttle (Route 40) had low ridership. This route was replaced with On-Demand service to provide more service flexibility, but despite these changes, local on-demand ridership remains below pre-pandemic levels. Ridership on other fixed-routes, (all of which serve trips outside of the Sequim area) while still not at 2019 levels, has improved since 2020.

Table2 .4 Sequim Transit Service Summary

Route	Operator	Destination	Weekday Frequency[1]	Saturday Frequency[1]	Sunday Frequency
8	Jefferson Transit	Port Townsend	5 trips	2 trips	-
30	Clallam Transit	Port Angeles	30 min	60 min	-
50	Clallam Transit	Jamestown Campus	4 trips	-	-
52	Clallam Transit	Diamond Point	3 trips	-	-
123 (The Strait Shot)	Clallam Transit	Bainbridge Ferry Terminal	3 trips	3 trips	2 trips
Interlink Sequim	Clallam Transit	Replaces Sequim Shuttle	On-Demand	On-Demand	-
Dungeness Line	MTRWestern	Seattle – Sea-Tac Airport	2 Trips	2 Trips	-

[1]Frequency defined as number of trips per days or time in minutes between buses.

Source: WSDOT, Jefferson Transit and Clallam Transit



Existing Transit Network

Sequim Transportation Master Plan

FIGURE 6

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Private Shuttle Service

Another important component of Sequim's transportation system is private shuttle services affiliated with the numerous senior communities and assisted living centers. While the total number of riders these private shuttles carry is uncertain, it is important to recognize the role that these services play in providing mobility to populations that otherwise would not be able to drive. Without these private shuttle services, public transit would be in higher demand.



Private Shuttle in Sequim

Bicycle, Pedestrian, and Mobility Scooter Network

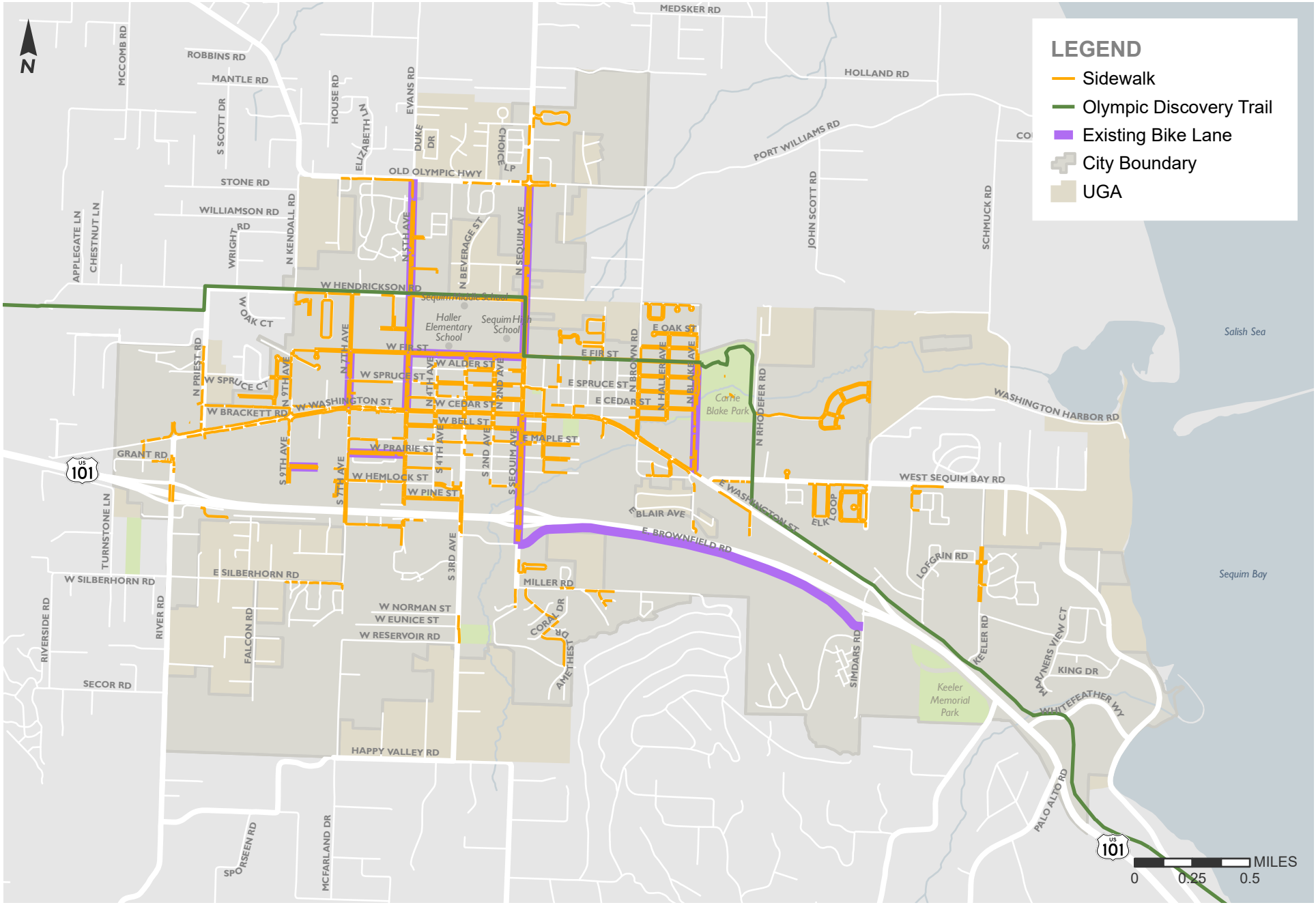
The bicycle, pedestrian, and mobility scooter network varies widely throughout the City. Sidewalks are present on most arterials and collectors in Sequim (Washington Street, Fir Street, Hendrickson Road, 7th Avenue, 5th Avenue and Sequim Avenue). The downtown core has relatively complete sidewalk coverage. One exception is the residential neighborhood west of Carrie Blake Park, bounded by Fir Street, Brown Road, Washington Street, and Sequim Avenue which generally lacks sidewalks along the roadways.



Existing Bicycle Lane on Brownfield Road

While pedestrian/mobility scooter facilities are available in many parts of the city, the sidewalks are not universally compliant with ADA standards. This has been expressed as a major concern along Washington Street, where sidewalk width varies and driveway ramps are especially steep. In 2023, the City adopted an ADA Transition Plan (attached as **Appendix A**) which provides prioritization for the removal of accessibility barriers and a schedule for addressing these concerns as the City is able. Outside of Sequim's core and off major roads, very few sidewalks exist. The ADA Transition Plan outline's the City's roadmap to bring pedestrian facilities in line with ADA standards. The City is committed to implementing the recommendations and improvements outlined in the plan.

Sequim's bicycle network includes a portion of the Olympic Discovery Trail (ODT) and local facilities. The ODT currently utilizes City streets and shared use paths within Sequim. The City is continuing to evaluate and develop connections to ODT that will best serve trail users and City residents. There are bicycle lanes on 5th Avenue, 7th Avenue, Sequim Avenue (with a gap between Fir and Washington), Blake Avenue and Brownfield Road. These existing facilities provide connections to the downtown core, schools, and the ODT. **Figure 7** shows existing bicycle and pedestrian facilities.



Existing Bicycle and Pedestrian Facilities

Sequim Transportation Master Plan

FIGURE 7

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Transportation Network Safety

Consistent with the City's *Comprehensive Safety Action Plan,* February 2025, (CSAP), motor vehicle collisions that occurred in Sequim between 2018 and 2022 were reviewed to identify facilities that merited additional safety analysis. Based on an analysis of collision rates and severity, several locations were identified as associated with higher risk of collisions.

Figure 8 summarizes the total crash types during this five-year period. During this period, there were a total of 386 crashes in the City, four (4) of which resulted in a serious injury and one (1) of which resulted in a fatality. The most frequent type of crashes reported during the analysis period were angle and rear-end crashes. Failure to grant the right-of-way and following too closely were the most frequently cited contributing factors in angle and rear-end crashes.

During this period, a total of nine (9) pedestrian-involved crashes occurred on City streets, including one (1) resulting in a fatality and one (1) serious injury crash. Ten (10) bicycle-involved crashes occurred during this period. The crashes involving pedestrians and bicyclists most commonly occurred along minor arterial roadways (Washington Street or Sequim Avenue) near the Downtown area.

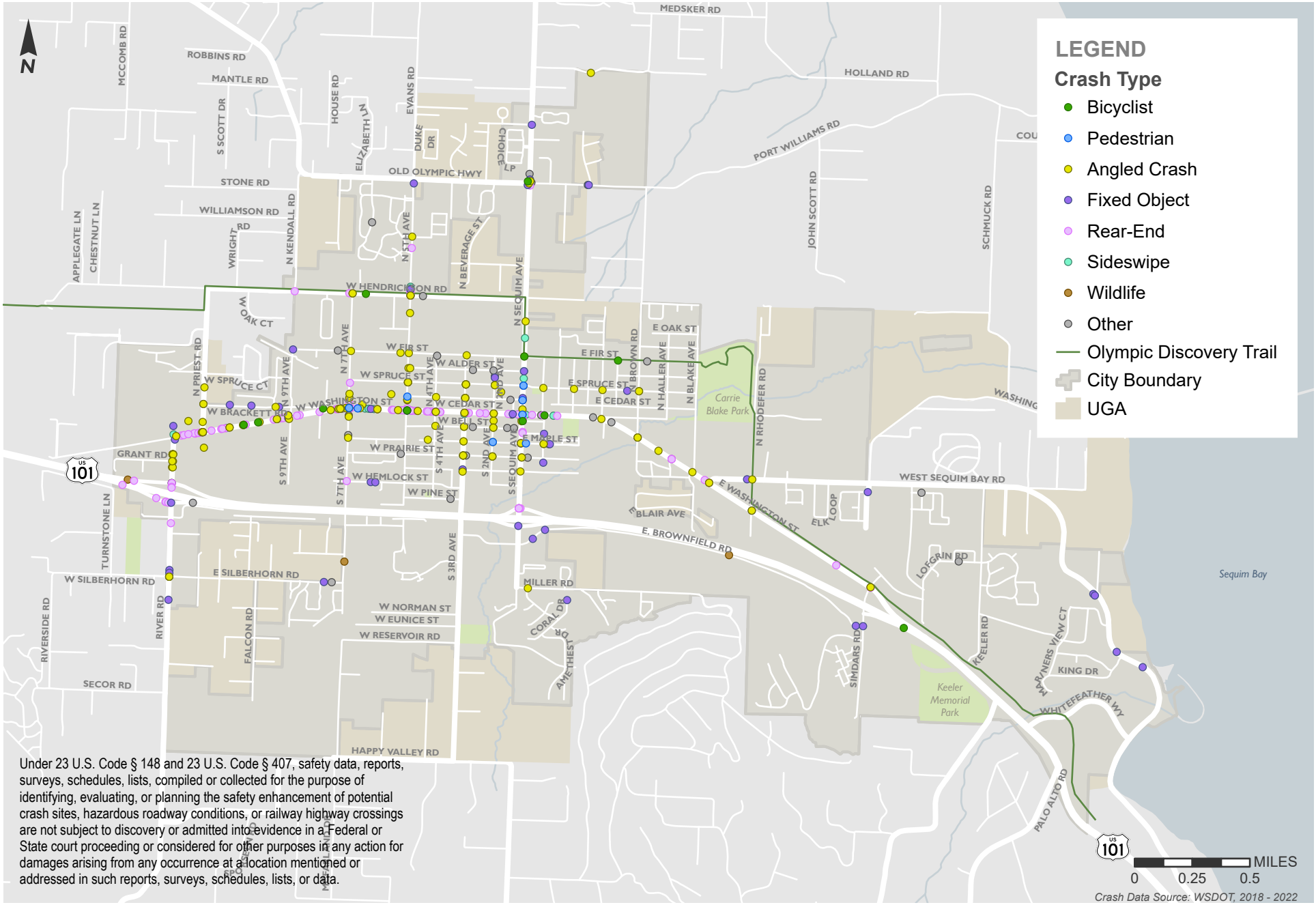
The findings from the CSAP were used to identify the safety needs within the City and recommendations and projects from the plan are incorporated into the TMP. The CSAP identified the following as the most common risk factors contributing to crashes within the City:

- Pedestrian Crashes
- Angle Type Crashes
- Rear-End Crashes on Signalized Corridors
- Speed-Related Crashes

Table 2.5 Sequim Citywide Crash Summary

Intersection	2018	2019	2020	2021	2022	Total
Fatal Crashes	0	0	1	0	0	1
Severe Injury Crashes	1	0	0	2	1	4
Total Crashes	69	104	72	72	69	386

Source: Sequim Comprehensive Safety Action Plan



Under 23 U.S. Code § 148 and 23 U.S. Code § 407, safety data, reports, surveys, schedules, lists, compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

Crash History (2018 - 2022)

Sequim Transportation Master Plan

FIGURE

8

Transportation Challenges for Sequim Today

Current intersection operations meet Sequim's LOS standards, but there are still several key mobility challenges.

Vehicle Mobility

During peak summer months and festivals, there is significant congestion on Washington Street. During key festivals, vehicle queues can extend along the entire length of Washington Street, and in some cases, back onto US-101.



Traffic Congestion on Washington Street

Traffic congestion along Washington Street through downtown is related to the traffic signals along the corridor. Recent improvement projects have adjusted the signal phasing and timing at intersections along the corridor to provide better traffic progression through the intersections. Since traffic on Sequim Avenue is only interrupted at the Washington Street traffic signal and the roundabout at Old Olympic Highway, many east-west travelers concentrate onto Washington Street. Lengthy queues can be seen year-round at the intersection of Washington Street with Sequim Avenue. Essentially, the lack of controlled intersections along Sequim Avenue serves as a barrier to east-west mobility.

As Washington Street and Sequim Avenue pass through the downtown core with few options for expansion, shifting some traffic away from the Washington Street and Sequim Avenue intersection by improving other roadways is a central transportation goal. The City has identified Prairie Street as the preferred parallel route to support east-west connectivity adjacent to Washington Street.



Current Dead End on 9th Avenue

Outside of downtown Sequim, particularly near new developments, the roadway network consists of many cul-de-sacs and dead-end streets. Vehicle trips that should be relatively short instead require users to travel longer distances. This design also funnels traffic to a few key roadways as opposed to spreading traffic across multiple roadways. Future land use and roadway development should focus on connecting roadways that currently dead-end to provide a more comprehensive network of roadways. The City has recently conducted a

review of municipal code language and transportation policies to identify ways to encourage and strengthen connectivity requirements.

Transit

As noted previously, Clallam Transit has implemented changes to transit service based on ridership levels and available funding. Of greatest impact to the City is the implementation of the on demand Interlink service within Sequim, which has largely replaced most fixed route bus service between destinations within the City. Most fixed route service which operates within the City connects the Sequim Transit Center to destinations outside of City limits. Transit service within the City is operated by other agencies (i.e., WSDOT, Clallam Transit, Jefferson Transit), so changes to routing and frequency are outside of the City's control.

Bicycle, Pedestrian, and Mobility Scooter Network

In examining the bicycle, pedestrian, and mobility scooter network, Sequim benefits from its location on the ODT, a well-established street grid in the city center, existing bicycle facilities, and a community that is interested in active transportation.

Within Sequim, the primary challenge with pedestrian/bicycle connectivity is the lack of a continuous sidewalk network within the Downtown core. Many roadways within this part of the City have incomplete or missing sidewalk connections limiting pedestrian connectivity between residential development and commercial uses along Washington Street. In line with the transportation goals and policies in Chapter 5 of the 2025 Comprehensive Plan, the City's priority is to complete sidewalk connections and upgrade existing facilities to meet ADA standards within the Downtown core. Outside of the downtown, the City will prioritize pedestrian and bicycle improvement to the roadways identified in the Bicycle System Plan (see Figure 15) and the Pedestrian System Plan (see Figure 16).

TRENDS

The previous sections described existing trends in land use development and traffic volumes. This section discusses the growth assumptions used to forecast traffic demand over the next 20 years.

Recent Trends – Development and Traffic Growth

Estimates from the American Community Survey (ACS) indicate estimate the population in Sequim in 2024 as 8,161 residents, up from 7,441 residents in 2020 (roughly a 10 percent increase). Over this same period, the number of housing units in the City was estimated to increase by 22 percent from 3,633 to 4,458 units. This data reflect and support recent development trends within the City and surrounding areas which are experiencing increased residential development served by Sequim's jobs, commerce, and education resources.

In alignment with Sequim and the surrounding area experiencing high levels of growth, traffic volumes entering the City have also grown since the previous TMP update. Daily traffic volumes along major roads entering the City from the 2012 TMP were compared to count collected in 2023 as part of the update. On the major roads connecting the City to the surrounding highway network and unincorporated Clallam County (Sequim-Dungeness Way, Washington Street, and River Road), daily traffic volumes were shown to increase by between 40 and 55 percent over the 11-year period. However, growth along other roads including West Sequim Bay Road and 3rd Avenue experienced minimal (less than 5 percent) growth over the same period.

These growth trends indicate that while growth continues within the City and surrounding region, the associated traffic volumes are not equally distributed throughout the network and mostly impact the major corridors traversing the City (Sequim Avenue and Washington Street)

Anticipated Land Use Growth

The City of Sequim is largely a single-family residential community with commercial development in the downtown core and at the west end regional commercial center. The downtown core has an interconnected street grid with little room for additional development. Outside the city center however, there is available space for future residential development. Many of the existing neighborhoods outside of the downtown core are housing subdivisions with cul-de-sacs and dead-end roadways. As noted previously, the City has reviewed policies and development standards related to connectivity and is implementing the recommendations as part of the development review process to build out a well-connected street network.

Over the next 20 years, the City of Sequim anticipates adding 2,148 households within the City and surrounding Urban Growth Area (UGA). Additionally, the City also expects to add 1,056 new jobs associated with non-residential land use across the City and UGA. **Table 2.6** presents a breakdown of the anticipated growth within the City by housing type and location.

Table 2.6 Sequim (2045) Growth Allocation

Location	Housing Units	Jobs
City of Sequim	1,850	909
Sequim UGA	298	147
TOTAL	**2,148**	**1,056**

Source: 2025 Comprehensive Plan Update

For the purpose of estimating future travel demand on City facilities, the housing growth totals, shown in **Table 2.6,** were distributed throughout the City and incorporated into the City's travel demand model based on the assumptions developed for the Land Use Element of the 2025 Comprehensive Plan periodic update. Most new single-family housing growth within the City is



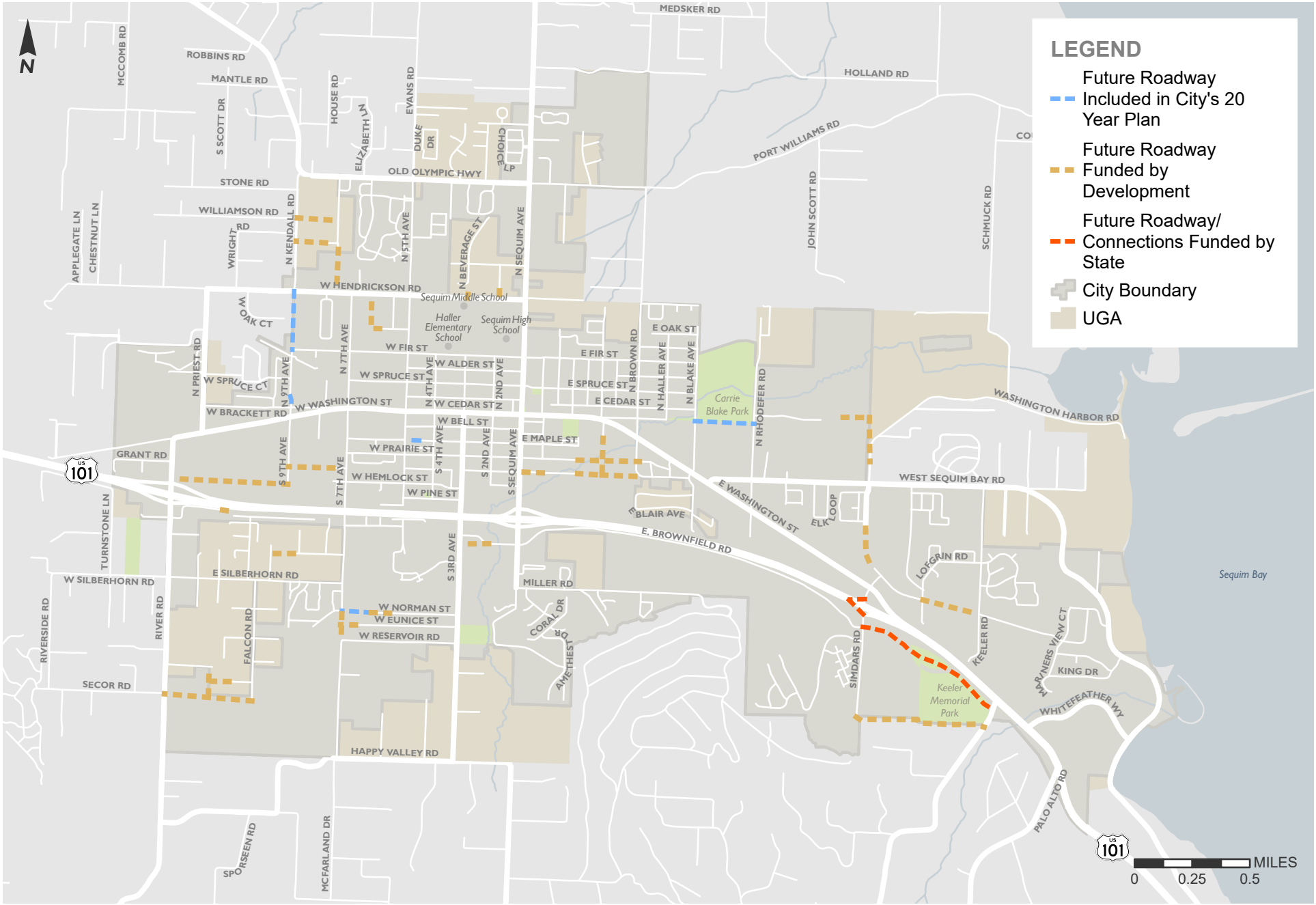
expected to occur on undeveloped land south of US-101 and on parcels in the east part of the City along West Sequim Bay Road. New multi-family housing growth is expected throughout the City and is expected to be constructed as middle-housing (i.e., duplexes, triplexes, etc.). Outside the City, housing growth is largely expected in the portions of the UGA adjacent to where single-family housing growth is expected in the City (south of US-101 and near West Sequim Bay Road)

Similar to the housing growth assumptions, employment growth within the City was distributed throughout the City consistent with the Land Use Element of the 2025 Comprehensive Plan periodic update. In addition to residential growth, the City also anticipates employment growth throughout the City, though mostly concentrated in the Downtown area. Within the UGA, approximately two-thirds of employment growth is associated with expansion of the Pacific Northwest National Laboratory (PNNL).

Future Changes in the Roadway Network

The City of Sequim plans to complete its roadway network as growth occurs. **Figure 9** shows a future roadway network that includes improved connectivity within neighborhoods and commercial centers, as well as the completion of the Simdars Road Interchange with US-101. Many of the additional roadway connections would only be built as development moves forward. By requiring development to construct the identified connections and align with the roadway connectivity requirements outlined in the City's roadway standards and development code, the City will ensure progress towards meeting the connectivity and mobility goals outlined in Chapter 5 of the Comprehensive Plan.

In addition to improved roadway connectivity, a major change anticipated in the future is a shift in traffic from Washington Street and Sequim Avenue to other east-west and north-south roads. This shift in traffic is largely associated with completion of planned roadway connections shown in Figure 9 (most notable Prairie Road and 9th Street). Completion of these connections will alleviate traffic on adjacent, parallel roadways.



Proposed Future Road Connections

Sequim Transportation Master Plan

FIGURE **9**

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3. TRANSPORTATION GOALS & POLICIES

The Transportation Master Plan identifies transportation issues that face Sequim today and that are anticipated in the future, as well as how these challenges can be addressed. Key transportation challenges within the City over the next 20 years include:

- Providing more alternate and multimodal route options to move around the City safely and efficiently.
- Accommodating Sequim's allocated housing growth, which will primarily be in large areas of undeveloped and/or vacant land where streets constructed to City standards do not currently exist. The timing and who pays for the street improvements will most likely be developer and market-driven.
- Improvement of the City's existing local access streets, while also ensuring new streets are constructed to maintain an appropriate level of service.
- Connecting and expanding pedestrian and bicycle routes within and outside of the City and promoting connectivity to the Olympic Discovery Trail (ODT).
- Identifying funding sources for needed improvements.

As part of the 2025 Comprehensive Plan periodic update, the City's existing goals and policies for transportation were revisited to see if they still represent the City's vision for the future. As part of this process, the City compared the function of its current transportation system with stated desires for its form and function in the future. This evaluation served as the basis for refining the Plan's goals and policies. The updated transportation goals and policies are provided in Chapter 5 of the 2025 Comprehensive Plan. The City's Transportation Vision is shown below.

Transportation Vision

The City's vision for its transportation system is to provide a safe, balanced and efficient multimodal transportation system that is consistent with the City of Sequim's Vision Statement and will adequately serve the future growth and development of the City and its Urban Growth Area.

4. CITY'S FUTURE TRANSPORTATION VISION

The City envisions a future transportation system that is inclusive and facilitates all modes of travel by offering a robust network of roadways, intersections, bicycle, and pedestrian facilities. This chapter describes Sequim's vision for its future transportation network, as well as the infrastructure improvements that would be needed to get there.

Most of the improvements in this TMP are focused on the development of a multimodal transportation network, balancing vehicular capacity needs with the desire to provide well-connected and safe bicycle and pedestrian facilities to accommodate alternative modes of travel. In order to meet the City's vehicular LOS standard, there are only three intersection improvements needed during the GMA planning period. Future improvements focus more on creating a complete roadway grid and making improvements to the bicycle, pedestrian, and mobility scooter infrastructure as a means to improve multimodal mobility.

FUTURE VEHICLE TRAFFIC VOLUMES

To ensure that that this plan adequately accommodates vehicular needs and meets the intent of the GMA, future traffic operations were analyzed. This evaluation considered local and regional land use growth as well as planned changes to the regional transportation system. The housing and employment growth assumptions used to determine future travel demands were developed in alignment with the Land Use Element of the 2025 Comprehensive Plan periodic update. Growth was analyzed using a citywide travel model, and **Figure 10** identifies the projected 2045 roadway traffic volumes during the midday peak hour.

Sequim Travel Demand Model

The City of Sequim Travel Demand Model was used for quantifying future travel demands associated with the identified land use growth. It was developed to provide a solid technical basis for evaluating transportation system needs in coordination with long-term planning for the City of Sequim. The Sequim Model was built using Visum software and is consistent with local and regional growth plans within the region. The scope of the model is the City of Sequim and portions of Clallam County surrounding the City (approximately 5 miles wide and 4.5 miles tall). The boundaries are based on Census Tract boundaries in the area.

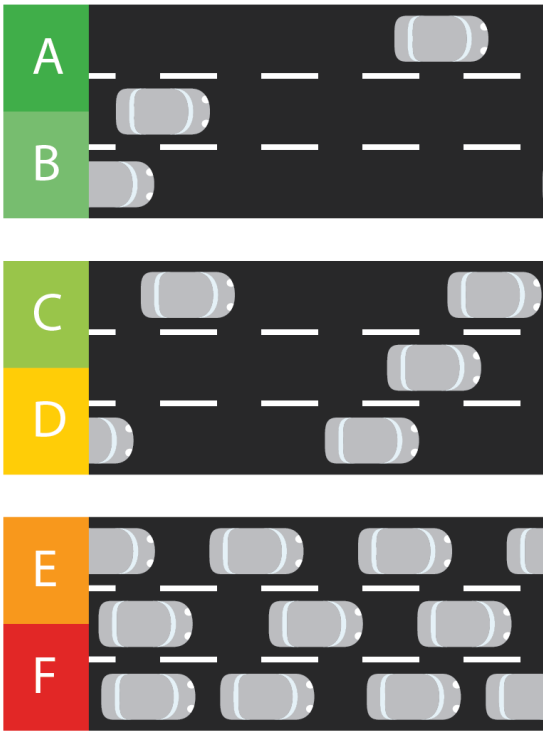
The Sequim Model has a base year of 2023 and forecast horizon year of 2045. The 2023 year is based on the year of the latest available land use for the area at time of model development. Land use assumptions for the 2045 horizon year were developed and assigned to Traffic Analysis Zones (TAZs) based on the Clallam County housing and employment allocations and Land Capacity Analysis developed as part of the 2025 Comprehensive Plan periodic update. The model trip assignment represents the afternoon peak hour period (one-hour volume) between 12 p.m. and 2 p.m. on a

typical weekday. Trip generation is based on daily trips, then converted to peak hour trips by time-of-day factors.

Level of Service Standards

Vehicular LOS

This plan identifies a vehicular LOS standard of LOS D for most roadways, LOS E for Washington Street outside the core area, and LOS F for Washington Street within the core area (5th to Brown). As an HSS, WSDOT applies a LOS D standard for US-101. The lower standard for Washington Street recognizes Washington Street's passage through Downtown Sequim, where capacity enhancements may be incongruent with other roadway priorities such as providing wide sidewalks, on-street parking, and minimizing pedestrian crossing distances. As such, improvements are proposed for Prairie Street to ensure these roadways can carry more east-west local traffic thus reducing congestion along Washington Street. **Figure 11** presents the 2045 LOS results for the intersections analyzed.



The City's travel demand model was used to develop traffic forecasts along the roadway network based on future growth assumptions consistent with the Land Use Element. The 2045 forecasts were used to analyze future weekday midday traffic operations at the study intersections using the HCM methodology. Results for the future operations analysis are summarized in **Table 4.1** and compared to existing 2023 intersection LOS.

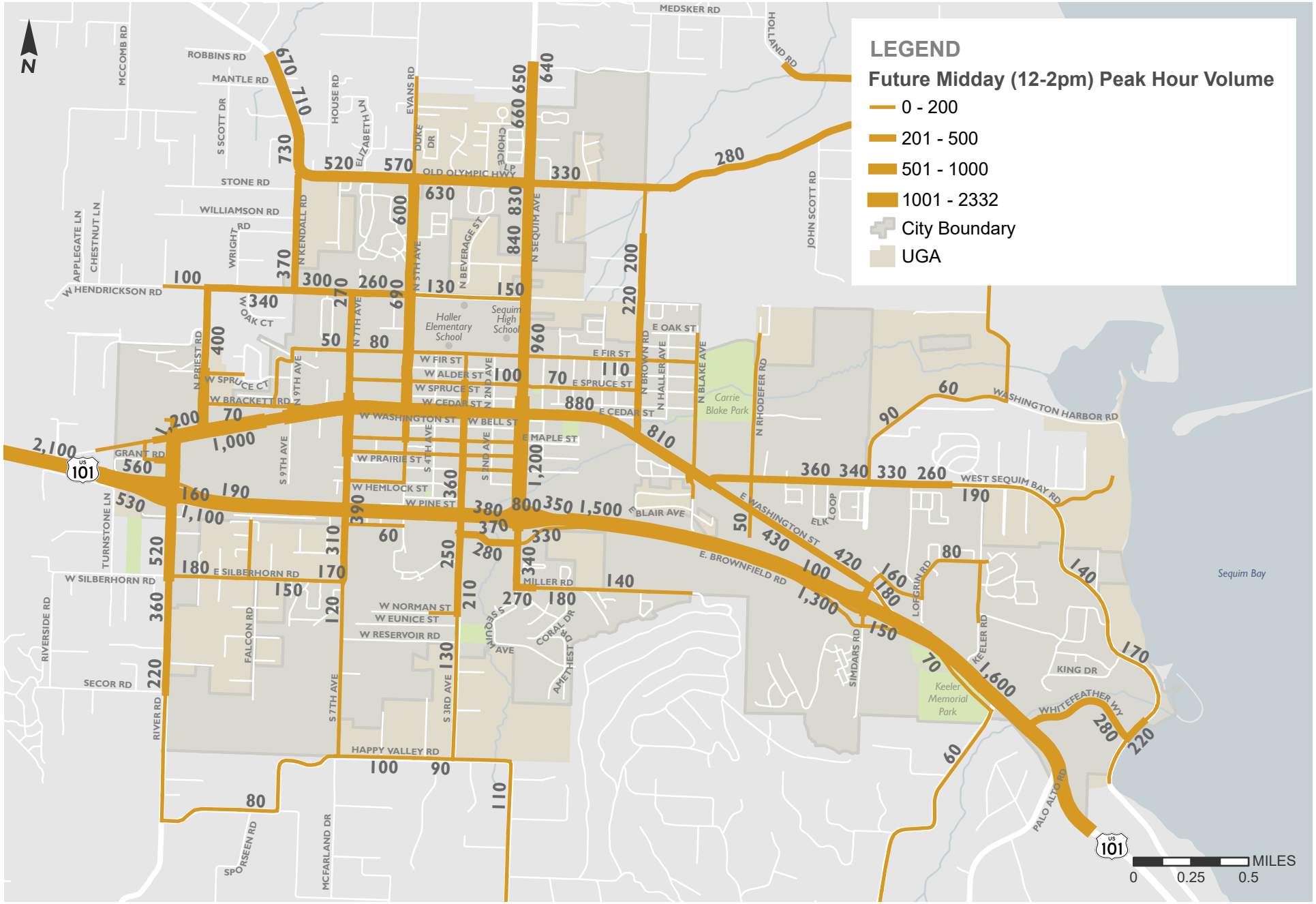
As shown, the following intersections are forecast to operate below the applicable (City or WSDOT) LOS standards:

- Brown Rd/Washington St
- Sequim Ave/Prairie St
- S Sequim Ave/US-101 EB Ramps

Table 4.1 Future (2045) Midday Conditions LOS Summary

Intersection	Control Type[1]	Existing (2023) LOS[2]	Future (2045) LOS[2]	Future (2045) Delay[3]	WM or V/C[4]
5th Ave/Old Olympic Hwy	AWSC	B	C	15.2	EB
Sequim Ave/Old Olympic Hwy	RAB	A	A	6.4	0.34
Kendall Rd (Cameron Farm Dr)/Hendrickson Rd	TWSC	B	B	15.0	SB
5th Ave/Hendrickson Rd	Signal	B	B	17.4	-
Sequim Ave/Hendrickson Rd	TWSC	C	C	18.4	EB
5th Ave/Fir St	Signal	A	A	9.1	-
Sequim Ave/Fir St	TWSC	C	C	20.4	EB
Brown Rd/Fir St	TWSC	B	B	11.2	EB
Blake Ave/Fir St	TWSC	A	A	9.7	WB
Sequim Ave/Spruce St	TWSC	C	C	21.1	WB
River Rd/Washington St	RAB	A	A	8.3	0.63
N Priest Rd/ W Washington St	Signal	B	C	21.2	-
9th Ave/Washington St	RAB	A	A	7.0	0.64
7th Ave/Washington St	Signal	C	C	30.4	-
5th Ave/Washington St	Signal	C	C	33.7	-
N 3rd Ave/Washington St	Signal	B	B	17.4	-
Sequim Ave/Washington St	Signal	D	D	45.0	-
Brown Rd/Washington St	TWSC	C	E	46.6	NB
Lee Chatfield Ave/Washington St	Signal	C	C	20.5	-
E Hammond St/Washington St	TWSC	C	C	23.9	SB
Sequim Bay Rd/Washington St	TWSC	C	C	24.0	NBL
7th Ave/Prairie St	TWSC	A	B	11.3	WBL
3rd Ave/Prairie St	TWSC	B	B	11.2	EB
Sequim Ave/Prairie St	TWSC	D	E	43.5	WB
River Rd/US-101 WB Ramps	Signal	A	A	10.0	-
River Rd/US-101 EB Ramps	Signal	C	C	20.2	-
S Sequim Ave/US-101 WB Ramps	TWSC	B	B	14.6	WB
S Sequim Ave/US-101 EB Ramps	TWSC	D	E	40.4	EB
Simdars Rd/US-101 WB Ramps	TWSC	B	B	12.3	NB
Simdars Rd/US-101 EB Ramps	TWSC	A	B	13.2	EB
S Sequim Ave/Brownfield Rd	TWSC	B	B	12.5	EB
Kendall Rd/Old Olympic Hwy	TWSC	B	B	13.7	NB
N Priest Rd/W Hendrickson Rd	AWSC	B	B	11.1	WB
River Rd/Silberhorn Rd	TWSC	B	C	16.2	EB
US-101/Whitefeather Way	TWSC	C	C	21.0	WB

[1] Signal – Traffic Signal; AWSC – All Way Stop Control; TWSC – Two Way (or One Way) Stop Control; RAB – Roundabout.
[2]Level of Service based on HCM methodology.
[3] Average delay in seconds per vehicle.
[4] Worst movement for stop controlled intersection, vehicle/capacity ratio (degree of saturation) for roundabout

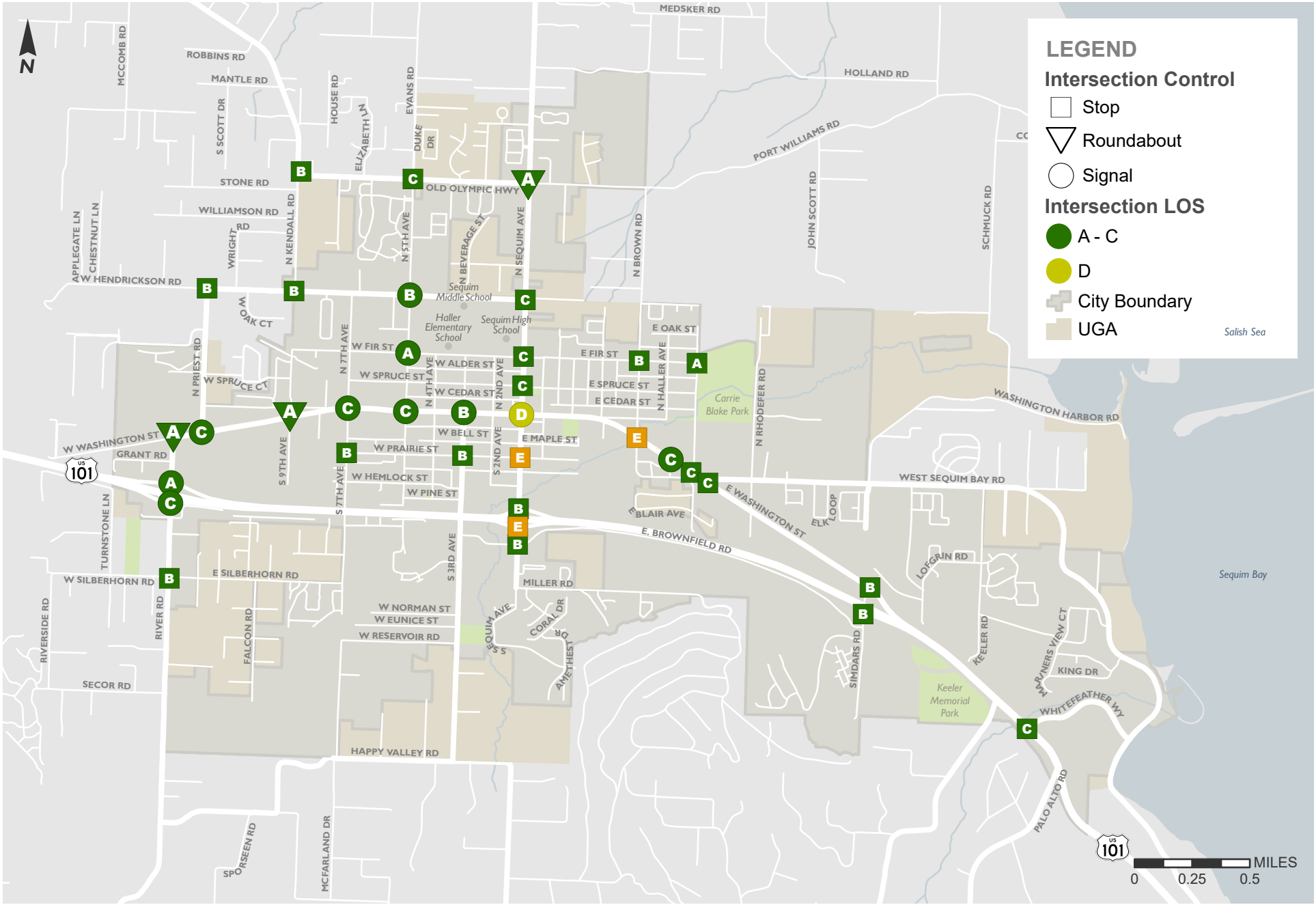


Future (2045) Midday Peak Hour Volumes

Sequim Transportation Master Plan

FIGURE **10**

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Future (2045) Midday Peak Hour Intersection LOS

Sequim Transportation Master Plan

FIGURE **11**

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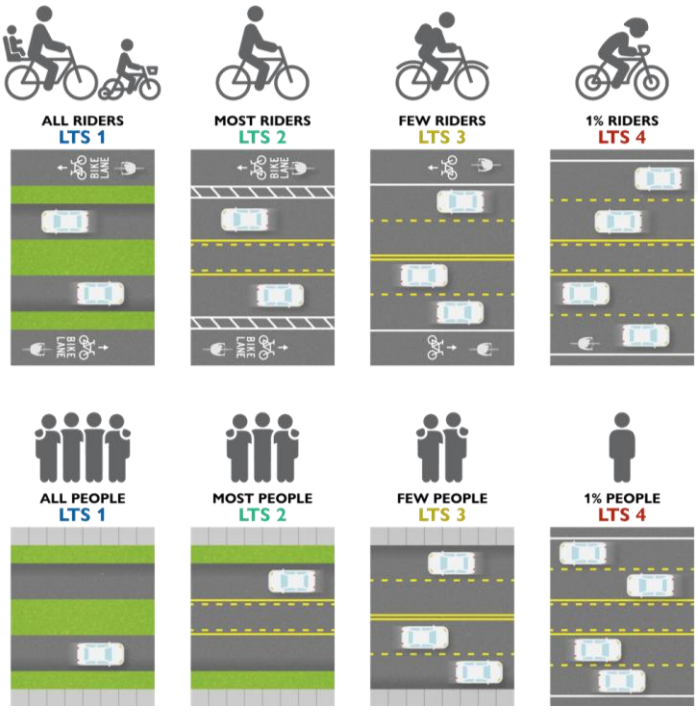
Active Transportation

Level of traffic stress (LTS) is the metric used to define the pedestrian and bicycle LOS standards within Sequim. LTS evaluates the quality and degree of comfort for pedestrian and bicycle facilities to determine improvements needed to encourage active transportation travel. LTS will be applied to pedestrian and bicycle facilities along the City's roadways.

Definitions

LTS is both a qualitative and quantitative measure of comfort for pedestrians and bicyclists. LTS, as established by WSDOT, uses a 1 to 4 scoring to define the user comfort level as follows:

- LTS 1 is best, being suitable for users of all ages and abilities
- LTS 2 accommodates most users but may not be comfortable for some
- LTS 3 is suitable for confident pedestrians and bicyclists
- LTS 4 is not comfortable for most users and presents the highest stress level



The graphic illustrates the different LTS scores with roadway diagrams that represent an example of each score. Three factors, traffic volumes, vehicle speeds, and number of vehicle lanes, are generally reviewed to determine LTS. Having a high traffic volume, speed and number of lanes generally results in a higher LTS score and lower comfort for pedestrians and bicyclists

Pedestrian LOS

Consistent with Growth Management Act (GMA) requirements, this plan identifies multimodal LOS standards for active modes. The pedestrian LOS standard is based on levels of traffic stress (LTS). LTS is a measure of the quality of a pedestrian facility based on the amount of separation and protection from vehicles. In addition to the type of pedestrian facility, LTS is typically measured based on vehicular volumes, travel speeds, and number of lanes. **Appendix B** presents the pedestrian LTS evaluation matrices developed for the City. This plan adopts a pedestrian LOS standard of LTS 1 or 2 for pedestrian system plan network roadways and LTS 1 for the Olympic Discovery Trail. **Figure**

12 presents the existing pedestrian LTS levels for roadways within the pedestrian system plan network.

Bicycle LOS

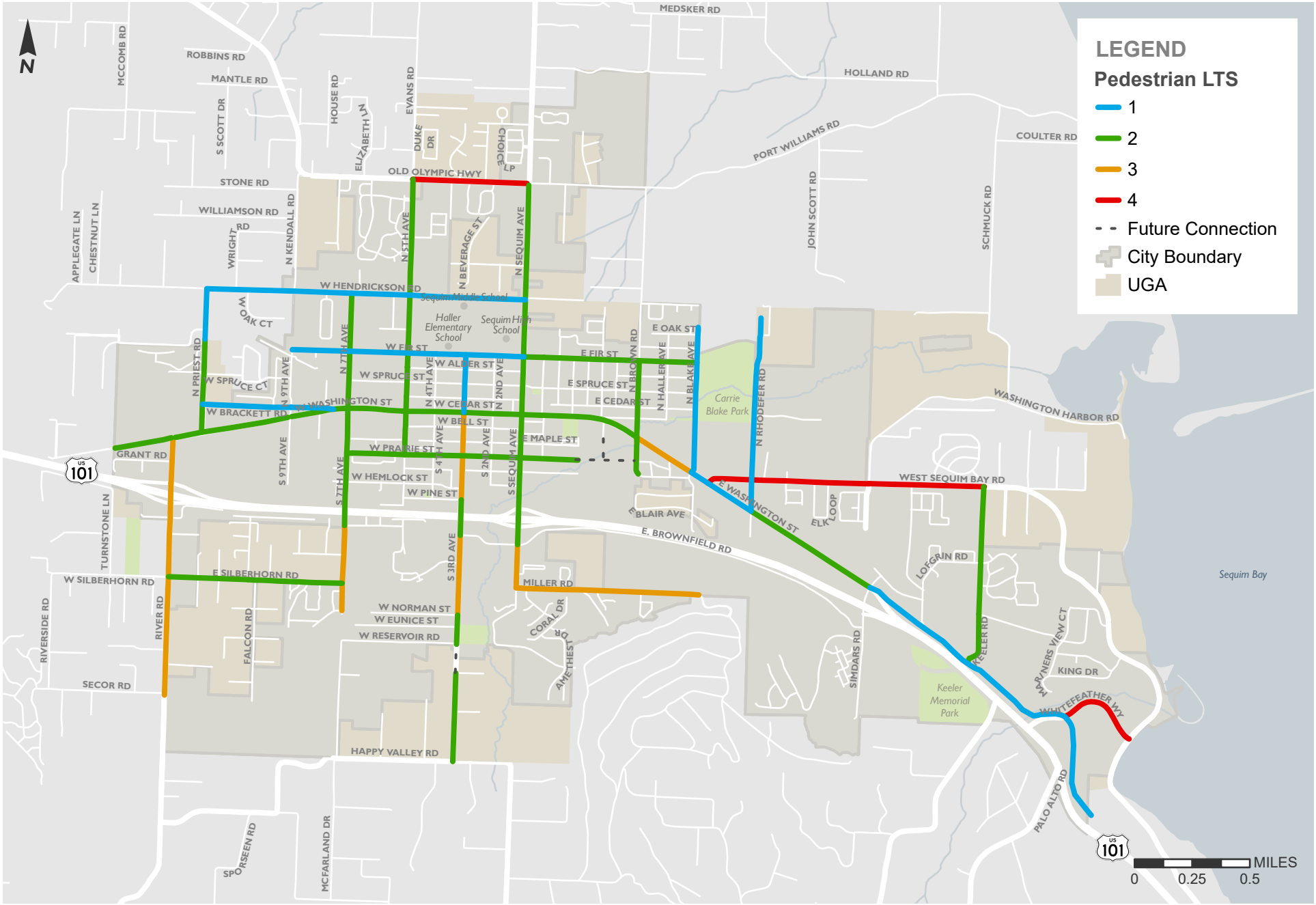
Similar to the pedestrian LOS, this plan also identifies a bicycle LOS standard based on LTS. Bicycle LTS is measured using similar metrics to the pedestrian LTS and evaluates the quality of dedicated bicycle facilities. **Appendix B** presents the bicycle LTS evaluation matrices developed for the City. This plan adopts a bicycle LOS standard of LTS 1 or 2 for roadways identified in the bicycle system plan network and LTS 1 for the Olympic Discovery Trail. **Figure 13** presents the existing bicycle LTS levels for roadways within the bicycle system plan network.

Traffic Improvement Needs

Without improvement, the following intersections would not meet the City's vehicular LOS standard in 2045:

- Brown Rd / E Washington St
- S Sequim Ave / W Prairie St
- S Sequim Ave / US-101 EB Ramps

As identified in **Figure 11,** these locations are currently unsignalized, and intersection improvements (such as the installation of traffic signals and/or roundabouts) should be implemented to meet LOS requirements.

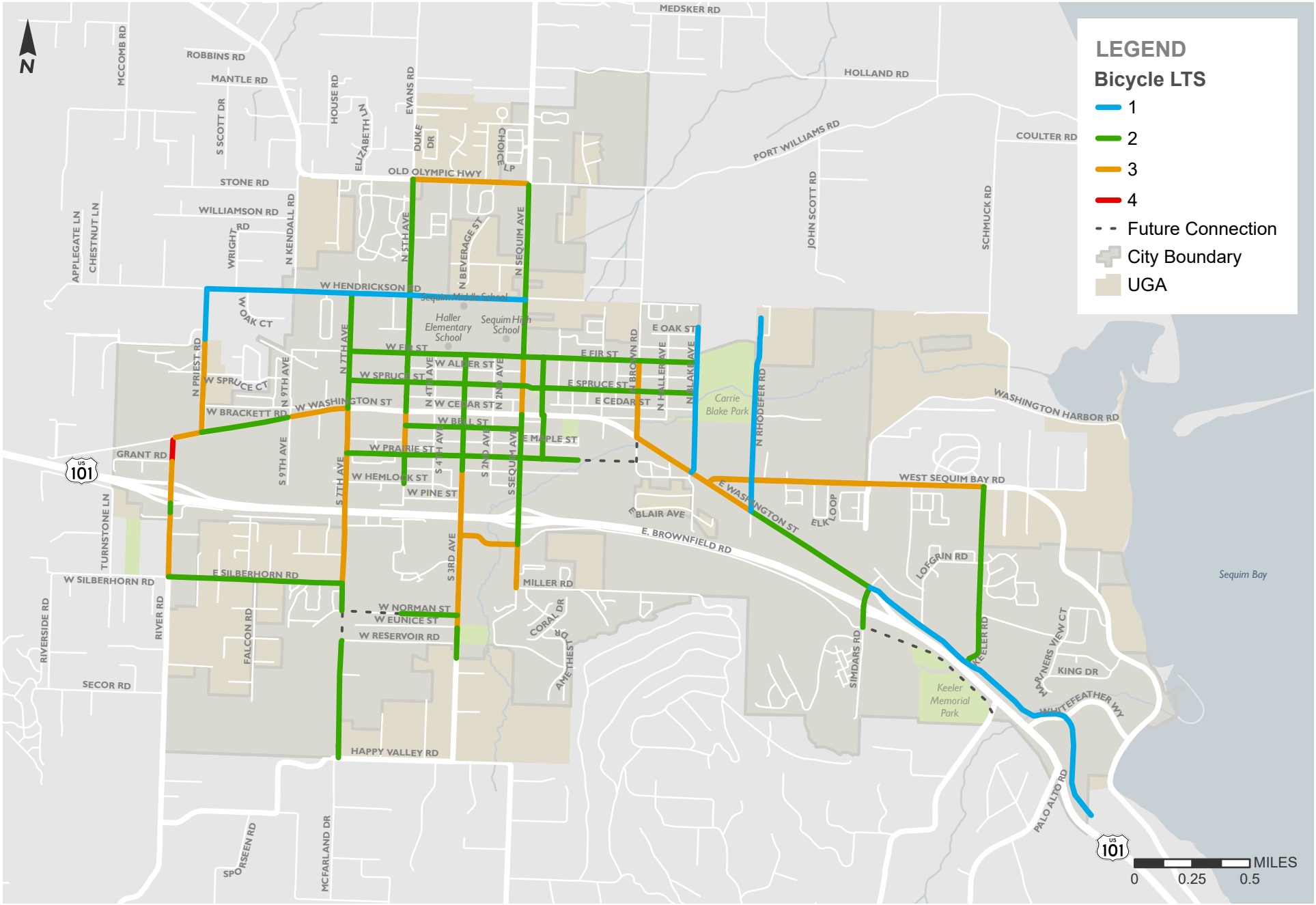


Pedestrian Level of Traffic Stress

Sequim Transportation Master Plan

FIGURE **12**

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Bicycle Level of Traffic Stress

Sequim Transportation Master Plan

FIGURE **13**

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COMPONENTS OF THE MULTIMODAL TRANSPORTATION NETWORK

The TMP establishes a vision for building out a multimodal transportation network within Sequim. As part of the TMP, the modal networks are identified which designate the roadways intended to be used by different travel modes (e.g., trucks, bicycles, pedestrians/mobility scooters, etc.). The sections below define and outline the various components that together form the roadmap for ensuring that the City's transportation network serves all roadway users.

Roadway Functional Classification

As noted previously, the City's functional classification map establishes the vision for vehicle travel through the City's roadway network. The roadway classifications designate the modal priorities for roadways within the City. Principal and Minor Arterials are the roadways intended to provide greater vehicular throughput while Collector and Local Streets are intended to provide a balance between vehicles and alternative travel modes. The City's street standards tie the functional classification to the roadway and right-of-way widths required for all street types, as well as the necessary widths for active transportation facilities. Together, the roadway functional classification map and the roadway design standards establish the foundation for the City's vehicular network. **Figure 14** presents the City's functional classification system.

Truck Routes and Destinations

The truck routes network was designed to facilitate both the movement of goods to commercial destinations within the City and the shipment of goods from locations outside the City. Sequim's primary commercial districts are located along Washington Street and nearby River Road, as well as just east of downtown. Outside of Sequim, truck destinations include farms on the Olympic Peninsula, construction sites, as well as two quarries located due north and south of the City.

The truck routes simultaneously allow for the movement of goods both locally and regionally while limiting truck traffic on key streets, such as Washington Street within the downtown core. To further encourage truck travel on these routes, roads should be designed to meet truck standards. As identified in the TMP, truck routes generally occur on Minor Arterial and Collector roadways, which emphasize vehicular movement. **Figure 15** shows the City-designated truck routes and local delivery routes as well as the location of the major truck destinations.

Bicycle System Plan

The bicycle system plan, identified in **Figure 16**, is designed to meet the demands of a wide range of facility users. As the figure shows, the proposed bicycle system is quite extensive, reflecting the City's commitment to becoming an even more bike-friendly community.

The bicycle system provides connections to the Olympic Discovery Trail (ODT – described in Chapter 2), schools and parks, and the downtown core from the residential neighborhoods across the city. It



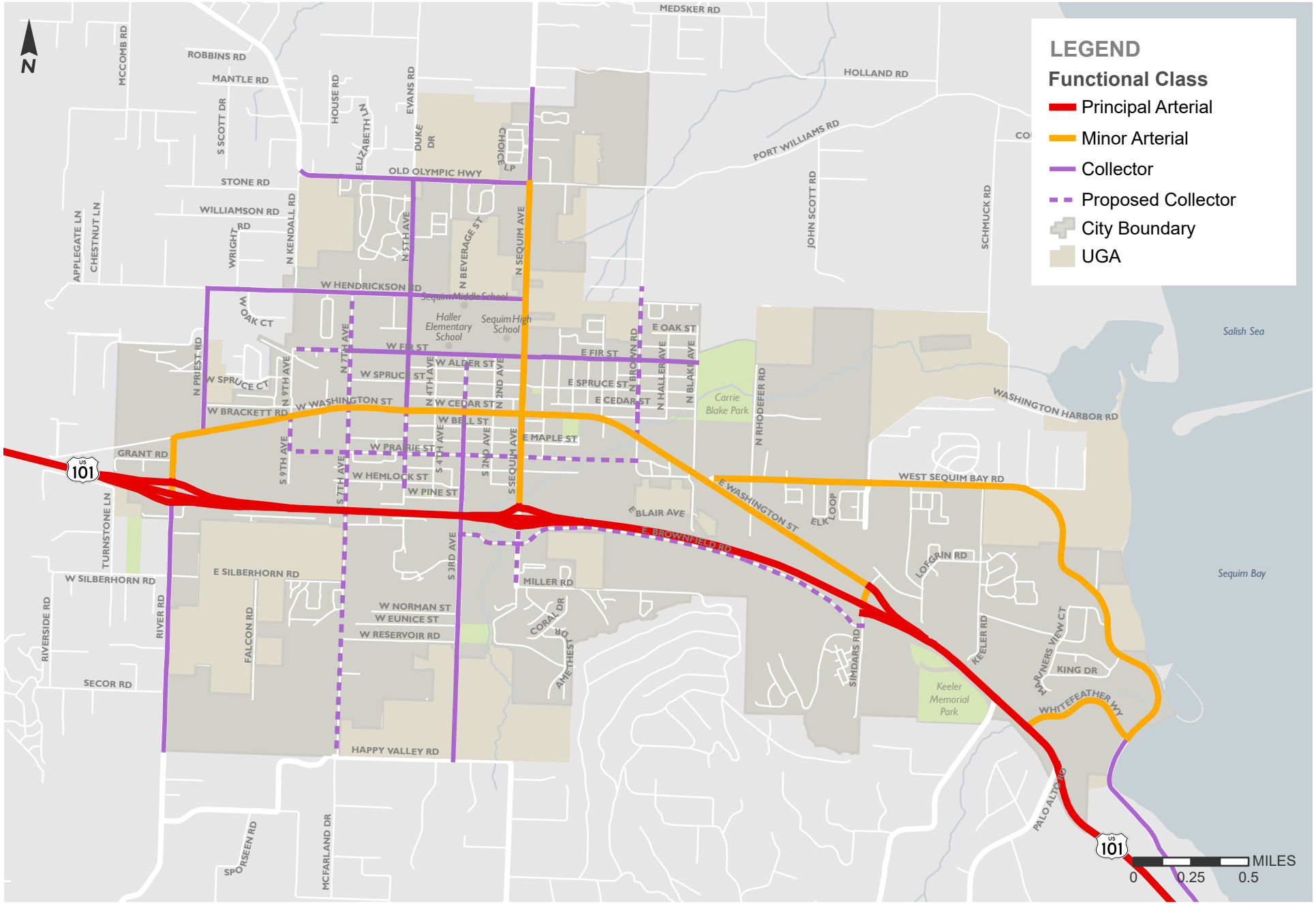
also provides regional connectivity to the north and south of Sequim along 7th, 5th and 3rd Avenues. The bicycle system identifies the preferred facility types for each roadway within the network, consisting of bike lanes, protected bike lanes, multi-use paths, and shared (sharrow) facilities. The preferred facility types have been selected to achieve the desired LTS based on the LOS standards established by the City.

Within the densest parts of the city, including residential neighborhoods and the downtown core, the bicycle system plan envisions bike lanes or "sharrows" within the vehicular ROW. In more rural portions of the city, including south of US-101 and along West Sequim Bay Road, the ideal solution is a separated path that runs parallel to the existing roadway and provides connectivity and accessibility for both pedestrians and bicyclists. All of the roadways could incorporate a context-appropriate bicycle accommodation, including bike lanes, sharrows, wide-shoulders, and multi-use pathways.

Pedestrian System Plan

Sidewalks in Sequim are shared by pedestrians and mobility scooter users. A pedestrian system plan was developed for these modes and is shown in **Figure 17**. The pedestrian/mobility scooter system provides connections to Sequim's downtown core, commercial and retail zones, medical facilities, schools and parks, the ODT, and residential neighborhoods.

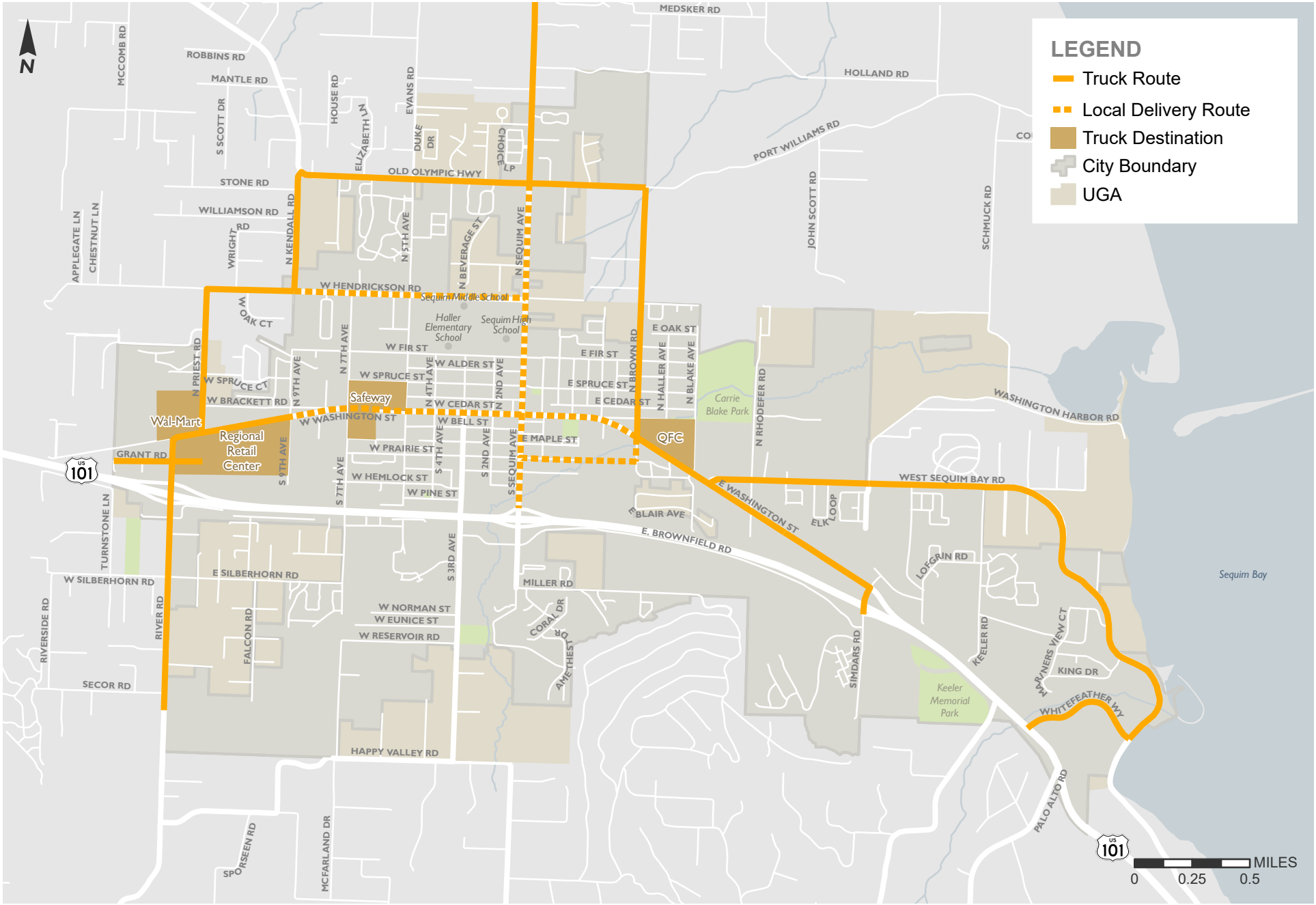
These pedestrian routes are served by a variety of street designs but all of them include provisions for sidewalks or multi-use pathways. **Table 4.3** summarizes these provisions. All future and existing facilities will be constructed or improved to meet current ADA standards and shall align with the City's design standards. Sidewalk and trail projects within the pedestrian system plan will receive higher priority than projects outside this area. Existing sidewalk gaps within the pedestrian system are also identified in **Figure 17**.



Functional Classification System

Sequim Transportation Master Plan

FIGURE **14**

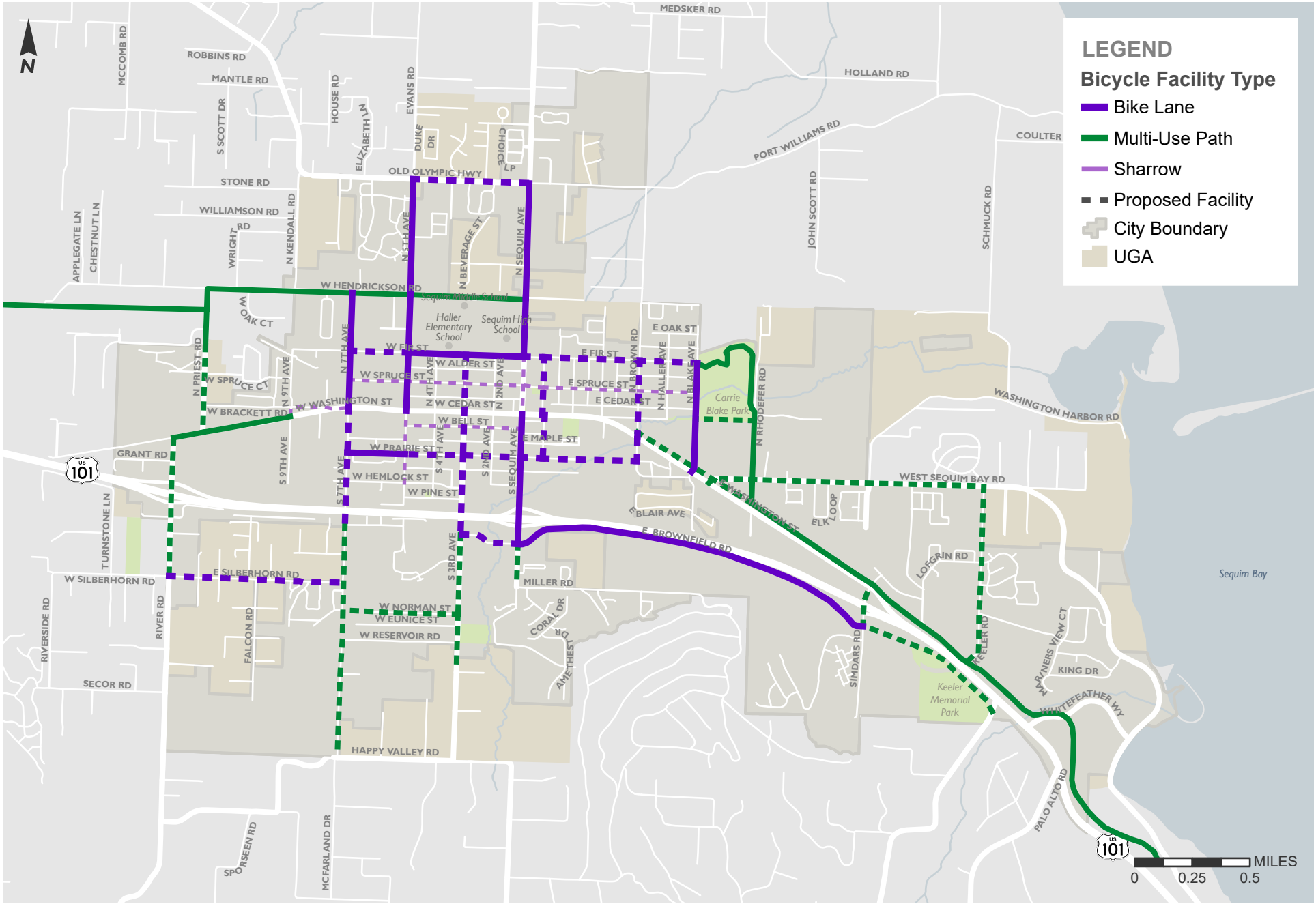


Truck Routes and Destinations

Sequim Transportation Master Plan

FIGURE **15**

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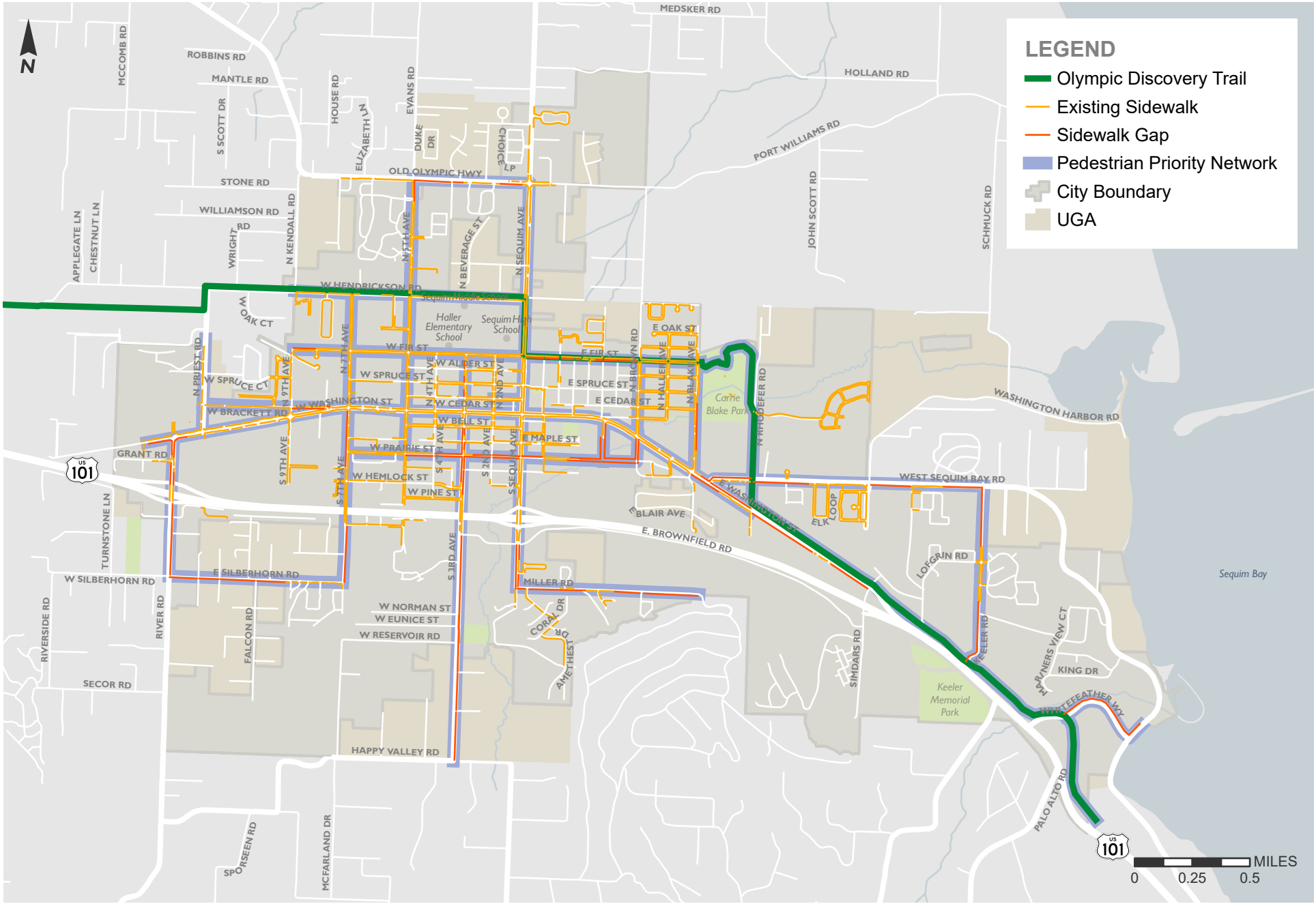


Bicycle System Plan

Sequim Transportation Master Plan

FIGURE **16**

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Pedestrian System Plan

Sequim Transportation Master Plan

FIGURE **17**

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5. NEAR TERM AND LONG-TERM CAPITAL PLANS

This chapter presents the capital program that forms the basis of the TMP. Collectively, this program adds up to approximately $104 million in transportation projects to be constructed over the next few decades. For the purposes of planning, the capital projects are divided into two lists; near-term (years 0 to 6) and longer-term (years 7 to 20) needs. The full detailed project list is provided in **Appendix C**.

To select the full list of projects and decide whether projects should be on the near-term or longer-term list, a set of prioritization criteria were used. These metrics were developed based on priorities identified by the City and community and in alignment with other transportation planning efforts. Priorities were determined from feedback gathered from the online survey and community outreach conducted for the City's *Comprehensive Safety Action Plan* and the TMP update as part of the larger 2025 Comprehensive Plan periodic update (as described in Chapter 1). Community priorities were determined by reviewing the survey responses and in-person feedback to identify metrics which would could be used to assess the top community priorities of pedestrian/bicycle safety and improving traffic flow at intersections. These priorities were then supplemented with additional priorities determined based on feedback from City staff on project elements that are important factors for state and federal transportation funding programs.

Table 5.1 provides a summary of the specific metrics considered. The detailed prioritization scoring matrix is provided in **Appendix D**. The prioritization metrics used for the TMP align with the project prioritization for the City's *Comprehensive Safety Action Plan.*

Table 5.1 Project Prioritization Criteria

Criteria	Measurement
Collision/Safety Criteria	• Does the project address fatal/severe injury crashes? • Does the project address a safety risk factor identified in the *Safety Action Plan*?

Location Criteria	• Is the project in proximity to the following key destinations?
	  ○ Schools
	  ○ Parks
	  ○ Olympic Discovery Trail
	  ○ Civic Facilities
	  ○ Medical Facilities

Demographics/Equity	• Is the project located in an area with increased equity need based on
	  ○ Social Vulnerability Index
	  ○ Income Level
	  ○ Zero Car Households

Growth-Related	• Does the project address a LOS or LTS deficiency? • Does the project construct a new road connection?
Project Readiness	• Is the project planned within the 6-year Transportation Improvement Program? • Has design started on the project?

SIX-YEAR PROJECT LIST

Based on the principles of the LOS analysis and project prioritization, a near-term project list was developed. As shown in **Table 5.2,** the majority of the near-term expenditures include bicycle and pedestrian projects to improve key pedestrian and bicycle circulation routes within the City. These projects are shown on **Figure 18.** The near-term projects are those identified as High priority in **Appendix D**.

Table 5.2 Summary of Six Year Projects

Type	Notes	Number of Projects	6 Year Cost (thousands)
Active Transportation Projects	Bicycle Facilities (multi-use paths, bike lanes, and sharrows) and Pedestrian Facilities (sidewalk infill, and paths)	8	$24,480
Roadway & Intersection Projects	City Projects – Intersection/Corridor Improvement Projects along City roads	0	-
	WSDOT Projects – Intersection/Corridor Improvement Projects along WSDOT facilities	2	$17,170
TOTAL		**10**	**$41,650**

TWENTY-YEAR PROJECT LIST

In addition to projects prioritized in the six-year list, the TMP resulted in an additional list of projects to be completed over the later portion of the planning horizon (years 7 through 20 of this plan). These projects total to approximately $62 million in 2026 dollars and are summarized in **Table 5.3** and shown in **Figure 19.** The project descriptions, costs and priority for all 6-year and 20-year projects are summarized in **Table 5.4** with the detailed project list provided in **Appendix C.**

Table 5.3 Summary of Twenty Year Projects

Type	Notes	Number of Projects	6 Year Cost (thousands)
Active Transportation Projects	Bicycle Facilities (multi-use paths, bike lanes, and sharrows) and Pedestrian Facilities (sidewalk infill, and paths)	16	$27,470
Roadway & Intersection Projects	City Projects – Intersection/Corridor Improvement Projects along City roads	14	$22,800
	WSDOT Projects – Intersection/Corridor Improvement Projects along WSDOT facilities	2	$11,600
TOTAL		**32**	**$61,870**

Table 5.4 TMP Project List

Map ID	Title and Location	Project Description	2026 Total Project Cost	Development Funded[1]	Priority
AT-1	Fir Street Bike Pedestrian & Bicycle Improvements	Install the following improvements along Fir St: Fill missing sidewalk gaps on south side of the roadway bet. Sequim Ave and Brown Rd; Bike lanes bet. 9th Ave and 5th Ave and Sequim Ave and Blake Ave; Upgrade/install ADA curb ramps at non-compliant locations along the corridor (26 locations)	$2,200,000	N/A	High
AT-2	Spruce Street Bicycle Boulevard	Install the following improvements along Spruce St: Mini roundabouts at all intersections along Spruce St bet. 4th Ave and Haller Ave (except Sequim Ave); Sharrow markings and signage (7th Ave to Blake Ave)	$1,550,000	N/A	High
AT-3	South Sequim Complete Streets Improvements - Phase 1	Install the following improvements along Prairie St: • Bike lanes between 5th Ave and eastern terminus; Sidewalks between 5th Ave and eastern terminus; Mini roundabouts at Prairie/4th, Prairie/3rd, Prairie/2nd, Prairie/Sunnyside; Upgrade/install ADA curb ramps at non-compliant locations along the corridor (20 locations)	$8,460,000	N/A	High
AT-4	South Sequim Complete Streets Improvements - Phase 2	Install the following improvements within South Sequim • 7th Ave: fill sidewalk gaps (Washington to Hemlock), protected bike lanes (Washington to McCurdy), ADA curb ramp improvements (Fir to Washington, 12 locations); 5th Ave: sharrows & signage (Washington to Hemlock); Bell St: sharrows & signage (5th to Sequim); Maple St: mini roundabouts (4th, 3rd, 2nd, Sunnyside)	$1,730,000	N/A	High
AT-5	N 3rd Avenue Complete Street	Install the following improvements along 3rd Ave bet. Fir and Washington: • Fill sidewalk gaps; ADA curb ramp upgrades; Bike lanes; Pedestrian crosswalks at Alder, Spruce, and Cedar; Remove stop-controlled approaches along 3rd and move stop-controlled approached to east-west roadways at Alder and Cedar	$4,400,000	N/A	High
AT-6	W Washington Street Safety Improvements	Install the following improvements along W Washington St: • Sharrows on Brackett Rd bet. 9th Ave and Washington St; Access management and center medians bet. River Rd and 5th Ave; Roundabout retrofit improvements (sidewalk widening, crosswalk/bike ramp installation) at Washington/River and Washington/9th; Install two-stage turn queue boxes for EB and NB bikes (with curb extensions on the NE and SE corners)	$2,980,000	N/A	Medium
AT-7	E Washington St Multimodal Project	Install the following improvements along E Washington St: • Install/improve MUP along the north side of the roadway bet. Brown and Simdars (connect with ODT); Access management and center medians bet. Brown and W Sequim Bay; Pedestrian crossing improvement (HAWK signal or half signal) at Washington/Brown; RRFB improvements at Blake, Rhodefer, and Holiday Inn Express	$3,100,000	Partial	High
AT-8	W Sequim Bay Road Bicycle & Pedestrian Improvements	Install the following improvements along W Sequim Bay Rd: • MUP bet. Washington and Keeler; Enhanced crossing at Rhodefer, Washington Harbor, Bell Bottom (RRFB)	$3,200,000	Partial	Medium
AT-9	Keeler Road Bicycle & Pedestrian Improvements	Install the following improvements along Keeler Rd: • MUP bet. W Sequim Bay and ODT	$580,000	Partial	Medium
AT-10	Whitefeather Way Multi-Use Path	Install the following improvements along Whitefeather Way: • MUP bet. W Sequim Bay and ODT; enhanced crossing at ODT and W Sequim Bay Rd (with RRFB)	$3,690,000	Partial	Low
AT-11	Priest Road Multi-Use Path	Install the following improvements along Priest Rd: • MUP bet. north City limits and Washington St	$1,250,000	Partial	Medium

[1] Indicates projects that are expected to be fully or partially funded by adjacent development.

Table 5.4 TMP Project List

Map ID	Title and Location	Project Description	2026 Total Project Cost	Development Funded[1]	Priority
AT-12	Old Olympic Highway Bicycle & Pedestrian Improvements	Install the following improvements along Old Olympic Hwy: • Fill missing sidewalk gaps on both sides of the roadway bet. 5th Ave and Sequim Ave; bike lanes bet. 5th Ave and Sequim Ave	$2,930,000	Partial	Low
AT-13	Sunnyside Avenue Pedestrian & Bicycle Improvements	Install the following improvements along Sunnyside Ave: •Fill missing sidewalk gaps on both sides of the roadway bet. Fir St and Prairie St; bike facilities bet. Fir St and Prairie St; and enhanced crossing at Washington St with access management improvements	$1,190,000	N/A	Medium
AT-14	Blake Avenue Bicycle & Pedestrian Improvements	Install the following improvements along Blake Avenue: • Fill missing sidewalk gaps on the east side of the roadway bet. Carrie Blake Park and Washington St	$910,000	N/A	Medium
AT-15	River Road Multi-Use Path	Install the following improvements along River Rd: • MUP along the east side of the roadway bet. Washington and Silberhorn; enhanced crossing at Grant Rd	$2,920,000	Partial	Medium
AT-16	7th Avenue Pedestrian & Bicycle Improvements	Install the following improvements along 7th Ave: • Bike lanes bet. Happy Valley Rd and Washington Street; Ped/Bike crosswalk at McCurdy Rd and Silberhorn Rd	$370,000	Partial	High
AT-17	3rd Avenue Pedestrian & Bicycle Improvements	Install the following improvements along 3rd Ave: • Fill missing sidewalk gaps on both sides of the roadway bet. Bell St and Hemlock St; Sharrows and signage bet. Washington St and Bell St; Bike lanes bet. Bell St and Brownfield Rd; MUP on west side of the roadway bet. Brownfield Rd and southern City limits; Ped/Bike crosswalk at Hemlock St, Brownfield Rd, and Norman St (with RRFB)	$2,670,000	Partial	High
AT-18	Norman Street Bicycle & Pedestrian Improvements	Install the following improvements along Norman St: • Sidewalks & bike lanes bet. Western terminus and 3rd Ave	$2,880,000	Partial	Low
AT-19	S Sequim Avenue Multi-Use Path	Install the following improvements along S Sequim Avenue: • MUP along the west side of the roadway bet. Brownfield and Miller (to be installed as part of planned development)	N/A	Fully	Medium
AT-20	E Silberhorn Rd Bicycle Facilities	Install bike lanes or MUP bet. River Road and S 7th Ave	$2,130,000	Partial	Low
AT-21	Carrie Blake Park ODT Realignment	Realign ODT segment within Carrie Blake Park	$110,000	N/A	Low
AT-22	Brackett Road Sidewalk	Fill missing sidewalk gaps bet. Priest Rd and 9th St	$690,000	Partial	Low
AT-23	Johnson Creek Crossing Repair	Repairs to the Railroad Trestle Foot Bridge along the Olympic Discovery Trail	$2,010,000	N/A	Medium
AT-24	Brownfield Road Speed Mitigation	Install curve warning signs with flashing LED perimeters, edge striping, and enhanced signage and reflective markers	N/A	Partial	Low

[1] Indicates projects that are expected to be fully or partially funded by adjacent development.

Table 5.4 TMP Project List

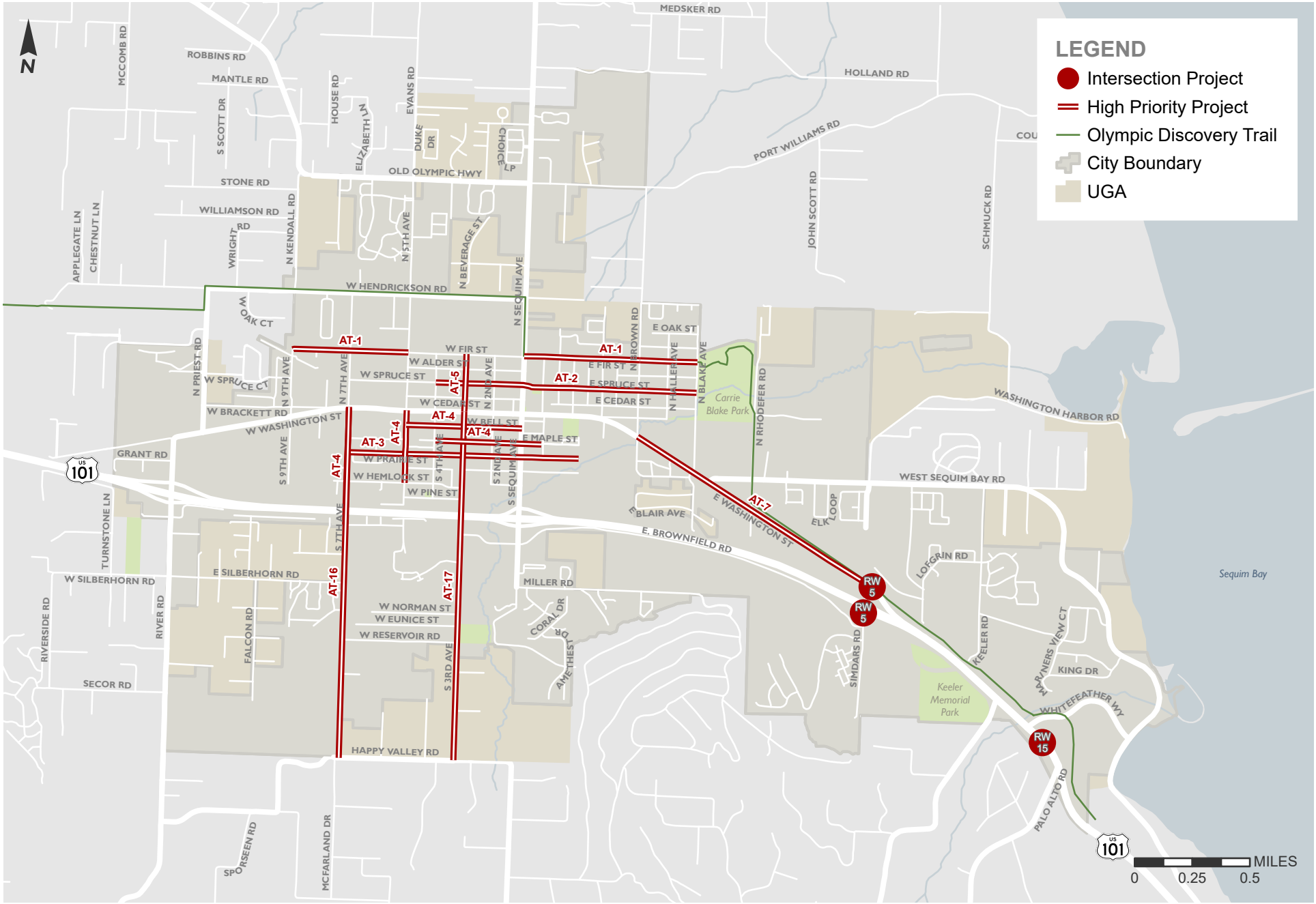
Map ID	Title and Location	Project Description	2026 Total Project Cost	Development Funded[1]	Priority
RW-1	Prairie Street & Sequim Avenue New Signal	Install traffic signal at Prairie St & Sequim Ave	$530,000	N/A[2]	Medium
RW-2	US-101 Ramps & S Sequim Avenue RAB	Install RABs at US-101 ramp intersections	$6,000,000	N/A	Medium
RW-3	Traffic Signal at Fir & N Sequim Avenue	Intersection improvements at Fir St & Sequim Ave (Note that the need for this project is to accommodate school-related traffic, which is not captured in the MD peak hour analysis in the TMP).	$400,000	N/A	Medium
RW-4	Kendall & Hendrickson Improvements	Install additional pavement, improved sight lines, striping, and signage (potential roundabout)	$1,500,000	N/A	Medium
RW-5	US-101 & Simdars Road Intersection Improvements	Install improvements to the US-101/Simdars Ave Interchange: - Construct US-101 WB On-Ramp and EB Off-Ramp; Install RAB at Washington St/Simdars Ave	$10,710,000	N/A	High
RW-6	W Washington Street Slip Lane Realignment	Roadway improvement between River and Priest Rd - realignment of the EB slip lane	$770,000	N/A	Medium
RW-7	S 7th Avenue Road Connection	Complete roadway connection between Silberhorn Rd and Reservoir Rd	$4,580,000	Fully	Medium
RW-8	W Norman Street Road Connection	Complete roadway connection between 7th Avenue and western terminus (west of Edelweiss Dr)	$1,160,000	Partial	Low
RW-9	W Brownfield Road Realignment	Realign Brownfield Road between 3rd Ave and Sequim Ave. Install bike lanes, sidewalk, curb and gutter	$4,650,000	Partial	Medium
RW-10	W Maple Street Road Connection	Complete roadway connection between 5th Avenue and 4th Avenue	$2,540,000	Partial	Medium
RW-11	E Washington Street & Brown Road	Intersection improvements at E Washington St & Brown Rd (potential RAB)	$1,600,000	N/A	High
RW-12	E Washington Place Road Connection	Complete roadway connection between Blake Ave & Rhodefer Rd	$1,360,000	Partial	Low
RW-13	N 9th Avenue Road Connection	Complete roadway connection between Fir St & Brackett Ave and Fir St & Hendrickson	$2,350,000	Partial	Medium
RW-14	W Sequim Bay Rock Revetment Reconstruction	Reconstruction of the rock revetment supporting W Sequim Bay Rd, near Pitship Bridge.	$510,000	N/A	Low
RW-15	US-101/Whitefeather Intersection Improvements	Safety/operational improvements with US-101/Whitefeather/Palo Alto	$6,460,000	Partial	High
RW-16	S 5th Ave Extension (McCurdy to Driveway)	Construct half-roadway between McCurdy Rd and driveway	$160,000	Partial	Low

[1] Indicates projects that are expected to be fully or partially funded by adjacent development.
[2] Development contributions to the Prairie Street & Sequim Avenue Signal may be evaluated during the concurrency review project for planned developments.

Table 5.4 TMP Project List

Map ID	Title and Location	Project Description	2026 Total Project Cost	Development Funded[1]	Priority
RW-17	Port Williams Road Expansion	Expand roadway and install pedestrian facilities between Sequim Ave and Brown Rd	$690,000	Partial	Low
RW-18	Happy Valley to Simdars Road Frontage Road Connection	Install connection between Simdars Rd and Happy Valley Rd	$5,600,000	N/A	Medium

[1] Indicates projects that are expected to be fully or partially funded by adjacent development.

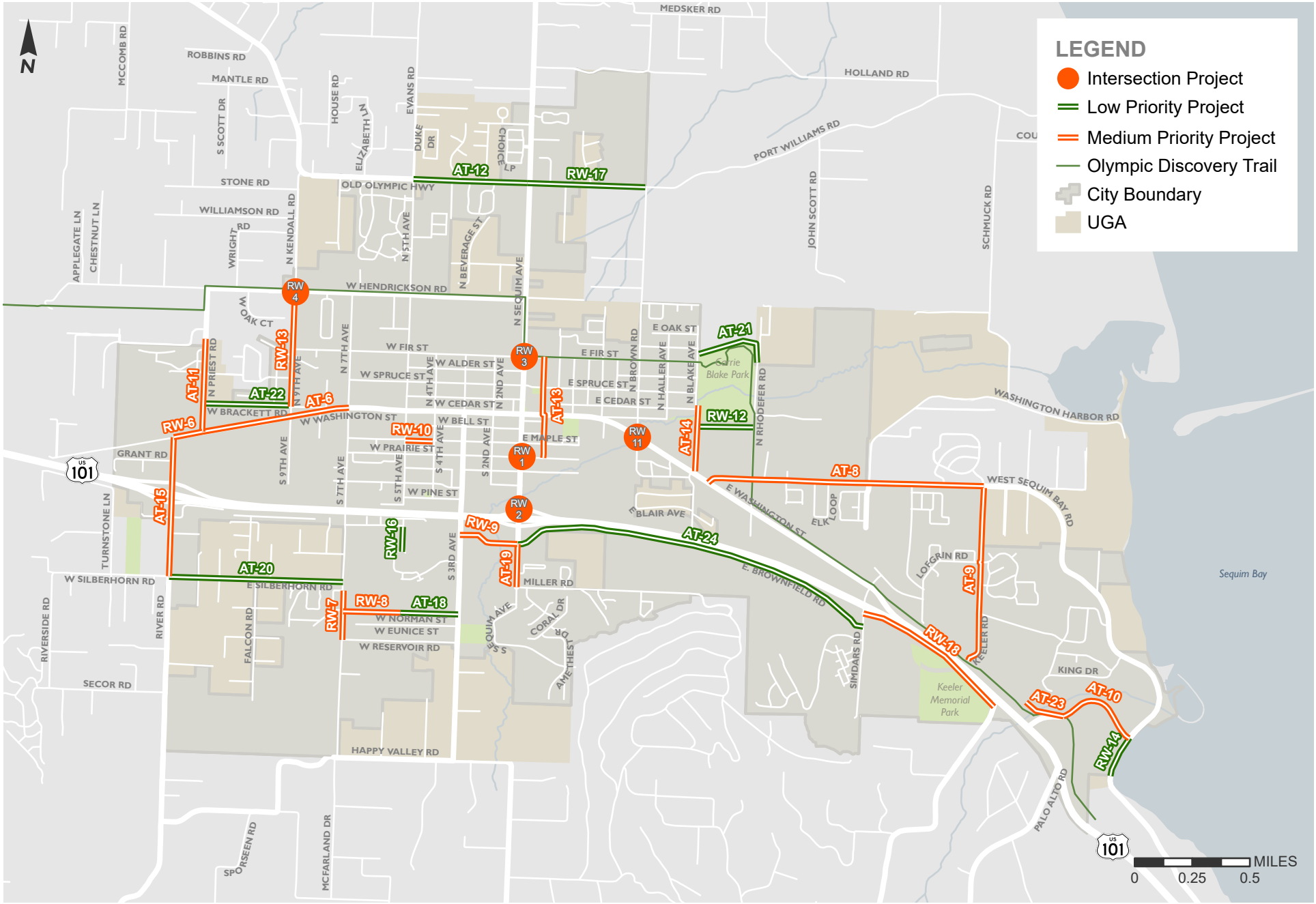


Transportation Improvement Projects: Near-Term Improvements (6 Years)

Sequim Transportation Master Plan

FIGURE **18**

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Transportation Improvement Projects: Long-Term Improvements (20 Years)

Sequim Transportation Master Plan

FIGURE **19**

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PROJECTS REQUIRING FUNDING FROM OTHER AGENCIES

The near-term and longer-term capital plans described in the previous pages include capital projects that are within the City's jurisdiction and that would be funded (either fully or in part) by City sources. There are other types of expenditures that would benefit the City's transportation network that are not included in these capital project lists. These excluded projects/programs include ongoing rehabilitation and maintenance of the City's street system (such as filling potholes, chip seals, and overlays).

Some projects presented previously in **Table 5.4** are large capital projects along or connecting to facilities owned and operated by other agencies, primarily WSDOT. It is expected that outside revenue sources (either from WSDOT, grant funding, or directly earmarked by the state/federal legislature) would be necessary to implement these projects. While construction and implementation of these projects would largely rely on outside funding, these projects have been included on the project list to capture the total cost of transportation infrastructure needs within the City. The following are those projects which would require primary funding from other agencies:

- RW-2: US-101 Ramps & S Sequim Avenue Roundabouts
- RW-5: US-101 & Simdars Road Intersection Improvements
- RW-16: US-101/Whitefeather Intersection Improvements
- RW-19: Happy Valley to Simdars Road Frontage Road Connection

In addition, several projects identified in **Table 5.4** are anticipated to be fully or partially development funded since the improvements would directly provide the necessary capacity to support the growth associated with these projects. Should funding become available or if required to meet concurrency requirements, the City may implement these projects prior to development occurring. If not needed to meet transportation concurrency, some of these projects may be delayed beyond the 20-year planning period depending on the pace and location at which development occurs.

The identified long-term projects would make important contributions to citywide connectivity, safety, and overall travel conditions for all modes. In some cases (such as the US-101 Ramps & Sequim Avenue improvements) these projects are critical for the City in meeting its traffic operations LOS, as required under the Growth Management Act. Other improvements (such as the US-101 & Simdars Road and US-101 & Whitefeather Road improvements) are key towards improving roadway safety along a WSDOT Highway of Statewide Significance (HSS). As such, they have been included on the project list and were considered in the development of this plan.

6. IMPLEMENTING THE TMP

The previous chapter presented near-term (6 year) and longer-term (20 year) project lists, which collectively add up to approximately $104 million in transportation infrastructure costs over the next few decades. Approximately $75 million of these project costs are associated with City (non-WSDOT) projects.

This chapter explains how these projects could be funded, which is at the heart of implementing the TMP. It also describes collaboration, since implementing the TMP will require close coordination among City departments, the citizens and businesses of Sequim, and other agencies within the region.

It should be noted that the TMP is a living document and will serve as the blueprint for transportation in Sequim over the next several years. Realistically, the actions in the plan are most useful over the next three to five years, as the TMP presents a snapshot in time of transportation conditions and needs within the City. As projects get implemented, funding is secured, and traffic conditions change, reassessment and re-prioritization of projects in the TMP should be conducted as part of the annual 6-year Transportation Improvement Program (TIP) process. Minor updates to the TMP may be considered as part of the annual Comprehensive Plan update process; however, full updates to the TMP will be conducted in line with the GMA periodic update cycles which occur every 10 years.

OVERVIEW OF COSTS AND REVENUES

A key GMA planning requirement is the concept of fiscal restraint in transportation planning. A fiscally constrained TMP must first allow for operation and maintenance of existing facilities and then capital improvements. To develop the fiscally constrained plan, an inventory of revenues and costs was undertaken to identify funds that are likely to be available for capital construction and operations.

It is worth noting that over the past five years, Sequim's budget for transportation has been highly variable. In 2024, the City spent around $5.6 million for transportation capital and operations. Revenues for capital improvement projects include grants, impact fees, and the Transportation Benefit District (TBD). The City's TBD, which generates its revenue through sales tax and can be spent on all modes of transportation, is a very important source of funding for capital projects. Revenues for roadway maintenance are collected from motor vehicle fuel taxes and TBD funds. General Fund dollars are used as necessary to balance costs for capital expenditures and maintenance costs. Expenditures in 2024 included roughly four-fifths ($4.4 million) for capital projects and one-fifth ($1.2 million) for operations and maintenance.

Transportation Revenues

Table 6.1 summarizes the transportation revenue forecasts that form the basis for this TMP. Revenue projections were estimated based upon the City's budget, historical revenues, and



anticipated grant funding awards. Based on recent historical data, it is estimated that revenues would be approximately $58 million during the 20-year period, of which 86 percent ($50 million) would be dedicated for capital improvements, while the remaining would be for maintenance and operations programs. For capital projects, approximately 34 percent of revenues are expected to come from TBD funds [4] while 60 percent are expected to come from grants [5]. Based on historical revenues, transportation impact fees are expected to contribute only 6 percent of capital project revenues.

Table 6.1 Transportation Revenue Projections

Funding Source	Total Revenues	Percent of Total Revenues
TRANSPORTATION CAPITAL REVENUES[1]		
Transportation Benefit District (TBD)	$17,000,000	34%
Grants[2]	$30,000,000	60%
Transportation Impact Fees	$3,000,000	6%
Subtotal (Capital)	**$50,000,000**	**100%**
TRANSPORTATION MAINTENANCE & OPERATION REVENUES		
Motor Vehicle Fuel Tax	$3,465,000	45%
Transportation Benefit District (TBD)	$4,200,000	55%
Subtotal (M&O)	**$7,665,000**	**100%**
TOTAL	**$57,665,000**	

[1] As needed, the City's General Fund is used to fund transportation capital projects. Since the amount of General Fund revenue allocated towards transportation projects is not consistent year-to-year, these revenues were conservatively excluded from the revenue estimates.

[2] Grant funding is speculative based on recent grant awards. Grant funding is not guaranteed and lower capital revenues may result should grant funding not be secured. The reassessment strategies identified in this chapter will be employed

[4] The City's current TBD program expires in 2029. Renewal of the program will be proposed to voters at that time. The estimate of transportation revenues assumes that the TBD program will be renewed.

[5] The revenue estimates for transportation capital projects assume $30 million in grant funding over the 20-year period. The grant funding estimate provided in Table 15 is speculative and based on the recent transportation grant awards for the City. Grant funding is not guaranteed and may fall short of this amount depending on the City's success pursuing and securing federal and state transportation funding. Should the transportation grant funding be less than identified, the City will pursue the reassessment strategies in this chapter to address the funding shortfall.

Approximately 20 percent ($4.2 million) of TBD funds are dedicated to fund maintenance and operations programs for the City's roadways over the next 20 years.

Transportation Impact Fees

The GMA allows agencies to develop and implement a Transportation Impact Fee (TIF) program to help fund part of the costs of transportation facilities needed to accommodate growth. State law (RCW 82.02) requires that TIF programs are:

- Related to improvements to serve new growth and not existing deficiencies;
- Assessed proportional to the impact of new developments;
- Allocated for improvements that reasonably benefit new development, and;
- Spent on facilities identified in the adopted Capital Facilities Plan.

TIFs can only be used to help fund improvements that are needed to serve new growth. The cost of projects needed to resolve existing deficiencies cannot be included.

The TIF program must allow developers to receive credits if they are required to construct all or a portion of system improvements to the extent that the required improvements were included in the TIF calculation. The City's TIF program is outlined in Chapter 22.04 of the Sequim Municipal Code Municipal Code.

Developer Mitigation and Requirements

The City has adopted specific development-related requirements which will help fund the identified improvements. These include requirements for frontage improvements, mitigation of transportation impacts under SEPA, and concurrency requirements. The City requires developments to fund and construct certain roadway improvements as part of their projects. These typically include reconstructing abutting streets to meet the City's current design standards. These improvements can include widening of pavement, drainage improvements, and construction of curb, gutter, and sidewalks.

Several of the projects identified in the plan could be partially funded and constructed as part of new developments. As noted above, to the extent that costs of a transportation improvement are included in the TIF then credits must be provided. If improvements to an abutting local street are not included in the TIF, then credits against the TIF would not be required or allowed.

The City also evaluates impacts of development projects under the State Environmental Policy Act (SEPA). The SEPA review may identify adverse transportation impacts that require mitigation beyond payment of the TIF. These could include impacts related to safety, traffic operations, active transportation, or other transportation issues. The needed improvements may or may not be identified as specific projects in the Plan. If the required improvements are included in the TIF program, then the City must provide credit to the extent that the costs are included in the project list and impact fee calculations.

The City also requires an evaluation of transportation concurrency for development projects. The concurrency evaluation is intended to identify project impacts that will cause City facilities to operate below the City's level of service standard. To resolve such a deficiency, the applicant can propose to fund and/or construct improvements to provide an adequate level of service. Alternatively, the applicant can wait for the City, or another agency or developer to fund improvements to resolve the deficiency. According to the GMA, the City must deny any proposal that will cause the level of service for transportation facilities to decline below the adopted standard unless a financial commitment[6] is in place to complete measures to achieve the LOS standard within six years. (RCW 36.70A.070(6)(b).

The City requires new development to assess project impacts to both City and State facilities through the development review process by preparing transportation impact analyses (TIAs) in accordance with adopted City comprehensive plan policies. The City works with WSDOT Local Programs and Developer Services to impose appropriate mitigation through the City's authority for both City and developer project impacts to State facilities to ensure that existing levels of service on State facilities are not degraded beyond the adopted LOS standards by City growth.

Grants

Over the past several years the City has had significant success in securing grants for transportation improvements. Grant funding is typically tied to specific improvement projects and distributed on a competitive basis, often with a local funding match.

Grant funding estimates presented in **Table 6.1** are speculative and are not guaranteed. Should grant funding fall short of the estimates shown, reassessment strategies will be identified to address the funding shortfall (including reprioritization of projects to identify those that can be delayed past the 20-year planning period).

Forecasted Revenue Shortfall

Table 6.2 summarizes the City's proposed transportation financing strategy for the $75 million City portion of the capital improvement costs. When the costs for the WSDOT projects are excluded from the comparison, the funding shortfall is expected to be approximately $25 million. This assumes that the level of grants and developer commitments will be generated as estimated in **Table 6.1.** The deficit could be greater if the level of grant funding is less than forecast or if the TBD is not renewed.

[6] Financial commitments to address LOS deficiencies can take several forms, including the payment of Transportation Impact Fees or proportionate share contributions to improvement projects not included in the City's TIF program. Identification of LOS deficiencies will occur on a project-by-project basis as part of the development review process and identification of necessary mitigation measures (and implementation processes) will be identified in the Conditions of Approval.

Table 6.2 Forecasted Revenues & Costs	
Revenue/Cost	**Total (20 Year)**
Estimated Shortfall Excluding WSDOT Projects[1]	
Transportation Capital Revenues[2]	$50,000,000
Total Transportation Project Costs	$74,750,000
Capital Estimated Shortfall (without WSDOT Projects)	**($24,750,000)**

[1] The estimated shortfall in funding excludes projects along WSDOT facilities which are likely to require funding from non-City sources (e.g., WSDOT, federal/state earmarks, grant funding).

[2] Capital revenues assumes $30 million in grant funding Grant funding is speculative based on recent grant awards. Grant funding is not guaranteed and lower capital revenues may result should grant funding not be secured. The reassessment strategies identified in this chapter will be employed should the full grant revenue estimates not be secured.

The estimated shortfall in funding for capital improvements would primarily affect the ability of the City to fund all of the identified capital improvement projects during the planning period. The City is committed to funding the existing maintenance and operations programs needed to preserve the integrity, safety, and efficiency of its existing transportation system. The maintenance and operations cost will expand with transportation system improvements.

ADDRESSING POTENTIAL REVENUE SHORTFALLS

As noted above, projected existing revenue sources would allow the City to fund a portion of the identified transportation improvement projects and program costs. The City could address this shortfall through delaying lower priority projects or increasing revenue allocations from discretionary sources, primarily the General Fund.

Options for Reducing the Funding Shortfall for Capital Improvement Projects

The City can increase funding for capital street projects using a range of revenue options. These include partnering with other agencies or additional grants as available. Alternatively, the City could delay implementation of projects, especially lower priority improvements. Possible applications of these funding strategies are discussed below.

Delaying Improvement Projects

The City will not likely be able to, or may choose not to, fund lower priority projects within the 20-year horizon without additional funding sources. Some of these projects may be funded through impact fees and/or frontage improvement requirements as development (or re-development

occurs). As developments occur in these areas the city may require project-specific facility improvements including SEPA mitigation measures, as appropriate. The City also may identify other programs or opportunities to partially or fully fund some of these improvements.

The project list included as **Appendix C** identifies the improvement projects needed to address the City's adopted LOS standards through 2045 (denoted as being "Growth Related"). Projects that are not identified as being Growth Related may be considered for delaying beyond the 20-year planning period.

Additional Grants and Other Agency Funding

As discussed above, the transportation financing analysis estimates that the city may receive approximately $30 million in grant funding over the life of the Plan. As noted, grant funding estimates are speculative and not guaranteed, and may fall short of the amount identified. If the City is able to pursue and receive grants at a higher rate, shortfalls may be less than projected. The roadway improvements identified for the WSDOT facilities entail large-scale, high-cost improvements, which may be strong candidates for grant funding pursuits. However, given the scale of these improvements, direct appropriations from the federal or state government as part of legislative requests may be necessary to fully implement the improvements identified along US-101.

Tax Increment Financing

Washington State allows cities to create "increment areas" that allows for the financing of public improvements, including transportation projects within the area by using increased future revenues from local property taxes generated within the area. The specific rules and requirements are noted in the Community Revitalization Financing (CRF) Act.

The Local Infrastructure Financing Tool (LIFT) program is a potential tool for the City to pursue. Under this concept the annual increases in local sales/use taxes and property taxes can be used to fund various public improvements.

The City may choose to further consider these types of funding programs in the future as part of its annual budget and six-year Transportation Improvement Program (TIP) processes.

Bond/Levy/Taxes

Bonds do not result in additional revenue unless coupled with a revenue generating mechanism, such as a voter approved tax or general obligation (GO) bonds. The debt service on the bonds results in increased costs which can be paid with the additional revenue approved by voters such as a property tax levy, sales tax increase, or TBD funds. Although the City does not anticipate issuing bonds in the near future, it remains an option for generating additional transportation revenues to fund some of the higher cost improvement projects.

Local Improvement Districts

A local improvement district (LID) is a special assessment area established by a jurisdiction to help fund specific improvements that would benefit properties within the district. LIDs could be formed to construct sidewalks, upgrade streets, improve drainage or other similar types of projects. A LID may be in residential, commercial, or industrial areas or combinations depending on the needs and benefits. LIDs can be proposed either by the city or by property owners. LIDs must be formed by a specific process which establishes the improvements, their costs, and assessments. The assessments are added to the property tax which helps to spread the costs over time.

MONITORING AND EVALUATION

The TMP is a long-range plan that enables the City to plan for its current and future transportation needs. Nonetheless, the transportation network is dynamic, constantly changing due to circumstances beyond the scope and influence of this plan. Hence, regular updates are necessary to ensure the plan remains current and relevant. The TMP includes the following actions to monitor and evaluate the progress of implementing the plan.

Bi-Annual Mobility Report Card

A bi-annual mobility report card will be developed to document progress towards plan implementation and to monitor the transportation system's performance. The City will use this information to inform the public regarding the City's progress related to the TMP. The report card will also provide a basis for future updates of the TMP.

The report card is expected to report on the following topics:

- Land Use and Transportation Trends - These data will describe general land use and transportation trends within Sequim. Information will include:
  - Current population and employment levels and growth rates,
  - Summary of yearly development activity, and
  - Summary of growth in traffic volumes, transit service, active transportation and other trends. Given the high seasonality of Sequim's traffic (reflecting factors like tourism and the "snowbird" phenomenon), it would make sense to collect this data during both the summer and winter seasons.
- Transportation Performance – These data will focus on documenting the current performance of the transportation system, by mode. Information will include:
  - Transit route ridership (from Clallam Transit and Jefferson Transit)
  - Traffic volumes
  - Collisions
  - Multimodal level of service
  - Pedestrian and bicycle volumes



  - Pavement Maintenance Ratings
- Project Implementation Status - These data will summarize the city's progress towards implementing the priority network improvements (including percent completion for ongoing projects) recommended in the TMP. Information is expected to include:
  - Auto/truck facilities constructed
  - Pedestrian facilities constructed
  - Bicycle facilities constructed
  - Miles of Pavement overlays

The report card will provide the necessary information to help the city adjust transportation priorities and to facilitate updates to the TMP every few years.

Reassessment Strategy

Although the financing summary identifies the potential for a total revenue shortfall of approximately $25 million over the life of the TMP, including WSDOT projects, the City is committed to reassessing their transportation needs and funding sources each year as part of its six-year Transportation Improvement Program (TIP), in line with Policy TR-7.3 in the 2025 Comprehensive Plan. This allows the City to match the financing program with the short-term improvement projects and funding. To implement the Transportation Improvement Plan, the city will consider the following principles in its transportation funding program:

- Balance improvement costs with available revenues as part of the annual six-year Transportation Improvement Program (TIP);
- Review project design standards to determine whether costs could be reduced through reasonable changes in scope or deviations from design standards;
- Fund improvements or require developer improvements as they become necessary to maintain LOS standards;
- Coordinate and partner with WSDOT, Clallam County, Clallam Transit, and others to implement improvements to US-101;
- Vigorously pursue grant funds from state and federal sources;
- Work with Clallam County or other partner agencies to develop multiagency grant applications for projects which extend between both jurisdictions that serve City and County growth;
- Review and update the TIF program regularly to account for the updated capital improvement project list, revised project cost estimates, and annexations;

Some lower priority improvements may be deferred or removed from the Transportation Plan[7]. The city will use the annual update of the six-year Transportation Improvement Program (TIP) to re-evaluate priorities and timing of projects and need for alternative funding programs. Throughout the planning period, projects will be completed, and priorities revised. This will be accomplished by reviewing traffic growth and the location and intensity of land use growth in the city through the development review process. The City will then be able to direct funding to areas that are most impacted by growth or to intersections/roadways that may be falling below the city's multimodal level of service standards. The development of the TIP will be an ongoing process over the life of the Plan and will be reviewed and amended annually.

Translating Policy into Action

Table 6.3 highlights key activities the City can use to implement the TMP. These activities directly connect the policy direction of this document to plans, programs, and actions that will support the Sequim community over the next 20 years. The Transportation Action Plan strategies are described in more detail in **Appendix E**.

Table 6.3 Transportation Action Plan

Action	Likely Lead(s) & Partners(s)	Timeline
1. Evaluate/develop a comprehensive funding strategy to implement the transportation priorities and capital projects identified in the TMP	Public Works	Short-Term
2. Review/revise concurrency regulations, municipal code, and associated ordinances to ensure consistency with multimodal Level of Service (LOS) standards.	Public Works & Community Development	Short-term
3. Review/update roadway design standards to better align with Level of Traffic Stress (LTS) considerations.	Public Works	Medium-term
4. Review/update the development review process to align with Comprehensive Plan policies, land use plan, and updated MMLOS standards	Public Works & Community Development	Medium-term
5. Update the 6-Year Transportation Improvement Program (TIP) development process to incorporate policy-driven prioritization metrics consistent with the TMP.	Public Works	Short-term

[7] Lower priority projects that may be deferred or removed for the Transportation Plan include those not needed to meet concurrency (i.e., Active Transportation projects not needed to address an LTS deficiency or Roadway/Intersection projects which complete roadway connections not needed to maintain intersection LOS standards). See Appendix C.

7. TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) is a general term for various strategies that increase transportation system efficiency. TDM treats mobility as a means to an end, rather than an end in itself. It emphasizes the movement of people and goods, rather than motor vehicles, and so gives priority to more efficient modes (such as walking, cycling, ridesharing, public transit and telecommuting), particularly under congested conditions.

Washington State Law requires that all cities and counties within or containing an affected urban growth area implement Commute Trip Reduction (CRT) programs which implement TDM measures as a means of reducing the number and length of vehicle trips within the region. The City (and the rest of Clallam County) is not required to plan under the Washington State CTR law.

Nevertheless, as the costs of fuel and street projects increase, there will be greater demand and emphasis on public transportation services to address the mobility needs of Sequim residents. Local planning efforts will likely be encouraged to further emphasize transportation and land use plans, programs and policies that help reduce single-occupant vehicle miles traveled (VMT) per capita, resulting in lower vehicle emissions. TDM measures will help to reduce vehicle emissions growth.

In line with Goals TR-10 and TR-13 of the 2025 Comprehensive Plan, the City will work with partner agencies (including Clallam Transit) to use TDM as one of the key strategies for managing congestion on key roadways throughout the region. The aim of TDM programs is to reduce the number of vehicles on the area's roads, which will reduce the demand on the existing transportation network. As feasible, the City will explore opportunities for implementing TDM strategies, which may include:

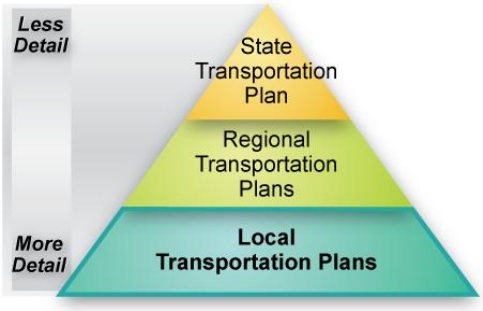
- Pedestrian and Bicycle Network Improvements
- Ride Share Programs
- Transit Oriented Development (TOD)
- Parking Management

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8. CONSISTENCY WITH OTHER PLANS

Sequim's transportation system is part of, and connected to, a broader regional highway and arterial system. The GMA works to increase coordination and compatibility between the various agencies that are responsible for the overall transportation system. Since transportation improvements need to be coordinated across jurisdictional boundaries, the Transportation Plan needs to be consistent with and supportive of the objectives identified in the Washington State Transportation Plan, Peninsula Regional Transportation Planning Organization's (PRTPO's) Regional Transportation Plan (RTP), and the transportation plans or capital improvement plans of the surrounding agencies. Developing the TMP is primarily a bottom-up approach to planning, with the City exploring its needs based on the land use plan. Eventually, local projects are incorporated into regional and state plans. **Figure 20** is a schematic showing this approach. The following sections provide a review of this plan's consistency with neighboring jurisdictions.

Figure 20: Transportation Plan Approach



WSDOT HIGHWAY IMPROVEMENT PROGRAM & SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM

As required by the GMA, the TMP addresses the state highway system. Specifically, the TMP addresses the following elements related to the state highway system:

Table 8.1 WSDOT- Related Elements in the Sequim TMP

WSDOT-Related Element	Chapter	Page / Table / Figure
• Inventory of existing facilities	Chapter 2	Pages 8-14
• Level of service standards	Chapter 2	Page 10
• Analysis of traffic impacts and concurrency on state facilities	Chapters 2 & 4	Tables 2.2 & 4.1 Figures 4 & 11
• Consistency with the State Highway Systems	Chapter 2	Page 10
• Improvements needed to maintain LOS standards on the state highway system	Chapter 5	Table 5.4 Figures 18 & 19
• Financing strategies and funding sources	Chapters 5 & 6	Page 54-58



WSDOT maintains two improvements programs, the Highway System Plan (HSP) and the State Transportation Improvement Program (STIP). WSDOT completed an update to the HSP at the end of 2024 which recommends new revenues for state highways be dedicated over the next 20 years. The Statewide Transportation Improvement Program (STIP) 2026 – 2029 was approved in January 2026 and includes the following projects in Sequim:

- E Fir St Rehabilitation – Reconstruct E. Fir St, a segment of the Olympic Discovery Trail, between N. Sequim Ave. and Blake Ave. Design of new HMA and subgrade, curb and gutter, sidewalks, ADA ramps, bike lanes, drainage facilities, signage, landscaping, and pedestrian safety enhancements. Utility upgrades will be completed concurrently.

- E Washington St Multimodal Transportation Expansion – Planning, design and construction of sidewalk and multiuse trail on E Washington St between Blake Ave and Simdars Rd, including improvements to the regional Olympic Discovery Trail.

- Johnson Creek Bridge Replacement – Planning for Multi-Use Trail which will provide an assessment of the current bridge condition, and bid ready engineering and design.

- Keeler Road Multi-Use Path – Planning for Multi-Use Trail which will provide a planning study, and bid ready engineering and design.

- Systemic Signalized Intersections and Pedestrian Safety Improvements – Install signal upgrades and pedestrian crossing improvements.

As noted previously, the City also works with WSDOT Local Programs and Developer Services to identify and impose appropriate mitigation measures to address development impacts on the state highway system.

PENINSULA REGIONAL TRANSPORTATION PLANNING ORGANIZATION

The PRTPO maintains and prioritizes projects in the Regional TIP. The Regional TIP is a 6-year program of projects that is updated every year. The TIP ensures that transportation projects meet regional transportation, growth and economic development goals and policies. In addition to the projects identified in the STIP, the Regional TIP also identifies the following projects:

- 2026 Curb Ramp Replacement (5th Ave, 7th Ave, Hendrickson) – Replacement of curb ramps with ADA deficiencies on streets adjacent to public, medical and commercial facilities, including other pedestrian safety and stormwater improvements

- U.S.101 East Sequim Corridor Project – Improve safety, mobility, and economic development opportunities by constructing on and off ramps to complete the Simdars Rd Interchange, Construct a frontage road connecting Palo Alto Road and Happy Valley Road to the Simdars

Rd interchange, and improve horizontal and vertical alignments to improve safety on the highway mainline and landscaping.

- N 3rd Avenue Complete Street – The City desires to create a safe route to school by implementing modern principles to create safe and encouraging multi-modal transportation options, manage and treat stormwater using low impact development (LID), and revitalize the existing residential neighborhood. This project will include bike lanes, sidewalks, shared use paths, and other complete street components to provide a safe route for all modes of transportation.

CLALLAM COUNTY AND ADJACENT CITIES

Countywide Planning Policies (CPPs) establish a countywide framework for developing and adopting County and City comprehensive plans. The role of the CPPs is to coordinate comprehensive plans of jurisdictions in the same county for regional issues or issues affecting common borders. Clallam County's CPPs were last updated in 2018. The County's and Cities' comprehensive plans need to be consistent with the vision and policies established by the CPPs.

Clallam County's six-year TIP (2026-2031) currently has no projects identified in Sequim or the surrounding UGA, but includes the crossing improvements to the ODT west of the City at Carlsborg Road.

CLALLAM TRANSIT

Clallam Transit is a regional transportation provider that operates transit service in the City of Sequim. Four routes provide bus service to the City via the Sequim Transit Center. The City supports Clallam Transit's Comprehensive Plan (Connection Clallam) and coordinates with the agency to identify how transit needs should be addressed, particularly as new development occurs.

FEDERAL AND STATE AIR QUALITY REGULATIONS

The Transportation Element (and TMP) is subject to the Washington State Clean Air Conformity Act that implements the directives of the Federal Clean Air Act. Because air quality is a region wide issue, the City's Comprehensive Plan must support the efforts of state, regional, and local agencies as guided by WAC 173-420-080.

9. GLOSSARY OF TERMS

Americans With Disabilities Act (ADA): Federal law enacted in 1990 to provide accommodations for individuals with physical and mental impairments. With respect to transportation, this law often applies to design of sidewalk and transit facilities.

Bicycle Lane: An on-street striped lane, which provides specific accommodation for bicycles. Bike lanes are typically between 4 and 7 feet wide.

Capital Facilities Plan (CFP): A planning document outlining the necessary public facilities (e.g., water systems, sewer systems, stormwater facilities, schools, parks, streets, sidewalks, paths, public buildings, etc.) needed to serve existing development and accommodate planned development.

Downtown Sequim: The areas along Washington Street and Sequim Avenue identified with the "Downtown" zoning designation (i.e., Downtown Core [DC], Downtown Mix Use I [DMU-I], Downtown Mix Use II [DMU-II]). See Figure 1.

Highway of Statewide Significance (HSS): Highways and arterials designated by the state legislature under RCW 47.06.140 as having greater importance interstate and interregional travel. This includes the state highway system and interregional state principal arterials. Within Sequim, US-101 is designated as a Highway of Statewide Significance.

Level of Service (LOS): Is a standard measure of transportation operations, which can be applied to any mode. For this plan, LOS is measured differently for each mode. For bicycles, pedestrians, and mobility scooters, LOS is measured quantitatively, based on the Level of Traffic Stress (see below). For vehicles, LOS is measured quantitatively, based on vehicular demand whereby a letter grade, from A to F, is assigned. These grades represent the perspective of drivers and are an indication of the comfort and convenience associated with driving as well as speed, travel time, traffic interruptions, and freedom to maneuver.

Level of Traffic Stress (LTS): A metric used to evaluate the quality and comfort of a pedestrian or bicycle facility. LTS is measured on a 1 to 4 scale, with LTS 1 providing the best level of comfort (typically suitable for users of all ages and abilities) and LTS 4 providing the lowest level of comfort (typically only used by the most confident riders/walkers or those without an alternative). LTS is measured based on the type of pedestrian/bicycle facility and other roadway metrics including number of travel lanes, travel speed, and average daily traffic volumes (ADT).

Mobility Scooter: An electrified scooter that provides mobility assistance for people with otherwise limited mobility. Given the age profile of Sequim, this plan prioritizes accommodating mobility scooters.

Olympic Discovery Trail (ODT): 130-mile system of trails, bike lanes, and other designated facilities, which provides a scenic route for recreational cycling across the Olympic Peninsula.

Peninsula Regional Transportation Planning Organization (PRTPO): The Regional Transportation Planning Organization for the regions covering the Kitsap peninsula and Olympic peninsula consisting of Clallam, Jefferson, Kitsap, and Mason counties.

Regional Transportation Plan (RTP): The regional plan outlining the transportation goals and priorities for the region. This document serves as the transportation planning framework with which local agencies within the region must align.

Sharrow: A shared-lane marking placed in the center of the travel lane, which indicates that cyclists may use the entire lane. Sharrows tend to be placed on slower facilities and are meant to encourage cycling.

Multi-Use Pathway/Trail: A separate facility provided for bikes and pedestrians. Unlike bike lanes, multi-use pathways/trails are completely separated from the roadway and are often designed as shared facilities for bikes and pedestrians. A multi-use pathway/trail is typically a paved facility that may run along a roadway within the public right-of-way or along an alignment completely separate from the roadway network.

Transportation Benefit District (TBD): Sequim's TBD is a voter-approved sales tax measure of 0.2%, which funds transportation projects.

Transportation Demand Management (TDM): Refers to measures implemented to improve the efficiency of the transportation network. These measures are often associated with encouraging the use of alternative travel modes and reducing the number of trips taken by single-occupancy vehicles.

Transportation Master Plan (TMP): A long-range vision for transportation, which identifies transportation priorities, policies, and projects to support the Comprehensive Plan.

Vehicle Miles Traveled (VMT): A measure of the total distance traveled by vehicles within a defined geographic region over a given period of time.

Appendix A – Sequim ADA Transition Plan

September 2023

CITY OF SEQUIM

City of Sequim
ADA Transition Plan

Prepared by Transpo Group

CITY OF SEQUIM

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Brandon Janisse, Council Member
Lowell Rathbun, Council Member
Amy Aschenbrenner, City Clerk

Additional copies of this document are available online at: www.sequimwa.gov

For questions about the City of Sequim ADA Transition Plan or for access to an alternate format of this document email the City of Sequim ADA Coordinator:

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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.

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Contents

Executive Summary 1

1 Introduction 2

1.1 Plan Requirement 2

1.2 Plan Structure 3

2 Self-Evaluation 4

2.1 Policy Review 4

2.2 Practices and Design Standards 5

2.3 Existing Pedestrian Facilities 7

3 Stakeholder Engagement 29

3.1 Engagement Methods 30

4 Pedestrian Barrier Removal Methods and Schedule 31

4.1 Barrier Removal Methods 31

4.2 Barrier Removal Plan and Schedule 33

5 Recommendations and Next Steps 58

5.1 Recommended Actions 58

Appendices

Appendix A: Open House Materials 65

Appendix B: Existing Data Inventory 85

Appendix C: Prioritization Criteria 93

Appendix D: Stakeholder Engagement 101

Appendix E: Planning Cost Estimate 127

Appendix F: Accessible Pedestrian Signal (APS) Policy 133

Appendix G: Grievance Procedure 135

Appendix H: Maximum Extent Feasible (MEF) Documentation Template 141

Appendix I: ADA Terminology 145

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Executive Summary

This Americans with Disabilities Act Self-Evaluation and Transition Plan establishes the City of Sequim's ongoing commitment to providing equal access for all, including those with disabilities. In developing this plan, the City of Sequim 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 Sequim facilities within the public right-of-way and select parks**.

This includes attributes of sidewalks, curb ramps, crosswalks, bus stops and pedestrian pushbuttons as these are the facility types inventoried by the City.

This document summarizes the Self-Evaluation, which includes an accessibility assessment of pedestrian facilities as well as practices and procedures which relate to them, such as curb ramp design standards. It also contains a Transition Plan, which identifies a schedule for the removal of barriers and identifies how the City will address requests for accommodation in a consistent manner.

The City's objective is to remove physical barriers within the public right-of-way using safety operation and maintenance, road improvements, and ADA Barrier Projects 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 capital improvement projects, permitted development, and any other right-of-way construction projects.



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 of Sequim has completed an inventory of its pedestrian facilities. This plan allows the City to prioritize the removal of barriers and update procedures as they relate to accessibility within 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 Sequim 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 duration 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 document in which all Federal ADA standards are collectively held. The 2010 ADAS and regulations from 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 published into the Federal Register on August 8, 2023 as a revised set of guidelines for right-of-way pedestrian facilities. Many public entities currently use 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 the Washington Department of Transportation adheres to.

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 city 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 Sequim primarily addresses pedestrian facilities in their City of Sequim Standard Plans and Municipal Code. The City of Sequim Comprehensive Plan (2015-2035) 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 relates to existing ADA programs, policies, and practices.

2.1.2 Findings

The City of Sequim's Comprehensive Plan, required by State's Growth Management Act (GMA), articulates a series of goals, policies, objectives, actions, and standards that are intended to guide the day-to-day decisions by the City Council and staff. The latest version of this plan was adopted in 2016 and amended in 2023. The plan elements include land use, housing, capital facilities, utilities, transportation, economic development, parks and recreation, environmental protection, and shoreline. The City will be initiating an update of its Comprehensive Plan as part of the 2025 GMA periodic update cycle.

Goals and policies connected to transportation, specifically pedestrian facilities, within the 2016 adopted Comprehensive Plan generally include the following:

Multi-modal transportation: Provide a safe, balanced and efficient multimodal transportation system that adequately serves the future growth and development of the City.

- Form a street network system that provides better connectivity, safety, and mobility for all modes of circulation.
- Provide a complete transportation network that safely accommodates all modes of travel while increasing efficiency and safety for all users.
- Annually review the transportation element of the CIP and TIP to align with available and potential funding.
- Meet the community's growing needs for multi-modal transportation project funding to maintain quality of life as the city continues to grow as a regional center.

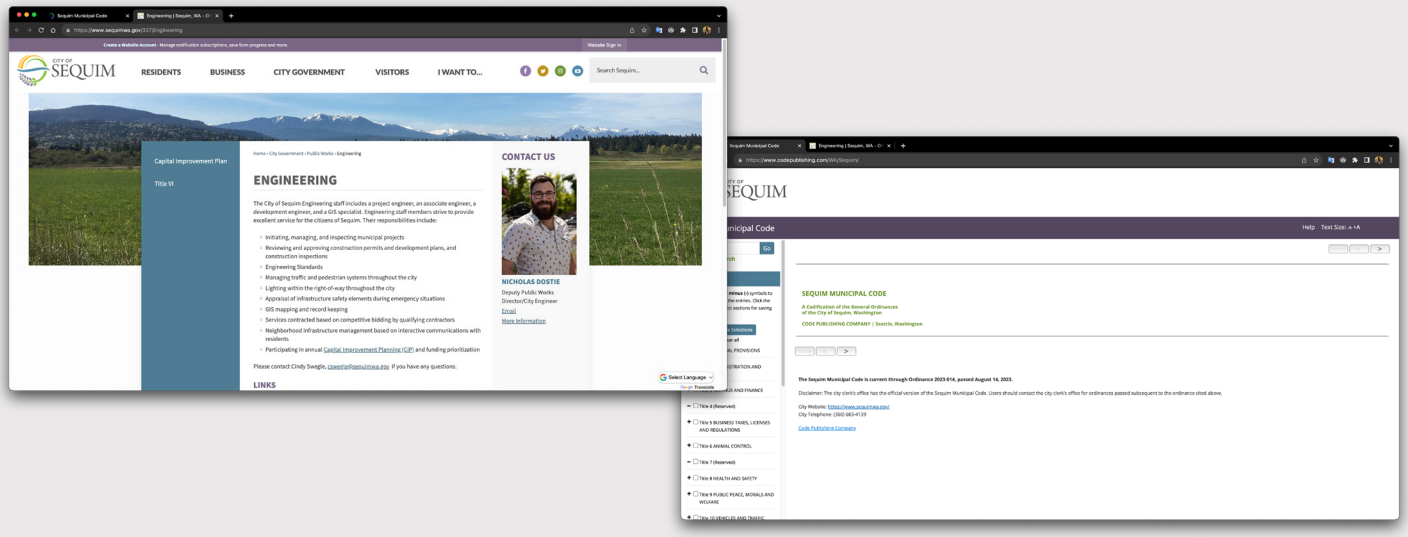


Figure 2-1 *City of Sequim Engineering Design and Construction Standards Webpage (left) and City of Sequim Municipal Code Webpage (right)*

2.2 Practices and Design Standards

Practices and municipal design guidelines that incorporate ADA standards are essential to ensure that new or upgraded pedestrian facilities are compliant with ADA and Section 504 requirements and therefore reduce the number of accessibility barriers throughout the city.

This section summarizes a review of the City of Sequim Combined Engineering Standards, September 2020 (CES), City of Sequim Municipal Code (SMC), and the 2015-2035 City of Sequim Comprehensive Plan to identify any barriers to accessible design. The review was conducted in June 2023. For greater detail on the practices and standards review, see Appendix A for a barrier audit memo.

2.2.1 Method

The City of Sequim CES, 2015-2035 Comprehensive Plan and SMC 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 Sequim CES and SMC maintain adopted design standard plans and guidelines for sidewalks, shared use pathways, curb ramps, on-street parking spaces and driveways. Figure 2-1 shows the webpages where the standard plans and municipal code can be accessed.

The City's design standards and code are limited to guidance for sidewalks, shared use pathways, curb ramps, on-street parking spaces and driveways which represents a small portion of the specific design elements associated with ADA compliance. This review recommends several changes to the current City of Sequim standards to achieve ADA compliance and improve clarity. Most recommendations to the City standards were intended to improve clarity, increase consistency



Figure 2-2 *Examples of Inventoried Facilities*

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, transit stops, pedestrian signals, or handrails. It is recommended for many of these areas that the City may modify the City of Sequim CES or SMC to include a section detailing the recommended design requirements that are currently missing, as noted in the barrier audit memo included in Appendix A.

2.3 Existing Pedestrian Facilities

The Self-Evaluation inventoried barriers to access associated with existing pedestrian facilities, including curb ramps, sidewalks, crosswalks, bus stops and 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. Curb ramp, pushbutton, and sidewalk field data was collected by Transpo between January 2023 and March 2023.

Many existing pedestrian features in the City of Sequim 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. 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 Sequim 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 for curb ramps, sidewalks, and pedestrian pushbuttons is provided in the following sections.

2.3.1 Method

A self-evaluation of facilities within the public right-of-way was conducted by Transpo Group on behalf of the City. Transpo Group's data collection included pedestrian pushbuttons, sidewalks, and curb ramps.

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

- 920 sidewalks, totaling approximately 49 miles
- 1,256 curb ramps
- 84 signal pushbuttons
- 569 crosswalks
- 24 ADA Parking Stalls
- 768 driveways
- 9,872 hazards
- 38 bus stops
- 5 staircases

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

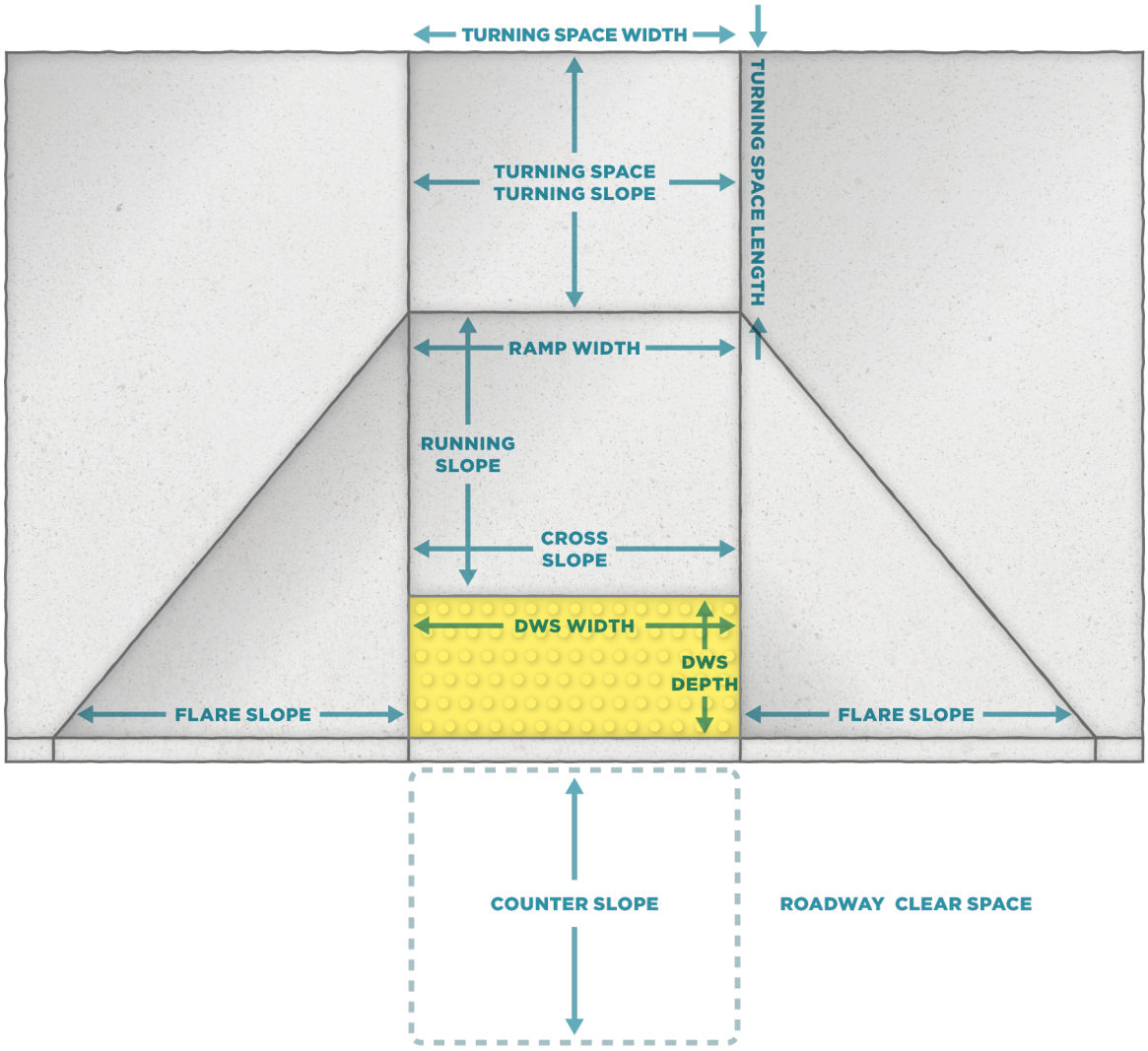


Figure 2-3 *Perpendicular Curb Ramp Attributes*

Curb Ramps

Field data was collected for existing curb ramps by Transpo Group. The field data was then evaluated for their compliance with ADA standards. Figure 2-3 and Figure 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 Compliance Issue
- 30: Significant Compliance Issue

These scores are referred to as the Accessibility Index Score (AIS). Curb ramps that had running slopes over 8.3% received a score of 30 and were considered non-compliant. Curb ramps that

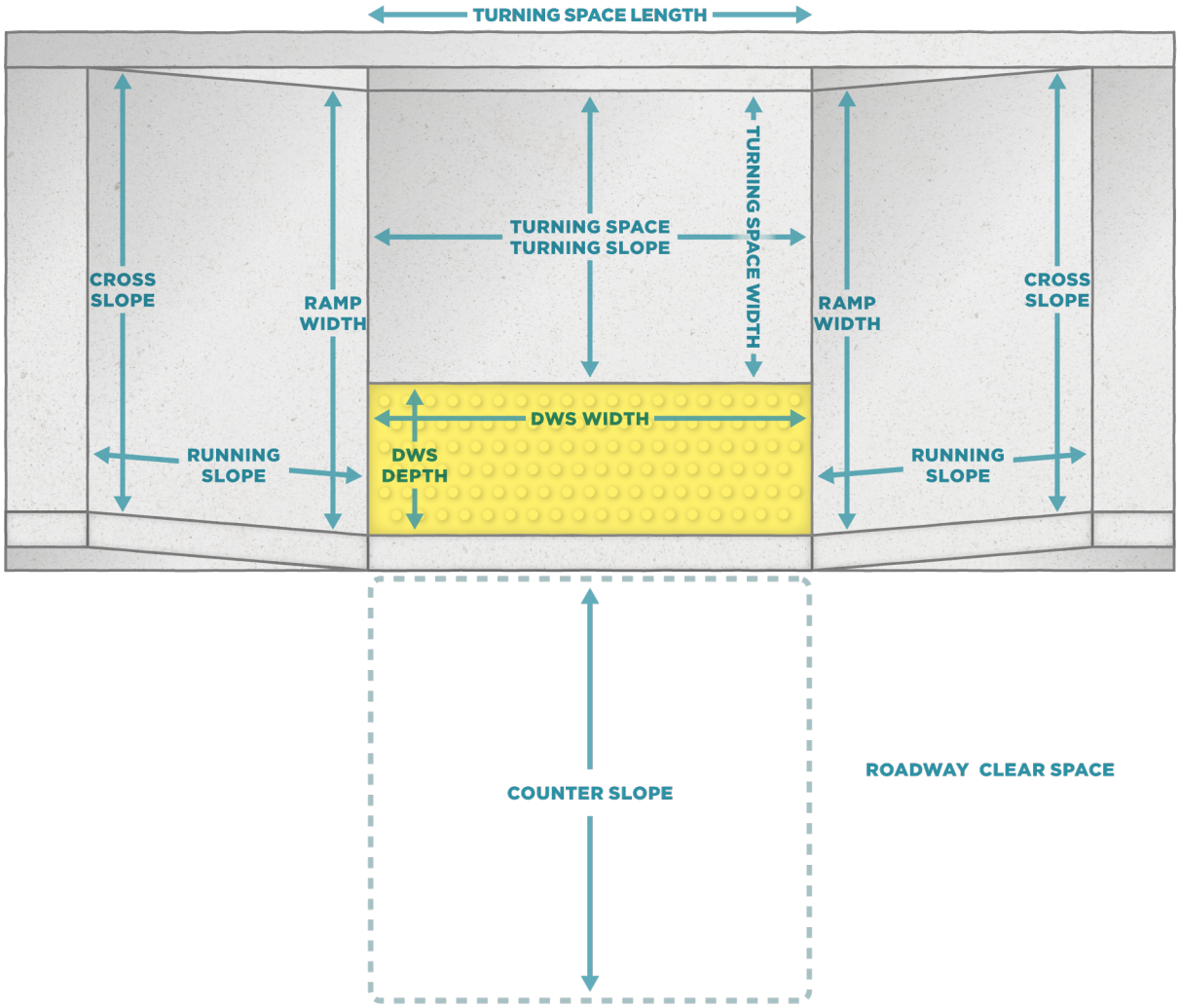


Figure 2-4 *Parallel Curb Ramp Attributes*

had cross slopes slightly above the compliant threshold (over 2% but less than 3%) received a score of 20 while steeper cross slopes (over 3%) 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.

To maximize efficiency during data collection, an optimization process was used to collect curb ramp data. If the width, running slope, or cross slope was found to be non-compliant, it is assumed that the remedy to correct the accessibility barrier would be full replacement. Because of this, if the accessibility criteria listed above were found to be out of compliance, data collectors would cease collecting and move on to the next feature.

Scoring and compliance criteria for all features including curb ramps are discussed in more detail in Section 4.2.1 and in Appendix C.

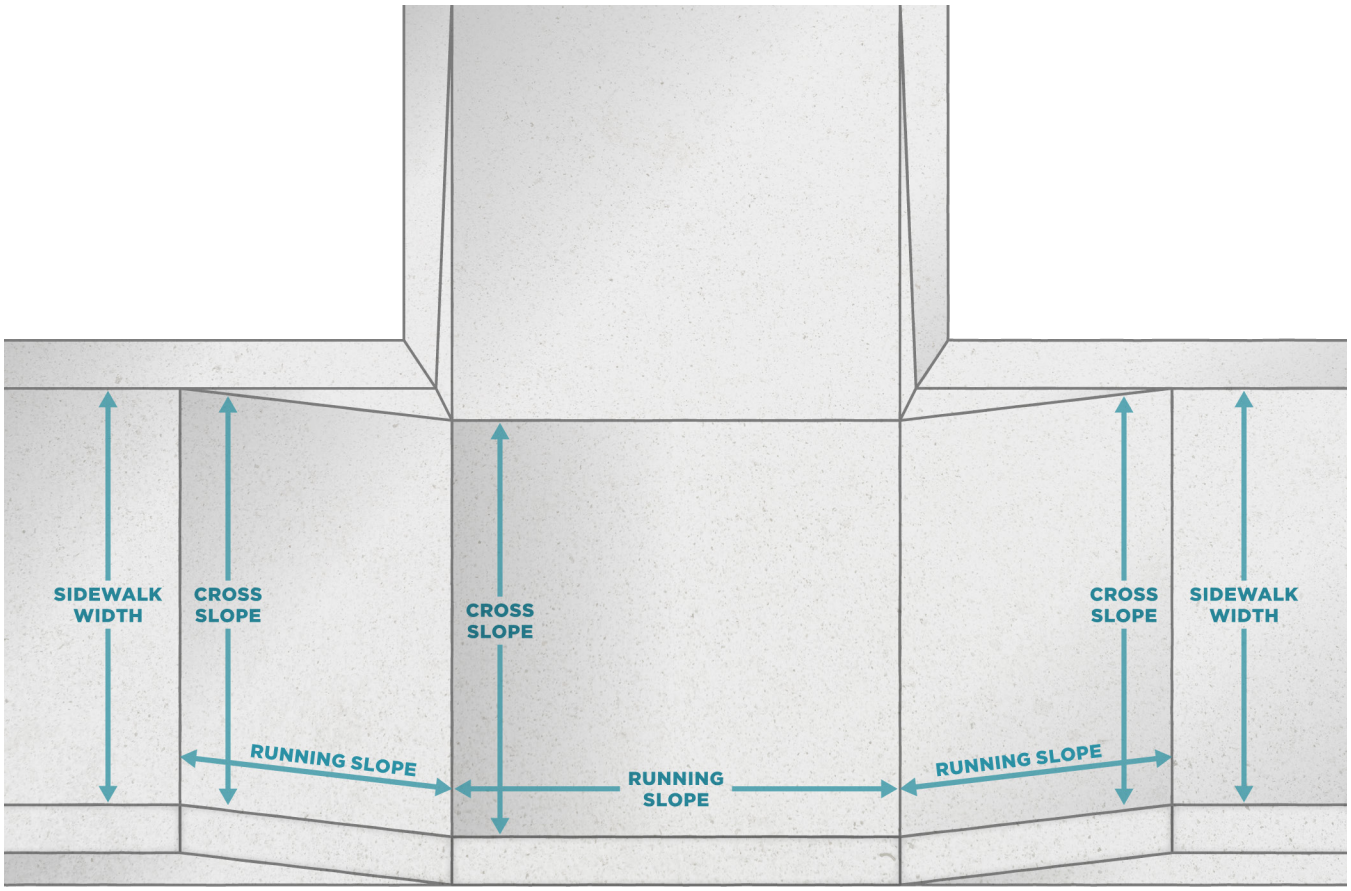


Figure 2-5 *Sidewalk Attributes*

Sidewalks

Field data was collected for sidewalks by Transpo Group. This field data collection for sidewalks was completed along the length of each segment and evaluated for their compliance with ADA standards. Common attributes for sidewalks are shown in Figure 2-5

Each sidewalk was reviewed for compliance, then score based on the degree to which the barrier impeded accessibility.

- Width, i.e., the sidewalk is too narrow.
- Slope, i.e., the sidewalk is too steep in either run or cross slope.
- Condition, i.e., amount of cracking or other deterioration.

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

- 0: Compliant.
- 1-15: Minor Compliance Issue.
- 15-30: Significant Compliance Issue.

Hazards

Data was recorded when a hazard was observed in the pedestrian access route. Features that were measured included vertical and horizontal discontinuities, objects, and driveways.

Each hazard located along a pedestrian access route was reviewed for severity, then scored based on the degree to which the barrier impeded accessibility. These barriers include:

- Vertical discontinuity, i.e., elevation changes in the walkway that can cause someone to trip or can impede a wheelchair/walker.
- Horizontal discontinuity, i.e., holes, gaps, and cracks with greater than 0.5-inch openings which can cause a fall or catch a cane used for mobility assistance.
- Fixed or movable objects that do not leave at least 48 inches of passage around the object on the sidewalk, i.e., objects are connected to the ground within the path or which are at ground level such as bollards, utility boxes, mailboxes, hydrants, tree trunks, poles, and more, or objects that can be easily moved, such as parked cars, non-permanent trash cans, and A-frame message boards.
- Protruding objects, including adjacent objects that protrude into the sidewalk and restrict it to less than 48 inches of passage width (i.e., bushes and low branches) and overhead objects that protrude at least 4 inches into the sidewalks and cannot be detected with a walking cane (i.e., high tree branches and utility boxes).

Driveways

Data was recorded when it was determined that the driveway presented a hazard. Features that were measured included driveway cross slopes and other driveway barriers.

Each driveway located along a pedestrian access route was reviewed for compliance, then scored based on the degree to which the barrier impeded accessibility. These barriers include:

- "Non-Concurrent Grade Break", i.e., when any grade changes along the pedestrian travel path are non-concurrent within the driveway.
- Driveway cross slopes, i.e., the cross slope of the driveway is too steep.
- Running Slope, i.e., the running slope is too steep.

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.

GIS data was provided for pedestrian pushbuttons at traffic signals by the City of Sequim.

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 Compliance Issue.
- 16-30: Significant Compliance Issue.

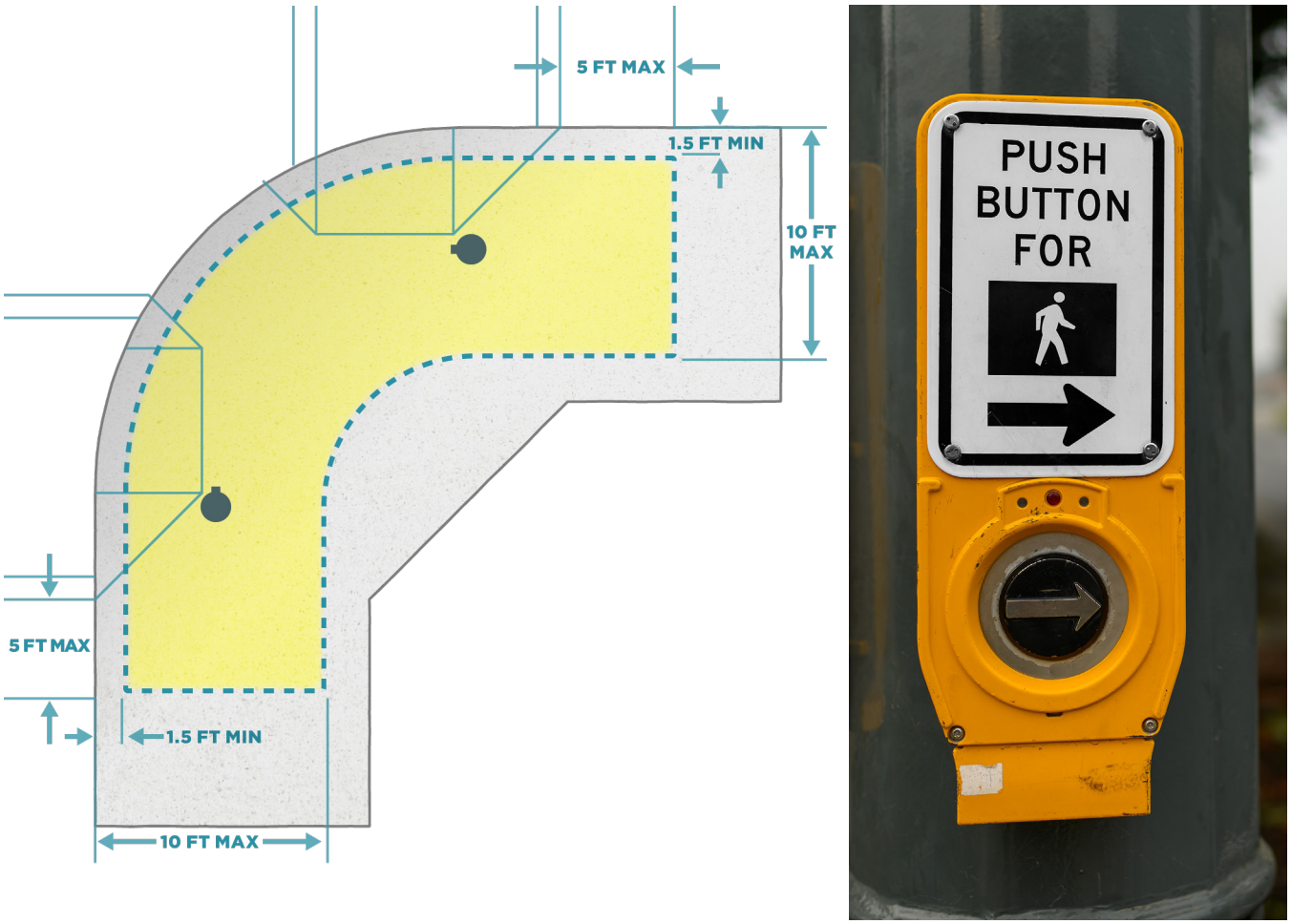


Figure 2-6 *APS Pedestrian Pushbutton and Pushbutton Location Attributes*

Crosswalks

Data was collected for crosswalks located across the city. Features measured included width, cross slope, and running slope.

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

- Insufficient width, i.e., the crosswalk is less than six feet wide.
- Cross slope grade i.e., the cross slope is too steep.
- Running slope grade, i.e., the area is too steep.

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.

Staircases

Data was recorded when a staircase was observed in the pedestrian access route. Features that were measured included presence of contrasting strips, number of steps and step width, handrail presence and height.

Each staircase located along a pedestrian access route was reviewed for compliance, then scored based on the degree to which the barrier impeded accessibility. These barriers include:

- Treads and risers, i.e., all steps on a flight must have uniform riser heights within a range of 4 – 7 inches and uniform tread depths that are 11 inches minimum. Tread edge radius, angled risers and beveled nosing which exceed standards can cause trips and falls.
- Presence of handrails, i.e., handrails are required on both sides of stairs and must be continuous within the full length of each stair flight. Inside handrails on switchback or dogleg stairs must be continuous.
- Handrails extensions, i.e., Handrails at the top of stairways must extend 12" minimum horizontally above the landing beginning directly above the first riser nosing or be continuous to the handrail of an adjacent stair flight, Handrails at the bottom must extend beyond the last riser nosing at the slope of the stair flight for a distance at least equal to one tread depth or be continuous to the handrail of an adjacent stair flight protruding objects.

ADA Parking Stalls

Data was collected for accessible parking stalls located across the city. Features measured included:

- Parking area location, i.e., on-street or in a parking garage; each of the following attributes were collected in the field to determine if enough and the right type of parking and access aisles are provided per each parking lot or garage.
- Vertical clearance to van accessible stalls, i.e., If a van accessible parking spot is in a garage, the entire driving path of the vehicle from the garage entrance to the stall must be at least 98 inches tall.
- Stall arrangement, i.e., whether parking stalls are arranged at 90 degrees, angled, or parallel, stall width, i.e., accessible parking stalls must be at least 96-inches to be compliant, stall turning slope, i.e., slopes in all directions across parking stalls need to be 2 percent or less.
- Presence of pavement marking items such as the International Symbol of Accessibility (wheelchair symbol).
- Wheel or curb stops, i.e., (for 90 degree/ angled parking stalls only), are wheel stops located in the front of the parking stall to keep vehicles from reducing the clear width of the accessible route below 48 inches. Wheel stops should be approximately 6 inches high and a minimum of 6 feet long.
- Accessible parking signs and their features, i.e., presence of an accessible parking sign, height of the sign, and presence of van accessible signage if required.
- Access aisle information was also recorded including the arrangement, turning slope, dimensions, markings, and adjacent pathway width.

Table 2-1 *Existing Curb Ramp Compliance*

Curb Ramp Compliance	Ramps	% Of Total
Significant Compliance Issue	826	65.76%
Minor Compliance Issue	350	27.87%
Compliant Ramps	80	6.37%
Total	**1,256**	

2.3.2 Findings

Curb Ramps

Approximately 94 percent of the 1,256 existing curb ramps do not meet ADA standards (see Table 2-1 and Figures 2-7 through 2-11).

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.
- Non-compliant running slope, i.e., the ramp running slope is too steep (Figure 2-8). 363 curb ramps have running slopes greater than 8.3 percent.
- Non-compliant cross slope, i.e., the cross slope is too steep (Figure 2-9). 532 curb ramps have cross slopes greater than 2 percent, 277 of which have cross slopes greater than 3 percent.
- 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.

It should be noted that data regarding missing curb ramps was also collected along with the curb ramp compliance data collected on existing sidewalk segments as shown in Table 2-1. 292 missing curb ramps were recorded. The missing curb ramps recorded as a part of the ADA transition plan do not represent all curb ramps throughout the City; rather, these represent the remedy for specific accessibility issues.

Non-Compliant Curb Ramp

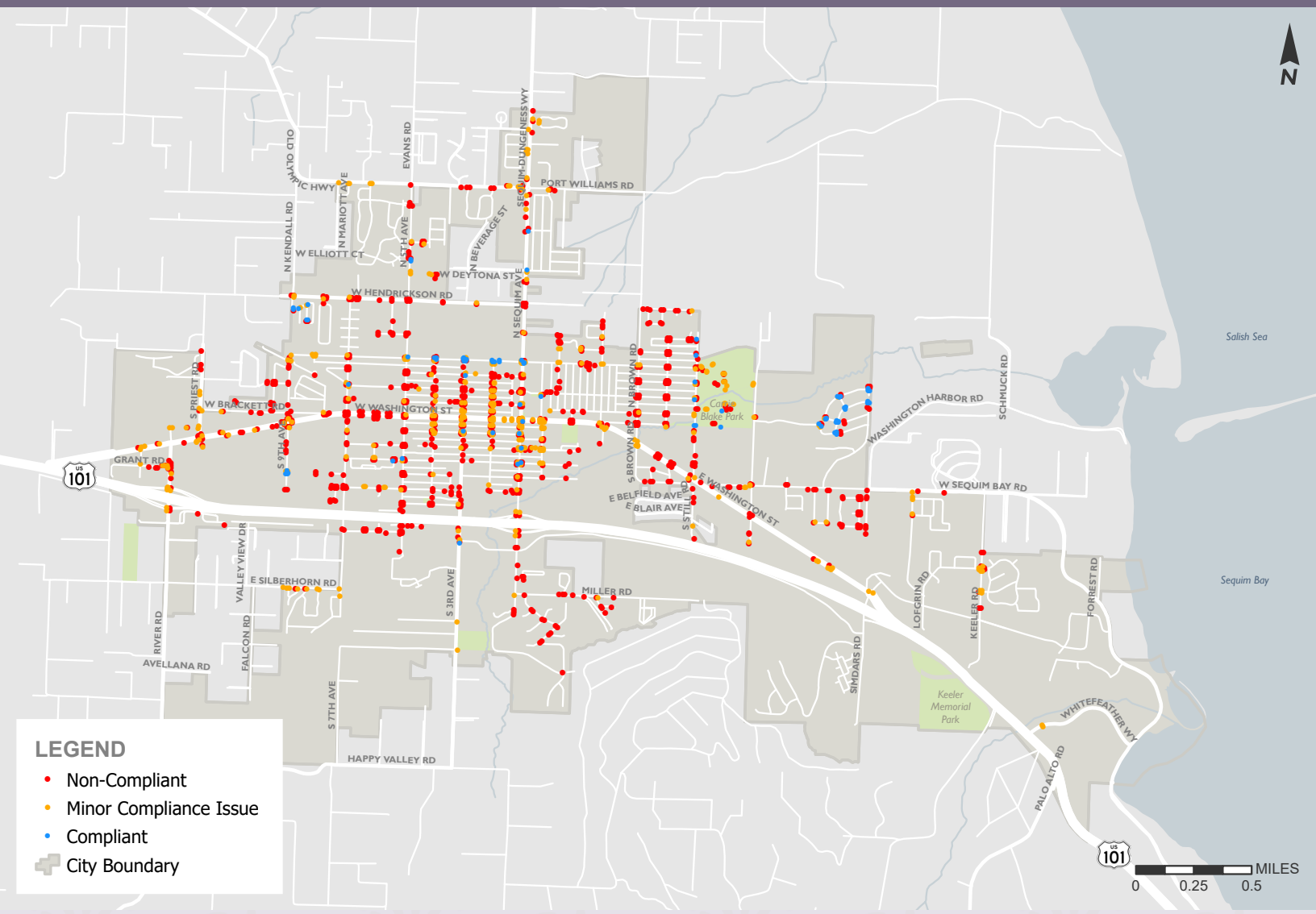


Figure 2-7 Non-Compliant Curb Ramp

Curb Ramp Width

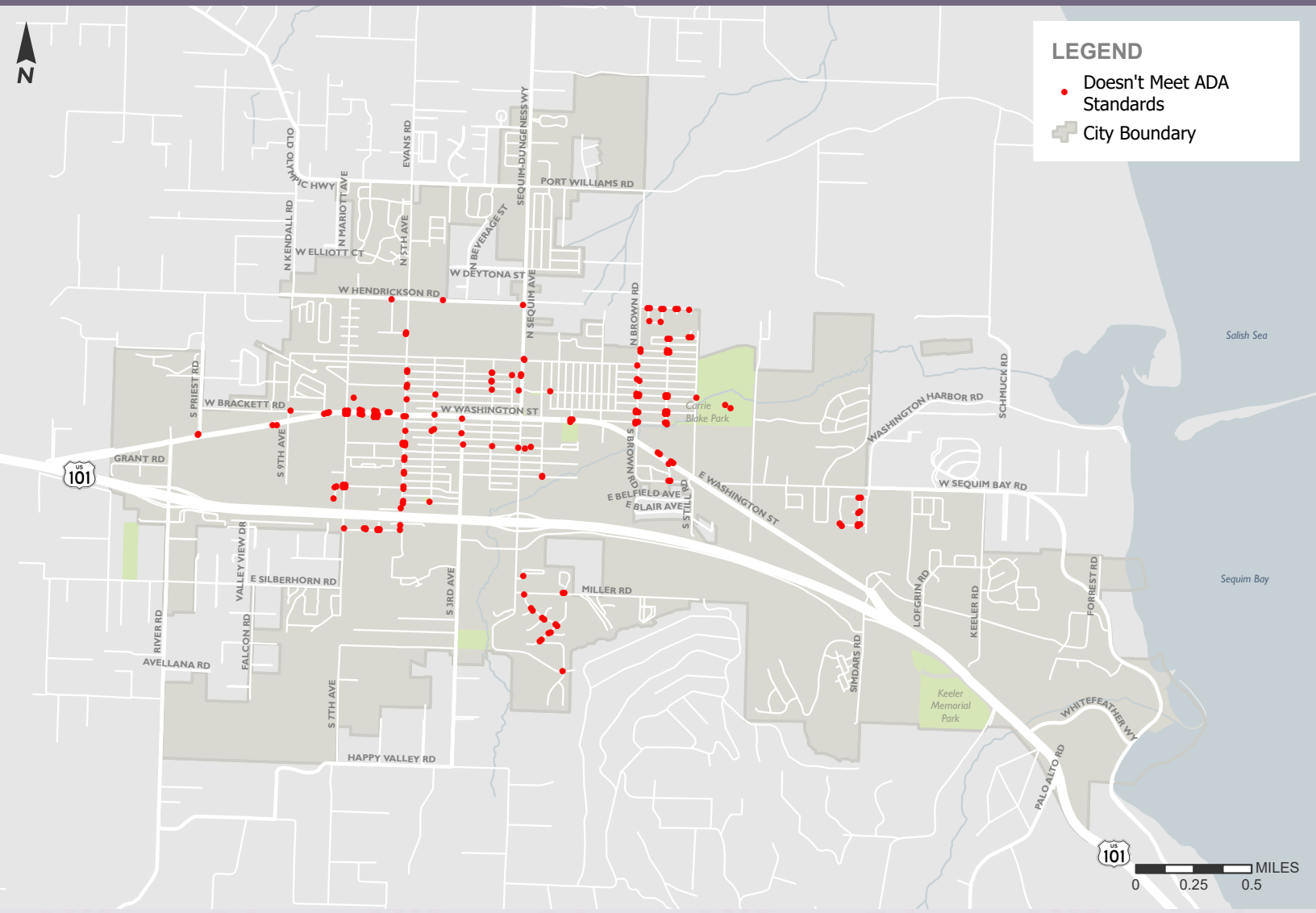


Figure 2-8 *Curb Ramp Width*

Curb Ramp Running Slope

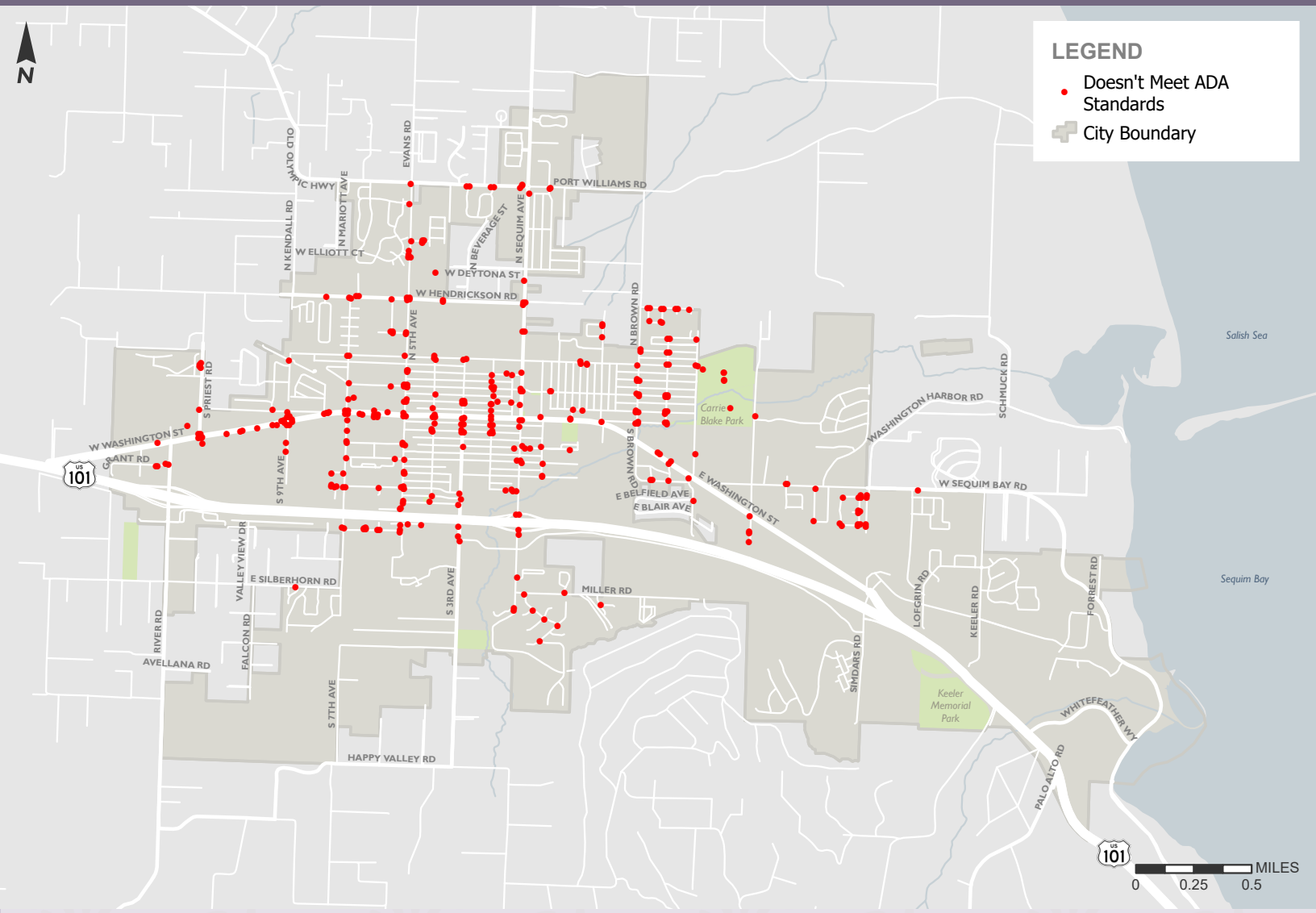


Figure 2-9 *Curb Ramp Running Slope*

Curb Ramp Cross Slope

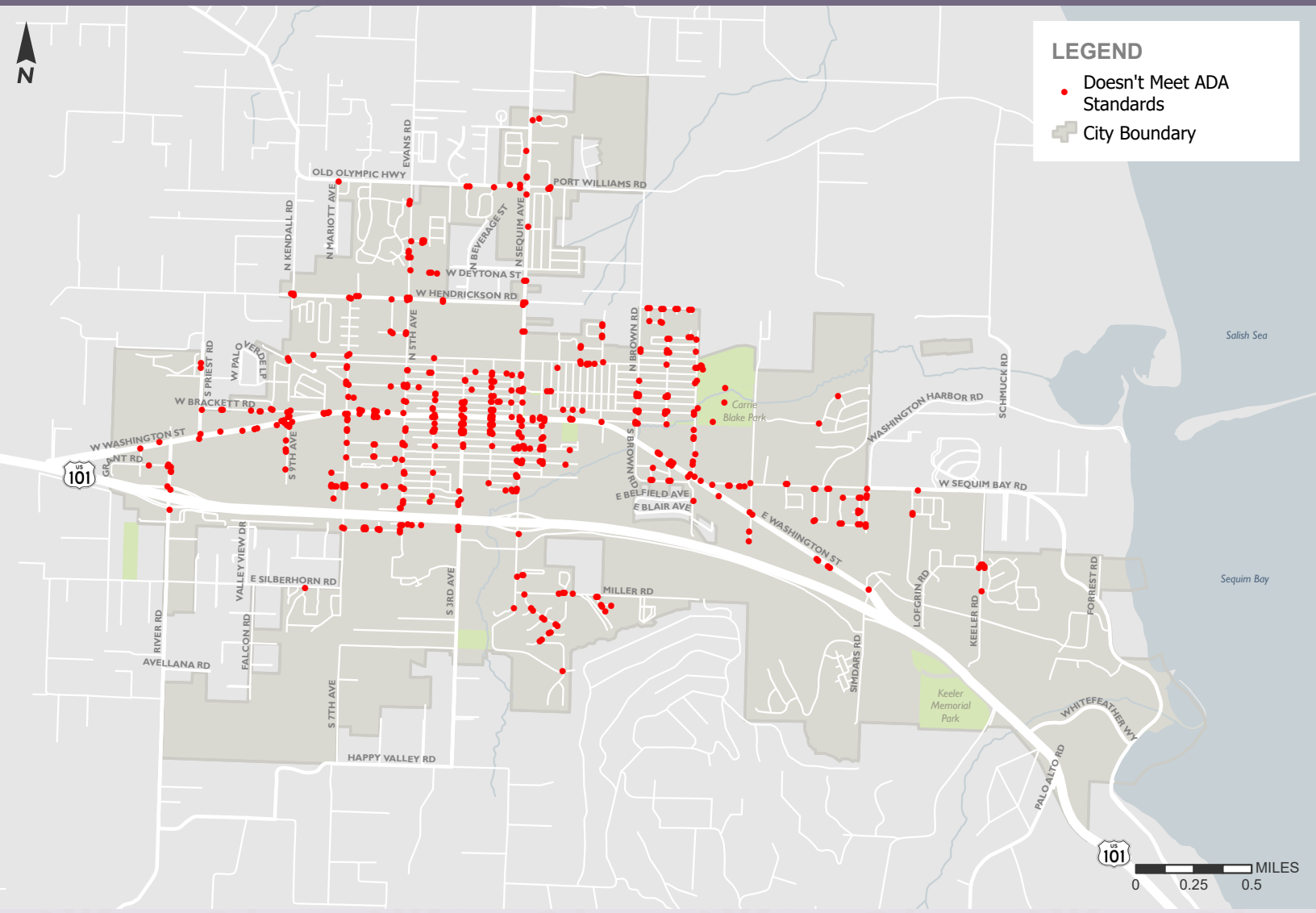


Figure 2-10 *Curb Ramp Cross Slope*

Curb Ramp No Receiving Ramp

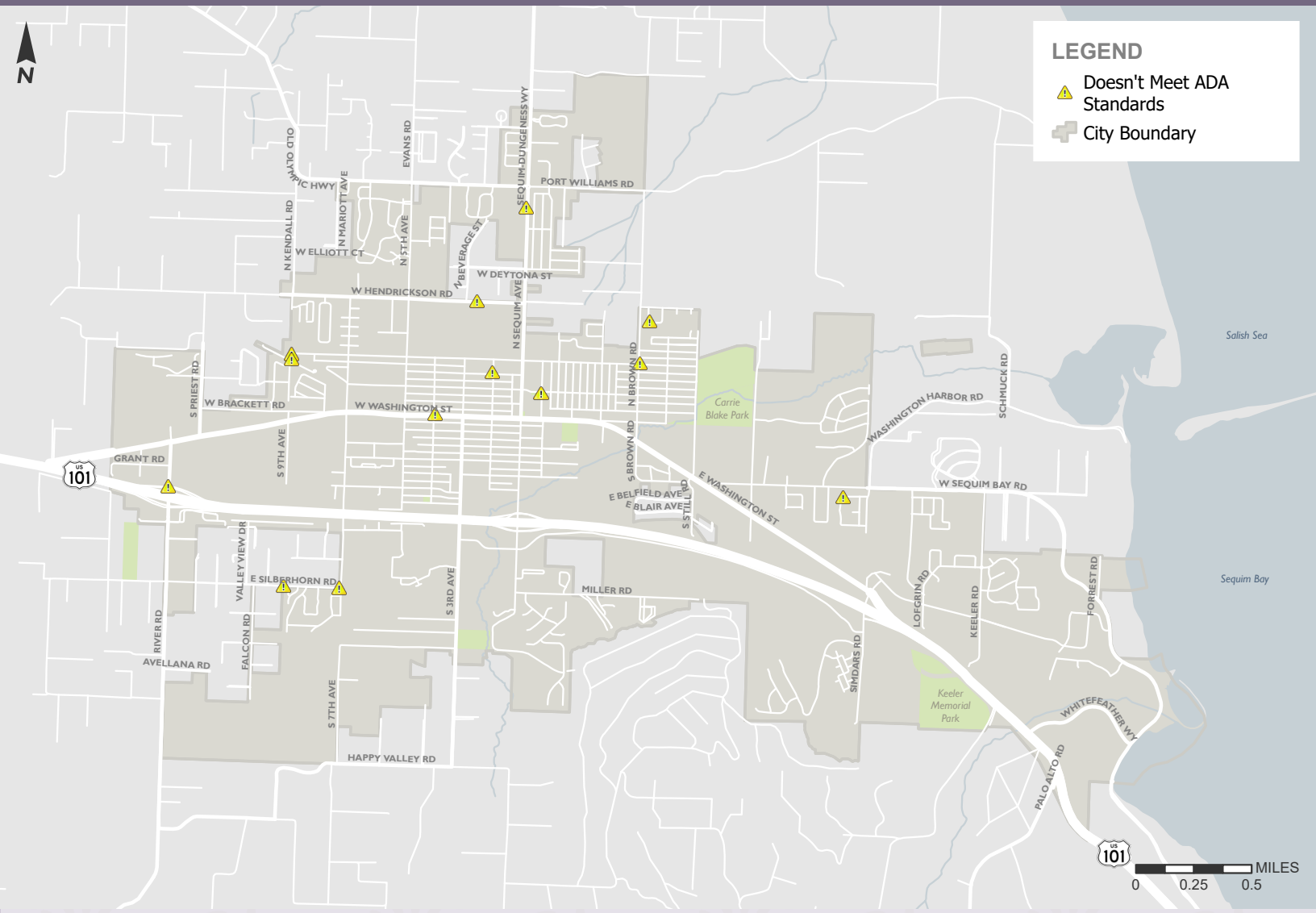


Figure 2-11 *Curb Ramp No Receiving Ramp*

Table 2-2 *Sidewalk Compliance*

Sidewalk Compliance	Total	
	Miles	% Of Total
Significant Compliance Issue	4.07	8.3%
Minor Compliance Issue	42.6	86.4%
Compliant	2.6	5.4%
Total	49.3	

Sidewalks

49 miles of sidewalk were inventoried with approximately 95 percent not meeting ADA standards (see Table 2-2 and Figure 2-12). Grinding, patch repair, and full reconstruction are potential solutions for removing the sidewalk barriers depending on the severity of the barrier.

Figure 2-13 shows which sidewalk segments have widths less than 48 inches. Figure 2-14 shows the locations of sidewalk segments with non-compliant cross slopes.

Hazards

1,475 hazards were inventoried. Pruning, clearing, relocating objects, and full sidewalk panel reconstruction are potential solutions for removing hazards depending on the severity and type of the hazard. Figure 2-15 shows the locations of sidewalk hazard barriers.

Driveways

768 driveways were inventoried with 100 percent not meeting ADA standards. Grinding, patch repair, and full reconstruction are potential solutions for removing the driveway barriers depending on the severity of the barrier. Figure 2-16 shows non-compliant driveways along sidewalk.

Non-Compliant Sidewalk

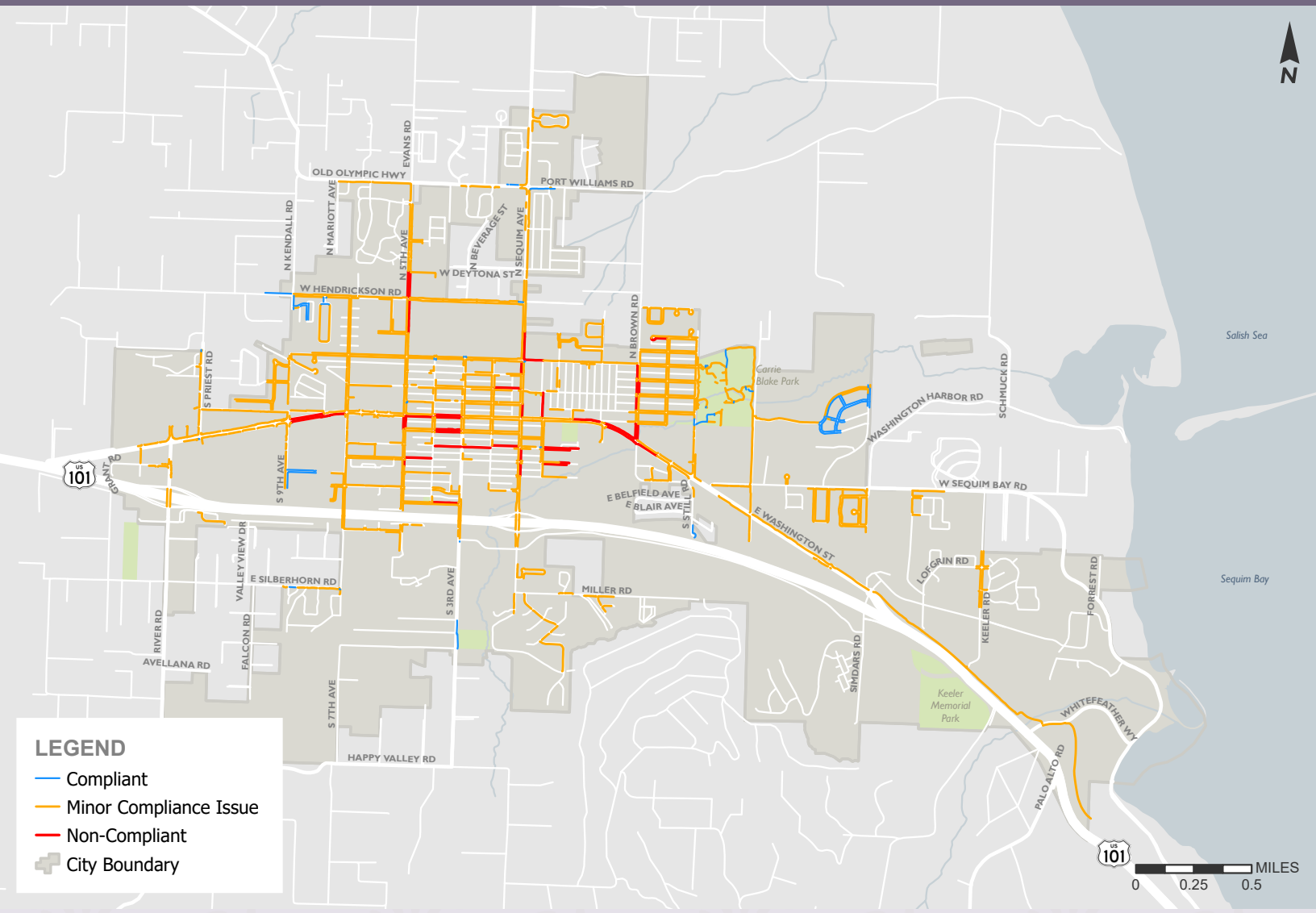


Figure 2-12 *Non-Compliant Sidewalk*

Sidewalk Width

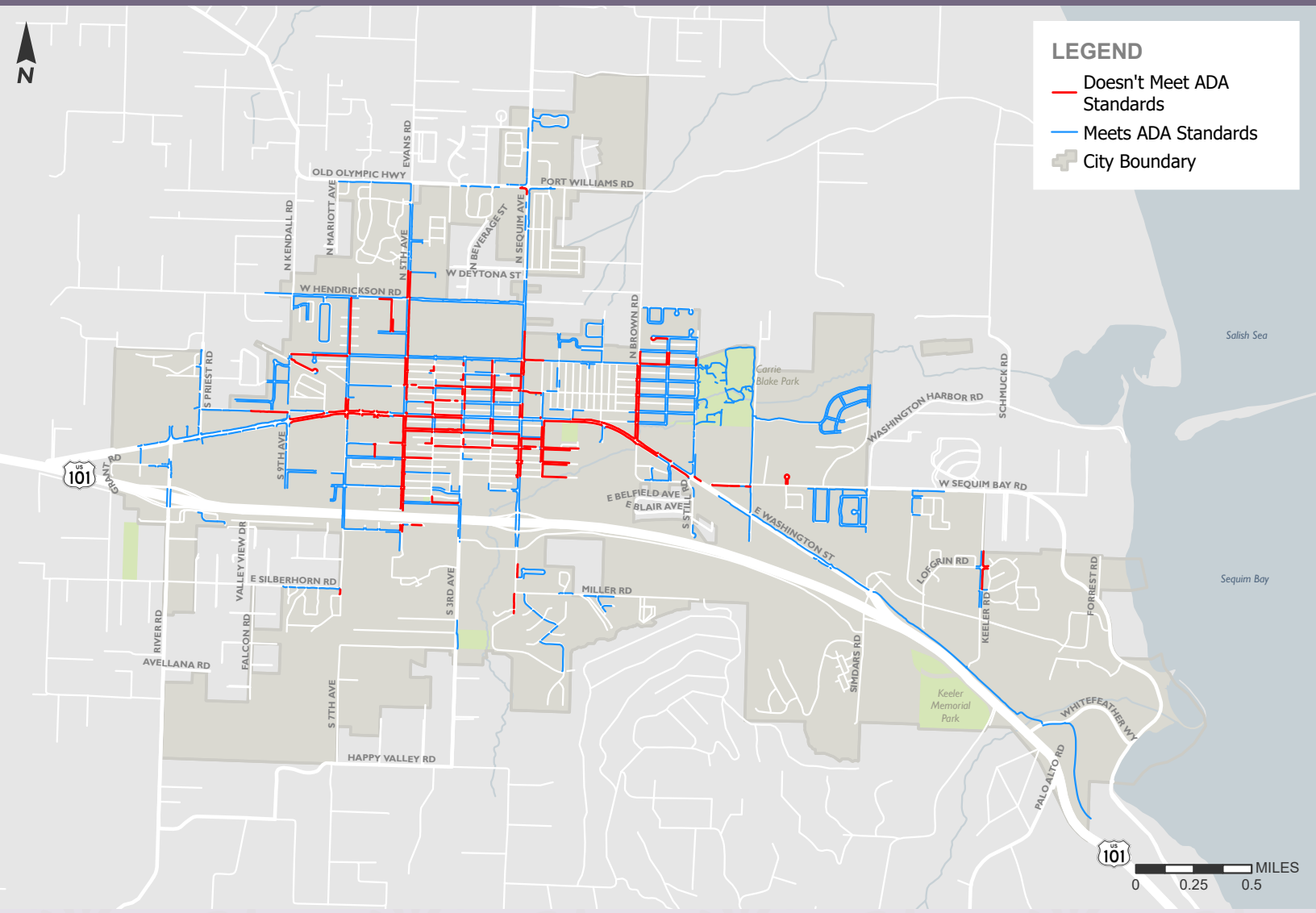


Figure 2-13 Sidewalk Width

Sidewalk Cross Slope

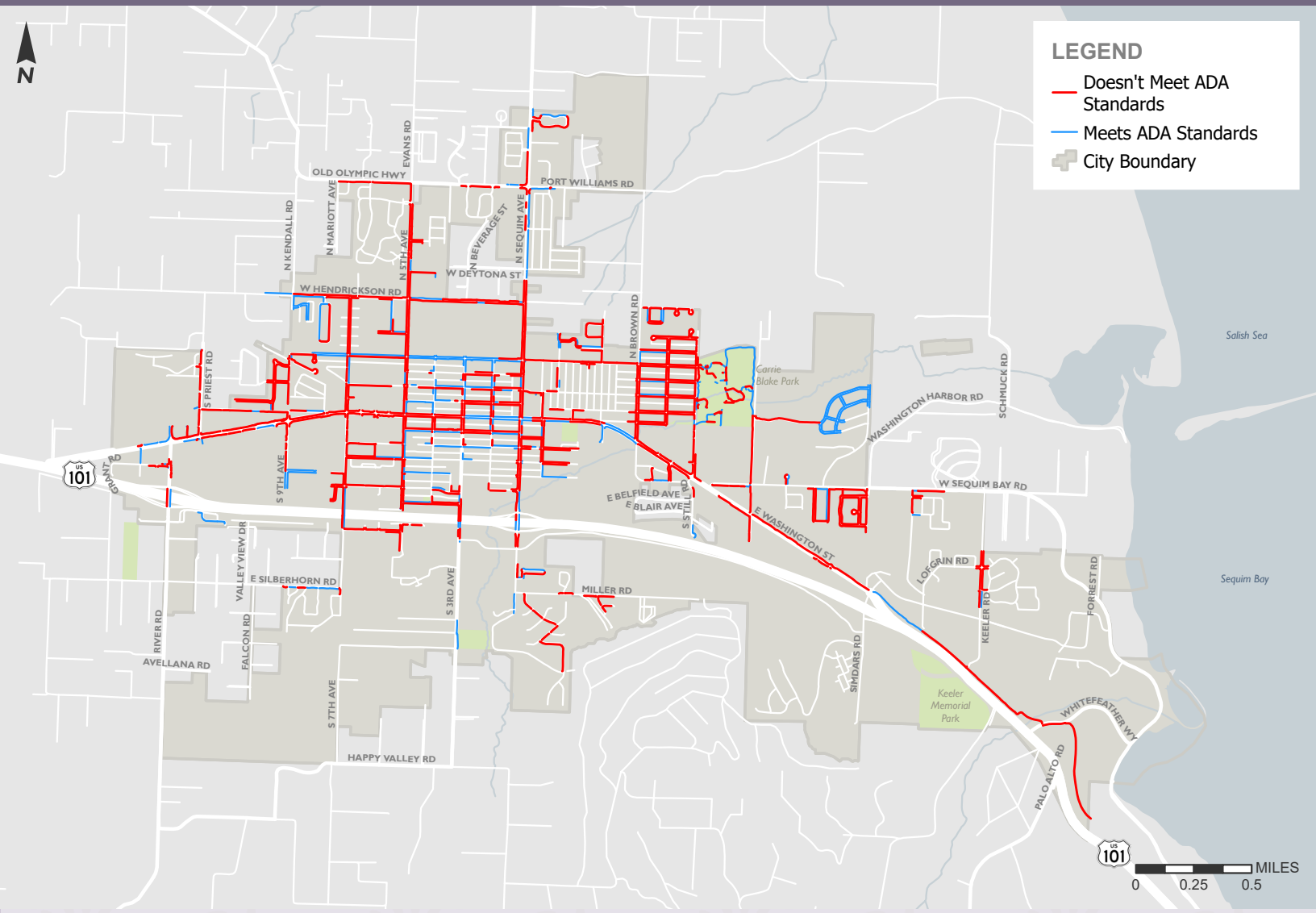


Figure 2-14 *Sidewalk Cross Slope*

Sidewalk Barriers

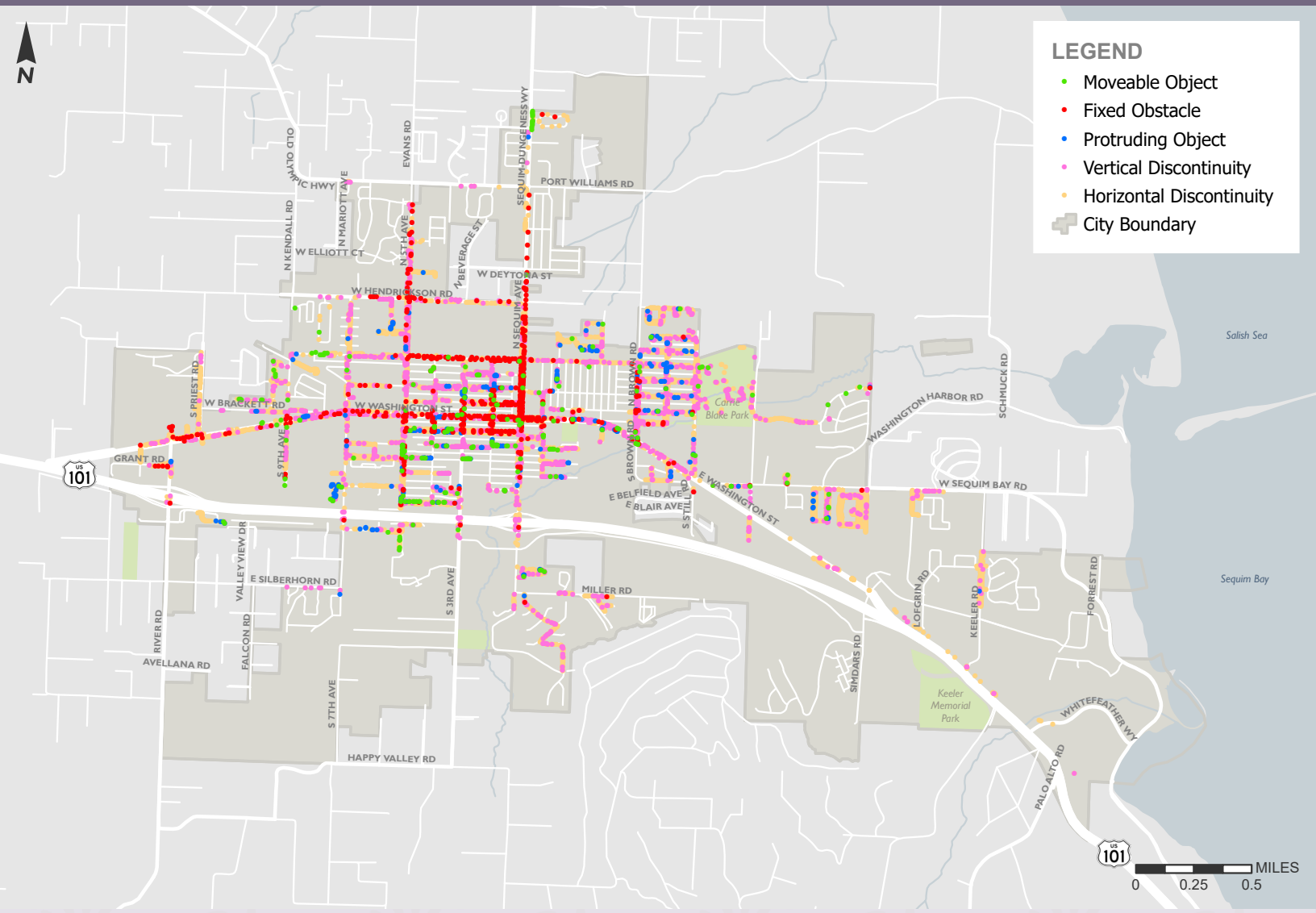


Figure 2-15 Sidewalk Barriers

Non-Compliant Driveways along Sidewalk

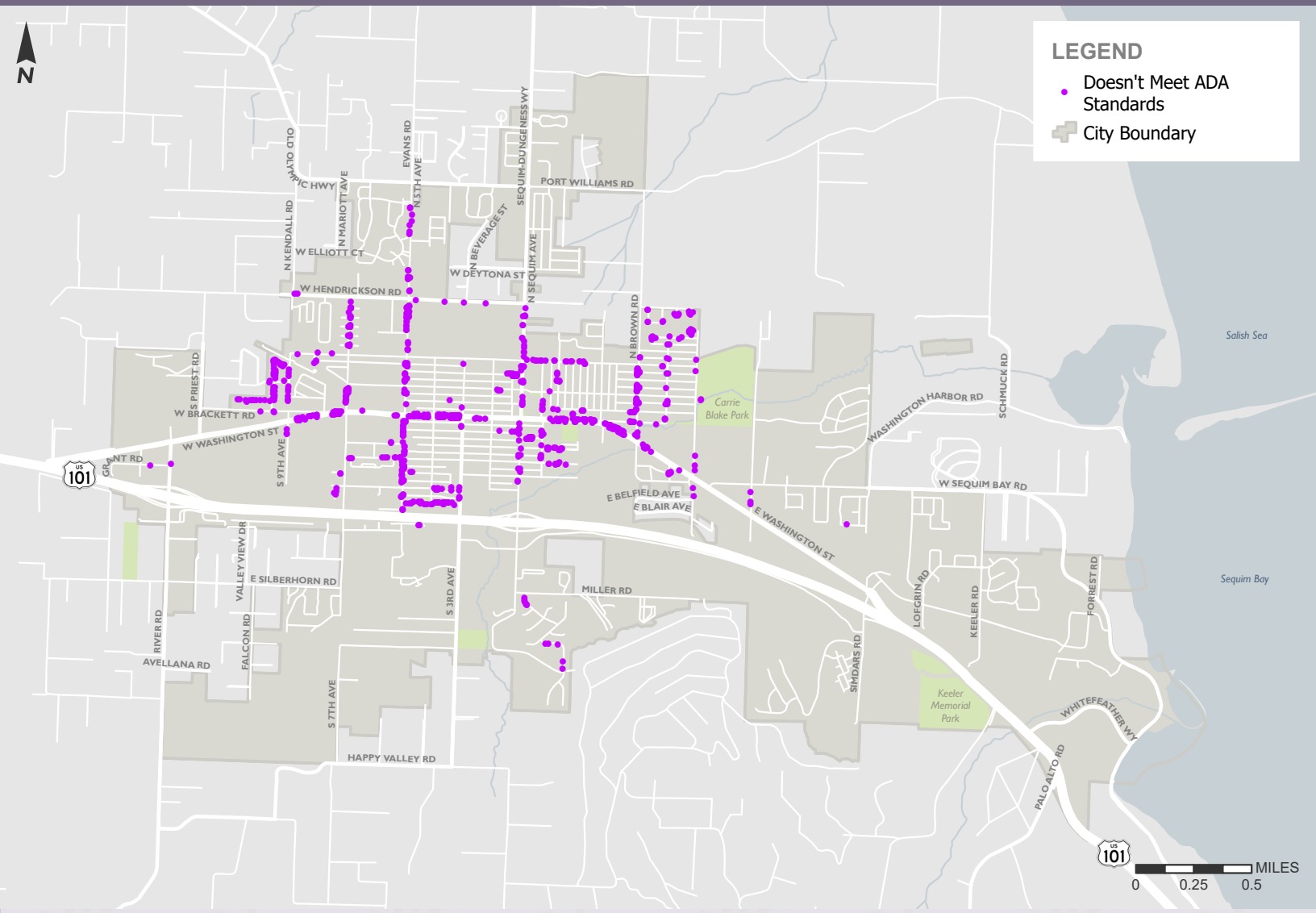


Figure 2-16 *Non-Compliant Driveways along Sidewalk*



Figure 2-17 *"H-style" (left) and APS-style pedestrian pushbutton (right)*

Signal Pushbuttons

67 of the 84 inventoried pedestrian pushbuttons were non-APS style. Non-compliant pedestrian pushbuttons include non-APS style buttons to be replaced, and APS-style buttons to be reprogrammed or relocated.

Upgrading non-APS style pushbuttons would fall under City responsibility when the pushbutton is City-owned or if a City-funded project located on a WSDOT facility calls for signal upgrades. WSDOT-owned non-APS style pushbuttons would require City improvements where City-funded projects are located.

Approximately 80 percent of pedestrian pushbuttons in the city are an older "H-style" design (see Figure 2-17 left). 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 2-17 right).

The requirement to use APS-style pushbuttons is relatively new and lack of compliance is typically due to a crossing not being upgraded prior to 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 2-18 demonstrates the type and locations of these pushbuttons throughout the city.

Signal Push Buttons: APS and Non-APS

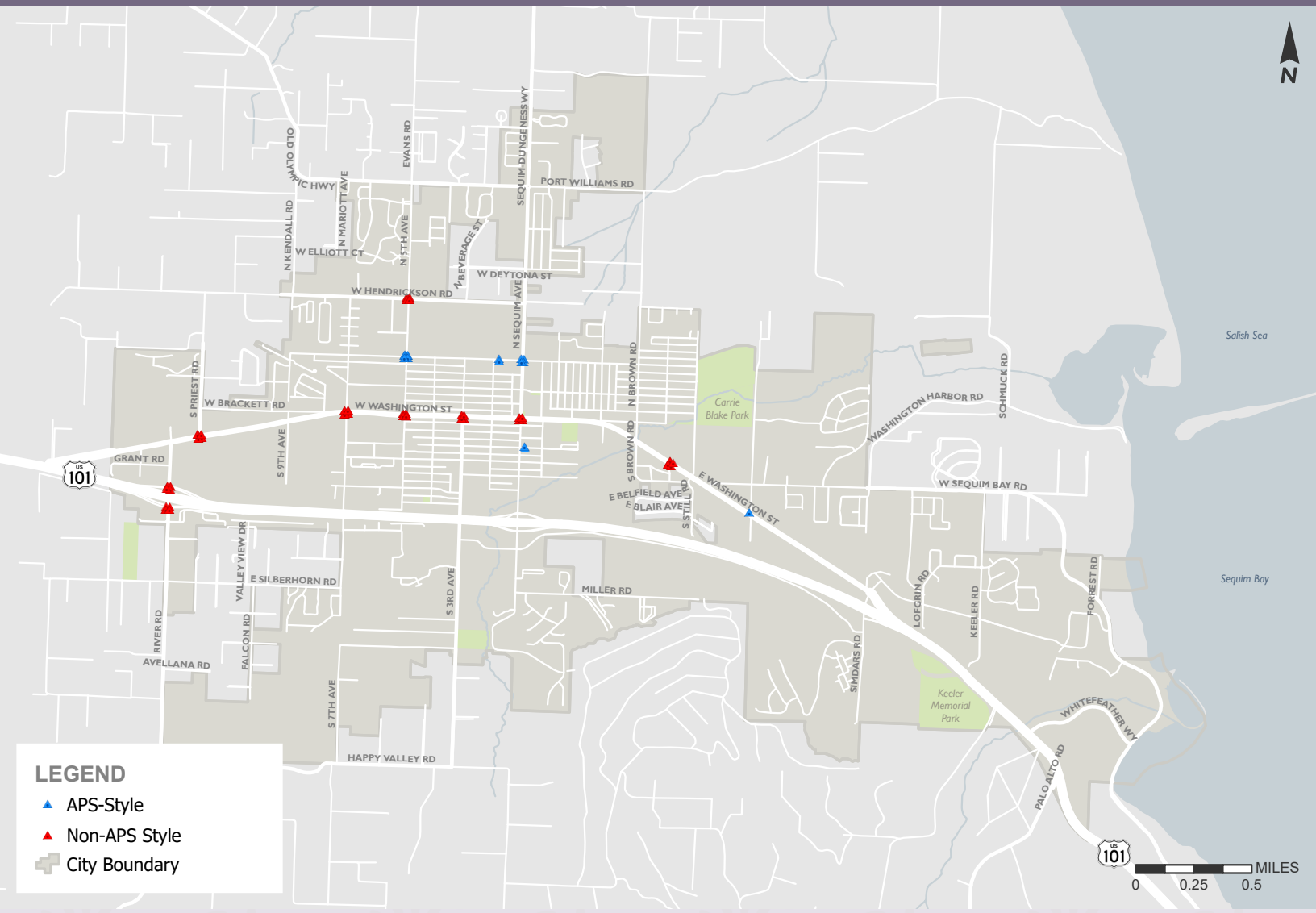


Figure 2-18 *Signal Push Buttons: APS and Non-APS*

Table 2-3 Bus Stop Compliance

Bus Stop Compliance	Total	
	Features	% of Total
Non-compliant shelter areas	30	79%
Compliant	8	21%
Total	**38**	**100%**

Bus Stops

Approximately 38 bus stops were inventoried with approximately 79 percent not meeting ADA standards (see Table 2-3). Grinding, patch repair, and full reconstruction of boarding areas are potential solutions for removing bus stop barriers depending on the severity of the barrier.

Staircases

For this ADA Transition Plan, 5 staircases were inventoried with approximately 60 percent not meeting ADA standards.

Table 2-4 Parking Barriers

Remedy Type	On-Site Features	On-Site % of Total	Row Features	Row % of Total
Parking Stall Regrading	11	46	4	17
Add Pavement Stall Markings	6	25	2	8
Add Missing Signs	20	83	4	17
Aisle Regrading	0	0	2	8
Add Aisle Marking	11	46	3	13
Compliant	0	0	0	0
Inventory Total	**24**	-	-	-

ADA Parking Stalls

24 ADA parking stalls were inventoried with 100 percent not meeting ADA standards. Table 2-4 shows the type and quantity of solutions required to remove ADA parking barriers.



3 Stakeholder Engagement

photo credit: www.sequimgazette.com

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 a virtual open house, engagement survey, and an online mapping tool. Promotion and advertising for these outreach methods utilized the City's website and social media channels, as well as radio and newspaper ads. In addition to these efforts, paper copies of the survey were distributed to 12 different senior living facilities. The City of Sequim also developed a project website for easy online access to project information and ways to provide feedback. A full account of the public engagement findings can be found in Appendix D.

3.1.1 Online Open House and Survey

An online open house that unpacked the ADA transition plan project and outlined the goals and focus areas was made available on the City's website. Within the open house an online survey and reporting tool was provided for the public to give feedback on gaps and barriers at specific locations.

- The survey 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 rate the accessibility conditions of existing right-of-way facilities.
- What facility types they believe should be prioritized when removing accessibility barriers.

The survey was made available for public participation from late March 2023 through May 2023. A detailed summary of engagement and outreach efforts are included in the Public Involvement Summary in Appendix D.

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

- Retail Services
- City Parks
- 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

photo credit: www.visitsunnysequim.com

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 safety or grant programs. 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, maintenance, and City programs.

4.1.1 Capital Improvement Program

The Capital Improvement Program (CIP) defines projects and identifies funding for different elements of the government including the Transportation Improvement Plan (TIP). Transportation projects 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 Sequim 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 Maintenance Program

Operational and maintenance activities typically resolve less costly and less complex barriers to accessibility. A subset of the work completed by the Public Works & Utilities department 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.

4.1.3 Permitted Development

Even with the current funding for accessibility improvements, it will take many years to remove accessibility barriers or provide sidewalk connections between gaps. 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.

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.
- 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 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 below.

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 sidewalks, curb ramps, and pedestrian pushbuttons. 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. For example, existing curb ramps with non-compliant ramp widths, running slopes, or cross-slopes were assigned a score of 30. Missing curb ramps (Table 2-1) received the highest possible score of 30.

Accessibility Index Score Composite (Sidewalk)

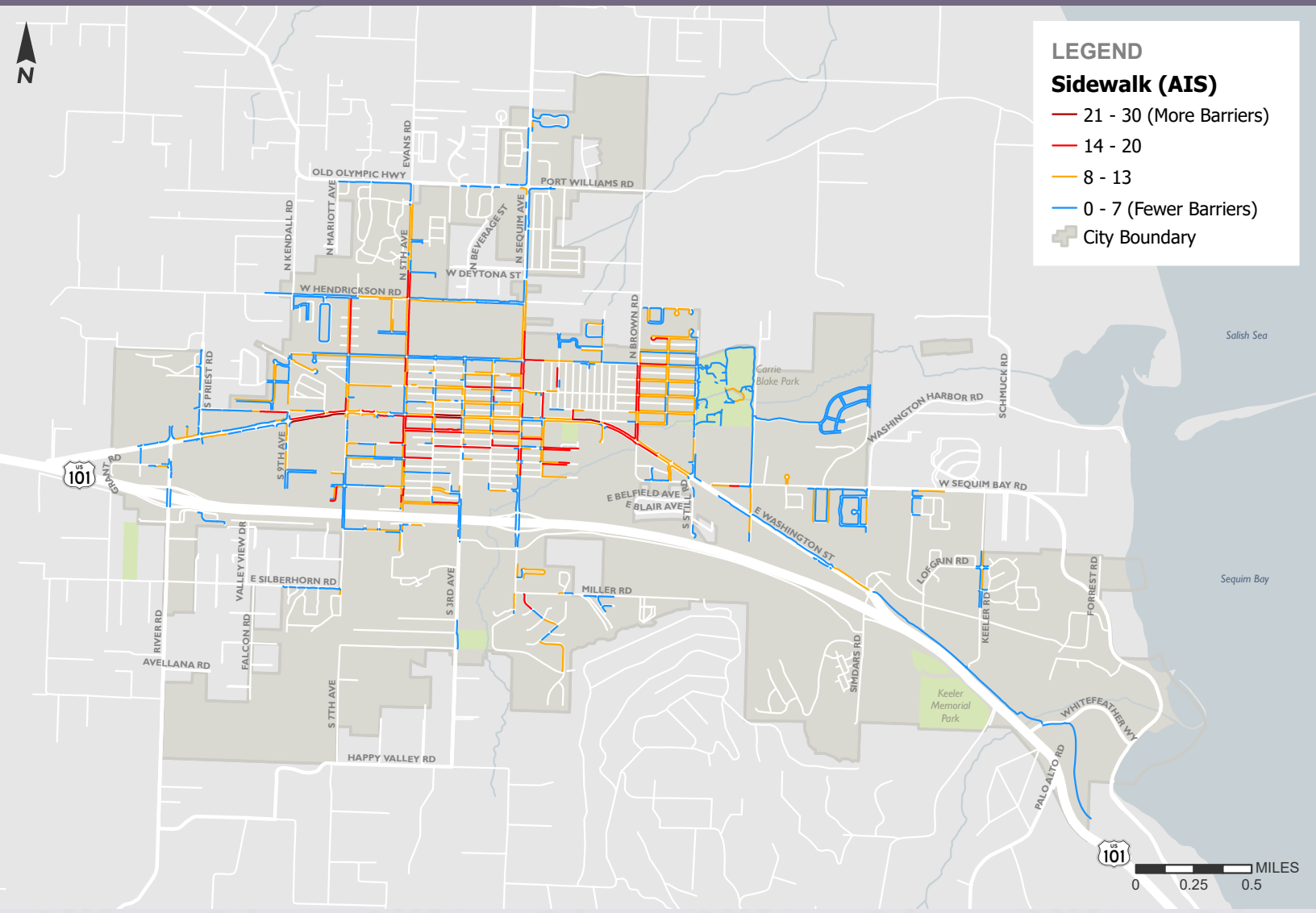


Figure 4-1 *Accessibility Index Score Composite (Sidewalk)*

Accessibility Index Score Composite (Curb Ramp)

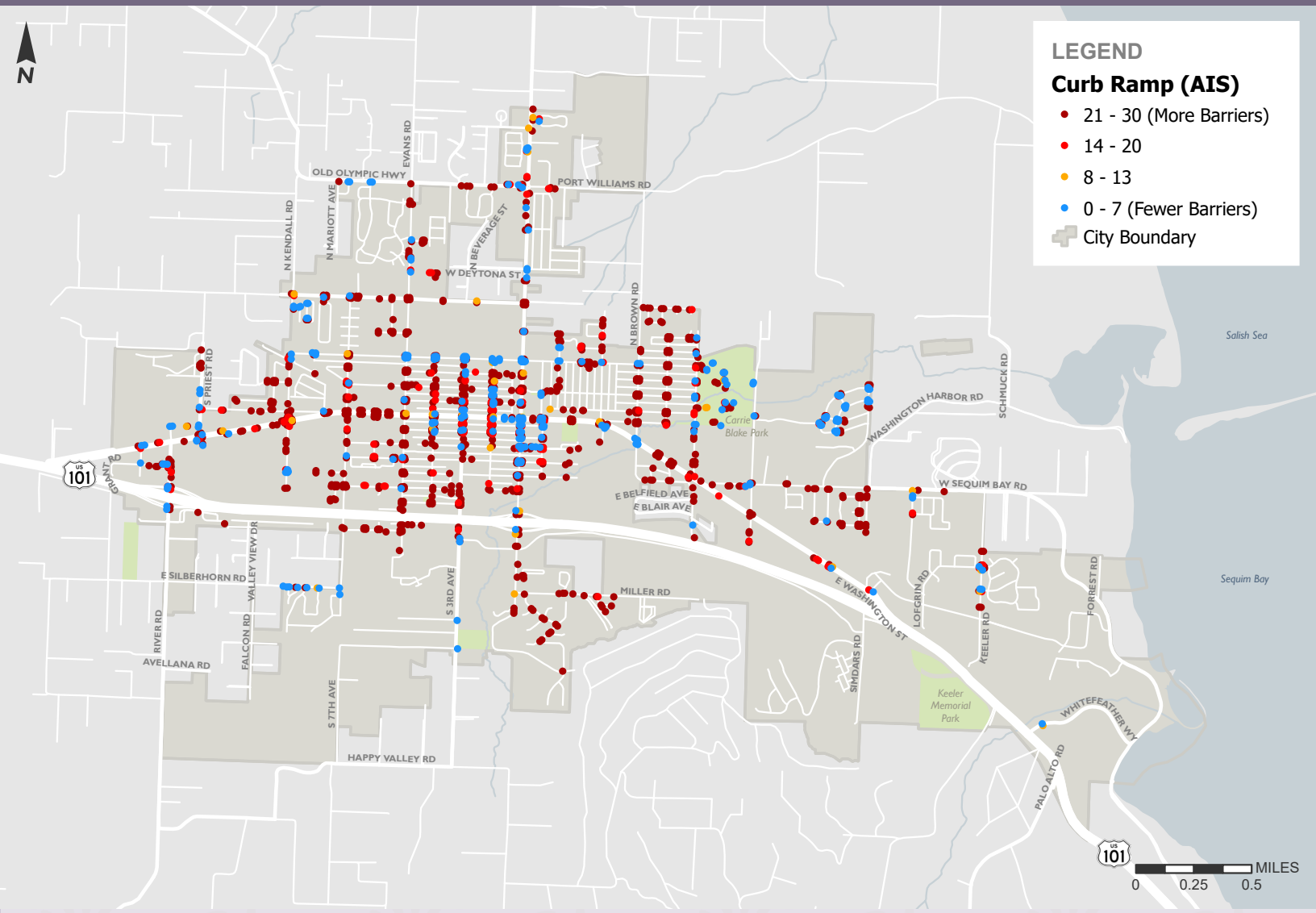


Figure 4-2 *Accessibility Index Score Composite (Curb Ramp)*

Accessibility Index Score Composite (Signal Push Button)

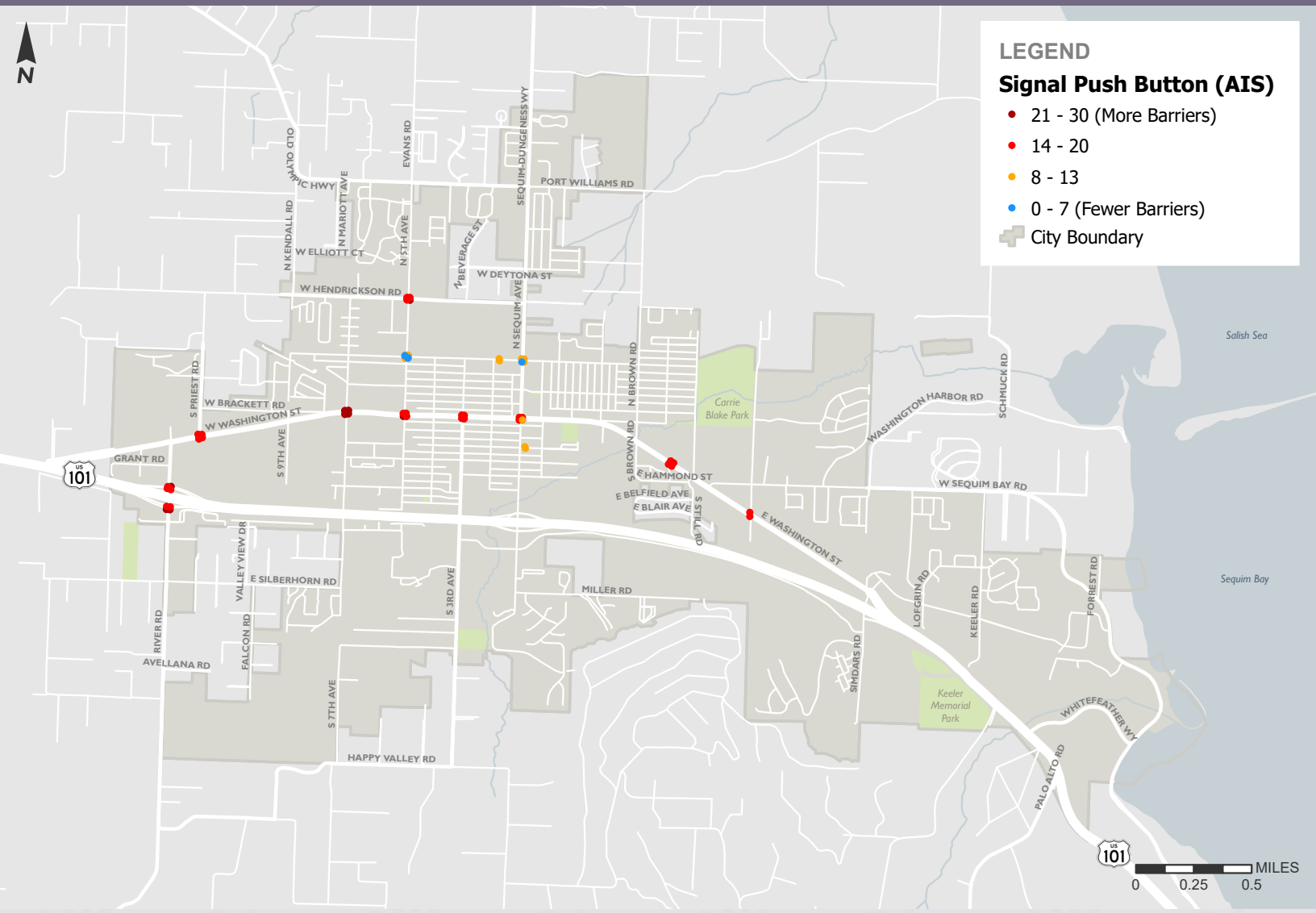


Figure 4-3 *Accessibility Index Score Composite (Signal Push Button)*

Accessibility Index Score Composite (Bus Stop)

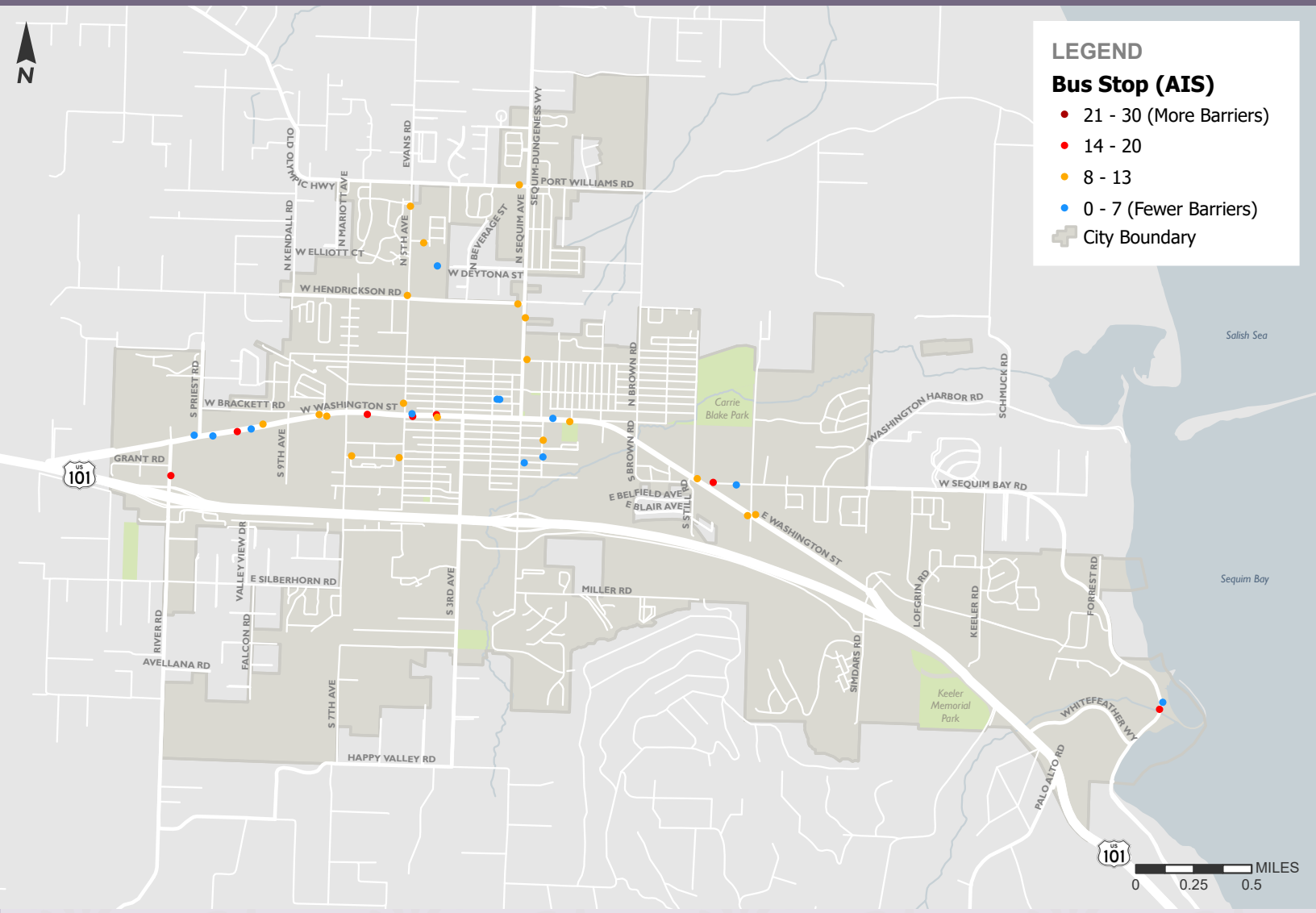


Figure 4-4 *Accessibility Index Score Composite (Bus Stop)*

Accessibility Index Score Composite (Crosswalk)

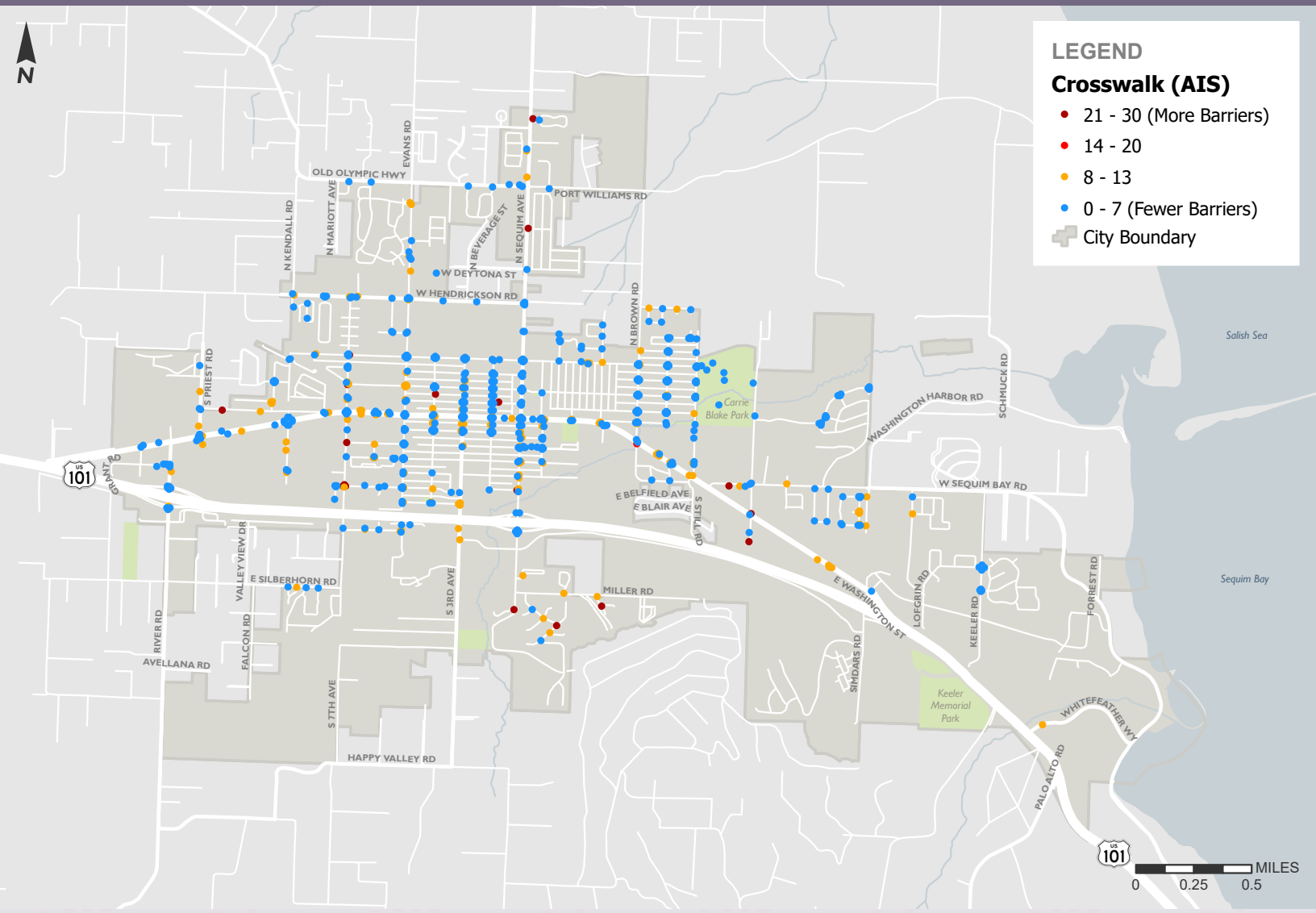


Figure 4-5 *Accessibility Index Score Composite (Crosswalk)*

Accessibility Index Score Composite (Accessible Parking)

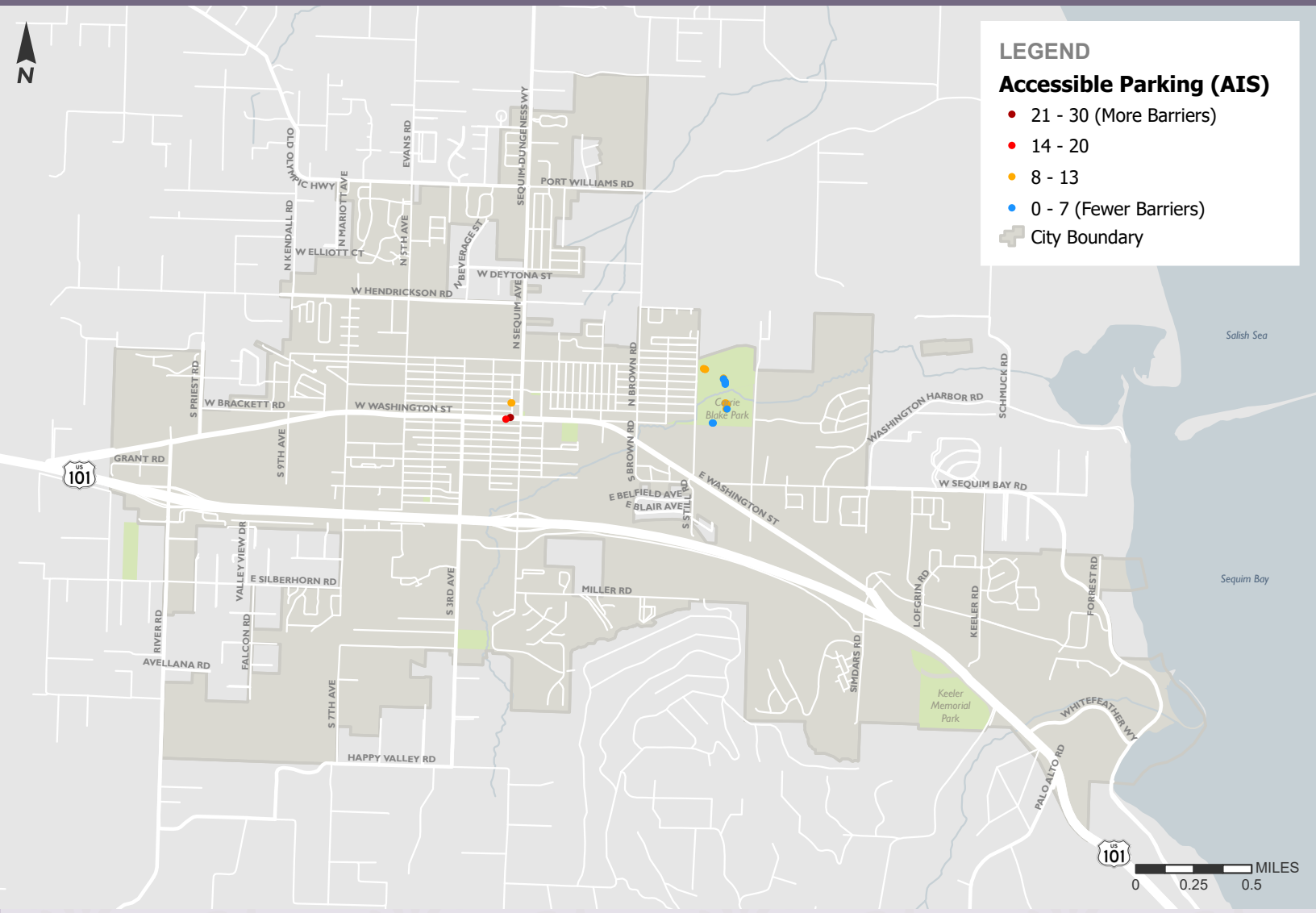


Figure 4-6 *Accessibility Index Score Composite (Accessible Parking)*

Accessibility Index Score Composite (Staircase)

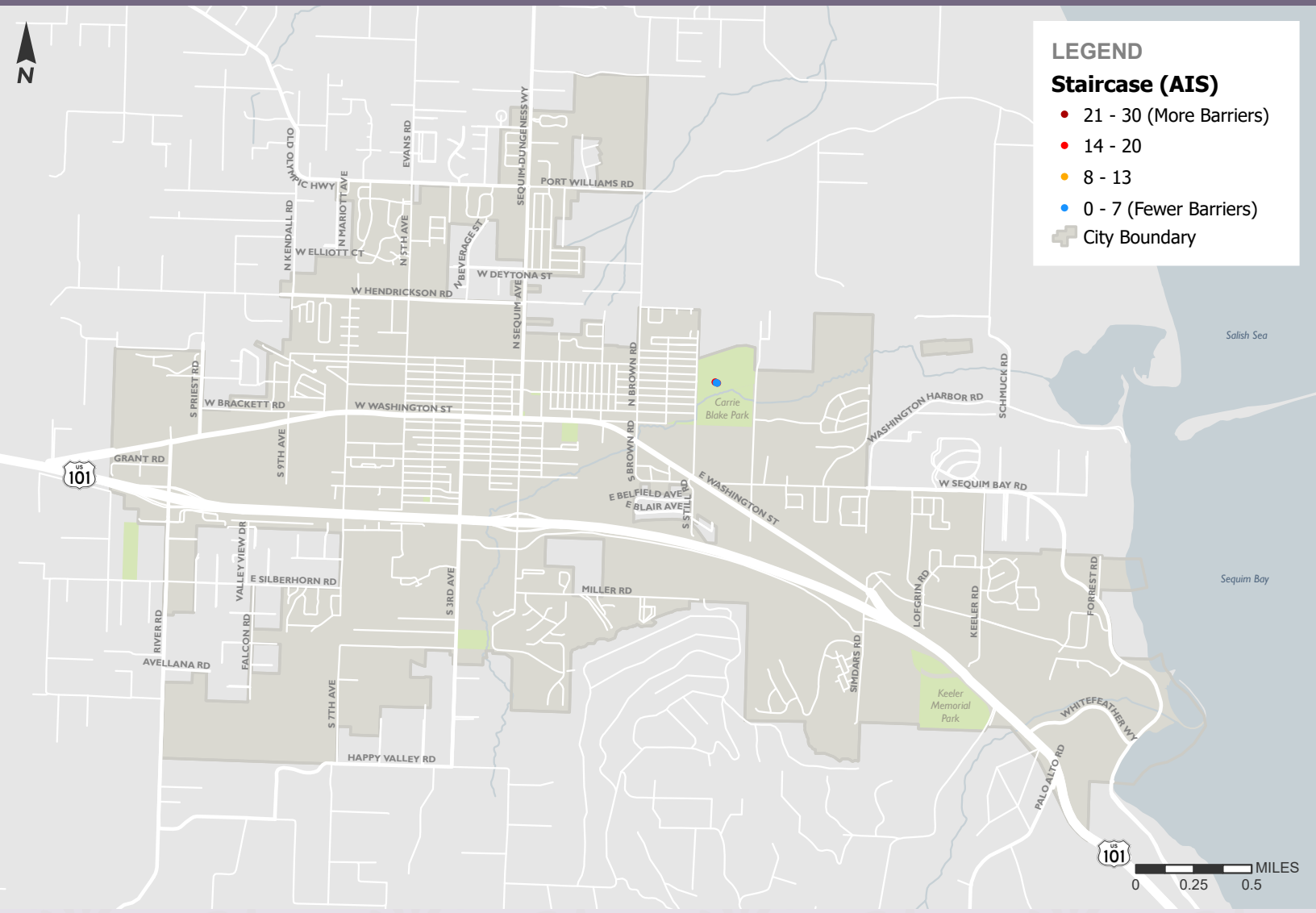


Figure 4-7 *Accessibility Index Score Composite (Staircase)*

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.

Location Index Score Composite (Sidewalk)

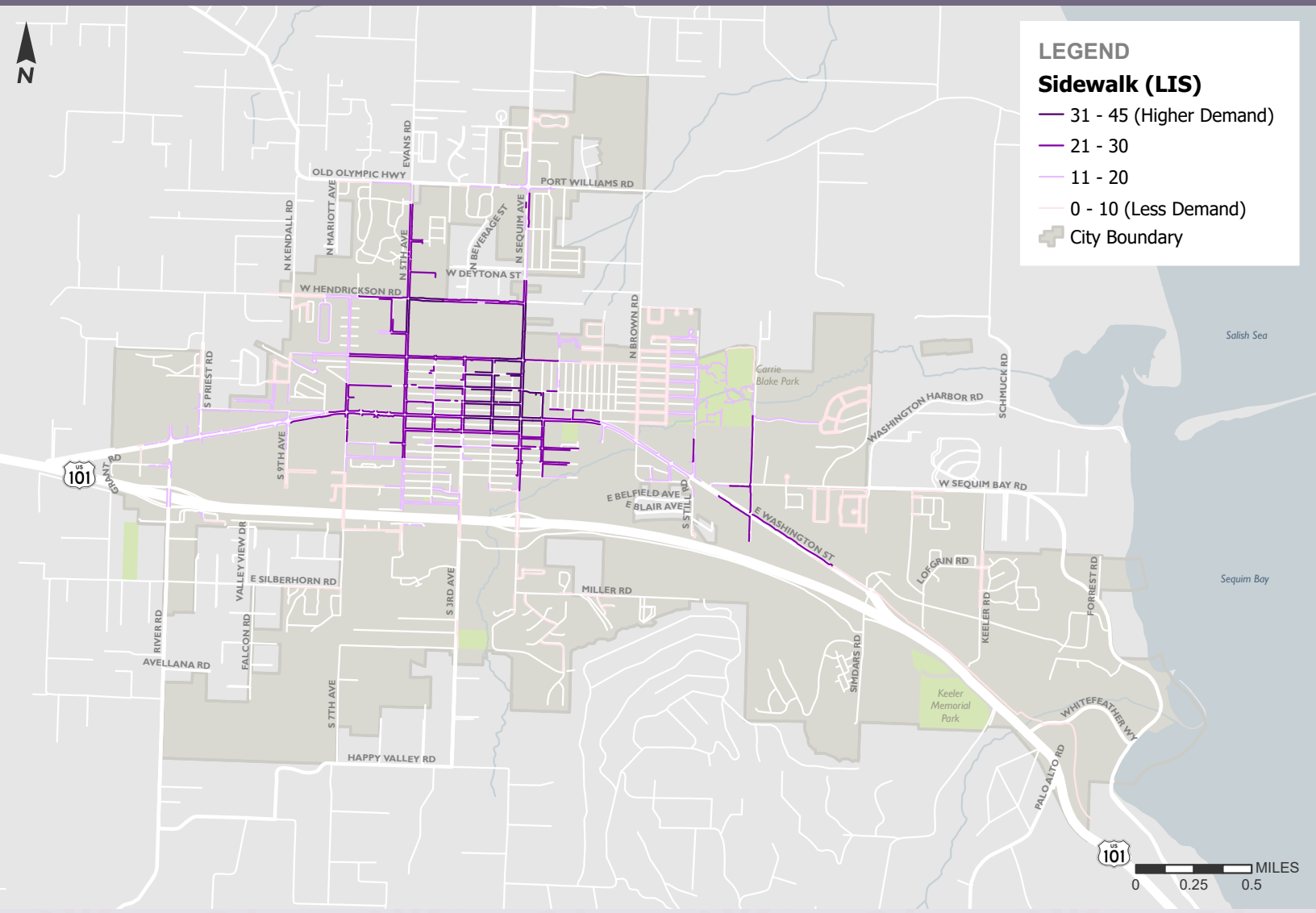


Figure 4-8 *Location Index Score Composite (Sidewalk)*

Location Index Score Composite (Curb Ramp)

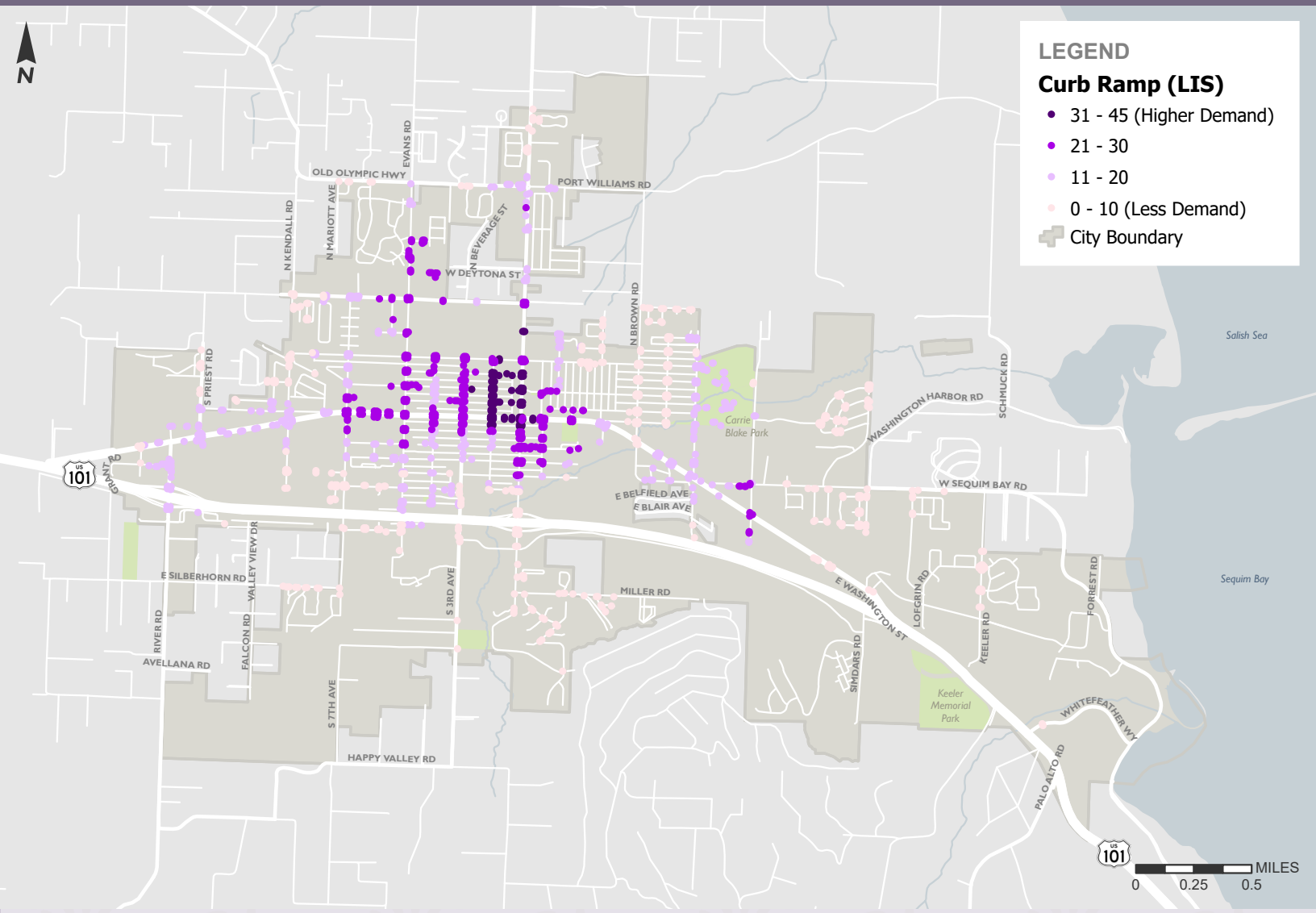


Figure 4-9 *Location Index Score Composite (Curb Ramp)*

Location Index Score Composite (Signal Push Button)

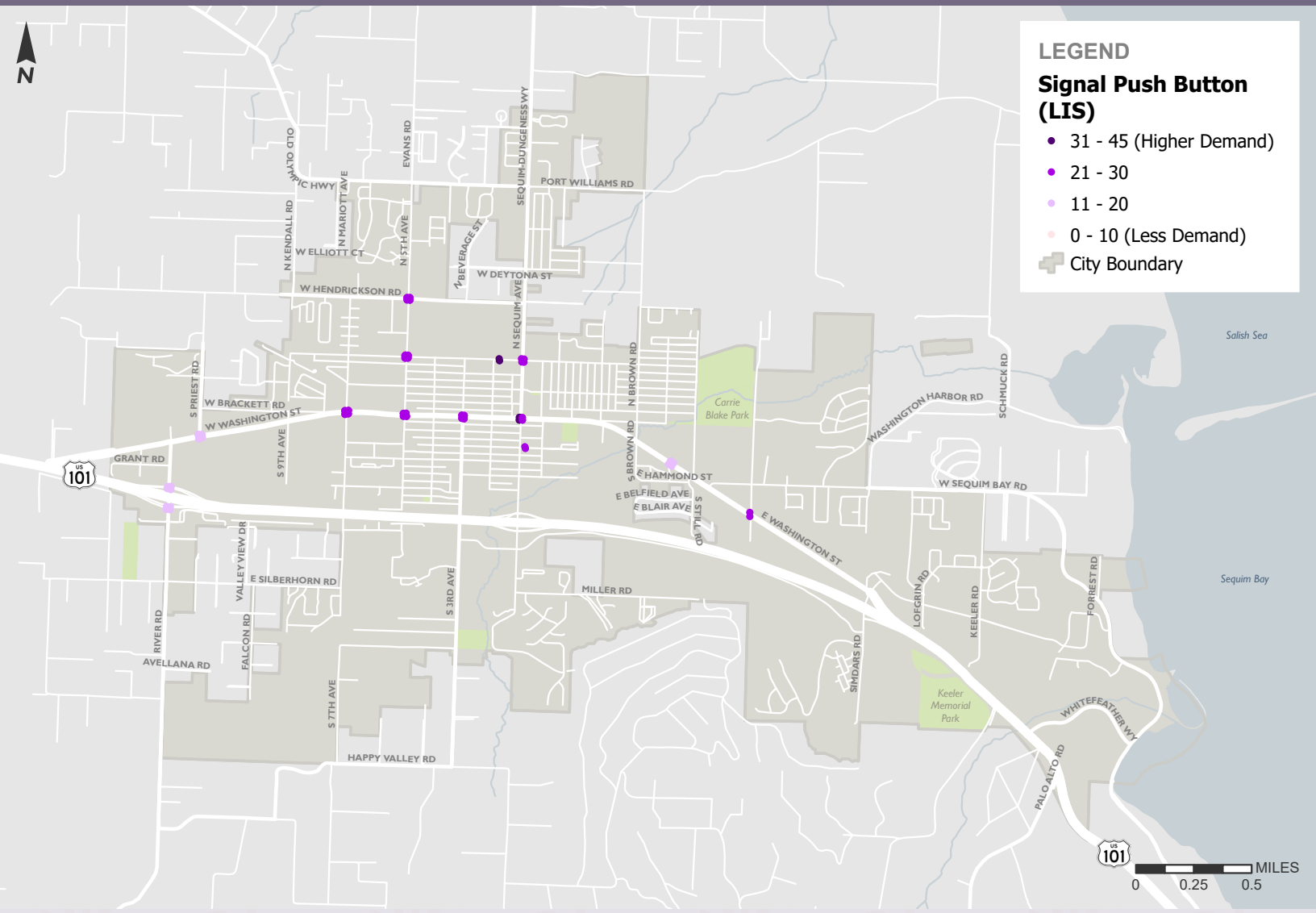


Figure 4-10 *Location Index Score Composite (Signal Push Button)*

Location Index Score Composite (Non-Compliant Driveway)

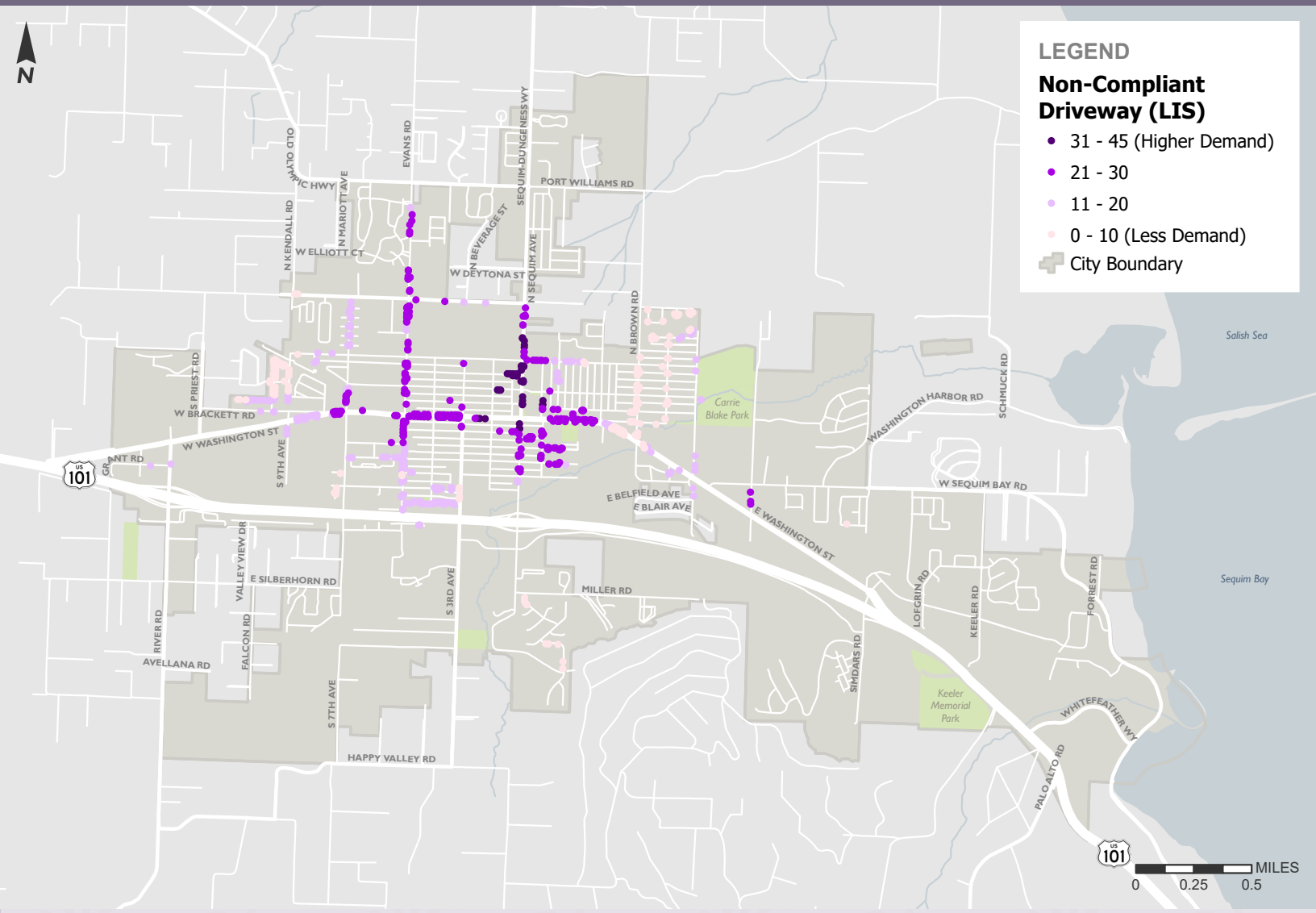


Figure 4-11 *Location Index Score Composite (Non-Compliant Driveway)*

Location Index Score Composite (Crosswalk)

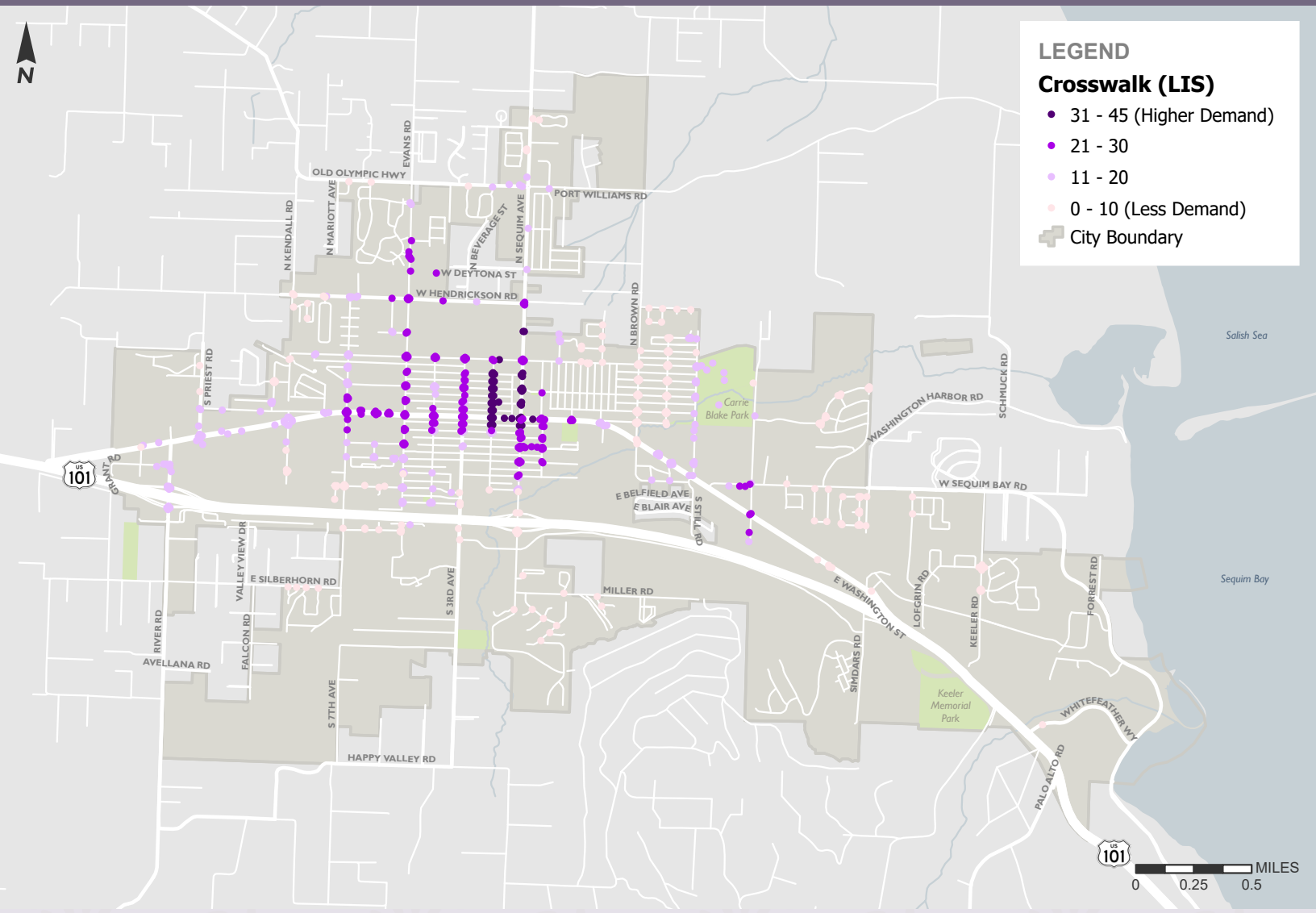


Figure 4-12 *Location Index Score Composite (Crosswalk)*

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 and high number of hazards in high-demand areas: 46+ points.
- High: significant physical barriers in high-demand areas: 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 (ex., 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.

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

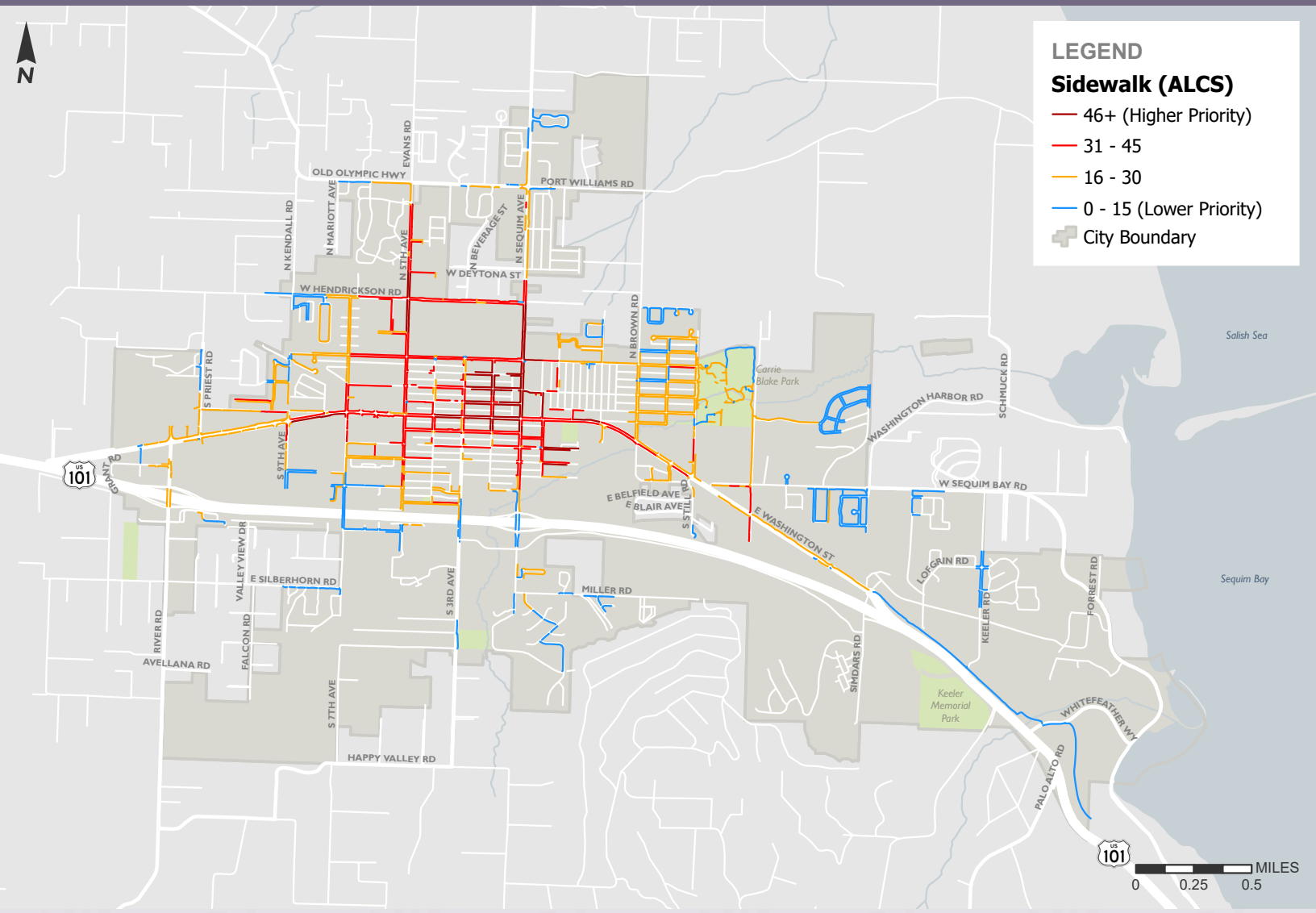


Figure 4-13 *Accessibility (AIS) & Location (LIS) Combined Score (Sidewalk)*

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

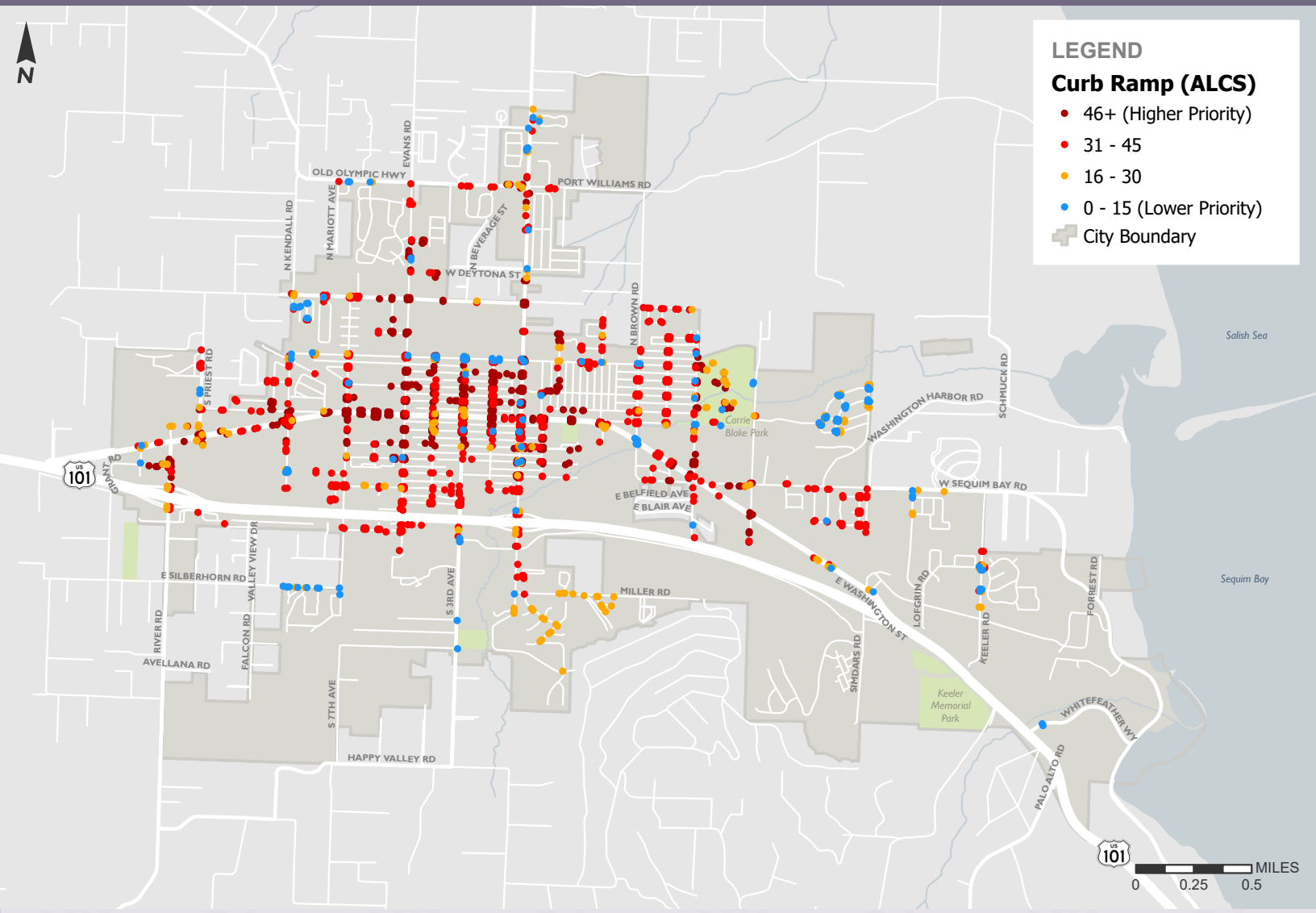


Figure 4-14 Accessibility (AIS) & Location (LIS) Combined Score (Curb Ramp)

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

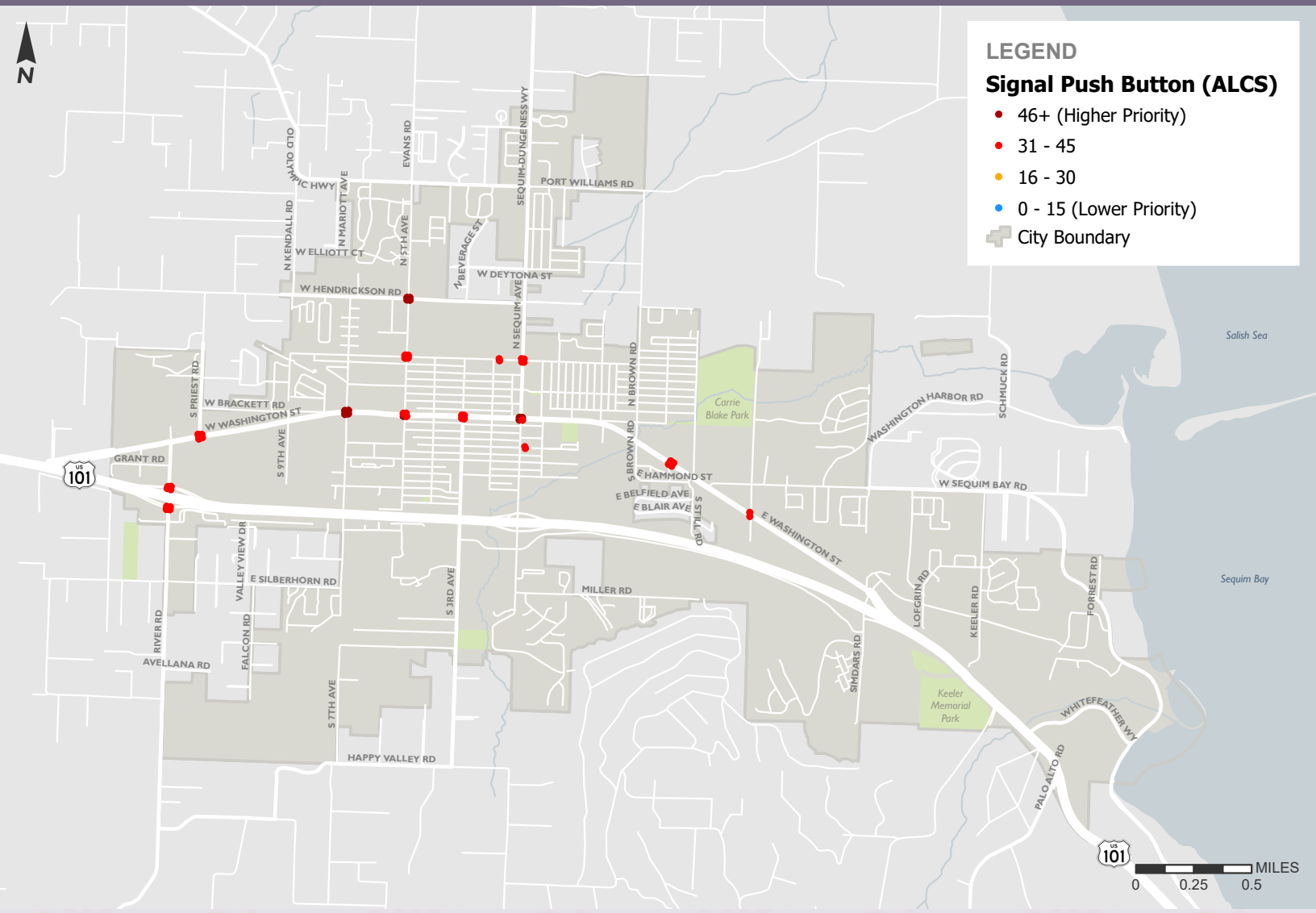


Figure 4-15 *Accessibility (AIS) & Location (LIS) Combined Score (Signal Push Button)*

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 local 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 2023 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 $48,946,000 (in 2023 dollars). Cost estimates by facility and improvement type are shown on Table 4 1-1, and Table 4 1-2.

Table 4 1-1 Planning Level Cost Estimate- ROW

ADA DEFICIENCY	IMPROVEMENT TYPES	QUANTITY	UNIT COST	TOTAL COST
Sidewalk Improvements				
Non-compliant sidewalk (width, condition, running slope, cross slope, and/or large vertical discontinuity).	Reconstruct existing sidewalk.	90,602 SY	$145	$13,138,000
Non-compliant driveway (running slope, cross slope, and/or grade break).	New driveway with sidewalk.	768 EA	$2,900	$2,228,000
			Subtotal	$15,366,000
Maintenance/Miscellaneous				
Non-compliant vertical discontinuity (>1/4in - <=1/2in w/out bevel)	Sidewalk grinding (5 LF of sidewalk).	1,478 EA	$250	$370,000
Non-compliant vertical discontinuity (>1/2in)	Replace two adjacent sidewalk panels (5ft x 5ft panels)	663 EA	$806	$535,000
Non-compliant horizontal discontinuity.	Sidewalk crack sealing/grouting (5LF per occurrence)	32,885 LF	$5	$165,000
Fixed Obstacles	Relocation of obstacles including utility pole, mailbox, tree trunk, etc.	555 EA	$3,000	$1,665,000
Movable Obstacles	Relocation of obstacles including tree/bush (prune-able), message boards, parked cars, etc.	251 EA	$200	$51,000
Protruding Obstacles	Relocation of obstacles including of bush/tree, signs, awnings etc.	397 EA	$500	$199,000
			Subtotal	$2,986,000
Curb Ramp Improvements				
Missing curb ramps	Install new curb ramp.	289 EA	$6,000	$1,734,000
Non-compliant curb ramp (width, running slope, cross slope, landing, flare slope, lip, grade break, counter slope, lip, and/or clear space)	Remove and reconstruct existing ramp.	803 EA	$6,000	$4,818,000
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	49 EA	$1,030	$51,000
Curb ramp at marked crosswalk does not end within crosswalk.	Rechannelize crosswalk.	4 EA	$1,100	$5,000
			Subtotal	$6,608,000
Pushbutton Improvements				
Non-APS pushbutton and pushbutton is located incorrectly	Install new APS pushbutton and install new pole.	67 EA	$5,900	$395,000
APS pushbutton has button that is too small is located incorrectly.	Install new APS pushbutton and install new pole.	7 EA	$5,900	$42,000
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 relocated pushbutton	9 EA	$3,700	$34,000
APS pushbutton that has non-compliant dimensions and/or programming	Reprogram pushbutton, reorient pushbutton, and/ or install tactile arrow.	1 EA	$200	$1,000
			Subtotal	$472,000

Table 4 1-1 Planning Level Cost Estimate- ROW

ADA DEFICIENCY	IMPROVEMENT TYPES	QUANTITY	UNIT COST	TOTAL COST
Wheelchair Ramp Improvements				
Non-compliant ramp (width, slope, landing, etc.)	Replace ramp	0 SY	$190	$0
Non-compliant handrail (height, diameter, extensions, etc.) or missing handrail	Replace handrail	0 SY	$150	$0
			Subtotal	$0
Bus Stop Improvements				
Non-compliant bus shelter turning space cross slope	Replace bus shelter pad (7.5 SY per occurrence)	23 SY	$180	$4,000
Non-compliant bus stop boarding area (running slope, cross slope, size, and/or condition)	Replace/construct boarding area and two transition panels (10 SY per occurrence)	290 SY	$145	$42,000
Non-compliant bus stop route	Replace sidewalk route from bus shelter to boarding area (15ftx5ft) - 8.5 SY	0 SY	$145	$0
			Subtotal	$46,000
Accessible Parking Improvements				
Non-compliant parking stall/ parking aisle slope	Grind surface and/or asphalt lift	6 EA	$2,000	$12,000
Non-compliant accessible parking stall/parking aisle width or pavement marking	Install parking stall accessible symbol/aisle pavement markings or resize and restripe stall/aisle	5 EA	$200	$1,000
Non-compliant sign height or no sign indicating accessible stall	Install new sign or adjust existing sign	4 EA	$200	$800
			Subtotal	$14,000
			Total	**$25,491,000**
			Contingency @ 20%	**$5,099,000**
			Design @ 12%	**$3,059,000**
			Mobilization @ 8%	**$2,040,000**
			TESC + Traffic Control @ 12%	**$3,059,000**
			Construction Management @ 20%	**$5,099,000**
			Right-of-Way @ 20%	**$5,099,000**
			Grand Total 2023 Dollars	**$48,946,000**

Table 4 1-2 Planning Level Cost Estimate- On-Site

ADA DEFICIENCY	IMPROVEMENT TYPES	QUANTITY	UNIT COST	TOTAL COST
Sidewalk Improvements				
Non-compliant sidewalk (width, condition, running slope, cross slope, and/or large vertical discontinuity).	Reconstruct existing sidewalk.	1,753 SY	$145	$255,000
			Subtotal	$255,000
Maintenance/Miscellaneous				
Non-compliant vertical discontinuity (>1/4in - <=1/2in w/out bevel)	Sidewalk grinding (5 LF of sidewalk).	23 EA	$250	$6,000
Non-compliant vertical discontinuity (>1/2in)	Replace two adjacent sidewalk panels (5ft x 5ft panels)	32 EA	$806	$26,000
Non-compliant horizontal discontinuity.	Sidewalk crack sealing/grouting (5LF per occurrence)	495 LF	$5	$3,000
Fixed Obstacles	Relocation of obstacles including utility pole, mailbox, tree trunk, etc.	0 EA	$3,000	$0
Moveable Obstacles	Relocation of obstacles including tree/bush (prunable), message boards, parked cars, etc.	4 EA	$200	$1,000
Protruding Obstacles	Relocation of obstacles including of bush/tree, signs, awnings etc.	0 EA	$500	$0
			Subtotal	$36,000
Curb Ramp Improvements				
Missing curb ramps	Install new curb ramp.	3 EA	$6,000	$18,000
Non-compliant curb ramp (width, running slope, cross slope, landing, flare slope, lip, grade break, counter slope, lip, and/or clear space)	Remove and reconstruct existing ramp.	25 EA	$6,000	$150,000
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	5 EA	$1,030	$6,000
			Subtotal	$174,000
Staircase Improvements				
Non-compliant staircase (riser, tread, slope, etc.)	Replace concrete staircase (per 1ft width of step).	12 EA	$100	$1,200
Non-compliant handrail or missing handrail (height, diameter, extensions, etc.)	Replace handrail.	25 EA	$150	$3,800
Non-compliant contrasting strip.	Replace contrasting strip.	0 EA	$3,500	$0
			Subtotal	$5,000

Table 4 1-2 Planning Level Cost Estimate- On-Site

ADA DEFICIENCY	IMPROVEMENT TYPES	QUANTITY	UNIT COST	TOTAL COST
Wheelchair Improvements				
Non-compliant ramp (width, slope, landing, etc.)	Replace ramp	0 EA	$190	$0
Non-compliant handrail (height, diameter, extensions, etc.) or missing handrail	Replace handrail.	0 EA	$150	$0
			Subtotal	$0
Bus Stop Improvements				
Non-compliant bus shelter turning space cross slope	Replace bus shelter pad (7.5 SY per occurrence)	0 SY	$180	$0
Non-compliant bus stop boarding area (running slope, cross slope, size, and/or condition)	Replace/construct boarding area and two transition panels (10 SY per occurrence)	0 SY	$145	$0
			Subtotal	$0
Accessible Parking Improvements				
Non-compliant parking stall/ parking aisle slope	Grind surface and/or asphalt lift	11 EA	$2,000	$22,000
Non-compliant accessible parking stall/parking aisle width or pavement marking	Install parking stall accessible symbol/aisle pavement markings or resize and restripe stall/aisle	17 EA	$200	$3,400
Non-compliant sign height or no sign indicating accessible stall	Install new sign or adjust existing sign	20 EA	$100	$4,000
			Subtotal	$30,000
			Total	$500,000
			Contingency @ 20%	$100,000
			Design @ 12%	$60,000
			Mobilization @ 8%	$40,000
			TESC + Traffic Control @ 12%	$60,000
			Construction Management @ 20%	$100,000
			Right-of-Way @ 20%	$100,000
			Grand Total 2023 Dollars	$860,000

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 $500,000 per year for pedestrian barrier removal. A breakdown of the annual budget resources anticipated to be available to support pedestrian barrier removal implementation follows.

- Maintenance Program, $40,000.
- Upcoming Capital Improvement Projects, $340,000.
- Transportation Improvement Program Projects, $120,000 See Section 4.1 for details on these programs. These improvements may address low, medium, and high priority barriers based on the location of a proposed larger project or maintenance program. It was assumed that the ADA Barrier Projects funding is allocated primarily to high priority barriers, and the remaining current funding is allocated evenly to low, medium, and high barriers.

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', 'high', 'medium', and 'low' priority as defined in Section 4.2. Highest priority level represents a significant barrier to accessibility in areas with higher pedestrian demand. Lower priority levels represent less severe 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 accessibility standards to the maximum extent feasible.

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

A transition plan was developed to target removal of high priority barriers. With the City's current funding allocation, approximately 40 transition years would be required to remove all high + very high priority barriers. A 25- 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 .

***Table 4-2** ADA High Priority Barrier Removal Transition*

Transition Years	Recommended Additional Annual Investment
40 Years	$245,000
30 Years	$320,000
25 Years	$365,000

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 50-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 considered. Areas with multiple barriers within proximity to one another 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. This additional information will 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: Pending

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 as the responsible official. This ADA Coordinator position is one of the four major federal requirements for every ADA transition plan. The current ADA Coordinator is Tellina Sandaine. 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: Telina Sandine

Recommendation 3:

Develop 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 proposed APS policy is included in Appendix F. It is recommended that this policy be modified to specify that all signalized intersections are required to have APS devices installed that meet ADA requirements.

Recommendation 4:

Educate City staff, consultants, and contractors on ADA standards and provide dedicated training to City inspectors

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 or a request for accommodation or barrier removal with the City's ADA Coordinator. A community member can file a grievance or request for barrier removal with the City's ADA Coordinator by visiting the Human Resources section under the City Government tab of the City website's homepage. Hover over the City Government tab and scroll down, Human Resources and ADA Compliance are in the left column near the bottom.

Instructions and contact information are available online within the City's ADA Grievance Procedure page for a member of the public to submit a grievance or request for barrier removal. The policy is found in the City's ADA webpage and outlines the grievance procedure and the City staff involved in a grievance request. In addition to the ADA Coordinator, a grievance also will be reviewed by the City Manager and a Review Board or hearing if necessary. Information is also included in the policy regarding the established timeline for response from City staff.

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

In addition, the City of Sequim has an online form where the public can report a concern of varying types. Street or sidewalk issues are included in this online request form. The form can be found at the City's website.

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

- Make the grievance process easily navigable from the City's main website. Move to Separate ADA section or move location under Human Resources up on the page so it is seen as soon as the City Government menu opens.
- Provide contact information for the City Administrator, a specified City ADA Coordinator and other relevant City staff on the grievance procedure website.
- Provide information regarding ADA barrier identification and explain how and why a grievance may be accepted or denied by the City.
- Streamline the grievance request process with an online submission option via the City's website, distinct from the general form to report a concern to the City.
- Connect the reporting tool used in the public engagement effort for this plan to the request for accommodation webpage.

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 8:

Continue data collection for pedestrian features in the public right-of-way

Status: Ongoing

The City should continue their data collection efforts to complete their database of pedestrian facilities in the public right-of-way. Attributes that are part of the PROWAG standards but not included in the first round of collection should be added to the GIS database as well as new types of facilities not inventoried like street parking, crosswalks, and bus stops. As construction projects within the City enter into the as-built phase, pedestrian facility data should be collected and entered into the GIS Database to enhance the barrier removal tracking process.

Recommendation 9:

Review and clarify policies relating to accessibility and implementation of accessible features in construction projects and maintenance activities

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, municipal code, and policies to ensure that temporary, alternative walking routes are available within designated construction zones.

The City should develop and publish guidelines for replacing pedestrian facilities that are impacted by construction projects. When facilities are altered by construction, they should be reconstructed within ADA compliance to the maximum extent feasible. The City's guidelines would outline expectations for reconstructed facilities and who holds responsibility for reconstruction.

The City's code should specifically address sidewalk maintenance and identify the parties responsible for ensuring that pedestrian rights of way are maintained under the Maximum Extent Feasible.

Recommendation 10:

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 40 transition years would be required to remove all high priority barriers, and an additional annual investment of $245,000 is required to remove all very high priority barriers within an approximate 50-year transition period. Additional annual investment may be necessary to remove the existing high priority barriers that challenge ADA users in Sequim. It is recommended that the City of Sequim actively look for opportunities to increase annual barrier removal funding.

Recommendation 11:

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.

Appendix A: Open House Materials

TECHNICAL MEMORANDUM

Date:	July 27, 2023	**TG:**	1.22289.00
To:	Austin Wagner – City of Sequim		
From:	Jennifer Palmer, PE, PTOE, Transpo Group		
Subject:	Barrier Removal Audit – City of Sequim ADA Transition Plan		

The City of Sequim maintains road design standards and municipal code covering pedestrian facilities. The design standards are used for both public and private work performed within the street rights-of-way of the City of Sequim. 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 roadway design standards and municipal code as they relate to pedestrian features within the public right-of-way include the City of Sequim Engineering Standards (SES) and the City of Sequim Municipal Code (SMC).

Design Guidelines

There are several key design measurements that ADA design guidelines address. These measures are used because they 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 where this occurs, provide justification, and document for future reference.

Several guidelines and references are available to assist the City of Sequim in adhering to accessible design standards based on the needs for various projects. There are many opportunities to improve pedestrian conditions by identifying areas of need and establishing the appropriate accessibility design requirements.

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.

Proposed Guidelines for Pedestrian Facilities in the Public Right-of Way (PROWAG) (November 2011)

The United States Access Board is the rule making body that guides 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. The draft guidelines cover legislative background, administration requirements, and design requirements.

Many public entities currently use the 2005 draft PROWAG as 'best practice' for features within the public right-of-ways. This practice has been endorsed by the Federal Highway Administration (FHWA), the US Access Board, and is the standard the Washington Department of Transportation adheres to. The City's standards and codes were evaluated against 2011 PROWAG as this is the latest guideline developed by the Access Board. PROWAG sections

referenced in this memo refer to 2011 PROWAG sections. When these standards conflict with the 2010 ADA, the PROWAG standard is recommended.

Design Requirements and Recommendations

Although the City of Sequim has standards in place it is important for the standards to be consistent and compliant with the above standards and guidelines. To that end, this memo will provide recommendations to improve and clarify the existing city documents. As well, recommended actions are included where necessary to meet ADA design standards and best practice. The following tables describe requirements for specific design elements, how they are addressed in City standards, and recommendations for modifications.

In regard to the overall structure of the engineering standards, it is recommended that an introductory chapter is provided prior to the standard figures. This chapter should include at minimum the general intent of the engineering standards, where and how the standards should be applied, and what standards should be followed in areas where they aren’t covered by the City’s standards.

Sidewalks and Pathways

Sidewalks are mentioned in the City's standard details and city 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 shown and mentioned on multiple standard figures in the Sequim Engineering Standards.	N/A
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) The 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).	5'-6' sidewalk width based on street type (SES Figures 4-00, 4-01, 4-02, 4-03, 4-04, 4-05, 4-06, 4-07, 4-19, and 4-22A). 10' min. shared use path (SES Figures 4-06 and 4-07). Sidewalks in "commercial" or "mixed use" shall be a minimum of eight feet wide from back of curb or landscape strip. Sidewalks in residential areas shall be a minimum of six feet width from back of curb or landscape strip (SMC Section 12.08.060).	Update code or standard figures to be consistent with each other for sidewalk width.
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.	Add to SES Figure 4-19, the running slope for a sidewalk along the roadway shall not exceed the general grade of the roadway. Sidewalks not adjacent to a roadway shall not have a running slope greater than 5%.
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).	1.5% cross slope (SES Figure 4-19).	N/A
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.	Not mentioned.	Add to SES Figure 4-31, protruding object and mounting requirements for signs adjacent to or within sidewalks.

Sidewalks and Pathways

Design Element	Requirement	Review	Recommendations
	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 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). Vertical. Changes in level of ¼ inch high maximum shall be permitted to be vertical. Changes in level between ¼ inch high minimum and ½ inch high maximum shall be beveled with a slope not steeper than 1:2 (ADAS 302.2 & 302.3).	Not mentioned.	Revise Note 2 on SES Figure 4-19 to state: "Four feet minimum of the sidewalk width shall meet pedestrian accessible route requirements. The entire sidewalk width shall meet the ADA protruding and post-mounted object requirements. Items such as Gratings, Access Covers, Junction Boxes, Cable Vaults, Pull Boxes, and other appurtenances within the sidewalk must have slip resistance surfaces, be flush with surface, and match grade of the sidewalk."

Crossings

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).	Counter slope at curb ramps shown as 5% max. (SES Figures 4-23, 4-24, 4-25, and 4-26).	Add to the recommended preliminary standards chapter a section for what standards should be followed when requirements are not defined in the City standards, similar to the following: "Except where these Standards provide otherwise, design, construction and materials shall conform to the appropriate standards of the current edition of the following publications produced by the Washington State Department of Transportation (WSDOT). A. WSDOT/APWA Standard Specifications for Road, Bridge and Municipal Construction, hereinafter referred to as the "WSDOT/APWA Standard Specifications". B. WSDOT/APWA Standard Plans for Road, Bridge and Municipal Construction, hereinafter referred to as "WSDOT/APWA Standard Plans". C. WSDOT Design Manual D. WSDOT Construction Manual"
Crosswalk Cross Slope	Crosswalk cross slope at crossings without yield or stop control shall be 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).	Not mentioned.	Add to the preliminary standards chapter a section for what standards should be followed when requirements are not defined in the City standards, similar section to what is mentioned above.
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).	"Roundabout Spitter Island", "Island Cut-Through", and "Median Cut-Through" diagrams shows a minimum of 2' distance between detectable warning surfaces (SES Figure 4-27).	Add to the preliminary standards chapter a section for what standards should be followed when requirements are not defined in the City standards, similar section to what is mentioned above.

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).	Ramp width shown as 4' minimum (SES Figures 4-23, 4-24, and 4-25). Ramp width to match sidewalk width (SES Figure 4-26).	N/A
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).	Running slope shown as "7.5% or flatter recommended for design/formwork (8.3% max.)" (SES Figures 4-23, 4-24, and 4-25). Note states: "The Curb Ramp length is not required to exceed 15 feet (unless otherwise shown in the Contract Plans). When applying the 15-foot max. length, the running slope of the curb ramp is allowed to exceed 8.3%. Use a single constant slope from bottom of ramp to top of ramp to match into the sidewalk over a horizontal distance of 15 feet. Do not include abutting landing(s) in the 15-foot max. measurement. [When a ramp is constructed on a radius, the 15-foot max. length is measured on the inside radius along the back of the walkway]." (SES Figures 4-23, 4-24, and 4-25).	N/A
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).	Cross slope shown as "1.5% or flatter recommended for design/formwork (2% max.)" (SES Figures 4-23, 4-24, and 4-25).	N/A
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).	Flare slope shown as "9.5% or flatter recommended for design/formwork (10% max.)" (SES Figure 4-25).	N/A

Curb Ramps

Design Element	Requirement	Review	Recommendations
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).	Note states "at marked crosswalks, the connection between the curb ramp/landing and the roadway must be contained within the width of the crosswalk markings." (SES Figures 4-23, 4-24, and 4-25)	N/A
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).	Counter slope of the gutter and street are shown at a 5% max. (SES Figure 4-23, 4-24, and 4-25).	N/A
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).	"Where "GRADE BREAK" is called out, the entire length of the line between the two adjacent surface planes shall be flush." (SES Figures 4-22A, 4-22B, 4-23, 4-24, 4-25, 4-26)	N/A
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).	For parallel curb ramps, landings shall be 4' min. by the sidewalk width (SES Figure 4-23). For perpendicular curb ramps, landings shall be 4' min. (match curb ramp width) by the sidewalk width (SES Figure 4-25).	Update minimum width of parallel curb ramp landings to be 5' by sidewalk width when constrained at back of sidewalk on SES Figure 4-23.

Curb Ramps

Design Element	Requirement	Review	Recommendations
Turning Space/Landing Slope	The running slope of turning spaces shall be 2 percent maximum (PROWAG R402.2 & 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).	Turning space slope shown as "1.5 or flatter recommended for design/formwork (2% max.)" (SES Figures 4-23 and 4-25).	N/A
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).	Note states "at marked crosswalks, the connection between the curb ramp/landing and the roadway must be contained within the width of the crosswalk markings." (SES Figures 4-23, 4-24, and 4-25)	Add to note 1 the following "Additionally, at the connection between the landing and the roadway, a clear space 4.0ft. by 4.0ft. minimum shall be provided within the width of the pedestrian crossing (if marked) and wholly outside the parallel vehicle travel lane (SES Figure 4-23). Add to note 1 the following "Additionally, at the connection between the curb ramp and the roadway, a clear space 4.0ft. by 4.0ft. minimum shall be provided within the width of the pedestrian crossing (if marked) and wholly outside the parallel vehicle travel lane (SES Figures 4-24 and 4-25). Add to note 2 the following "Additionally, at the connection between the curb ramp and the roadway, a clear space 4.0ft. by 4.0ft. minimum shall be provided within the width of the pedestrian crossing (if marked) and wholly outside the parallel vehicle travel lane (SES Figure 4-26).

Curb Ramps

Design Element	Requirement	Review	Recommendations
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 warning surface detail shows a 2’ min. width in the direction of pedestrian travel is typical for all applications (SES Figure 4-27). In the truncated dome detail, the base diameter shall be 0.9” min. and 1.4” max. The top diameter shall be 0.45” min. and 0.90” max. The required height of the truncated domes is 0.2” (SES Figure 4-27). In the truncated dome spacing detail, the center-to-center spacing is shown as 1.60” min. and 2.40” max. and a base-to-base spacing of 0.65”. (SES Figure 4-27). “Detectable Warning Surface (DWS) shall be in accordance with WSDOT Standard Specification 8-14 except as noted on this plan. Detectable Warning Surface shall be uncoated cast iron” (SES Figure 4-27)	N/A

Curb Ramps

Design Element	Requirement	Review	Recommendations
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).	On the perpendicular curb ramp detail, the DWS is placed at the back of curb and at the bottom of the grade break (SES Figure 4-27). On the parallel curb ramp detail, detectable warning surfaces are placed on the landing at the flush transition between the street and sidewalk at the back of curb (SES Figure 4-27). On single direction curb ramp detail, when the grade break between the curb ramp and landing is less than or equal to 5ft. from the back of curb at all points, the DWS shall be placed at the bottom of the curb ramp directly above the grade break (SES Figure 4-27).	N/A
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 Revised Code of Washington (RCW) 35.68.075.	Not mentioned.	Add the following note “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” to SES Figures 4-23, 4-24, 4-25, and 4-26.

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).

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.	Add to the recommended preliminary standards chapter a section for what standards should be followed when requirements are not defined in the City standards, similar to the following: "Except where these Standards provide otherwise, design, construction and materials shall conform to the appropriate standards of the current edition of the following publications produced by the Washington State Department of Transportation (WSDOT). A. WSDOT/APWA Standard Specifications for Road, Bridge and Municipal Construction, hereinafter referred to as the "WSDOT/APWA Standard Specifications". B. WSDOT/APWA Standard Plans for Road, Bridge and Municipal Construction, hereinafter referred to as "WSDOT/APWA Standard Plans". C. WSDOT Design Manual D. WSDOT Construction Manual"
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.	Add to the preliminary standards chapter a section for what standards should be followed when requirements are not defined in the City standards, similar section to what is mentioned above.
Accessible Pedestrian Pushbutton Reach Ranges	Where a forward reach is unobstructed, the high forward reach shall be 4.0 ft. maximum and the low forward reach shall be 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 be permitted between the clear space and the element where the	Not mentioned.	Add to the preliminary standards chapter a section for what standards should be followed when requirements are not defined in the City standards, similar section to what is mentioned above.

Signals

Design Element	Requirement	Review	Recommendations
	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.	Add to the preliminary standards chapter a section for what standards should be followed when requirements are not defined in the City standards, similar section to what is mentioned above.
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.	Add to the preliminary standards chapter a section for what standards should be followed when requirements are not defined in the City standards, similar section to what is mentioned above.
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.	Add to the preliminary standards chapter a section for what standards should be followed when requirements are not defined in the City standards, similar section to what is mentioned above.

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 Stops	
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.	Add to the preliminary standards chapter a section for what standards should be followed when requirements are not defined in the City standards, similar section to what is mentioned above.
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 (PROWAG R308.1.1.2 & ADAS 810.2.4).	Not mentioned.	Add to the preliminary standards chapter a section for what standards should be followed when requirements are not defined in the City standards, similar section to what is mentioned above.
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.	Add to the preliminary standards chapter a section for what standards should be followed when requirements are not defined in the City standards, similar section to what is mentioned above.
		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	Not mentioned.	Add to the preliminary standards chapter a section for what standards should be followed when requirements are not defined in the City standards, similar section to what is mentioned above.

Other Pedestrian Areas

Design Element	Requirement	Review	Recommendations
	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).		
Parking Access Aisles	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).	Not mentioned.	Add to the preliminary standards chapter a section for what standards should be followed when requirements are not defined in the City standards, similar section to what is mentioned above.
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.	Add to the preliminary standards chapter a section for what standards should be followed when requirements are not defined in the City standards, similar section to what is mentioned above.
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 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	Not mentioned.	Add to the preliminary standards chapter a section for what standards should be followed when requirements are not defined in the City standards, similar section to what is mentioned above.

Other Pedestrian Areas

Design Element	Requirement	Review	Recommendations
	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).		
Perpendicular or Angled Parking Spaces	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 common access aisle (PROWAG R309.3).	Not mentioned.	Add to the preliminary standards chapter a section for what standards should be followed when requirements are not defined in the City standards, similar section to what is mentioned above.
		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.	Add to the preliminary standards chapter a section for what standards should be followed when requirements are not defined in the City standards, similar section to what is mentioned above.
		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).	The running slope shall be not steeper than the road grade (SES Figure 4-22A, Section A). Cross slope shown as “1.5% or flatter recommended for design/formwork (2% max.)” (SES Figure 4-22A). Running slope shown as “7.5% or flatter recommended for design/formwork (8.3% max.)” (SES Figure 4-22A). Note stating “The Pedestrian Ramp length is not required to exceed 15 feet (unless otherwise shown in the Contract Plans). When applying the 15-foot max. length (measured from back of sidewalk) the running slope of the pedestrian ramp is allowed to exceed 8.3%. Use a single constant slope from bottom of ramp to top of ramp to match into sidewalk over a horizontal distance of 15 feet.” (SES Figures 4-22A and 4-22B).	Add legend to Figure 4-22B showing the definition of the asterisk and slope arrows.

Other Pedestrian Areas

Design Element	Requirement	Review	Recommendations
	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.	Add to the preliminary standards chapter a section for what standards should be followed when requirements are not defined in the City standards, similar section to what is mentioned above.
Running Slope	Ramp runs shall have a running slope between 5 percent minimum and 8.3 percent maximum (PROWAG R407.2) 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).	Not mentioned.	Add to the preliminary standards chapter a section for what standards should be followed when requirements are not defined in the City standards, similar section to what is mentioned above.
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.	Add to the preliminary standards chapter a section for what standards should be followed when requirements are not defined in the City standards, similar section to what is mentioned above.
Rise	The rise for any ramp run shall be 2.5 ft. maximum (PROWAG R407.4 & ADAS 405.6).	Not mentioned.	Add to the preliminary standards chapter a section for what standards should be followed when requirements are not defined in the City standards, similar section to what is mentioned above.
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.	Add to the preliminary standards chapter a section for what standards should be followed when requirements are not defined in the City standards, similar section to what is mentioned above.
Landing Slope	Landing slopes shall be 2 percent maximum in any direction (PROWAG R407.6.1 & ADAS 405.7.1).	Not mentioned.	Add to the preliminary standards chapter a section for what standards should be followed when requirements are not defined in the City standards, similar section to what is mentioned above.

Other Pedestrian Areas

Design Element	Requirement	Review	Recommendations
		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). 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).	Not mentioned.	Add to the preliminary standards chapter a section for what standards should be followed when requirements are not defined in the City standards, similar section to what is mentioned above.
		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 surfaces shall not be obstructed for more than 20	Not mentioned.	Add to the preliminary standards chapter a section for what standards should be followed when requirements are not defined in the City standards, similar section to what is mentioned above.

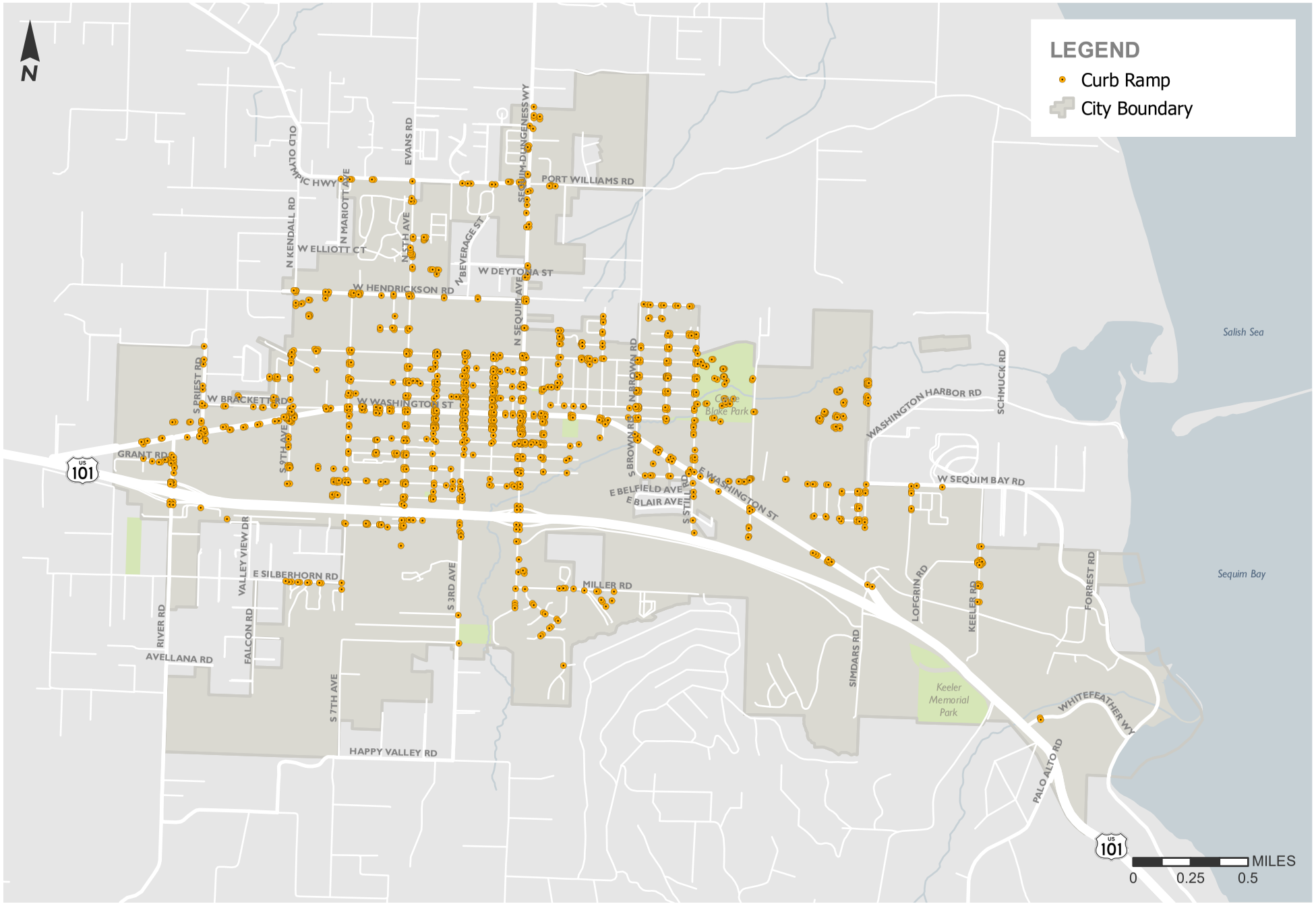
Other Pedestrian Areas

Design Element	Requirement	Review	Recommendations
	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.	Add to the preliminary standards chapter a section for what standards should be followed when requirements are not defined in the City standards, similar section to what is mentioned above.
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.	Add to the preliminary standards chapter a section for what standards should be followed when requirements are not defined in the City standards, similar section to what is mentioned above.
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.	Add to the preliminary standards chapter a section for what standards should be followed when requirements are not defined in the City standards, similar section to what is mentioned above.
		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	Not mentioned.	No recommendation as there are no railroad crossings with pedestrian facilities in City of Sequim.

Other Pedestrian Areas

Design Element	Requirement	Review	Recommendations
	be 2 1/2 inches maximum (ADAS 810.10).		
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.	No recommendation as there are no railroad crossings with pedestrian facilities in City of Sequim.
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.	No recommendation as there are no railroad crossings with pedestrian facilities in City of Sequim.

Appendix B: Existing Data Inventory



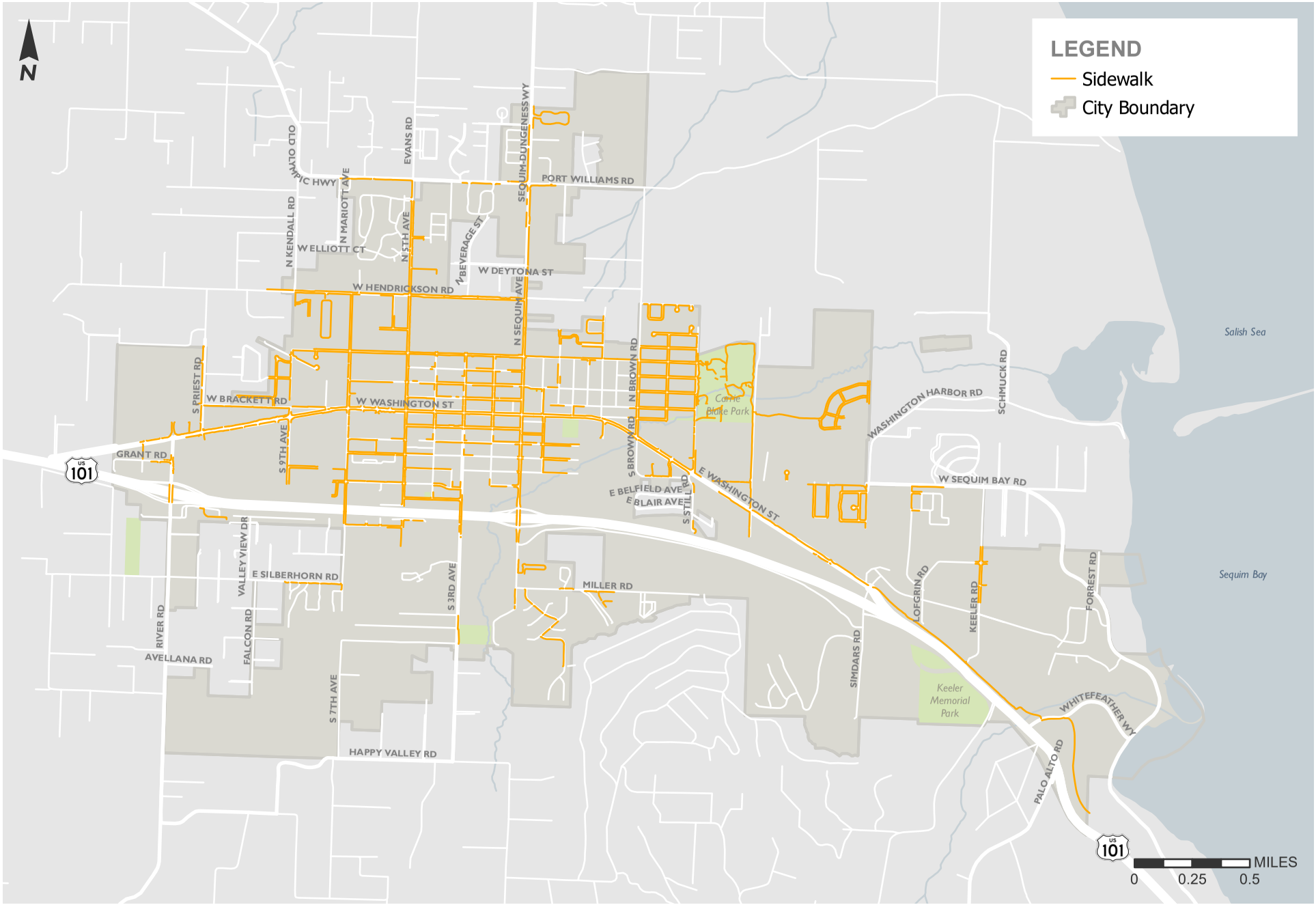
Inventory Curb Ramp

Sequim ADA Transition Plan

FIGURE

I-1

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CITY OF SEQUIM

Inventory Sidewalk

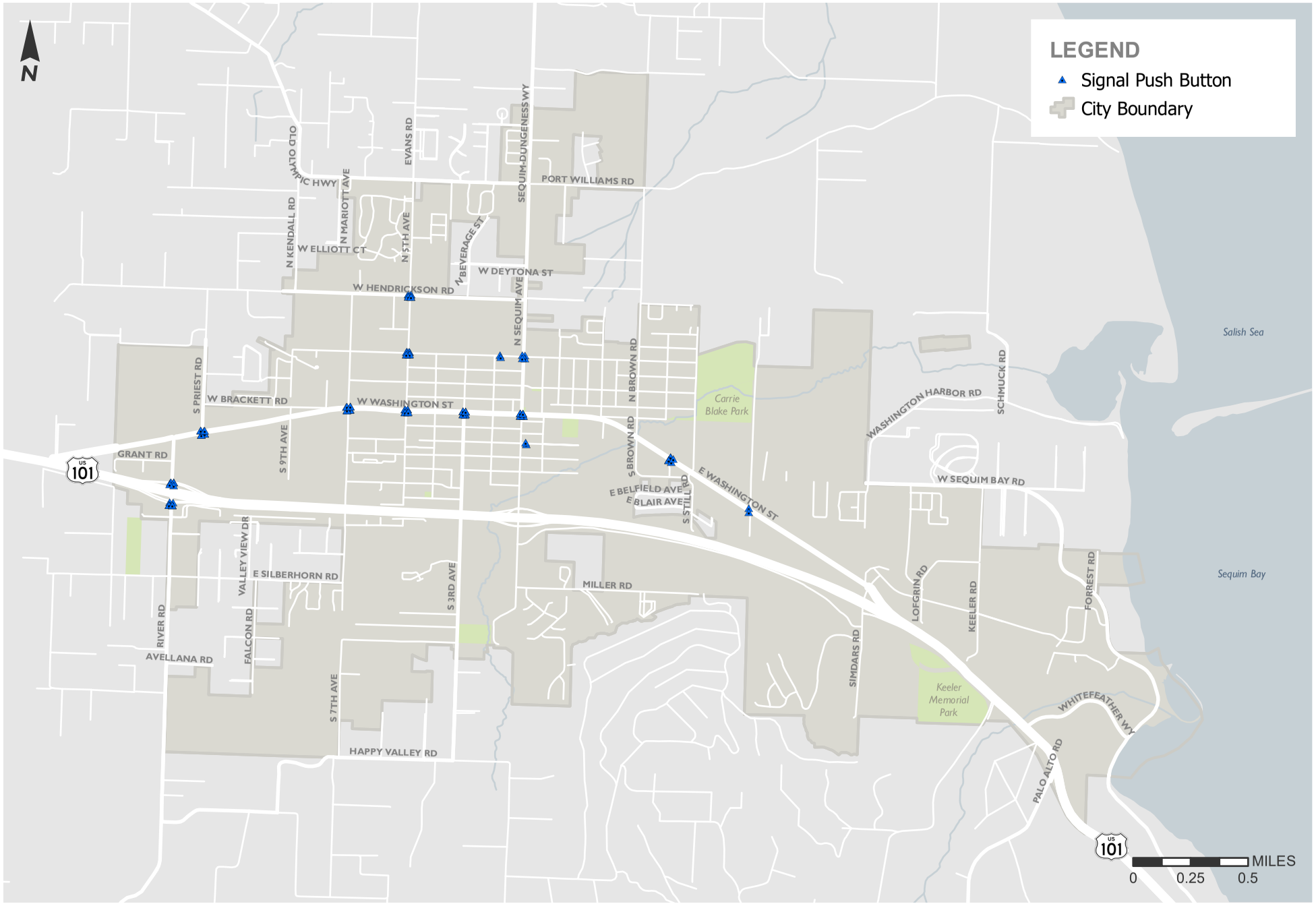
Sequim ADA Transition Plan

FIGURE

I-2

transpogroup

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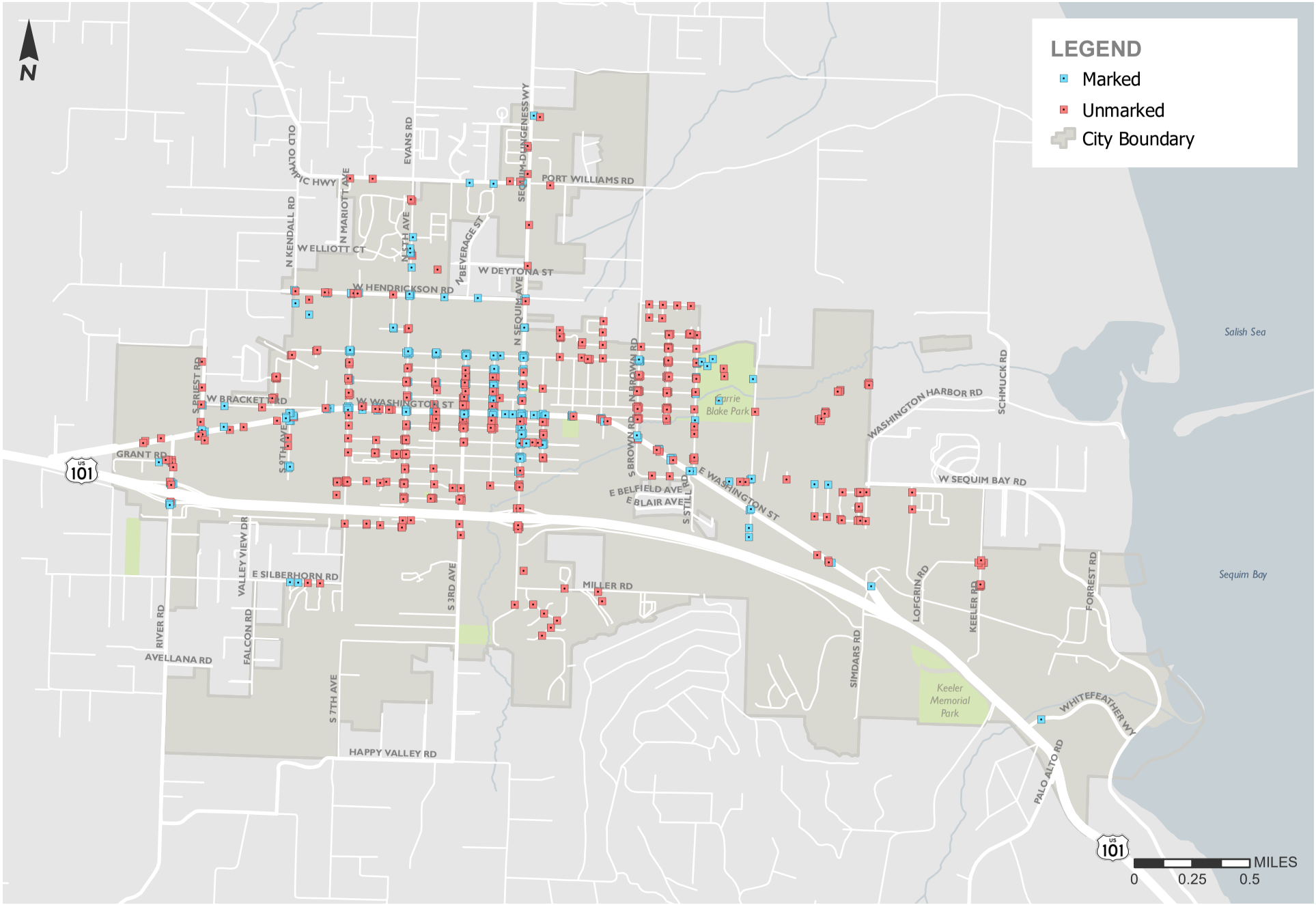
Inventory Signal Push Button

Sequim ADA Transition Plan

FIGURE

I-3

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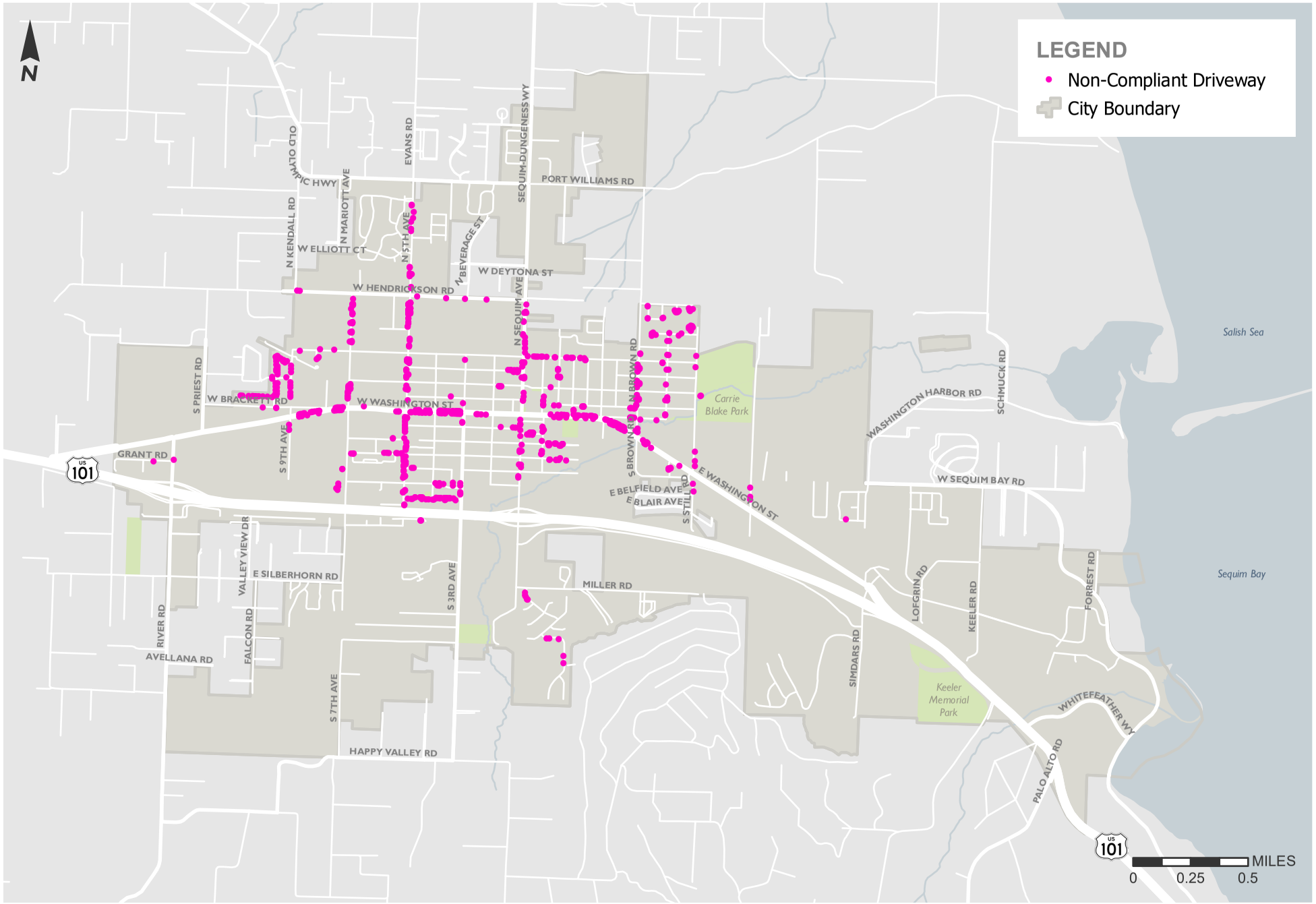
Inventory Crosswalk

Sequim ADA Transition Plan

FIGURE

I-4

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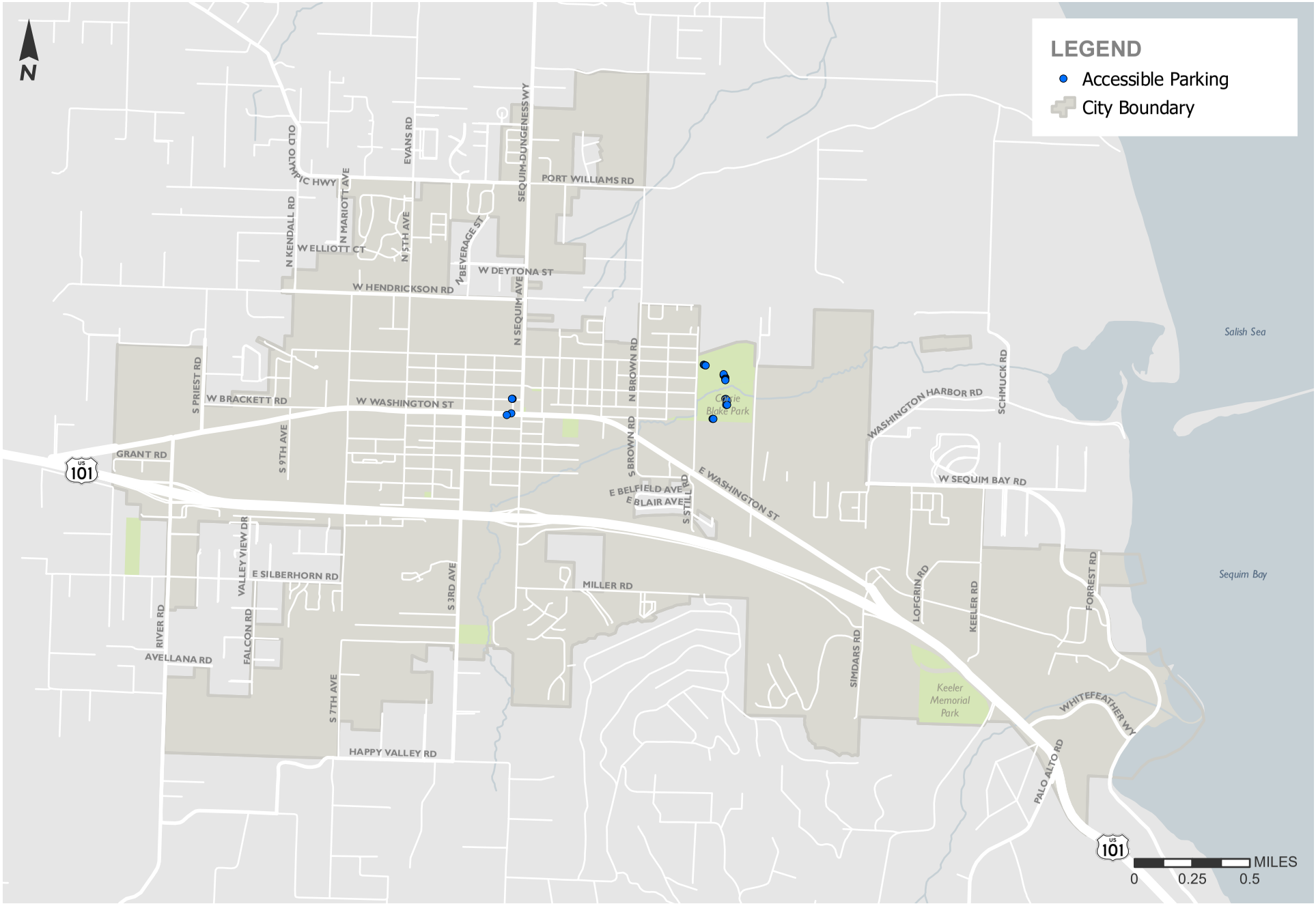
Inventory Non-Compliant Driveway

Sequim ADA Transition Plan

FIGURE

I-5

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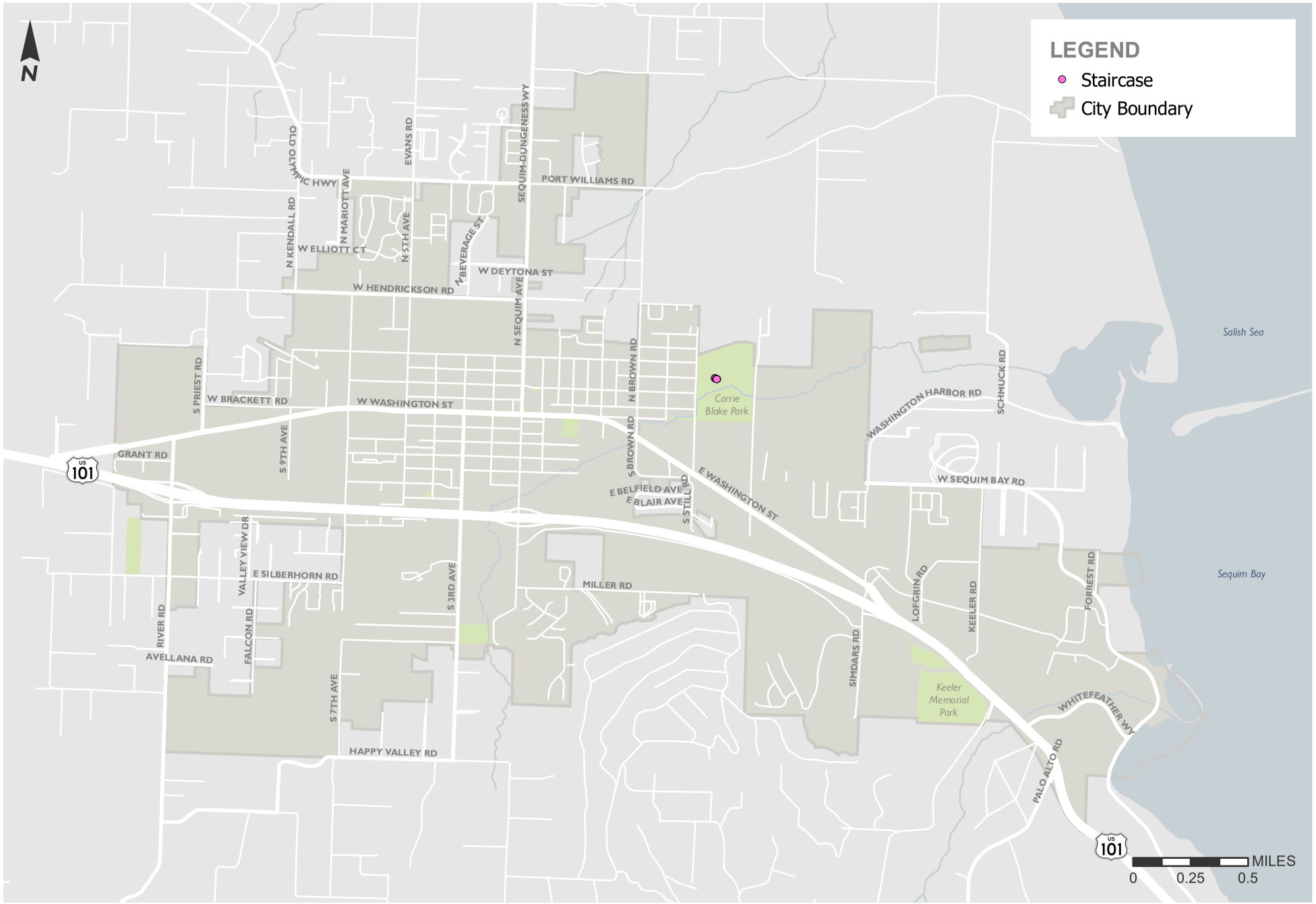
Inventory Accessible Parking

Sequim ADA Transition Plan

FIGURE

I-6

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Inventory Staircase

Sequim ADA Transition Plan

FIGURE

I-7

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Appendix C: Prioritization Criteria

ACCESSIBILITY INDEX SCORE	CRITERIA	THRESHOLD	SCORE	MAX. POSSIBLE SCORE
Staircases	Riser	< 4 inches or > 7 inches	4	4
	Tread	< 11 inches	4	4
	Tread Cross Slope	> 2%	3	3
	Contrasting Strip	If no contrasting strips and staircase within ROW	2	2
	Contrasting Strip Placement/ Width/ Length	If there are strips and they're placed elsewhere than front of steps AND/OR If there are strips and they're < 2 inches AND/OR If there are strips and they're less than the full width of each step	1	1
	Nosing Radius	> 0.5 inches	2	2
	Riser Slope	> 30 degrees	2	2
	Tread Projection	> 1.5 inches	2	2
	Handrail Placement (Max. Score)	**No handrails present**	**10**	10
	Handrail Placement	Handrail on one side only	2	
	Handrail Height	< 34 inches or > 38 inches	1	
	Handrail Clearance	< 1.5 inches	1	
	Handrail Grip Surface Obstructed	> 20% obstructed	1	
	Handrail Cross Section	If circular, diameter < 1.25 inches or > 2 inches If non-circular, perimeter < 4 inches or > 6 inches	1	
	Handrail Top Extension Slope	Not horizontal and/or doesn't begin at first nosing, or no top extension	1	
	Handrail Top Extension Length	< 12 inches	1	
	Handrail Bottom Extension Slope	Not same slope as stairway or no bottom extension	1	
	Handrail Bottom Extension Length	< Tread width	1	
	Maximum Staircase (AIS) Score			**30**

1

DRAFT 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	> 2%	1	3
	Cross Slope	> 2.4%	1	
	Cross Slope	> 3%	1	
	Surface Condition	< Average	2	2
	Vertical Discontinuity > 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	Barriers Present >= 5	1	
	Vertical Discontinuity	Barriers Present >= 10	1	
	Horizontal Discontinuity > ½ inch	Barriers Present >= 1	1	3
	Horizontal Discontinuity	Barriers Present >= 5	1	
	Horizontal Discontinuity	Barriers Present >= 10	1	
	Fixed Obstacles	Barriers Present >= 1	1	3
	Fixed Obstacles	Barriers Present >= 2	1	
	Fixed Obstacles	Barriers Present >= 3	1	
	Moveable Object	Barriers Present >= 1	1	3
	Moveable Object	Barriers Present >= 2	1	
	Moveable Object	Barriers Present >= 3	1	
	Protruding Object	Barriers Present >= 1	1	3
	Protruding Object	Barriers Present >= 2	1	
	Protruding Object	Barriers Present >= 3	1	
	Non-Compliant Driveway Non-Compliant >2% cross-slope, and/or Non-Concurrent Grade Break and/or >8.3% Running Slope	Barriers Present >= 1	1	3
	Non-Compliant Driveway	Barriers Present >= 2	1	
	Non-Compliant Driveway	Barriers Present >= 3	1	
	Maximum Sidewalk (AIS) Score			**30**
Curb Ramps (Max. Score)	Ramp Width	< 48 inches	30	30
	Run Slope	> 8.3% (less than 15 feet) or > 5% (Blended)	30	30
	Cross Slope	> 2% - <= 3%	20	30
	Cross Slope	> 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
	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	
	Flare Slope	> 10%	2	2
	Grade Break	Not Concurrent	2	2
	Counter Slope	> 5%	2	2

ACCESSIBILITY INDEX SCORE	CRITERIA	THRESHOLD	SCORE	MAX. POSSIBLE SCORE
	Lip	> ¼ inch	2	2
	Roadway Clear Space	< 4ft x 4ft	2	2
	Receiving Ramp	No	2	2
	End inside of Marked Crosswalk if present	No	2	2
	Maximum Curb Ramp (AIS) Score			**30**
Signal Pushbuttons	Pushbutton is <= 10 feet from Curb in Direction of Travel	No	2	2
	Pushbutton is <= 5 feet from Extension of Crosswalk Width Edge	No	2	2
	Force to Activate Pushbutton is <= 5 lbs.	No	2	2
	Pushbutton Includes Vibe Feedback during "Walk" Phase	No	2	2
	Pushbutton is >= 2 inches in Diameter and Includes Visual Contrast from Housing	No	2	2
	Tactile Arrow Present on Pushbutton	No	2	2
	Nearest Pushbutton > 10 feet Away or Pushbutton Includes Audible Speech Indicating "Walk" Phase	No	2	2
	Level Clear Space at Pushbutton that Includes Minimum 30 inch x 48 inch Landing Area and < 2% Slope in Any Direction	No	2	2
	Reach Depth from Landing to Pushbutton is <= 10 inches	No	2	2
	Mounting Height of Pushbutton	Mounting height of pushbutton from landing area is < 42 inches or > 48 inches	2	2
	Directional Arrow Exists on Pushbutton Face, Housing, or Mounting and is Parallel to Crossing	No	2	2
	Audible Tone indicating "Walk" Phase or Audible Speech indicating "Walk" Phase Present	No	2	2
	Locator Tone during "Don't Walk" Phases Present	No	2	2
	Street Name in Braille Present on Pushbutton	No	2	2
	APS-Style Pushbutton Housing	No	2	2
	Maximum Signal Pushbutton (AIS) Score			**30**

ACCESSIBILITY INDEX SCORE	CRITERIA	THRESHOLD	SCORE	MAX. POSSIBLE SCORE
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 parallel roadway grade (if separation between boarding area and shelter)	4	4
	Shelter Cross Slope	> 2% if shelter exists	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 sidewalk is > 14 feet wide, no access aisle provided in road parallel to stall or access aisle is < 5 feet wide.	2	2
	Connected to Access Aisle (Max. Score)	**No Access Aisle**	**10**	10
	Connected to Accessible Path	Not Connected	2	
	Access Aisle Width	< 60 inches	3	

ACCESSIBILITY INDEX SCORE	CRITERIA	THRESHOLD	SCORE	MAX. POSSIBLE SCORE
	Access Aisle Turning Slope	> 2%	3	
	Pavement Marking	No Hatching	2	
	Maximum Parking Stall (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

Appendix D - Stakeholder Engagement

MEMORANDUM

Date:	June 13, 2023	**TG:**	1.22289
To:	Austin Wagner – City of Sequim		
From:	Jennifer Palmer, PE, PTOE – Transpo Group Jewell Hamilton, STP – Transpo Group		
Subject:	Sequim ADA Transition Plan Stakeholder Engagement		

The following document summarizes the Sequim ADA Transition Plan stakeholder engagement process and identifies trends and priorities based on the community's responses.

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)). The City's three primary goals for conducting public outreach activities prior to adopting the plan include the following:

- Inform the public about the City's plan and processes regarding removal of barriers to accessibility within the rights-of-way. Provide information to assist interested parties to understand the issues faced by the City, the 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.

Engagement Survey
The engagement survey was promoted by the City of Sequim between early March 2023 and mid-May 2023 to request responses via the distribution of paper surveys to twelve senior living facilities, the City's virtual open house website, at local festivals, and on the City's social media channels in March 2023 and April 2023.

An online survey was made available to residents through the City of Sequim's ADA transition plan website, www.sequimada.com.The online open house provides context on the City's ADA Transition Plan process and allows viewers to respond to the feedback survey. The feedback survey asked respondents to provide input on their disability status, travel modes, barriers to travel that they experience, and priorities for improving ADA facilities. The survey contained several sections that asked the responder to comment on the following subtexts:

1. Whether they have a disability or support someone with one
2. Which type of accessibility barriers they currently experience
3. How they rate the accessibility conditions of existing right-of-way facilities; and,
4. What facility types they believe should be prioritized when removing accessibility barriers.

A full account of the survey findings can be found in Attachment A. In addition to the online survey, an interactive map was available for respondents to identify areas of concern.

The online survey received 60 respondents. Out of the 60 responses, 77 percent were residents of Sequim. Respondents also worked in or frequented Sequim for recreation, medical appointments, social or community services, or shopping. Of all respondents, 24 percent (24 respondents) indicated they have a disability that impacts the way they travel and 19 percent (19 respondents) reported supporting someone with a disability. 4 of these respondents reported that they both have a disability and support someone with a disability. A summary of respondents' disability status is shown on Figure 1.

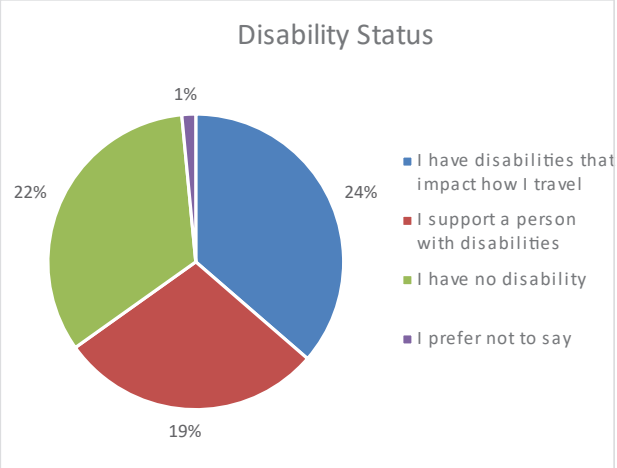


Figure 1 Disability Status

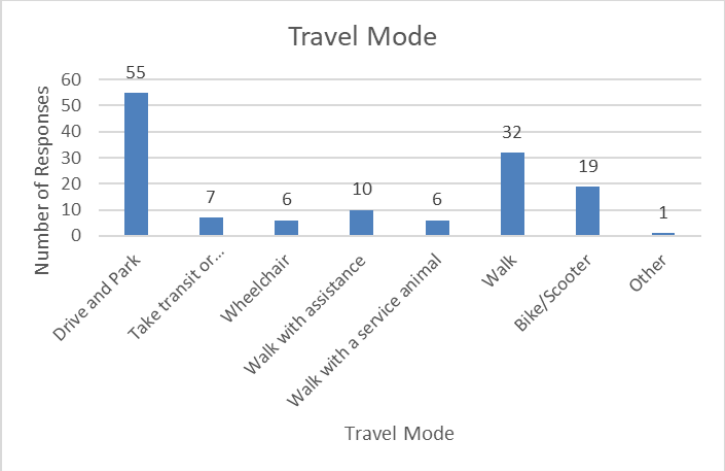


Figure 2 Travel Mode

The survey asked respondents to evaluate their use of frequent travel modes through the city, including driving, transit or paratransit shuttle, wheelchair, bike, or walk. Respondents were able to indicate if they use multiple travel modes.

As shown in Figure 2 the survey respondents predominantly drive and walk, with 55 of the 60 total respondents (92 percent) indicating that they drive, 32 respondents (53 percent) indicating that they walk. A smaller number of respondents use other modes, with 6 respondents (10 percent) using a wheelchair, 19 respondents (32 percent) using a bike/scooter and 7 respondents (12 percent) taking transit or

paratransit shuttles. 10 respondents (17 percent) walk with assistance, and six respondents (10 percent) walk with a service animal.

Survey respondents were asked to identify barriers in the public right-of-way that limit participation and access to services in the City of Sequim.

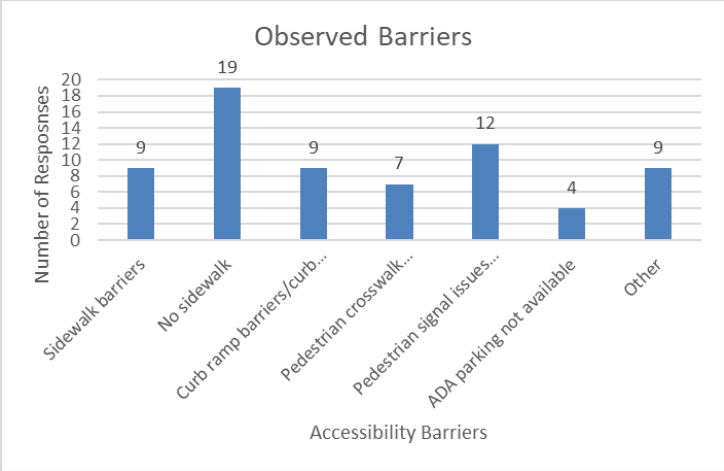


Figure 3 Observed Barriers in Public Right-of-Way

As shown on Figure 3, several barriers received significant response from the survey, with lack of sidewalk and pedestrian signal issues selected most frequently. In addition, curb ramp barriers and sidewalk barriers were identified as challenges. Survey respondents selecting the Other category identified barriers including sidewalk condition, structural barriers, and lack of ADA compliant sidewalk access.

Improvement Priorities

The survey respondents both identified and ranked their accessibility priorities within the City's public right-of-way. Respondents ranked areas within City right-of-way as first and second priority. Ranking an item as a first priority improvement was given a greater weight than second priority to emphasize the improvement's importance. A first priority ranking scored 3 points in the weighted scoring system, while a second priority ranking scored one point. The first and second priority survey responses are shown in Figure 4.

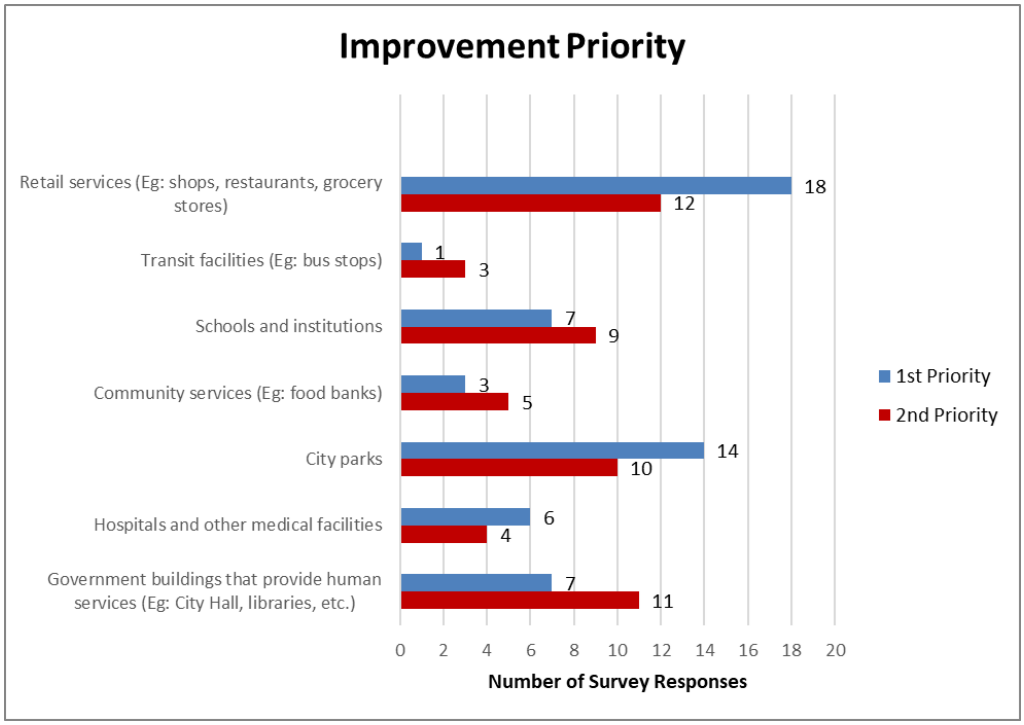


Figure 4 Unweighted First and Second Improvement Priority Ranking

When considering weighted scores, the top three priorities among survey respondents were retail services, city parks, and government buildings. A summary of the weighted ranked priority locations is included in Figure 5 These weighted ranked priorities were utilized in the prioritization of barrier removal in the City's transition plan.

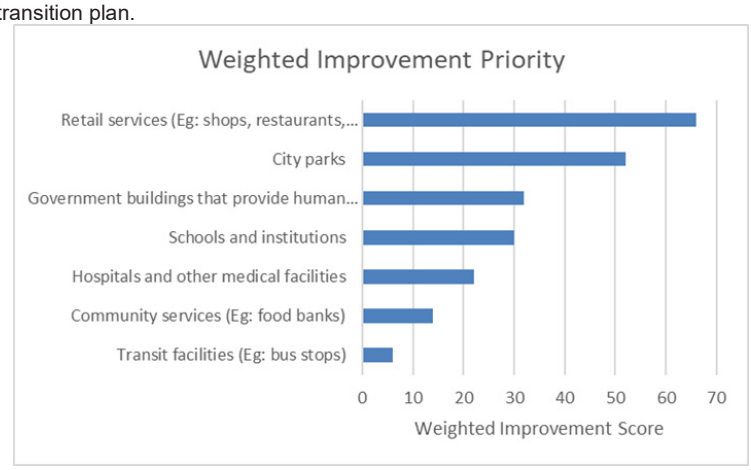


Figure 5 Weighted Improvement Priority Ranking

As shown in Figure 5, retail services, city parks, and government buildings ranked as the three highest weighted priorities for improvement.

Respondents were also given the opportunity to identify locations where they have experienced mobility or accessibility challenges in the City of Sequim. Locations were able to be identified via written survey responses and an online mapping tool. Key locations identified via written survey results and the online mapping tool are summarized in Table 1. Lack of sidewalk or limited access to sidewalks were identified as the most common barriers among the locations identified. Many acknowledgements were given to the lack of sidewalk or safe crossings Downtown, on Washington St., and around the city's parks. A complete listing is given in Attachment A.

Table 1. Identified Accessibility Barriers

City Locations and/or Landmarks	City Roadways or Roadway Segments
Downtown	7th Avenue
City of Sequim	Sequim Avenue
Carrie Blake Park	Washington Street
Pioneer Memorial Park	West Prairie St
Olympic Area Agency on Aging	3rd street between Fir and Alder
Helen Haller and Sequim High School	4th between Fir & Alder
Sequim Prairie Grange	West Sequim Bay and East Washington

In addition to the online survey, locations with mobility and accessibility barriers were identified by respondents via an online mapping and reporting tool.

Meeting ADA Standards

Per 28 CFR 35.150(d)(1), public involvement is required as follows: A public entity shall provide an opportunity to interested persons, including individuals with disabilities or organizations representing individuals with disabilities, to participate in the development of the transition plan by submitting comments. A copy of the transition plan shall be made available for public inspection.

The City has engaged with the public for feedback on developing the ADA transition plan in a manner that meets Title VI of the Civil Rights act. Title VI of the Civil Rights Act of 1964 is a Federal statute and provides that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance. This includes matters related to language access or limited English proficient (LEP) persons.

Additional Outreach

A draft version of the ADA transition plan will be made available for public comment. Notice will be sent out via a mailer to all addresses in the City, City e-news, and the City newsletter that will inform people how to view the plan and provide any comments.

Attachment A: Survey Response Data

Question 14: Please list up to three locations where you have experienced (or noticed) mobility challenges, accessibility challenges, trip hazards, etc. in the City of Sequim*.
*For these open-ended questions, please provide the location/s where you have experienced challenges with pedestrian facilities as well as a description of the problem/s you encountered.
For example:
Location: sidewalks on 1st Avenue, to the east of A Street.
Description: Sidewalk is raised creating a trip hazard

Location	Description of Barrier
O3A [Olympic Area Agency on Aging] - information and assistance	Multiple Descriptive Responses: public entry door, very heavy to open front door is not ADA compliant – very heavy to open, especially for someone using a walker or cane
7th Avenue South	Multiple Descriptive Responses: - no sidewalks past 101 Hwy - no lighting at night on south side of Hwy 101, no sidewalk and no lighting – difficult walking at night
Walmart crosswalk to First Federal Bank	No crosswalk entry from Walmart side
City of Sequim ADA Survey	This survey is not ADA compliant – not easily accessible. Most seniors don't use QR code or online surveys. Need to distribute paper copies. Obviously designed by someone without disabilities.
Carrie Blake park	Multiple Descriptive Responses: limited ADA parking and paved trails for events at CBP the lack of sidewalk on 'back side' of the pickleball/tennis courts. When parking one has to go long way around to use sidewalk or try walking on not smooth ground to get to the building. Not a good way out of the park if you go too far south uneven walk path due to tree roots - tripping hazard difficult for someone using a walking aid. Need more and improved bikes and pedestrian lanes.
217 N Ryser Ave	No sidewalks on my street for safe walking. Very uneven street for walking on. Hard to walk without tripping on something. Rocks, pebbles etc.
Sequim Avenue Between Hwy 101 Overpass and Miller Road	The sidewalk on the east side of the street starts up and then ends abruptly in a grassed area with unlevel ground. I have fallen here a couple times, so I now walk in the street.

ODT ramps at N Spencer Farm Place	These ramps are angled out into the street, which makes them awkward for wheelchair and large tricycle users. The Sequim Wheelers pick up passengers at Sherwood Assisted Living and have to negotiate these ramps. If they were aligned straight across Spencer Farm Place, they would be MUCH improved.
Spruce Street	Missing sidewalk
609 S. Washington Suite 16	The front door is very heavy. Someone with a cane, a walker, wheelchair or power wheelchair cannot hold open the door and get inside without assistance. This seems rather odd for an agency working with the elderly. An elderly couple has been injured trying to get into this agency.
51 E Robert Pl	Several sidewalk curb cuts are too steep, have too much sideways slope or are just missing.
Pioneer Memorial park	Multiple Descriptive Responses: uneven grounds, no sidewalk The park is used daily by people who walk their dogs or to exercise. Thee ground is uneven and a paved path around the perimeter would improve its use. Parking lot unpaved.
downtown sidewalks	businesses place sandwich board signs on the sidewalks and they obstruct easy access for wheelchairs and the blind
95 Viking Way	No description
East end of Washington Street both north and south side.	Pedestrian crosswalk light does not change to walk unless to press the button on time. They should be set to automatic so no push of the button is required. It would be much safer for pedestrians! Curb cuts are old and too deep to sharpen angle. Has dumped me out more than one time because of the angle is wrong
Bus Stop across the street from Costco	Can't get to the bus stop easily or safely from Costco driveway.
Sequim retail stores on Washington street/ Bell street	steps to get into buildings
Sequim School District [offices]	Limited access to the 2nd floor at the District Office. There is only stair access to the 2nd floor.
W. Brackett Rd and W. Washington St.	Lack of a sidewalk in front of Juniper Mobile Estate makes it difficult to traverse due to mud, uneven terrain, hidden obstacles. Wheeled travel must travel on a narrow unsafe roadway.
Rotary by Walmart	So hazardous‼ Walking across or thru one is life-threatening! So is driving thru one... drivers never know how to use these safely, don't know the rules or don't follow them!
West Prairie St	Sidewalk is sticking up causing a tripping hazard.

3rd street between Fir and Alder, 4th between Fir & Alder	No sidewalks on the west side of the street, narrow sidewalks on the east side. I am a crossing guard at 3rd & Fir before and after school and see that as a real problem for kids and families. 4th street no sidewalks either side.
Sequim Schools [Helen Haller and Sequim High School]	many limitations for students in wheelchairs.
7th and Washington	Walk signals too short, slippery paint
Washington St Sequim Ave through 3rd	Not enough handicap parking sometimes to go into stores.
Intersection of Haller and Alder.	No indentation of road or nearby driveway to continue forward without having to step down or up from a curb. Steps are very difficult for me to navigate.
Sequim Avenue Between 101 Overpass and Miller Road	The sidewalk on the west side of the street just past the overpass has a curb cut on one end and then does not have a curb cut when you reach the other end of the run of walkway.
Helen Haller elementary poses challenges for me.	Uneven sidewalks
609 S Washington	None of the business in this shopping complex have an assistive device to hold open door for people with canes, walkers, wheelchairs, or power wheelchairs. As above, if using any of these pieces of equipment it is very difficult if not impossible to hold a door open and also try to get inside a business.
Creamery Square	uneven parking lot, safety issues
along Hendrickson west of the animal clinic	the sidewalk is not smooth all the way between 7th and Hendrickson Heritage park entrance.
West Sequim Bay Rd	there are not sidewalks west of Keeler and road is dangerous for walkers and disabled
Sequim Avenue cross walks	I walk daily and there are many drivers who just look at you waiting at the crosswalk and keep going. Sometimes you literally have to step out into the street to even get them to slow down and stop.
Hendrickson and Priest Road intersection	Not the best for pedestrians connecting on the ODT. An all way stop would be effective
W. Brackett Rd at 9th	Needs a crosswalk for pedestrians to access sidewalks
QFC, SAFEWAY, Shopping areas	There is little (if any) outside seating for shoppers to wait for rides, or just sit to rest before/ after shopping. If walking & standing is painful, a seat makes a big difference to end users. Inside seats feel like you are expected to buy something, or are being watched, and can be otherwise not comfortable.
4th Avenue - North Washington to Fir	Barely any sidewalk for kids walking to the elementary school.
N 5th Ave	A lack of bike lines in the north part of the city creates huge transportation/safety issues.
Parking lot at Oasis restaurant	Very limited handicap parking for a plaza with 2 very busy restaurants.
Prairie St	No sidewalks/gravel sections/uneven surface
Safeway Parking Lot Entrance Near Gas Station	There is no curb cut when you turn from Washington Avenue into the Safeway parking lot at the eastern most entrance. There is a strip mall with a smoke shop and a Federal government building there with no curb cut and no handicap parking. Disabled pedestrians are forced to walk in the traffic lane instead of on the sidewalk and are also exposed to cars backing out of strip mall parking spaces.

Sequim Prairie Grange	no ADA parking, difficult front door access due to usage rep/stairs, uneven grounds
East Washington Street	There are not sidewalks from Elk Creek apartments to QFC which makes the area dangerous for walking and use of wheelchairs
Between Rainshadow Coffee and the old museum.	Provide a Cedar Ave. curb cut and space to walk to walk on pathway between buildings. Need to get there quick from transit center as anyone should.
West Sequim Bay and East Washington.	Need a crosswalk at the intersection
North Blake Ave next to the Methodist Church.	need a sidewalk along the west side
W. Washington at Costco	Zebra crosswalk needed - drivers entering and exiting need a strong visual for pedestrians.
South Sequim Avenue	Difficult to cross with cars not following speed limit.
All of East Washington	[Dangerous for] Bike and pedestrian! No where to cross. Always speeding, too long of stretches there with no lights.
Public parking lot on Sequim Ave	limited handicap spaces.
Sequim Schools	Doorways too narrow, no electric door openings. Bathrooms NOT ADA compliant
The two roundabouts	Could make them a little more wider for the large trucks
Washington Street Retail Stores	No description
Businesses within the City of Sequim: Public Entry Doors	Should be REQUIRED and Inspected for ADA COMPLIANCE status.
Too many to list.	Many sidewalks have power poles, signposts, mailboxes, garbage cans, overgrown trees and bushes.
City of Sequim	Some sidewalks don't go all the way Some streets don't have bike lanes Some parking is far - it would be helpful to have a couple of our "downtown" streets turned into "walking only" streets.
Most Banks in town	Same description as #1 (Doorways are too narrow, no electric door openings. Bathrooms NOT ADA compliant)
Sequim and Washington	Incredibly slippery? Brick maybe!!
Walmart	No description
City of Sequim Streets	Dark at night, and unsafe for any form of traffics, especially Pedestrians. Definitely NEED more LIGHTS!!!
No location	Survey should not be asking about a hospital as Sequim does not have a hospital. Government buildings should all be ADA compliant so why are those even on the list? If a government building is not ADA compliant there is something wrong.
email or call me for a list.	Some local business are not accessible due to steps, narrow doors and obstacles on sidewalk. I am willing to make a comprehensive list of all of the above.
Walmart, Safeway	Same (Doorways too narrow, no electric door openings. Bathrooms NOT ADA compliant)

Date	1. Why do you travel in Sequim? I live in Sequim	1. Why do you travel in Sequim? I work in Sequim	1. Why do you travel in Sequim? Attend school/college
2023-05-17 11:03:07	yes	yes	no
2023-05-17 11:02:33	yes	no	no
2023-05-17 10:59:20	yes	no	no
2023-05-17 10:56:45	yes	no	no
2023-05-17 10:51:50	yes	no	no
2023-05-11 10:53:05	yes	yes	no
2023-05-09 10:47:03	yes	no	no
2023-05-07 17:37:08	yes	yes	no
2023-05-06 21:19:05	yes	no	no
2023-05-06 16:47:18	yes	no	no
2023-05-06 14:03:06	yes	yes	no
2023-05-04 11:37:36	yes	no	no
2023-05-03 16:45:33	no	no	no
2023-05-03 14:35:42	yes	yes	no
2023-05-03 13:05:33	yes	yes	no
2023-05-03 11:28:21	yes	no	no
2023-04-22 19:31:45	yes	no	no
2023-04-22 13:45:27	yes	no	no
2023-04-20 08:57:59	yes	no	no
2023-04-14 08:33:50	yes	no	no
2023-04-11 16:15:40	yes	no	no
2023-04-09 08:29:50	no	no	no
2023-04-08 08:46:08	yes	no	no
2023-04-08 10:12:15	yes	no	no
2023-04-08 08:45:00	yes	no	no
2023-04-08 07:49:45	yes	no	no
2023-04-08 06:44:32	yes	no	no
2023-04-08 06:25:20	yes	no	no
2023-04-08 04:59:14	yes	no	no
2023-04-08 03:47:50	yes	no	no
2023-04-07 08:41:08	no	yes	no
2023-04-05 14:31:31	no	no	no
2023-04-05 08:48:34	yes	no	no
2023-04-04 19:22:59	no	yes	no
2023-04-03 22:29:37	no	no	no
2023-04-03 19:13:97	yes	yes	no
2023-04-02 22:31:52	yes	yes	no
2023-04-02 20:08:16	yes	no	no
2023-04-02 08:28:39	yes	no	no
2023-04-02 07:41:41	no	yes	no
2023-04-02 07:29:43	yes	no	no
2023-04-02 06:45:01	no	no	no
2023-04-02 06:56:49	yes	yes	no
2023-04-02 06:38:03	yes	yes	no
2023-04-02 05:02:26	no	yes	no
2023-04-01 12:34:59	yes	no	no
2023-04-01 08:13:01	yes	no	no
2023-04-01 07:50:35	no	yes	no
2023-04-01 07:36:21	yes	no	no
2023-03-31 19:30:56	yes	no	no
2023-03-30 06:42:50	no	no	no
2023-03-29 18:18:13	yes	no	no
2023-03-15 18:18:47	no	yes	no
2023-03-15 07:02:36	yes	no	no
2023-03-14 07:09:05	yes	yes	no
2023-03-13 18:35:46	no	yes	no
2023-03-13 15:10:09	yes	yes	no
2023-03-09 21:52:56	yes	yes	no
2023-03-07 19:47:50	no	no	no
2023-03-05 19:52:03	yes	no	no

1. Why do you travel in Sequim? Recreation/recreational activities	1. Why do you travel in Sequim? Medical appointments	1. Why do you travel in Sequim? Shopping	1. Why do you travel in Sequim? Other community or social services	Other value	2. Please tell us about yourself (select all that apply) I have disabilities that impact how I travel (please describe in Question #3)
no	yes	yes	no	no	no
no	no	no	no	no	no
yes	yes	yes	yes	no	yes
no	no	no	no	no	no
no	no	no	no	no	yes
yes	no	yes	no	no	no
no	no	no	no	no	no
yes	yes	yes	no	no	yes
yes	yes	yes	yes	no	yes
no	no	no	no	no	no
yes	yes	yes	yes	no	yes
yes	yes	yes	yes	no	no
yes	yes	yes	yes	no	no
no	no	no	no	no	yes
no	yes	no	no	no	no
yes	yes	yes	yes	no	yes
no	yes	yes	no	no	yes
no	no	no	no	no	no
yes	yes	yes	yes	no	yes
no	no	no	no	no	yes
no	yes	yes	no	no	no
no	yes	yes	yes	no	no
no	no	no	no	no	no
yes	yes	yes	yes	no	no
yes	yes	yes	yes	yes, I enjoy Pioneer Memorial Park	yes
no	no	no	no	no	no
no	no	no	no	no	no
no	no	no	no	no	no
no	yes	yes	yes	no	no
no	no	no	no	no	no
yes	no	yes	no	no	no
no	no	no	no	yes, Transfer between buses	no
no	no	no	no	no	yes
yes	yes	yes	no	no	no
no	yes	yes	yes	no	yes
no	no	no	no	no	yes
no	yes	no	no	no	no
no	no	no	no	no	yes
no	yes	yes	yes	no	yes
yes	yes	yes	yes	no	no
no	no	no	no	no	no
no	no	no	no	no	no
yes	yes	yes	yes	no	no
no	no	no	no	yes, Family	no
yes	yes	yes	no	no	yes
no	no	no	no	no	yes
no	yes	yes	no	no	yes
no	no	no	no	no	yes
no	no	yes	no	no	no
no	no	no	no	no	no
yes	yes	yes	yes	no	no
no	yes	yes	no	no	no
yes	yes	yes	no	no	no
yes	yes	yes	yes	no	yes
yes	yes	yes	yes	no	yes
no	no	no	no	no	yes

2. Please tell us about yourself (select all that apply)-I support a person with disabilities (please describe in Question #3)	2. Please tell us about yourself (select all that apply)-I have no disability	2. Please tell us about yourself (select all that apply)-I prefer not to say	3. If you have a disability/disabilities or you support someone with a disability/disabilities, please check all that apply (if this does not apply to you, skip this question and proceed to question 4)-Physical, mental, or emotional condition that limits learning, memory, or concentration	3. If you have a disability/disabilities or you support someone with a disability/disabilities, please check all that apply (if this does not apply to you, skip this question and proceed to question 4)-Blindness or serious difficulty seeing when wearing glasses	3. If you have a disability/disabilities or you support someone with a disability/disabilities, please check all that apply (if this does not apply to you, skip this question and proceed to question 4)-Condition that substantially limits one or more physical activities such as walking, climbing stairs, reaching, lifting, or carrying
no	no	no	no	no	no
no	yes	no	no	no	no
no	no	no	no	no	yes
yes	no	no	yes	yes	no
no	no	no	no	no	no
yes	no	no	yes	yes	yes
yes	no	no	no	no	yes
yes	no	no	yes	no	yes
no	no	no	no	yes	yes
no	yes	no	no	no	no
no	no	no	no	no	no
yes	yes	no	no	no	yes
no	yes	no	no	no	no
no	no	no	no	no	yes
yes	no	no	no	no	yes
no	no	no	no	no	yes
no	no	no	no	no	yes
no	yes	no	no	no	no
yes	no	no	no	no	yes
no	no	no	no	no	yes
yes	no	no	yes	yes	no
no	yes	no	no	no	no
no	no	yes	no	no	no
no	yes	no	no	no	no
no	no	no	no	no	yes
no	yes	no	no	no	no
yes	no	no	no	no	yes
no	yes	no	no	no	no
yes	yes	no	no	no	no
yes	no	no	no	no	yes
yes	no	no	no	no	yes
no	yes	no	no	no	no
no	no	no	no	no	yes
no	yes	no	no	no	no
no	no	no	no	no	yes
no	yes	no	no	no	no
no	yes	no	no	no	yes
no	no	no	no	no	yes
no	yes	no	no	no	no
no	yes	no	no	no	yes
no	no	no	yes	no	no
no	yes	no	no	no	yes
no	no	no	no	no	no
yes	no	no	yes	no	yes
no	yes	no	no	no	no
no	no	no	no	no	yes
yes	no	no	no	no	no
yes	no	no	no	no	yes
no	no	no	yes	no	no
yes	no	no	yes	no	yes
no	no	no	yes	no	yes
no	yes	no	no	no	no
yes	no	no	no	no	yes
no	yes	no	no	no	no
yes	yes	no	no	no	yes
no	no	no	no	no	no
no	no	no	no	no	yes

3. If you have a disability/disabilities or you support someone with a disability/disabilities, please check all that apply (if this does not apply to you, skip this question and proceed to question 5)-Deafness or hearing difficulty	3. If you have a disability/disabilities or you support someone with a disability/disabilities, please check all that apply (if this does not apply to you, skip this question and proceed to question 5)-Use mobility device/s	3. If you have a disability/disabilities or you support someone with a disability/disabilities, please check all that apply (if this does not apply to you, skip this question and proceed to question 5)-Use a wheelchair	3. If you have a disability/disabilities or you support someone with a disability/disabilities, please check all that apply (if this does not apply to you, skip this question and proceed to question 5)-Use assistive software technology such as a screen-reader	3. If you have a disability/disabilities or you support someone with a disability/disabilities, please check all that apply (if this does not apply to you, skip this question and proceed to question 5)-Use hearing aids or hearing assistive devices	3. If you have a disability/disabilities or you support someone with a disability/disabilities, please check all that apply (if this does not apply to you, skip this question and proceed to question 5)-Use a service animal
no	no	no	no	no	no
no	no	no	no	no	no
yes	no	no	no	no	yes
yes	yes	no	no	yes	no
no	no	no	no	no	yes
yes	yes	no	no	yes	no
yes	yes	no	no	yes	no
no	yes	no	no	no	no
no	no	no	yes	no	yes
no	no	no	no	no	no
no	yes	no	no	no	no
no	no	yes	no	no	no
no	no	no	no	no	no
no	no	no	no	no	no
no	no	no	no	no	no
no	yes	yes	no	yes	no
no	yes	no	no	no	no
no	no	no	no	no	no
no	yes	no	no	no	no
yes	no	no	no	no	no
no	no	no	no	yes	no
no	no	no	no	no	no
no	no	no	no	yes	no
no	no	no	no	no	no
no	yes	no	no	no	no
no	no	no	no	no	no
no	yes	yes	no	no	no
no	no	no	no	no	no
yes	no	no	no	no	no
no	no	no	no	no	yes
no	no	no	no	yes	no
no	no	no	no	no	no
no	no	no	no	no	no
no	no	no	no	no	no
no	yes	yes	no	no	no
no	no	no	no	no	no
no	yes	no	no	no	no
no	yes	no	no	no	no
no	no	no	no	yes	no
yes	yes	no	no	yes	no
yes	no	no	no	yes	no
no	no	no	no	no	no
no	yes	no	no	no	no
no	no	yes	no	no	yes
no	no	no	no	no	no
no	yes	yes	no	yes	no
no	no	no	no	no	no
no	no	no	no	no	no
no	no	yes	yes	no	no
no	no	no	no	no	no
no	yes	no	no	no	no

Other value	4. What resources do you use to find information on ADA issues? (select all that apply)- Washington State Department of Social and Health Services (DSHS)	4. What resources do you use to find information on ADA issues? (select all that apply)- Washington State Department of Services for the Blind (DSB)	4. What resources do you use to find information on ADA issues? (select all that apply)- City of Sequim	4. What resources do you use to find information on ADA issues? (select all that apply)- Transit Service	4. What resources do you use to find information on ADA issues? (select all that apply)- Department of Veterans Affairs
no	no	no	no	no	no
no	no	no	no	no	no
no	yes	no	yes	no	no
no	no	yes	no	no	no
no	no	no	no	no	no
no	no	yes	no	no	no
no	no	no	yes	no	no
no	yes	no	no	no	yes
no	no	no	no	no	no
no	no	no	no	no	no
no	yes	no	yes	no	no
no	no	no	yes	no	no
no	no	no	no	no	no
no	yes	no	no	no	yes
no	yes	no	no	no	no
no	yes	no	no	no	no
no	no	no	yes	no	no
no	no	no	no	no	no
no	yes	no	no	yes	no
no	no	no	no	no	no
no	no	no	no	no	no
no	no	no	no	no	no
no	no	no	no	yes	no
no	no	no	no	no	no
no	yes	no	no	no	no
no	no	no	no	no	no
no	no	no	yes	no	yes
no	yes	no	no	no	no
no	no	no	no	no	no
no	no	no	no	no	yes
no	no	no	no	no	no
no	no	no	no	no	no
yes, electric trike	no	no	no	no	yes
no	no	no	no	no	no
no	no	no	no	no	yes
no	no	no	no	no	no
no	no	no	no	no	no
no	no	no	no	no	no
no	no	no	no	no	no
no	no	no	no	no	no
no	yes	no	yes	yes	no
no	no	no	no	no	no
no	yes	no	no	no	no
no	no	no	no	no	yes
no	yes	no	yes	no	yes
no	no	no	no	no	no
no	no	no	no	no	no
no	yes	no	no	no	no
no	no	no	yes	no	no
no	no	no	no	no	no
no	no	no	no	yes	no
no	yes	no	yes	yes	no
no	no	no	no	no	no
no	yes	no	no	no	no
no	yes	no	no	no	no
no	yes	no	no	no	no
no	no	no	no	no	no
no	no	no	no	yes	no
no	yes	no	no	no	no
no	no	no	no	no	no

Other value	5. Please provide your five-digit zip code	6. How often do you travel in the City of Sequim?	7. How do you travel within the City of Sequim? Drive and Park	7. How do you travel within the City of Sequim? Take transit or paratransit shuttles	7. How do you travel within the City of Sequim? Wheelchair
no	98382	5-7 days per week	yes	no	no
no	98381	5-7 days per week	yes	no	no
no	98382	5-7 days per week	yes	no	no
no	98382	5-7 days per week	yes	no	no
yes, ADA.gov	98382	5-7 days per week	no	yes	no
yes, Caregiver Support Group, Olympic Area Agency on Aging	98382	5-7 days per week	yes	no	no
no	98382	5-7 days per week	yes	no	no
no	98382	5-7 days per week	yes	yes	no
yes, I was a Commissioner of Human Rights and contributed to the draft of the ADA and late to enforcement.	98382	5-7 days per week	yes	yes	no
no	98382	5-7 days per week	yes	no	no
no	98382	5-7 days per week	yes	no	no
no	98382	5-7 days per week	yes	no	no
no	98382	3-4 days per week	yes	no	no
no	98382	5-7 days per week	yes	no	no
no	98382	5-7 days per week	yes	no	no
yes, Friends, family, Facebook groups, community members, Google	98382	3-4 days per week	yes	no	yes
no	98382	5-7 days per week	yes	no	no
no	98382	5-7 days per week	yes	no	no
no	98382	3-4 days per week	yes	no	no
yes, none	98382	5-7 days per week	yes	no	no
no	98382	5-7 days per week	yes	no	no
no	98382	5-7 days per week	yes	no	no
no	98382	5-7 days per week	yes	no	no
no	98382	5-7 days per week	yes	no	no
no	98382	5-7 days per week	yes	no	no
no	98382	3-4 days per week	yes	no	no
no	98382	5-7 days per week	yes	no	no
no		5-7 days per week	yes	no	no
no	98382	3-4 days per week	yes	no	no
no	98382	5-7 days per week	yes	no	no
no	98382	3-4 days per week	no	yes	no
no	98382	5-7 days per week	yes	no	yes
no	98382	3-4 days per week	yes	no	no
no	98324	3-4 days per week	yes	no	no
yes, ada.gov	98382	5-7 days per week	yes	no	no
no	98382	5-7 days per week	yes	no	no
no	98382	5-7 days per week	yes	no	no
no	98382	5-7 days per week	yes	no	no
no	98382	3-4 days per week	yes	no	no
no	98382	3-4 days per week	no	yes	yes
no		1-2 days per week	yes	no	no
no	98378	3-4 days per week	yes	no	no
no	98382	5-7 days per week	yes	no	no
no	98382	5-7 days per week	yes	no	no
yes, Federal laws	98382	3-4 days per week	yes	no	no
no	98382	3-4 days per week	yes	no	no
no	98382		yes	no	no
yes, Friends, local media	98382	3-4 days per week	yes	no	no
yes, Medicare. Tribal clinic	98382	5-7 days per week	yes	no	no
no	98382	1-2 days per week	no	yes	no
no	98382	3-4 days per week	yes	no	yes
no	98382	5-7 days per week	yes	no	no
no	98382	5-7 days per week	yes	no	yes
no	98382	5-7 days per week	yes	no	no
no	98382	5-7 days per week	yes	no	no
yes, Federal ADA. Section 504 of the Federal Rehab Act	98382	5-7 days per week	yes	no	yes
no	98382	5-7 days per week	no	yes	no
yes, Provider websites, Dept of Vocational Rehabilitation, Word of mouth	98382	1-2 days per week	yes	no	no
no	98382	5-7 days per week	yes	no	no

7. How do you travel within the City of Sequim? Walk with assistance	7. How do you travel within the City of Sequim? Walk with a service animal	7. How do you travel within the City of Sequim? Walk	7. How do you travel within the City of Sequim? Motorscooter	Other value	8. If you use transit, how often do you use it in a typical week?
no	no	yes	no	no	
no	no	yes	yes	no	Less than weekly
no	yes	yes	no	no	
yes	no	yes	yes	no	
no	yes	no	yes	no	Less than weekly
no	no	yes	no	no	
yes	no	yes	no	no	Less than weekly
yes	no	no	no	no	Less than weekly
no	yes	yes	no	no	Less than weekly
no	no	no	no	no	
yes	no	yes	no	no	
no	no	yes	yes	no	
no	no	yes	yes	no	Less than weekly
no	no	yes	yes	no	Less than weekly
no	no	yes	no	no	
no	no	no	no	no	
no	no	no	yes	no	
no	no	no	no	no	Less than weekly
yes	no	yes	no	no	Less than weekly
no	no	no	no	no	
no	no	no	no	no	
no	no	no	no	no	
no	yes	no	no	no	Less than weekly
no	no	yes	yes	no	
yes	no	no	yes	no	
no	no	yes	no	no	Less than weekly
no	no	no	no	no	
no	no	yes	no	no	
no	no	no	no	no	
yes	no	no	no	no	Less than weekly
no	no	yes	yes	no	
no	no	yes	no	no	2-4 days per week
no	no	no	yes	yes, electric bike	
no	no	no	yes	no	
yes	no	no	no	no	
no	yes	yes	no	no	Less than weekly
no	no	no	no	no	
no	no	yes	no	no	
no	no	yes	no	no	
no	no	no	yes	no	
yes	no	no	no	no	2-4 days per week
no	no	no	yes	no	Less than weekly
no	no	no	no	no	
no	no	yes	no	no	
no	no	yes	yes	no	Less than weekly
no	no	yes	no	no	
no	no	no	no	no	
no	no	no	no	no	Less than weekly
no	no	yes	no	no	
no	yes	no	no	no	Less than weekly
no	no	no	no	no	2-4 days per week
no	no	no	no	no	
no	no	yes	no	no	
no	no	yes	yes	no	
no	no	no	yes	no	
no	no	yes	no	no	
no	no	yes	yes	no	5 or more days per week
no	no	no	no	no	
yes	no	no	no	no	

9. If you walk, how far are you willing/able to walk to your destination?	10. Are you now or were you ever unable to participate in an event or obtain services in the City of Sequim?	11. Which of the following physical barriers are/were reasons why you are not/were not able to participate in events or access services in the City of Sequim? (choose all that apply): Sidewalk barriers	11. Which of the following physical barriers are/were reasons why you are not/were not able to participate in events or access services in the City of Sequim? (choose all that apply): No sidewalk	11. Which of the following physical barriers are/were reasons why you are not/were not able to participate in events or access services in the City of Sequim? (choose all that apply): Curb ramp/curb barriers	11. Which of the following physical barriers are/were reasons why you are not/were not able to participate in events or access services in the City of Sequim? (choose all that apply): Pedestrian crosswalk issues
1/2 mile	Yes	no	no	no	no
1 mile	No	no	yes	no	yes
1/2 mile	No	no	no	no	no
Less than 1/2 mile	Yes	yes	yes	no	yes
Less than 1/2 mile	No	no	no	no	no
More than 2 miles	Yes	yes	yes	yes	no
More than 2 miles	Yes	yes	yes	yes	no
1 mile	Yes	no	yes	no	no
	Yes	yes	yes	yes	no
Less than 1/2 mile	No	no	no	no	no
	No	no	yes	no	no
2 miles	No	no	no	no	no
More than 2 miles	No	no	no	no	no
1 mile	No	yes	yes	no	yes
Less than 1/2 mile	Yes	no	yes	yes	no
	Yes	yes	yes	yes	no
	Yes	no	no	yes	no
1 mile	No	no	no	no	no
Less than 1/2 mile	Yes	no	yes	no	no
Less than 1/2 mile	No	no	no	no	no
		yes	yes	no	no
		no	no	no	no
Less than 1/2 mile	No	no	no	no	no
1 mile	Yes	no	yes	no	no
1/2 mile	Yes	no	no	no	no
2 miles	No	no	no	no	no
Less than 1/2 mile	No	yes	no	yes	no
2 miles	No	no	no	no	yes
1 mile	No	no	no	no	no
Less than 1/2 mile	Yes	no	yes	yes	no
More than 2 miles	No	no	no	no	no
2 miles	Yes	no	no	no	yes
	No	no	no	no	no
1 mile	No	no	no	no	no
Less than 1/2 mile	Yes	no	no	no	no
1 mile	No	no	no	no	no
	No	no	no	no	no
1 mile	No	no	no	no	no
Less than 1/2 mile	Yes	no	yes	no	no
	No	no	no	no	no
Less than 1/2 mile	Yes	yes	yes	yes	yes
1 mile	No	no	no	no	no
	Yes	no	no	no	no
1 mile	No	no	no	no	no
1 mile	No	no	no	no	no
1 mile	No	no	no	no	no
1/2 mile	No	no	no	no	no
2 miles	Yes	no	no	no	no
Less than 1/2 mile	Yes	no	no	no	no
1 mile	Yes	no	yes	no	no
Less than 1/2 mile	No	no	no	no	no
	No	no	no	no	no
Less than 1/2 mile	No	no	no	no	no
1/2 mile	No	no	no	no	no
1/2 mile	Yes	no	no	no	no
1/2 mile	Yes	no	yes	no	no
Less than 1/2 mile	No	no	no	no	no
1 mile	Yes	no	yes	no	yes
Less than 1/2 mile	Yes	no	no	no	no
Less than 1/2 mile	Yes	no	no	no	no

11. Which of the following physical barriers arewere reasons why you are nothere not able to participate in events or access services in the City of Sequim? (choose all that apply) - Pedestrian signal issues including access to push-buttons	11. Which of the following physical barriers arewere reasons why you are nothere not able to participate in events or access services in the City of Sequim? (choose all that apply) - ADA parking not available	Other value	12. What areas would be your first priority in improving pedestrian facilities? Government buildings that provide human services (Eg: City Hall, libraries, etc.)	12. What areas would be your first priority in improving pedestrian facilities? Hospitals and other medical facilities	12. What areas would be your first priority in improving pedestrian facilities? City parks
no	no	yes, too long a walk for me	yes	no	no
no	no	no	no	no	no
no	no	no	yes	no	no
no	no	yes, lighting at night within city if not on WA street.	no	no	no
no	no	no	no	no	no
no	no	no	no	no	no
no	yes	yes, gravel paths	no	no	yes
no	no	no	no	yes	no
no	yes	no	no	no	no
no	no	no	no	no	no
no	no	no	no	no	yes
no	no	no	no	no	no
no	no	no	no	yes	no
no	yes	yes, Need more bike lanes and pedestrian sidewalks access.	no	no	no
no	yes	no	no	no	no
no	yes	yes, structural barriers	no	yes	no
no	yes	no	no	no	no
no	no	no	no	no	no
no	yes	yes, very uneven ground	no	no	yes
no	no	no	no	no	no
no	no	no	no	no	no
no	no	no	no	no	yes
no	no	no	no	no	yes
no	no	no	no	no	yes
no	yes	no	no	no	yes
no	no	no	no	no	yes
no	yes	no	no	no	yes
yes	no	no	no	no	no
no	no	no	no	no	yes
no	no	yes, Uneven walking surfaces	no	no	yes
no	no	no	no	no	yes
no	no	no	yes	no	no
no	no	no	no	no	yes
no	no	no	no	no	no
no	yes	no	no	yes	no
no	no	no	no	no	yes
no	no	no	no	no	no
no	no	no	yes	no	no
no	no	no	no	no	no
no	no	no	no	no	no
no	no	no	no	no	no
no	no	no	no	no	no
no	no	no	no	yes	no
no	no	no	yes	no	no
no	no	yes, Not enuf public transport or seating	no	no	no
no	no	no	no	no	no
no	no	no	no	no	no
no	no	no	no	no	no
no	no	no	no	no	no
no	no	no	no	no	no
yes	no	no	no	no	no
no	no	yes, katherine driver's/ short walk signals/ really long red lights/ totally unreliable bus service/ walked with groceries twice/ did week/MOST IMPORTANT ***** THE PAINT USED FOR CROSSWALK IS SO SUPER SLIPPERY WHEN WET!!! MAKES NO SENSE!!!!!!	no	no	no
no	yes	no	no	no	no
no	yes	no	no	no	no

12. What areas would be your first priority in improving pedestrian facilities? Community services (Eg: food banks)	12. What areas would be your first priority in improving pedestrian facilities? Schools and institutions	12. What areas would be your first priority in improving pedestrian facilities? Transit facilities (Eg: bus stops)	12. What areas would be your first priority in improving pedestrian facilities? Retail services (Eg: shops, restaurants, grocery stores)	13. What areas would be your second priority in improving pedestrian facilities? Government buildings that provide human services (Eg: City Hall, libraries, etc.)	13. What areas would be your second priority in improving pedestrian facilities? Hospitals and other medical facilities
no	no	no	no	no	yes
no	no	no	yes	yes	no
no	no	no	no	no	no
yes	no	no	no	no	no
yes	no	no	no	no	no
no	no	no	yes	no	no
no	no	no	no	no	no
no	no	no	no	yes	no
no	no	no	yes	yes	no
no	yes	no	no	no	yes
no	no	no	no	no	no
no	no	no	no	no	no
no	no	no	no	yes	no
no	no	no	yes	yes	no
no	no	no	yes	no	no
no	no	no	no	yes	no
no	no	no	yes	no	no
no	no	no	yes	yes	no
no	no	no	no	no	no
no	no	no	yes	no	no
no	no	no	no	no	no
no	no	no	no	no	no
no	no	no	no	no	no
no	no	no	no	yes	no
no	no	no	no	no	no
no	no	no	no	yes	no
no	no	no	no	no	no
no	no	no	no	no	no
no	no	no	no	no	no
no	no	no	yes	no	no
no	no	no	no	no	no
no	no	no	no	no	no
no	no	no	yes	no	no
no	no	no	yes	no	yes
no	yes	no	no	no	no
no	no	no	yes	no	no
no	no	no	no	no	no
no	no	no	yes	no	no
yes	no	no	no	no	no
no	yes	no	no	no	no
no	yes	no	no	no	no
no	no	no	no	no	no
no	yes	no	no	no	yes
yes	no	no	no	no	no
no	yes	no	no	yes	no
no	no	no	yes	no	no

13. What areas would be your second priority in improving pedestrian facilities?-City parks	13. What areas would be your second priority in improving pedestrian facilities?-Community services (Eg. food banks)	13. What areas would be your second priority in improving pedestrian facilities?-Schools and institutions	13. What areas would be your second priority in improving pedestrian facilities?-Transit facilities (Eg. bus stops)	13. What areas would be your second priority in improving pedestrian facilities?-Retail services (Eg. shops, restaurants, grocery stores)
no	no	no	no	no
no	no	no	no	no
no	no	yes	no	no
no	no	no	no	yes
no	no	no	no	yes
yes	no	no	no	no
no	no	no	no	yes
no	no	no	no	no
no	no	no	no	no
no	no	no	no	no
no	no	yes	no	no
no	no	no	no	no
no	no	no	no	no
no	no	no	no	no
no	yes	no	no	no
no	no	no	no	no
no	no	yes	no	no
no	no	no	no	no
no	no	no	no	yes
no	yes	no	no	no
no	no	no	no	no
no	no	no	no	no
yes	no	no	no	no
no	no	no	no	yes
no	no	no	no	no
no	no	yes	no	no
no	no	no	no	no
no	no	no	no	no
yes	no	no	no	no
yes	no	no	no	no
no	no	no	no	yes
no	no	no	no	yes
no	no	yes	no	no
no	no	no	no	yes
no	no	yes	no	no
no	no	no	no	no
no	no	yes	no	no
no	no	no	no	no
no	no	no	no	no
no	no	no	yes	no
no	no	no	yes	no
no	no	no	yes	no
no	no	no	no	no
no	no	no	no	no
no	yes	no	no	no
no	no	no	no	yes
no	yes	no	no	no
no	no	no	no	yes
no	no	yes	no	no
no	no	no	no	yes
no	no	yes	no	no
no	no	no	no	no
yes	no	no	no	no
no	no	no	no	no
yes	no	no	no	no
no	no	no	no	no
yes	no	no	no	no

14. Please list up to three locations where you have experienced (or noticed) mobility challenges with pedestrian facilities in the City of Sequim. (Type N/A if none.) For these open-ended questions, please provide the location's where you have experienced challenges with pedestrian facilities as well as a description of the problems you	Description 1	Location 2	Description 2	Location 3	Description 3
CSA [Olympic Area Agency on Aging] - information and assistance	public entry door, very heavy to open				
7th Avenue South	- no sidewalks past 101 Hwy - no lighting at night	carrie blake park	uneven walk path due to tree rots - tripping hazard difficult for someone using a walking aid.	Prairie St	No sidewalking/unlevel sections/uneven surface
Walmart crosswalk to First Federal Bank	No crosswalk entry from walmart side	The two roundabouts	Could make them a little more wider for the large trucks		
City of Sequim ADA Survey	This survey is not ADA compliant - not easily accessible. Most sensors don't use QR code or online surveys. Need to distribute paper copies. Obviously designed by someone without disabilities.	Olympic Area Agency on Aging Office	front door is not ADA compliant - very heavy to open, especially for someone using a walker or cane	South 7th Ave	on south side of Hwy 101, no sidewalk and no lighting - difficult walking at night
Carrie Blake park	Carrie Blake park	Washington Street Retail Stores		Walmart	
217 N Ryan Ave	No sidewalks on my street for safe walking. Very uneven street for walking on. Hard to walk without tripping on something. Rocks, pebbles etc.	Intersection of Hider and Alder.	No indentation of road or nearby driveway to continue forward without having to step down or up from a curb. Steps are very difficult for me to navigate.		
Sequim Avenue Between Hwy 101 Overpass and Miller Road	The sidewalk on the east side of the street starts up and then ends abruptly in a grassed area with unlevel ground. I have fallen here a couple times, so I now walk in the street.	Sequim Avenue Between 101 Overpass and Miller Road	The sidewalk on the west side of the street just past the overpass has a curb cut on one end and then does not have a curb cut when you reach the other end of the run of sidewalk.	Safeway Parking Lot Entrance Near Gas Station	There is no curb cut when you turn from Washington Avenue into the Safeway parking lot at the eastern most entrance. There is a strip mall with a smoke shop and a Federal Government building on the corner. Pedestrians are forced to walk in the street. Pedestrians are forced to walk in the traffic lane instead of on the sidewalk and are also exposed to cars
No sidewalk areas	My balance is not good on uneven surfaces.	Helen Haller elementary poses challenges for me.	Uneven sidewalks		
ODT ramps at N Spencer Farm Place	These ramps are dugout out into the street, which makes them awkward for wheelchair and large tricycle users. The Sequim Wheelers pick up passengers at Rhenascit Assisted Living, and have to negotiate these ramps. If they were aligned straight across Spencer Farm Place, they would be MUCH improved.				
Carrie Blake Park	Need more and improved bikes and pedestrian lanes.	Businesses within the City of Sequim: Public Entry Doors	Should be REQUIRED and Inspected for ADA COMPLIANCE status.	City of Sequim Streets	Dark at night, and unsafe for any form of traffice, especially Pedestrians. Definitely NEED more LIGHTS!!
609 S. Washington Suite 1b	The front door is very heavy. Someone with a cane, a walker, wheelchair or power wheelchair cannot hold open the door and get inside without assistance. This seems rather odd for an agency working with the elderly. An elderly couple has been injured trying to get into this agency.	609 S Washington	Non of the business in this shopping complex have an assistive device to hold open door for people with canes, walkers, wheelchairs, or power wheelchairs. As above, if using any of these pieces of equipment it is very difficult if not impossible to hold a door open and pass by to get inside a business.		Survey should not be asking about a hospital as Sequim does not have a hospital. Government buildings should ALL be ADA compliant so why are those even on the list? If a government building is not ADA compliant there is something wrong.
613 E Robert Pl	Several sidewalk curb cuts are too steep, have too much sideways slope or are just are missing.	Too many to list.	Many sidewalks have power poles, sign posts, mailboxes, garbage cans, overgrown trees and bushes.	email or call me for a list.	Some local business are not accessible due to steps, narrow doors and obstacles on sidewalk. I am willing to make a comprehensive list of all of the above.
Pioneer Memorial park	uneven grounds, no sidewalk	Crossnery Square	uneven parking lot, safety issues	Sequim Prairie Grange	no ADA parking, difficult front door access due to usage members, uneven grounds
Carrie Blake Park	the lack of sidewalk on 'back side' of the pickleballtennis courts. When park one has to go long way around to use sidewalk or try walking on not smooth ground to get to the building.	along Hendrickson west of the animal clinic	the sidewalk is not smooth all the way between 7th and Hendrickson Heritage park entrance.		
downtown sidewalks	businesses place sandwich board signs on the sidewalks and they obstruct easy access for wheelchairs and the blind	West Sequim Bay rd	there are not sidewalks west of Keeler and road is dangerous for walkers and disabled	East Washington Street	There are not sidewalks from Elk Creek apartments to QFC which makes the area dangerous for walking and use of wheelchairs
Pioneer Memorial Park	The park is used daily by people who walk their dogs or to excercise. Their ground is uneven and and a paved path around the perimeter would improve it's use.				
Pioneer Park	No paved paths				
95 Viking Way					
Pioneer Memorial Park	No paved walkway to enjoy the beauty of the park.				
Pioneer Memorial Park	No paved paths - only roads for cars. Also, parking lot not paved.				
Washington Street	Pedestrian crosswalk light does not change to walk unless to press the button on time. They should be set to automatic so no push of the button is required. It would be much safer for pedestrians! I Do LOVE the new yellow light flashing buttons installed in town near the school.	Sequim Avenue cross walks	I walk daily and there are many drivers who just look at you walking at the crosswalk and keep going. Sometimes you literally have to step out into the street to even get them to slow down and stop.		
Sequim					
Pioneer Memorial Park	No ADA path. Park surfaces uneven.				
Bus Stop across the street from Costco	Can't get to the bus stop easily or safely from Costco driveway.	Hendrickson and Priest Road intersection	Not the best for pedestrians connecting on the ODT. An all way stop would be effective.	Between Rainshadow Coffee and the old museum.	Provide a Cedar Ave. curb cut and space to walk to walk on pathway between buildings. Need to get there quick from transit center as anyone should.
sequim retail stores on Washington street 9tet street	steps to get into buildings				
Carrie blake	Not a good way out of the park if you go too far south				
East end of Washington Street both north and south side.	Curb cuts are old and too steep to sharpen angle. Has dumped me out more than one time because of the angle is wrong				
Sequim School District	Limited access to the 2nd floor at the District Office.	City Parks - CBP	limited ADA parking and paved trails for events at CBP	West Sequim Bay and East Washington.	Need a crosswalk at the intersection Also need a sidewalk along the west side of North Blake Ave next to the Methodist Church.
W. Brackett Rd and W. Washington St.	Lack of a sidewalk in front of Juniper Middle Estate makes it difficult to traverse due to mud, uneven terrain, hidden obstacles. Wheelchairs must travel down on a narrow unsafe roadway.	W. Brackett Rd at 9th	Needs a crosswalk for pedestrians to access sidewalks	W. Washington at Costco	Zebra crosswalk needed - drivers entering and exiting need a strong visual for pedestrians.
Rotary by Walmart	Its hazardous!! Walking across or thru one is life-threatening! So is driving thru one. - drivers never know how to use these safely, don't know the rules or don't follow them!	QFC, SAFEWAY, Shopping areas	There is little (if any) outside seating for shoppers to wait for rides, or just sit to rest before/ after shopping. If walking & standing is painful, a seat makes a big difference to end users. Inside seats feel like you are expected to buy something, or are being watched, and can be otherwise not comfortable.		
West Prairie St	Sidewalk is sticking up causing a tripping hazard.	4th Avenue - North Washington to Fir	Barely any sidewalk for kids walking to the elementary school.	South Sequim Avenue	Difficult to cross with cars not following speed limit.
3rd street between Fir and Alder, 4th between Fir & Alder	No sidewalks on the west side of the street, narrow sidewalks on the east side. I am a crossing guard at 3rd & Fir before and after school and see that as a real problem for kids and families. 4th street no sidewalks either side.				
Sequim Schools	Helen Haller and Sequim High School have many limitations for students in wheelchairs...	City of Sequim	Some sidewalks don't go all the way. Some streets don't have bike lanes. Some parking is fair. - it would be helpful to have a couple of our "downtown" streets turned into "walking only" streets.		
District office at the Sequim School District	There is only stair access to the 2nd floor.	N 6th Ave	A lack of bike lines in the north part of the city creates huge transportation/safety issues.		
Lack of sidewalks on Spruce St.					
Sequim Schools	Doorways too narrow, no electric door openings. Bathrooms NOT ADA compliant	Most Banks in town	Same description as #1	Walmart, Safeway	same
7th and Washington	Walk signals too short, slippery paint	Sequim and Washington	Incredibly slippery!! Brick maybe!!	All of East Washington	Bike and pedestrian dangerous! No where to cross. Always speeding, too long sg stretches there with no lights.
Washington St sequim Ave thru 3rd	Not enough handicap parking sometimes to go into stores.	Parking lot at Oasis restaurant	Very limited handicap parking for a plaza with 2 very busy restaurants.	Public parking lot on sequim ave	Again, limited handicap spaces.

19. What is your age? (optional)	19. How do you identify yourself? (optional)-African American/Black	19. How do you identify yourself? (optional)-Asian	19. How do you identify yourself? (optional)-Caucasian/White	19. How do you identify yourself? (optional)-Native American	19. How do you identify yourself? (optional)-Native Hawaiian/Pacific Islander
over 65	no	no	yes	no	no
55 to 64	no	no	no	no	no
55 to 64	no	no	yes	no	no
over 65	no	no	yes	no	no
25 to 44	no	no	yes	no	no
over 65	no	no	yes	no	no
over 65	no	no	yes	no	no
over 65	no	no	yes	no	no
55 to 64	no	no	no	no	no
25 to 34	no	no	yes	no	no
55 to 64	no	no	yes	no	no
over 65	no	no	yes	no	no
over 65	no	no	yes	no	no
45 to 54	no	no	no	no	no
over 65	no	no	yes	no	no
55 to 64	no	no	yes	no	no
over 65	no	no	yes	no	no
over 65	no	no	yes	no	no
over 65	no	no	yes	no	no
over 65	no	no	yes	no	no
over 65	no	no	yes	no	no
over 65	no	no	yes	no	no
over 65	no	no	yes	no	no
45 to 54	no	no	yes	no	no
over 65	no	no	yes	no	no
over 65	no	no	yes	no	no
	no	no	no	no	no
over 65	no	no	yes	no	no
over 65	no	no	yes	no	no
over 65	no	no	no	no	no
55 to 64	no	no	yes	no	no
55 to 64	no	no	yes	no	no
25 to 34	no	no	no	yes	no
over 65	no	no	yes	no	no
18 to 24	no	yes	yes	no	no
over 65	no	no	yes	no	no
over 65	no	no	yes	no	no
over 65	no	no	yes	no	no
55 to 64	no	no	yes	no	no
55 to 64	no	no	yes	no	no
55 to 64	no	no	no	no	no
over 65	no	no	yes	no	no
45 to 54	no	no	yes	no	no
55 to 64	no	no	yes	no	no
39 to 44	no	no	no	no	no
over 65	no	no	yes	no	no
over 65	no	no	no	yes	no
over 65	no	no	yes	no	no
55 to 64	no	no	yes	no	no
55 to 64	no	no	yes	no	no
55 to 64	no	no	yes	no	no
55 to 64	no	no	yes	no	no
55 to 64	no	no	no	no	no
25 to 34	no	no	yes	no	no
55 to 64	no	no	yes	no	no
55 to 64	no	no	yes	no	no
55 to 64	no	no	yes	no	no
55 to 64	no	no	yes	no	no
over 65	no	no	yes	no	no

Other value	17. Are you of Spanish, Hispanic, or Latino origin or descent? (optional)	18. Please select your income range (optional)
no	No	
no		
no	No	under $15,000 per year
no	No	$40,000-$50,000 per year
no	No	under $15,000 per year
no	No	
no	No	$30,000-$40,000 per year
no	No	$15,000-$25,000 per year
no		
no	No	over $60,000 per year
no	No	$30,000-$40,000 per year
no	No	
no	No	
no		
no	No	
no	No	$15,000-$25,000 per year
no	No	
no	No	over $60,000 per year
no	No	$15,000-$25,000 per year
no	No	
no	No	over $60,000 per year
no	No	$30,000-$40,000 per year
no	No	over $60,000 per year
no	No	$40,000-$50,000 per year
no	No	over $60,000 per year
no	No	over $60,000 per year
no	No	over $60,000 per year
no		
no	No	over $60,000 per year
no		
no		over $60,000 per year
no	No	over $60,000 per year
no	Yes	$30,000-$40,000 per year
no	No	over $60,000 per year
no	No	$30,000-$40,000 per year
no	No	over $60,000 per year
no	No	over $60,000 per year
no	No	over $60,000 per year
no	No	
no	No	under $15,000 per year
no	No	$15,000-$25,000 per year
yes, human	No	over $60,000 per year
no	No	
no	No	over $60,000 per year
no	No	over $60,000 per year
no	No	
no	No	over $60,000 per year
no	No	under $15,000 per year
no	No	$30,000-$40,000 per year
no	No	over $60,000 per year
no	No	
no	No	$25,000-$30,000 per year
no	No	$30,000-$40,000 per year
no		
no	No	over $60,000 per year
no	No	over $60,000 per year
no	No	over $60,000 per year
no	No	$15,000-$25,000 per year
no	No	over $60,000 per year
no	No	

Appendix E: Planning Cost Estimate

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Planning Level Cost Estimate

PROJECT NAME: Sequim ADA Transition Plan

JOB NUMBER: 1.22289.00

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.)

ROW Facilities

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	90,602	SY	$ 145	$ 13,138,000
2	Non-compliant driveway (slope, grade break, etc.)	New driveway with sidewalk	768	EA	$ 2,900	$ 2,228,000
					Subtotal	**$ 15,366,000**
		Maintenance/Miscellaneous				
3	Non-compliant vertical discontinuity (>1/4in-<=1/2in w/out bevel)	Sidewalk grinding (5 LF of sidewalk).	1,478	EA	$ 250	$ 370,000
4	Non-compliant vertical discontinuity (>1/2in)	Replace two adjacent sidewalk panels (5ft x 5ft panels)	663	EA	$ 806	$ 535,000
5	Non-compliant horizontal discontinuity	Sidewalk crack sealing/grouting (5LF per occurrence)	32,885	LF	$ 5	$ 165,000
6	Fixed Obstacles	Relocation of obstacles including utility pole, mailbox, tree trunk, etc.	555	EA	$ 3,000	$ 1,665,000
7	Moveable Obstacles	Relocation of obstacles including tree/bush (prunable), message boards, parked cars, etc.	251	EA	$ 200	$ 51,000
8	Protruding Obstacles	Relocation of obstacles including of bush/tree, signs, awnings etc.	397	EA	$ 500	$ 199,000
					Subtotal	**$ 2,985,000**
		Curb Ramp Improvements				
9	Missing curb ramps	Install new curb ramp	289	EA	$ 6,000	$ 1,734,000
10	Non-compliant ramp (running slope, cross slope, ramp width, flare slope, lip, grade break, etc.)	Remove and reconstruct existing ramp	803	EA	$ 6,000	$ 4,818,000
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	49	EA	$ 1,030	$ 51,000
12	Curb ramp at marked crosswalk does not end within crosswalk.	Rechannelize crosswalk.	4	EA	$ 1,100	$ 5,000
					Subtotal	**$ 6,608,000**
		Pushbutton Improvements				
13	Non-APS pushbutton and pushbutton is located incorrectly.	Install new APS pushbutton AND Install new pole.	67	EA	$ 5,900	$ 395,000
14	APS pushbutton has button that is too small is located incorrectly.	Install new APS pushbutton AND Install new pole.	7	EA	$ 5,900	$ 42,000
15	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.	9	EA	$ 3,700	$ 34,000
16	APS pushbutton that has non-compliant dimensions and/or programming	Reprogram pushbutton, reorient pushbutton, and/or install tactile arrow.	1	EA	$ 200	$ 1,000
					Subtotal	**$ 472,000**

Bus Stop Improvements						
17	Non-compliant bus shelter turning space cross slope	Replace bus shelter pad (7.5 SY per occurrence).	23	SY	$ 180	$4,000
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.	290	SY	$ 145	$42,000
					Subtotal	**$ 46,000**
Accessible Parking Improvements						
19	Non-compliant parking stall/parking aisle slope.	Grind surface and/or add asphalt lift.	6	EA	$ 2,000	$12,000
20	Non-compliant accessible parking stall/parking aisle width or pavement marking.	Install parking stall accessible symbol/aisle pavement markings or resize and restripe stall/aisle.	5	EA	$ 200	$1,000
21	Non-compliant sign height or no sign indicating accessible stall.	Install new sign or adjust existing sign.	4	EA	$ 200	$800
					Subtotal	**$ 14,000**
					Total	**$ 25,491,000**
					Contingency @ 20%	**$ 5,099,000**
					Design @ 12%	**$ 3,059,000**
					Mobilization @ 8%	**$ 2,040,000**
					TESC + Traffic Control @ 12%	**$ 3,059,000**
					Construction Management @ 20%	**$ 5,099,000**
					Right-of-Way & 20%	**$ 5,099,000**
Total					**Grand Total 2023 Dollars**	**$ 48,946,000**

Planning Level Cost Estimate - Right-of-Way
PROJECT NAME: Sequim ADA Transition Plan
TG PROJECT NUMBER: 1.22289

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.

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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)	17,523	19%	34,635	38%	27,736	31%	10,708	12%	90,602
Driveways (EA)	196	26%	235	31%	293	38%	44	6%	768
Non-compliant vertical discontinuity (EA)	654	30%	707	33%	593	28%	191	9%	2,145
Non-compliant horizontal discontinuity (LF)	14,520	44%	9,675	29%	6,545	20%	2,145	7%	32,885
Fixed Obstacles (EA)	38	7%	93	17%	237	43%	187	34%	555
Moveable Obstacles (EA)	72	29%	107	43%	51	20%	21	8%	251
Protruding Obstacles (EA)	138	35%	156	39%	75	19%	28	7%	397
Curb Ramps (EA)	59	5%	161	14%	493	43%	428	38%	1,141
Pushbuttons (EA)	0	0%	0	0%	59	70%	25	30%	84
Bus Stops (SY)	0	0%	108	34%	205	66%	0	0%	313
Parking (EA)	0	0%	0	0%	0	0%	4	100%	4

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)	$ 2,540,827	19%	$ 5,022,028	38%	$ 4,021,740	31%	$ 1,552,643	12%	**$ 13,138,000**
Driveways (EA)	$ 568,400	26%	$ 681,500	31%	$ 849,700	38%	$ 127,600	6%	**$ 2,228,000**
Non-compliant vertical discontinuity (EA)	$ 274,056	30%	$ 311,194	34%	$ 247,139	27%	$ 72,194	8%	**$ 905,000**
Non-compliant horizontal discontinuity (LF)	$ 72,600	44%	$ 48,375	29%	$ 32,725	20%	$ 10,725	7%	**$ 165,000**
Fixed Obstacles (EA)	$ 114,000	7%	$ 279,000	17%	$ 711,000	43%	$ 561,000	34%	**$ 1,665,000**
Moveable Obstacles (EA)	$ 14,400	28%	$ 21,400	42%	$ 10,200	20%	$ 4,200	8%	**$ 51,000**
Protruding Obstacles (EA)	$ 69,000	35%	$ 78,000	39%	$ 37,500	19%	$ 14,000	7%	**$ 199,000**
Curb Ramps (EA)	$ 286,620	4%	$ 843,950	13%	$ 2,908,300	44%	$ 2,568,000	39%	**$ 6,607,000**
Pushbuttons (EA)	$ -	0%	$ -	0%	$ 323,600	69%	$ 147,500	31%	**$ 472,000**
Bus Stops (SY)	$ -	0%	$ 15,850	34%	$ 30,250	66%	$ -	0%	**$ 46,000**
Parking (EA)	$ -	0%	$ -	0%	$ -	0%	$ 13,800	99%	**$ 14,000**

	Low 1-15	Medium 16-30	High 31-45	Very High 46+	Total
Total	$ 3,940,000	$ 7,302,000	$ 9,173,000	$ 5,072,000	$ 25,491,000
Contingency @ 20%	**$ 788,000**	**$ 1,461,000**	**$ 1,835,000**	**$ 1,015,000**	**$ 5,099,000**
Design @ 12%	**$ 473,000**	**$ 877,000**	**$ 1,101,000**	**$ 609,000**	**$ 3,059,000**
Mobilization @ 8%	**$ 316,000**	**$ 585,000**	**$ 734,000**	**$ 406,000**	**$ 2,040,000**
TESC + Traffic Control @ 12%	**$ 473,000**	**$ 877,000**	**$ 1,101,000**	**$ 609,000**	**$ 3,059,000**
Const. Management @ 20%	**$ 788,000**	**$ 1,461,000**	**$ 1,835,000**	**$ 1,015,000**	**$ 5,099,000**
Right-of-way @ 20%	**$ 788,000**	**$ 1,461,000**	**$ 1,835,000**	**$ 1,015,000**	**$ 5,099,000**
Grand Total	$ 7,566,000	$ 14,024,000	$ 17,614,000	$ 9,741,000	**$ 48,946,000**

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Planning Level Cost Estimate

PROJECT NAME: Sequim ADA Transition Plan
JOB NUMBER: 1.22289.00

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.)

On-Site Facilities

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	1,753	SY	$ 145	$ 255,000
					Subtotal	**$ 255,000**
		Maintenance/Miscellaneous				
2	Non-compliant vertical discontinuity (>1/4in - <=1/2in w/out bevel)	Sidewalk grinding (5 LF of sidewalk).	23	EA	$ 250	$ 6,000
3	Non-compliant vertical discontinuity (>1/2in)	Replace two adjacent sidewalk panels (5ft x 5ft panels)	32	EA	$ 806	$ 26,000
4	Non-compliant horizontal discontinuity	Sidewalk crack sealing/grouting (5LF per occurrence)	495	LF	$ 5	$ 3,000
6	Moveable Obstacles	Relocation of obstacles including tree/bush (prunable), message boards, parked cars, etc.	4	EA	$ 200	$ 1,000
					Subtotal	**$ 36,000**
		Curb Ramp Improvements				
8	Missing curb ramps	Install new curb ramp	3	EA	$ 6,000	$ 18,000
9	Non-compliant ramp (running slope, cross slope, ramp width, flare slope, lip, grade break, etc.)	Remove and reconstruct existing ramp	25	EA	$ 6,000	$ 150,000
10	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	5	EA	$ 1,030	$ 6,000
11	Curb ramp at marked crosswalk does not end within crosswalk.	Rechannelize crosswalk.	0	EA	$ 1,100	$ -
					Subtotal	**$ 174,000**

Staircase Improvements						
12	Non-compliant staircase (riser, tread, slope, etc.)	Replace concrete staircase (per 1ft width of step).	12	LF	$ 100	$1,200
13	Non-compliant handrail or missing handrail (height, diameter, extensions, etc.)	Replace handrail.	25	LF	$ 150	$3,800
14	Non-compliant contrasting strip.	Replace contrasting strip.	0	LF	$ 13	$0
					Subtotal	$ **5,000**

Accessible Parking Improvements						
18	Non-compliant parking stall/parking aisle slope.	Grind surface and/or add asphalt lift.	11	EA	$ 2,000	$22,000
19	Non-compliant accessible parking stall/parking aisle width or pavement marking.	Install parking stall accessible symbol/aisle pavement markings or resize and restripe stall/aisle.	17	EA	$ 200	$3,400
20	Non-compliant sign height or no sign indicating accessible stall.	Install new sign or adjust existing sign.	20	EA	$ 200	$4,000
					Subtotal	$ **30,000**

	Total	$ **500,000**
Contingency @ 20%	$	**100,000**
Design @ 12%	$	**60,000**
Mobilization @ 8%	$	**40,000**
TESC + Traffic Control @ 12%	$	**60,000**
Construction Management @ 20%	$	**100,000**
Right-of-Way & 20%	$	**100,000**
Total	**Grand Total 2023 Dollars**	$ **860,000**

Appendix F: Accessible Pedestrian Signal (APS) Policy

City of Sequim - 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 SEQUIM

152 W. Cedar Street, Sequim, WA 98382
PH (360) 683-4139 FAX (360) 681-3448

City of Sequim Grievance Procedure
Under the Americans with Disabilities Act
November 2021

This Grievance Procedure is established to meet the Americans with Disabilities Act of 1990 (ADA). This Grievance Procedure may be used by anyone who wished to file a complaint alleging discrimination based on disability with the provisions of services, activities, programs, facilities, or benefits by the City of Sequim. These procedures do not apply to employment-related complaints about disability discrimination, the City's personnel policies and state law will govern. Use of these procedures is not a prerequisite pursuing other remedies, such as filing a complaint with the Department of Justice.

If you believe you have been the subject of unlawful discrimination based on disability, submit a written complaint, or fill out the ADA Grievance Form as soon as possible, but no more than 60 calendar days after the alleged violation. A copy of the ADA Grievance Form can be obtained from the ADA Compliance Team or on the City of Sequim website at www.sequimwa.gov. The Complaint Form or written complaint may be submitted or mailed to the ADA Compliance Team at:

ADA Compliance Team
152 West Cedar Street
Sequim, WA 98382
adacompliance@sequimwa.gov
360-681-6605
Monday – Friday, 7:30 am to 4:00 pm

The written complaint should contain the following information, if applicable:

- Name, address, and contact information of the person alleging discrimination.
- Name and contact information of representative of complainant, if any.
- Description of the service, activity, program, facility, or benefit alleged to be inaccessible.
- Date and location of incident giving rise to this grievance; and
- City department and/or personnel involved.

Alternative means of filing complaints, such as personal interviews or audio/video recordings of the complainant, will be made available for persons with disabilities upon request to the ADA Compliance Team.

The ADA Compliance Team is made up of the following staff members:

- City Manager.
- Human Resources Director.
- City Attorney.
- Public Works Director or designee.
- Additional staff members, as needed.
- City Legal Assistant, will serve as the initial point of contact and will assist the ADA Compliance Team, as needed.

Within 15 calendar days after receipt of the complaint, the City of Sequim's ADA Compliance Team and/or designee will meet with the complainant to discuss the complaint and possible resolutions. Within 15 calendar days of the meeting, the City's ADA Compliance Team or designee will respond in writing, or where appropriate, in a format accessible to the complainant. The response will explain the position of the City of Sequim and offer options for substantive resolution of the complaint.

If the response by the City's ADA Compliance Team or designee does not satisfactorily resolve the issue. The complainant may seek reconsideration of the decision within 15 calendar days after the response to the City Council. Any request for reconsideration by the City Council should be in writing.

Within 15 days after receipt of the request for reconsideration, the City Council will meet with the complainant to discuss the complaint, the previously issued decision, and possible resolutions. Within 15 calendar days of the meeting, the City Council will respond in writing, or where appropriate, in a format accessible to the complainant, with a final resolution of the complaint.

All written complaints received and responses given by the ADA Compliance Team and/or City Manager will be retained by the City of Sequim for at least 6 years.

ADA Compliance Team
152 W. Cedar Street, Sequim, WA 98382
PH (360) 681-6605 adacompliance@sequimwa.gov

GRIEVANCE COMPLAINT FORM

Complainant Contact Information:

_____
Name

_____
Street address/City/State/Zip code

_____
Phone number (work, home, cell, or message phone)

_____
Email address

Representative contact information (if needed):

_____
Name

_____
Street address/City/State/Zip code

_____
Phone number (work, home, cell, or message phone)

_____
Email address

_____
Relationship to aggrieved party

Name of respondent: City of Sequim, Washington

Department or agency (if known): _____

_____

Address/location (if known): _____

Date(s) of incident: _____

I believe the above actions were taken because of my disability. My primary type of disability is:

_____ (e.g., mobility, vision, developmental)

Statement of Complaint- How were you discriminated against? Explain as clearly as possible what happened, who was involved, and where it happened. Include all facts upon which the complaint is based. Attach additional sheets if needed.

_____

_____

_____

_____

_____

_____

_____

_____

Name, position, and department of City employee you have contacted regarding the incident(s).

_____

_____

Witness or other involved – Provide name, address, telephone number, and email address (if available). Attach additional sheets if needed.

_____

_____

_____

_____

In the complainant's view, what would be the best way to resolve this grievance?

_____

_____

_____

_____

I certify under penalty of perjury of law that the information above is true and correct. I understand that all information becomes a matter of public record after the filing of this complaint.

_____ _____

Signature **Date**

_____ _____

Representative signature (if any) **Date**

Appendix H: Maximum Extent Feasible (MEF) Documentation 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 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

Curb Ramps – Landing, PROWAG 2005 R303.2.1.3

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

Curb Ramps and Ramps (from sidewalk to shoulder)

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

This sidewalk ramp will be upgraded to meet City standards.

"Y" Avenue Intersection

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

Hazard. Miscellaneous barrier along a pedestrian circulation route.

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.

Stakeholder. Focused group of the general public with interest in outreach efforts.

Turning Space. Area that provides maneuvering space at the top/bottom of a ramp.

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Appendix B – Level of Traffic Stress Evaluation Matrices

Bicycle Level of Traffic Stress

SHARED ROADWAY W/O TRAFFIC CALMING						
		Speed Limit				
Lanes	ADT	≤20	25	30	35	≥40
2 lanes	0-750	1	2	3	4	4
	750-1500	2	2	3	4	4
	1500-3000	2	2	3	4	4
	3000+	2	3	3	4	4
3 lanes	0-3,500	1	2	3	4	4
	3,500-7,000	2	2	3	4	4
	7,000-10,000	2	3	3	4	4
	10,000+	2	3	4	4	4

SHARED ROADWAY W/ TRAFFIC CALMING						
		Speed Limit				
Lanes	ADT	≤20	25	30	35	≥40
2 lanes	0-750	1	1	2	3	4
	750-1500	1	1	2	3	4
	1500-3000	1	2	2	3	4
	3000+	2	2	3	3	4
3 lanes	0-3,500	1	2	2	4	4
	3,500-7,000	2	2	3	4	4
	7,000-10,000	2	2	3	4	4
	10,000+	2	3	4	4	4

BIKE LANE/SHOULDER W/O SEPARATION						
		Speed Limit				
Lanes	ADT	≤20	25	30	35	≥40
2 lanes	0-750	1	1	2	2	3
	750-1500	1	1	2	3	3
	1500-3000	1	2	2	3	4
	3000+	2	2	2	3	4
3 lanes	0-3,500	1	2	2	3	3
	3,500-7,000	1	2	2	3	4
	7,000-10,000	2	2	2	3	4
	10,000+	2	2	3	3	4

BIKE LANE W/ SEPARATION						
		Speed Limit				
Lanes	ADT	≤20	25	30	35	≥40
2 lanes	0-750	1	1	2	2	3
	750-1500	1	1	2	2	3
	1500-3000	1	1	2	3	4
	3000+	2	2	2	3	4
3 lanes	0-3,500	1	1	2	2	3
	3,500-7,000	1	1	2	3	3
	7,000-10,000	2	2	2	3	4
	10,000+	2	2	2	3	4

MULTI-USE PATH (MORE THAN 2 FEET OF SEPARATION)						
		Speed Limit				
Lanes	ADT	≤20	25	30	35	≥40
ANY	0-3,500	1	1	1	2	2
	3,500-7,000	1	1	1	2	2
	7,000-10,000	2	2	2	2	2
	10,000+	2	2	2	2	2

Pedestrian Level of Traffic Stress

NO PEDESTRIAN FACILITY						
		Speed Limit				
Lanes	ADT	≤20	25	30	35	≥40
2 lanes	0-750	1	1	3	4	4
	750-1500	1	2	3	4	4
	1500-3000	2	2	3	4	4
	3000+	3	3	4	4	4
3 lanes	0-3,500	2	2	3	4	4
	3,500-7,000	4	4	4	4	4
	7,000-10,000	4	4	4	4	4
	10,000+	4	4	4	4	4

SIDEWALK (5-FOOT WIDE W/O BUFFER)						
		Speed Limit				
Lanes	ADT	≤20	25	30	35	≥40
2 lanes	0-750	1	1	2	3	4
	750-1500	1	1	2	3	4
	1500-3000	1	2	2	4	4
	3000+	2	2	2	4	4
3 lanes	0-3,500	1	1	2	4	4
	3,500-7,000	2	2	2	4	4
	7,000-10,000	2	2	3	4	4
	10,000+	2	2	3	4	4

SIDEWALK (MORE THAN 6-FOOT WIDE AND/OR WITH BUFFER)						
		Speed Limit				
Lanes	ADT	≤20	25	30	35	≥40
2 lanes	0-750	1	1	2	2	3
	750-1500	1	1	2	2	3
	1500-3000	1	1	2	2	3
	3000+	1	2	2	3	3
3 lanes	0-3,500	1	1	2	2	3
	3,500-7,000	1	2	2	3	4
	7,000-10,000	2	2	2	3	4
	10,000+	2	2	2	3	4

MULTI-USE PATH (MORE THAN 2 FEET OF SEPARATION)						
		Speed Limit				
Lanes	ADT	≤20	25	30	35	≥40
ANY	0-3,500	1	1	1	2	2
	3,500-7,000	1	1	1	2	2
	7,000-10,000	2	2	2	2	2
	10,000+	2	2	2	2	2

Appendix C – Detailed 20-Year Project List

Project Information			Project Elements				Growth-Related?			Project Cost	
Map ID	Title and Location	Project Description	Vehicular Operations	Safety	Active Transportation	Complete Streets / Preservation	Vehicle LOS[1]	Active Trans. LOS[2]	Growth Related[3]	2026 Total Project Cost	Priority
Active Transportation											
AT-1	**Fir Street Bike Pedestrian & Bicycle Improvements**	Install the following improvements along Fir St: • Fill missing sidewalk gaps on south side of the roadway bet. Sequim Ave and Brown Rd •Bike lanes bet. 9th Ave and 5th Ave and Sequim Ave and Blake Ave • Upgrade/install ADA curb ramps at non-compliant locations along the corridor (26 locations)		X	X	X		X	Y	**$2,200,000**	**High**
AT-2	**Spruce Street Bicycle Boulevard**	Install the following improvements along Spruce St: • Mini roundabouts at all intersections along Spruce St bet. 4th Ave and Haller Ave (except Sequim Ave) • Sharrow markings and signage (7th Ave to Blake Ave)		X	X	X			N	**$1,550,000**	**High**
AT-3	**South Sequim Complete Streets Improvements - Phase 1**	Install the following improvements along Prairie St: • Bike lanes between 5th Ave and eastern terminus • Sidewalks between 5th Ave and eastern terminus • Mini roundabouts at Prairie/4th, Prairie/3rd, Prairie/2nd, Prairie/Sunnyside • Upgrade/install ADA curb ramps at non-compliant locations along the corridor (20 locations)		X	X	X			N	**$8,460,000**	**High**
AT-4	**South Sequim Complete Streets Improvements - Phase 2**	Install the following improvements within South Sequim : • 7th Ave: fill sidewalk gaps (Washington to Hemlock), protected bike lanes (Washington to McCurdy), ADA curb ramp improvements (Fir to Washington, 12 locations) • 5th Ave: sharrows & signage (Washington to Hemlock) • Bell St: sharrows & signage (5th to Sequim) • Maple St: mini roundabouts (4th, 3rd, 2nd, Sunnyside)		X	X	X		X	Y	**$1,730,000**	**High**
AT-5	**N 3rd Avenue Complete Street**	Install the following improvements along 3rd Ave bet. Fir and Washington: • Fill sidewalk gaps • ADA curb ramp upgrades • Bike lanes • Pedestrian crosswalks at Alder, Spruce, and Cedar • Remove stop-controlled approaches along 3rd and move stop-controlled approached to east-west roadways at Alder and Cedar		X	X	X			N	**$4,400,000**	**High**
AT-6	**W Washington Street Safety Improvements**	Install the following improvements along W Washington St: • Protected bike lanes bet. 9th Ave and 7th Ave • Access management and center medians bet. River Rd and 5th Ave • Roundabout retrofit improvements (sidewalk widening, crosswalk/bike ramp installation) at Washington/River and Washington/9th • Install two-stage turn queue boxes for EB and NB bikes (with curb extensions on the NE and SE corners)	X	X	X	X		X	Y	**$2,980,000**	Medium
AT-7	**E Washington St Multimodal Project**	Install the following improvements along E Washington St: • Install/improve MUP along the north side of the roadway bet. Brown and Simdars (connect with ODT) • Access management and center medians bet. Brown and W Sequim Bay • Pedestrian crossing improvement (HAWK signal or half signal) at Washington/Brown • RRFB improvements at Blake, Rhodefer, and Holiday Inn Express	X	X	X	X		X	Y	**$3,100,000**	**High**

Project Information			Project Elements				Growth-Related?			Project Cost	
Map ID	Title and Location	Project Description	Vehicular Operations	Safety	Active Transportation	Complete Streets / Preservation	Vehicle LOS[1]	Active Trans. LOS[2]	Growth Related[3]	2026 Total Project Cost	Priority
Active Transportation											
AT-8	**W Sequim Bay Road Bicycle & Pedestrian Improvements**	Install the following improvements along W Sequim Bay Rd: • MUP bet. Washington and Keeler • Enhanced crossing at Rhodefer, Washington Harbor, Bell Bottom (RRFB)		X	X	X		X	Y	**$3,200,000**	Medium
AT-9	**Keeler Road Bicycle & Pedestrian Improvements**	Install the following improvements along Keeler Rd: • MUP bet. W Sequim Bay and ODT			X	X			N	**$580,000**	Medium
AT-10	**Whitefeather Way Multi-Use Path**	Install the following improvements along Whitefeather Way: • MUP bet. W Sequim Bay and ODT • Enhanced crossing at ODT and W Sequim Bay Rd (with RRFB)			X	X		X	Y	**$3,690,000**	Low
AT-11	**Priest Road Multi-Use Path**	Install the following improvements along Priest Rd: • MUP bet. north City limits and Washington St			X	X		X	Y	**$1,250,000**	Medium
AT-12	**Old Olympic Highway Bicycle & Pedestrian Improvements**	Install the following improvements along Old Olympic Hwy: • Fill missing sidewalk gaps on both sides of the roadway bet. 5th Ave and Sequim Ave •Bike lanes bet. 5th Ave and Sequim Ave			X	X		X	Y	**$2,930,000**	Low
AT-13	**Sunnyside Avenue Pedestrian & Bicycle Improvements**	Install the following improvements along Sunnyside Ave: •Fill missing sidewalk gaps on both sides of the roadway bet. Fir St and Prairie St •Bike facilities bet. Fir St and Prairie St •Enhanced crossing at Washington St with access management improvements			X	X			N	**$1,190,000**	Medium
AT-14	**Blake Avenue Bicycle & Pedestrian Improvements**	Install the following improvements along Blake Avenue: • Fill missing sidewalk gaps on the east side of the roadway bet. Carrie Blake Park and Washington St			X	X			N	**$910,000**	Medium
AT-15	**River Road Multi-Use Path**	Install the following improvements along River Rd: • MUP along the east side of the roadway bet. Washington and Silberhorn • Enhanced crossing at Grant Rd			X	X		X	Y	**$2,920,000**	Medium
AT-16	**7th Avenue Pedestrian & Bicycle Improvements**	Install the following improvements along 7th Ave: • Bike lanes bet. Happy Valley Rd and Washington St • Ped/Bike crosswalk at McCurdy Rd and Silberhorn Rd			X	X		X	Y	**$370,000**	**High**
AT-17	**3rd Avenue Pedestrian & Bicycle Improvements**	Install the following improvements along 3rd Ave: • Fill missing sidewalk gaps on both sides of the roadway bet. Bell St and Hemlock St • Sharrows and signage bet. Washington St and Bell St •Bike lanes bet. Bell St and Brownfield Rd • MUP on west side of the roadway bet. Brownfield Rd and southern City limits • Ped/Bike crosswalk at Hemlock St, Brownfield Rd, and Norman St (with RRFB)			X	X		X	Y	**$2,670,000**	**High**
AT-18	**Norman Street Bicycle & Pedestrian Improvements**	Install the following improvements along Norman St: • Sidewalks & bike lanes bet. Western terminus and 3rd Ave			X	X			N	**$2,880,000**	Low

Project Information			Project Elements				Growth-Related?			Project Cost	
Map ID	Title and Location	Project Description	Vehicular Operations	Safety	Active Transportation	Complete Streets / Preservation	Vehicle LOS[1]	Active Trans. LOS[2]	Growth Related[3]	2026 Total Project Cost	Priority
Active Transportation											
AT-19	**S Sequim Avenue Multi-Use Path**	Install the following improvements along S Sequim Avenue: • MUP along the west side of the roadway bet. Brownfield and Miller (to be installed as part of planned development)			X	X		X	Y	**N/A**	Medium
AT-20	**E Silberhorn Rd Bicycle Facilities**	Install bike lanes or a multi-use path bet. River Road and S 7th Ave			X	X			N	**$2,130,000**	Low
AT-21	**Carrie Blake Park ODT Realignment**	Realign ODT segment within Carrie Blake Park			X				N	**$110,000**	Low
AT-22	**Brackett Road Sidewalk**	Fill missing sidewalk gaps bet. Priest Rd and 9th St			X				N	**$690,000**	Low
AT-23	**Johnson Creek Crossing Repair**	Repairs to the Railroad Trestle Foot Bridge along the Olympic Discovery Trail			X				N	**$2,010,000**	Medium
AT-24	**Brownfield Road Speed Mitigation**	Install curve warning signs with flashing LED permieters, edge striping, and enhanced signage and reflective markers	X	X					N	**N/A**	Low
Roadway & Intersection											
RW-1	**Prairie Street & Sequim Avenue New Signal**	Install traffic signal at Prairie St & Sequim Ave	X	X			X		Y	**$530,000**	Medium
RW-2	**US-101 Ramps & S Sequim Avenue RAB**	Install RABs at US-101 ramp intersections	X	X			X		Y	**$6,000,000**	Medium
RW-3	**Traffic Signal at Fir & N Sequim Avenue**	Intersection improvements at Fir St & Sequim Ave (Note that the need for this project is to accommodate school-related traffic, which is not captured in the MD peak hour anlaysis in the TMP).	X	X					N	**$400,000**	Medium
RW-4	**Kendall & Hendrickson Improvements**	Install additional pavement, improved sight lines, striping, and signage (potential roundabout)		X	X				N	**$1,500,000**	Medium
RW-5	**US-101 & Simdars Road Intersection Improvements**	Install improvements to the US-101/Simdars Ave Interchange: - Construct US-101 WB On-Ramp and EB Off-Ramp - Install RAB at Washington St/Simdars Ave	X	X					N	**$10,710,000**	**High**
RW-6	**W Washington Street Slip Lane Realignment**	Roadway improvement between River and Priest Rd - realignment of the EB slip lane	X	X					N	**$770,000**	Medium
RW-7	**S 7th Avenue Road Connection**	Complete roadway connection between Silberhorn Rd and Reservoir Rd	X			X		X	Y	**$4,580,000**	Medium
RW-8	**W Norman Street Road Connection**	Complete roadway connection between 7th Avenue and western terminus (west of Edelweiss Dr)	X			X		X	Y	**$1,160,000**	Low
RW-9	**W Brownfield Road Realignment**	Realign Brownfield Road between 3rd Ave and Sequim Ave. Install bike lanes, sidewalk, curb and gutter	X			X		X	Y	**$4,650,000**	Medium
RW-10	**W Maple Street Road Connection**	Complete roadway connection between 5th Avenue and 4th Avenue	X			X			N	**$2,540,000**	Medium
RW-11	**E Washington Street & Brown Road**	Intersection improvements at E Washington St & Brown Rd (potential RAB)	X	X			X		Y	**$1,600,000**	**High**
RW-12	**E Washington Place Road Connection**	Complete roadway connection between Blake Ave & Rhodefer Rd	X			X			N	**$1,360,000**	Low
RW-13	**N 9th Avenue Road Connection**	Complete roadway connection between Fir St & Brackett Ave and Fir St & Hendrickson	X			X			N	**$2,350,000**	Medium

Project Information			Project Elements				Growth-Related?			Project Cost	
Map ID	Title and Location	Project Description	Vehicular Operations	Safety	Active Transportation	Complete Streets / Preservation	Vehicle LOS[1]	Active Trans. LOS[2]	Growth Related[3]	2026 Total Project Cost	Priority
Roadway & Intersection											
RW-14	**W Sequim Bay Rock Revetment Reconstruction**	Reconstruction of the rock revetment supporting W Sequim Bay Rd, near Pitship Bridge.		X		X			N	**$510,000**	Low
RW-15	**US-101/Whitefeather Intersection Improvements**	Safety/operational improvements with US 101/Whitefeather/Palo Alto		X					N	**$6,460,000**	**High**
RW-16	**S 5th Ave Extension (McCurdy to Driveway)**	Construct half-roadway between McCurdy Rd and driveway				X			N	**$160,000**	Low
RW-17	**Port Williams Road Expansion**	Expand roadway and install pedestrian facilities between Sequim Ave and Brown Rd			X	X			N	**$690,000**	Low
RW-18	**Happy Valley to Simdars Road Frontage Road Connection**	Install connection between Simdars Rd and Happy Valley Rd	X		X			X	Y	**$5,600,000**	Medium

Notes:

[1] Projects marked in this column indicate those needed ro address locations that do not meet vehicular LOS standards under future (2045) conditions.

[2] Projects marked in this column indicate those needed ro address locations that do not meet pedestrian or bicycle LOS standards under future (2045) conditions.

[3] Projects needed to meet future LOS standards. (Y = Yes, N = No)

Cost Totals	
Active Transportation	**$51,950,000**
Roadway & Intersection	**$22,800,000**
WSDOT Projects	**$28,770,000**
Total	**$103,520,000**
Growth-Related Projects	**$51,160,000**

Appendix D – Project List Prioritization Matrix

		COLLISION CRITERIA						LOCATION CRITERIA					EQUITY CRITERIA									GROWTH RELATED			PROJECT READINESS					
		Fatal/Severe Injury Collision History		Risk Factors Addressed				Proximity to					Social Vulnerability Index of Adj. Census Tracts			Income Level of Adj. Census Tracts			Zero Car Households in Adj. Census Tracts			Deficiencies		New Road Connection	Stage of Development					
Map ID	Intersection/Corridor Project	Fatal	Severe Injury	Ped/Bike Crashes	Angle Crashes	Rear End Crashes	Speed Crashes	Schools	Parks	ODT	Civic Facilities	Medical Facilities	High	Medium	Low	<$50k	$50k-$100k	>$100k	>20%	5%-20%	0%-5%	LOS (F or F)[1]	LTS (3 or 4)[2]		Planned in TIP or RTIP	Design	Total	2026 Cost	Project Type	Jurisdiction
Map ID	Weighting Factors:	3	2	2	1	1	1	3	2	2	1	1	3	1	0	3	1	0	3	1	0	4	4	2	2	4	max = 40			
AT-1	Fir Street Pedestrian & Bicycle Improvements			X	X			X	X	X	X		X			X				X			X			X	26 /40	$2,200,000	Active Transportation	City
AT-4	South Sequim Complete Streets Improvements - Phase 2	X		X	X				X				X			X			X				X				21 /40	$1,730,000	Active Transportation	City
AT-5	N 3rd Avenue Complete Street			X	X			X	X		X		X			X				X						X	20 /40	$4,400,000	Active Transportation	City
RW-5	US-101 & Simdars Road Intersection Improvements	X	X		X	X				X			X			X				X						X	20 /40	$10,710,000	Roadway & Intersection	WSDOT
AT-3	South Sequim Complete Streets Improvements - Phase 1		X	X	X	X			X				X			X			X						X		19 /40	$8,460,000	Active Transportation	City
AT-7	E Washington St Multimodal Project			X	X	X				X			X			X				X			X		X		19 /40	$3,100,000	Active Transportation	City
AT-16	7th Avenue Pedestrian & Bicycle Improvements			X	X	X				X			X			X			X				X				19 /40	$370,000	Active Transportation	City
AT-17	3rd Avenue Pedestrian & Bicycle Improvements		X	X	X						X		X			X			X				X				19 /40	$2,670,000	Active Transportation	City
AT-2	Spruce Street Bicycle Boulevard		X	X	X			X	X		X		X			X				X							18 /40	$1,550,000	Active Transportation	City
RW-15	US-101/Whitefeather Intersection Improvements	X	X		X		X		X	X				X			X			X						X	18 /40	$6,460,000	Roadway & Intersection	WSDOT
RW-11	E Washington Street & Brown Road				X	X							X			X			X			X					15 /40	$1,600,000	Roadway & Intersection	City
AT-6	W Washington Street Safety Improvements		X	X	X	X								X		X				X			X				15 /40	$2,980,000	Active Transportation	City
RW-2	US-101 Ramps & S Sequim Avenue RAB					X	X						X			X			X			X					15 /40	$6,000,000	Roadway & Intersection	WSDOT
AT-13	Sunnyside Avenue Bicycle & Pedestrian Improvements			X					X	X	X		X			X				X							14 /40	$1,190,000	Active Transportation	City
RW-1	Prairie Street & Sequim Avenue New Signal				X								X			X			X			X					14 /40	$530,000	Roadway & Intersection	City
RW-3	Traffic Signal at Fir & N Sequim Avenue				X			X		X	X		X			X				X							14 /40	$400,000	Roadway & Intersection	City
AT-11	Priest Road Multi-Use Path			X						X				X		X				X			X				13 /40	$1,250,000	Active Transportation	City
AT-14	Blake Avenue Bicycle & Pedestrian Improvements			X					X	X			X			X				X							13 /40	$910,000	Active Transportation	City
AT-15	River Road Multi-Use Path			X					X					X		X				X			X				13 /40	$2,920,000	Active Transportation	City
AT-8	W Sequim Bay Road Bicycle & Pedestrian Improvements			X						X				X			X			X			X		X		13 /40	$3,200,000	Active Transportation	City
RW-18	Happy Valley to Simdars Road Frontage Road Connection			X					X	X				X			X			X			X				13 /40	$5,600,000	Roadway & Intersection	WSDOT
RW-10	W Maple Street Road Connection			X												X			X					X	X		12 /40	$2,540,000	Roadway & Intersection	City
RW-8	W Norman Street Road Connection			X										X			X			X			X	X			11 /40	$1,160,000	Roadway & Intersection	City
AT-10	Whitefeather Way Multi-Use Path			X						X				X			X			X			X				11 /40	$3,690,000	Active Transportation	City
AT-9	Keeler Road Bicycle & Pedestrian Improvements			X						X				X			X			X						X	11 /40	$580,000	Active Transportation	City
RW-13	N 9th Avenue Road Connection			X						X				X		X				X				X			11 /40	$2,350,000	Roadway & Intersection	City
RW-6	W Washington Street Slip Lane Realignment				X	X								X		X				X			X				11 /40	$770,000	Roadway & Intersection	City
RW-7	S 7th Avenue Road Connection			X										X			X			X			X	X			11 /40	$4,580,000	Roadway & Intersection	City
RW-9	W Brownfield Road Realignment			X										X			X			X			X		X		11 /40	$4,650,000	Roadway & Intersection	City
RW-4	Kendall & Hendrickson Improvements			X	X					X				X		X				X							10 /40	$1,500,000	Roadway & Intersection	City
AT-19	S Sequim Avenue Multi-Use Path			X										X			X			X			X				9 /40	N/A	Active Transportation	City
AT-23	Johnson Creek Crossing Repair									X				X			X			X						X	9 /40	$2,010,000	Active Transportation	City
RW-12	E Washington Place Road Connection								X	X				X			X				X			X			8 /40	$1,360,000	Roadway & Intersection	City
AT-21	Carrie Blake Park ODT Realignment			X					X	X					X		X				X						7 /40	$110,000	Active Transportation	City
AT-22	Brackett Road Sidewalk			X										X		X				X							7 /40	$690,000	Active Transportation	City
RW-16	S 5th Ave Extension (McCurdy to Driveway)								X					X			X			X					X		7 /40	$160,000	Roadway & Intersection	City
AT-12	Old Olympic Highway Bicycle & Pedestrian Improvements			X																			X				6 /40	$2,930,000	Active Transportation	City
AT-20	E Silberhorn Rd Bicycle Facilities			X	X									X			X			X							6 /40	$2,130,000	Active Transportation	City
AT-18	Norman Street Bicycle & Pedestrian Improvements			X										X			X			X							5 /40	$2,880,000	Active Transportation	City
RW-14	W Sequim Bay Rock Revetment Reconstruction													X			X			X					X		5 /40	$510,000	Roadway & Intersection	City
AT-24	Brownfield Road Speed Mitigation						X							X			X			X							4 /40	N/A	Active Transportation	City
RW-17	Port Williams Road Expansion				X	X								X			X				X						4 /40	$690,000	Roadway & Intersection	City

Notes:

[1] Identifies projects needed to address the City's vehicular LOS standards (LOS F or better for Washington Street between 5th Ave and Brown Rd; LOS E or better for all other segments of Washington St; and LOS D or better for all other roadways.)

[2] Identifies projects needed to address the City's active transportation LOS standards (LTS 1 or better along the Olympic Discovery Trail; LTS 2 or better for all otehr orads identifies in the Bicycle or Pedestrian System Plans.)

Appendix E – Detailed Transportation Action Plan Strategies

Implementation Action	Implementation Strategies	Likely Lead(s) & Partners(s)	Timeline
1. Evaluate/develop a comprehensive funding strategy to implement the transportation priorities and capital projects identified in the TMP	This effort would include assessing existing revenue streams and identifying new or enhanced mechanisms to close funding gaps, such as: • Updating the Transportation Impact Fee (TIF) program to ensure new development contributes proportionally to system improvements needed to serve growth. • Evaluating options to increase the existing Transportation Benefit District (TBD) revenue authority. • Exploring a voter-approved street levy or levy lid lift to fund preservation and safety improvements. • Considering councilmanic bonds or other debt financing tools to accelerate delivery of high-priority capital projects. • Identifying state and federal grant opportunities and positioning priority projects for competitive funding programs.	Public Works	Short-Term
2. Review/revise concurrency regulations, municipal code, and associated ordinances to ensure consistency with multimodal Level of Service (LOS) standards.	This effort would ensure regulatory consistency and defensibility while supporting the Comprehensive Plan's multimodal transportation policies and would include: • Aligning concurrency thresholds and evaluation methodologies with MMLOS metrics rather than solely vehicular LOS. • Clarifying how pedestrian, bicycle, and transit performance are incorporated into development review. • Updating compliance pathways and mitigation requirements to reflect multimodal system objectives.	Public Works & Community Development	Short-Term
3. Review/update roadway design standards to better align with Level of Traffic Stress (LTS) considerations.	This effort would result in a cohesive set of standards that better implements the City's adopted transportation vision by: • Incorporating context-sensitive design approaches that reflect surrounding land use and modal priorities. • Updating cross-section standards to support multimodal access, safety, and comfort. • Integrating LTS criteria into facility selection and design guidance. • Identify and update design requirements that may conflict with safety or livability goals.	Public Works	Medium-Term

Implementation Action	Implementation Strategies	Likely Lead(s) & Partners(s)	Timeline
4. Review/update the development review process to align with Comprehensive Plan policies, land use plan, and updated MMLOS standards	This effort would help streamline development review while ensuring new construction supports adopted transportation goals by: • Preparing or updating Traffic Study Guidelines to reflect multimodal analysis requirements. • Clarifying study thresholds, methodology expectations, and mitigation frameworks. • Ensuring consistency between transportation impact analysis and updated state regulations. • Improving predictability and transparency for applicants while maintaining technical compliance.	Public Works & Community Development	Medium-Term
5. Update the 6-Year Transportation Improvement Program (TIP) development process to incorporate policy-driven prioritization metrics consistent with the TMP.	This effort would strengthen the linkage between long-range planning and capital programming while enhancing accountability and strategic investment. Strategies could include: • Establishing a scoring framework tied to safety, equity, multimodal access, system preservation, congestion management, and economic development. • Aligning project selection with MMLOS and Comprehensive Plan performance measures. • Increasing transparency in how projects move from planning to programming. • Creating a repeatable, defensible prioritization methodology to support Council decision-making.	Public Works	Short-Term