

A photograph of a person in a dark blue power wheelchair on a sidewalk. They are facing away from the camera, looking towards a street with a crosswalk. In the background, there's a yellow school bus and some cars. A utility pole on the right has a poster attached to it. The poster is for a 'Climate Emergency' event, encouraging people to attend a public meeting on September 5th at the Duwamish Beach Library. The poster also features the text 'what we can do about it TOGETHER'.

Seattle Department of Transportation (SDOT) Americans with Disabilities Act (ADA) Program

Presenter:
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SDOT ADA Coordinator/Program Manager
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Overview

- ADA Title II requirements
- SDOT's ADA Program
- Reynoldson Consent Decree
- ADA Transition Plan



Building an Accessible Seattle

- Accessibility as a civil right
- 26% of U.S. adults have a disability - equates to approximately 170,000 Seattle residents
- SDOT is responsible under Title II of the ADA to ensure an accessible public right-of-way
- Federal and state funding require compliance with the ADA
- Beyond compliance, SDOT aims for Universal Design – infrastructure that works for everyone



Legal Framework

- Americans with Disabilities Act (ADA) Title II

- Requires accessible public programs, services, and activities which includes sidewalks and curb ramps



- Reynoldson Consent Decree

- Provides requirements and oversight for SDOT's ADA efforts

Title I. Employment

Title II. Public Entities

Part A - State and Local Government

Part B - Public Transportation

Title III. Public Accommodations

Title IV. Telecommunications

Title V. Miscellaneous

SDOT's ADA Program: Mission and Scope

MISSION:

Develop and maintain an accessible Seattle public right-of-way for all

Scope:

- Manages requirements of Reynoldson Consent Decree through internal partnerships and coordination efforts
- Responds to ADA inquiries and public requests
- Leads and monitors ADA self-evaluation efforts, barrier removal projects, and other Transition Plan efforts
- Develops policies, standards, technical guidance, and training related to ADA compliance and Universal Design best practices
- Researches and develops innovative approaches and emerging practices to accessibility issues and needs in the right-of-way (ROW)



ADA Program Management

ADA Coordinator

- SDOT Liaison to Citywide Title II Program Compliance Office and City ADA Coordinator
- Leads coordination and compliance efforts within the terms of the *Reynoldson V. City of Seattle Consent Decree*
- Acts as Subject Matter Expert (SME) on ADA-related policy development and design requirements
- Supports SDOT on ADA complaints and inquiries
- Leads Pedestrian Access Advisory Committee (PAAC)



ADA Program Teams

Customer Requests & Outreach

- Curb ramp requests, Accessible Pedestrian Signal (APS), and other ADA-related pedestrian facilities improvements
- Supports research and communication regarding SDOT ADA inquiries, requests, and complaints
- Coordinates Pedestrian Access Advisory Committee (PAAC) meetings



ADA Program Teams

Planning & Project Management

- Manages Customer Service Request (CSR) Curb Ramp Program
- Coordinates and collaborates on projects with ADA pedestrian facilities
- Develops ADA Transition Plan projects and self-evaluation



ADA Program Teams

Technical Design, Review, & Inspections

- Provides Curb Ramp Inspection App (CRIA) inspector certification and other ADA trainings
- Develops SDOT ADA technical guidance and best practices
- Conducts design and construction plan review
- Completes inspections of curb ramps and other pedestrian facilities for ADA compliance
- Reviews and approved Maximum Extent Feasible (MEF) documentation



Reynoldson Consent Decree Overview

- Eighteen-year consent decree with the City of Seattle and SDOT
- ADA barrier removal capital improvement requirements
- Terms of agreement end in 2035



Terms of the Settlement

- Minimum of 1,250 curb ramps/year
- Minimum of 150 CSR curb ramps/year
- ADA self-evaluations and Transition Plan update
- ADA staff training
- Class Action Member engagement and dispute resolution
- Annual report
- ADA Coordinator within SDOT



Customer Service Request Curb Ramp Program

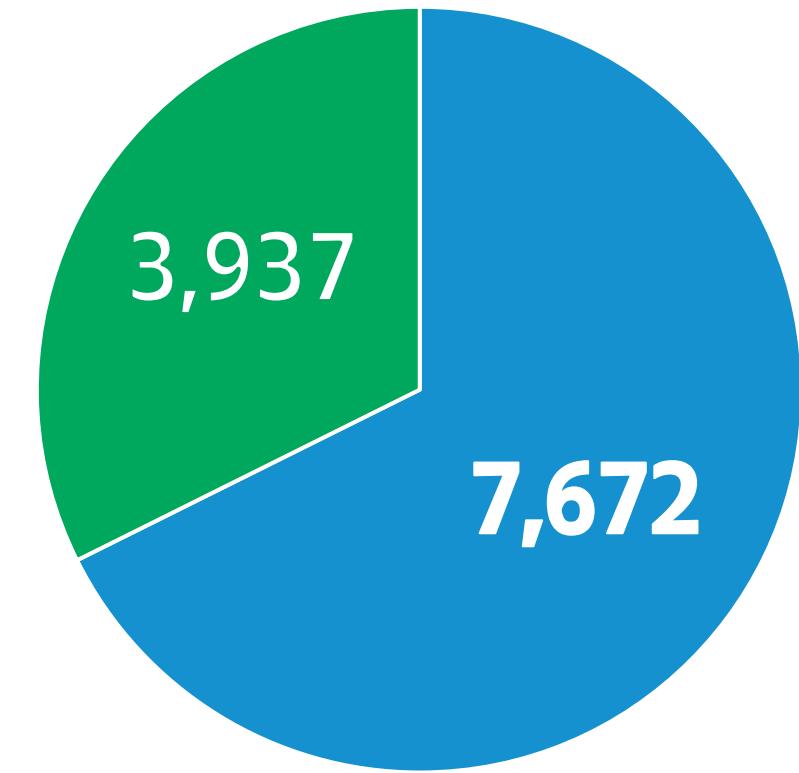
- On average, ADA program receives over 600 requests annually
- Curb ramp project development and delivery is a revolving 3+ year cycle once funding is identified
- Average of 156 CSR curb ramps delivered annually



Reynoldson Consent Decree: By the Numbers

- Since 2017, SDOT has delivered or permitted 11,609 curb ramps
- Two-thirds (66%) of curb ramps are delivered directly via SDOT projects
- On average, SDOT delivers or permits 1,352 curb ramps annually
- About one-third (29%) of curb ramps are approved and constructed to the Maximum Extent Feasible (MEF)

Curb Ramps Construction Totals (2017-2025)

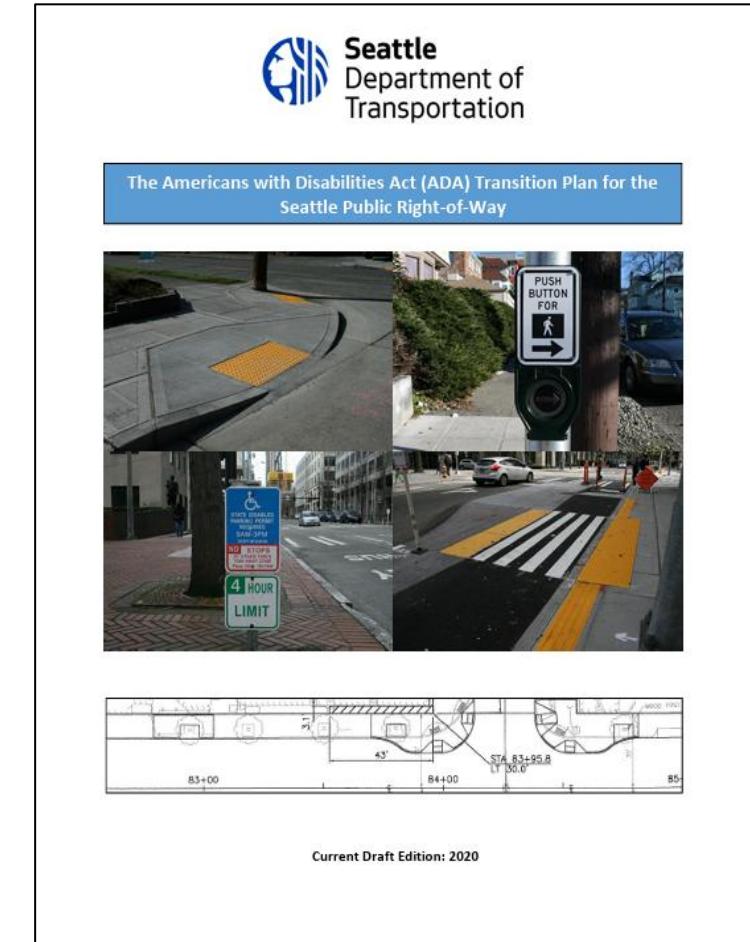


■ SDOT Projects

■ Permitted Construction

ADA Transition Plan Overview

- Evaluation of existing accessibility barriers and plan to remediate impediments to accessibility
- Core elements include:
 - Inventory of curb ramps, sidewalks, and other pedestrian infrastructure in the ROW
 - Prioritization framework emphasizing equity, safety, and demand
 - Plan updates reflecting public requests and additional self-evaluation efforts
 - Capital improvements barrier removal plan and timeline
 - Methods and process to remediate ADA barriers in the ROW



ADA Transition Plan Status

- Public survey, focus groups, and listening sessions early 2026
- Spatial analysis and prioritization overlay
- Capital project coordination and development
- Transition Plan update to be completed in 2028



Questions?

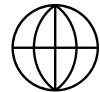
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<https://www.seattle.gov/transportation/projects-and-programs/programs/ada-program>



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A vibrant city street scene in Seattle. In the foreground, a light rail train with a "MUSEUM OF POP CULTURE" advertisement is stopped at a station. A bus with "UNION" on its side is also visible. Several people are walking on the sidewalk, including a group of people standing near a large, colorful "2020" sculpture. The background features modern buildings, including a prominent glass skyscraper, and a construction crane. The overall atmosphere is bright and urban.

From the entire SDOT Team:
Thank you!