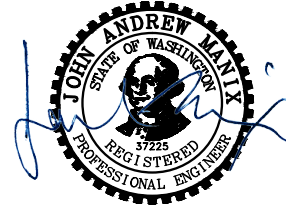




Memorandum

DATE: February 26, 2026
TO: Curleigh (Jim) Carothers
FROM: John Manix, PE
PROJECT: 24011088
REGARDING: 2025 Updated Self Evaluation Plan



INTRODUCTION

The 2025 Updated Self-Evaluation Plan updates the original Self-Evaluation Plan prepared in 2015 (see Appendix J). The 2025 Updated Self-Evaluation Plan informs the 2025 Updated ADA Transition Plan, which provides a list of public improvements needed to eliminate barriers within the public right-of-way, identifies the estimated costs of those improvements, and establishes a schedule for their implementation. Both the Self-Evaluation Plan and the ADA Transition Plan are required to be updated on a regular basis.

The Washington State Department of Transportation (WSDOT) Local Programs Office informed City staff that the City of Camas would not qualify for grant funding for transportation improvements without completing the 2025 updates to the Self-Evaluation and ADA Transition Plans. See Appendix A for the WSDOT-supplied Non-State Jurisdiction ADA Transition Plan Review Rubric and Rating Guide (WSDOT Rubrics).

ADA Self Evaluation and ADA Transition Plan Requirements

The following categories are listed in the WSDOT Rubrics:

1. Official Responsible for Implementation of ADA Transition Plan – See 2015 Self Evaluation Plan
2. Inventory of Barriers – See 2025 Self Evaluation Plan
3. Modification Schedule – See 2025 Updated ADA Transition Plan
4. Accessibility Methodology
 - a. Self-Evaluation Plan Facilities – See 2025 Self Evaluation Plan for public right-of-way elements inventoried and assessed using the ADA Accessibility Guidelines (ADAAG) and the Public Rights-of-Way Access Guidelines (PROWAG) technical criteria. Barriers will be documented, mapped, and prioritized.
 - b. Updated Transition Plan Barriers – See 2025 Updated ADA Transition Plan for ranked improvements based on safety, public use, access to government services, and community input. Improvements will be phased and integrated into capital improvement and resurfacing projects.
 - c. Design and Construction Controls – See 2015 Self Evaluation Plan for standard plan compliance and policy for review during design, verified during construction, and confirmed prior to project closeout through field measurements and inspection.

- d. Maximum Extent Feasible – See 2015 Self Evaluation Plan where structural, right-of-way, or topographic constraints prevent full compliance, improvements will meet standards to the maximum extent feasible. Technical infeasibility will be documented and alternative accessible solutions provided where necessary.
5. Public Involvement – See 2025 Self Evaluation Plan
6. ADA Policy Statement – See 2015 Self Evaluation Plan
7. Complaint/Request/Grievance Process – See 2015 Self Evaluation Plan

This 2025 Updated Self Evaluation Plan focuses on two important components that inform the 2025 Updated ADA Transition Plan: public involvement and inventory of the public right-of-way.

PUBLIC INVOLVEMENT PROCESS

Public involvement was a central component of the 2025 ADA Transition Plan update and played a key role in shaping the priorities and recommendations included in this document. Significant time and resources were dedicated to involving the public throughout the process to ensure that the plan reflects community members' current priorities and needs. Outreach activities provided multiple opportunities for people with disabilities, advocates, service providers, and community members to share their experiences, identify barriers, and help prioritize improvements. The input received through this process directly informed project recommendations and helps ensure the plan promotes inclusivity for all users throughout the city of Camas.

Public Outreach

Public outreach for this effort began early in the process to support the citywide ADA Plan update. Outreach activities began with the launch of Engage Camas project page content (<https://engagecamas.com/ada-plan-updates-2025>) and social media posts inviting community members and advocates to serve on the Community Advisory Committee (CAC).

To engage the broader community, we sent a postcard mailer to all Camas residents. It informed them of the project, the project webpage, the chance to serve on the CAC, and the online virtual open house and community survey. Those interested in participating in the CAC were invited to three sessions, which allowed for more in-depth discussion and collaboration.

These engagement efforts provided multiple accessible opportunities for community members to learn about the project, share their experiences, ask questions, and provide meaningful feedback on accessibility needs and priorities throughout the City of Camas. Input received through three CAC sessions and the community survey informed the development of the Self-Evaluation Plan and contributed to shaping a more inclusive, connected, and accessible Camas for all users.

Agencies & Service Providers

In addition to broad public outreach, the City conducted targeted outreach to organizations that represent or serve people with disabilities and other community stakeholders. Their involvement in the CAC provided valuable insight into accessibility needs, barriers, and priorities across the community, from students to seniors. The following agencies and organizations were contacted to participate in the project.

- Community members with disabilities
- Community members of Camas
- C-TRAN

- Washington State Department of Transportation
- Clark County Community Services – Developmental Disabilities Program
- Northwest ADA Center
- People First of Clark County
- Lacamas Creek Post Acute assisted living facility
- Faith-based organizations
- Vancouver Housing Authority
- Washington State Department of Social and Health Services – Division of Vocational Rehabilitation
- Washington State School for the Blind
- Washington School for the Deaf
- Camas School District
- Camas School District special education leaders
- Camas School District Special Education Parent/Teacher/Student Organization

These entities were all approached during the outreach process to participate in the CAC and provide actionable feedback on barriers within the public right-of-way and recommendations to enhance Camas' accessibility. The organizations were invited to share our efforts through their own communications channels, and the Downtown Camas Association, for one, utilized its community newsletter to publicize the community survey.

Process Kick-Off Meeting with City of Camas Staff

A project kick-off meeting was held virtually with City staff on March 17, 2025, to introduce the Self-Evaluation Plan and ADA Transition Plan update. The meeting focused on reviewing the project goals and objectives and presenting the proposed Public Involvement Plan. City staff were invited to provide input on the outreach approach, confirm project roles and responsibilities, and discuss the overall project schedule, helping to ensure a coordinated and effective planning process.

ADA Community Advisory Committee for the Public Right of Way

Three CAC meetings were held at Camas City Hall, which was selected as a centrally located and accessible meeting place for all participants. For those unable to attend in person, a virtual participation option was also provided. Together, these approaches helped reduce barriers for participation and ensured consistent involvement throughout the public involvement process.

To maximize participation, online surveys were distributed to CAC members several weeks in advance to identify preferred meeting dates and times, and a dedicated City of Camas Public Works representative managed invites, correspondence, and materials. Title VI forms were distributed at every session, and materials were made available to committee members after each session via Engage Camas, where an update for the broader community was also posted.

Community Outreach

Community outreach was a key element of the ADA Plan update and was designed to reach a broad and diverse audience using multiple communication methods. The City used a combination of direct mail, online engagement, social media, and partnerships with local organizations to raise awareness of this plan update and encourage participation. These outreach efforts provided accessible opportunities for community members to learn about the ADA Plan update and share input and included the following:

- Community-wide mailer
- EngageCamas.com webpage

- City social media
- Downtown Camas Association social media and e-newsletter
- Email to CAC members and organizations
- Flyers at City Hall and Camas Library
- Scribble maps
- Online surveys
- Virtual open house

These outreach efforts were highly successful and resulted in meaningful participation from the community. The input received helped clearly identify priority focus areas, including downtown Camas and City parks, and directly informed the development of project recommendations and implementation strategies. Participants then had the opportunity to attend in-person CAC meetings described below.

CAC Meeting #1 Findings – June 27, 2025

The first CAC meeting was designed to introduce the project scope, including the types of data to be collected, potential barrier removal improvements, planned community outreach efforts, and examples of ADA-compliant curb ramps. CAC members were invited to share their interest in the project, identify Camas destinations that are most important to them, and discuss accessibility barriers they have experienced throughout the City of Camas. This initial discussion helped establish a shared understanding of community priorities and provided valuable context for the self-evaluation process. Feedback received during the meeting informed the identification of key focus areas and reinforced the importance of addressing both physical barriers and user experience to improve accessibility for all community members.

CAC Meeting #2 Findings – September 18, 2025

Prior to the second CAC meeting, an online survey was distributed to all participants to gather background information and better understand accessibility needs within Camas. The survey asked participants to share information about themselves, whether they experience mobility or accessibility challenges, how they travel throughout the City, and how they would rank curb ramps, traffic signal push buttons, and sidewalks within Camas. One of the most critical components of the survey asked participants to identify the destinations and streets that are most important to them. Responses to these questions directly informed the prioritization of focus areas for the 2025 ADA Transition Plan update. See Appendix B for survey responses.

The second CAC meeting built upon these survey results and focused on reviewing the feedback and identifying high-priority locations for accessibility improvements. Survey responses consistently identified downtown Camas and City parks as top priorities. During the meeting, CAC members reinforced the importance of improving park access points and accessibility within downtown Camas. Additional discussion highlighted challenges related to locating accessible parking downtown and the need for clearer, more consistent accessibility policies for City-sponsored events. Input from this meeting helped refine priority locations and strengthened the City's understanding of community-identified accessibility needs.

CAC Meeting #3 Findings – December 4, 2025

The final CAC meeting focused on confirming the City's high-priority accessibility areas and reviewing the results of the scribble map exercise. Prior to the meeting, CAC members were provided with scribble maps of downtown Camas and asked to use symbols to identify key travel routes, rank curb ramps, and highlight specific accessibility barriers. This interactive activity allowed members to visually document areas of concern and prioritize

improvements based on lived experience. The results identified Birch Street, Cedar Street, Dallas Street, and Everett Street—between 3rd Avenue and 6th Avenue—as primary areas of concern.

In addition to the meeting discussion, CAC members were invited to submit completed scribble maps to further capture curb ramp and sidewalk conditions. See Appendix C for completed scribble maps. The intent of this exercise was to provide members with a direct and accessible way to indicate where barriers should be addressed within the downtown sidewalk network. Three members participated and the following findings were derived:

- Sidewalk repair is a high priority, particularly in areas with uplifted or uneven panels that create tripping hazards.
- Support for implementing the proposed low-cost improvements at existing curb ramps.
- The need to maintain an accessible pedestrian path on sidewalks. This may be supported through outreach and education to downtown merchants to ensure a minimum of four feet of clear sidewalk width is consistently maintained.

A draft list of prioritized projects was also presented at the meeting. This list was developed using input gathered from previous CAC sessions, the community survey, and the scribble map exercise. Based on this combined feedback, downtown Camas was identified as the highest-priority area for accessibility improvements. Recommended actions include replacing high- and medium-priority curb ramps or implementing appropriate low-cost improvements, addressing sidewalk tripping hazards through targeted grinding, and upgrading park access points with ADA-compliant improvements on streets located within one-quarter mile of park entrances.

Conclusion

The public involvement process for the 2025 ADA Plan update demonstrates the City of Camas' commitment to connectivity and inclusivity. Through early outreach, meaningful engagement with the CAC, coordination with agencies, and community participation, the City gathered valuable input that directly shaped project prioritization and implementation strategies. All CAC summary meeting notes can be seen in Appendix D.

The feedback received throughout this process reinforced the importance of improving accessibility in high priority destinations such as downtown and city parks. See Appendix E for a citywide community feedback map illustrating important destinations mentioned by the community throughout the public involvement process. By incorporating community-identified priorities into the updated ADA Transition Plan, the City is taking deliberate steps toward creating a more accessible and welcoming Camas for all users. In the downtown, CAC members endorsed the low-cost ramp upgrades in the downtown and cited the importance of midblock sidewalk repair of uplifted sidewalk.

There was a concern regarding the availability of accessible parking in the downtown area, particularly during busy community events during CAC meeting #2. Apex acknowledges the desire for additional accessible on-street parking spaces to better serve event-related demand. A City-provided downtown parking diagram can be seen in Appendix F to show existing accessible parking inventory and support future evaluation. Additional study and coordination will be necessary to assess existing supply, location, event conditions, and opportunities for expanded accessible parking spaces.

INVENTORY

Introduction

This inventory memorandum serves as an update to the 2015 Camas ADA Transition Plan. All other regulatory requirements, definitions of important locations, and applicable standards remain consistent with the 2015 ADA Plan.

The City of Camas provided a curb ramp inventory dataset documenting the location, physical characteristics, and ADA compliance status of curb ramps within the city limits. This inventory was analyzed using GIS-based prioritization criteria to identify the ramps most in need of enhancement or replacement. As the dataset was last updated in 2020, a combination of field verification, aerial imagery review, and community feedback was used to validate and refine the prioritization results.

Summary of Inventory

The GIS inventory received identifies key characteristics of intersection ramps and indicates whether individual elements comply with Americans with Disabilities Act (ADA) guidelines. These attributes were evaluated using a weighted scoring approach to identify ramps with the greatest accessibility deficiencies and to support prioritization for enhancement or replacement. See Appendix G for a memo describing the coding logic. The attributes included in the City's spreadsheet and used in this evaluation are explained below.

- Ramp width (Ramp_Width)
- Ramp location (Latitude/Longitude)
- Presence of warning surface (Ramp_Warni)
- Warning surface type (Warning_ty)
- Presence of compliant landing (Landing_on)
- Ramp slope (Ramp_Slope)
- Presence and height of a lip (Land_Drop)
- Safe Harbor designation (SafeHarbor)

The GIS-based prioritization criteria provided a structured method for evaluating curb ramp conditions across the city. However, the analysis presented challenges in distinguishing the most critical locations, as multiple noncompliant ramps were recently updated after the data was collected. As a result, a relatively large number of ramps were initially categorized as high priority for replacement based solely on scoring outputs. To better differentiate the data, the results were redefined into five defined priority categories:

- **ADA Compliant:** Ramps that meet current ADA guidelines.
- **Safe Harbor:** Ramps that meet 1991 ADA standards and do not require replacement unless altered.
- **High Priority:** Ramps most in need of enhancement or replacement.
- **Medium Priority:** Ramps require improvements, but not in critical condition.
- **Low Priority:** Ramps meeting some ADA guidelines, but requiring minor enhancements.

A citywide map illustrating ramp priorities is provided in Appendix H.

Limitations

The inventory data were collected in 2020. Since that time, several curb ramp improvement projects have been completed between 2020 and 2025, resulting in changes to ramp conditions that are not reflected in the original dataset. This created limitations for the prioritization process, as certain inventory attributes no longer represent current field conditions.

Community feedback surveys indicated a strong concentration of accessibility concerns in downtown Camas. To address these limitations, a field visit was conducted on November 24, 2025, focusing on downtown curb ramps. The field review relied on professional engineering judgment, familiarity with ADA accessibility guidelines, and comparison with the inventory data to assess existing conditions and confirm or revise priority rankings.

In addition to downtown locations, the Apex team reviewed sites identified as important through community surveys, including neighborhood parks, high schools, middle schools, regional parks, and lake access areas. Medical offices and signalized intersections were also mapped and considered for consistency with the City's 2015 ADA Transition Plan and based on familiarity with the study area.

This evaluation is intended to support planning-level prioritization and does not replace a comprehensive field ADA compliance audit.

Findings

Review of post-2020 improvements confirmed that portions of the original inventory no longer reflected existing conditions, particularly in the downtown area. As a result:

- Several ramps previously classified as high priority were determined to have been upgraded and were reclassified accordingly.
- Inventory-based scoring alone was insufficient in some locations without field confirmation.
- Community input provided valuable context in identifying areas where improvements were still needed.

These findings demonstrate the importance of supplementing GIS-based prioritizing approach with field verification and engineering judgment to ensure that prioritization reflects current conditions.

Evaluation Process

Following the downtown field audit, several curb ramps had their priority rankings adjusted to reflect recent upgrades, particularly along 3rd Avenue in downtown Camas. Based on these updates, Apex evaluated appropriate treatments to bring ramps into ADA compliance or reduce high-priority ramps to a lower priority category through interim improvements.

Signalized intersections were evaluated primarily through aerial review to assess the presence of ADA-compliant pedestrian pushbuttons. The prioritization methodology for pushbutton replacements, consistent with Manual on Uniform Traffic Control Devices (MUTCD) requirements, is documented in the Push-Button Inventory Memorandum attached to the 2025 ADA Transition Plan. Projects identified through this process are allocated to the 20-Year Comprehensive Plan horizon.

For other locations identified through community surveys, aerial imagery was used to assess and verify inventory data where field visits were not feasible. See the 2025 ADA Transition Plan Parks Memorandum for park maps

referenced below. Using engineering judgment, several parks and lake access areas were selected as case studies for more detailed evaluation:

- Grass Valley Park
- Crown Park
- Forest Home Park
- Dorothy Fox Park
- Lacamas Lake, Fallen Leaf Lake, and Round Lake

As shown in the park maps included in Appendix A in the 2025 ADA Transition Plan, a 0.25-mile buffer was established around each park access point to evaluate surrounding curb ramps that support pedestrian connectivity within the public right-of-way. Only ramps initially classified as high priority were selected for further review. These ramps were evaluated using aerial imagery and professional engineering judgment to determine whether they should be prioritized for full replacement within either the 6-Year TIP or the 20-Year Comprehensive Plan horizon, depending on project priority.

Appendix I includes maps specific to the lake park locations (Lacamas Lake, Fallen Leaf Lake, and Round Lake) to document that curb ramps within the public right-of-way surrounding these areas do not exhibit high-priority characteristics. Community survey comments referencing ramps in these areas likely pertain to trailhead facilities or ramps outside the public right-of-way maintained by the City, which are beyond the scope of this evaluation. All other park maps are included in Appendix A in the 2025 ADA Transition Plan.

Apex also reviewed the 2015 Plan project list to determine which projects in the high- and medium-priority locations were completed and which remain outstanding. Incomplete projects from the 2015 Plan have been incorporated into the 20-Year Comprehensive Plan horizon, with associated cost estimates provided in the “2015 Incomplete Projects” memorandum attached to the 2025 ADA Transition Plan.

Findings

Following the evaluation process, the updates to downtown curb ramps, particularly along 3rd Avenue in downtown Camas, informed the identification of appropriate improvement actions. In the downtown area, low-cost interim improvements, such as lip grinding and installation of truncated domes, were assigned to the 6-Year Transportation Improvement Plan (TIP) horizon, while full ramp replacements were programmed within the 20-Year Comprehensive Plan (Comp Plan) horizon to achieve ADA compliance.

Signalized intersections were also reviewed for ADA-compliant pedestrian pushbuttons. Projects for pushbutton replacements are allocated to the 20-Year Comp Plan horizon, with the associated project list documented in the Push-Button Inventory Memorandum attached to the 2025 ADA Transition Plan.

For park and lake access points, all ramps selected for improvements were categorized for full replacement only, either within the 6-Year TIP or the 20-Year Comp Plan horizon, depending on project priority. Engineering judgment was applied to determine project scheduling based on ramp condition, connectivity importance, and proximity to key destinations.

Most park access points and surrounding ramps located within the public right-of-way were found to be compliant and did not require enhancements. Community survey comments referencing ramps near lake parks, trailheads, or other facilities outside the public right-of-way likely relate to locations beyond the City's maintenance responsibility and therefore were excluded from this evaluation.

Appendix I of this memorandum confirms that curb ramps surrounding lake park locations (Lacamas Lake, Fallen Leaf Lake, and Round Lake) do not exhibit high-priority characteristics.

Finally, Apex reviewed the 2015 Plan project list to identify completed and outstanding projects in high- and medium-priority locations. All incomplete projects from the 2015 Plan have been incorporated into the 20-Year Comprehensive Plan horizon, with the associated project list documented in the "2015 Incomplete Projects" memorandum and cost estimates provided in the 2025 ADA Transition Plan.

Conclusion

The self-evaluation combined GIS-based prioritization, inventory review, field verification, aerial imagery analysis, and professional engineering judgment to update curb ramp priorities within the public right-of-way.

Findings related to inventory limitations confirmed that post-2020 improvements required adjustment of several priority rankings, particularly in the downtown area. Findings related to the evaluation process refined treatment recommendations and established a phased implementation strategy through the Transportation Improvement Plan and Comprehensive Plan horizons.

Together, these findings inform the project lists included in the 2025 updated ADA Transition Plan.

Attachment(s): Appendix A: WSDOT ADA Transition Plan Rubric
Appendix B: Survey Responses
Appendix C: Scribble Maps
Appendix D: CAC Summary Meeting Notes
Appendix E: Community City Map
Appendix F: City of Camas Downtown Parking Inventory
Appendix G: GIS Coding Logic Memo
Appendix H: Citywide Map
Appendix I: Park Maps
Appendix J: 2015 City of Camas Self Evaluation Plan

ERS/MT:JAM

Appendix A

WSDOT ADA Transition Plan Rubric

Non-State Jurisdiction ADA Transition Plan Review Rubrics & Rating Guide

Jurisdiction:

Reviewer:

Date:

Category One - Official Responsible for Implementation of ADA Transition Plan		
Exceeds Minimum Criteria	Acceptable	Unacceptable
Primary manager, name, title and role included along with delegation by agency directory or equivalent; all or other key ADA contacts within the organization named, including titles and roles	Primary manager, name, title and role included in plan or website; may also include delegation by agency directory or equivalent	Not included in document or name or title listed, but not both; lacks identification of role

Rating:

Notes:

**Action Items
& Dates:**

Category Two - Inventory of Barriers		
Exceeds Minimum Criteria	Acceptable	Unacceptable
Includes results of inventory, assessments and summary of inventory methodology for three or more ADA-related features (best practice minimum - curb ramps, pedestrian signals and sidewalks); or meets criteria for "Acceptable," but includes plan and/or schedule for expanding evaluation to other features or assets	Includes results of inventory and assessments for at least two ADA-related features (best practice minimum - sidewalks and curb ramps or curb ramps and pedestrian signals); may include summary of inventory methodology	Lacks sufficient inventory to evaluate barriers and/or lacks plan to build such data for self-evaluation

Rating:

Notes:

**Action Items
& Dates:**

Category Three - Modification Schedule		
Exceeds Minimum Criteria	Acceptable	Unacceptable
Plan shows a strong commitment toward upgrading ADA elements identified in the inventory of barriers in the short term (planned capital improvement projects) and a strong commitment over time toward prioritizing curb ramps at walkways serving entities covered by the ADA. 28 CFR 35.150(d)(2) This would also include prioritization information, planning, and investments directed at eliminating other identified barriers over time. 28 CFR 35.150(d)(3). Resources dedicated to eliminate identified ADA deficiencies.	Plan shows some commitment toward upgrading ADA elements identified in the inventory of barriers in the short term (planned capital improvement projects) and a recognition of priority of curb ramps at walkways serving entities covered by the ADA. 28 CFR 35.150(d)(2) May include some planning for elimination of other barriers over time. 28 CFR 35.150(d)(3). Resources to eliminate identified ADA deficiencies may or may not be identified, but may not be dedicated.	Lacks sufficient commitment to eliminate barriers and/or lacks plan to build a schedule and committed resources

Rating:

Notes:

**Action Items
& Dates:**

Category Four - Accessibility Methods		
Exceeds Minimum Criteria	Acceptable	Unacceptable
Describe in detail the Methods that will be used to make the facilities accessible. 28 CFR 35.150(d)(3)(ii); standards that will be applied and any modifications/refinements clearly defined (i.e., 2010 ADAAG, 2011 PROWAG)	Describe most of the Methods that will be used to make the facilities accessible. 28 CFR 35.150(d)(3)(ii); primary standards that will be applied clearly identified (i.e., 2010 ADAAG, 2011 PROWAG)	Incomplete description of the Methods that will be used to make the facilities accessible. 28 CFR 35.150(d)(3)(ii); and/or standards that will be applied not clearly identified and/or defined (i.e., 2010 ADAAG, 2011 PROWAG)

Rating:

Notes:

**Action Items
& Dates:**

Category Five - Public Involvement		
Exceeds Minimum Criteria	Acceptable	Unacceptable
Description of process to allow public to readily access and submit comments for both self-evaluation and transition plan. 28 CFR 35.150(d)(1); 28 CFR 35.105(b). Best practices: a) detailed list of individuals consulted posted conspicuously on website, does not have to be in actual TP, but must be documented and available; b) have both electronic and hard copy notice. 28 CFR 35.105(c)	Description of process to allow public to readily access and submit comments for both self-evaluation and transition plan. 28 CFR 35.150(d)(1); 28 CFR 35.105(b).	Incomplete or unclear process to allow public to readily access and submit comments for both self-evaluation and transition plan.

Rating:

Notes:

**Action Items
& Dates:**

Category Six - ADA Policy Statement		
Exceeds Minimum Criteria	Acceptable	Unacceptable
Not required of local agencies, but best practice if mentioned and link provided to policy posted conspicuously on website	N/A (Not required of local agencies)	N/A (Not required of local agencies)

Rating:

Notes:

**Action Items
& Dates:**

Category Seven - Complaint/Request/Grievance Process		
Exceeds Minimum Criteria	Acceptable	Unacceptable
Description of process and detailed information included to help an individual know how to submit a request for accommodation or file a formal complaint; more than one option provided (including assisted) to allow individuals to submit issue	Basic information included to help an individual know how to submit a request for accommodation or file a formal complaint; link to form or other method included	Insufficient information included to help individuals know how to submit a request for accommodation or file a formal complaint

Rating:

Notes:

**Action Items
& Dates:**

Appendix B

Survey Responses

City of Camas ADA Plan Update Survey

What Camas destinations and streets are important to you?

Number of responses: 33

Text answers:

6th Ave, 3rd Ave, Everett and downtown streets - they get the most traffic and visitors come to the downtown. The round-about at Hwy 14 and 6th is a problem - the asphalt keeps splitting and it started doing that about three months after the roundabout was completed. Can't the original contractor fix it or did they have zero guarantees on the quality of its asphalt product?

Third Avenue is very important to me. Live on that street walk it all the time to and from places like Safeway (Camas), U.S. bank, St. Thomas Aquinas church, Camas library. Love downtown Camas, and the stores, and the walk

Downtown/prune hill east

City hall

Walking near camas high school and north of the lake (for fishing and paddling)

I live near the camas Highschool there are no sidewalks that go west or east of the school . Are there plans to at least have side walks that will go from school to the new roundabout . Ne Everett from the roundabout to the lake park needs bike lanes and sidewalks

All streets and destinations. It's our city.

Downtown

The residential sidewalks surrounding downtown Camas (1st Ave to 3rd Ave). Visitors and residents use these to access businesses, parks and events downtown. If the sidewalks were replaced more people would safely stroll/roll around there.

Downtown and Lake trail

The area near Lacamas and Round Lake (Everett and Lake Rd) is unsafe for the many people who visit there. I live nearby and see people crossing Everett, it's like playing frogger, and the accessibility is terrible.

Downtown core area

The main downtown, 4th Ave and the side streets off of 4th Ave.

All of downtown Camas are important to my daughter that is in a power chair. sh washers the windows of several business and some are hard to get in or she can't at all.

Prune Hill area
Downtown
NW 38th Ave, NW Astor St, NW 43rd Ave

Sidewalk on the south side of Safeway across 2nd street is very dangerous for all pedestrians.

Getting to school (Prune Hill Elementary) and the local park (Klickitat Park).

Camas Antiques, Liberty Theater, Library, Next Dough Neighbor, Tommy Os, Camas Hotel, Backpacker Pizza, Daily Paper, Lacamas Lake and trails, Camas Cemetery, Miller Ditch Trail

Downtown, parks, trails, everything

All of them, all streets should be accessible to all individuals no matter the circumstances of hardships they face.

Paper mill. Shops downtown.

Downtown Camas, the Oak Park neighborhood .

Shop entrances, sidewalks, and adding bike lanes

Main street and down town

I feel like the most used destinations and streets in camas is definitely main st

Main street all of it, amd most surface streets.

NW 23rd Ave., 18th Loop, Fargo, 28th Ave. and NW Logan St. and every access to and from Prune Hill

Grains of Wrath, Cafe Picalo

Camas Library
4th street

Piccolo Paradiso

4th, 5th, and 6th and downtown cross roads. Also the Lacamas trail and heritage trails

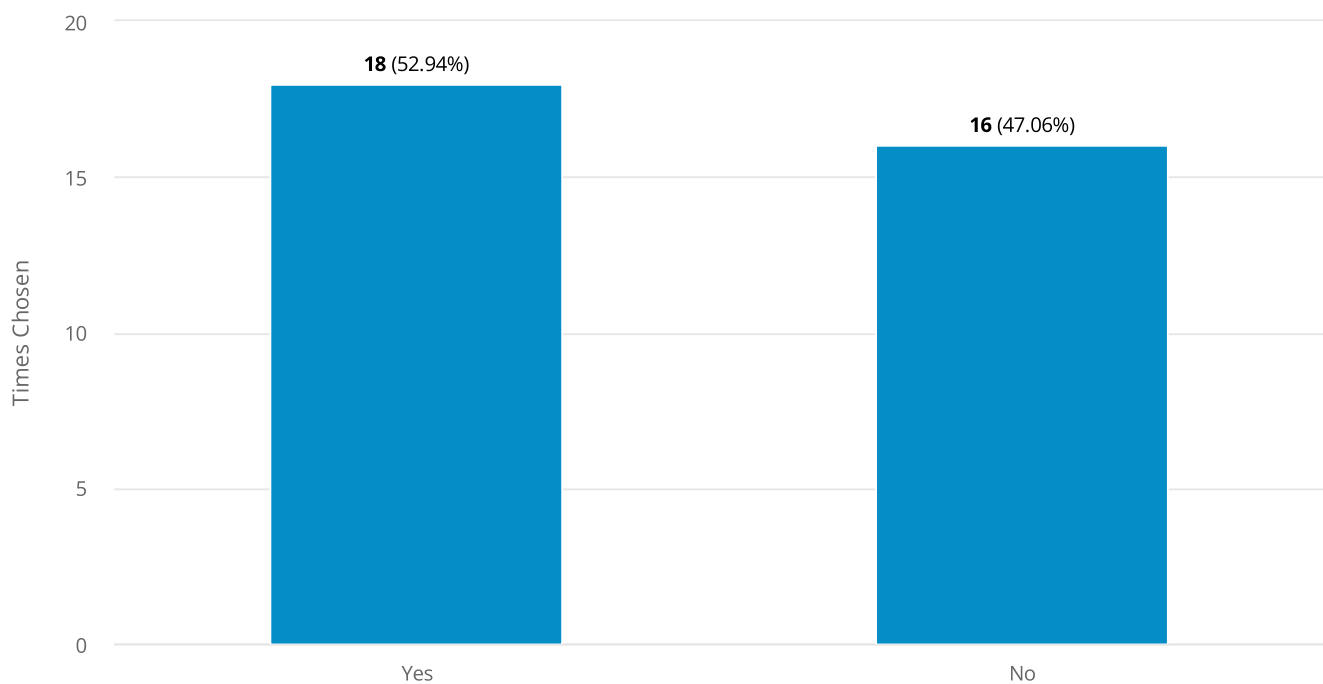
Downtown 4th street

We desperately a sidewalk and bike path from NW 16th, up around the deer farm, connecting to NW Cascade Street. There is no sidewalk or bike path for pedestrians and cyclists to navigate that section of Prune Hill safely. I cannot believe the city allowed the Senior care home on that corner to be developed without requiring a sidewalk be installed. Do Better

The main downtown area.

Do you experience any mobility or accessibility challenges/barriers in incorporated Camas?

Number of responses: 34



If yes, please describe. You may also include photos below.

Number of responses: 20

Text answers:

Mostly accessible parking and number of parking spots. Some businesses cannot be accessed because of step up ...

I don't have problems but very concerned with accessibility of others in the City

There are no sidewalks, or incomplete sidewalks on Everett and none on Leadbetter

My mother 83 uses a walker we have 1/2 a block of sidewalk from my house to Everett st . My kids had to walk in the street to get to school because no sidewalk from 43rd circle to camas Highschool
Pick any part of camas outside the downtown bubble and there are sidewalks needed.
I'm concerned with the west of the Highschool area down to the new area of housing on ne leadbetter rd and around the new roundabout planed.

Designated motorcycle parking would be a nice feature

Most of the residential sidewalks along 1st and 2nd Avenue including cross streets have old, uneven, broken sidewalks making it difficult to push a stroller or wheelchair along. Young kids are unable to ride a bicycle, scooter or skate on the sidewalk forcing them to use the road which is more unsafe. The sidewalks are also a tripping hazard (especially when trying to walk/roll in early more or late evening/night).

I do not use any assistive devices (yet), but I do have issues with walking due to ankle/ leg pain.

Every time you close off the streets for an event, you block all of the handicapped access parking. It is very difficult to find parking for a van. I also have issue with my daughters salon, Moonlight. There is no Handicap parking close by and we were told that we can't park at the business next to it which is the eye doctor.

No sidewalks and no shoulder on Astor Street from City shed at #4010 to 38th Avenue.

Huge areas of the sidewalk on the south side of 2nd street across from Safeway are crumbling away!

There is a missing section of sidewalk on NW McIntosh Road between NW Sacajawea Street and NW Klickitat Street. This missing section makes me have to go more than an extra mile our if my way to get to school and to the park.

Another dangerous and difficult spot is on NW Astor Street between NW 16th Avenue and the end of the walking path just south of NW 15th Circle. I am forced onto a busy street with no sidewalk or shoulder when going up to Dorothy Fox School because there is a missing segment of sidewalk.
Finally, there is no easy nor safe way for me to get down the Camas from Prune Hill as a pedestrian. It would be wonderful to have a safe path and/or sidewalk along Forest Home Road (or allow access down NW Rolling Hills Drive and Ostenson Canyon Road that currently has a gate blocking the path).

There is a huge mobility safety issue crossing 6th Ave and 5th Ave on Birch Street. Folks like me who live in Clara Flats walk up and down the hill on Birch Street toward often. We have no pedestrian warning lights to warn drivers or mirrors to see traffic. It is scary because we often come face to face with an oncoming vehicle that we couldn't see because of parked cars lining 6th and 5th.

All of the Oak Park neighborhood is not accessible. Most times there are only sidewalks on one side of the street.

I have family and friends in wheel chairs. I also push a stroller a lot which needs accessible streets

I don't but that doesn't mean that it's the same for everyone. It's 2025, downtown camas should be accessible for everyone.

My father uses a walker or a wheelchair, as does my wife. The sidewalks that have steep ramps or are blocked by the vendors at the shows (car, camas days, food market) all block the sidewalks all the time. Also the lack of handicapable parking is truly sad. The parking spaces are too short for a full length wheelchair van.

Deteriorating sidewalks, neighbors blocking sidewalks with RVs, potted plants, etc.

While entering the office of Camas Vision Centre, or Poppy and Hawk, it's very difficult to access the office of Camas Vision Centre because there are two doors to enter the actual office area while in a wheelchair

It is very difficult to access the forest trails while using a stroller. The north side of 6th Ave has some sidewalk areas that are not accessible for those with wheels

There is currently no safe way for pedestrians or cyclists to go from NW 16th up to past the LDS church to connect with neighborhoods on the top of Prune Hill.

Please upload your photos here:

Number of responses: 3

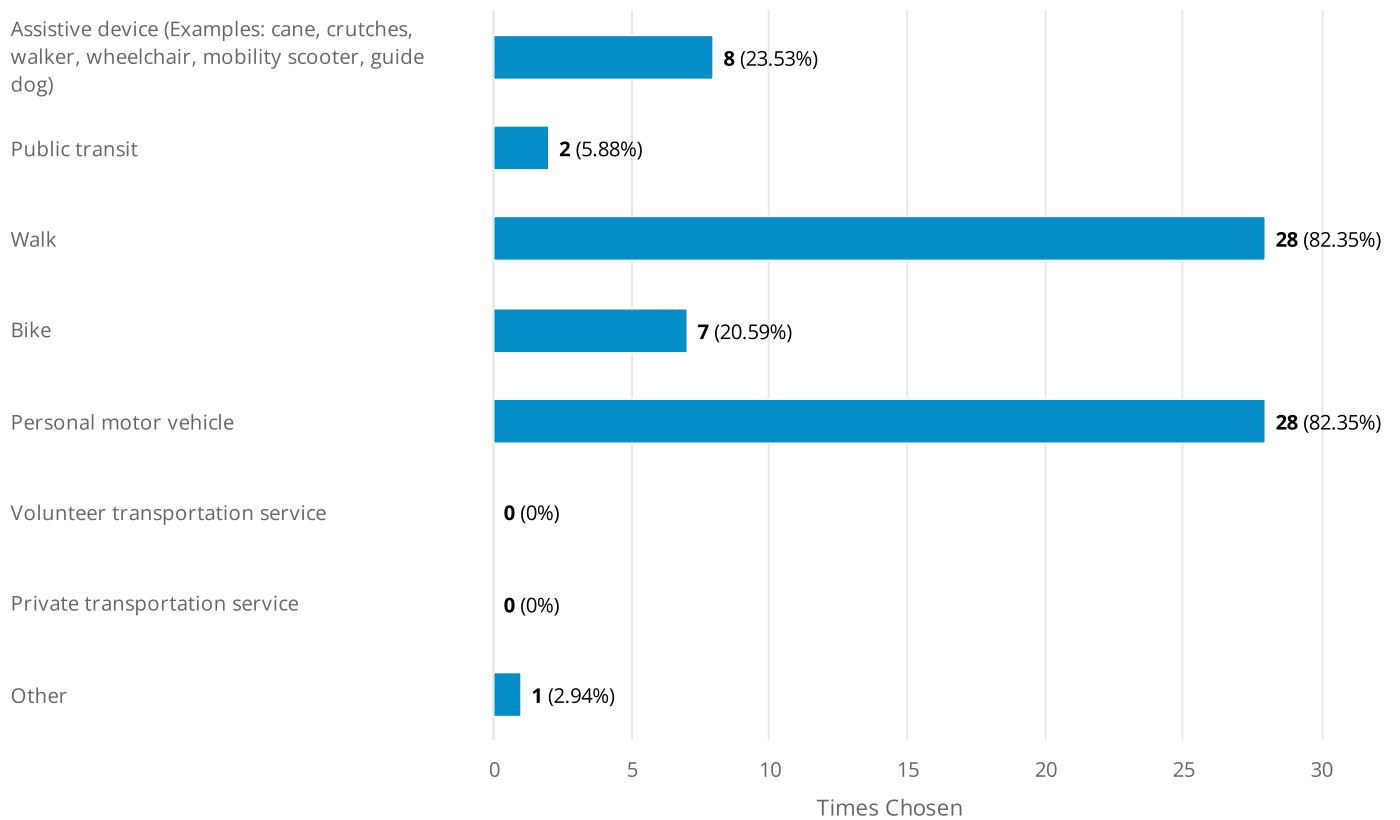
IMG_3674.jpeg (5 MB)

IMG_3772.jpeg (565 KB)

IMG_4714.jpeg (139 KB)

When you travel around Camas, how do travel?

Number of responses: 34



"Other" text answers:

Motorcycle

Additional comments about how you travel around Camas:

Number of responses: 9

Text answers:

ADA accessibility improvements make the city better for all users, not only the disabled.

Knee scooter or cane

We ride motorcycles for get together lunches

I really enjoy walking with my dog and kids around downtown Camas and not just along Main Street, but down the side streets, to Louis Bloch Park, LaCamas Regional Park, Thai Bloom/Dev's, Baz Riverfront Park, etc. Walking along 3rd I often feel unsafe because cars are passing by very close, so we prefer using First Avenue. I wish I didn't have to watch the ground all the time for tripping hazards. Replacement of the

sidewalks down there would really beautify the entire downtown area and make it more functional and safe for all.

I understand that Camas is an old city built before ADA requirements. My daughter can not get into some of the stores because of a single step. This is unfortunate because one of her favorite stores is Lily's and half of the store is not accessible. As a city you could probably have a few removable ramps that are temporary for a single threshold or step. I have one for the our back slider door.

Anticipate using mobility device (cane) and public bus in the next few years.

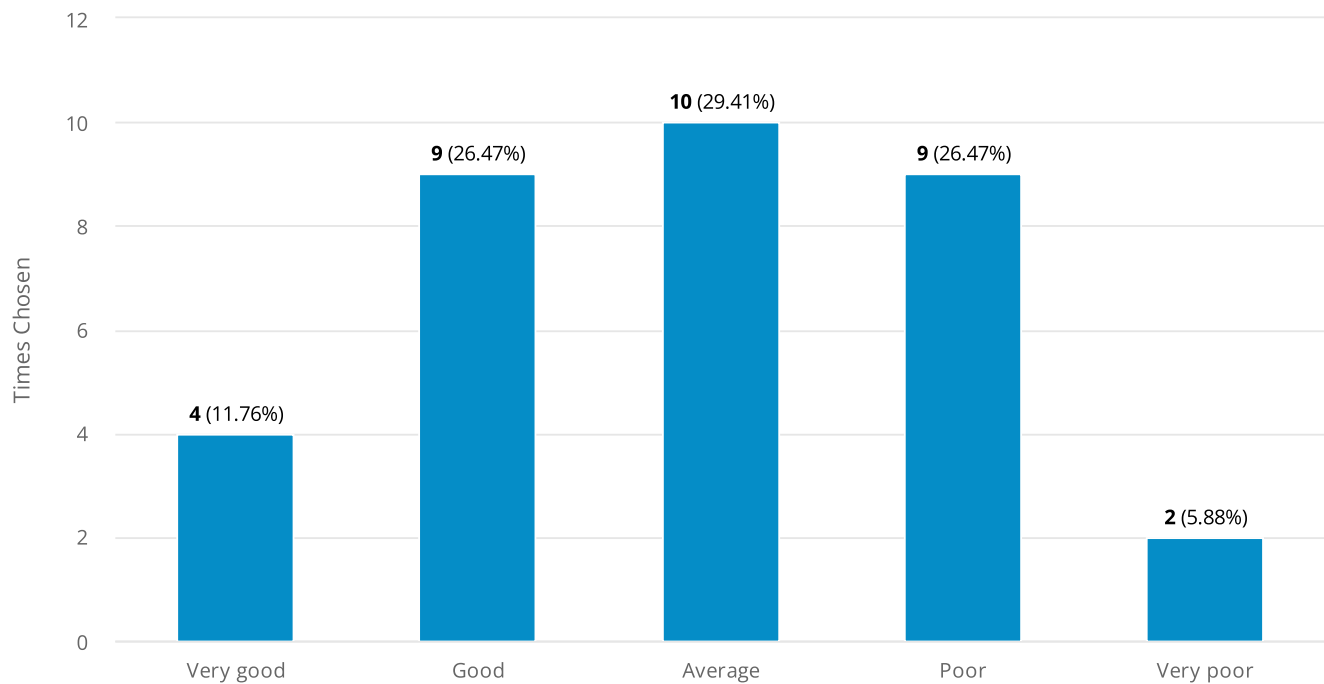
N/A

I try to get around a lot for my health, but there are too many small but meaningful gaps in the trail network that make it difficult. I have highlighted a few of those gaps above.

Never had an issue driving or walking around Camas

How would you generally rate the curb ramps, traffic-signal push buttons, and sidewalks in Camas?

Number of responses: 34



Additional comments about curb ramps, traffic-signal push buttons, and sidewalks in Camas:

Number of responses: 19

Text answers:

One of the traffic light push button on 3rd Ave, coming out of skate park driveway is broken. Sidewalks, are ok in Camas for the most part. Hard to push a cart (a small grocery cart) on the rough sidewalks that do not have a smooth paved area. I realized these "old" sidewalks were designed for cold, snow and wet sidewalks so no one slips and falls. Hard to work with in drier weather.

X Can a flashing light and a crosswalk be placed between the apartment complex 3rd Ave Apts, "Riverview Apts 3004 N.E. 3rd Ave, and Terrace at River Oaks 3009 N.E. 3rd Ave? So many people cross at the various apt complexes. We are far away from the light at 3rd Ave and Shepherd. Traffic is fast coming from Washougal, so there is not alot of time to cross 3rd Ave, at these apartment areas. Traffic needs to slow down coming from Washougal, way too fast., this might slow them down. A flashing light and NOT a regular traffic light, should not make for congestion, just slow down traffic, so we can cross the street without getting "smacked" by a bunch of fools.

Some access ramps have curbs too narrow for chair wheels to clear.

Most signals appear to be accessible with ADA pushbuttons. Most sidewalks are OK but tripping hazards can be found near trees.

Very few new ramps and NO sidewalk. It is not at all safe, especially with increasing traffic.

Nw lacamas rd and Ne lake were the lake walking path by the docks needs a pedestrian crossing with lights . Traffic comes down the hill fast and it is a blind corner someone will get hurt without a crosswalk . I see moms with stroller's crossing at that intersection to walk at the lake park .

They are good at a particular corners along 3rd Avenue but aren't found anywhere else downtown. I would love to see a cross walk with buttons put in at 1st Avenue and 3rd by the Regional park entrance. Many people park along 1st Avenue when parking is full and cross the street over to the park. Downtown residents also walk up 1st Avenue and cross 3rd over to the park.

Many of the sidewalks are uneven or bumpy .

I love the charm of the downtown area, but the condition sidewalks makes it a challenge to walk.

Need more, keep putting them in where needed most.

There are too many missing segments in the trail network of sidewalks and paths in Camas to make it easy to get around. Too often, vehicles are promoted over pedestrian travel.

A lot of intersections lack push buttons or proper cross walk signals.

Everything is excellent

Many neighborhoods do not have these things, or if they do it is insufficient in quantity.

The sidewalk are uneven and I sometimes trip, Lacking bike lanes some sidewalk entrance to shop are not accessible

They used to be lights at the crosswalk to warn drivers, then you went to the orange flags that no longer exist. Put the warning lights back. Make the curb ramps less steep.

Pedestrians must wait for all signals, it seems, before they are given a signal to cross. Also, are there no signals that give them exclusive access?

Some sidewalk areas have large cracks/broken pieces.

The curb on the right side of the library near the bike rack should be marked to indicate there is a change in elevation (near the tree). I have seen multiple people fall off that area of curb where it increases in height.

When button is pushed especially at night, have the sidewalk light-up.

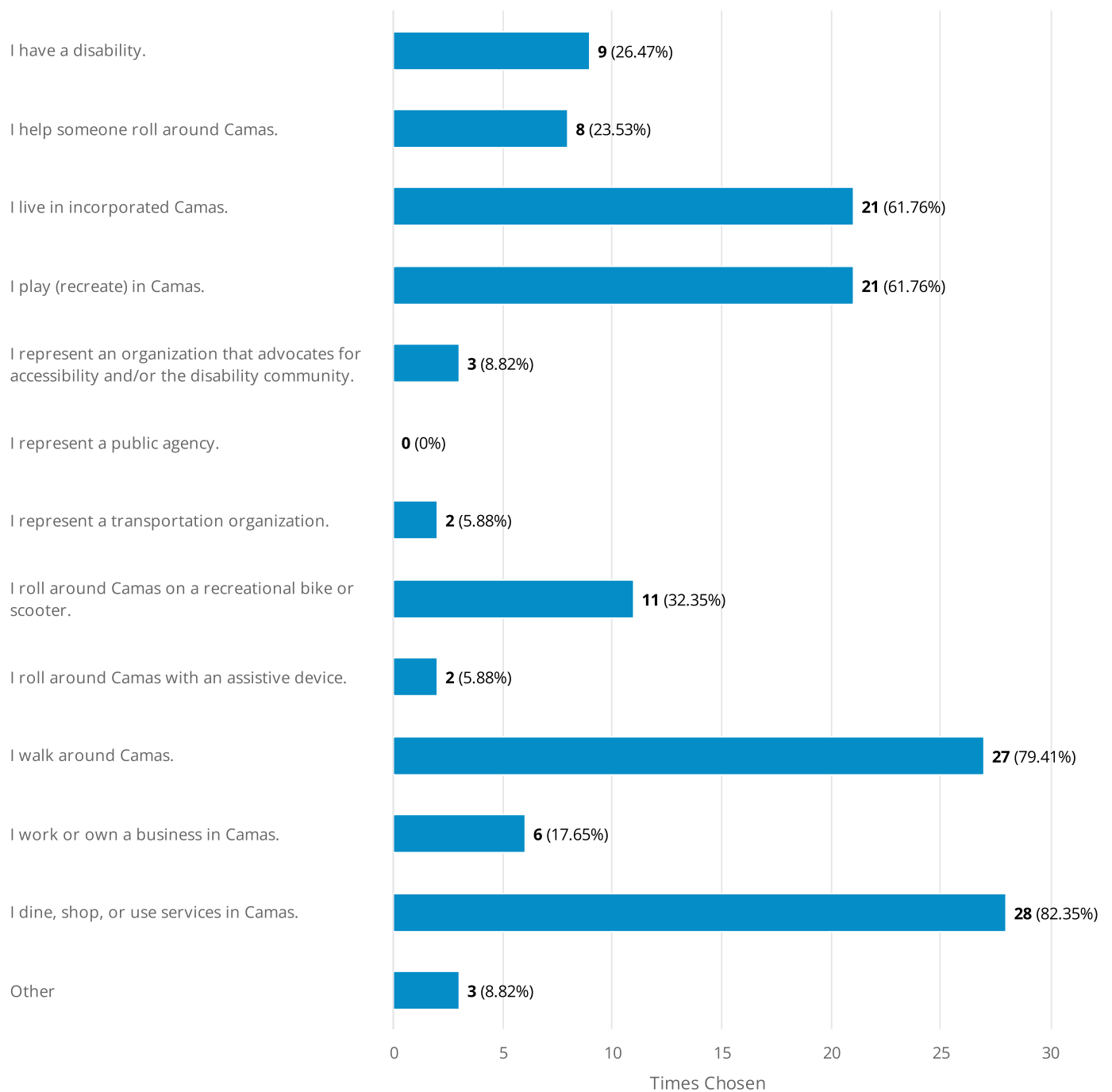
Improve lighting at crosswalk

There are not enough sidewalks installed to make Camas a walk friendly city.

Traffic signal push button at NW 16th and Klickitat has been broken since they built the McMansion on that corner.

Please tell us a little bit about yourself.

Number of responses: 34



"Other" text answers:

I am working the City's ADA plan update

I also have a daughter that attends camas adult transition and they work in downtown camas.

Mobility issues

Additional comments about yourself:

Number of responses: 13

Text answers:

I will be 79 yrs old in September. So, am slowing down a bit, but I still get out and walk most of Camas. Am pretty much familiar with downtown Camas, main part of Camas(3rd Ave), and the traffic leading in and out of Washougal.

My comments are intended to test the system to see how well it is collecting comments.

Paddling helps reduce stress

I've had knee surgery last year we have to drive to the parks because there's no sidewalks that lead out of my cul-de-sac on 43rd circle

I was a Camas/Washougal volunteer Firefighter for 13 years before my knees got to bad to continue
It would be nice to have more of this community connected with proper bike paths and sidewalks.

I work with Deaf, Hard of Hearing, Deaf-Blind, Blind, Low-Vision students as well as children with physical disabilities.

I love going downtown to shop or eat. I don't like taking my daughter down during an event. It's extremely hard to find parking. You should have a designated drop off area for handicap people or reserve spots for vans with the ramps.

Retired. but still busy.

My home is across from the loading dock of Safeway. Heavy foot traffic to the store. Sidewalk is very dangerous. Someone can possibly get injured...

I would love to see an accessibility map done for the downtown businesses. This could help people know ahead of time if a coffee shop or restaurant is fully accessible. Maybe a HS student could do this as a senior project?

As an older person, I think everything here in town is perfectly accessible already. I have no issues

I have Epliepsy and when im in a dizzy state it hard for me to tell if there a bump(Crack or uneven in sidewalk) so I tend to trip alot

I am over 75. My daughter is intellectually disabled and needs door-to-door transport but cannot get it where we live.

I'm a tax payer and I hate to see millions spent in areas of no need. Such as the lower Lacamas parking lot. It may look nice, but parking was reduced and the trails are not for handicapped people. Trail walkers didn't need paved parking and additional landscaping.

Is there anyone else you think we should reach out to for input (person, advocate, organization, etc.)?

Number of responses: 6

Text answers:

Rob Klug at WSDOT Local programs

Noise pollution

Orientation and mobility specialist that works in Camas School District, Evergreen School District or for the State School for the Blind.

Ask the residents in the senior homes and centers.

Putting things like this on the ballot. You should also ask local businesses.

Madeline Cooley
(360) 356-4525

If you would like to be contacted about your feedback, please provide your contact information here:

Number of responses: 10

Text answers:

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

Thanks for prioritizing accessibility

[Redacted]

[Redacted]

Appendix C

Scribble Maps



Americans with Disabilities Act 2025 Plan Update





Help us improve how you walk, ride, or roll around downtown Camas!

Please indicate how you travel around downtown Camas, then use the symbols below to mark your routes and access experience on the map on the back of this page. Return the completed map by Monday, December 1, 2025, to City Hall or Camas Library, or send a photo or digital image by email to MPhillips@cityofcamas.us.

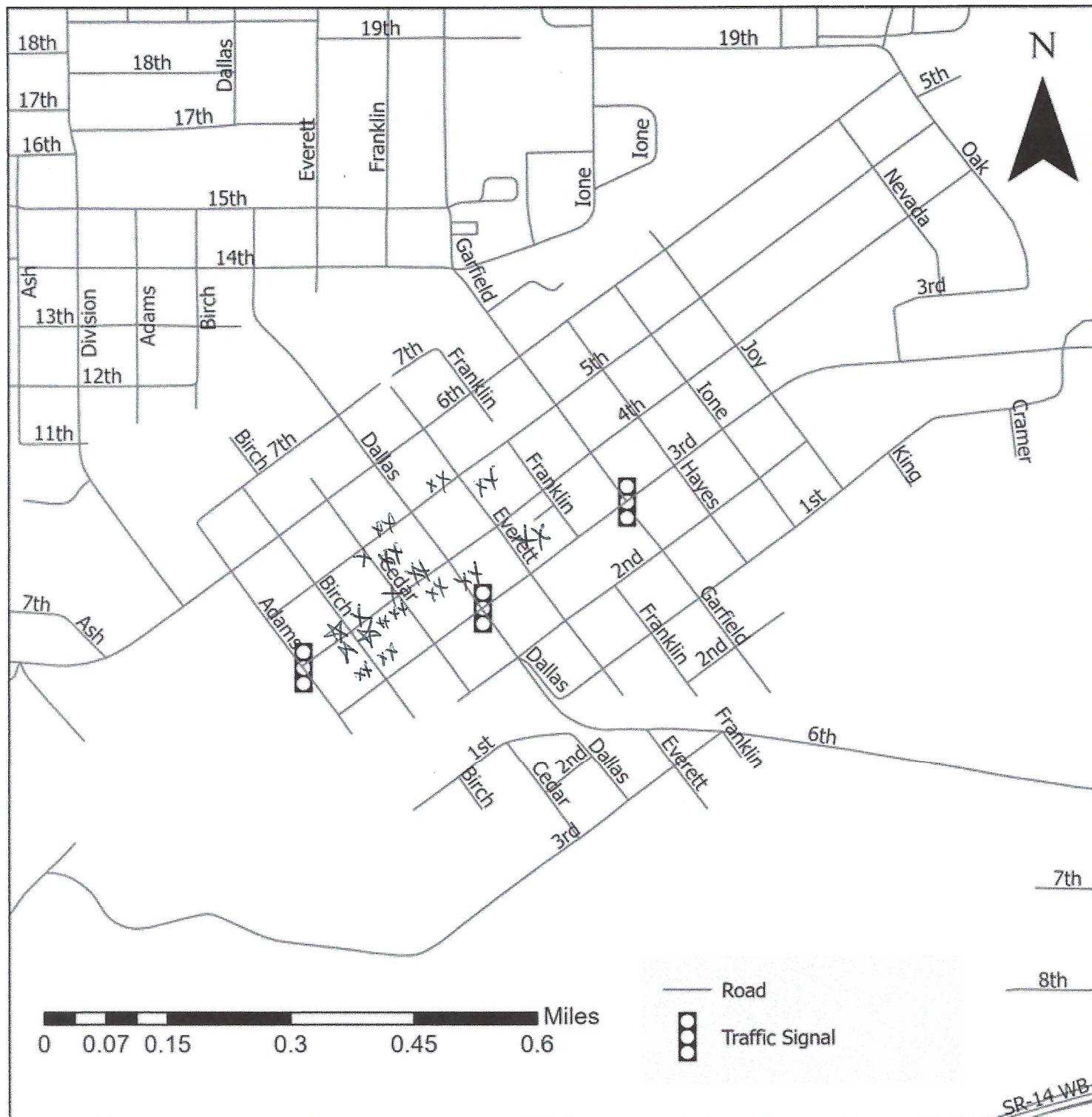
How do you get around Downtown Camas? Select ALL the ways you travel.

- Walk with an assistive device
- Roll in a wheelchair
- Walk
- Roll on a bike, e-bike, or scooter
- Ride in a car
- Ride in public transit
- Other:

Use these symbols to mark the map on the back of this page.

	Use a line to show the routes you use to walk, ride, or roll around Downtown Camas. <i>I walk all through town!</i>
	Draw a star on the corners with curb ramps (angled pavement) that allow you to go up and down safely and easily.
	Draw an X on the corners with curb ramps (angled pavement) that <i>do not</i> allow you to go up and down safely and easily.
	Draw an XX where a barrier blocks travel on a sidewalk. Barriers can be objects such as mailboxes or damage to a sidewalk or curb ramp.

Use the symbols on page one to show your routes, curb ramp rankings, and barriers in downtown Camas.



For more information, email MPhillips@cityofcamas.us

Appendix D

CAC Summary Meeting Notes



PROJECT: City of Camas Americans with Disabilities (ADA) Plan Update 2025

EVENT: Community Advisory Committee, Session 1

DATE: June 27, 2025, 10:00 am

LOCATION: Camas City Hall, Council Chambers

HOSTED BY:

- James Carothers, City of Camas Engineer Manager
- James Hodges, City of Camas Capital Projects Manager
- Chris Lopez, City of Camas Engineer
- Madison Phillips Sr. Administrative Support Assistant
- John Manix, Apex Companies Sr. Traffic Engineer
- Alicia Brazington, Apex Companies Public Involvement Director

ATTENDEES:

In-person

- Carrie Schulstad, Downtown Camas Association
- Chelsey Ekstrom, community member
- Jeff and Micah Snell, community members/Micah's Miles founders
- Doreen McKercher, Camas School District

Online

- WSDOT- ADA/504 Compliance Coordinator, Allison Spector

DISTRIBUTIONS:

- City of Camas ADA Transition Plan 2015
- PowerPoint presentation handout
- Enlarged maps from the handout
- Title VI Public Involvement form

MATERIALS RECEIVED:

- Sign-in Sheets (2)
- Title VI Public Involvement forms (3)

SUMMARY

The project team, led by James "Curleigh" Carothers, welcomed the group and thanked attendees for their participation, then had individuals introduce themselves and their interest in the project. John Manix of the consultant team presented the overall importance of an ADA Plan, explained the outcomes of the City's 2015 efforts, gave examples of the types of barriers to mobility and accessibility we are looking to address in the 2025 plan. Alicia touched on the people and organizations who would be included in additional outreach and communicated the schedule for doing so. Then, facilitated a discussion around three key questions:

Question	Answer
1. What Camas destinations and streets are important to you?	Routes/intersections near transit/transportation, areas near schools, Third and Sixth Avenues in the Downtown core, areas near community gathering spaces and accessible amenities
2. What mobility and accessibility barriers do you experience in Camas?	Inability to cross roadways safely, vegetation (e.g., blackberry brambles), poor curb design, power poles inhibiting sidewalks
3. Anyone else we should talk to?	Several (see below for details)

After, Curleigh clarified the next steps in the project, including forthcoming CAC sessions, and conveyed the team’s contact information and availability to them throughout the process.

AGENDA

- Welcome & Introductions
- What is an ADA Plan?
- Community Outreach
- Possible Improvements
- Compliant & Noncompliant Facilities
- Group Discussion
- Next Steps & Conclusion

AREAS OF DISCUSSION

What Camas destinations and streets are important to you?

- Camas Schools:
 - Safe Routes to Schools, especially Dorothy Fox Elementary (2623 NW Sierra Street), which has the fewest buses and most walkers.
 - West of Sixth, the roadway changes from one to two lanes, and there have been pedestrian conflicts caused by vehicles moving over early.
- DCA:
 - The Third Avenue Complete Streets Grant will allow for bulb-outs, street diets, and ramps. Make sure these are ADA-compliant.
 - We have tree root problems in downtown sidewalks. For example, from Journey Church (304 NE 4th Avenue) to Fuel Medical Group (314 NE Birch Street) on the east side of Birch, and in front of Painless Rick’s Tattoo Parlor (315 NE Birch Street).
 - Downtown curbs lack truncated domes.
 - The Sixth and Adams intersection lacks a safe crossing.
- Snells:
 - Access to community gathering spaces, such as Doc Harris Stadium (1125 NE 22nd Avenue) and Garver Theatre (1500 NE Garfield Street).
 - Prioritize access to parks that already have accessible paths and features.
 - Prioritize and anticipate intersections, school routes, etc., leading to or near transit and transportation.
- Eskstrom:

- Walking from Tidland Heights to Sixth Avenue, despite crosswalk with light, is challenging.
- Uneven spots require her to stay on the street side of her son while walking to ensure his safety.
- Crosswalks without white striping make her son feel less confident crossing.

What mobility and accessibility barriers do you experience in Camas?

- Access to parks – Some parks do not have accessible paths and features. Harper’s Playground in Vancouver, WA, is a great example of successful design.
- Wheelchair vehicle parking – There is often not enough room, so the back-end ramp of the Snells’ car extends into the travel lane and other cars drive over it.
- Hills – keep in mind that self-propelled and pushed wheelchairs are different experiences.
- Access and angles at intersections – the changes recently made at QFC (3505 SE 192nd Avenue) have made the area *less* accessible. It’s harder to pivot.
- Blackberries and vegetation need long-term maintenance, come into sidewalks.
- A power pole restricts the sidewalk at Helen Baller Elementary (1954 NE Garfield Street) on 22nd across from Zellerbach Administration Building.

Anyone else we should talk to?

1. Greenen family, who owns Grains of Wrath restaurant in Camas – Parents: Colleen & Kent, son: Brendan (current GOW owner, former Caps n Taps owner), son: Ryan, has a disability. Brendan info: 360.624.5606 / brendan@gowbeer.com
2. Camas School District bus drivers – Doreen McKercher will get back to us on the best way to reach them; this might end up being through the online survey we’ll be creating.
3. Amy Campbell, Camas School District special education teacher, national teacher of the year award winner, Micah’s former teacher. 360.910.8930 / amy.campbell@camas.wednet.edu (might not use this over summer)
4. Faith-based organizations – Jeff Snell felt they might be able to recommend CAC participants. Grace Foursquare pastor, Keith Nelson, is one. See screenshot of contact info below*
5. Nan Henriksen – Former mayor, current volunteer/leader, has a disability: 360.521.2655 / nannow@alpinelane.org
6. Christy Quinn – Spouse of Camas City Administrator Doug Quinn, has a disability. Please connect with Doug to get her contact info.

Other:

- Be aware of the experiences of individuals with sight differences and other types of disabilities.
- John explained the concept of Maximum Extent Feasible (MEF) design and documentation.
- John assigned the homework of looking at existing ramps and taking pictures.

ATTENDANCE

The City had sent eighteen invites by email and US mail to a variety of community members with a disability and representatives of local advocates, agencies, and service providers who had expressed interest in participating in the CAC during and who had indicated their preferred meeting dates during previous correspondence. Madison followed up by phone and/or email to confirm receipt and reiterate the meeting details.



PROJECT: City of Camas Americans with Disabilities (ADA) Plan Update 2025

EVENT: Community Advisory Committee, Session 2

DATE: September 18, 2025, 10:00 am

LOCATION: Camas City Hall, Council Chambers

HOSTED BY:

- James Carothers, City of Camas Engineer Manager
- James Hodges, City of Camas Capital Projects Manager
- Carrie Davis, Executive Assistant
- Alicia Stevens, Records Management Coordinator
- John Manix, Apex Companies Sr. Traffic Engineer
- Alicia Brazington, Apex Companies Public Involvement Director

ATTENDEES:

In-person

- Chelsey Ekstrom, Community Member/Parent
- Christina Marneris, Community Services Manager, Area Agency on Aging and Disabilities of Southwest Washington

Online

- Norma Madden Page, Camas School District (CSD) Parent-Teacher-Student Organization
- Stephanie Eakins, CSD Adult Transition Training Center (ATTC) Teacher/Trainee Manager
- Madeleine Cooley, CSD ATTAC Student/Trainee

DISTRIBUTIONS:

- PowerPoint presentation handout
- Enlarged maps from the handout
- Title VI Public Involvement form

MATERIALS RECEIVED:

- Sign-in Sheets (1)
- Title VI Public Involvement forms (1)

SUMMARY

The project team, led by James "Curleigh" Carothers, opened the session by welcoming attendees and inviting introductions. John Manix of the consultant team provided a recap of the ADA Plan update process for new CAC attendees, noting the focus on sidewalks, curb ramps, traffic-signal push buttons.

Alicia reviewed the list of stakeholders invited to take part in the online survey and the CAC. She then presented the survey results, which included 56 responses from community members, caregivers, advocates, and local organizations. Respondents reported a range of mobility and accessibility challenges, rated Camas' sidewalks and

ramps with mixed reviews, and highlighted destinations such as Downtown, parks, and key residential and connector streets. It was noted that respondents offered numerous additional comments on each question.

John then presented a detailed map of the locations and conditions of existing sidewalks and curb ramps, with callouts showing areas mentioned in the online survey. The group then responded to the questions, “Based on the survey results, for which streets should we prioritize improvements and invest funds? Why?”

Finally, Curleigh outlined next steps, including refining high-priority corridors, preparing draft recommendations for Session 3, and developing cost estimates to fit the City’s budget. Project team contact information was shared, and attendees were encouraged to stay engaged throughout the process.

AGENDA

- Welcome & Introductions
- Session 1 Recap
- Survey Results
- Important Destinations & Streets
- Discussion
- Next Steps & Conclusion

AREAS OF DISCUSSION

Note: Parks and buildings, as well as properties not owned by the City of Camas, such as the Port of Camas-Washougal, are not part of this project. However, all comments were noted.

Session 1 Recap

- Current focus is on sidewalks and ramps in the public right-of-way (not buildings or parks).
- Emphasis on identifying what, where, how much, then creating a budget and schedule.
- Also looking at policies and practice, for instance, who do you call if sidewalk is unsafe.
- The final ADA Plan will also highlight progress since 2015.

Who We’re Talking To

- Broad outreach includes community members with disabilities, public agencies, advocacy groups, C-TRAN, WSDOT, Clark County, Camas School District (transportation, special ed, Parent-Teacher-Student Organization), faith-based groups, and assisted living facilities.

Survey Overview

- Open: Aug. 1 – Sept. 4, 2025.
- 56 responses collected through online and print versions (City Hall, Library).
- Publicized through mailers, EngageCamas.com, social media, flyers, Downtown Camas Association communications, and CAC network.
- Accessibility support provided.

Respondent Profile

- Participants included residents, people experiencing disabilities, caregivers, public agency representatives, advocates, and local businesses.
- Over 20% of respondents expressed having a disability, and many reported mobility or accessibility challenges; photo uploads and comments illustrated barriers.

Travel Modes

- Walking, biking, personal vehicles, transit, assistive devices, and volunteer/private transportation were all noted.

Accessibility Ratings

- Mixed views: some rated ramps/signals/sidewalks “good” or “very good,” while others said “poor” or “very poor.”
- Frequent comments highlighted uneven sidewalks and difficulty with truncated domes/visibility.

Important Destinations & Streets

- John shared the curb ramp inventory map, explaining the color-coded dots and clarifying the safe harbor rule: ramps built to code at the time don’t need updating unless altered.
- Explained we will get more specific in the next phase of the self-evaluation, when we’ll decide what ramps should be replaced.
- Top places mentioned in the online survey were Downtown Camas, parks, trails, and lakes. These areas were represented on the map too.
- Attendees were encouraged to challenge the “dot colors” (condition ratings) based on their personal knowledge.

CAC Discussion: Based on the survey results, for which streets should we prioritize improvements and invest funds? Why?

- **Stephanie, Norma, and Madeleine:**
 - Downtown accessibility concerns during events.
 - Steps up to downtown buildings and through stores are challenging for Madeleine, who provides window washing services through the ATTC.
 - Cord safety issues at Hometown Holidays.
 - Parks and trails (e.g., Greenway Trail) are sometimes accessible, but ramps could be more visible (truncated domes needed).
 - Suggested marking sidewalk breaks on 2nd Avenue at Everett (near 612 NE Everett) in bright yellow for visibility. Stephanie suggested policy to include student input in accessibility planning.
 - Want to make sure that students like Madeleine have a platform. Madeleine is available to serve as a spokesperson for accessibility campaigns.
 - Suggestion was made to investigate community partners such as Heidi Curley Art (respite care) and outreach via Camas School District’s PeachJar service for sending e-flyers and sharing accessibility-related information in the future.
- **Chelsea:**
 - Recreation barriers: accessible bathrooms often locked or for those with pavilion reservations.
 - Heritage Trail is better than others; enjoys Port views but noted lack of continuous connections.
 - Event challenges: difficulty finding accessible parking, then traversed extremely steep terrain from Garver lot down to the event, where she, her son, their friend (Micah, also a CAC member), and his caregiver then faced more obstructions from the crowd.
 - Requested event accessibility policies (maintain pathways, additional ADA parking).
 - Need for continuous safety planning for families with children who may be unaware of dangers.
- **Christina:**
 - Suggested finding existing fitness classes for older residents to share out resources.
 - Value of walking maps showing accessible routes and curbs, including older residents.
 - Emphasized “life enrichment” areas (parks, trails) as important to living full lives.

- Offered to help promote accessibility resources to older adults through Mountaintops and at her workplace (community lodge).

Transit & Mobility

- Questions were raised about public transit and light rail opposition.
 - Curleigh and Carrie: CTRAN services will not be reduced; the discussion happening is about cost-sharing.
 - Possible additional 2–3 CTRAN routes in future.
 - Request was made to prioritize ADA accessibility on transit routes NW 6th Ave and 3rd Ave.
- Mention of Community in Motion services (Medicaid-related).
- Accessible bus services are available through CSD and CTRAN for large events; Carrie will share with the Chamber of Commerce that folks might not know about these services.

Next Steps

- Compile list of high-priority corridors and curb ramps (missing, substandard, or needing replacement).
- Rank existing curb ramps and Public Rights-of-Way Access Guidelines (PROWAG) shortfalls.
- Prepare draft plan (review in Session 3).
- Develop cost estimates to align with City budget.
- Present draft for City Council adoption.
- Integrate projects into short- and long-term Transportation Improvement Plans.

Project Contacts

- Jim Hodges, Capital Projects Manager – jhodges@cityofcamas.us, 360.817.7234
- Chris Lopez, Engineer – clopez@cityofcamas.us, 360.817.1568
- James Carothers, Engineering Manager – jcarothers@cityofcamas.us, 360.817.7230
- John Manix, Apex Companies – john.manix@apexcos.com, 360.567.2117
- Project page: engagecamas.com/ada-plan-updates-2025



PROJECT: City of Camas Americans with Disabilities (ADA) Plan Update 2025

EVENT: Community Advisory Committee, Session 2=3

DATE: December 4, 2025, 12:00 pm

LOCATION: Camas City Hall, Council Chambers

HOSTED BY:

- James Carothers, City of Camas Engineer Manager
- Chris Lopez, City of Camas Engineer
- Madison Phillips Sr. Administrative Support Assistant
- John Manix, Apex Companies Sr. Traffic Engineer
- Alicia Brazington, Apex Companies Public Involvement Director

ATTENDEES:

In-person

- Carrie Schulstad, Downtown Camas Association
- Doreen McKercher, Camas School District
- Nan Henriksen, Camas Community Member & Former Camas Mayor
- Mike Sallas, Clark County TBD

Online

- Christina Marneris, Community Services Manager, Area Agency on Aging and Disabilities of Southwest Washington
- Moe Taha, Apex Companies Traffic Engineer
- Emmelie Schulteis, Apex Companies Traffic Engineer

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AREAS OF DISCUSSION

- Chelsey Ekstrom, Community Member/Parent
- Jeff and Micah Snell, community members/Micah's Miles founders
- Diane

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 - Parks and trails (e.g., Greenway Trail) are sometimes accessible, but ramps could be more visible (truncated domes needed).
 - Suggested marking sidewalk breaks on 2nd Avenue at Everett (near 612 NE Everett) in bright yellow for visibility. Stephanie suggested policy to include student input in accessibility planning.
 - Want to make sure that students like Madeleine have a platform. Madeleine is available to serve as a spokesperson for accessibility campaigns.
 - Suggestion was made to investigate community partners such as Heidi Curley Art (respite care) and outreach via Camas School District’s PeachJar service for sending e-flyers and sharing accessibility-related information in the future.
- **Chelsea:**
 - Recreation barriers: accessible bathrooms often locked or for those with pavilion reservations.
 - Heritage Trail is better than others; enjoys Port views but noted lack of continuous connections.
 - Event challenges: difficulty finding accessible parking, then traversed extremely steep terrain from Garver lot down to the event, where she, her son, their friend (Micah, also a CAC member), and his caregiver then faced more obstructions from the crowd.
 - Requested event accessibility policies (maintain pathways, additional ADA parking).
 - Need for continuous safety planning for families with children who may be unaware of dangers.
- **Christina:**
 - Suggested finding existing fitness classes for older residents to share out resources.

- Value of walking maps showing accessible routes and curbs, including older residents.
- Emphasized “life enrichment” areas (parks, trails) as important to living full lives.
- Offered to help promote accessibility resources to older adults through Mountaintops and at her workplace (community lodge).

Transit & Mobility

- Questions were raised about public transit and light rail opposition.
 - Curleigh and Carrie: CTRAN services will not be reduced; the discussion happening is about cost-sharing.
 - Possible additional 2–3 CTRAN routes in future.
 - Request was made to prioritize ADA accessibility on transit routes NW 6th Ave and 3rd Ave.
- Mention of Community in Motion services (Medicaid-related).
- Accessible bus services are available through CSD and CTRAN for large events; Carrie will share with the Chamber of Commerce that folks might not know about these services.

Next Steps

- Compile list of high-priority corridors and curb ramps (missing, substandard, or needing replacement).
- Rank existing curb ramps and Public Rights-of-Way Access Guidelines (PROWAG) shortfalls.
- Prepare draft plan (review in Session 3).
- Develop cost estimates to align with City budget.
- Present draft for City Council adoption.
- Integrate projects into short- and long-term Transportation Improvement Plans.

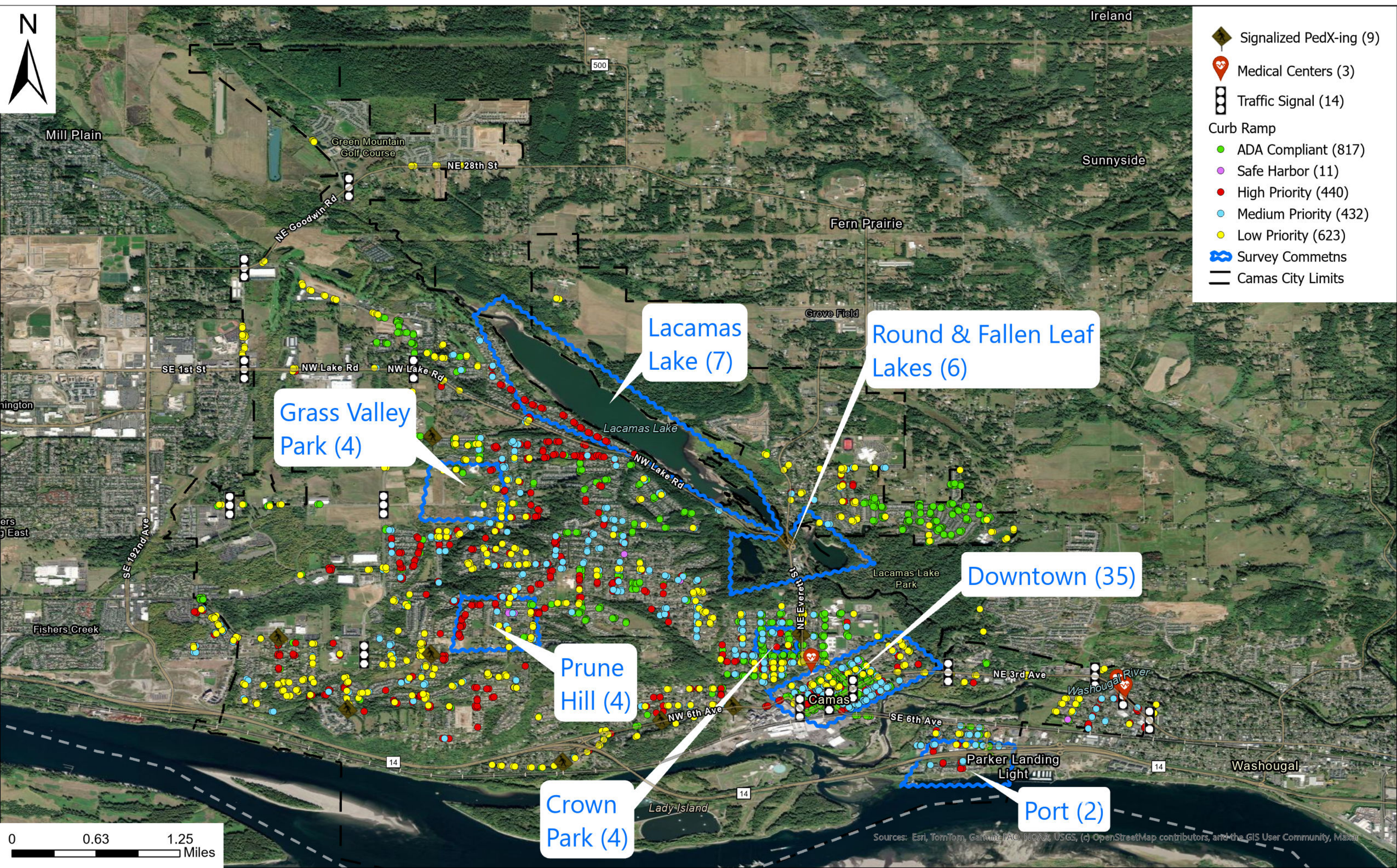
Project Contacts

- Jim Hodges, Capital Projects Manager – jhodes@cityofcamas.us, 360.817.7234
- Chris Lopez, Engineer – clopez@cityofcamas.us, 360.817.1568
- James Carothers, Engineering Manager – jcarothers@cityofcamas.us, 360.817.7230
- John Manix, Apex Companies – john.manix@apexcos.com, 360.567.2117
- Project page: engagecamas.com/ada-plan-updates-2025

Appendix E

Community City Map

City of Camas Curb Ramp Inventory With Survey Comments



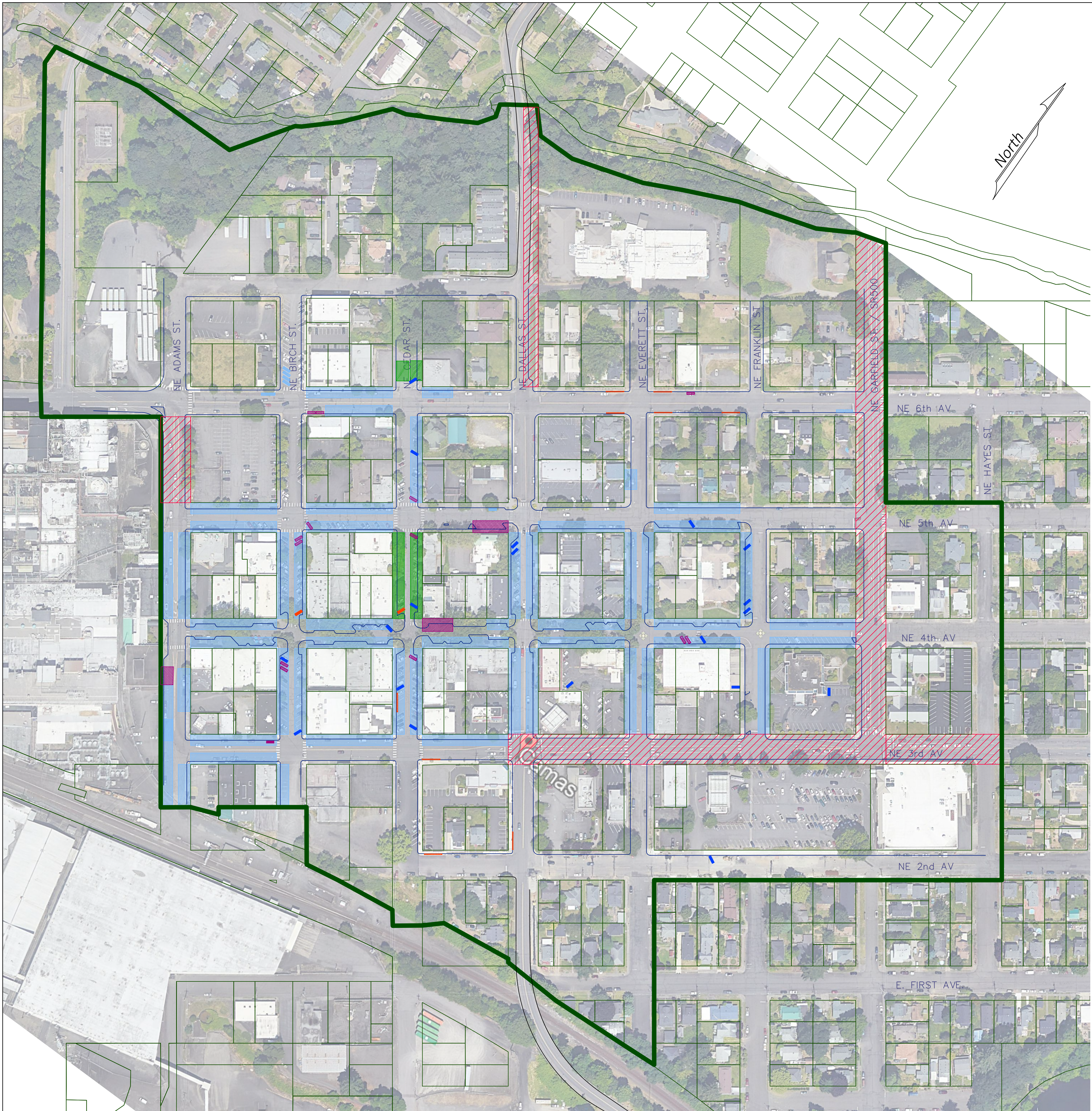
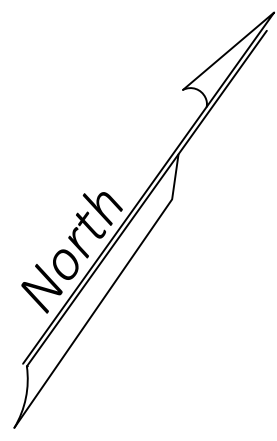
Sources: Esri, TomTom, Garmin-FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community, Maxar

Appendix F

City of Camas Downtown Parking Inventory

City of Camas

WASHINGTON



PARKING ZONE
COLOR KEY

-  HANDICAP PARKING ONLY
-  3 HOUR PARKING
-  2 HOUR PARKING
-  1 HOUR PARKING
-  30 MIN PARKING
-  10 MIN PARKING
-  NO PARKING
-  LOADING ZONE
-  NO SIGNS POSTED (72 HR)

CITY OF CAMAS
PUBLIC WORKS DEPARTMENT
DOWNTOWN COMMERCIAL
PARKING MAP

Appendix G

GIS Coding Logic Memo

ADA Camas – GIS Work

Project File is located here:

L:\Projects_DVP\C\CIT333\24011088\Traffic\Documents\GIS\2025-03-17_GIS_Map\Camas-ADA-Transition-Plan\Camas-ADA-Transition-Plan.aprx

Ranking Criteria (In-Progress):

L:\Projects_DVP\C\CIT333\24011088\Traffic\Documents\Study\2025-04-16 Draft Replacement ranking criteria.docx

Code in progress (Latest as of 7/17/2025)

```
myCalc(!Ramp_Width!, !Ramp_Slope!, !Warning_ty!, !Land_Drop!, !Notes!, !Landing_on!, !Ramp_Warni!,  
!SafeHarbor!, !Improved!)
```

```
def myCalc(Ramp_Width, Ramp_Slope, Warning_ty, Land_Drop, Notes, Landing_on, Ramp_Warni,  
SafeHarbor, Improved):
```

```
    if (Ramp_Width >= 48 and Ramp_Slope <= 8 and (Warning_ty == 'Yellow Bumped' or Warning_ty == 'Other')  
and Notes != 'Horizontal Line Stamp' and Landing_on == 'Yes' and Land_Drop == '0') or Improved == 'Yes':
```

```
        return 'ADA Compliant'
```

```
    if SafeHarbor == 'Safe Harbor':
```

```
        return 'Safe Harbor'
```

```
    if ((Ramp_Width >= 42) and Ramp_Slope <= 10 and (Ramp_Warni == 'Yes') and (Landing_on == 'Yes' or  
Landing_on == 'No') and Land_Drop == '0' and SafeHarbor == 'Not Protected'):
```

```
        return 'Low Priority'
```

```
    if (Ramp_Width >= 48 or Ramp_Slope <= 8) and (Ramp_Warni == 'Yes') and (Land_Drop == '0' or Land_Drop  
== '>0 and <1') and SafeHarbor == 'Not Protected':
```

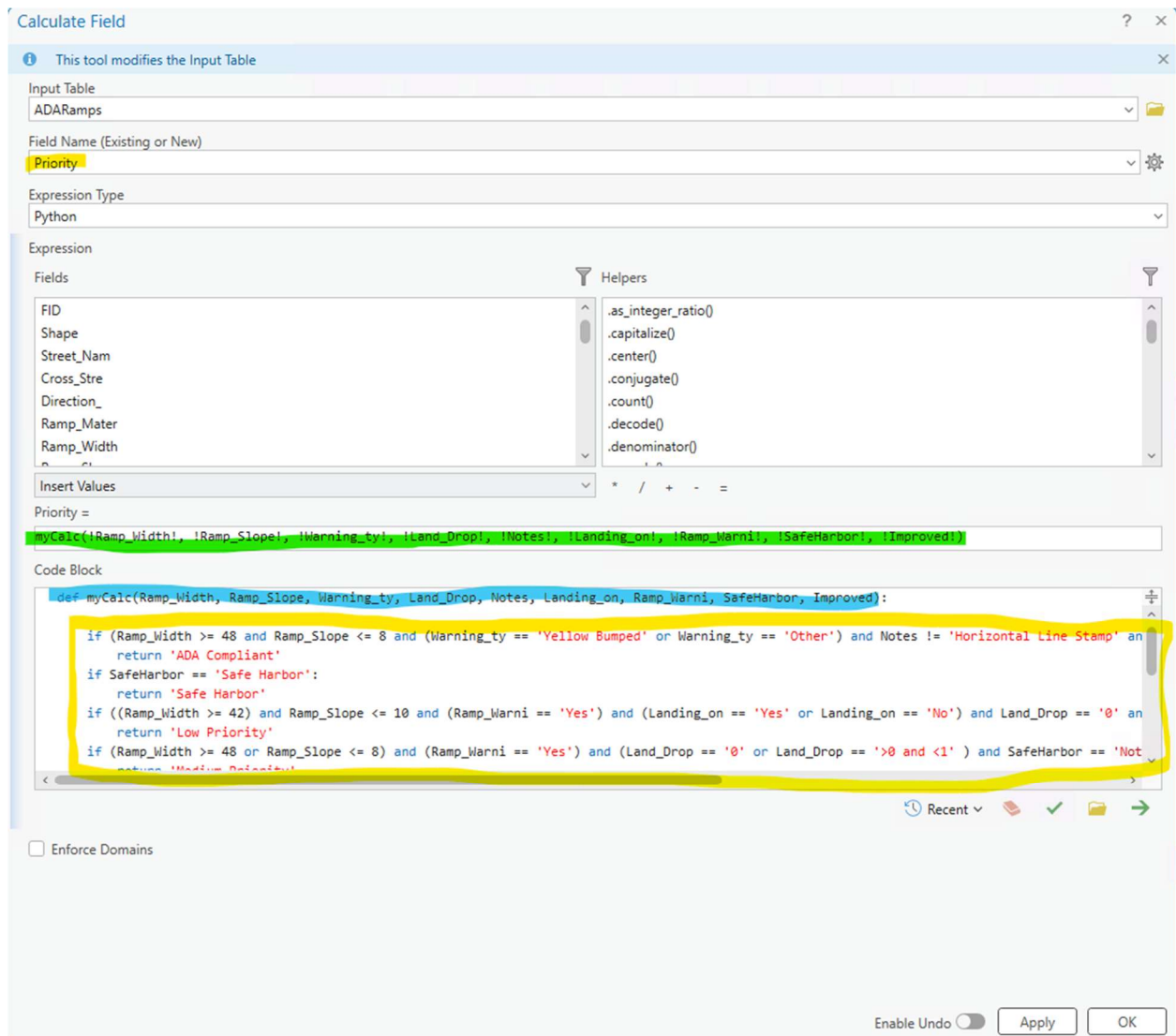
```
        return 'Medium Priority'
```

```
    if (Ramp_Width < 48 and Ramp_Slope > 8) or (Land_Drop == '1' or Land_Drop == '1.3' or Land_Drop == '1.5'  
or Land_Drop == '2') or Ramp_Warni == 'No' and SafeHarbor == 'Not Protected':
```

```
        return 'High Priority'
```

```
    else:
```

```
        return 'Undetermined'
```



Safe Harbor

04/09/2025

Result: 11 ramps protected by Safe Harbor

```
def myCalc(Ramp_Width, Ramp_Slope, Warning_ty, Land_Drop, Notes, Landing_on):
```

```
    if (36 <= Ramp_Width < 48) and Ramp_Slope <= 8 and (Warning_ty == 'Yellow Bumped' or Warning_ty == 'METAL BUMPED' or Warning_ty == 'METAL BUMPS') and Landing_on == 'Yes' and Land_Drop == '0':
```

```
        return 'Safe Harbor'
```

```
    else:
```

```
        return 'Not Protected'
```

12/9/2025 Updates by Moe:

```
myCalc(!Ramp_Width!, !Ramp_Slope!, !Warning_ty!, !Land_Drop!, !Notes!, !Landing_on!, !Ramp_Warni!,  
!SafeHarbor!, !Improved!)
```

```
def myCalc(Ramp_Width, Ramp_Slope, Warning_ty, Land_Drop, Notes, Landing_on, Ramp_Warni,  
SafeHarbor, Improved):
```

```
    Improved = str(Improved).strip()
```

```
    if Improved == 'Yes,C':
```

```
        return 'ADA Compliant'
```

```
    if Improved == 'Yes':
```

```
        return 'Low Priority'
```

```
    if Improved == 'No':
```

```
        return 'High Priority'
```

```
    if (Ramp_Width >= 48 and Ramp_Slope <= 8 and (Warning_ty == 'Yellow Bumped' or Warning_ty == 'Other')  
and Notes != 'Horizontal Line Stamp' and Landing_on == 'Yes' and Land_Drop == '0'):
```

```
        return 'ADA Compliant'
```

```
    if SafeHarbor == 'Safe Harbor':
```

```
        return 'Safe Harbor'
```

```
    if (Ramp_Width >= 42 and Ramp_Slope <= 10 and Ramp_Warni == 'Yes' and Landing_on in ('Yes', 'No') and  
Land_Drop == '0' and SafeHarbor == 'Not Protected'):
```

```
        return 'Low Priority'
```

```
    if (Ramp_Width >= 48 or Ramp_Slope <= 8) and Ramp_Warni == 'Yes' and (Land_Drop == '0' or Land_Drop ==  
'>0 and <1') and SafeHarbor == 'Not Protected':
```

```
return 'Medium Priority'
```

```
if (Ramp_Width < 48 and Ramp_Slope > 8) or (Land_Drop in ('1', '1.3', '1.5', '2')) or (Ramp_Warni == 'No' and SafeHarbor == 'Not Protected'):
```

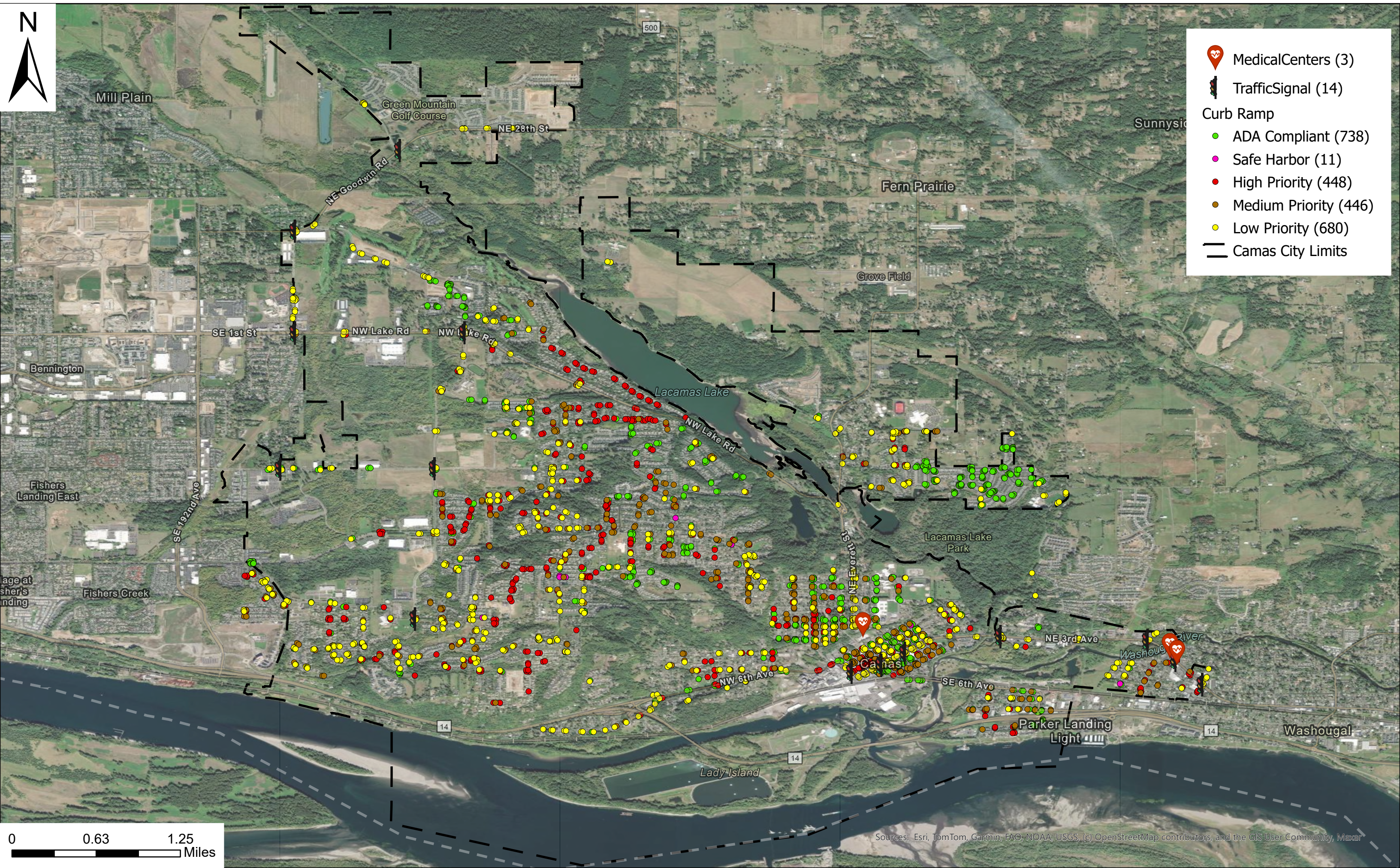
```
    return 'High Priority'
```

```
return 'Undetermined'
```

Appendix H

Citywide Map

City of Camas Curb Ramp Inventory by ADA Compliance

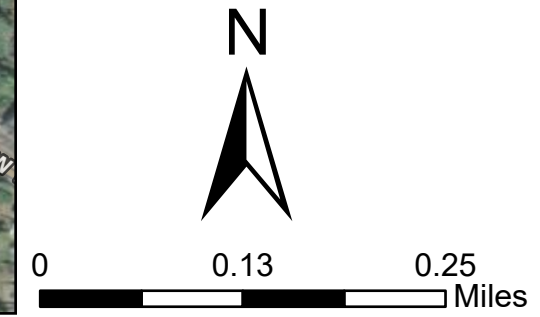


High and Medium Priority Locations

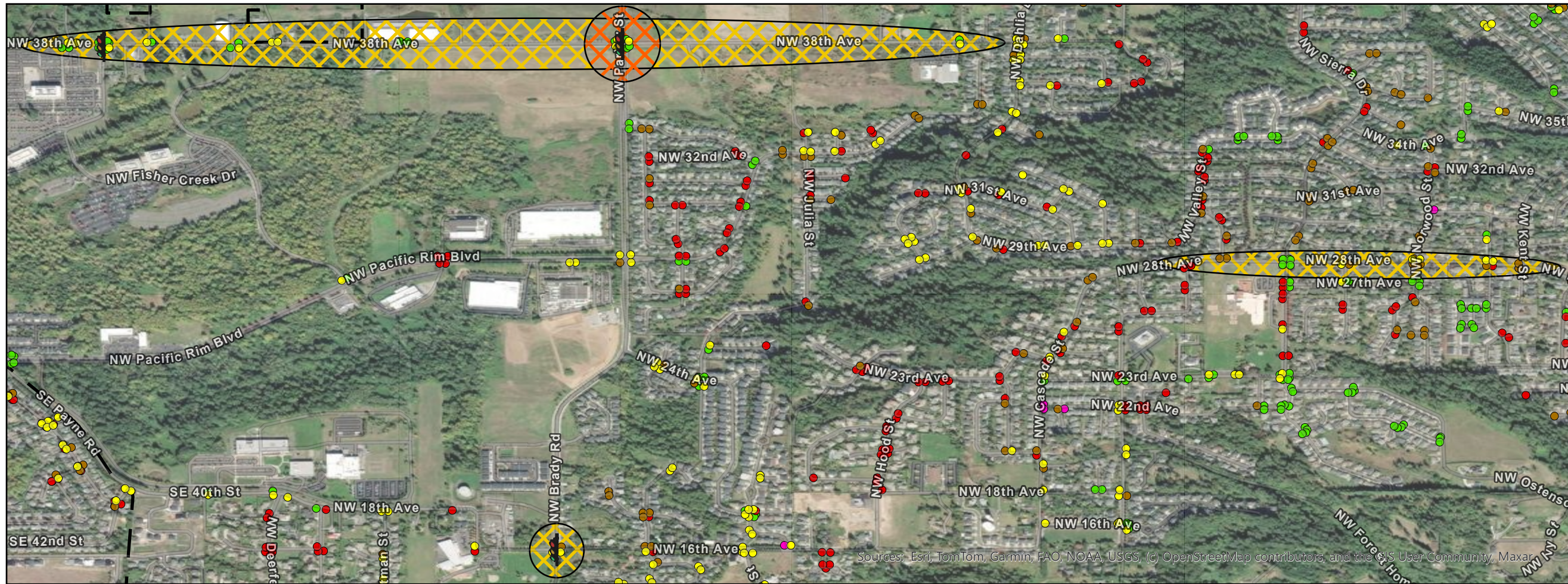


- Curb Ramp**
- ADA Compliant
 - Safe Harbor
 - High Priority
 - Medium Priority
 - Low Priority
 - Camas City Limits
 - High Priority Sections
 - Medium Priority Sections
 - TrafficSignal
 - MedicalCenters

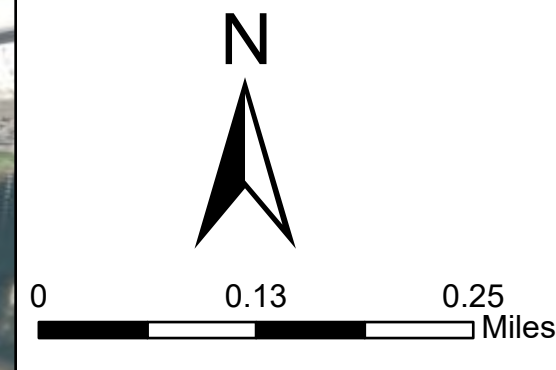
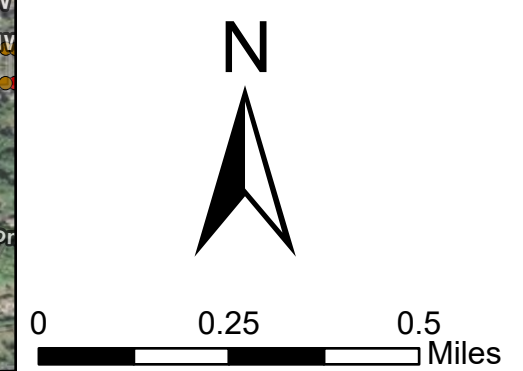
Maxar, Microsoft, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community



High and Medium Priority Locations



- Curb Ramp**
- ADA Compliant
 - Safe Harbor
 - High Priority
 - Medium Priority
 - Low Priority
- Camas City Limits
 High Priority Sections
 Medium Priority Sections
🚦 Traffic Signal
📍 Medical Centers



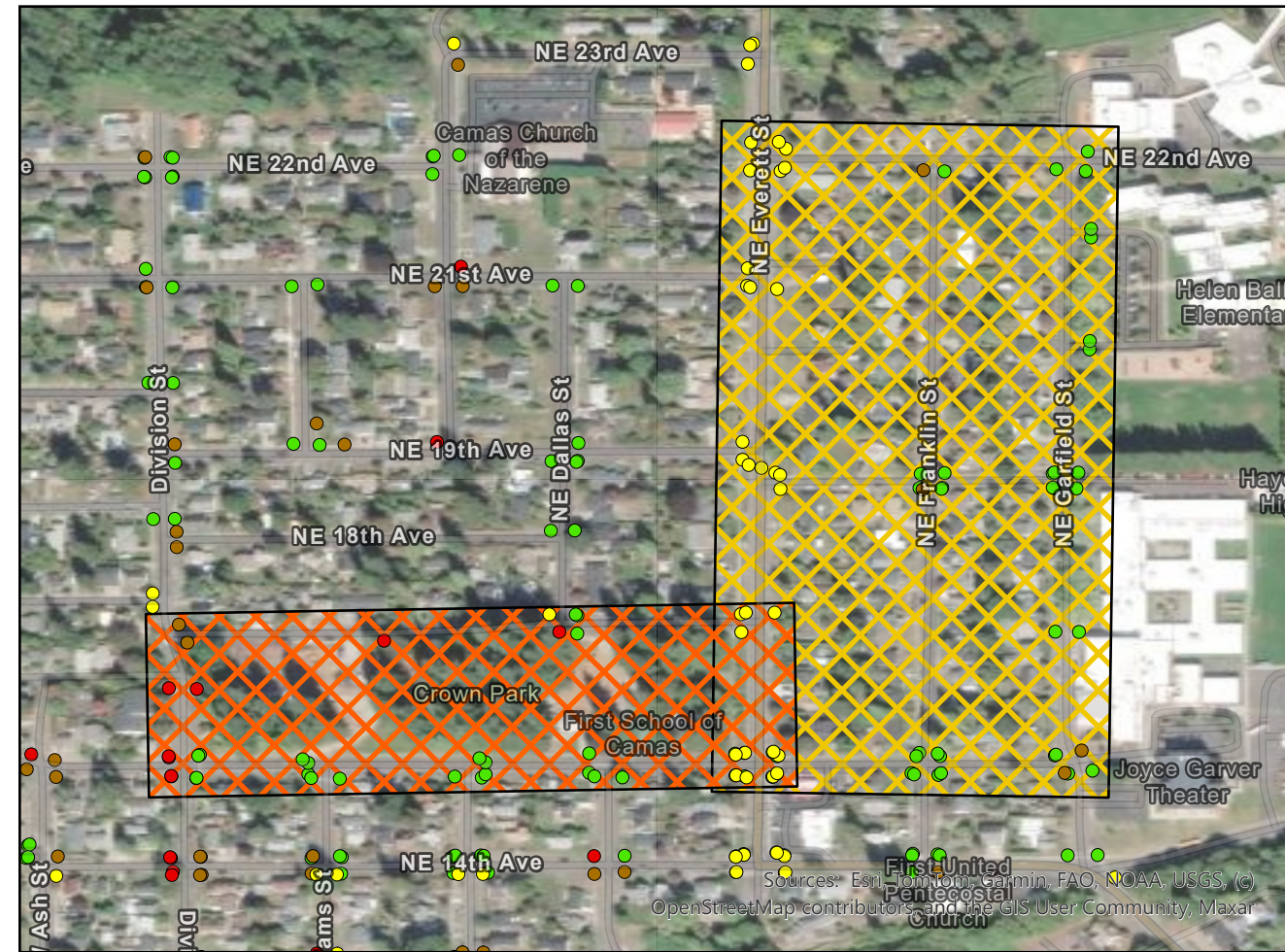
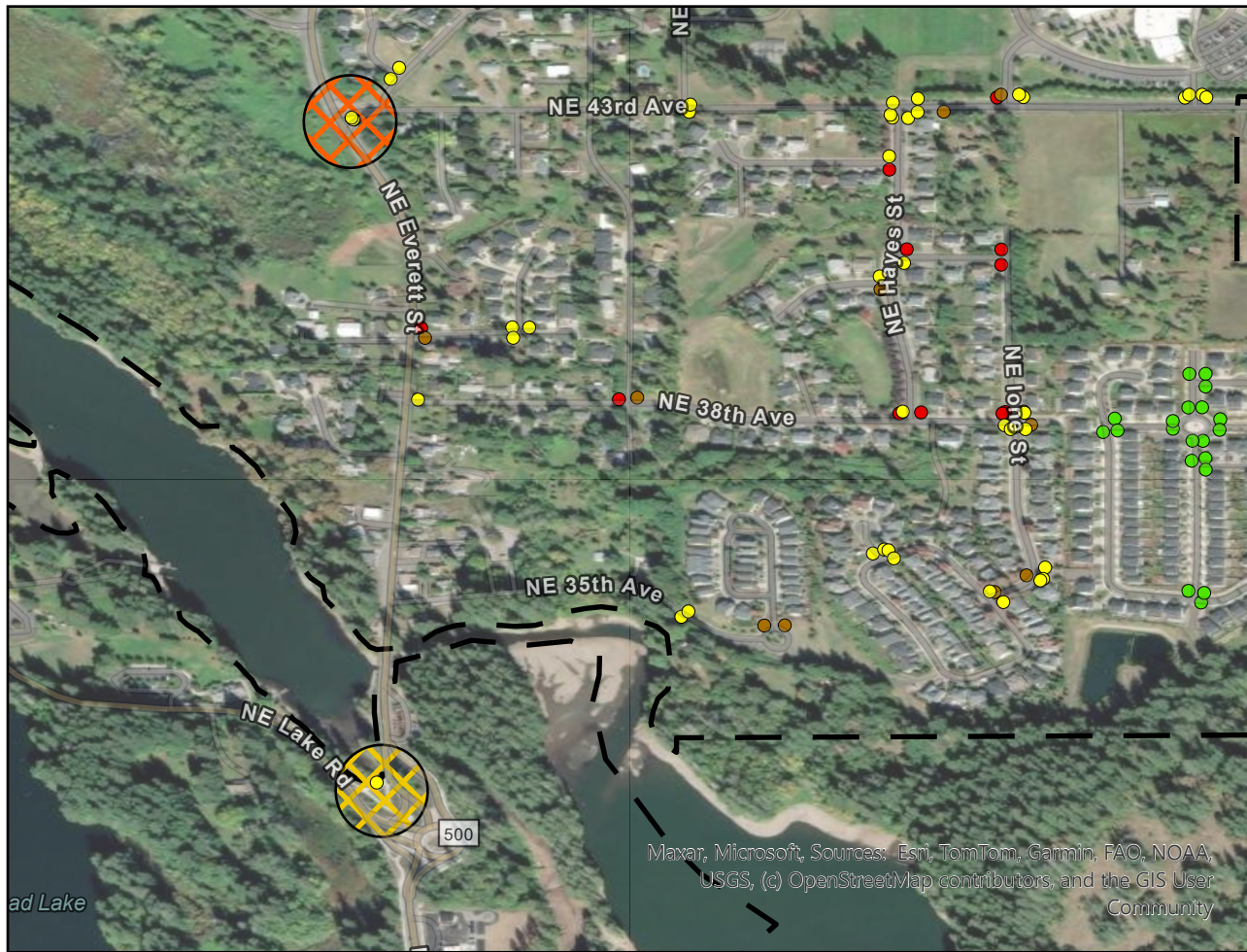
High and Medium Priority Locations



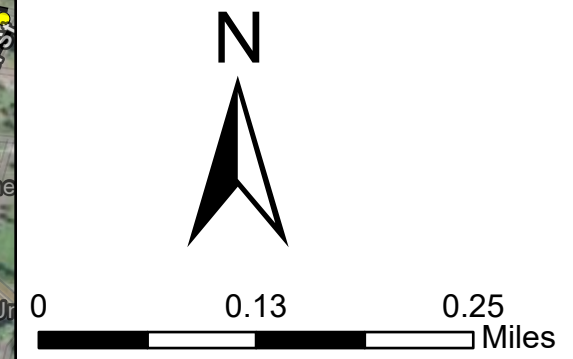
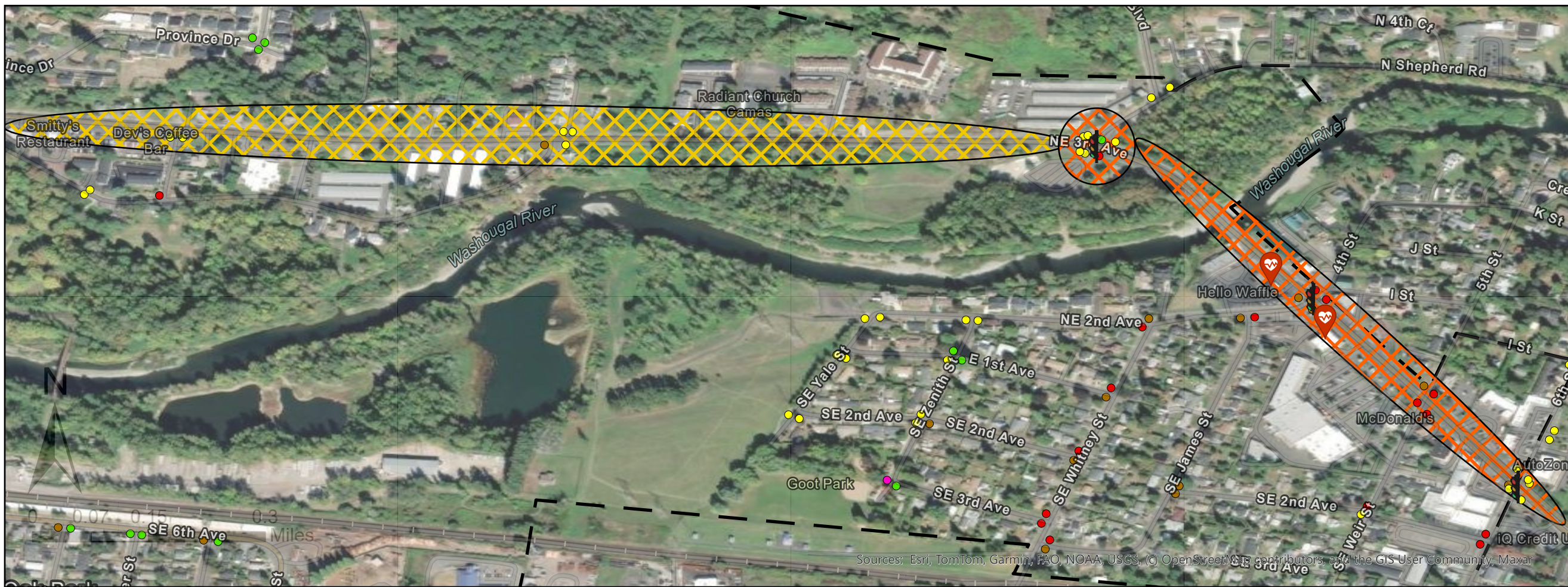
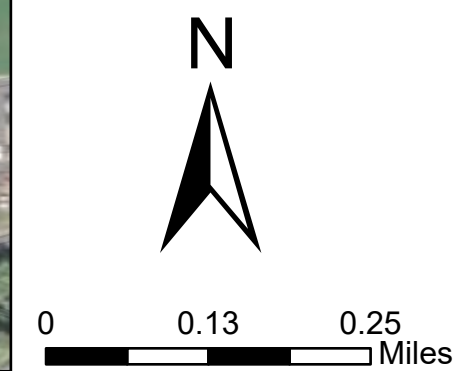
- Curb Ramp**
- ADA Compliant
 - Safe Harbor
 - High Priority
 - Medium Priority
 - Low Priority
- High Priority Sections
 - Medium Priority Sections
 - Camas City Limits
 - TrafficSignal
 - MedicalCenters



High and Medium Priority Locations



- Curb Ramp**
- ADA Compliant
 - Safe Harbor
 - High Priority
 - Medium Priority
 - Low Priority
 - Camas City Limits
 - High Priority Sections
 - Medium Priority Sections
 - TrafficSignal
 - MedicalCenters



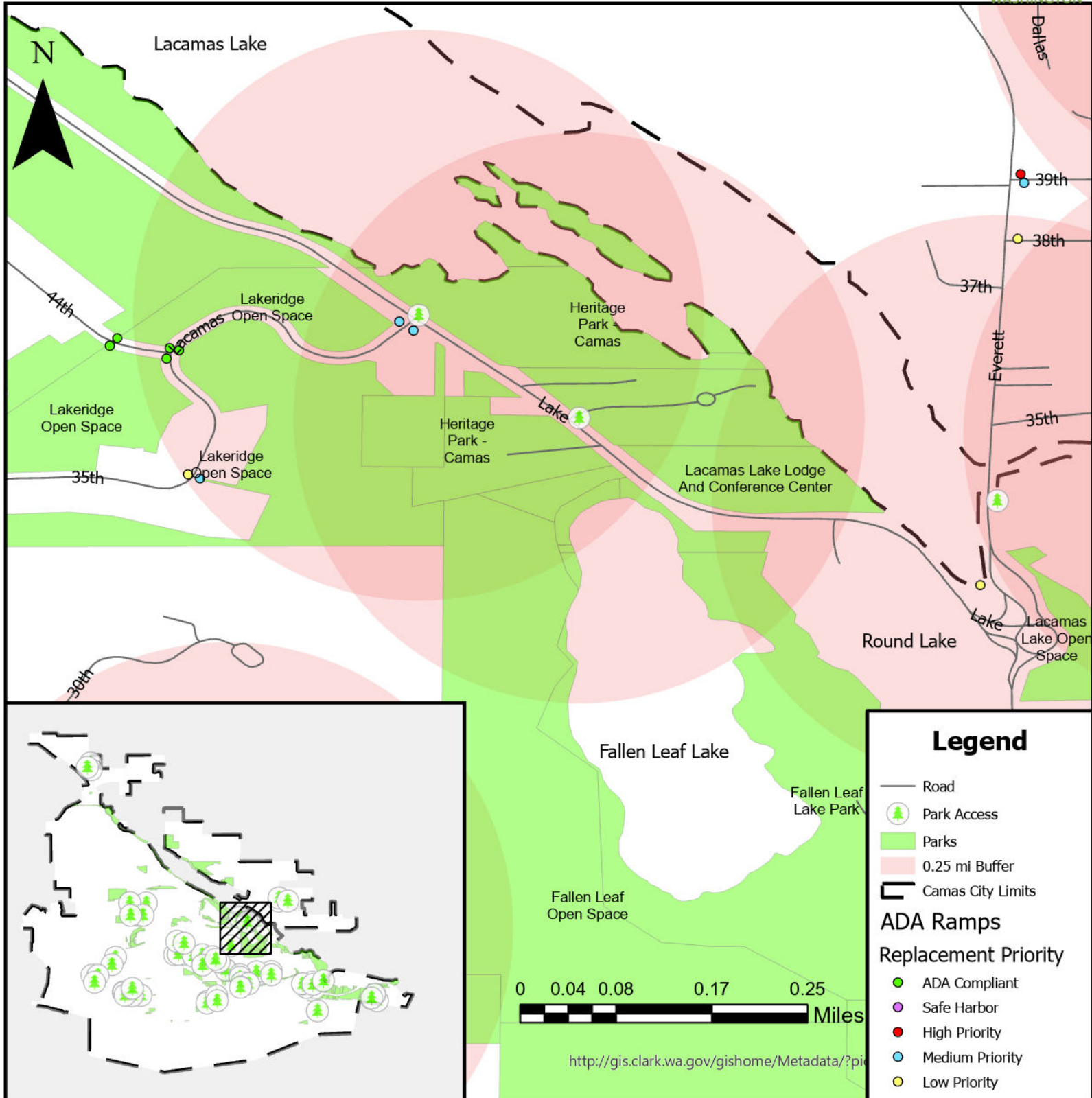
Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community, Maxar

Appendix I

Lake Parks Maps

Camas ADA Transition Plan Update

Ramps Within 1/4 Mile of Lake Park Access



Appendix J

2015 Self Evaluation Plan



SELF EVALUATION REPORT FOR THE PUBLIC RIGHT OF WAY

May 7, 2015



Prepared for:
The City of Camas Public Works Department

Prepared by:
HDJ Design Group PLLC
in conjunction with:
Urbane Streets



Mission Statement

The City of Camas commits to preserving its heritage, sustaining and enhancing a high quality of life for all its citizens, and developing the community to meet the challenges of the future. We take pride in preserving a healthful environment while promoting economic growth. We encourage citizens to participate in government and community, assisting the City in its efforts to provide quality services consistent with their desires and needs.

Americans with Disabilities Act & Title VI information

Americans with Disabilities Act (ADA) Information: Materials can be provided in alternative formats by contacting Jim Carothers, pending City Transportation ADA Coordinator at 360-817-1561 x4230 (voice) or jcarothers@cityofcamas.us (email). Persons who are deaf or hard of hearing may make a request for alternative formats through the Washington Relay Service at 7-1-1.

Title VI Notice to Public: It is the City of Camas' policy to assure that no person shall, on the grounds of race, color, national origin or sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated may file a complaint with the Title VI Coordinator. For Title VI complaint forms and advice, please contact the City's Administrative Services Director who is the Title VI Coordinator at 360-817-7013 (voice).

Acknowledgements

The City of Camas City Council

Scott Higgins, Mayor
Greg Anderson
Bonnie Carter
Don Chaney
Tim Hazen
Steve Hogan
Melissa Smith
Shannon Turk

The City of Camas

Pete Capell
James Carothers
Wes Heigh
Jeff Englund
Jim Hodges
Ronda Syverson

ADA Community Advisory Committee for the Public Right of Way

Tom Anderson
Barbara Blair
Michelle Cousins
Sherri Dickerson
Michael Frazer
Aileen Gillespie
Kristine Graham
Christine Kamps
Karl Martin
Carol Popi

Submitted by

HDJ: John Manix, PTOE

In Association with

Urbane Streets: Todd Boulanger, MURP

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Overview

The Americans with Disabilities Act (ADA) and Section 504 of the Rehabilitation Act of 1973 requires cities with more than fifty employees to prepare a Self-evaluation and ADA Transition Plan. The Self-evaluation activity is intended as an inventory of existing conditions of the physical conditions, as well as policies and procedures. The ADA Transition Plan is intended to build on the ADA Self-evaluation Report and provide a formal assessment as to how to eliminate barriers to the disabled.

The City of Camas has an existing ADA Transition Plan for its public buildings, hiring practices, and meeting procedures. The current effort is intended to address the built environment in the public right of way. The ADA and Section 504 emphasize that cities engage members of the disabled community in preparing their Self-evaluation Report and ADA Transition Plan.

The goal of this process is to complete a high quality ADA Transition Plan covering the near term for the City of Camas that reflects public input, especially from members of the disabled community.

Public Right of Way Facilities Self-evaluation Report

The Americans with Disabilities Act requires public participation in the preparation of the Self-Evaluation Report. This self-evaluation report focuses on the public right of way with a primary emphasis on public streets. The City of Camas has invited community members to participate in a community advisory committee. Staff and their representatives prepared “findings” for the committee to consider that will be used to prepare the ADA Transition Plan, which will be a living document that will establish a list of high priority projects for approximately the next ten years.

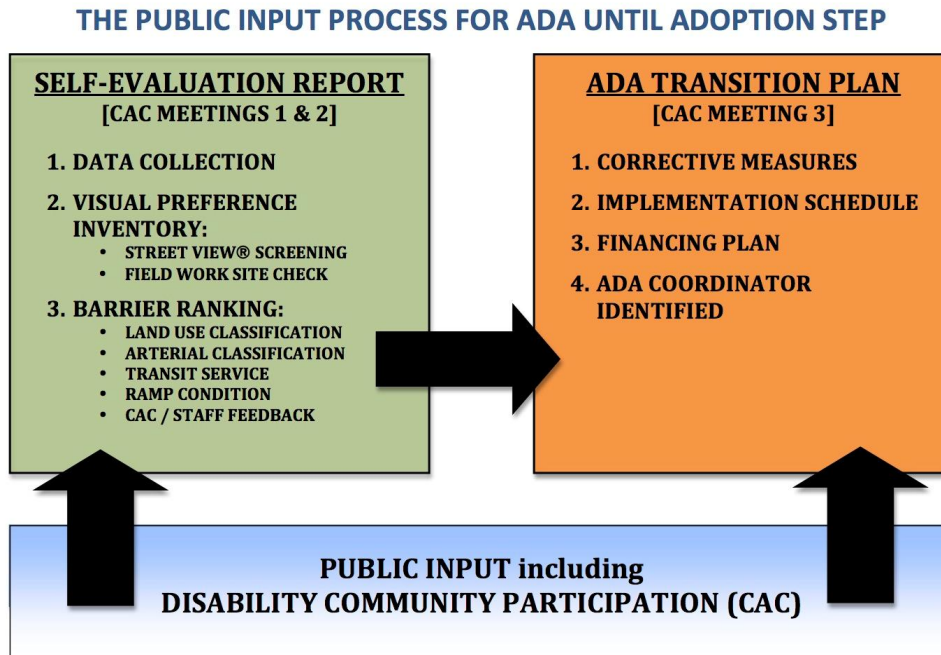
The Sidewalk Self-Evaluation Report and ADA Transition Plan will go before City Council for final approval.

Self-evaluation Report for the Public Right of Way

The Self-evaluation Report should produce the minimum:

- A list of interested persons consulted;
- A description of the policy areas and procedures examined and any problems identified;
- A description of any modification made;
- A citizen comment / grievance procedure related to sidewalk accessibility; and
- A designated individual to oversee the ADA Transition Plan.

Figure 1: Flowchart of the public process



Urbane Streets 2014

The ADA Transition Plan for the Public Right of Way

The Self-evaluation Report is then used to prepare an ADA Transition Plan that will be used to develop a schedule for correcting barriers to the disabled community.

City of Camas Public Right of Way Policy and Practices Review

Summary

The Department of Justice provides a Title II Checklist for local governments to use to evaluate their compliance under the Americans with Disabilities Act. See Appendix A for the Title II checklist. The findings from this process were then used to develop the recommendations for changes in policies and practices. These were prepared to assure the City of Camas is in overall compliance with Title II of the ADA and in doing so meeting the needs of the community. A full listing of each finding with its corresponding recommendation(s) can be found in Appendix B.

The City of Camas' Transportation policies and procedures were reviewed with respect to compliance with Title II requirements and to verify if such are creating barriers denying access to transportation facilities in the public right of way.

This included review of:

- The Transportation component of the City's Comprehensive Plan;
- City of Camas Municipal Code, Title 12.04 020: Streets and Sidewalks;
- City of Camas Standard Plans and Street Standards; and
- Clark County Bicycle and Pedestrian Master Plan (2010).

Findings

The recently updated City of Camas Design Standard Manual (October 2014) details included are in compliance with current ADA standards.

There are additional design issues and decisions that can be addressed, such as retrofitting urban streets often requires maneuvering around utility poles, adding ramps when sidewalk gaps are located midblock, and other obstructions, as well as complications not covered in the Camas Design Standards Manual. Many self-evaluations find that these physical gaps often occur at the edge of new developments or during half street improvements when one side of the road is compliant but not the other. This can be accomplished by supplementing the current street details with the current standards, such as the WSDOT Design Manual or the WSDOT Field Guide for Accessible Public Right of Way, 2012 Edition. Citizen committees will find the latter document is more user friendly.



Figure 2: Examples of accessibility barriers in a developing pedestrian network

Recommendation 1:

Modify the Camas Design Standard Manual to include reference to the WSDOT Field Guide for Accessible Public Right of Way, 2012 Edition.

Findings

The City of Camas Design Standard Manual does not provide staff specific direction about what alterations to an existing roadway facility triggers the need to upgrade a facility to meet ADA standards related to providing curb ramps at pedestrian crossings.

Recommendation 2:

Modify the Design Standard Manual to include specific policies and procedures to assure that altered pedestrian crossings are upgraded to full ADA standards.

Findings

In projects where this is necessary, take special care during the construction inspection to verify the ramp dimensions meet the design. Through the design, construction, and inspection process the resulting curb ramps are sometimes found out of full compliance in the final inspection. In some projects with federal funding, agencies have been made to replace newly constructed curb ramps that are out of compliance.

Recommendation 3:

Modify the City's Design Standard Manual to warn against designing to the maximum or minimum dimensions allowed.

Findings

It is important to note that the US Department of Justice does not consider cost as a valid consideration, but the federal accessibility standards only require compliance within the scope of the project.

If the original scope of work only included replacing the ramps, then reconstructing the whole intersection to meet grades is an example of major scope of work change that can be used to rationalize not needing to complete all ADA standards for a single intersection.

Recommendation 4:

Modify the City's Design Standard Manual to include documentation of criteria that prevent specific locations from meeting full ADA compliance, such as right of way purchase or utility relocation, when these are not required elsewhere in the project.

Findings

With alteration, ADA upgrades are required at traffic signals to meet the 2009 edition of the Manual on Uniform Traffic Control Devices (MUTCD) standards for accessible pedestrian signals (APS). Most traffic signals in Camas do not meet APS standards at this time.

Recommendation 5:

Upgrade traffic signals at high priority locations that do not meet current reach standards for either height or distance. As traffic signals are modified, they all should be upgraded to current APS standards.



Figure 3: Examples of pedestrian push buttons, inaccessible versus accessible

Findings

Washington State Law requires upgrade of sidewalk ramps across the street but only requires one (1) additional receiving ramp.

Recommendation 6:

Modify the City's Design Standard Manual to include documentation that requires a matching sidewalk ramp at the other end of a crosswalk, if the sidewalk and curb exist, so as to comply with RCW 35.68.075(3).

Findings

The provision of accessibility for persons with disabilities through construction work zones and severe weather is an important issue as our communities become more accessible on a day-to-day basis. This has become an emerging topic of awareness for staff at local governments, as citizen expectations concerning mobility grow. All agencies are required to maintain accessibility that includes pedestrian facilities impacted by overgrown vegetation, snow/ice, severe heaving/cracking of surfaces, construction work zones, and so on, as called for in Chapter 29.3 of the WSDOT LAG Manual. For example, when streets are de-iced/plowed of snow or swept, Camas should consider also performing the same maintenance tasks on the adjoining sidewalks and curb ramps, especially along transit routes and stops. The same evolution of access is currently occurring within construction work zones by providing temporary ADA ramps or trench crossings; and pathway fencing is now more common, where once projects only used caution tape and did not include ADA ramps with a protected detour route.

Recommendation 7:

Modify the City's maintenance procedures to assure the transit routes are barrier free due to damage to walkways, snow events on snow routes, and, update pedestrian detour plans in construction zones to maintain access to the disabled.



Figure 4: Examples of work zone accessibility, inaccessible versus accessible

Findings

“Reasonable” access can be provided by many sub-standard curb ramps. ADA upgrades to existing sidewalks and curb ramps are expensive and funding is limited. In Clark County, Community Development Block Grant (CDBG) funds are programmatically restricted to the construction of new ramps and do not cover the upgrade of existing sub-standard ramps. The inspection of ramps throughout Camas and other small communities throughout Washington State finds a high percentage of ramps within the public right of way out of full compliance with the ADA.

While reasonable access can be provided by sub-standard curb ramps, direction is still needed by staff, as to which sub-standard curb ramps are a priority and should be replaced. To do this, a ranking of replacement ramps is recommended to make best use of scarce resources.

The following criteria were prepared to assist in the inventory and prioritizing locations for replacement of substandard ramps. For projects that “alter” existing pedestrian crossings with substandard curb ramps, particularly at an important destination, any facility defect may require replacement or upgrade.

Recommendation 8:

To assist in the inventory process, the following criteria are recommended to rank ramps for replacement:

High need for replacement:

- Lack of level landing;
- Obstructions or damaged sidewalks;
- Steep grade on ramp throat or ramp wings; or
- A half of an inch or more lip at the curb gutter.

The above deficiencies in curb ramps create a barrier to mobility.

Medium need for replacement:

- Level landing near ramp;
- No obstructions or tripping hazards; and
- Less than one quarter of an inch lip at curb gutter.

These are the borderline sidewalk ramps that may be a barrier to accessibility. In some cases they may be upgraded with minor improvements such as a retrofit warning pattern or grinding the curb to eliminate too high of lip.

Low need for replacement:

- Ramps with detectable warning patterns;
- Level landing behind ramp;
- No obstructions such as utility poles or tripping hazards (one half of an inch high uplifted sidewalk panel);
- Less than a one quarter of an inch lip at curb; and
- The ramp throat is less than three feet wide.

Findings

The Department of Justice (DOJ) provides precedence with the "Safe Harbor" (§ 35.150(b)(2)(i)) provision that does not require upgrade of substandard ramps built before 2012 and meet the 1991 standards unless they are part of a planned alteration. Any street pavement restoration project or other physical alteration that affects a pedestrian crossing after 2012 are required to be upgraded by the US Department of Justice.

Recommendation 9:

Review pavement management program for streets altered after 2012. Program ADA improvements at these pedestrian crossings in the next phase of the ADA Transition Plan.

Findings

Fixed route transit provides persons with disabilities an important option for mobility; C-TRAN Route 92, though limited in service hours, proves riders with an important transportation option, and one that does not require making an advance reservation.

Recommendation 10:

Check that sidewalk work planned and standard details affecting arterials with fixed route transit service accommodate the eight-foot deep transit loading pads and bus shelter pads as needed. Coordinate with C-TRAN staff during the review process. Use C-TRAN's 2007 bus stop design guidelines when appropriate.

Citizen Request and Grievance Procedure

The City of Camas is required to adopt and publish procedures for resolving requests and/or grievances arising under Title II of the ADA. The procedure is

intended to set out a formalized system for resolving complaints of disability discrimination within the time periods set forth. It is important that complaints are resolved in a timely manner and at the local agency before they are directed to the US Department of Justice. See Appendix A for more information on the content of the checklist.

Findings

The City of Camas currently reacts to citizen requests concerning ADA barriers on existing public transportation facilities through a three-step approach:

1. All publicly reported comments are logged by the Senior Administrative Support Assistant;
2. The requests are then prescreened for responsibility by the Senior Engineering Technician; and
3. The Engineering Manager undertakes the resolution of the complaint.

Recommendation 11:

The City of Camas should adopt a formal Citizen Request and Grievance Procedure as outlined in Appendix F, and have this document prepared in alternative formats. The City of Camas should give priority to requests for ADA upgrades, but if a request is reviewed and found that it is not appropriate to fulfill then a meeting should be set up to discuss such a response should occur within the fifteen day time period set forth by the US Department of Justice. Additional information about the appeal process to the City Administrator and its deadlines must be included in the follow up notification if no resolution is reached.

ADA Coordinator for the Public Right of Way

The selection of the City's ADA Coordinator for the Public Right of Way was one of the first actions undertaken by this process. The City of Camas has designated James Carothers, Engineering Manager, as its first ADA Coordinator for the Public Right of Way per Title II. This action formalizes his current role in processing citizen requests at the City for ADA barriers in the public right of way.

The City Administrator will continue with their existing responsibilities for Civil Rights under the Title VI Program.

Recommendation:

The City of Camas shall make available to all interested people the name, office address, and telephone number of the ADA Coordinator for the Public Right of Way. Additionally, the city should post on its website if individuals needing a (TTY) teletypewriter / text emulator to communicate should dial direct a city phone number or dial 711 at the state.

Public Involvement Process

Public Notice:

Public notice of the Self-Evaluation and the ADA Transition Plan is required throughout the process. It should include at a minimum:

- Providing opportunity to comment on the development of the Self-evaluation Report and ADA Transition Plan through the citizen committee and press releases for each committee meeting.
- Keeping record of comments received for 3 years.
- Keeping the Self-Evaluation Report and ADA Transition Plan available to the public.

Public Outreach

The participation element for this report was conducted through repeated public advertisement of this planning activity in newspapers of public record, public bulletins, and word of mouth spread through local service providers. The message included the opportunity to serve on the future advisory committee when formed and that the City meetings were open to attendance for all. There was some initial difficulty at identifying potential local committee members, as Camas is a small city with many specialized resources located in the larger adjoining communities. But this was overcome through the dedicated assistance of the C-TRAN staff that was well acquainted with potential candidates.

Agencies & Service Providers:

- C-TRAN;
- Clark County Community Services;
- Northwest ADA Center;
- People First of Clark County/ ARC of SW Washington;
- Prestige Care and Rehabilitation of Camas;
- Vancouver Housing Authority;
- Washington State Division of Vocational Rehabilitation;
- Washington State School for the Blind; and
- Washington School for the Deaf

These entities when approached were very interested in making their community a better place and eagerly supported the process. This committee once formed was composed of persons with disabilities, formal service providers, and informal caregivers. Additionally, an attempt was made to select participants with direct experience travelling independently through most districts of Camas and with a range of physical mobility such as: low vision, ambulatory with aid of a cane or walker, power wheel chair, etc. so that any feedback from the committee on barriers in the public right of way would be both comprehensive (as to aid) and broad (type or location of barrier).

The City Hall was chosen as the meeting location because of its central location and being fully accessible. Meeting dates were established to avoid summer and winter holidays. The meeting times and room access were organized, so as to allow paratransit service drop off and pick up before the 7:15 PM service end for the Camas area. Additionally, for our visually impaired committee member the prepared meeting agendas and other materials were provided in text format via email for their conversion into Braille, as requested. Other documents, such as maps were verbally described in detail.

Process Kick-Off Meeting with City of Camas Staff

On August 28, the project self-evaluation process started off with a meeting with City staff from the public works department to discuss how ADA requests are managed within the City for the public right of way. There are three primary sources to fund the reconstruction of sidewalk and curb ramps to remove ADA barriers: annual CDBG grant awards for ramps, the City reconstruction activities when ad hoc requests/ complaints are made by citizens, and by property owners when properties are developed or complaints arise. The meeting also included discussion of which City staff position would be best to be the future ADA Coordinator for the Public Right of Way.

ADA Community Advisory Committee for the Public Right of Way

The Community Advisory Committee (CAC) assisted the Public Works Department and consultant staff in the preparation of the City-wide Self-evaluation and ADA Transition Plan for the public right of way during three meetings held during the fall and winter of 2014.

Objectives

1. Establish criteria to prioritize locations;
2. Prioritize the streets for high, medium and low need to remove barriers to the disabled;
3. Establish a list of projects that will eliminate barriers in the public right of way at high priority locations;
4. Establish a schedule for completing the high priority projects;
5. The ADA plan will provide City staff with policy and procedure recommendations to deal with ADA upgrades in the future as opportunities presents themselves; and
6. Complete the plan with three CAC meetings, as a minimum.

The committee assistance focused on setting criteria for prioritizing locations, providing feedback on the locations for ADA upgrades, on the scope of work for high ranked projects and the schedule for completion.

CAC Meeting One Findings – September 30

The first CAC committee meeting established the project outcomes and meeting processes for the CAC members. The CAC members discussed their broad interests

and motivations for assisting the City of Camas with reducing barriers in the public right of way. They also discussed what geographic areas of the city and destinations they frequently used and which ones the CAC may want to be included in the high and medium priority list.



Figure 5: CAC members at work, in meeting and in field accessibility tour

Project Workshop with the Mayor and City Council – November 3

The project added a workshop with City Council on November 3 to the public process scope of work. This change was an opportunity to raise their awareness of the public comments generated by the Self-evaluation process in regards to common barriers experienced by our CAC representatives and geographic areas that would likely be targeted in the upcoming ADA Transition Plan project list.

CAC Meeting Two Findings – November 4

The second CAC meeting focused on the CAC members and staff review of the emerging high and medium priority locations generated out of the initial project screening process. The CAC members reiterated that the zone around the Crown Point Park should be a high priority area due to the importance of the City recreational facilities there for persons with disabilities and the proximity to the Vancouver Housing Authority's affordable housing units. Additional locations and corridors were added to the review process at the request of the CAC, such as private medical offices. A few proposed locations were removed due to recent or pending capital contraction work. This discussion often led to secondary but important issues of the range of design enhancements that each location could see in the future, such as the role of pedestrian refuges, signal timing, and traffic speeds play in accessibility; especially for the elderly in crossing accessible streets. The CAC discussed and accepted the consultant's recommendation to classify intersections among the "highest" priority locations due to a barrier there affecting access to two or more arterials. These locations also often provided access to fixed route transit stops.

CAC Meeting Three Findings – December 9

The third CAC committee meeting finalized the Self-evaluation report findings and focused on the ADA Transition Planning. There was much discussion in the CAC of

the role of the ADA and a clarification that it does not directly fund projects even though the ADA is a federal legal mandate. This then led to defining what the CAC's vision of ADA was for Camas and how this would be reflected in the projects ranked highest versus lower priority locations. The cost of project treatments were reviewed individually and as a whole in light of what local and grant funding exists in the region on any given year.

CAC Field Workshop on Physical Barriers in the Right of Way

The Community Advisory Committee members and City staff also participated in a field tour of common accessibility barriers affecting urban transportation facilities over their lifespan. The following design issues were identified and discussed during September 30:

- Marked crosswalks with missing sidewalk ramps;
- Ramp directionality (oblique versus parallel to a crosswalk);
- Out of compliance sidewalk ramps (slope and missing landing);
- Sidewalk problems (panel lift, gaps and curb lips);
- Traffic signal accessibility (walk cycle lengths, APS, push button locations);
- and
- Other barriers (vegetation, trash cans, street furniture, etc.).



Figure 6: Examples of levels of accessibility experienced during the CAC field tour, such as a missing ramp and a ramp with an outdated design

See Appendix C for more information on the CAC and materials from meetings.

Inventory

Public Facilities in the Right of Way Ranking Criteria Methodology

The outcome of ranking projects is to facilitate the management of the “need” with the resources available to complete the objective of making all public pedestrian facilities accessible.

The action of ranking projects is a function of the following criteria:

- Collision History for pedestrians and bicyclists (vulnerable roadway users) is used to quantify risk exposure for persons with disabilities;
- Government Buildings that are important destinations for all citizens.
- Roadway Classification for arterials, not local streets; is a measure of greater exposure (higher risk) to traffic injuries;
- Land-use Zoning of commercial, not residential land, is used to measure likelihood of pedestrian traffic generation;
- Medical Services and other facilities important to persons who are disabled;
- Fixed Route Transit Service is used to measure likelihood of pedestrian traffic; and
- Committee Identified Priority Sites these locations have been identified through the CAC public process and added to the priority list based on local knowledge for as facilities important to persons who are disabled.

Pedestrian safety is an important consideration in ranking potential sites and can be done based on exposure to high volume and high-speed motor vehicle traffic. Typically the arterial roadway classification is a good starting point for judging the likely exposure levels, as higher order arterials have more than collector or local streets. Thus high priority locations have most if not all criteria present while medium have fewer. And any public streets not listed below are considered low priority, as they generally have low traffic volumes in residential areas and often are without reported crash history. These street facilities also generally do not have transit service or public facilities serving persons with disabilities thus reducing their importance for this community wide planning process.

The priority locations are also organized by type (intersection, corridor, and area) for purposes of easier discussion in identification and treatment types. All facilities types are collectively equal within each priority tier. The type of location becomes important later when mitigations or treatments are proposed.

See Appendix D for high and medium priority location memo and maps.

Summary of inventory:

Based on field observations of the public right of way, the City of Camas provides reasonable access throughout the community. Most intersections with sidewalks have curb ramps. The older ramps are not compliant by today's standards but most provide reasonable access. The downtown intersection and sidewalk are good examples of sidewalks that do not meet all standards but are very accommodating. The sidewalks on newer streets, especially the newer arterials, where constructed under the ADA standards of the day. These ramps provide reasonable access and should be a low priority to be replaced due to their functionality for the interim period.

The two areas where curb ramps are frequently substandard are the lip where the sidewalk ramp meets the gutter at street level and the lack of the detectable warning pattern for the sight impaired. The lip at the gutter should be flush or no greater than one quarter of an inch in height. Older ramps do not have the warning pattern to provide a notice to the sight impaired they are about to enter a vehicle travel way. With modern concrete grinding equipment and after-market detectable warning panel, it is assumed these ramps can be quickly improved and at a reasonable cost overall.

The field inspection of existing sidewalks noted many locations with damage that exceeded ADA standards. These were listed in the inventory of the sidewalks. Most of these are along private property frontages and were considered to be the responsibility of the butting property to address, per city code. In some cases, sidewalk was missing but ADA does not require sidewalk construction just that new and existing sidewalk do not pose a barrier. In some case with short sections of missing sidewalk, installation was recommended.

Driveway approaches are a challenging consideration. Most sidewalks attached to the curb have driveways too steep to meet ADA standards. The field inventory considered that a driveway approach less than eight feet in sidewalk width was so steep in cross slope, so as to be a physical barrier and need to be replaced. And a driveway approach wider than eight feet provided reasonable access even though they may not meet ADA standards for cross slope.

As discussed in the City of Camas Public Right of Way Policy and Practice Review section, staff were supplied with inventory criteria to prioritize work at each location based on reasonable access at existing curb ramps, sidewalks and traffic signals. Each high priority location was further ranked for the need to replace the existing facility based on the level of barrier to the disabled. See Appendix E for details on the ranking of criteria for barriers.

To facilitate planning level estimates of ADA upgrades, the City of Camas' standard plan detail(s) was listed, when applicable, as a recommendation for the scope of the work for the upgrade. Each upgrade was assigned a planning level cost estimate that includes most construction cost such as construction cost, construction administration, traffic control and mobilization but does not include design engineering and right of way.

At traffic signals with one pedestrian push button substantially out of compliance (high priority for replacement), all APS upgrades were assumed at the intersection. See Appendix E for the inventory of high-ranking locations.

The Self-evaluation Report Conclusions:

- The City of Camas has reasonably good ADA access to transportation facilities in the public right of way;
- The City of Camas' policy and practices should be modified per the recommendations of the Self-evaluation Report;
- Modifications are necessary to achieve ADA compliance and an ADA Transition Plan is required;
- The inventory of high priority locations should be included in the ADA Transition Plan and ADA improvement scheduled at locations that are a barrier to persons with disabilities;
- Locations with a full height curb should be addressed first, as they are major barriers to the disabled community;
- Sidewalks and pedestrian crossings in need of substantial repair should be addressed, as a second priority;
- Traffic signals with pedestrian push buttons beyond the reach standards for ADA should be the highest priority for Accessible Pedestrian Signal upgrades;
- Curb ramps without detectable warning patters or a lip of over a half of an inch at the center, should be third priority for minor upgrades; and
- Adopt the US Department of Justice ADA Grievance Procedure Under the Americans with Disabilities Act.

Appendix A – Title II Pre-assessment Checklists for Self-evaluation

- Checklist for Curb Ramps and Pedestrian Crossings
- Checklist for the ADA Coordinator, Notice and Grievance Procedure

City of Camas ADA Coordinator, Notice and Grievance Procedure Title II Pre-assessment Checklist for Self-Evaluation

PURPOSE OF THIS CHECKLIST:

This checklist is designed for use as an assessment of the requirements and tasks of an ADA Coordinator, the government entity's provision of the ADA notice, and the government entity's ADA grievance procedures.

ADA COORDINATOR:

1. Does the state or local government have an ADA Coordinator? **[Response: YES]**
2. Does the ADA Coordinator have the time and expertise necessary to coordinate the government's efforts to comply with and carry out its responsibilities under the ADA? **[Response: YES]**
3. Does the ADA coordinator actually carry out these duties? **[Response: YES]**
4. Does the ADA Coordinator investigate all complaints communicated to the
5. government alleging that the government does not comply with the ADA? **[Response: YES]**
6. Does the government make available to all interested people the name, office address, and telephone number of the ADA Coordinator? **[Response: YES]**

NOTICE:

1. Does the local government make information available to the general public regarding the fact that the ADA applies to the services, programs, and activities of the government? **[Response: YES]**
2. Does the local government use the Department of Justice's model "Notice Under the Americans with Disabilities Act" or a similarly comprehensive notice? **[Response: YES]**
3. Does the local government post this information in public areas or make it available in other ways as deemed necessary by the head of the government entity to inform people of the protections of the ADA? **[Response: YES]**
4. Is the ADA notice available in alternate formats – i.e., large print, Braille, audio format, accessible electronic format (e.g., via email, in HTML format on its website)? **[Response: YES]**

GRIEVANCE PROCEDURES:

1. Does the local government have a grievance procedure? **[Response: YES]**
2. Does the local government use the Department of Justice's model "Grievance Procedure under the Americans with Disabilities Act" or a similarly comprehensive grievance procedure? **[Response: NO]**
3. Is the grievance procedure available in alternate formats? **[Response: NO]**

NOTE: This is an abridged version of the complete DOJ text for purposes of improving readability and accessibility within this report.

City of Camas Curb Ramps and Pedestrian Crossings Title II Pre-assessment Checklist for Self-Evaluation

Evaluating Compliance with the Requirements for Curbs at Pedestrian Crossings

Review the policies, procedures, and contracts your entity has used relating to the construction, alteration, and repair of curb ramps. Responded for the period since **January 26, 1992*** for the City of Camas WA:

- 1) Has your entity implemented* policies and procedures to ensure that curb ramps or other sloped surfaces were provided wherever walkways intersected curbs whenever your entity constructed or altered highways, streets, roads, pedestrian crossings, and sidewalks? **[Response: NO]**
- 2) Has your entity implemented* policies and procedures to ensure that curb ramps at pedestrian crossings were constructed and altered in compliance with either the ADA Standards for Accessible Design or the Uniform Federal Accessibility Standards? **[Response: YES]**
- 3) Review any standardized curb ramp designs and specifications that your entity has used.* **[Response: YES]**
- 4) Survey a sample of the pedestrian crossings on portions of “streets” that were constructed* by or on behalf of your entity and a sample of the curb ramps at pedestrian crossings on portions of “streets” that were altered.
 - a. Do all curbs have curb ramps that allow people with disabilities to go from the sidewalk on one side of the vehicular way across ...to the sidewalk on the opposite side? **[Response: NO]**
 - b. Are all of these curb ramps free of accessibility problems? **[Response: NO]**
- 5) Has your entity performed an evaluation of its pre-ADA pedestrian crossings to identify the locations where curb ramps need to be constructed to provide program access for people with disabilities? **[Response: NO]**
- 6) If the answer to #5 is “Yes,” has your entity been implementing those curb ramp installations as it implements its long-range plan for streets and sidewalks? **[Response: N/A]**
- 7) Does your entity seek input from people with disabilities with respect to its plans for the construction and alteration of highways, streets, roads, sidewalks, and pedestrian crossings? **[Response: NO]**
- 8) Does your entity have a mechanism that people with disabilities can use to request the installation or repair of a curb ramp? **[Response: YES]**
- 9) If your answer to Question #8 is “Yes,” does your entity also have procedures to ensure that such requests are given priority when your entity plans and implements the construction and alteration of streets, roads, highways, sidewalks, and pedestrian crossings? **[Response: NO]**

Note: This is an abridged version of the complete DOJ text for purposes of improving readability and accessibility within this report.

Appendix B – City of Camas Policies and Procedures

- Camas ADA Plan – Policies and Procedures Review and Recommendations Memo (draft)



Memo

To: Curleigh Carothers
From: John Manix, PE
Dated: December 2, 2014
Regarding: Camas ADA Plan – Policies and procedures review and recommendations

The Department of Justice provides a Title II Checklist for local governments to use to evaluate their compliance under the Americans with Disabilities Act. See Appendix A for the Title II checklist. The following recommendations were prepared to assure the City of Camas is in compliance with Title II of the ADA and is meeting the needs of the community.

Alterations:

The City of Camas Design Standard Manual provides no specific direction about what triggers the need to upgrade a facility to meet ADA standards related to providing curb ramps at pedestrian crossings. Typically, the upgrades are required with any physical modification or “alteration” to the street or sidewalk. For example, if a sidewalk has any work that touches the corner with a substandard curb ramp, upgrades to the ramp would be required as part of the project. It is important to note that paving, repaving, and resurfacing projects trigger the need for ADA upgrades at pedestrian crossings. Exceptions are made for typical maintenance such as filling pot holes. See Appendix B for BDOJ/DOT Joint Technical Assistance on Title II requirements. Another important exception is on streets without walkways. ADA does not require installation of curb ramps in the absence of a pedestrian walkway.

Recommendation: Modify the City’s Design Standard Manual to include specific policies and procedures to assure that altered pedestrian crossings are upgraded to full ADA standards.

Traffic signals are now required to be constructed to Accessible Pedestrian Signal (APS) standards as outlined in the most recent *Manual on Uniform Traffic Control Devices (MUTCD)*, Ninth Edition. WSDOT Local Programs provides guidance on what signal modifications constitutes the need for APS upgrades. This is an evolving policy but for the short term any modification to the pedestrian components of a traffic signal should trigger the need to upgrade traffic signals to meet APS standards.

Recommendation: Modify the City’s Design Standard Manual to include a policy that the modifications to pedestrian components such as pedestrian signal heads or push buttons will require APS upgrades.

Design Standards:

The Street Details as revised 10/21/14 of the City of Camas Design Standard Manual for construction of sidewalk and curb ramp design were reviewed for compliance with proposed Public Right of Way ADA Guidelines (PROWAG) and WSDOT’s *Field Guide for Accessible Public Right of Way*, 2012 Edition. The details shown are in

compliance with current standards. Retrofitting urban streets often requires maneuvering around utility poles and other obstructions as well as complications not covered in the Camas Design Standards Manual. The WSDOT Field Guide provides additional information in a user friendly format on Pedestrian Access Routes, pedestrian push buttons and Accessible Pedestrian Signals (APS) to name a few.

Recommendation: Supplement the current Street Details with WSDOT’s *Field Guide for Accessible Public Right of Way*.

Through the design, construction, and inspection process the resulting curb ramps are sometimes found out of full compliance in the final inspection. In some projects with federal funding, agencies have been made to replace new curb ramps that are out of compliance. This is often a result of designing to the maximum grade allowed by ADA standards and in the construction process the grades are exceeded.

Recommendation: Modify the City’s Design Standard Manual to warn against designing to the maximum or minimum dimensions allow. In projects where this is necessary, take special care in the construction inspection to verify the ramp dimensions meet the design.

Design documentation for less than full ADA compliance:

If full ADA compliance cannot be achieved in an alteration, compliance is required to the extent feasible within the scope of the project¹. The WSDOT *Local Agency Guidelines* (LAG) manual provides details on the criteria that often prevents agencies for building curb ramps and sidewalks that meet full ADA compliance. It is important to note that the Department of Justice does not consider cost as a valid consideration, but federal accessibility standards only requires compliance within the scope of the project. For example, building improvements to full ADA compliance that would require purchase of any right of way or relocation of utilities, when the original project did not include this in the original scope of work, is an example of a situation when an agency can use this “out of scope” as rational for deviating from full ADA compliance. WSDOT has an established documentation procedure for application of *maximum extent feasible* in alteration of state routes. Local agencies are not required to adopt this procedure but are encouraged to develop their own documentation protocol for such situations.

Recommendation: Modify the City’s Design Standard Manual to include documentation of criteria that prevent specific locations from meeting full ADA compliance such as right of way purchase or utility relocation when these are not required elsewhere in the project.

Matching ramps and the other end of a crosswalk:

RCW 35.68.075(3) requires a matching ramp at the other end of a crosswalk (marking not required) unless there is no curb nor sidewalk. It also does not require a subsequent matching ramp. Thus, if a corner is upgraded, a

¹ WSDOT *Local Agency Guideline*, April 2014

second ramp (if none is available and sidewalk and curb exist across the street) is required to match the first but a third ramp is not required to match the second ramp.

Recommendation: Modify the City’s Design Standard Manual to include documentation that requires a matching ramp at the other end of a crosswalk if the sidewalk and curb exist.

Reasonable access provided by sub-standard ramps:

ADA upgrades to sidewalks are expensive and funding is limited. In Clark County, CDBG funds are limited to construction of new ramps and do not cover upgrade of sub-standard ramps. Inspection of ramps throughout Camas and other small communities throughout the state, noted a high percentage out of full compliance. Thus, direction is needed on when to replace sub-standard curb ramps. To do this, a ranking of replacement ramps is recommended to make best use of scarce resources.

The Department of Justice (DOJ) provides precedence with the “Safe Harbor” (§ 35.150(b)(2)(i)) provision that does not require upgrade of substandard ramps built before 2012 and meet the 1991 standards unless they are part of a planned alteration. Any street overlaid or gone through other alteration that effects pedestrian crossing after 2012 are susceptible to upgrade by the DOJ, if they receive a complaint.

To simplify the decision, the following criteria are recommended to rank ramps for replacement:

Low need for replacement:

- Ramps with warning patterns
- Level landing behind ramp
- No obstructions such as utility poles or tripping hazards (½-inch-high uplifted sidewalk)
- Less than a ¼-inch lip at curb
- Throat that is three feet wide

Most modern ramps will meet these criteria even without meeting some grades to meet full ADA Compliance. In some important locations, such as at a medial office, these may still need to be replaced.

Medium need for replacement:

- Level landing near ramp
- No obstructions or tripping hazards
- Less than ¼ inch lip at curb

These are the borderline ramps that may be a barrier to accessibility. In some cases they may be upgraded with minor improvements such as a retrofit warning pattern or grinding the curb to eliminate too high of lip.

High need for replacement:

- Lack of landing
- Obstructions or damaged sidewalks
- Steep grade on ramp throat or wings
- ½ inch or more lip at the gutter.

These are ramps that are so out of compliance they create a barrier to mobility.

These criteria were prepared to assist in the inventory and prioritizing locations for replacement of substandard ramps. For projects that “alter” existing crossing, with substandard curb ramps, particularly at important destination, any defect may require replacement or upgrade.

Appendix C – Public Outreach

- CAC Composition and Accessibility List Memo
- CAC Committee Charter
- CAC Meeting 1 Public Notice
- CAC Meeting 1 Agenda
- Background Presentation to City Council Agenda
- CAC Meeting 2 Public Notice
- CAC Meeting 2 Agenda
- CAC Meeting 3 Public Notice
- CAC Meeting 3 Agenda



23 September 2014

To: John Manix, HDJ Design Group

From: Todd Boulanger, Urbane Streets

Re: Camas ADA Transition Plan - Community Advisory Committee List v2

This is an update of the information for the individuals who have confirmed that they will join the Community Advisory Committee for the Camas ADA Transition Plan.

There are seven (7) confirmed members for our first meeting: four (4) persons with physical disabilities or past injuries affecting their mobility (temporary use of a walker) and three (3) professionals serving either the senior or disabled community. All invitees have some awareness of the built environment and accessibility barriers in Camas, as they either reside/ work in Camas or have clientele in Camas.

NAME	STAKEHOLDER	CAMAS	INVITED	NOTE
Kristine Graham	Citizen – CTRAN CCAC member	Visits	Accepted	Power chair or walker / *
Tom Anderson	Citizen	Works	Accepted	White cane use / * /AOL TXP format for email documents
Aileen Gillespie	Citizen (senior citizen)	Resides	Accepted	Used a walker when injured last year/ *
Carol Popi	Citizen	Resides	Accepted	Cane use / *
Sherri Dickerson	VHA - Crown Villa Apts	Service area	Accepted	Will give Aileen a ride to meetings
Michelle Cousins	ARC - People First of Clark County	Resides	Accepted	Juanita Williams: alternative
Michael Moses	Prestige Care	Works	Accepted	Diana: Alternative
Vera White	Citizen	Resides	Not responding**	White cane use / *

NOTE: *C-VAN user, so must end meeting by 19:00, or plan for a ride home if ends later than 19:15.

There is an additional person with disabilities who is a potential committee member but has not confirmed our invitation to attend yet.**



City of Camas

Self-evaluation and ADA Transition Plan

Community Advisory Committee Charter

Introduction

The Americans with Disabilities Act (ADA) and Section 504 of the Rehabilitation Act of 1973 requires cities with more than 50 employees to prepare a Self-evaluation and ADA Transition Plan. The Self-evaluation is intended as an inventory of existing conditions of both the physical conditions as well as policies and procedures. The ADA Transition Plan is intended to build on the Self-evaluation and provide a plan to eliminate barriers to the disabled. The City of Camas has prepared an ADA Transition Plan for its public buildings, hiring practices, and meeting procedures. This work is intended to address the built environment in the public right of way. The ADA and Section 504 emphasize that cities engage members of the disabled community in preparing their Self-evaluation and ADA Transition Plan.

Mission

The Community Advisory Committee (CAC) will assist the Public Works Department in the preparation of the City-wide Self-evaluation and ADA Transition Plan (ADA Plan) for the public right of way. The committee assistance will focus on setting criteria for prioritizing locations, providing feedback on the locations for ADA upgrades, on the scope of work for high ranked projects and the schedule for completion.

Charter

The committee will be referred to as the ADA Community Advisory Committee or CAC. Its purpose is described in the mission statement above. The CAC is authorized to provide input to City staff and their consultants on prioritization criteria, high priority locations, and on the scope and schedule.

Goals

Complete a high quality ADA Plan for the City of Camas that reflects public input, especially from members of the disabled community.

Objectives

1. Establish criteria to prioritize locations.
2. Prioritize the streets for high, medium and low need to remove barriers to the disabled.
3. Establish a list of projects that will eliminate barriers in the public right of way at high priority locations.
4. Establish a schedule for completing the high priority projects.

5. The ADA plan will provide City staff with policy and procedure recommendations to deal with ADA upgrades in the future as opportunities presents themselves.
6. Complete the plan in two to three months with three CAC meetings.

Limitations

The ADA Plan is only focusing on the public right of way with primary emphasis on City streets. The ADA Plan is a living document that will establish a list of high priority projects for approximately the next 10 years. Medium and low priority locations will be addressed in the next update of the plan.

Comments Needed to Improve
Accessibility for the Camas
Disabled

FOR IMMEDIATE RELEASE

Contact: Jim (Curleigh) Carothers,
Engineering Manager
City of Camas, WA
(360) 817-1561 ext. 4230

Camas, Wash. – City officials invite the public, especially those with accessibility concerns, to attend the first Open Meeting on Tuesday, Sept. 30, 5:30 p.m. at the City Council Chambers, located on the ground floor level on NE 4th Avenue of the Camas Municipal Center (City Hall), 616 NE 4th Ave. in Camas. Officials advise anyone who needs assistance with seating to arrive by 5:15 p.m.

As part of the process of developing a Self-Evaluation and Transition Plan for Compliance with the Americans with Disabilities Act, the City invites comments and ideas from the disability community, as well as service providers.

The City of Camas is currently working on its Americans with Disabilities Act (ADA) Self-Evaluation and Transition Plan, and would appreciate receiving input from the public so the plan can best address accessibility concerns of the disabled in Camas. The plan will provide a method for establishing priorities for street improvements, what changes should be made, and schedule for completion.

There will be two more open meetings during the next few months that will give the community an additional opportunity to provide input on accessibility issues before the team completes its final report.

In addition to Tuesday's open meeting, the ADA Transition Planning Team welcomes comments sent to John Manix at HDJ Design Group, 314 W 15th St, Vancouver WA 98665, manixj@hdjdg.com, 360-567-2117, or Jim (Curleigh) Carothers, Engineering Manager, City of Camas, WA, 616 NE 4th Avenue, Camas WA 98607, jcarothers@cityofcamas.us, 360-817-1561 x4230

Citizens are encouraged to go on record, and help the City make its streets accessible to all citizens.

The ADA Transition Planning Team consists of the participating citizens, City of Camas, HDJ Design Group, and Urbane Streets.

NOTE: The City of Camas welcomes and encourages the participation of all of its citizens in the public meeting process. A special effort will be made to ensure that persons with special needs have opportunities to participate. The City will provide translators for Non-English speaking persons who request assistance at least three (3) working days prior to a public hearing or other public meeting. Persons who need auxiliary aids or other assistance to be able to fully participate may request assistance at least three (3) working days prior to the hearing or meeting. Or, for further assistance you may contact the City of Camas by calling 360.834.6864.

No. 519514-Sept. 23

901 C Street
Vancouver, WA 98660

Camas-Washougal, Washington, Tuesday, September 23, 2014
River Community Library

12 Sections, 82 Pages • 75 Cents

AS-WASHOUGAL ST-REF-UNID

334158 09/18/2015
FORT VANCOUVER LIBRARY
901 C ST
VANCOUVER WA 98660-3218



ADA PLAN

COMMUNITY ADVISORY COMMITTEE - MEETING 1

AGENDA:

- | | |
|--|---------------|
| 1. Welcome and Introductions | All |
| 2. Committee Charter / Ground Rules | Todd |
| 3. Self Evaluation Status / ADA | John |
| 4. Priority / Criteria for Project Scheduling | John / Todd |
| 5. Transition Plan – Outline | John |
| 6. Wrap-up / Next Meeting | Todd |
| 7. 15 minute “walk” to see existing conditions | All available |

MEETING DETAILS:

- Date: September 30, 2014, Tuesday
- Time: Arrive by 5:15 PM Meeting starts: 5:30
- Location: Camas City Hall, City Council Chambers
- Address: 616 NE 4th Avenue, Camas WA
- ADA Access: Meeting room is on ground floor

CONTACTS:

City of Camas:

- Jim (Curleigh) Carothers, PE – Engineering Manager
phone: (360) 817-7230 email: jcarothers@cityofcamas.us
- Ronda Syverson – Senior Administrative Support Assistant
phone: (360) 817-7256 email: rsyverson@cityofcamas.us

Project Consultants:

- John Manix, PE, PTOE – Consulting Engineer, HDJ Design Group
phone: (360) 567-2117 email: manixj@hdjdg.com
- Todd Boulanger – Transportation Planner, Urbane Streets
phone: (360) 852-9177 email: urbanestreeets@gmail.com

CAMAS ADA CAC #1 – MEETING ATTENDANCE SHEET

FILE COPY

Project: ADA Self-evaluation & Transition Plan	Meeting Date: Tuesday, 30 September 2014
Facilitator: Manix / Boulanger	Place/Room: Camas City Hall, Camas WA

Name	Attendance	Notes
Carol Popi	Invited and Attended ✓	
Aileen Gillespie	Invited and Attended ✓	
Tom Anderson	Invited and Attended ✓	
Kristine Graham	Invited and Attended ✓	
Michelle Cousins	Invited and Attended ✓	
Sherri Dickerson	Invited and Attended ✓	
Karl Martin	Attended (add to CAC) ✓	Caregiver to person (wife) with disabilities
Michael Frazer	Attended (add to CAC) ✓	C-TRAN
Barbara Bair	Attended (add to CAC) ✓	Person with disabilities
Christine Kamps	Attended (add to CAC) ✓	Caregiver to person with disabilities
Ronda Syverson	Attended ✓	City of Camas
Wes Heigh	Attended ✓	City of Camas
Jeff Englund	Attended ✓	City of Camas
Jim Hodges	Attended ✓	City of Camas
Curleigh Carothers	Attended ✓	City of Camas
Vera White	Invited, did not attend ✗	
Michael Moses	Invited, did not attend ✗	

CAC #2

Tuesday, October 21, 2014

C2 — Camas-Washougal, WA Post-Record

PUBLIC NOTICE

Citizen's Advisory Committee Meeting for Improved Accessibility for the Camas Disabled

Camas, Wash. — City officials invite the public, especially those with accessibility concerns, to attend the second Citizen's Advisory Committee Meeting on Tuesday, November 4, 2014, from 5:30 p.m. until 7:00 p.m. at the City Council Chambers, located on the ground floor level on NE 4th Avenue of the Camas Municipal Center (City Hall), 616 NE 4th Ave. in Camas. Officials advise anyone who needs assistance with seating to arrive by 5:20 p.m.

As part of the process of developing a Self-Evaluation and Transition Plan for Compliance with the Americans with Disabilities Act, the City invites comments and ideas from the disability community, as well as service providers.

The City of Camas is currently working on its Americans with Disabilities Act (ADA) Self-Evaluation and Transition Plan, and would appreciate receiving input from the public so the plan can best address accessibility concerns of the disabled in Camas. The plan will provide a method for establishing priorities for street improvements, what changes should be made, and schedule for completion.

There will be one more open meeting during the next few months that will give the community an additional opportunity to provide input on accessibility issues before the team completes its final report.

In addition to Tuesday's open meeting, the ADA Transition Planning Team welcomes comments sent to John Manix at HDJ Design Group, 314 W 15th St, Vancouver WA 98665, manixj@hdjdg.com, 360-567-2117, or Jim (Curleigh) Carothers, Engineering Manager, City of Camas, WA, 616 NE 4th Avenue, Camas

WA 98607, jcarothers@cityofcamas.us, 360-817-1561 x4230

Citizens are encouraged to go on record, and help the City make its streets accessible to all citizens.

The ADA Transition Planning Team consists of the participating citizens, City of Camas, HDJ Design Group, and Urbane Streets.

NOTE: The City of Camas welcomes and encourages the participation of all of its citizens in the public meeting process. A special effort will be made to ensure that persons with special needs have opportunities to participate. The City will provide translators for Non-English speaking persons who request assistance at least three (3) working days prior to a public hearing or other public meeting. Persons who need auxiliary aids or other assistance to be able to fully participate may request assistance at least three (3) working days prior to the hearing or meeting. Or, for further assistance you may contact the City of Camas by calling 360.834.6864.

No. 000000-Oct. 21



**CITY COUNCIL
WORKSHOP AGENDA
Monday, November 3,
2014 at 04:30 p.m.
Camas City Hall, 616 NE 4th
Avenue**

I. [CALL TO ORDER](#)

II. [ROLL CALL](#)

III. [PUBLIC COMMENTS](#)

IV. [SPECIAL PRESENTATIONS](#)

A. [Recognition of Community Development Employee](#)

Details: Formal recognition of Community Development employee Bob Cunningham, who recently celebrated 25 years with the City.
Department/Presenter: Phil Bourquin, Community Development Director

-----edited for space-----

VI. [COMMUNITY DEVELOPMENT DEPARTMENT](#)

A. [Americans with Disabilities Act \(ADA\) Transition Plan Presentation](#)

Details: This presentation provides information regarding the process for establishing an ADA self-evaluation and transition plan for ADA retrofit access in the public rights-of-way. Staff is working with John Manix, the presenter, from HDJ Design Group and sub consultant Todd Boulanger from Urbane Streets. The transition plan is a requirement for public agencies with 50 or more employees per Section 504 of the Rehabilitation Act of 1973 and the Americans with Disabilities Act of 1990.
Department/Presenter: James Carothers, Engineering Manager/City Engineer
Recommended Action: This presentation is informational. No action from Council is required.

[ADAPresentation](#)

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ADA PLAN

COMMUNITY ADVISORY COMMITTEE

AGENDA:

- | | |
|--------------------------------|-------------|
| 1. Welcome and Introductions | All |
| 2. Self Evaluation Status | John |
| 3. Prioritized locations | John / Todd |
| 4. Ramp replacement Priorities | Todd |
| 5. Policy and Procedure Review | John |
| 6. Wrap-up / Next Meeting | Todd |

MEETING DETAILS:

- Date: November 4, 2014, Tuesday
- Time: Arrive by 5:15 PM Meeting starts: 5:30
- Location: Camas City Hall, City Council Chambers
- Address: 616 NE 4th Avenue, Camas WA
- ADA Access: Meeting room is on ground floor

CONTACTS:

City of Camas:

- Jim (Curleigh) Carothers, PE – Engineering Manager
phone: (360) 817-7230 email: jcarothers@cityofcamas.us
- Ronda Syverson – Senior Administrative Support Assistant
phone: (360) 817-7256 email: rsyverson@cityofcamas.us

Project Consultants:

- John Manix, PE, PTOE – Consulting Engineer, HDJ Design Group
phone: (360) 567-2117 email: manixj@hdjdg.com
- Todd Boulanger – Transportation Planner, Urbane Streets
phone: (360) 852-9177 email: urbanestreeets@gmail.com

FILE COPY

CAMAS ADA CAC #2 – MEETING ATTENDANCE SHEET

Project: ADA Self-evaluation & Transition Plan	Meeting Date: Tuesday, 04 November 2014
Facilitator: Manix / Boulanger	Place/Room: Camas City Hall, Camas WA

Name	Attendance	Notes
Carol Popi	Attended ✓	
Aileen Gillespie	Attended ✓	
Tom Anderson	Attended ✓	
Barbara Bair	Attended ✓	
Christine Kamps	Attended ✓	
Ronda Syverson	Attended ✓	City of Camas
Wes Heigh	Attended ✓	City of Camas
Jeff Englund	Attended ✓	City of Camas
Jim Hodges	Attended ✓	City of Camas
Michelle Cousins	Did not attend ✓	
Kristine Graham	Did not attend X	Called in sick
Karl Martin	Did not attend X	
Michael Frazer	Did not attend X	
Michael Moses	Did not attend X	
Sherri Dickerson	Did not attend X	Called in sick

Comments Needed to
Improve Accessibility for the
Camas Disabled

Camas, Wash. - City officials invite the public, especially those with accessibility concerns, to attend the third Open Meeting on Tuesday, December 09, 5:30 p.m. at the City Council Chambers, located on the ground floor level on NE 4th Avenue of the Camas Municipal Center (City Hall), 616 NE 4th Ave. in Camas. Officials advise anyone who needs assistance with seating to arrive by 5:15 p.m.

As part of the process of developing a Self-Evaluation and Transition Plan for Compliance with the Americans with Disabilities Act, the City invites comments and ideas from the disability community, as well as service providers.

The City of Camas is currently working on its Americans with Disabilities Act (ADA) Self-Evaluation and Transition Plan, and would appreciate receiving input from the public so the plan can best address accessibility concerns of the disabled in Camas. The plan will provide a method for establishing priorities for street improvements, what changes should be made, and schedule for completion.

This is the third and last scheduled committee meeting. The public will still have opportunity to comment on the draft ADA Transition Plan when it is published and circulated for comment. The draft ADA Transition Plan should be available by the end of December.

In addition to Tuesday's open meeting, the ADA Transition Planning Team welcomes comments sent to John Manix at HDJ Design Group, 314 W 15th St, Vancouver WA 98665, manixj@hdjdg.com, 360-567-2117, or Jim (Curleigh) Carothers, Engineering Manager, City of Camas, WA, 616 NE 4th Avenue, Camas WA 98607, jcarothers@cityofcamas.us, 360-817-1561 x4230

Citizens are encouraged to go on record, and help the City make its streets accessible to all citizens.

The ADA Transition Planning Team consists of the participating citizens, City of Camas, HDJ Design Group, and Urbane Streets.

NOTE: The City of Camas welcomes and encourages the participation of all of its citizens in the public meeting process. A special effort will be made to ensure that persons with special needs have opportunities to participate. The City will provide translators for Non-English speaking persons who request assistance at least three (3) working days prior to a public hearing or other public meeting. Persons who need auxiliary aids or other assistance to be able to fully participate may request assistance at least three (3) working days prior to the hearing or meeting. Or, for further assistance you may contact the City of Camas by calling 360.834.6864.

No. 524439-Dec. 2

EST. NO. 7042 13631 Grants

Camas-Washougal, WA Post-Record

PUBLIC NOTICE

Tuesday, December 2, 2014



ADA PLAN

COMMUNITY ADVISORY COMMITTEE: Meeting 3

AGENDA:

- | | |
|---|------|
| 1. Welcome & Your “Vision” for ADA in Camas | All |
| 2. Self Evaluation Status (flow chart) | Todd |
| 3. Feedback on Ramp Replacement Criteria | John |
| 4. Discussion of Conceptual Cost Estimates | John |
| 5. Process of Project Scheduling | John |
| 6. Transition Plan: Outline (flow chart) | Todd |
| 7. Next Steps in Public Process | Todd |
| 8. Wrap-up / Thanks | Todd |

MEETING DETAILS:

- Date: December 09, 2014, Tuesday
- Time: Arrive by 5:15 PM Meeting starts: 5:30
- Location: Camas City Hall, City Council Chambers
- Address: 616 NE 4th Avenue, Camas WA
- ADA Access: Meeting room is on ground floor

CONTACTS:

City of Camas:

- Jim (Curleigh) Carothers, PE – Engineering Manager
phone: (360) 817-7230 email: jcarothers@cityofcamas.us
- Ronda Syverson – Senior Administrative Support Assistant
phone: (360) 817-7256 email: rsyverson@cityofcamas.us

Project Consultants:

- John Manix, PE, PTOE – Consulting Engineer, HDJ Design Group
phone: (360) 567-2117 email: manixj@hdjdg.com
- Todd Boulanger – Transportation Planner, Urbane Streets
phone: (360) 852-9177 email: urbanestreeets@gmail.com

CAMAS ADA CAC #3 – MEETING ATTENDANCE SHEET

Project: ADA Self-evaluation & Transition Plan

Meeting Date:

Tuesday, 09 November 2014

Facilitator: Manix / Boulanger

Place/Room:

Camas City Hall, Camas WA

Name	Attendance	Notes
✓ Carol Popi	CIRCLE: YES / NO	
Aileen Gillespie	CIRCLE: YES / NO	Called in Sick
✓ Tom Anderson	CIRCLE: YES / NO	
✓ Kristine Graham	CIRCLE: YES / NO	
Michelle Cousins	CIRCLE: YES / NO	
✓ Sherri Dickerson	CIRCLE: YES / NO	
Karl Martin	CIRCLE: YES / NO	
Michael Frazer	CIRCLE: YES / NO	
Barbara Bair	CIRCLE: YES / NO	Called in sick.
Christine Kamps	CIRCLE: YES / NO	
✓ Ronda Syverson	CIRCLE: YES / NO	City of Camas
Wes Heigh	CIRCLE: YES / NO	City of Camas
✓ Jeff Englund Englund	CIRCLE: YES / NO	City of Camas Engineering Tech
✓ Jim Hodges	CIRCLE: YES / NO	City of Camas
✓ Curleigh Carothers	CIRCLE: YES / NO	City of Camas
Vera White	CIRCLE: YES / NO	
Michael Moses	CIRCLE: YES / NO	

Appendix D – Public Right of Way ADA Prioritization

- High and Medium Priority Locations Memo
- High and Medium Priority Locations Maps



Memo

To: Camas ADA Plan Community Advisory Committee
CC: James Carothers, City of Camas
From: John Manix, PE, HDJ; and Todd Boulanger, Urbane Streets
Dated: 29 October 2014
Regarding: CAMAS ADA PLAN: High & Medium Priority Locations by Type

High and Medium Priority Locations for ADA Upgrades

Please review the attached list of locations and provide the project team with input on locations of high to moderate need that have not been included.

A major component of the ADA Plan is the Self-evaluation of the existing roadways. To facilitate this process, ranking criteria was proposed and discussed at our previous meeting. The next step is to focus the evaluation on locations that are the most important. The team has used the ranking criteria to propose locations that should be high to moderate need for ADA upgrades.

SELF-EVALUATION PLAN RANKING CRITERIA

The locations below are ranked based on criteria that are considered best practice by ADA planning experts but your input is critical to make sure the disabled community is best served in Camas. The action of ranking projects is a function of the following criteria:

- **Collision History** for pedestrians and bicyclists
- **Roadway Classification** arterials have higher traffic
- **Land-use Zoning** commercial has higher pedestrian traffic
- **Important Destinations** such as support or medical services and public offices for the disabled community.
- **Transit Service** is highly relied upon by the disabled community and
- **CAC Sites:** these locations have been identified through the CAC public process and added to the priority list based on local knowledge.

Pedestrian safety is an important consideration in ranking potential sites and can be done based on exposure to high volume and high-speed motor vehicle traffic. Typically the arterial roadway classification is a good starting point for judging the likely exposure above, as higher order arterials have more than collector or local streets. Thus high priority locations have most, if not all, criteria present while medium have less. And any public streets not listed below are considered low priority, as they generally have low traffic volumes in residential areas and often are without reported crash history. These street facilities also generally do not have transit service or public facilities serving persons with disabilities thus reducing their importance for this community wide planning process.

The priority locations are also organized by type (intersection, corridor, and area) for purposes of easier discussion in identification and treatment types. All facilities types are collectively equal within each priority tier. The type of location becomes important later when mitigations or treatments are proposed.

HIGH PRIORITY PROJECT LOCATIONS – INTERSECTION:

- NW 38th Ave. & NW Parker St. Intersection (Sheet 3)
- NE 43rd Ave. & SR-500/ Everett St. Intersection (Sheet 3)
- NE 3rd Ave. & NE Dallas St. Intersection (Sheet 4)
- NE 3rd Ave. & NE 3rd Loop / SE Crown Rd. Intersection (Sheet 4)
- NE 3rd Ave. & NW Shepherd Intersection (Sheet 4)

HIGH PRIORITY PROJECT LOCATIONS – CORRIDOR:

- NE Adams Corridor: NE 6th Ave. to NE 3rd Ave. (Sheet 4)
- NE 3rd Ave. Corridor: NE Adams St. to NE Joy St. (Sheet 4)
- NE 3rd Ave. Corridor: N Shepherd Rd. to SE Lechner St. (Sheet 4)

HIGH PRIORITY PROJECT LOCATIONS – AREA:

- Crown Park Neighborhood (Sheet 3)

MEDIUM PRIORITY PROJECT LOCATIONS – INTERSECTION:

- NE Goodwin Rd. & NW Friberg-Strunk St. Intersection (Sheet 2)
- SE 1st St & NW Friberg-Strunk St. Intersection (Sheet 2)
- NW Lake Rd. & NW Parker St. Intersection (Sheet 2)
- NW 16th Ave. & NW Brady Rd. Intersection (Sheet 3)
- NW Lake Rd. & SR-500/ Everett St. Intersection (Sheet 3)

MEDIUM PRIORITY PROJECT LOCATIONS – CORRIDOR:

- NW 38th Ave. Corridor: SE Bybee Rd. to NW Dahlia Dr. (Sheet 3)
- NE 28th Ave. Corridor: NW Valley St. to NW Kent St. (Sheet 3)
- NW 6th Ave. Corridor: NW Norwood St. to Division St. (Sheet 3)
- NE 3rd Ave. Corridor: NE Joy St. to E 1st Ave. (Sheet 4)
- NE 3rd Ave. Corridor: E 1st Ave. to NE Shepherd Rd. (Sheet 4)

MEDIUM PRIORITY PROJECT LOCATIONS – AREA:

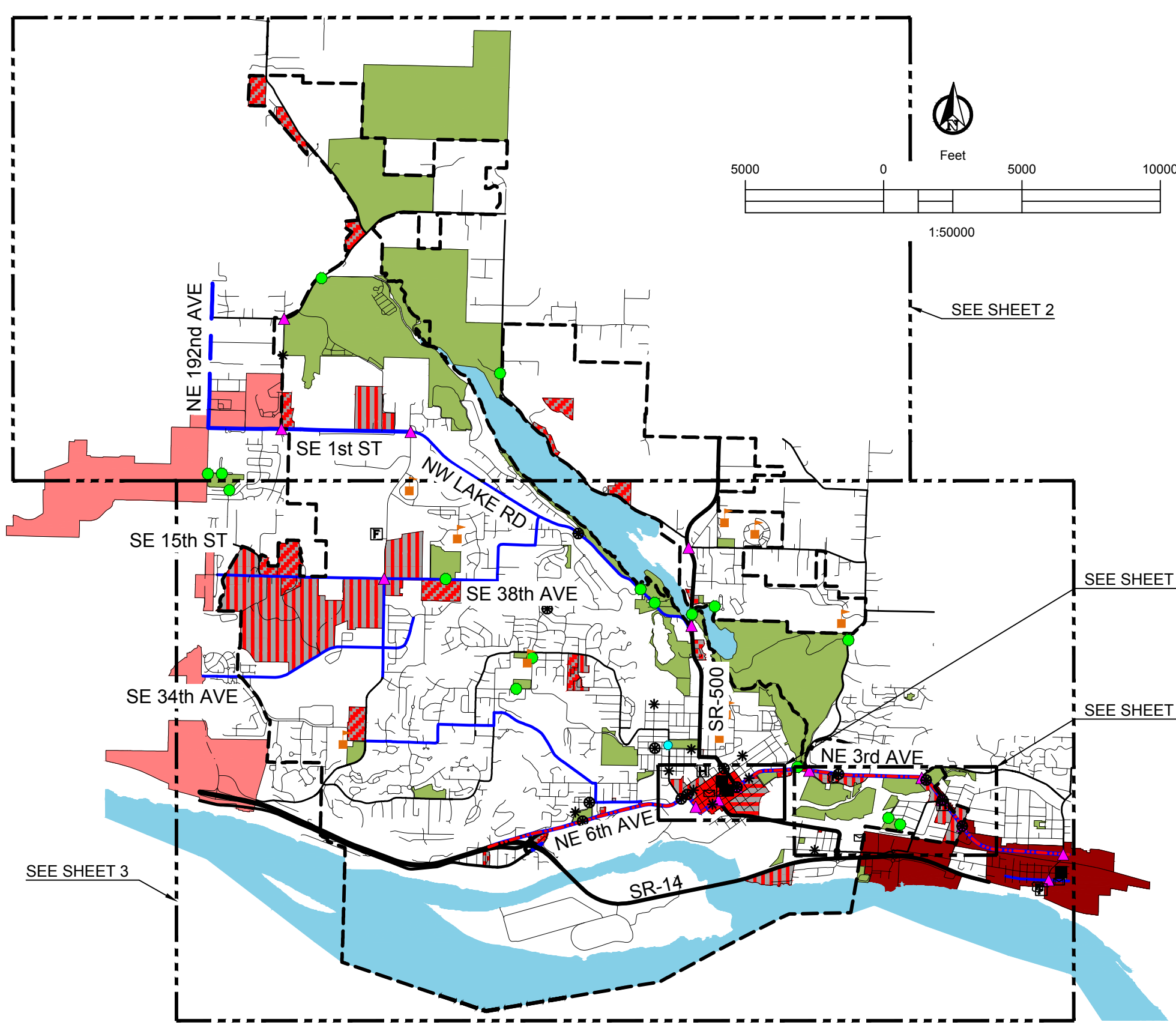
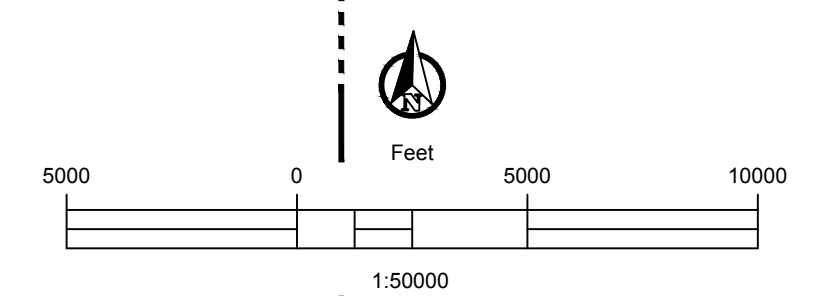
- West Highland Neighborhood (Sheet 3)
- Downtown Core (Sheet 4)

LOW PRIORITY PROJECT LOCATIONS – INTERSECTION / CORRIDOR / AREA:

- All other public streets not listed due to either low demand and or low need.

Legend

- Roads**
 - Unclassified Roads
 - - - Proposed
 - Urban Collector
 - Rural Collector
 - Minor Arterial
 - Principal Arterial
 - Scenic Highway
 - State Route
- Facilities**
 - ☎ Police Stations
 - 🏠 Fire Station
 - 🏥 Medical
 - 🏛 City Hall / Library
 - ✉ Post Office
 - 🎓 Schools
 - 👴 Senior Living Facility
- Zoning**
 - 🔴 Downtown
 - 🔲 Community Commercial
 - 🔲 Mixed Use
 - 🔲 Neighborhood Commercial
 - 🔲 Regional Commercial
 - 🔲 Commercial - Vancouver
 - 🔲 Commercial - Washougal
 - 🔵 Water
- Collisions**
 - ⊗ Bike Collision
 - * Pedestrian Collision
- 🌳 Parks
- 🏠 City Limits
- 🟢 Park Access
- 🚦 Signals
- 🚍 CTRAN Route 92



OVERALL MAP FOR:
CAMAS CITY-WIDE SELF EVALUTATION & ADA TRANSITION PLAN
 PRIORITIZATION CRITERIA



314 W 15th Street
 Vancouver, WA 98660-2927
 360/695-3488
 503/924-4005
 360/695-8767 fax
 Internet: www.hdjdg.com

DESIGNED: N/A	SCALE H: N/A V: N/A	SHEET 1 4
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CHECKED: JAM	JOB NO.: 3804	

Legend

Roads

- Unclassified Roads
- Proposed
- Urban Collector
- Rural Collector
- Minor Arterial
- Principal Arterial
- Scenic Highway
- State Route

Facilities

- ☒ Police Stations
- ☒ Fire Station
- ☒ Medical
- ☒ City Hall / Library
- ☒ Post Office
- ☒ Schools
- Senior Living Facility

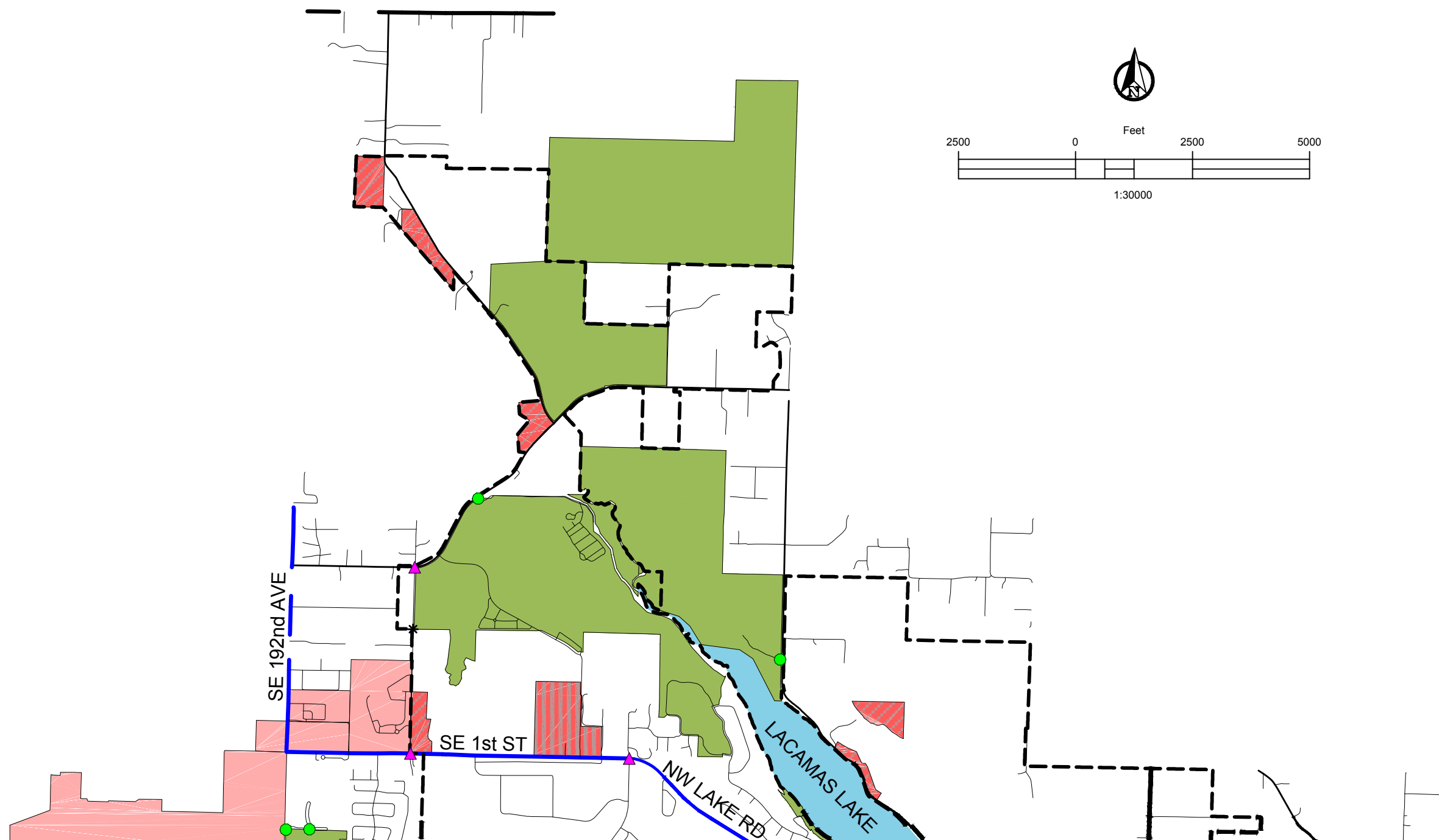
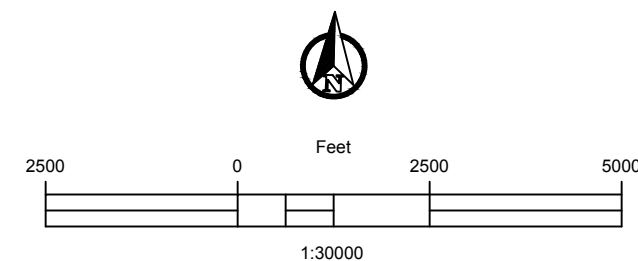
Zoning

- Downtown
- Community Commercial
- Mixed Use
- Neighborhood Commercial
- Regional Commercial
- Commercial - Vancouver
- Commercial - Washougal
- Water

Collisions

- ⊗ Bike Collision
- * Pedestrian Collision

- Parks
- ☐ City Limits
- Park Access
- ▲ Signals
- CTRAN Route 92

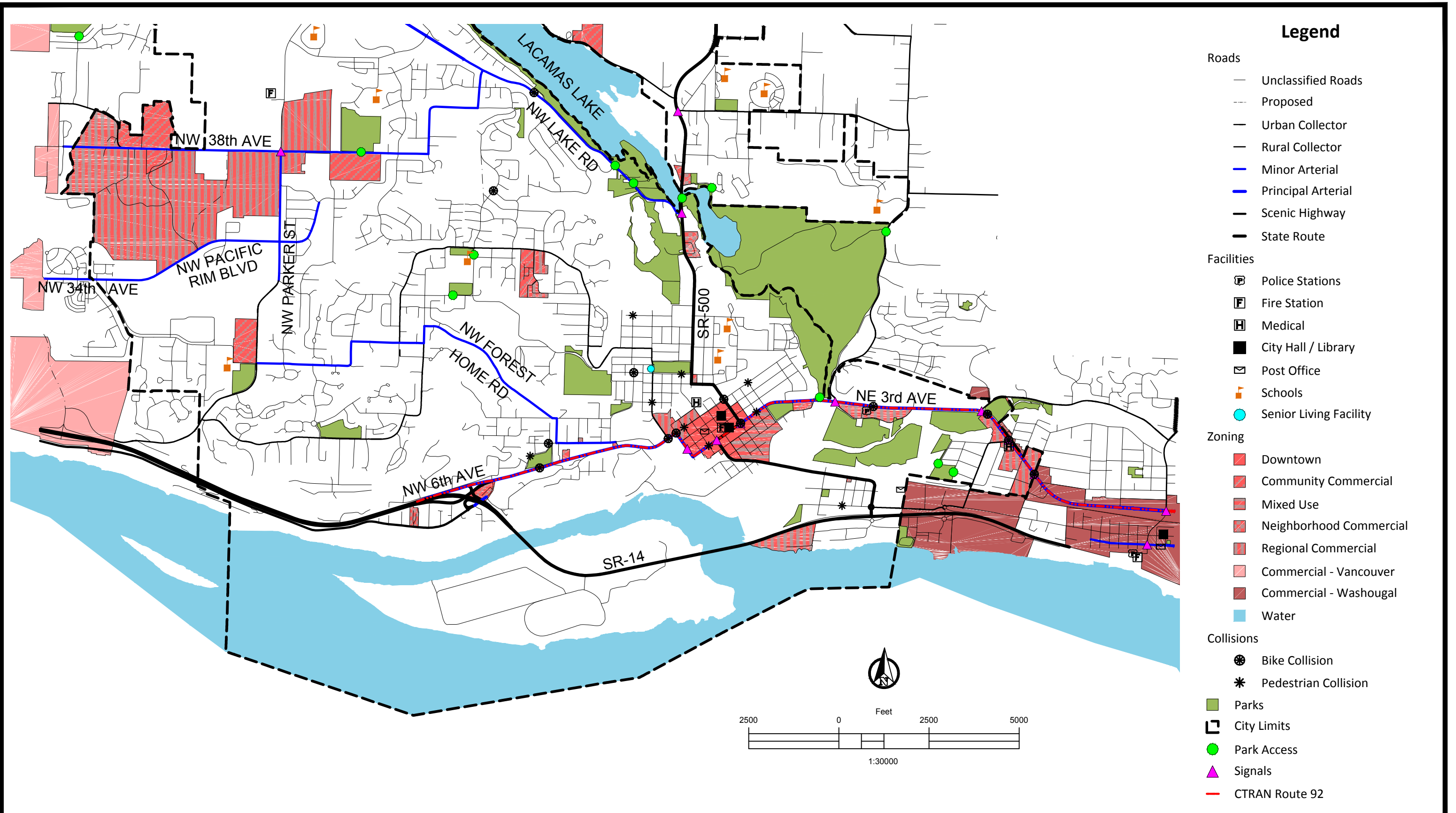


NORTHEAST MAP FOR:
CAMAS CITY-WIDE SELF EVALUTATION & ADA TRANSITION PLAN
 PRIORITIZATION CRITERIA



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 360/695-8767 fax
 Internet: www.hdjdg.com

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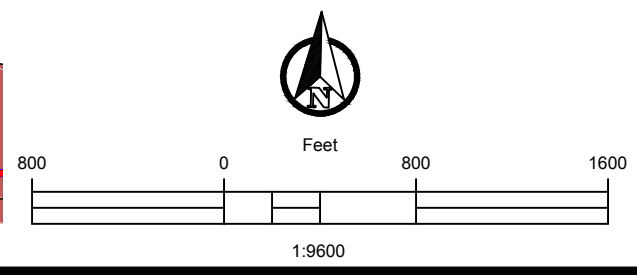
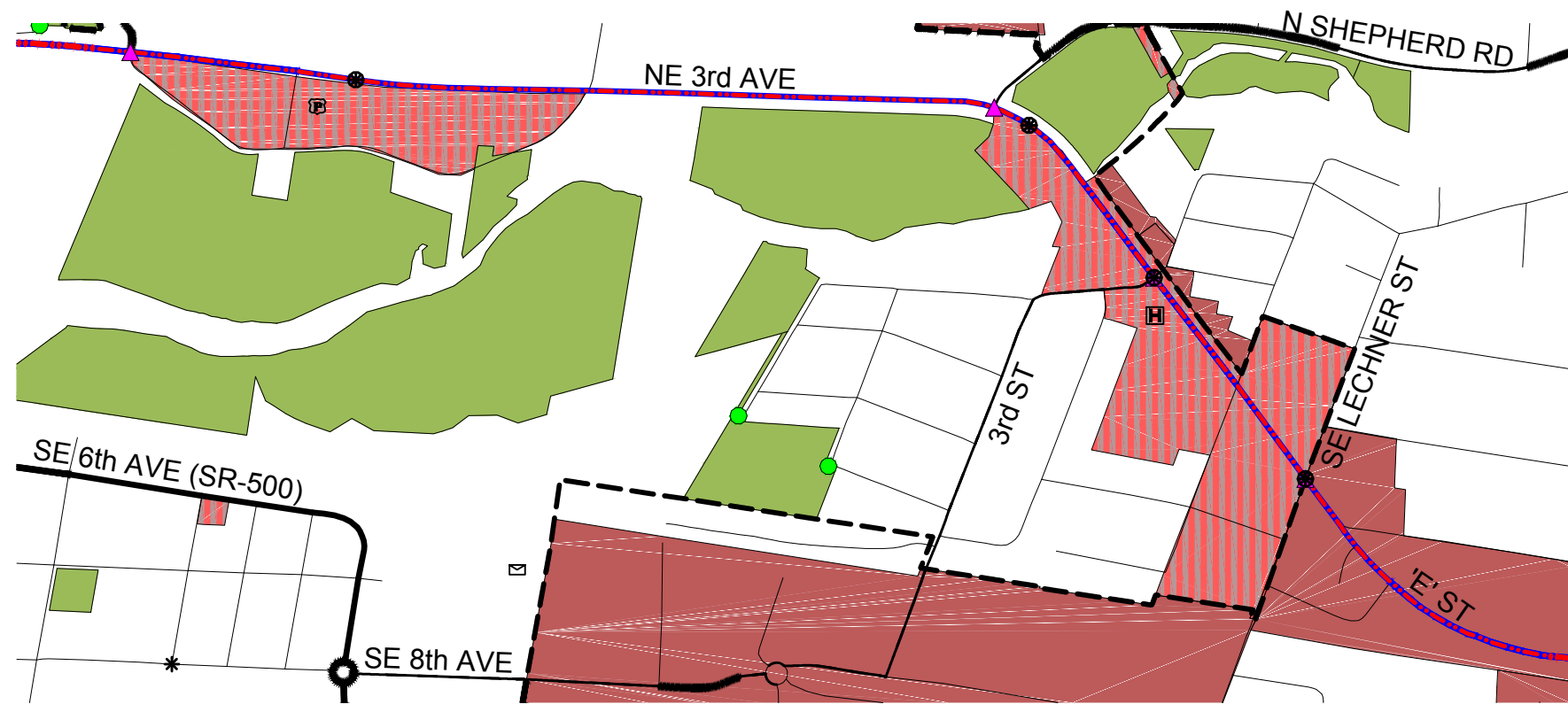
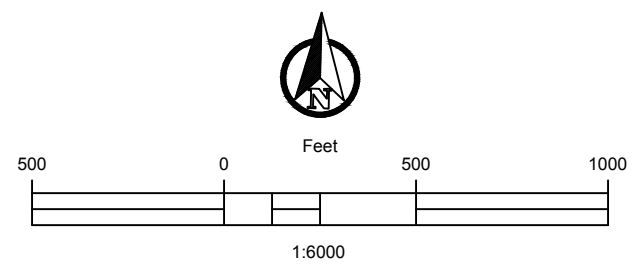
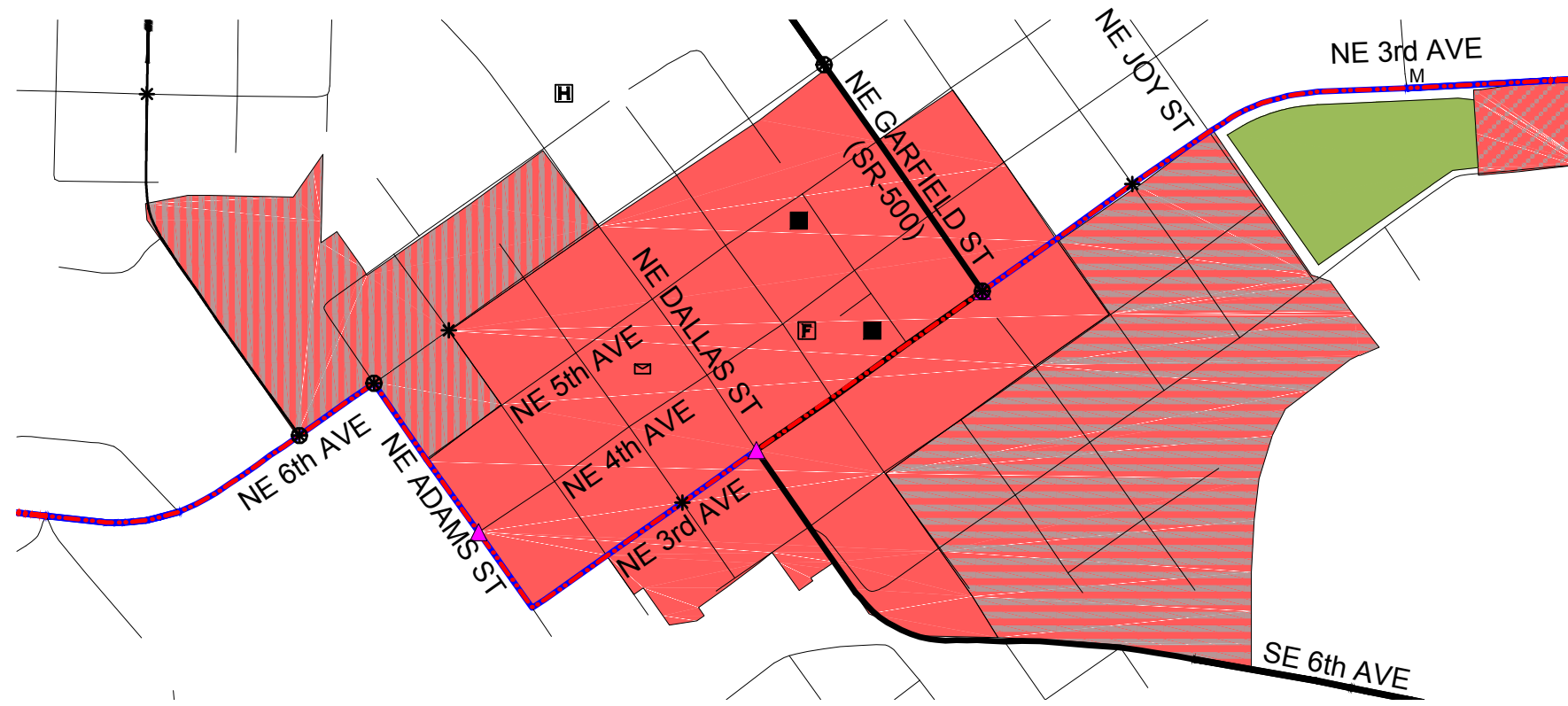


SOUTHEAST MAP FOR:
CAMAS CITY-WIDE SELF EVALUTATION & ADA TRANSITION PLAN
 PRIORITIZATION CRITERIA



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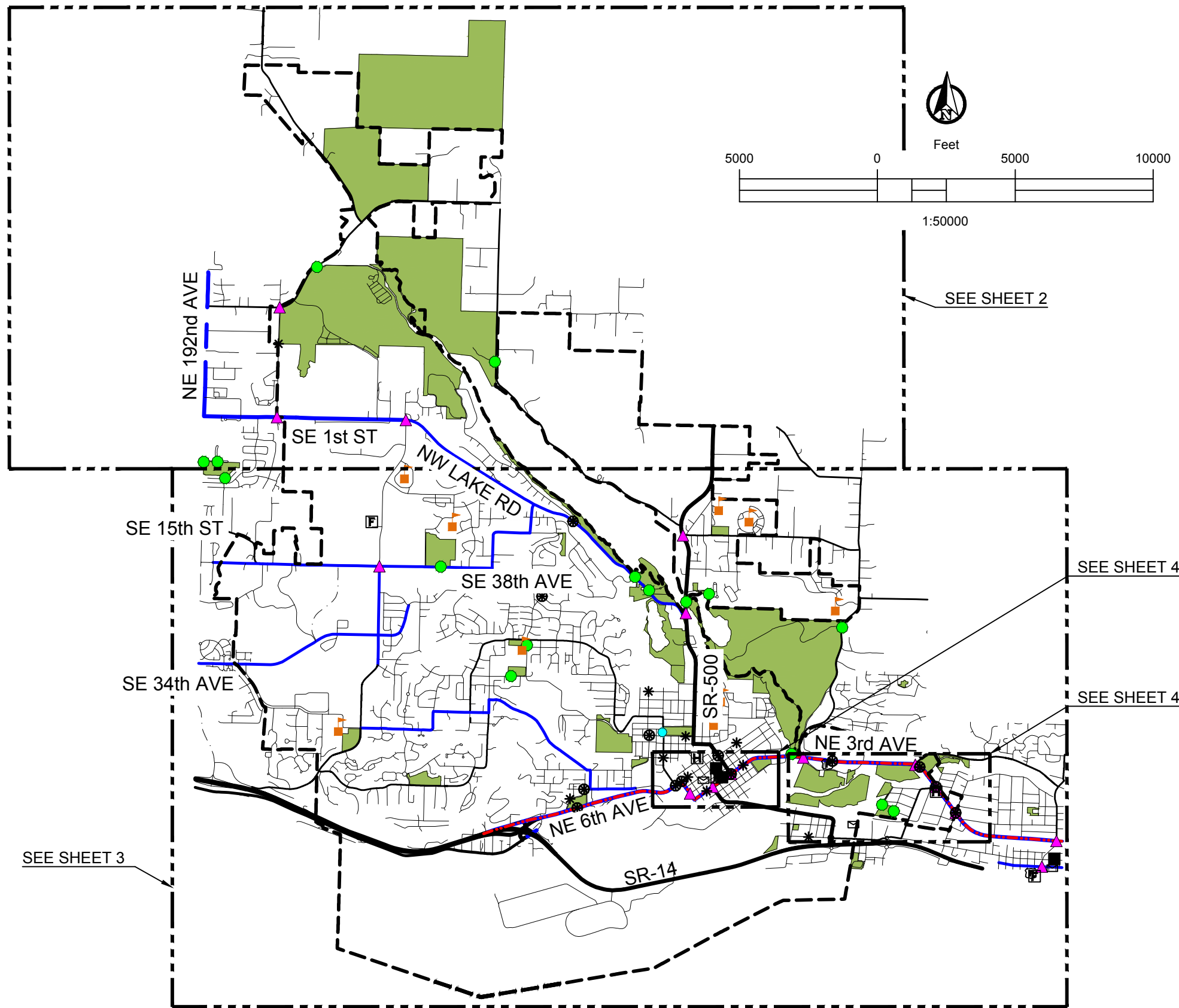
- Roads**
 - Unclassified Roads
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 - Urban Collector
 - Rural Collector
 - Minor Arterial
 - Principal Arterial
 - Scenic Highway
 - State Route
- Facilities**
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 - ⓕ Fire Station
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 - City Hall / Library
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 - 🏫 Schools
 - 👤 Senior Living Facility
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 - ▨ Commercial - Vancouver
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- Collisions**
 - ⊗ Bike Collision
 - * Pedestrian Collision
- 🌳 Parks
- 🏠 City Limits
- 🟢 Park Access
- 🚦 Signals
- CTRAN Route 92

**DOWNTOWN MAP & NE 3rd AVE CORRIDOR FOR:
CAMAS CITY-WIDE SELF EVALUTATION & ADA TRANSITION PLAN
PRIORITIZATION CRITERIA**

HDJ
DESIGN GROUP
engineers | landscape architects | planners | surveyors

314 W 15th Street
Vancouver, WA 98660-2927
360/695-3488
503/924-4005
360/695-8767 fax
Internet: www.hdjdg.com

DESIGNED: N/A	SCALE H: N/A V: N/A	SHEET
DRAWN: MPA	DATE: SEP 2014	4
CHECKED: JAM	JOB NO.: 3804	4



- ### Legend
- Roads**
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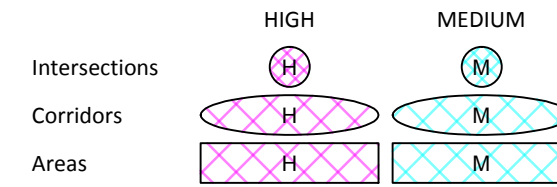
OVERALL MAP FOR:
CAMAS CITY-WIDE SELF EVALUTATION & ADA TRANSITION PLAN
 HIGH & MEDIUM PRIORITY LOCATIONS



314 W 15th Street
 Vancouver, WA 98660-2927
 360/695-3488
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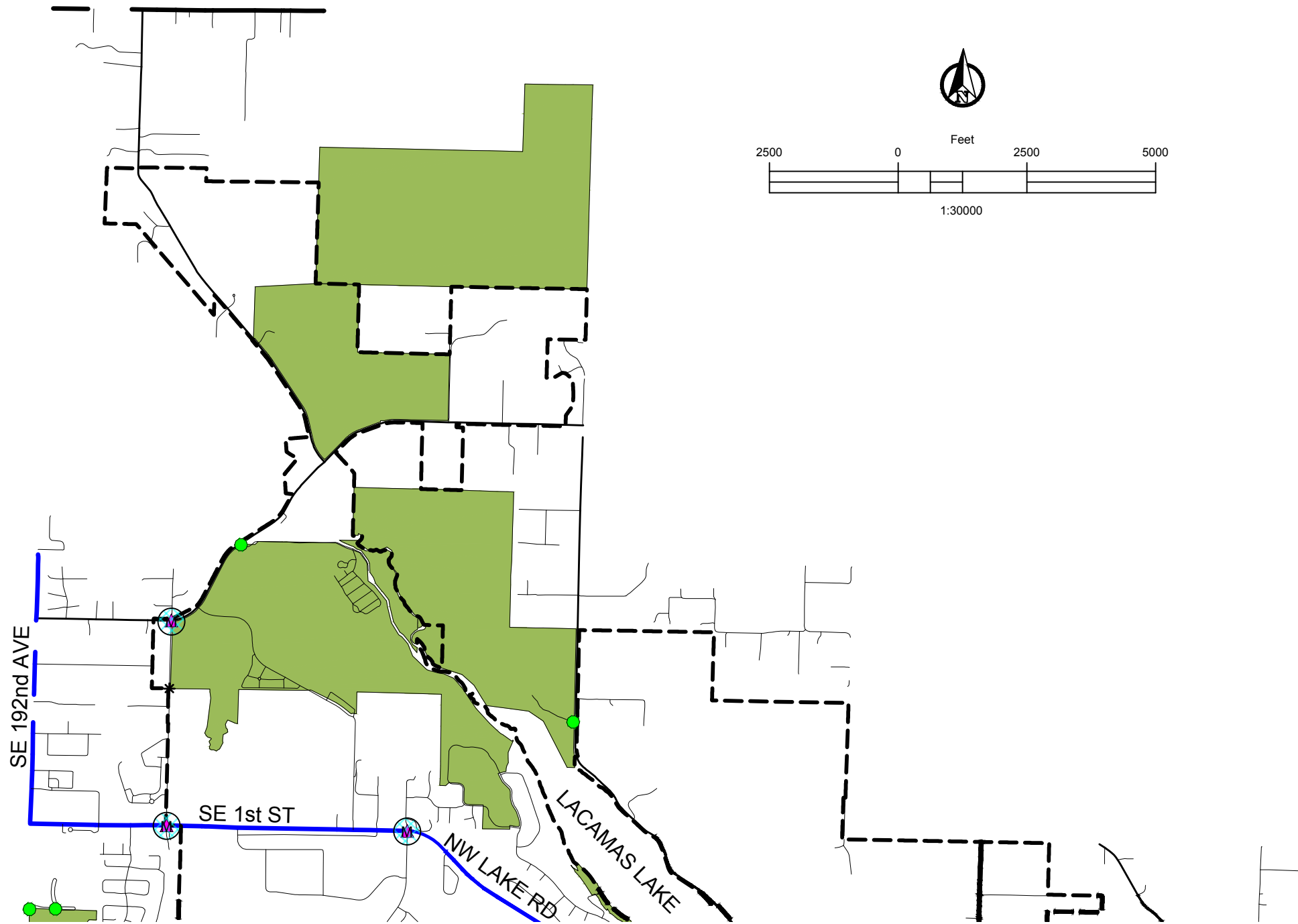
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Priority Locations Legend



Legend

- Roads**
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- Collisions**
- Bike Collision
 - Pedestrian Collision
- Other**
- Parks
 - City Limits
 - Park Access
 - Signals
 - CTRAN Route 92

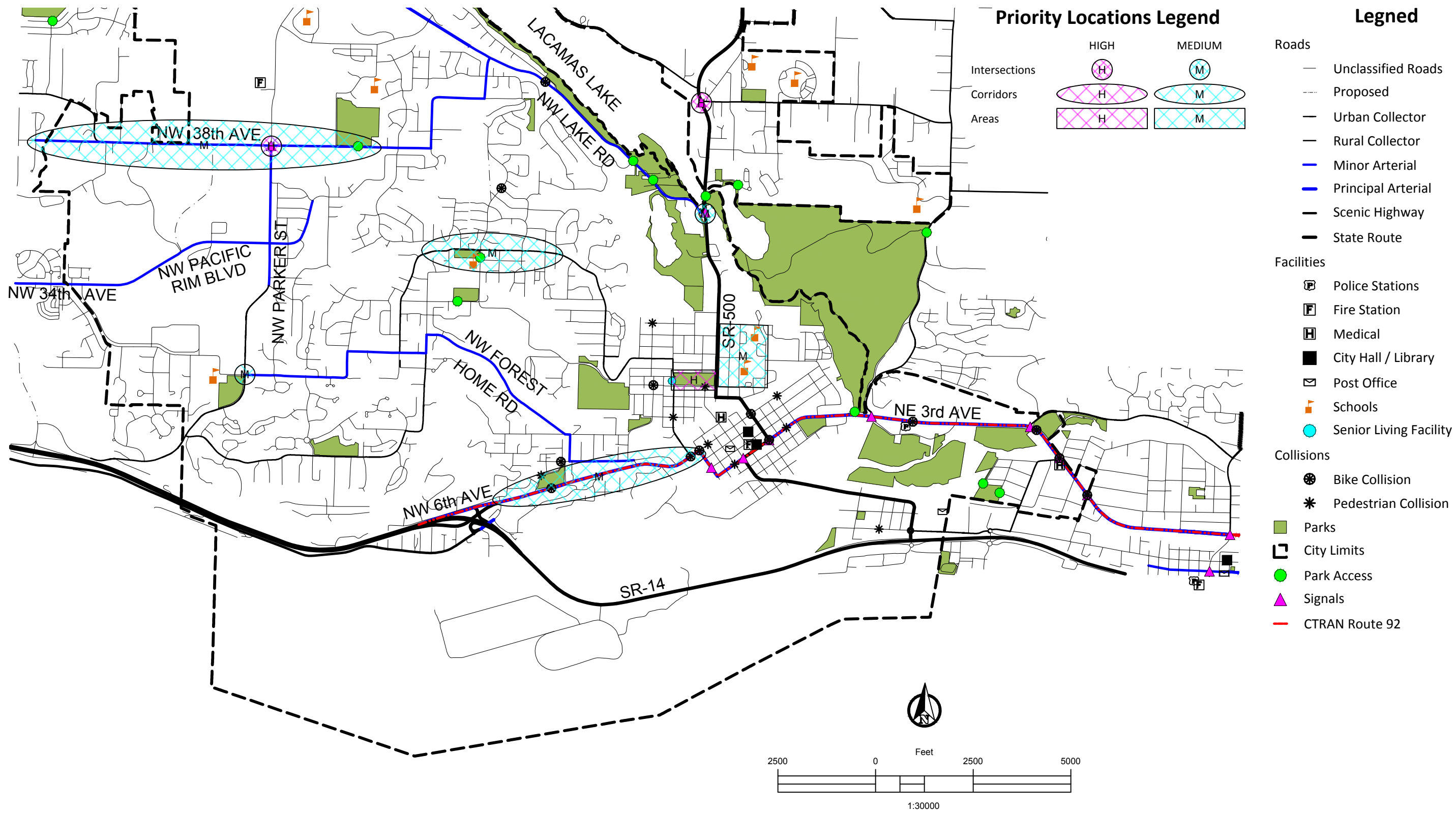


NORTHEAST MAP FOR:
CAMAS CITY-WIDE SELF EVALUTATION & ADA TRANSITION PLAN
 HIGH & MEDIUM PRIORITY LOCATIONS



314 W 15th Street
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DESIGNED: N/A	SCALE H: N/A V: N/A	SHEET 2 4
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CHECKED: JAM	JOB NO.: 3804	



Priority Locations Legend

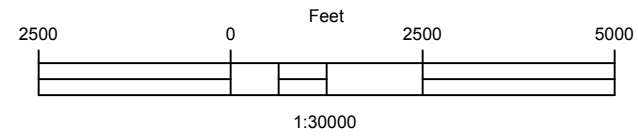
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Corridors: HIGH (pink hatched oval), MEDIUM (blue hatched oval)

Areas: HIGH (pink hatched rectangle), MEDIUM (blue hatched rectangle)

Legned

- Roads**
- Unclassified Roads
 - Proposed
 - Urban Collector
 - Rural Collector
 - Minor Arterial
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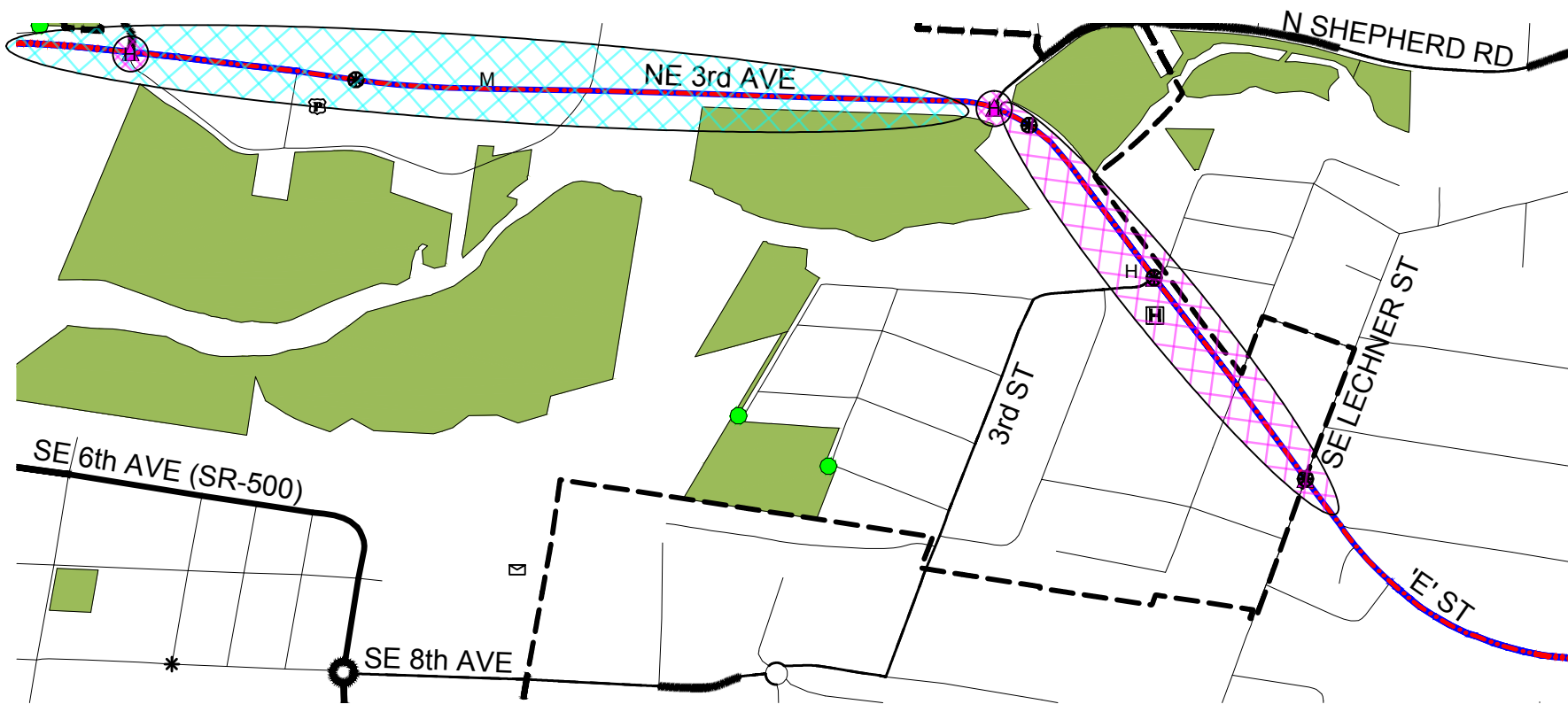
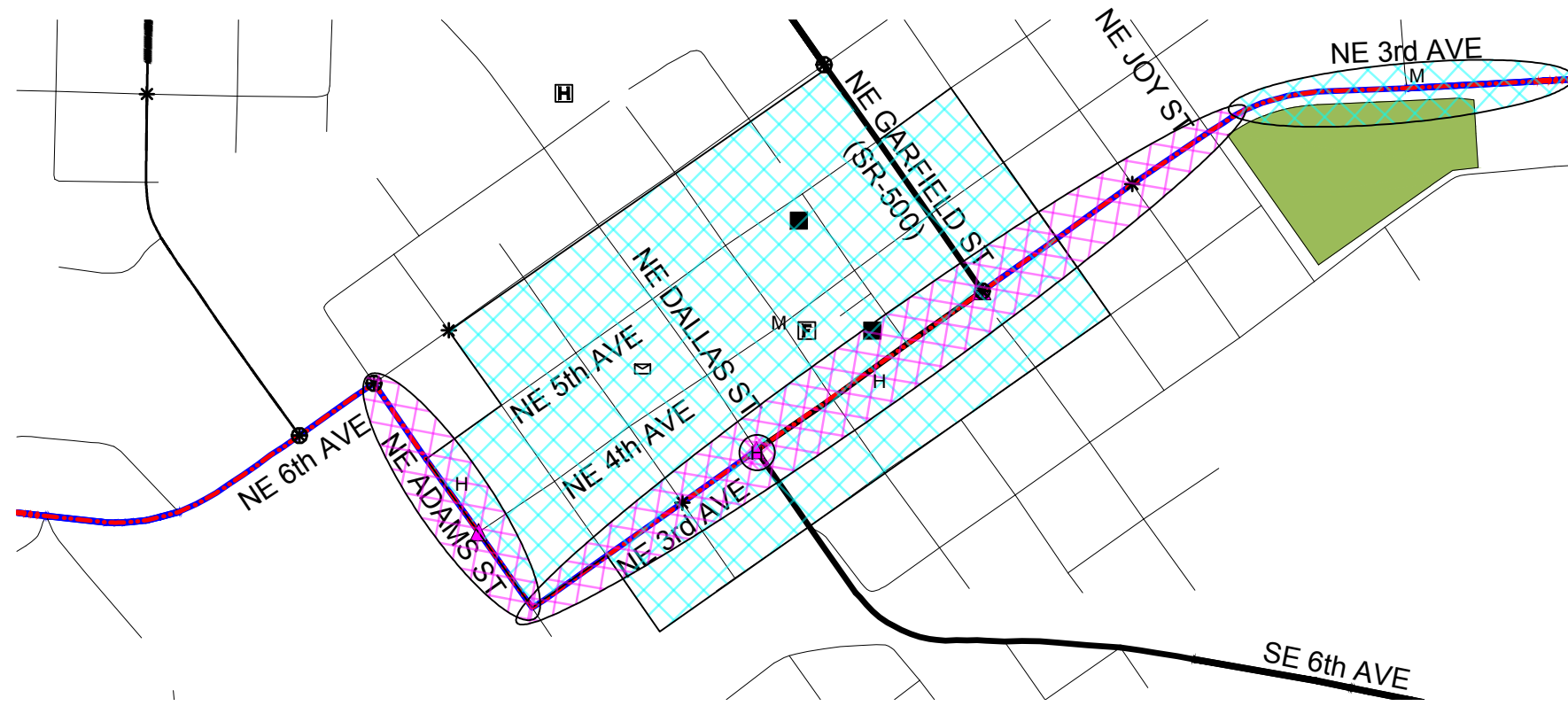


SOUTHEAST MAP FOR:
CAMAS CITY-WIDE SELF EVALUTATION & ADA TRANSITION PLAN
 HIGH & MEDIUM PRIORITY LOCATIONS

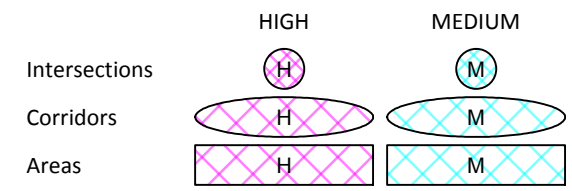


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DESIGNED: N/A	SCALE H: N/A V: N/A	SHEET 3 4
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CHECKED: JAM	JOB NO.: 3804	



Priority Locations Legend



Legend

- Roads**
- Unclassified Roads
 - - - Proposed
 - Urban Collector
 - Rural Collector
 - Minor Arterial
 - Principal Arterial
 - Scenic Highway
 - State Route
- Facilities**
- Police Stations
 - Fire Station
 - Medical
 - City Hall / Library
 - Post Office
 - Schools
 - Senior Living Facility
- Zoning**
- Downtown
 - Community Commercial
 - Mixed Use
 - Neighborhood Commercial
 - Regional Commercial
 - Commercial - Vancouver
 - Commercial - Washougal
 - Water
- Collisions**
- Bike Collision
 - Pedestrian Collision
- Other**
- Parks
 - City Limits
 - Park Access
 - Signals
 - CTRAN Route 92

DOWNTOWN MAP & NE 3rd AVE CORRIDOR FOR:
CAMAS CITY-WIDE SELF EVALUTATION & ADA TRANSITION PLAN
 HIGH & MEDIUM PRIORITY LOCATIONS

HDJ
DESIGN GROUP
 engineers | landscape architects | planners | surveyors

314 W 15th Street
 Vancouver, WA 98660-2927
 360/695-3488
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DESIGNED: N/A	SCALE H: N/A V: N/A	SHEET
DRAWN: MPA	DATE: SEP 2014	4
CHECKED: JAM	JOB NO.: 3804	4

Appendix E – Inventory

- Definitions for Inventory Form
- Inventory of Intersections
- Inventory of Corridors
- Inventory of Areas

NW 6th Ave & Division Street						Subtotal
Quadrant	SW	NW	NE	SE		
Status of existing curb ramp*	No curb ramp	Substantially compliant ST20 ramp	Substantially compliant ST20 ramp	No curb ramp		
Replacement Priority	High	Medium	Medium	High		
Recommendation	ST21	Add Detectable Warning Pattern per ST29	Add Detectable Warning Pattern per ST29	ST21		
Cost Estimate	\$6,000	\$1,000	\$1,000			\$8,000
NW 6th Ave&NW Ash						Subtotal
Quadrant	SW	NW	NE	SE		
Status of existing curb ramp*	No sidewalk	Substantially compliant ST21 ramp	Substantially compliant ST23 ramp	No sidewalk		
Replacement Priority		Medium	Medium			
Recommendation		Correct excessive Lip and add Detectable Warning Pattern per ST29	Correct excessive Lip and Add Detectable Warning Pattern per ST29			
Cost Estimate		\$1,000	\$1,000			\$2,000

NW 6th Ave/NW Ivy/NW 5th, Forest Home Park						Subtotal
Quadrant	SW	NW	NE	SE	Pedestrian crossing	
Status of existing curb ramp*	No curb ramp - pedestrian crossing just west	Substantially compliant ST20 ramp	No curb ramp	No curb ramp no sidewalk	Substantially complaint ST117 ramps	
Replacement Priority	NA	Medium	High	NA	Medium	
Recommendation	No change	Add Detectable Warning Pattern per ST29	ST20, replace driveway	No change	Correct excessive lips and add detectable warning pattern per ST29	
Cost Estimate			\$10,000		\$2,000	\$12,000
Signal - Status of existing PPB	None	None	None	None	No APS	
Replacement Priority					Medium	
Recommendation					No change	
Cost Estimate						\$0
NW 6th Ave &NW Logan, Forest Home Park						Subtotal
Quadrant	SW	NW	NE	SE		
Status of existing curb ramp*	No curb ramp	Substantially compliant ST20 ramp	Substantially compliant ST20 ramp	No curb ramp		
Replacement Priority	High	Medium	Medium	High		
Recommendation	ST24	Add Detectable Warning Pattern per ST29	Add Detectable Warning Pattern per ST29	ST24		
Cost Estimate	\$6,000	\$500	\$500	\$6,000		\$13,000

NE 43rd Ave & SR-500/Everett St. Intersection						Subtotal
Quadrant	SW	NW	NE	SE	East	
Status of existing curb ramp*	None	None	None	None	Substantially compliant island	
Replacement Priority	NA	NA	NA	NA	Medium	
Recommendation	No change - no sidewalk	No change - no sidewalk	No change - no sidewalk	No change - no sidewalk	Add Detectable Warning Pattern per ST29	
Cost Estimate					\$500	\$500
Signal - Status of existing PPB	None	Excessive reach	Excessive reach	None	Excessive reach	
Replacement Priority		High	High		High	
Recommendation		Up grade to APS	Up grade to APS		Up grade to APS	
Cost Estimate		\$2,000	\$2,000		\$2,000	\$6,000
NE 3rd Ave & NE 3rd Loop/SE Crown Rd.						Subtotal
Quadrant	SW	NW	NE	SE	North	
Status of existing curb ramp*	Complaint ST20 ramp	Complaint ST20 ramp	Compliant ST21A ramp	Substantially compliant ST20A ramp	Compliant traffic island	
Replacement Priority	NA	NA	NA	NA	NA	
Recommendation	No change	No change	No change	No change	No change	
Cost Estimate						\$0
Status of existing PPB	No APS	No APS	No APS	No APS	No APS	
Replacement Priority	Medium	Medium	Medium	Medium	Medium	
Recommendation	No change	No change	No change	No change	No change	
Cost Estimate						\$0

Total construction cost to upgrade intersections

\$41,500

NE Adams Street - NE 3rd Ave to NE 6th Ave						
Intersection	Adams/NE 3rd Ave					Subtotal
Quadrant	SW	NW	NE	SE		
Status of existing curb ramp*	No curb ramp	No curb ramp	No curb ramp	No curb ramp		
Replacement Priority	High	High	High	High		
Recommendation	Special design needed to address multiple conflicts. Consider curb extensions					
Cost Estimate	\$8,000	\$8,000	\$8,000	\$8,000		\$32,000
Mid Block	NE Adams Street from NE 3rdAve to NE 4th Ave					Subtotal
Distance from previous intersection	130 feet north					
Side of street	east					
Obstruction	Vertical lip					
Recommendation	Bevel lip					
Cost Estimate	\$1,000					\$1,000
Intersection	Adams/NE 4th Ave					Subtotal
Quadrant	SW	NW	NE	SE		
Status of existing curb ramp*	Steep grade substandard ramp	Steep grade substandard ramp	Substantially compliant ST20 ramp	Substantially compliant ST20 ramp		
Replacement Priority	High	High	Medium	Medium		
Recommendation	ST24	ST24	Add Detectable Warning Pattern per ST29	Correct Excessive Lip and add Detectable Warning Pattern ST 29		
Cost Estimate	\$6,000	\$6,000	\$1,000	\$1,000		\$14,000
Signal - Status of existing PPB	Substantially compliant	Substantially compliant	Substantially compliant	West -add PPB to move closer to crosswalk		
Replacement Priority	NA	NA	NA	low		
Recommendation	APS	APS	APS	APS		
Cost Estimate	\$2,000	\$2,000	\$2,000	\$3,000		\$9,000

NE Adams Street - NE 3rd Ave to NE 6th Ave						
Mid Block	NE Adams Street from NE 4th Ave to NE 5th Ave					Subtotal
Distance from previous intersection	20 feet north					
Side of street	East					
Obstruction	Vertical lip					
Recommendation	Bevel lip					
Cost Estimate	\$1,000					\$1,000
Intersection	Adams/NE 5th Ave					Subtotal
Quadrant	SW	NW	NE	SE		
Status of existing curb ramp*	Substantially compliant ST20A 1/2 ramp	No ramp due to driveway	Substantially compliant ST20 ramp	Substantially compliant ST20 ramp		
Replacement Priority	Medium	NA	Medium	Medium		
Recommendation	Correct Excessive Lip and add Detectable Warning Pattern per ST29	No change	Add Detectable Warning Pattern per ST29	Add Detectable Warning Pattern per ST29		
Cost Estimate	\$1,000		\$500	\$500		\$2,000
Mid Block	NE Adams Street from NE 5th Ave to NE 6th Ave					Subtotal
Distance from previous intersection	110 feet north					
Side of street	East					
Obstruction	Vertical lip					
Recommendation	Bevel					
Cost Estimate	\$1,000					\$1,000

NE Adams Street - NE 3rd Ave to NE 6th Ave						
Intersection	Adams/NE 6th Ave					Subtotal
Quadrant	SW	NW	NE	SE	SW	
Status of existing curb ramp*	No curb ramp	Substantially compliant ST20 ramp	Substandard ramp	Substantially compliant ST23 ramp	Inaccessible traffic island	
Replacement Priority	High	Medium	High	Medium	High	
Recommendation	ST21	Correct Excessive Lip and add Detectable Warning Pattern per ST29	ST23	Correct Excessive Lip and add Detectable Warning Pattern per ST29	Modify to make accessible	
Cost Estimate	\$6,000	\$1,000	\$6,000	\$1,000	\$4,000	\$18,000

Total construction cost to upgrade corridor

\$78,000

NE 3rd Avenue - Shepherd Road to NE 6th Street to Lechner Street						
NE 3rd Ave is assumed east - west						
Intersection	NE 3rd Avenue/Shepherd Rd					Subtotal
Quadrant	SW	NW	NE	SE		
Status of existing curb ramp*	Compliant ST23 ramp	Compliant ST23 ramp	Compliant ST21 ramp	Substantially compliant ST201ramp		
Replacement Priority	NA	NA	Medium	Medium		
Recommendation			Add Detectable Warning Pattern per ST29	Correct Excessive Lip and add Detectable Warning Pattern ST 29		
Cost Estimate	\$0	\$0	\$1,000	\$1,000		\$2,000
Signal - Location status of existing PPB	Substantially compliant	Substantially compliant	Substantially compliant	East - Substantially compliant West - add PPB to move closer to crosswalk		
Replacement Priority	high	High	High	High		
Recommendation	APS and relocation of button	APS and relocation of button	APS and relocation of button	APS and relocation of button		
Cost Estimate	\$3,000	\$3,000	\$3,000	\$3,000		\$12,000
Mid Block	NE 3rd Avenue from Shepherd Rd to 4th Street /NE 2nd Avenue					Subtotal
Distance from previous intersection						
Side of street						
Obstruction						
Recommendation						
Cost Estimate						\$0

NE 3rd Avenue - Shepherd Road to NE 6th Street to Lechner Street						
Intersection	NE 3rd Ave/4th Street/NE 2nd Avenue					Subtotal
Quadrant	SW	NW	NE	SE		
Status of existing curb ramp*	Substantially compliant ST20	Substantially compliant ST20	Substantially compliant ST20	Substantially compliant ST20		
Replacement Priority	Medium	Medium	Medium	Medium		
Recommendation	Correct excessive lip and add Detectable Warning Pattern per ST29	Add Detectable Warning Pattern per ST29	Correct excessive lip and add Detectable Warning Pattern per ST29	Correct excessive lip and add Detectable Warning Pattern per ST29		
Cost Estimate	\$1,000	\$1,000	\$1,000	\$1,000		\$4,000
Signal - Location status of existing PPB	Compliant	Compliant	Compliant	Compliant		
Replacement Priority	NA	NA	NA	NA		
Recommendation	No change	No change	No change	No change		
Cost Estimate	\$0	\$0	\$0	\$0		\$0
Mid Block	NE 3rd Avenue from 4th Street to NE 2nd Avenue to 5th Street/NE Weir Street					Subtotal
Distance from previous intersection	70 to 165 feet east	195 to 260 feet east	295 to 445 feet east	75 to 105 feet east	235 to 290 feet east	
Side of street	North	North	North	South	South	
Obstruction	Noncompliant surface	Noncompliant surface	Noncompliant surface	Noncompliant driveway slope	Noncompliant driveway slope	
Recommendation	Construct sidewalk	Construct sidewalk	Construct sidewalk and ST117	ST117	ST117	
Cost Estimate	\$4,300	\$2,900	\$6,700	\$1,600	\$2,500	\$18,000

NE 3rd Avenue - Shepherd Road to NE 6th Street to Lechner Street						
Intersection	NE 3rd Ave/5th Street/NE Weir Street					Subtotal
Quadrant	SW	NW	NE	SE		
Inventory Date: December 8, 2014	Substantially compliant ST20	Substantially compliant ST20	Substantially compliant ST20	Substantially compliant ST20		
Replacement Priority	Medium	Medium	Medium	Medium		
Recommendation	Correct excessive lip and add Detectable Warning Pattern per ST29	Correct excessive lip and add Detectable Warning Pattern per ST29	Correct excessive lip and add Detectable Warning Pattern per ST29	Correct excessive lip and add Detectable Warning Pattern per ST29		
Cost Estimate	\$1,000	\$1,000	\$1,000	\$1,000		\$4,000
Mid Block	NE 3rd Avenue from 5th Street/Weir Street to 6th Street/Lechner Street					Subtotal
Distance from previous intersection	210 to 440 feet	175 to 195 feet east				
Side of street	North	South				
Obstruction	No sidewalk	Noncompliant driveway				
Recommendation	Construct sidewalk and ST117	ST117				
Cost Estimate	\$10,300	\$1,000				\$11,300

NE 3rd Avenue - Shepherd Road to NE 6th Street to Lechner Street						
Intersection	NE 3rd Ave/6th Street/Lechner Street					Subtotal
Quadrant	SW	NW	NE	SE		
Status of existing curb ramp*	Compliant ST20 ramp	Compliant ST20 ramp	Compliant ST20 ramp	Compliant ST20A ramp		
Replacement Priority	NA	NA	NA	NA		
Recommendation	No change	No change	No change	No change		
Cost Estimate						
Signal - Location status of existing PPB	Compliant	Compliant	Compliant	Compliant		
Replacement Priority	NA	NA	NA	NA		
Recommendation	No change	No change	No change	No change		
Cost Estimate	\$0	\$0	\$0	\$0		\$0
Total construction cost to upgrade corridor						\$51,300

NE 3rd Avenue - NE Adams Street to NE Joy Street						
NE 3rd Ave is assumed east - west						
Intersection	NE 3rd Avenue/Adams Street - Also see NE Adams Street Corridor					Subtotal
Quadrant	SW	NW	NE	SE		
Status of existing curb ramp*	No curb ramp	No curb ramp	No curb ramp	No curb ramp		
Replacement Priority	High	High	High	High		
Recommendation	Special design needed to address multiple conflicts. Consider curb extensions					
Cost Estimate	\$8,000	\$8,000	\$8,000	\$8,000		\$32,000
Mid Block	NE 3rd Ave from NE Adams Street to NE Birch Street					Subtotal
Distance from previous intersection		42 feet east	65 feet east			
Side of street		North	South			
Obstruction		Vertical lip	Vertical lip			
Recommendation		Bevel lip	Bevel lip			
Cost Estimate		\$1,000	\$1,000			\$2,000
Intersection	NE 3rd Avenue/ Birch Street					Subtotal
Quadrant	SW	NW	NE	SE		
Status of existing curb ramp*	No curb ramp	Substantially compliant ST20 ramp	Substantially compliant ST20 ramp	Substantially compliant ST20 ramp	Does this corner have a ramp	
Replacement Priority	High	Medium	Medium	Medium		
Recommendation	ST23	Correct Lip and add Detectable Warning Pattern per ST29 x 2	Correct Lip and Add Detectable Warning Pattern per ST29 x 2	Add Detectable Warning Pattern per ST29		
Cost Estimate	\$6,000	\$1,000	\$1,000	\$500		\$8,500
Mid Block	NE 3rd Ave from NE Birch Street to NE Cedar Street					Subtotal
Distance from previous intersection		90 feet east	120 feet east			
Side of street		South	South			
Obstruction		Vertical lip	Noncompliant driveway			
Recommendation		Correct junction box	ST117			
Cost Estimate		\$1,000	\$1,500			\$2,500

NE 3rd Avenue - NE Adams Street to NE Joy Street						
Intersection	NE 3rd Avenue/ Cedar Street					Subtotal
Quadrant	SW	NW	NE	SE		
Status of existing curb ramp*	No curb ramp	Substantially compliant ST20 ramp	Substantially compliant ST20 ramp	No curb ramp		
Replacement Priority	High	Medium	Medium	High		
Recommendation	ST20	Correct excessive lip and add Detectable Warning Pattern per ST29	Correct excessive lip and add Detectable Warning Pattern per ST29	ST23		
Cost Estimate	\$6,000	\$1,000	\$1,000	\$6,000		\$14,000
Mid Block	NE 3rd Ave from NE Cedar Street to NE Dallas Street					Subtotal
Distance from previous intersection						
Side of street						
Obstruction						
Recommendation						
Cost Estimate						\$0

NE 3rd Avenue - NE Adams Street to NE Joy Street						
Singalized Intersection	NE 3rd Avenue/Dallas Street					Subtotal
Quadrant	SW	NW	NE	SE		
Status of existing curb ramp*	Substantially compliant ST21 ramp	Substantially complaint ST20 ramp	Substantially compliant ST20 ramp	Spalling and utility box substandard Ramp		
Replacement Priority	Medium	Medium	Medium	High		
Recommendation	Bevel lip	Correct excessive Lip and add Detectable Warning Pattern per ST29	Correct Excessive Lip and add Detectable Warning Pattern per ST29	ST20A		
Cost Estimate	500	1000	1000	6000		\$8,500
Signal - Status of existing PPB	Substantially compliant	Substantially compliant	Substantially compliant	East - Substantially compliant West - add PPB to move closer to crosswalk		
Replacement Priority	NA	NA	NA	low		
Recommendation	APS	APS	APS	APS		
Cost Estimate	\$2,000	\$2,000	\$2,000	\$2,000		\$8,000
Mid Block	NE 3rd Ave from NE Dallas Street to NE Everett Street					Subtotal
Distance from previous intersection						
Side of street						
Obstruction						
Recommendation						
Cost Estimate						\$0

NE 3rd Avenue - NE Adams Street to NE Joy Street						
Intersection	NE 3rd Avenue/ Everett Street					Subtotal
Quadrant	SW	NW	NE	SE		
Status of existing curb ramp*	Substantially compliant ST20 ramp	Substantially compliant ST20 ramp	Substantially compliant ST20 ramps	Substantially compliant ST23 ramp		
Replacement Priority	Medium	Medium	Medium	Medium		
Recommendation	Correct excessive Lip and add Detectable Warning Pattern per ST29	Correct excessive Lip and add Detectable Warning Pattern per ST29	Add Detectable Warning Pattern per ST29	Correct excessive Lip and add Detectable Warning Pattern per ST29		
Cost Estimate	\$1,000	\$1,000	\$500	\$1,000		\$3,500
Mid Block	NE 3rd Ave from NE Everett Street to NE Franklin Street					Subtotal
Distance from previous intersection						
Side of street						
Obstruction						
Recommendation						
Cost Estimate						\$0
Intersection	NE 3rd Avenue/ Franklin Street					Subtotal
Quadrant	SW	NW	NE	SE		
Status of existing curb ramp*	No curb ramp	Substantially compliant ST20 ramp	Noncompliant curb ramp	No curb ramp		
Replacement Priority	High	Medium	High	High		
Recommendation	ST24	ST23	ST23	ST24		
Cost Estimate	\$6,000	\$6,000	\$6,000	\$6,000		\$24,000
Mid Block	NE 3rd Ave from NE Franklin Street to NE Garfield Street					Subtotal
Distance from previous intersection						
Side of street						
Obstruction						
Recommendation						
Cost Estimate						\$0

NE 3rd Avenue - NE Adams Street to NE Joy Street						
Singalized Intersection	NE 3rd Avenue/Garfield Street					Subtotal
Quadrant	SW	NW	NE	SE		
Status of existing curb ramp*	Substantially compliant ST20 ramp	Substantially compliant ST20 ramp	Substantially compliant ST20 ramp	Substantially compliant ST20 ramp		
Replacement Priority	Medium	Medium	Medium	Medium		
Recommendation	Add Detectable Warning Pattern per ST29	Correct excessive lip and add detectable warning pattern per ST29	Correct excessive lip and add detectable warning pattern per ST29	Add detectable warning pattern per ST29		
Cost Estimate	500	500	500	500		\$2,000
Signal - Status of existing PPB	Compliant	Compliant	Compliant	Compliant		
Replacement Priority	NA	NA	NA	NA		
Recommendation	No change	No change	No change	No change		
Cost Estimate						\$0
Mid Block	NE 3rd Ave from NE Garfield Street to NE Hayes Street					Subtotal
Distance from previous intersection						
Side of street						
Obstruction						
Recommendation						
Cost Estimate						\$0
Intersection	NE 3rd Avenue/Hayes Street					Subtotal
Quadrant	SW	NW	NE	SE		
Status of existing curb ramp*	Complaint ST27 for east-west travel only	Complaint ST27 for east-west travel only	Complaint ST27 for east-west travel only	Complaint ST27 for east-west travel only		
Replacement Priority	NA	NA	NA	NA		
Recommendation	No change	No change	No change	No change		
Cost Estimate						\$0

NE 3rd Avenue - NE Adams Street to NE Joy Street						
Mid Block	NE 3rd Ave from NE Hayes Street to NE Ione Street					Subtotal
Distance from previous intersection						
Side of street						
Obstruction						
Recommendation						
Cost Estimate						\$0
Intersection	NE 3rd Avenue/Ione Street					Subtotal
Quadrant	SW	NW	NE	SE		
Status of existing curb ramp*	Complaint ST26 ramps	Complaint ST27 for east-west travel only	Complaint ST27 for east-west travel only	Complaint ST27 ramp add ST25		
Replacement Priority	NA	NA	NA	NA		
Recommendation	No change	No change	No change	No change		
Cost Estimate						\$0
Mid Block	NE 3rd Ave from Ione Street to NE Joy Street					Subtotal
Distance from previous intersection						
Side of street						
Obstruction						
Recommendation						
Recommendation						
Cost Estimate						\$0
Intersection	NE 3rd Avenue/Joy Street					Subtotal
Quadrant	SW	NW	NE	SE		
Status of existing curb ramp*	Complaint ST27 for east-west travel only	Complaint ST27 for east-west travel only	Substantially compliant ST20 ramp	Complaint ST21 ramp		
Replacement Priority	NA	NA	Medium	NA		
Recommendation	No change	No change	Add Detectable Warning Pattern per ST29	No change		
Cost Estimate			\$500			\$500

Total construction cost to upgrade corridor

\$105,500

NE 4th Avenue - NE Adams Street to NE Garfield Street						
NE 4th Ave is assumed east-west						
Intersection	NE 4th Ave/Adams Street - Also see NE Adams Street Corridor					Subtotal
Quadrant	SW	NW	NE	SE		
Status of existing curb ramp*	Steep grade substandard ramp	Steep grade substandard ramp	Substantially compliant ST20 ramp	Substantially compliant ST20 ramp		
Replacement Priority	High	High	Medium	Medium		
Recommendation	ST24	ST24	Add Detectable Warning Pattern per ST29	Correct excessive Lip and add Detectable Warning Pattern ST 29		
Cost Estimate	\$6,000	\$6,000	\$1,000	\$1,000		\$14,000
Signal - Status of existing PPB	Substantially compliant	Substantially compliant	Substantially compliant	East - Substantially compliant West - add PPB to move closer to crosswalk		
Replacement Priority	NA	NA	NA	low		
Recommendation	APS	APS	APS	APS		
Cost Estimate	\$2,000	\$2,000	\$2,000	\$3,000		\$9,000

NE 4th Avenue - NE Adams Street to NE Garfield Street						
Mid Block	NE 4th Ave from NE Adams Street to NE Birch Street					Subtotal
Distance from previous intersection	9 feet east	42 feet east	90 - 95 feet east	100 - 110 feet east	124 to 132 feet east	
Side of street	North	North	North	North	North	
Obstruction	Vertical lip	Sidewalk panel failure	Noncompliant sidewalk surface	Noncompliant sidewalk surface	Noncompliant sidewalk surface	
Recommendation	Correct excessive lip	Replace sidewalk panel	Replace sidewalk	Replace sidewalk	Replace sidewalk	
Cost Estimate	\$1,000	\$2,900	\$1,000	\$1,000	\$1,000	\$6,900
Distance from previous intersection	70 feet east - midblock crossing					
Side of street	North and south					
Status of existing curb ramp*	Substantially compliant flush ramps					
Recommendation	Add Detectable Warning Pattern per ST29 x 2					
Cost Estimate	\$1,000					\$1,000
Intersection	NE 4th Ave/Birch Street					Subtotal
Quadrant	SW	NW	NE	SE		
Status of existing curb ramp*	Substantially compliant flush ramps	Substantially compliant ramps	Substantially compliant ramps	Substantially compliant ST20 ramp		
Replacement Priority	Medium	Medium	Medium	Medium		
Recommendation	Add Detectable Warning Pattern per ST29 x 2	Correct Lip and add Detectable Warning Pattern per ST29 x 2	Correct Lip and Add Detectable Warning Pattern per ST29 x 2	Add Detectable Warning Pattern per ST29		
Cost Estimate	\$500	\$1,000	\$1,000	\$500		\$3,000

NE 4th Avenue - NE Adams Street to NE Garfield Street						
Mid Block	NE 4th Ave from NE Birch Street to NE Cedar Street					Subtotal
Distance from previous intersection	23 feet east	34 feet east				
Side of street	North	South				
Obstruction	Vertical lip	Vertical lip				
Recommendation	Correct sunken water meter lid	Correct unmarked unility lid				
Cost Estimate	\$1,000	\$2,000				\$3,000
Intersection	NE 4th Ave/Cedar Street					Subtotal
Quadrant	SW	NW	NE	SE		
Status of existing curb ramp*	Substantially compliant ramp	Substantially compliant ramp	Substantially compliant ramp	Substantially compliant ramp		
Replacement Priority	Medium	Medium	Medium	Medium		
Recommendation	Add Detectable Warning Pattern per ST29	Add Detectable Warning Pattern per ST29	Add Detectable Warning Pattern per ST29	Add Detectable Warning Pattern per ST29		
Cost Estimate	\$500	\$500	\$500	\$500		\$2,000

NE 4th Avenue - NE Adams Street to NE Garfield Street						
Mid Block	NE 4th Ave from NE Cedar Street to NE Dallas Street					Subtotal
Distance from previous intersection	12 to 26 feet east	43 feet east	65 feet east - midblock crossing	97 to 126 feet east	210 to 217 feet east	
Side of street	North	North	North and south	North	North	
Obstruction	Noncompliant sidewalk surface	Vertical lip	Substantially compliant flush ramps	Noncompliant sidewalk surface	Noncompliant sidewalk surface	
Recommendation	Replace sidewalk	Correct water meter	Add Detectable Warning Pattern per ST29 x 2	Replace sidewalk	Replace sidewalk	
Cost Estimate	\$1,000	\$1,000	\$500	\$1,300	\$1,000	\$4,800
Distance from previous intersection	18 to 37 feet east	56 to 65 feet east	88 feet east	91 - 110 feet east	116 to 127 feet	
Side of street	South	South	South	South	South	
Obstruction	Noncompliant sidewalk surface	Noncompliant sidewalk surface	Exposed drain pipe	Noncompliant sidewalk surface	Noncompliant sidewalk surface	
Recommendation	Replace sidewalk	Replace sidewalk	Repair section	Replace sidewalk	Replace sidewalk	
Cost Estimate	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$5,000
Distance from previous intersection	142 feet east					
Side of street	South					
Obstruction	Vertical lip					
Recommendation	Repair sunken water meter lid					
Cost Estimate	\$1,000					\$1,000

NE 4th Avenue - NE Adams Street to NE Garfield Street						
Intersection	NE 4th Ave/Dallas Street					Subtotal
Quadrant	SW	NW	NE	SE		
Status of existing curb ramp*	Substantially complaint ST20A ramp	Substantially complaint ST20A ramp	Substantially compliant ST20 ramp	OK substandard Ramp		
Replacement Priority	Medium	Medium	Medium	Medium		
Recommendation	Correct excessive Lip and add Detectable Warning Pattern per ST29	Correct excessive Lip and add Detectable Warning Pattern per ST29	Correct excessive Lip and add Detectable Warning Pattern per ST29	Correct excessive Lip and add Detectable Warning Pattern per ST29		
Cost Estimate	\$1,000	\$1,000	\$1,000	\$1,000		\$4,000
Mid Block	NE 4th Ave from NE Dallas Street to NE Everett Street					Subtotal
Distance from previous intersection	132 feet east	132 - 147 feet east	175 to 185 feet east	203 to 216 feet east	39 feet east	
Side of street	North	North	North	North	South	
Obstruction	Vertical lip	Noncompliant sidewalk surface	Noncompliant sidewalk surface	Noncompliant sidewalk surface	Vertical lip	
Recommendation	Correct excessive lip	Replace sidewalk	Replace sidewalk	Replace sidewalk	Correct sunken water meter	
Cost Estimate	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$5,000
Distance from previous intersection	78 feet east	95 feet east	110 to 113 feet east	176 feet east		
Side of street	South	South and north	South	South		
Obstruction	Vertical lip	Substantially compliant flush ramps	Vertical lip	Vertical lip		
Recommendation	Correct excessive lip	Add Detectable Warning Pattern per ST29 x 2	Correct excessive lip	Correct vault lid		
Cost Estimate	\$1,000	\$500	\$1,000	\$1,000		\$3,500

NE 4th Avenue - NE Adams Street to NE Garfield Street						
Intersection	NE 4th Ave/Everett Street					Subtotal
Quadrant	SW	NW	NE	SE		
Status of existing curb ramp*	Substantially complaint ST20 ramp	Substantially complaint ramps	Substantially compliant ST26 ramps	Substantially compliant ST20 ramp		
Replacement Priority	Medium	Medium	Medium	Medium		
Recommendation	Correct excessive Lip and add Detectable Warning Pattern per ST29	Correct excessive Lip and add Detectable Warning Pattern per ST29 x 2	Add Detectable Warning Pattern per ST29	Correct excessive Lip and add Detectable Warning Pattern per ST29		
Cost Estimate	\$1,000	\$1,000	\$500	\$1,000		\$3,500
Mid Block	NE 4th Ave from NE Everett Street to NE Franklin Street					Subtotal
Distance from previous intersection	110 feet east midblock crossing	Entire block				
Side of street	North and south	South				
Obstruction	Substantially complaint ramps	Noncompliant sidewalk surface				
Recommendation	Medium	High				
Recommendation	Add Detectable Warning Pattern per ST29 x 2	Replace sidewalk				
Cost Estimate	\$500	\$7,800				\$8,300

NE 4th Avenue - NE Adams Street to NE Garfield Street						
Intersection	NE 4th Ave/Franklin Street					Subtotal
Quadrant	SW	NW	NE	SE		
Status of existing curb ramp*	Substantially complaint ST20 ramp	Substantially complaint ST26 ramps	Noncompliant curb ramp	Substantially complaint ST20 ramp		
Replacement Priority	Medium	Medium	High	Medium		
Recommendation	Add Detectable Warning Pattern per ST29	Correct excessive Lip and add Detectable Warning Pattern per ST29	ST21 and address grate	Add Detectable Warning Pattern per ST29		
Cost Estimate	\$500	\$1,000	\$6,000	\$500		\$8,000
Mid Block	NE 4th Ave from NE Franklin Street to NE Garfield Street					Subtotal
Distance from previous intersection	70 to 86 feet east	113 - 147 feet east	179 to 186 feet east	82 to 92 feet east	101 feet east	
Side of street	North	North	North	South	South	
Obstruction	Noncompliant sidewalk surface	Noncompliant sidewalk surface	Noncompliant sidewalk surface	Noncompliant sidewalk surface	Vertical lip	
Recommendation	Correct sidewalk surface	Replace sidewalk	Replace sidewalk	Replace sidewalk	Correct excessive lip	
Cost Estimate	\$1,000	\$1,500	\$1,000	\$1,000	\$1,000	\$5,500

NE 4th Avenue - NE Adams Street to NE Garfield Street						
Intersection	NE 4th Ave/Garfield Street					Subtotal
Quadrant	SW	NW	NE	SE		
City of Camas	Substantially compliant ST20 ramp	Substantially compliant ST20 ramp	Substantially compliant ST20 ramp	Substantially compliant ST20 ramp		
ADA Self-evaluation Plan	Medium	Medium	Medium	Medium		
Recommendation	Add Detectable Warning Pattern per ST29	Correct excessive lip and add detectable warning pattern per ST29	Correct excessive lip and add detectable warning pattern per ST29	Correct excessive lip and add detectable warning pattern per ST29		
Cost Estimate	\$1,000	\$1,000	\$1,000	\$1,000		\$4,000

Total construction cost to upgrade corridor

\$91,500

NE 5th Avenue - NE Adams Street to NE Garfield Street						
NE 5th Ave is assumed east - west						
Intersection	NE Adams Street/NE 5th Ave - also see NE Adams Street Corridor					Subtotal
Quadrant	SW	NW	NE	SE		
Status of existing curb ramp*	Substantially compliant ST20A - 1/2 ramp	No ramp due to driveway	Substantially compliant ST20 ramp	Substantially compliant ST20 ramp		
Replacement Priority	Medium	NA	Medium	Medium		
Recommendation	Correct excessive Lip and add Detectable Warning Pattern per ST29	No change	Add Detectable Warning Pattern per ST29	Add Detectable Warning Pattern per ST29		
Cost Estimate	\$1,000		\$500	\$500		\$2,000
Mid Block	NE 5th Avenue - NE Adams Street to NE Birch Street					Subtotal
Distance from previous intersection	127 to 171 feet east	189 - 213 feet east	135 feet east	139 to 143 feet east	183 feet east	
Side of street	North	North	South	South	South	
Obstruction	Noncompliant sidewalk surface	Noncompliant sidewalk surface	Vertical lip	Noncompliant sidewalk surface	Vertical lip	
Recommendation	Replace sidewalk	Replace sidewalk	Correct excessive lip	Replace sidewalk	Correct sunken water meter	
Cost Estimate	\$2,000	\$1,100	\$1,000	\$1,000	\$1,000	\$6,100

NE 5th Avenue - NE Adams Street to NE Garfield Street						
Intersection	NE 5th Avenue/NE Birch Street					Subtotal
Quadrant	SW	NW	NE	SE		
Status of existing curb ramp*	Substantially compliant ST20 ramp	Substantially compliant ST20 amp	Substantially compliant ST23 ramps	Compliant ST23 ramps		
Replacement Priority	Medium	Medium	Medium	NA		
Recommendation	Correct excessive Lip and add Detectable Warning Pattern per ST29	Correct excessive Lip and add Detectable Warning Pattern per ST29	Add Detectable Warning Pattern per ST29	No change		
Cost Estimate	\$1,000	\$1,000	\$500			\$2,500
NOTE: Repair roadway in crosswalk between the SW and SE quadrant.						
Mid Block	NE 5th Avenue - NE Birch Street to NE Cedar Street					Subtotal
Distance from previous intersection	26 - 29 feet east	53 to 57 feet				
Side of street	South	South				
Obstruction	Noncompliant sidewalk surface	Noncompliant sidewalk surface				
Recommendation	Replace sidewalk	Replace sidewalk				
Cost Estimate	\$1,000	\$1,000				\$2,000

NE 5th Avenue - NE Adams Street to NE Garfield Street						
Intersection	NE 5th Avenue/NE Cedar Street					Subtotal
Quadrant	SW	NW	NE	SE		
Status of existing curb ramp*	Substantially compliant ST20 ramp	Substantially compliant ST20 ramp	Substantially compliant ST20 ramp	Substantially compliant ST22 ramp		
Replacement Priority	Medium	High	Medium	Medium		
Recommendation	Add detectable warning pattern per ST29	Add detectable warning pattern per ST29	Raise grate and add detectable warning pattern ST29 or replace ramp	Add detectable warning pattern per ST29		
Cost Estimate	\$500	\$500	\$1,000	\$500		\$2,500
Mid Block	NE 5th Avenue - NE Cedar Street to NE Dallas Street					Subtotal
Distance from previous intersection	58 feet east	62 feet east	148 to 151 feet east	157 to 169 feet east		
Side of street	South	South	North	North		
Obstruction	Vertical lip	Vertical lip	Noncompliant sidewalk surface	Noncompliant sidewalk surface		
Recommendation	Correct sunken water meter lid	Correct excessive Lip and add Detectable Warning Pattern per ST29	Replace sidewalk	Replace sidewalk		
Cost Estimate	\$1,000	\$1,000	\$1,000	\$1,000		\$4,000

NE 5th Avenue - NE Adams Street to NE Garfield Street						
Intersection	NE 5th Avenue/NE Dallas Street					Subtotal
Quadrant	SW	NW	NE	SE		
Status of existing curb ramp*	Substantially compliant ST20A ramp	Substantially compliant 20A ramp	Substantially compliant 20A ramp	Substantially compliant 20A ramp		
Replacement Priority	Medium	Medium	Medium	Medium		
Recommendation	Correct excessive lip and add detectable warning pattern per ST29	Correct excessive lip and add detectable warning pattern per ST29	Correct excessive lip and add detectable warning pattern per ST29	Correct excessive Lip and add Detectable Warning Pattern per ST29		
Cost Estimate	\$1,000	\$1,000	\$1,000	\$1,000		\$4,000
Mid Block	NE 5th Avenue - NE Dallas Street to NE Everett Street					Subtotal
	Midblock section substantially compliant.					
Intersection	NE 5th Avenue/NE Everett Street					Subtotal
Quadrant	SW	NW	NE	SE		
Status of existing curb ramp*	Substantially compliant ST20 ramp	Substantially compliant ST22 ramp	Substantially compliant ramp ST23 and ST25 ramps	Substantially compliant ST26 ramps		
Replacement Priority	Medium	Medium	Medium	Medium		
Recommendation	Correct excessive lip and add detectable warning pattern per ST29	Correct excessive lip and add detectable warning pattern per ST29 x 2	Correct excessive lip x 1 and add detectable warning pattern per ST29 x 2	Add detectable warning pattern per ST 29 X 2		
Cost Estimate	\$1,000	\$1,000	\$1,000	\$500		\$3,500

NE 5th Avenue - NE Adams Street to NE Garfield Street						
Mid Block	NE 5th Avenue - NE Everett Street to NE Franklin Street					Subtotal
Distance from previous intersection	140 feet east	206 feet east	211 feet east			
Side of street	North	North	South			
Obstruction	Vertical lip	Vertical lip	Vertical lip			
Recommendation	Correct sunken water meter lid	Correct excessive lip	Correct excessive lip			
Cost Estimate	\$1,000	\$1,000	\$1,000			\$3,000
Intersection	NE 5th Avenue/NE Franklin Street					Subtotal
Quadrant	SW	NW	NE	SE		
Status of existing curb ramp*	Substantially compliant ST26 ramps	Substantially compliant ST20 ramp	Substantially compliant ST27 ramp	Substantially compliant ST20A 1/2 ramp		
Replacement Priority	Medium	NA	NA	NA		
Recommendation	Add detectable warning pattern per ST 29 X 2	No change	No change	No change		
Cost Estimate	\$500					\$500
NOTE: North side of "T" is missing sidewalk.						
Mid Block	NE 5th Avenue - NE Franklin Street to NE Garfield Street					Subtotal
Distance from previous intersection	172 to 202 feet east	100 feet east	177 - 184 feet east			
Side of street	North	South	South			
Obstruction	Noncompliant sidewalk surface	Noncompliant sidewalk surface	Noncompliant sidewalk surface			
Recommendation	Replace sidewalk	ST117	Replace depressed sidewalk			
Cost Estimate	\$1,300	\$1,000	\$1,000			\$3,300

NE 5th Avenue - NE Adams Street to NE Garfield Street						
Intersection	NE 5th Ave/NE Garfield Street					Subtotal
Quadrant	SW	NW	NE	SE		
Status of existing curb ramp*	Compliant ST25 - North-south only	Compliant ST25 - North-south only	Substantially compliant ST20 ramp	Compliant ST25 - North-south only		
Replacement Priority	Low	Low	Medium	High		
Recommendation	No change	No change	Add detectable warning pattern per ST29	No change		
Cost Estimate			\$500			\$500

Total construction cost to upgrade corridor

\$33,900

Crown Park Neighborhood						
Intersection	Division Street/NW 17th Ave (north intersection)					Subtotal
Quadrant	SW	NW	NE	SE		
Status of existing curb ramp*	Substantially compliant ST20 ramp	Substantially compliant ST20A 1/2 ramp	No curb ramp	No curb ramp		
Replacement Priority	Medium	Medium	High	High		
Recommendation	Add Detectable Warning Pattern per ST29	Add Detectable Warning Pattern per ST29	ST26	ST26		
Cost Estimate	\$500	\$500	\$6,000	\$6,000		\$13,000
Intersection	NE 17th Ave/Division Street (south intersection)					Subtotal
Quadrant	SW	NW	NE	SE	SE	
Status of existing curb ramp*	No curb ramp	No curb ramp	Compliant ramp	Compliant ramp		
Replacement Priority	NA	NA	Low	low		
Recommendation	pedestrian crossing on east leg	pedestrian crossing on east leg	No change	No change		
Cost Estimate	\$6,000	\$6,000				\$12,000
Mid Block	Division Street NW 17th Ave to NW 16th Ave (west side only)					Subtotal
Distance from previous intersection	11 feet south	26 feet south				
Side of street	West	West				
Obstruction	Encroachment	Vertical lip				
Recommendation	Trim foliage	Correct excessive lip				
Cost Estimate	\$1,000	\$1,000				\$2,000
Mid Block	Division Street NE 17th Ave to NE 15th Ave (east side only)					Subtotal
Distance from previous intersection	227 - 232 south					
Side of street	East					
Obstruction	Noncompliant sidewalk surface					
Recommendation	Replace sidewalk					
Cost Estimate	\$1,000					\$1,000

Crown Park Neighborhood						
Intersection	Division Street/NW 16th Ave					Subtotal
Quadrant	SW	NW	NE	SE		
Status of existing curb ramp*	Substantially compliant road approach	Substantially compliant road approach	No curb ramp	Substantially compliant road approach		
Replacement Priority	High	High	NA	High		
Recommendation	Add Detectable Warning Pattern per ST29	Add Detectable Warning Pattern per ST29	crosswalk on south leg	Add Detectable Warning Pattern per ST29		
Cost Estimate	\$500	\$500		\$500		\$1,500
Mid Block	Division Street NW 16th Ave to NW/NE 15th Ave (west side only)					Subtotal
Distance from previous intersection	1 foot south	10 feet south	19 feet south	27 feet south	60 feet south	
Side of street	West	West	West	West and east	West	
Obstruction	Vertical lip	Vertical lip	Vertical lip	Noncompliant midblock crossing ramps	Vertical lip	
Recommendation	Correct excessive ACP Patch	Correct excessive lip	Correct excessive lip	ST26 x 2	Correct excessive lip	
Cost Estimate	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$5,000
Distance from previous intersection	103 feet south	141 feet south				
Side of street	West	West				
Obstruction	Vertical lip	Noncompliant sidewalk surface				
Recommendation	Correct excessive	Replace panel				
Cost Estimate	\$1,000	\$1,000				\$2,000

Crown Park Neighborhood						
Intersection	NE 15th Ave/NW 15th Ave/Division Street					Subtotal
Quadrant	SW	NW	NE	SE		
Status of existing curb ramp*	Substantially compliant ST20 ramp	Substantially compliant ST20 ramp	Substantially compliant ST20 Ramp	Substantially compliant ST20 ramp		
Replacement Priority	Medium	Medium	Medium	Medium		
Recommendation	Correct excessive lip and add detectable warning pattern per ST29	Correct excessive lip and add detectable warning pattern per ST29	Correct excessive lip and add detectable warning pattern per ST29	Correct excessive lip and add detectable warning pattern per ST29	Repair AC on north street	
Cost Estimate	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$5,000
Mid Block	NE 15th Ave from Division Street to Everett Street (north side only)					Subtotal
Distance from previous intersection	168 feet east	235 feet east	324 - 400 feet east	678 - 712 feet east	925 - 929 feet east	
Side of street	North	North	North	North	North	
Obstruction	Vertical lip	Vertical lip	Noncompliant sidewalk surface	Noncompliant sidewalk surface	Noncompliant sidewalk surface	
Recommendation	Correct excessive lip	Correct excessive lip	Replace sidewalk	Replace sidewalk	Replace sidewalk	
Cost Estimate	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$5,000
Mid Block	NE 15th Street from Division Street to NE Adams Street (south side only)					Subtotal
Distance from previous intersection	114 feet east	126 feet east	166 feet east	186 feet east	202 feet east	
Side of street	South	South	South	South	South	
Obstruction	Noncompliant sidewalk surface	Vertical lip	Noncompliant sidewalk surface	Vertical lip	Vertical lip	
Recommendation	Replace sidewalk	Correct excessive lip	Replace sidewalk	Correct excessive lip	Correct excessive lip	
Cost Estimate	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$5,000

Crown Park Neighborhood						
Intersection	NE 15th Ave/Adams Street					Subtotal
Quadrant	SW	NW	NE	SE		
Status of existing curb ramp*	Substantially compliant ST23 ramps	Substantially compliant ST26 ramp	None - parking area	Substantially compliant ST20 ramp		
Replacement Priority	Medium	Medium	NA	Medium		
Recommendation	Bevel lips and add detectable warning pattern per ST29	Trim foliage, add detectable warning pattern per ST29	No change	Add detectable warning pattern per ST29		
Cost Estimate	\$1,000	\$1,000		\$1,000		\$3,000
Mid Block	NE 15th Street from Adams Street to Birch Street (south side only)					Subtotal
Distance from previous intersection	74 feet east	161 - 178 feet east	186 - 211 feet east			
Side of street	South	South	South			
Obstruction	Vertical lip	Noncompliant sidewalk surface	Noncompliant sidewalk surface			
Recommendation	Correct sunken water meter	Replace sidewalk	Replace sidewalk			
Cost Estimate	\$1,000	\$1,000	\$1,000			\$3,000
Intersection	NE 15th Ave/Birch Street					Subtotal
Quadrant	SW	NW	NE	SE		
Status of existing curb ramp*	Substantially compliant ST20 ramp	None - parking area	Substantially compliant ST26 amp	Substantially compliant ST23 ramps		
Replacement Priority	Medium		Medium	Medium		
Recommendation	Correct excessive lip and add detectable warning pattern per ST29		Correct excessive lip and add detectable warning pattern per ST29	Add detectable warning pattern per ST29 and repair roadway across Adams		
Cost Estimate	\$1,000		\$1,000	\$1,000		\$3,000

Crown Park Neighborhood						
Mid Block	W 15th Ave from Birch Street to Dallas Street (south side only)					Subtotal
Distance from previous intersection	28 - 205 feet east					
Side of street	South					
Obstruction	Noncompliant sidewalk surface					
Recommendation	Replace sidewalk					
Cost Estimate	\$4,900					\$4,900
Intersection	NE 15th Ave/Dallas Street					Subtotal
Quadrant	SW	NW	NE	SE		
Status of existing curb ramp*	Substantially compliant ST23 ramps	Substantially compliant ST26 ramp	None - parking area	Poor condition substantially compliant ST20 ramp		
Replacement Priority	Medium	Medium	NA	High		
Recommendation	Correct excessive lip and add detectable warning pattern per ST29	Add detectable warning pattern per ST29	No change	Replace per ST26		
Cost Estimate	\$1,000	\$500		\$6,000	-	\$7,500

Crown Park Neighborhood						
Mid Block	NE 15th Ave from Dallas Street to Everett Street (south side only)					Subtotal
Distance from previous intersection	2 - 62 feet east	83 feet east	90 feet east	110 - 211 feet east		
Side of street	South	South	South	South		
Obstruction	Foliage encroaching	Vertical lip	Vertical lip	Noncompliant sidewalk surface and foliage encroaching		
Recommendation	Trim foliage	Correct excessive lip	Correct excessive lip	Replace sidewalk and trim foliage		
Cost Estimate	\$500	\$1,000	\$1,000	\$2,800		\$5,300
Intersection	NE 15th Ave/Everett Street					Subtotal
Quadrant	SW	NW	NE	SE		
Status of existing curb ramp*	Substantially compliant ST23 ramps	Substantially compliant ST21 and ST28 ramps	Substantially compliant ST20A ramp	Substantially compliant ST20A ramp		
Replacement Priority	Medium	Medium	Medium	High		
Recommendation	Correct excessive lip add detectable warning pattern per ST29	Add detectable warning pattern per ST29	Correct excessive lip and add detectable warning pattern per ST29	Add detectable warning pattern per ST29		
Cost Estimate	\$1,000	\$500	\$1,000	\$500		\$3,000
Mid Block	Everett Street from NE 15th Ave to NE 17th Ave (east side only)					Subtotal
Distance from previous intersection	50 feet north	95 feet north				
Side of street	East	East				
Obstruction	Noncompliant sidewalk/driveway surface	Noncompliant sidewalk/driveway surface				
Recommendation	Replace sidewalk/driveway	Replace sidewalk/driveway				
Cost Estimate	\$1,100	\$1,100				\$2,200

Crown Park Neighborhood						
Mid Block	Everett Street from NE 15th Ave to NE 17th Ave (west side only)					
Distance from previous intersection	8 feet north	249 feet north	267 feet north			
Side of street	West	West	West			
Obstruction	Vertical lip	Vertical lip	Vertical lip			
Recommendation	Correct excessive lip	Correct excessive lip	Correct excessive lip			
Cost Estimate	\$1,000	\$1,000	\$1,000			\$3,000
Intersection	NE 17th Ave/Everett Street					Subtotal
Quadrant	SW	NW	NE	SE		
Status of existing curb ramp*	Substantially compliant ramp	Substantially compliant Ramp	No curb ramp	No ramp due to driveway		
Replacement Priority	Medium	Medium	High	NA		
Recommendation	Correct excessive lip and add detectable warning pattern per ST29	Correct excessive lip and add detectable warning pattern per ST29 for N-S travel, Add ramp for E-W travel ST28	ST28	No change		
Cost Estimate	\$1,000	\$7,000	\$6,000			\$14,000

Crown Park Neighborhood						
Mid Block	NE 17th Ave from Everett Street to Division Street (south side only)					Subtotal
Distance from previous intersection	96 to 115 feet west	137 - 143 feet west	164 feet west	207 to 211 feet west	465 feet West	
Side of street	South	South	South	South	South	
Obstruction	Noncompliant sidewalk surface	Noncompliant sidewalk surface	Vertical lip	Noncompliant sidewalk surface	Vertical lip	
Recommendation	Replace sidewalk	Replace sidewalk	Correct excessive lip	Replace sidewalk	Correct excessive lip	
Cost Estimate	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$5,000
Distance from previous intersection	282 feet west	651 feet west	657 feet west	684 feet west	698 - 717 feet west	
Side of street	South	South	South	South	South	
Obstruction	Vertical lip	Vertical lip	Vertical lip	Inaccessible handicap parking ramp	Noncompliant sidewalk surface	
Recommendation	Correct excessive lip	Correct excessive lip	Correct excessive lip	Replace - ST28	Replace sidewalk	
Cost Estimate	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$5,000
Distance from previous intersection	722 - 734 feet west	761 feet west	780 - 789	845 - 852 feet west	862 feet west	
Side of street	South	South	South	South	South	
Obstruction	Steep noncompliant driveway ramp in walking area	Noncompliant sidewalk surface	Noncompliant sidewalk surface along wall	Noncompliant Sidewalk	Vertical lip	
Recommendation	Replace - ST17	Replace sidewalk	Replace sidewalk	Replace sidewalk	Correct excessive lip	
Cost Estimate	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$5,000
Distance from previous intersection	987 feet west					
Side of street	South					
Obstruction	Vertical lip					
Recommendation	Correct excessive lip					
Cost Estimate	\$1,000					\$1,000

Crown Park Neighborhood						
Mid Block	NE 17th Ave from Everett Street to Dallas Street (north side only)					Subtotal
Distance from previous intersection	19 to 140 feet west	160 to 228 feet west	228 to 238 feet west	264 feet west		
Side of street	North	North	North	North		
Obstruction	No sidewalk	No sidewalk	Noncompliant sidewalk surface	Vertical lip		
Recommendation	Assess need for sidewalk	Assess need for sidewalk	Replace sidewalk	Correct excessive lip		
Cost Estimate	\$3,400	\$1,900	\$1,000	\$1,000		\$7,300
Intersection	NE 17th Ave/Dallas Street					Subtotal
Quadrant	SW	NW	NE	SE		
Status of existing curb ramp*	No curb ramp	East -Compliant ST26 ramp - South - No curb ramp	Compliant ST23 ramps	Compliant ST24 ramp		
Replacement Priority	High	High	NA	NA		
Recommendation	ST25	ST24	No change	No change		
Cost Estimate	\$6,000	\$6,000				\$12,000

Crown Park Neighborhood						
Mid Block	NE 17th Ave form Dallas Street to Division Street (north side only)					Subtotal
Distance from previous intersection	43 to 47 feet west	90 - 98 feet west	312 feet west	338 feet west	362 feet west	
Side of street	North	North	North	North	North	
Obstruction	Noncompliant sidewalk surface	Noncompliant sidewalk surface	Vertical lip	Vertical lip	Vertical lip	
Recommendation	Replace sidewalk	Replace sidewalk	Correct excessive lip	Correct excessive lip	Correct excessive lip	
Cost Estimate	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$5,000
Distance from previous intersection	381 to 385 feet west	409 feet west	469 to 704 feet west			
Side of street	North	North	North			
Obstruction	Noncompliant sidewalk surface	Vertical lip	No sidewalk			
Recommendation	Replace sidewalk	Correct excessive lip	Assess need for sidewalk			
Cost Estimate	\$1,000	\$1,000	\$6,500			\$8,500

Total construction cost to upgrade area

\$149,200

West Highland Neighborhood						
Intersection	NE Garfield Street/NE 14th Ave					Subtotal
Inventory	SW	NW	NE	SE		
Status of existing curb ramp*	No curb ramp	Substantially compliant ST27 Modified ramp	Substantially compliant ST20 ramp	Substantially compliant ST21 ramp		
Replacement Priority	High	Medium	Medium	Medium		
Recommendation	ST21	Add Detectable Warning Pattern per ST29	Add Detectable Warning Pattern per ST29	Add Detectable Warning Pattern per ST29		
Cost Estimate	\$6,000	\$500	\$500	\$500		\$7,500
Mid Block	NE Garfield Street from NW 14th Ave to NW 15th Ave (west side only)					Subtotal
Distance from previous intersection	No sidewalk entire block - 215 feet					
Side of street	West					
Obstruction	NA					
Recommendation	No ADA upgrade required					
Cost Estimate	\$8,000					\$8,000
Intersection	NE Garfield Street/15th Ave					Subtotal
Quadrant	SW	NW	NE	SE		
Status of existing curb ramp*	Compliant ST27 Type ramp	Compliant ST26 Type ramp	Compliant ST117 Type Sidewalk Ramp	Compliant ST117 Type Sidewalk Ramp		
Replacement Priority	NA	NA	Medium	NA		
Recommendation	No change	No change	Add Detectable Warning Pattern per ST29	No change		
Cost Estimate			\$500			\$500

West Highland Neighborhood						
Mid Block	NE Garfield Street from NW 14th Ave to NW 15th Ave (east side only)					Subtotal
Distance from previous intersection						
Side of street						
Obstruction						
Recommendation						
Cost Estimate						\$0
Mid Block	NE Garfield Street from NE 15th Ave to NE 19th Ave (west side only)					Subtotal
Distance from previous intersection	40 to 115 feet north	115 to 135 feet north				
Side of street	West	West				
Obstruction	Foliage encroaching	Noncompliant sidewalk				
Recommendation	Trim foliage	Replace sidewalk				
Cost Estimate	\$2,000	\$1,000				\$3,000
Intersection	NE Garfield Street/NE 19th Ave					Subtotal
Quadrant	SW	NW	NE	SE		
Status of existing curb ramp*	Compliant ST26 Type ramp	Compliant ST26 Type ramp	Compliant ST117 Type ramp	Compliant ST117 Type ramp		
Replacement Priority	NA	NA	NA	NA		
Recommendation	No change	No change	No change	No change		
Cost Estimate						\$0
Mid Block	NE Garfield Street from NE 19th Ave to 22nd Ave (east side only)					Subtotal
Distance from previous intersection						
Side of street						
Obstruction						
Recommendation						
Cost Estimate						\$0

West Highland Neighborhood						
Mid Block	NE Garfield Street from NE 19th Ave to 22nd Ave (west side only)					Subtotal
Distance from previous intersection		285 to 290 feet north	310 to 530 feet north			
Side of street		West	West			
Obstruction		No sidewalk	No sidewalk			
Recommendation		Construct sidewalk	Construct sidewalk - minus two driveways			
Cost Estimate		\$1,000	\$7,000			\$8,000
Intersection	NE Garfield/NE 22nd Ave					Subtotal
Quadrant	SW	NW	NE	SE		
Status of existing curb ramp*	Substantially compliant type ST21 ramp	None - Residential Driveway	Compliant ST 117 ramp	Substantially compliant type ST21 ramp		
Replacement Priority	Medium	NA	NA	NA		
Recommendation	Add detectable warning pattern per ST29	No change	No change	No change		
Cost Estimate	\$500					\$500
Mid Block	NE 22nd Ave from Garfield Street to NE lone Street (north side only)					Subtotal
Distance from previous intersection	No obstructions noted					
Side of street						
Obstruction						
Recommendation						
Cost Estimate						\$0
Mid Block	NE 22nd Ave from Garfield Street to NE lone Street (south side only)					Subtotal
Distance from previous intersection	No obstructions					
Side of street						
Obstruction						
Recommendation						
Cost Estimate						\$0

West Highland Neighborhood						
Intersection	NE lone Street/NE 22nd Ave					Subtotal
Quadrant	SW	NW	NE	SE	NE	
Status of existing curb ramp*	Substantially compliant ST20 ramp	Substantially compliant ST21A Type ramp	Substantially compliant ST20 ramp	None	No sidewalk across street	
Replacement Priority	NA	Medium	Medium	NA		
Recommendation		Add detectable warning pattern per ST29	Add Detectable Warning Pattern per ST29	No change - no sidewalk		
Cost Estimate		\$500	\$500			\$1,000
Mid Block	NE 22nd Avenue from NE lone to stadium					Subtotal
Distance from previous intersection						
Side of street	North	South				
Obstruction	none	No sidewalk				
Recommendation						
Cost Estimate						\$0
Mid Block	lone Street from NE 14th Ave to NE lone Loop (southern intersection)					Subtotal
Distance from previous intersection	320 feet east					
Side of street	North	South				
Obstruction	Noncompliant Driveway	No sidewalk				
Recommendation	ST 117					
Cost Estimate	\$3,000					\$3,000
Intersection	NE lone Street/NE lone Loop (southern intersection)					Subtotal
Quadrant	SW	NW	NE	SE		
Status of existing curb ramp*	None - Existing Driveway	No sidewalk on opposite side	None	None		
Replacement Priority	NA	NA	NA	NA		
Recommendation	No Change	No change	Add ramp when sidewalk is added to east side	Add ramp when sidewalk is added to east side		
Cost Estimate						\$0

West Highland Neighborhood						
Mid Block	NE lone Street - west side only between curve and lone Loop (norther intersection)					Subtotal
Distance from 1st driveway nearest curve	0 feet - starting point	180 feet north				
Side of street	West	West				
Obstruction	150' of noncompliant driveway	90' of noncompliant driveway				
Recommendation	ST117	ST117				
Cost Estimate	\$7,500	\$4,500				\$12,000
Mid Block	NE lone Street - east side only between NE lone Loop intersections					Subtotal
NA	Entire Block - 280 feet					
Side of street	East					
Obstruction	No sidewalk					
Recommendation	NA					
Cost Estimate						\$0
Intersection	NE lone Street/NE lone Loop (northern intersection)					Subtotal
Quadrant	SW	NW	NE	SE		
Status of existing curb ramp*	None	None	None	None		
Replacement Priority	NA	NA	NA	NA		
Recommendation	Add ramp when sidewalk is added to east side	Add ramp when sidewalk is added to east side	Add ramp when sidewalk is added to east side	Add ramp when sidewalk is added to east side		
Cost Estimate						\$0
Mid Block	NE lone Street - (east side only between NE lone Loop and NE 19th Ave intersections)					Subtotal
Distance from previous intersection	Entire Block - 220 feet					
Side of street	East					
Obstruction	No sidewalk					
Recommendation	Construct sidewalk					
Cost Estimate						\$0

West Highland Neighborhood						
Intersection	NE lone Street/NE 19th Ave					Subtotal
Quadrant	SW	NW	NE	SE		
Status of existing curb ramp*	No curb ramp	No curb ramp	Compliant ramp	No sidewalk		
Replacement Priority	NA	High	NA	NA		
Recommendation	No sidewalk on opposite side of street	ST117	No change	Add ramp when sidewalk is added to east side		
Cost Estimate		\$6,000				\$6,000
Mid Block	NE lone Street - (east side only between NE 19th Ave and NE 22nd Ave)					Subtotal
Distance from previous intersection	1 foot north	5 and 9 feet north	35 feet north	600 feet north		
Side of street	East	East	East	East		
Obstruction	Utility Pole in sidewalk	Utility Pole Guywires in sidewalk	Speed limit sign in sidewalk	No sidewalk		
Recommendation	Construct sidewalk bump out	Construct sidewalk bump out	Construct sidewalk bump out			
Cost Estimate		\$8,000				\$8,000

Total construction cost to upgrade area

\$57,500

Inventory Row Terms	Definitions
At intersections: Quadrant:	Corner of intersection including both direction of pedestrian travel For "tee" intersections, it includes the section of sidewalk at the location of corner if the intersection had 4 legs.
Status of existing curb ramp:	Brief description of existing ADA ramp. Often described by comparison with current Camas street standard plans for ADA ramp where it applies
Replacement Priority:	Professional judgement of need to replace an existing curb ramp categorized as High need, Medium need, and Low need, based on the condition of the ramp. The criteria used for the judging the replacement priority is as follows:
Low priority for replacement:	Substantial compliance with WSDOT Field Guide and reasonable access
Medium priority for replacement:	Replace without: Flat landing close to ramp at top or base Width of ramp throat 3 feet or more Lip of gutter less than 1/4" Possible minor upgrades Add warning pattern Grind lip
High priority for replacement:	Replace if: No curb ramp at the corner of intersection Utility obstruction such as catch basin Steep ramp without landing Damaged ramp with tripping hazards
If intersection is signalized: Signal - Status of existing PPB	Does the signal have pedestrian push buttons that meet current standard for Accessible Pedestrian Signals (APS).
Replacement Priority	Professional judgement if non-compliant signal should be upgraded to current APS standards.
High Priority to upgrade traffic signals:	Height of ped push button above 48" Reach to ped push button with over 24" reach.
At mid-block locations: Distance from previous intersection	Offset in feet and direction from previous intersection listed in the inventory.
Side of street:	Side of street of the block inventoried.
Obstruction:	Description of sidewalk obstruction that included: Steep Driveways (less than 8 feet width of sidewalk) Note obstructions such as signs, poles and private property. Tripping Hazards (greater than 1/2" lift or width of crack) Narrow - continuous width less than 4 feet. Surface failure, such as spalling. Short missing sections
Recommendation:	Recommended improvements based on Camas standard plans and WSDOT APS standards
Cost Estimate:	Planning level estimate of ADA ramps installation, sidewalk repair and APS upgrade costs

Appendix F – Citizen Request Notice and Grievance Procedures

- Notice Procedure Under The Americans with Disabilities Act (sample form)
- Grievance Procedure Under The Americans with Disabilities Act (sample form)

[Name of public entity]

NOTICE UNDER THE AMERICANS WITH DISABILITIES ACT

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990 (“ADA”), **[name of public entity]** will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs, or activities.

Employment: **[Name of public entity]** does not discriminate on the basis of disability in its hiring or employment practices and complies with all regulations promulgated by the U.S. Equal Employment Opportunity Commission under Title I of the ADA.

Effective Communication: **[Name of public entity]** will generally, upon request, provide appropriate aids and services leading to effective communication for qualified persons with disabilities so they can participate equally in the **[name of public entity’s]** programs, services, and activities, including qualified sign language interpreters, documents in Braille, and other ways of making information and communications accessible to people who have speech, hearing, or vision impairments.

Modifications to Policies and Procedures: **[Name of public entity]** will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all of its programs, services, and activities. For example, individuals with service animals are welcomed in **[name of public entity]** offices, even where pets are generally prohibited.

Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a program, service, or activity of [name of public entity], should contact the office of **[name and contact information for ADA Coordinator]** as soon as possible but no later than 48 hours before the scheduled event.

The ADA does not require **[name of public entity]** to take any action that would fundamentally alter the nature of its programs or services, or impose an undue financial or administrative burden.

Complaints that a program, service, or activity of [name of public entity] is not accessible to persons with disabilities should be directed to **[name and contact information for ADA Coordinator]**.

[Name of public entity] will not place a surcharge on a particular individual with a disability or any group of individuals with disabilities to cover the cost of providing auxiliary aids/services or reasonable modifications of policy, such as retrieving items from locations that are open to the public but are not accessible to persons who use wheelchairs.

[Name of public entity]

Grievance Procedure Under The Americans with Disabilities Act

This Grievance Procedure is established to meet the requirements of the Americans with Disabilities Act of 1990 (“ADA”). It may be used by anyone who wishes to file a complaint alleging discrimination on the basis of disability in the provision of services, activities, programs, or benefits by the **[name of public entity]**. The **[e.g., State, City, County, Town]**'s Personnel Policy governs employment-related complaints of disability discrimination.

The complaint should be in writing and contain information about the alleged discrimination such as name, address, phone number of complainant and location, date, and description of the problem. Alternative means of filing complaints, such as personal interviews or a tape recording of the complaint, will be made available for persons with disabilities upon request.

The complaint should be submitted by the grievant and/or his/her designee as soon as possible but no later than 60 calendar days after the alleged violation to:

[Insert ADA Coordinator's name]
ADA Coordinator [and other title if appropriate]
[Insert ADA Coordinator's mailing address]

Within 15 calendar days after receipt of the complaint, ***[ADA Coordinator's name]*** or ***[his/her]*** designee will meet with the complainant to discuss the complaint and the possible resolutions. Within 15 calendar days of the meeting, ***[ADA Coordinator's name]*** or ***[his/her]*** designee will respond in writing, and where appropriate, in a format accessible to the complainant, such as large print, Braille, or audio tape. The response will explain the position of the ***[name of public entity]*** and offer options for substantive resolution of the complaint.

If the response by ***[name of ADA coordinator]*** or ***[his/her]*** designee does not satisfactorily resolve the issue, the complainant and/or his/her designee may appeal the decision within 15 calendar days after receipt of the response to ***the [City Manager/ County Commissioner, or other appropriate high-level official]*** or ***[his/her]*** designee.

Within 15 calendar days after receipt of the appeal, the ***[City Manager/ County Commissioner/ other appropriate high-level official]*** or ***[his/her]*** designee will meet with the complainant to discuss the complaint and possible resolutions. Within 15 calendar days after the meeting, the ***[City Manager/ County Commissioner/ other appropriate high-level official]*** or ***[his/her]*** designee will respond in writing, and, where appropriate, in a format accessible to the complainant, with a final resolution of the complaint.

All written complaints received by ***[name of ADA coordinator]*** or ***[his/her]*** designee, appeals to the ***[City Manager/ County Commissioner/other appropriate high-level official]*** or ***[his/her]*** designee, and responses from these two offices will be retained by the ***[public entity]*** for at least three years.