

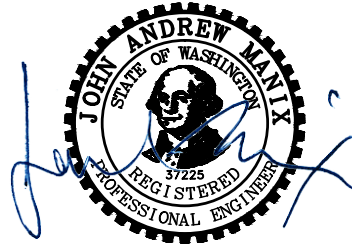


March 24, 2026

Curleigh (Jim) Carothers
City of Camas
616 NE 4th Avenue
Camas, Washington 98607

Via email: jcarothers@cityofcamas.us

Regarding: 2025 ADA Transition Plan
City of Camas – ADA Transition Plan
616 NE 4th Avenue
Camas, Washington
Apex Project 24011088



Dear Mr. Carothers:

This addendum letter serves as an update to the City of Camas' (City) original ADA Transition Plan prepared in 2015 (2015 ADA Transition Plan) and documents updates made since the previous adoption. See Appendix C for the 2015 ADA Transition Plan. The purpose of this addendum is to summarize key changes, including updated inventory data, revised prioritization, updated cost estimates, and adjustments to the implementation schedule. These updates reflect current conditions, completed improvements, and newly identified barriers within the public right-of-way.

This addendum ensures that the ADA Transition Plan remains a living document and continues to guide the City toward compliance with the Americans with Disabilities Act (ADA). By incorporating updated findings and aligning improvements with available funding programs, the City reaffirms its commitment to providing accessible facilities for all members of the community.

OVERVIEW

The Americans with Disabilities Act requires public agencies with responsibility over public facilities and right-of-way to maintain an updated Transition Plan that identifies barriers and outlines a schedule for their removal. The City completed a comprehensive ADA Transition Plan in 2015 to evaluate accessibility within the public right-of-way and establish a framework for compliance. The 2025 ADA Transition Plan fulfills the ADA requirement to periodically review and update this plan by reassessing existing conditions, documenting improvements completed since 2015, incorporating current federal and state accessibility standards, and identifying remaining barriers.

The 2025 ADA Transition Plan is informed by the 2025 ADA Self Evaluation Plan. The findings from the 2025 Self Evaluation Plan are included the 2025 ADA Transition plan are used to provide the scope of work for the projects proposed in the 2025 ADA Transition Plan.

The guidance in this document is based on the Washington State Department of Transportation Local Agencies Guide (LAG) manual. This approach ensures that accessibility upgrades are systematically evaluated and scheduled

based on community feedback and funding availability, while continuing to guide ADA implementation through the City's capital planning and maintenance programs.

This document shall be updated periodically, approximately every 5-10 years, to update project lists and review projects that have been completed.

ADA Coordinator for the Public Right-of-Way

This section provides the updated 2025 ADA Coordinator information for the City of Camas. Apex recommends that the City update its website and social media platforms to reflect the current ADA Coordinator information to ensure the public can easily access and utilize these resources. This role will process citizen requests for the City within the public right-of-way.

Name: James E. Carothers, Engineering Manager – City of Camas

Address: City of Camas
616 NE 4th Avenue
Camas, WA 98607

Phone: 360-817-7230

Email: jcarothers@cityofcamas.us

Citizen Request and Grievance Procedure

The City will maintain an ADA grievance process to provide responsive and equitable methods for individuals to submit ADA complaints or concerns related to accessibility throughout the city under Title II of the ADA. These complaints should be handled within the fifteen-day time period set forth by the United States Department of Justice. To ensure broad access, the City will offer a citizen request process with multiple submission options such as a standardized document form, social media platforms, and the City of Camas website. This allows citizens to provide input the most convenient way for them. See Appendix B for the updated citizen request form.

OBJECTIVES

The objectives outlined below were originally established in the 2015 ADA Transition Plan and were carried forward and incorporated into the 2025 ADA Plan update. These objectives continue to guide the City's approach to identifying barriers, prioritizing improvements, and implementing accessible infrastructure in an inclusive manner.

1. Establish criteria to prioritize locations for ADA improvements.
2. Prioritize streets as high, medium, or low priority for removing barriers impacting the disabled community.
3. Establish a list of projects that will eliminate barriers within the public right-of-way at high-priority locations.
4. Establish a schedule for completing high-priority projects.
5. Provide City staff with policy and procedure recommendations to guide future ADA upgrades as opportunities arise.
6. Complete the plan with a minimum of three Citizens Advisory Committee (CAC) meetings.

Throughout the update process, the CAC played a key role in supporting these objectives by assisting with the development of prioritization criteria, particularly for curb ramp replacements, and by providing location-specific

input on needed ADA upgrades. This collaborative effort helped ensure that the updated plan reflects both community experience and City implementation needs. The 2025 Self Evaluation plan documents the CAC process as well as the updated inventory. The following findings are from the 2025 Self Evaluation Plan.

SELF EVALUTION PLAN FINDINGS

Through three Community Advisory Committee (CAC) meetings, survey responses, and a downtown scribble map exercise, community members identified downtown Camas and City parks as the highest-priority areas for ADA improvements. Key concerns included uneven or uplifted sidewalks creating tripping hazards, the need for curb ramp upgrades, improved pedestrian push-button accessibility, clearer accessible parking in downtown, and consistent maintenance of a minimum four-foot clear pedestrian path.

The downtown corridor, particularly Birch Street, Cedar Street, Dallas Street, and Everett Street between 3rd Avenue and 6th Avenue, was identified as a primary focus area. Community input, combined with field verification, refined the prioritization of improvements and confirmed the need for both near-term low-cost improvements and full ramp replacements.

Review of post-2020 improvements found that portions of the original inventory, particularly in the downtown area, no longer reflected existing conditions. Several previously high-priority ramps had already been upgraded, confirming the need to supplement GIS-based prioritization with field verification and engineering judgment. Community input also provided important context in identifying remaining accessibility needs.

Updated evaluations informed the identification of improvement strategies, including full ramp replacements, low-cost ramp improvements, and pedestrian push-button upgrades documented in the 2025 ADA Transition Plan. Most park and lake access points within the public right-of-way were found to be compliant. Park related improvements remaining high priority were categorized into 6-Year TIP and 20-Year Comp Plan frameworks based on severity, connectivity, location, and feasibility.

SCOPE OF WORK OF ADA IMPROVEMENTS

The scope of work for the 2025 ADA Transition Plan was developed based on the CAC and staff input as well as professional judgement. The scope of work for various priorities were summarized in memos, with a scope of work and a cost estimate. See Appendix A for all project scoping memos.

Location Prioritization

Location prioritization is based on criteria identified in the updated Self Evaluation Report and the 2015 ADA Transition Plan. This ranking criterion was discussed at the final CAC meeting that allowed the community to provide feedback. The prioritized project list is as follows:

1. Downtown – Upgrade high- and medium priority ramps for upgrade with low-cost improvements. This is intended as an interim improvement until these ramps are altered.
2. Downtown – Upgrade sidewalks by grinding to address tripping and wheelchair barriers
3. Downtown – replace high- and medium-priority ramps that are not candidates for low-cost interim improvements
4. Downtown – Replace sidewalks that are barriers to people experiencing a disability
5. Downtown – Educate downtown businesses about keeping sidewalks open and barrier free and barrier removal
6. Downtown – Develop the City of Camas ADA Parking Policy and Parking Standards and implement new ADA parking spaces

7. Lake Parks (Heritage Park, Fallen Leaf Lake Park, Lacamas Park) – ADA access upgrades on streets within 0.25 mile of entrance.
8. Neighborhood Parks – ADA access upgrades on streets within 0.25 mile of entrance.
9. Traffic Signals – All traffic signal without ADA compliant push buttons.
10. 2015 ADA Transition Plan Project – High priority locations without completed improvements

A review of the community comments regarding trail systems within Lake Parks determined that these locations are not located within the public right-of-way. As a result, the updated ADA inventory and associated recommendations do not include improvements within the Lake Parks.

Downtown Camas was identified as the City’s highest priority area for ADA improvements based on community input, its high pedestrian activity, and its role as a central location for local businesses. As the community’s central gathering area, ensuring accessible routes and compliant curb ramps within the downtown core is critical to providing equitable access for all users.

To minimize disruption of downtown intersections and sidewalks, lower-cost improvements are proposed as an alternative to full replacements at locations with ramps that can be modified to significantly improve access — such as grinding curb ramp lips, adding detectable warning surfaces, or a combination of both—are recommended to be programmed into the City’s TIP to allow for timely and cost-effective barrier removal. Locations requiring full curb ramp reconstruction or more substantial infrastructure modifications will be incorporated into the City’s 20-Year Comp Plan to ensure long-term compliance and coordination with future capital improvement projects. This phased approach allows the City to make measurable near-term progress while strategically planning for larger investments that advance full ADA compliance over time.

The identified ADA improvements surrounding City parks used similar schedule methodology when suggesting which ramps to include in the TIP and Comp Plan. Ramp replacements located closer to park access points were included in the TIP and all other ramp replacements were categorized in the Comp Plan based on engineering judgment and geographic location.

COST ESTIMATE

Apex developed a cost estimating tool to provide planning-level estimates for full curb ramp replacements and low-cost improvements for the city. The spreadsheet is structured to be flexible and user-friendly, allowing City staff to update quantities, unit costs, and inflation assumptions over time. Users can manually adjust the number of full ramp replacements or improvements needed along specific corridors and at individual intersections throughout Camas. The ramp types included in the spreadsheet reflect the most common configurations identified during the inventory process and are consistent with the City of Camas Engineering Standard Details. Approximate quantities of four different ramp types were calculated to support accurate cost estimates.

As future ADA improvements are constructed, the City can incorporate completed work into the inventory database and update the cost tool accordingly to maintain an accurate and up-to-date implementation program for future Transition Plan updates.

Table 1 presents the estimated total project costs proposed for inclusion in the City’s 6-Year Transportation Improvement Program (TIP) and the 20-Year Comprehensive Plan (Comp Plan) from the cost estimating tool. The locations summarized in the table represent high-priority areas identified through input from members of the

CAC, as well as field assessments conducted as part of this update. Detailed cost estimates included in the TIP and Comp Plan are provided in the project scoping memos located in Appendix A.

Table 1. Planning Level Cost Estimates

Projects	6-Year TIP	20-Year Comp Plan
Downtown	\$68,000	\$356,000
Crown Park	\$170,000	\$139,000
Grass Valley	\$115,000	\$84,000
Forest Home	\$96,000	\$28,000
Dorothy Fox	\$166,000	\$382,000
Push Buttons	--	\$45,000
Incomplete Projects	--	\$298,000
Totals:	\$615,000	\$1,332,000

Low-Cost Improvements

Based on the City’s GIS inventory, many curb ramps within the downtown area were initially identified as high priority for replacement. However, following a detailed field review, looking at aerial imagery, and using engineering judgment, it was determined that a significant number of these ramps are already close to ADA compliance and can be addressed with targeted, low-cost improvements rather than full reconstruction.

In many cases, compliance deficiencies are limited to minor vertical lips at the gutter line or the absence of detectable warning surfaces (DWS). These issues can be corrected by grinding the curb ramp lip to create a flush transition with the roadway, installing DWS panels, or implementing a combination of both improvements. By focusing on these low-cost improvements, the City can efficiently reduce barriers and bring a substantial number of downtown curb ramps into compliance without the higher cost and disruption associated with full ramp replacement. This approach allows available funding to be leveraged more effectively while still achieving accessibility goals in the downtown.

Precision Concrete Cutting (PCC), a company specializing in the removal of trip hazards and ADA compliance solutions nationwide, was consulted as part of this process. PCC provided technical input and helped identify curb ramps within the downtown area where lip grinding could be implemented as a low-cost improvement. Apex suggests this company to inventory the downtown curb ramps when proceeding with these updates.

Through coordination with PCC, specific locations were evaluated to determine whether vertical lips could be corrected through precision grinding rather than full ramp reconstruction. Their expertise helped confirm that many of the identified deficiencies could be effectively addressed using this method, providing a cost-efficient

and minimally disruptive approach to improving accessibility while maintaining compliance with ADA standards. Appendix A also contains a preliminary inventory list and bid from PCC from their findings with Apex comments comparing low-cost improvement recommendations.

Through the public involvement process, the community expressed a priority to addressing uplifted sidewalks in the downtown. Roots from street trees often damage sidewalks, creating tripping hazards by lifting one side of a cracked panel. Typically, removal of the uplifted sidewalk panel and associated tree root removal is necessary to fully address the problem. However, this can be an expensive process and disruptive to pedestrian circulation. Grinding or trimming the uplifted sidewalk to create a flush surface between panels is a lower-cost alternative to full sidewalk and root removal. This approach can also be done with minimal sidewalk closures. While it may not be a permanent solution, some level of sidewalk cracking should be expected in areas with street trees. In locations with mature trees, growth rates are generally slower and future sidewalk displacement may occur gradually. Precision Concrete Cutting can provide an inspection of the downtown sidewalks and will provide a cost estimate for trimming sidewalk panels to eliminate uplifted sidewalks.

City Policy Recommendations

During the public involvement process, community members expressed a priority for keeping downtown sidewalks free from obstructions that limit pedestrian accessibility. The Public Right-of-Way Accessibility Guidelines (PROWAG) requires sidewalks to maintain a minimum continuous clear width of 4-feet, with a minimum width of 5 feet at least every 200 feet to allow for passing. Restrictions were noted in the downtown area due to street furnishings encroaching into the pedestrian clear zone.

Recommended Policy: The City should inform downtown businesses of the 4-foot minimum clear width requirement and encourage compliance.

Community members also expressed a desire for additional ADA parking spaces in the downtown area. This can be frustrating during community events where closed streets restrict access to some of the accessible parking spaces.

Recommended Policy: Manage downtown events to maintain or provide additional accessible parking during events when road closures occur.

FUNDING

The City of Camas will implement these ADA improvements in coordination with the funding programs identified in the City's adopted 6-Year TIP. Aligning ADA upgrades with this planning document ensure that improvements are funded and integrated with other capital improvement efforts. The 2026-2031 City TIP currently assumes an ADA Access Upgrades budget of \$675,000.

The projects identified in this ADA Transition Plan are intended to inform future updates to the City's 20-Year Comp Plan and the City will refine the Comp Plan project list and funding assumptions to reflect the prioritized ADA improvements outlined in this Transition Plan.

Refer to the 2015 ADA Transition Plan for grant funding opportunities not mentioned in this update.

Additional funding opportunities may include improvements completed in conjunction with development projects. As land is developed or redeveloped, frontage improvements are typically required. Corner lots are

generally required to install ADA-compliant curb ramps and sidewalks. Whenever pedestrian routes are “altered” by construction, corresponding pedestrian improvements are required. Typically, this applies to the City pavement management program. When streets are repaved, ADA curb ramp upgrades are included. These requirements can also include utility improvements and other construction in the public right-of-way that alter existing substandard ramps.

ADA UPGRADE SCHEDULE

A key component of the ADA Transition Plan is the development of a clear and actionable schedule of improvements that will guide the City toward full compliance with the ADA within the public right-of-way. This schedule identifies and prioritizes the improvements necessary to address barriers within the existing public right-of-way. By establishing a structured implementation framework, the City can systematically remove accessibility barriers and ensure that pedestrian facilities are usable by all members of the community.

The improvement priorities outlined in this section are informed by the findings of the Self-Evaluation Memo and the public involvement process. Community members, including the Citizen Advisory Committee (CAC), provided valuable input regarding locations where accessibility improvements are most needed. CAC feedback consistently identified downtown Camas and areas surrounding local parks as high-priority locations due to their importance as community destinations.

Based on these findings and input, Apex developed a prioritized ranking of projects to guide implementation within the 6-Year TIP and 20-Year Comp Plan. The improvement priorities outlined in this section are informed by the findings of the Self-Evaluation Memo and the public involvement process. Community members, including the CAC, provided valuable input regarding locations where accessibility improvements are most needed. Feedback consistently identified downtown Camas and areas surrounding local parks as high-priority locations due to their importance as community destinations. Lower-cost improvements in the downtown and full ramp replacements closest to park accesses were listed under the 6-Year TIP to allow for near-term action. Full ramp replacements surrounding parks and downtown Camas were prioritized under the 20-Year Comp Plan, along with push-button upgrades, to support long range funding and implementation.

The 6-Year TIP priority ranking is as follows:

1. Downtown
2. Dorothy Fox
3. Crown Park
4. Grass Valley
5. Forest Home

The 20-Year Comp Plan priority ranking is as follows:

1. Signals
2. Downtown
3. Incomplete 2015 Projects
4. Crown Park
5. Dorothy Fox

6. Grass Valley
7. Forest Home

By integrating ADA improvements into both the 6-Year TIP and the 20-Year Comp Plan, the City establishes a financially responsible and transparent approach to achieving compliance. This integration supports coordinated funding, capital planning, and project delivery, while demonstrating the City's long-term commitment to improving accessibility throughout the community.

CLOSING

Please feel free to contact me at 360.567.2117 or John.Manix@apexcos.com with any questions or comments.

Sincerely,

John Manix, PE
Senior Traffic Engineer

Attachment(s): Appendix A. Project Scoping Memos
Appendix B. ADA Request – Grievance Form
Appendix C. 2015 ADA Transition Plan

ERS:JAM

Appendix A

Project Scoping Memos



Memorandum

DATE: December 19, 2025

TO: Curleigh (Jim) Carothers

FROM: Apex Companies, LLC

PROJECT: 24011088—Camas ADA Plan Update

REGARDING: Camas ADA Plan: Downtown Project List

DOWNTOWN CAMAS CURB RAMP INVENTORY

A major component of the 2025 Camas ADA Self-Evaluation Plan update is the geographic information system (GIS) based inventory of all curb ramps within Camas, Washington. Apex Companies, LLC (Apex) developed a replacement priority-ranking methodology for this data based on existing ramp width, detectable warning surface type, and gutter-sidewalk lip and landing conditions. Using this methodology, all the curb ramp data supplied by the City of Camas (Camas) was categorized into three replacement priority levels: high, medium, and low. To support this effort, Apex conducted field investigations to verify the priority of curb ramp replacement and investigate if low-cost improvements can be implemented as an interim improvement to full curb ramp replacement. The field verification found many curb ramps ranked high priority for replacement could be brought up to near compliance with low-cost improvements. This included confirming locations where full curb ramp replacement is necessary.

The public involvement phase of the 2025 ADA Transition Plan Update identified downtown Camas as the most important location for Americans with Disabilities Act (ADA) ramp improvements. Based on the importance that residents placed on downtown Camas, Apex field inventoried all curb ramps within the downtown area and developed a list of projects that could be brought into near compliance through low-cost improvements where feasible. Curb ramps with no viable low-cost improvement options are recommended for full replacement to meet ADA standards. Low-cost improvements may include the installation of detectable warning surfaces (DWS) or grinding the lip of the curb ramp to achieve a flush transition with the roadway. To support this effort, Apex developed a cost-estimating tool for each curb ramp type commonly found throughout the city to estimate both low-cost improvement costs and full replacement costs.

Consistent with the Citizen Advisory Committee (CAC) feedback, downtown Camas is identified as the most important area for ADA upgrades. The CAC members provided field inventory feedback on any ramps or sidewalks that were especially important for upgrading. The CAC confirmed the approach to make interim low-cost improvements to bring the ramps up to near compliance.

The following sections present the project lists for low-cost improvements and full curb ramp replacements. These project lists represent planning-level estimates, and the number of projects within each category may increase or decrease as designs are refined and additional field verification is completed. See the attached cost estimate for additional details. These project lists are categorized as either low-cost improvement projects to be included in the City's 6-Year Transportation Improvement Program (TIP) or full ramp replacement locations to be included in the 20-Year Comprehensive Plan (Comp Plan).

LOW-COST IMPROVEMENT PROJECT LIST

The following intersections meet the criteria for a low-cost improvement within downtown Camas and are suggested in the 6-Year TIP:

- NE 6th Avenue / NE Birch Street
- NE 6th Avenue / NE Dallas Street
- NE 6th Avenue / NE Franklin Street
- NE 6th Avenue / NE Hayes Street
- NE 6th Avenue / NE Lone Street
- NE 6th Avenue / NE Joy Street
- NE 6th Avenue / NE Adams Street
- NE 6th Avenue / NE Birch Street
- NE 6th Avenue / NE Everett Street
- NE 5th Avenue / NE Franklin Street
- NE 5th Avenue / NE Hayes Street
- NE 5th Avenue / NE Lone Street
- Mid-block crossing on NE 4th Avenue between NE Adams Street and NE Birch Street
- NE 4th Avenue / NE Birch Street
- Mid-block crossing on NE 4th Avenue between NE Birch Street and NE Cedar Street
- NE 4th Avenue / NE Cedar Street
- Mid-block crossing on NE 4th Avenue between NE Cedar Street and NE Dallas Street
- NE 4th Avenue / NE Dallas Street
- NE 4th Avenue / NE Everett Street
- NE 4th Avenue / NE Franklin Street
- NE 4th Avenue / NE Hayes Street
- NE 4th Avenue / NE Joy Street
 - Southeast and southwest corners
- NE 2nd Avenue / NE Cedar Street
- NE 2nd Avenue / NE Everett Street
- NE 2nd Avenue / NE Hayes Street
 - Northeast and southeast corners
- NE 2nd Avenue / NE Lone Street
- NE 2nd Avenue / NE Joy Street
- NE 1st Avenue / NE Everett Street
- NE 1st Avenue / NE Franklin Street
- NE 1st Avenue / NE Garfield Street
- NE 1st Avenue / NE Hayes Street
 - Southwest corner
- NE 1st Avenue / NE Lone Street
- NE 1st Avenue / NE Joy Street

The total cost of these low-cost improvements within the downtown for inclusion in the 6-Year TIP is approximately \$68,000.

CURB RAMP REPLACEMENT PROJECT LIST

The following intersections meet the criteria for full ramp replacements within downtown Camas and are suggested for inclusion in the 20-Year Comp Plan:

- NE 6th Avenue / NE Cedar Street
- NE 5th Avenue / NE Cedar Street
- NE 5th Avenue / NE Dallas Street
- NE 4th Avenue / NE Joy Street
 - Northwest corner
- NE 2nd Avenue / NE Hayes Street
 - Southwest corner
- NE 1st Avenue / Hayes Street
 - Northwest corner

The total cost of the ramp replacements within the downtown for inclusion in the 20-Year Comp Plan is approximately \$356,000.

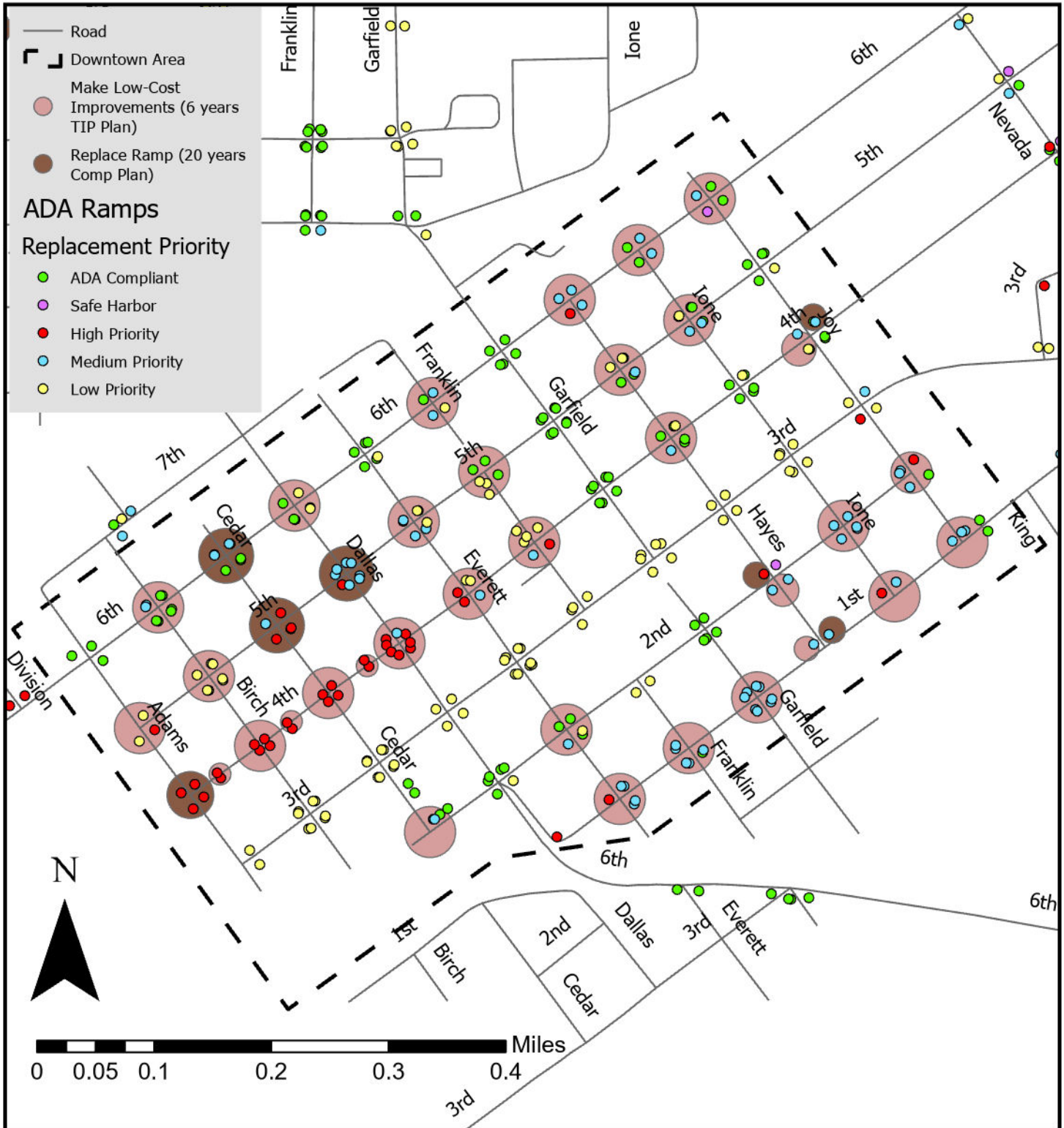
Attachments: Camas ADA Transition Plan – Downtown Intersection Ramp Improvements Figure
Downtown ADA Upgrade Cost Estimates

cc: Chris Lopez (City of Camas)

ES:JAM:tl

Camas ADA Transition Plan

Downtown Intersection Ramp Improvements



Camas ADA Transition Plan - Transportation Improvement Plan Cost Estimate

Intersection / Corridor Name: 1st Ave, 2nd Ave, 4th Ave, 5th Ave, and 6th Ave corridors
Area within Camas: Downtown

Item No.	Approx. Qty.	Unit	Description	Unit Price	Total
Street Construction					
1		LS	Mobilization (10% of Street Construction Total)		\$5,360
2	1	EACH	Erosion Control per ramp	\$200	\$0
3	1	EACH	Temporary Traffic Control & Signing per ramp	\$500	\$0
4	1	EACH	Removal of Structures & Obstructions per ramp	\$300	\$0
5	0	EACH	ADA Corner - ST21 / ST24 (Single Parallel / Mid-Block)	\$8,100	\$0
6	0	EACH	ADA Corner - ST20 (Single Perpendicular)	\$8,700	\$0
7	0	EACH	ADA Corner - ST21A (Dual Parallel)	\$14,700	\$0
8	0	EACH	ADA Corner - ST20A (Dual Perpendicular)	\$18,200	\$0
9	52	EACH	Low cost - Grind lip	\$300	\$15,600
10	28	EACH	Low Cost - Detectable Warning Surface (DWS)	\$500	\$14,000
11	30	EACH	Low Cost - Grind lip & DWS	\$800	\$24,000
12		EACH	Minor Changes (20% of Ramp Total Cost)		\$0

Street Subtotal	\$53,600
Sales Tax (0%)	\$0
Street Construction Total without Mobilization	\$53,600
Street Construction Total	\$59,000

Item No.	Approx. Qty.	Unit	Description	Unit Price	Total
Miscellaneous					
10	0	LS	Materials Testing	\$125	\$0
11	1	LS	Construction Design (15%) of Street Construction Cost		\$8,040
12	1	LS	Engineering Design (15%) of Ramp Total Cost		\$0

Miscellaneous Subtotal	\$8,040
Sales Tax (0%)	\$0
Miscellaneous Total	\$8,100

TOTAL PROJECT COST WITHOUT MOBILIZATION	\$61,700
TOTAL PROJECT COST	\$68,000

List of exclusions:

Utility pole relocations
 Right-of-way
 Traffic signals to be determined

Assumptions:

Catch basin adjustments: \$1,500 per every 4 ramps
 Low cost improvement assumes revising the existing ramp by adding either DWS, grinding lip, or both
 No inflation rate has been applied to these cost estimates.

List of typical obstructions:

Sign poles
 Mailboxes

*The number of recommended ramp replacements & low-cost improvements is an estimate and may increase or decrease as further work is conducted

Camas ADA Transition Plan - Comprehensive Plan Cost Estimate

Intersection / Corridor Name: 1st Ave, 2nd Ave, 4th Ave, 5th Ave, and 6th Ave corridors
Area within Camas: Downtown

Item No.	Approx. Qty.	Unit	Description	Unit Price	Total
Street Construction					
1		LS	Mobilization (10% of Street Construction Total)		\$25,880
2	1	EACH	Erosion Control per ramp	\$200	\$3,600
3	1	EACH	Temporary Traffic Control & Signing per ramp	\$500	\$9,000
4	1	EACH	Removal of Structures & Obstructions per ramp	\$300	\$5,400
5	0	EACH	ADA Corner - ST21 / ST24 (Single Parallel / Mid-Block)	\$8,100	\$0
6	13	EACH	ADA Corner - ST20 (Single Perpendicular)	\$8,700	\$113,100
7	1	EACH	ADA Corner - ST21A (Dual Parallel)	\$14,700	\$14,700
8	4	EACH	ADA Corner - ST20A (Dual Perpendicular)	\$18,200	\$72,800
9	0	EACH	Low cost - Grind lip	\$300	\$0
10	0	EACH	Low Cost - Detectable Warning Surface (DWS)	\$500	\$0
11	0	EACH	Low Cost - Grind lip & DWS	\$800	\$0
12		EACH	Minor Changes (20% of Ramp Total Cost)		\$40,120

Street Subtotal	\$258,720
Sales Tax (0%)	\$0
Street Construction Total without Mobilization	\$258,800
Street Construction Total	\$284,600

Item No.	Approx. Qty.	Unit	Description	Unit Price	Total
Miscellaneous					
10	18	LS	Materials Testing	\$125	\$2,250
11	1	LS	Construction Design (15%) of Street Construction Cost		\$38,820
12	1	LS	Engineering Design (15%) of Ramp Total Cost		\$30,090

Miscellaneous Subtotal	\$71,160
Sales Tax (0%)	\$0
Miscellaneous Total	\$71,200

TOTAL PROJECT COST WITHOUT MOBILIZATION	\$330,000
TOTAL PROJECT COST	\$356,000

List of exclusions:

Utility pole relocations
 Right-of-way
 Traffic signals to be determined

Assumptions:

Catch basin adjustments: \$1,500 per every 4 ramps.
 Low cost improvement assumes revising the existing ramp by adding either DWS, grinding lip, or both.
 No inflation rate has been applied to these cost estimates.

List of typical obstructions:

Sign poles
 Mailboxes

*The number of recommended ramp replacements & low-cost improvements is an estimate and may increase or decrease as further work is conducted



Memorandum

DATE: December 18, 2025
TO: Curleigh (Jim) Carothers
FROM: Apex Companies, LLC
PROJECT: 24011088—Camas ADA Plan Update
REGARDING: Camas ADA Plan: City Parks Project List

PARKS CURB RAMP INVENTORY

A major component of the 2025 Camas ADA Self-Evaluation Plan update is the geographic information system (GIS) based inventory of all curb ramps within Camas, Washington. Apex Companies, LLC (Apex) developed a replacement priority-ranking methodology for this data based on existing ramp width, detectable warning surface type, and gutter-sidewalk lip and landing conditions. Using this methodology, all curb ramp data provided by the City of Camas (Camas) were categorized into three replacement priority levels: high, medium, and low. To support this effort, Apex conducted a GIS analysis to identify high-priority curb ramps by location. A quarter-mile buffer was created around each park access point, and only high-priority ramps located within these buffers were selected for replacement. Many curb ramps initially ranked as high priority could be brought to near compliance through low-cost improvements rather than full replacement but at this time full replacement is recommended.

The public involvement phase of the 2025 ADA Transition Plan Update identified these parks' locations in Camas as important location for Americans with Disabilities Act (ADA) improvements. Curb ramps near parks are recommended for full replacement to meet ADA standards. Low-cost improvements may be a viable alternative such as installation of detectable warning surfaces (DWS) or grinding the lip of the curb ramp to achieve a flush transition with the roadway but further work is necessary. To support this effort, Apex developed a cost-estimating tool for each curb ramp type commonly found throughout the city to estimate both low-cost improvement costs and full replacement costs. See the attached cost estimate for more details.

These project lists represent planning-level estimates, and the number of projects within each category may increase or decrease as designs are refined and additional field verification is completed. The projects were categorized as either Transportation Improvement Plan (TIP) projects or Comprehensive Plan projects (see associated maps and cost estimates). This classification was based on factors such as urgency, geographic location, engineering judgment, and familiarity with the area.

GRASS VALLEY PARK CURB RAMP IMPROVEMENT PROJECT LIST

The following intersections meet the criteria for a high priority for replacement within Grass Valley Park surrounding area:

- NW JULIA ST / ADDRESS #3340
- NW EMILY WAY / NW 44TH AVE
- NW EMILY WAY / NW DAHLIA DR
- NW LEADBETTER PKWY/NW DAHLIA DR / NW DAHLIA DR/NW LEADBETTER PKWY
- NW DAHLIA LP / NW DAHLIA DR

- NW DAHLIA DR / NW 34TH CIR
- NW HUNSAKER CT / HOUSE #3336
- NW PACIFIC RIM DR / NW IRON HORSE CT

The total cost of the ramp replacements within the Grass Valley Park area is approximately \$199,000 with \$115,000 allocated to the Transportation Improvement Plan (TIP) and \$84,000 allocated to the Comprehensive Plan.

CROWN PARK CURB RAMP IMPROVEMENT PROJECT LIST

The following intersections meet the criteria for a high priority for replacement within Crown Park surrounding area:

- NE 14TH AVE / NE DALLAS ST
- NE 14TH AVE / DIVISION ST
- NW COUCH ST / NW 14TH AVE
- NW 15TH AVE/NW BENTON ST
- NW 15TH AVE/NW ASH ST
- NE 13TH AVE/NE ADAMS ST
- NE 17TH AVE / NE 17TH AVE (PARK HANDICAP ACCESS)
- NE 17TH AVE / NE DALLAS ST (CROWN PARK ACCESS)
- NW 13TH AVE / DIVISION ST
- NE 21ST AVE / NE BIRCH ST
- NE BIRCH ST / NE 19TH AVE
- NW BENTON ST / NW 18TH AVE

The total cost of the ramp replacements within the Crown Park area is approximately \$309,000 with \$170,000 allocated to the Transportation Improvement Plan (TIP) and \$139,000 allocated to the Comprehensive Plan.

FOREST HOME PARK CURB RAMP IMPROVEMENT PROJECT LIST

The following intersections meet the criteria for a high priority for replacement within Forest Home Park surrounding area

- NW LOGAN ST / FOREST HOME PARK (EAST PARKING LOT)
- NW 8TH AVE / CUL DE SAC / ADDRESS #1039
- NW LOGAN ST / NW 8TH AVE
- NW 7TH AVE / NW MEADOW RIDGE LN (PVT) (EAST INTERSECTION)
- NW 7TH AVE / NW IVY ST (WEST INTERSECTION)
- NW 7TH AVE / NW IVY ST / NW LOGAN ST
- NW IVY ST / NW 6TH AVE
- NW IVY ST / FOREST HOME PARK PARKING LOT
- NW IVY DR / NW 6TH AVE

The total cost of the ramp replacements within the Forest Home Park area is approximately \$124,000 with \$96,000 allocated to the Transportation Improvement Plan (TIP) and \$28,000 allocated to the Comprehensive Plan.

DOROTHY FOX PARK CURB RAMP IMPROVEMENT PROJECT LIST

The following intersections meet the criteria for a high priority for replacement within Dorothy Fox Park surrounding area:

- NW VALLEY ST / NW 28TH AVE
- NW VALLEY ST / NW 27TH CIR
- NW 26TH AVE / NW SUNSET CT
- NW ASTOR ST / NW 25TH AVE
- NW ASTOR ST / NW 22ND AVE
- NW SIERRA ST / DOROTHY FOX ELEMENTARY (EXIT ONLY)
- NW SIERRA ST / PARK CROSSWALK
- NW 22ND AVE / NW 22ND CIR
- NW 22ND AVE / NW WILLOW DR
- NW 22ND CIR / END OF STREET / ADDRESS #2314
- NW 25TH AVE / NW NORWOOD PL
- NW 26TH CIR / NW NORWOOD PL
- NW 26TH AVE / NW QUARTZ ST
- NW 27TH AVE (DOROTHY FOX ELEMENTARY) / NW SIERRA ST
- DOROTHY FOX ELEMENTARY (STAFF PARKING) / NW SIERRA ST
- NW UTAH ST / NW VALLEY ST
- NW 29TH CIR (PVT) / NW UTAH ST
- NW 30TH CIR (PVT) / NW UTAH ST
- NW 31ST CIR (PVT) / NW VALLEY ST
- NW 31ST WAY (PVT) / NW VALLEY ST
- NW 32ND CIR (PVT) / NW VALLEY ST
- NW VANGUARD PL (PVT) / NW 29TH AVE
- NW WATKINS CT / NW 29TH AVE

The total cost of the ramp replacements within the Dorothy Fox Park area is approximately \$548,000 with \$166,000 allocated to the Transportation Improvement Plan (TIP) and \$382,000 allocated to the Comprehensive Plan.

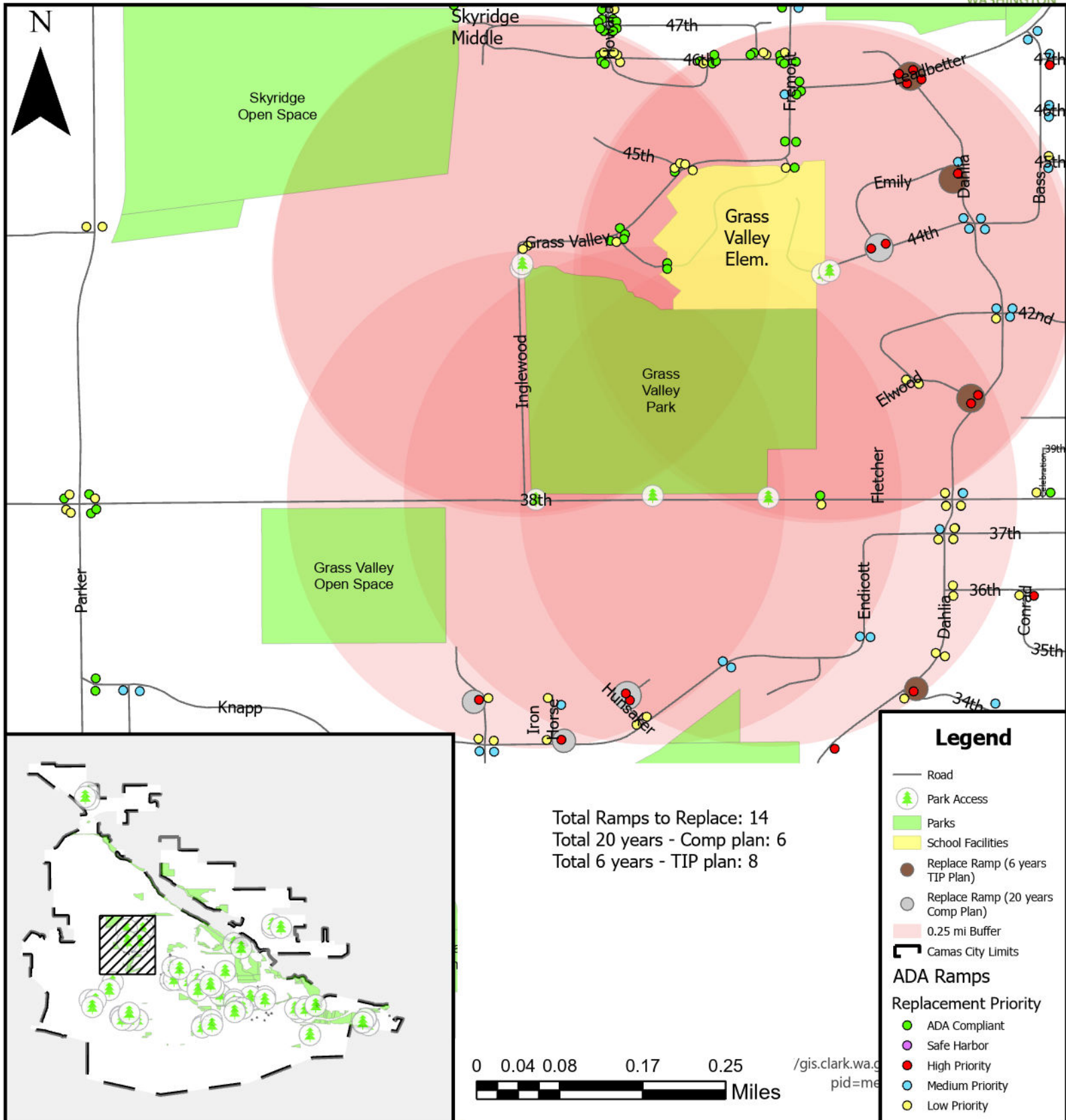
Attachments: Camas ADA Transition Plan – Parks Intersection Ramp Improvements Figures
Parks ADA Upgrade Cost Estimates

cc: Chris Lopez (City of Camas)

MT: JAM

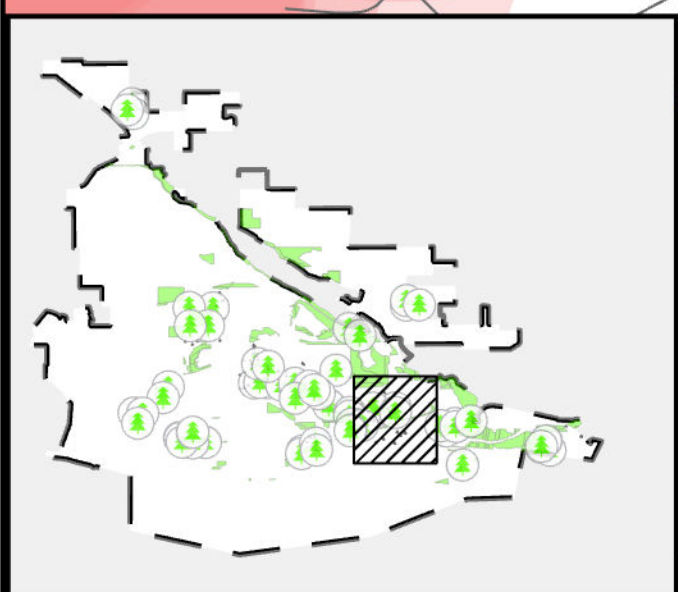
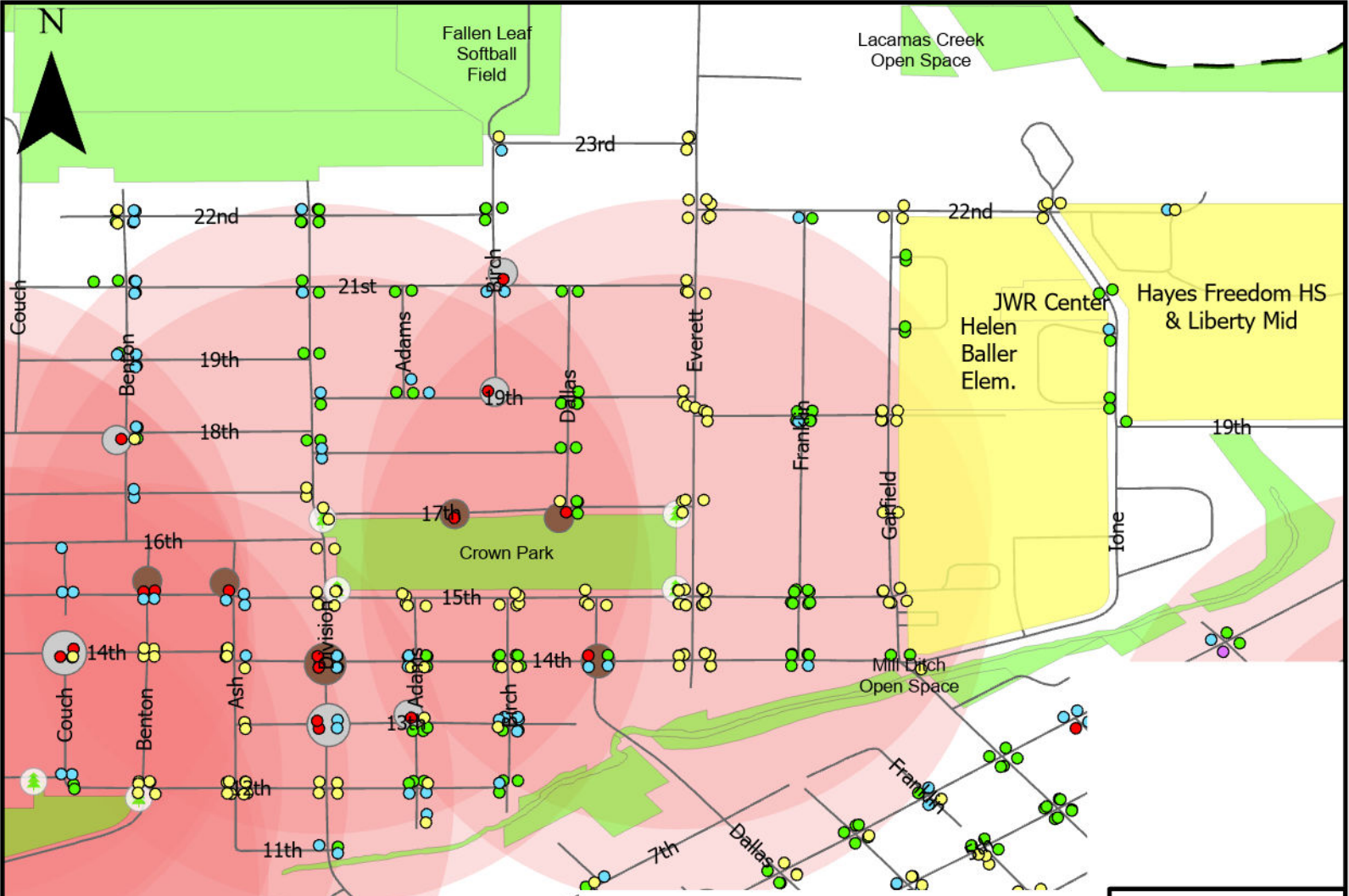
Camas ADA Transition Plan Update

Ramps Within 1/4 Mile of Grass Valley Park Access



Camas ADA Transition Plan Update

Ramps Within 1/4 Mile of Crown Park Access



Total Ramps to Replace: 23
 Total 20 years - Comp plan: 10
 Total 6 years - TIP plan: 12

Legend

- Road
- 🌲 Park Access
- 🌿 Parks
- 🏫 School Facilities
- Replace Ramp (6 years TIP Plan)
- Replace Ramp (20 years Comp Plan)
- 🌸 0.25 mi Buffer
- ⬛ Camas City Limits

ADA Ramps

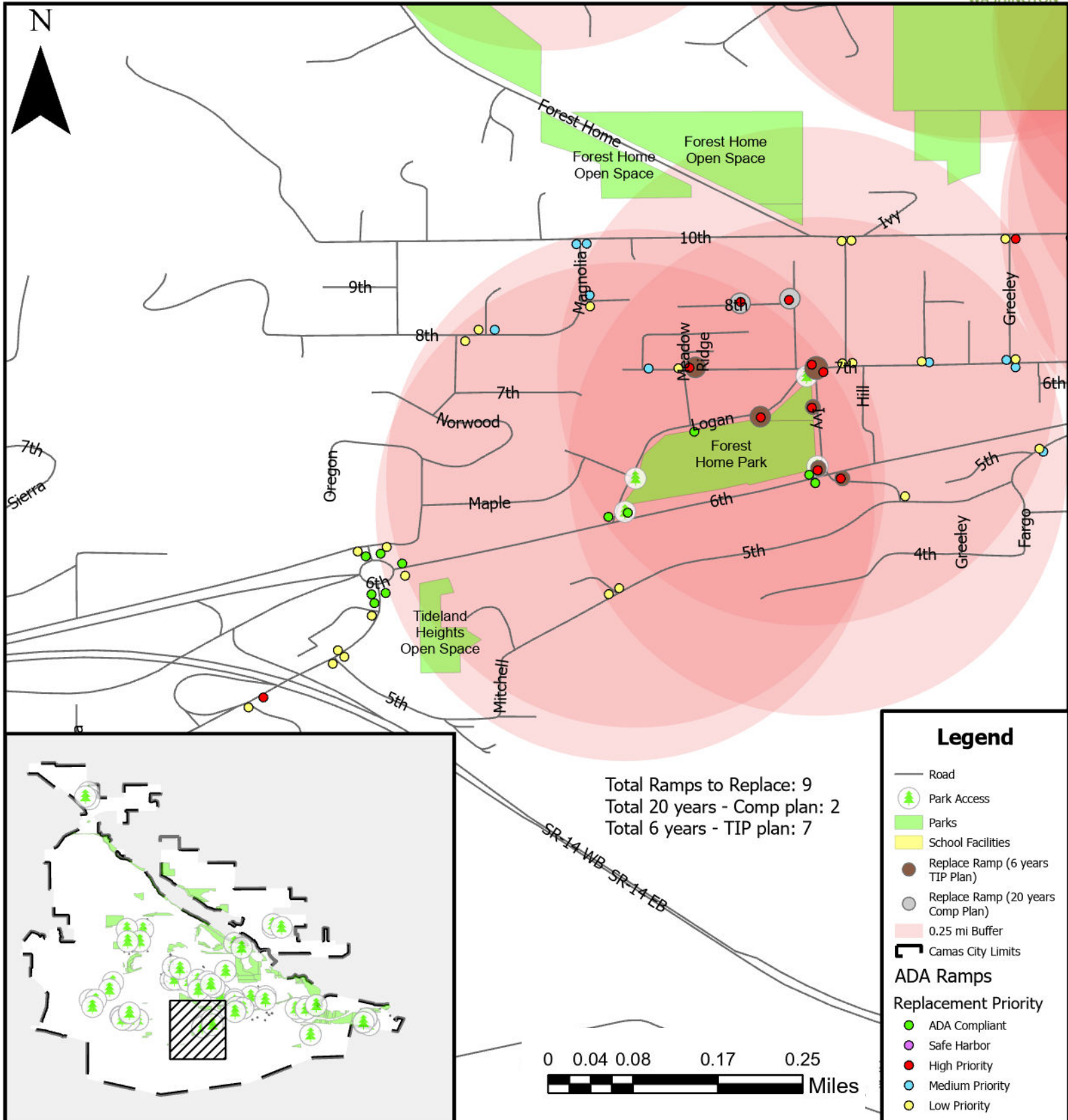
Replacement Priority

- ADA Compliant
- Safe Harbor
- High Priority
- Medium Priority
- Low Priority



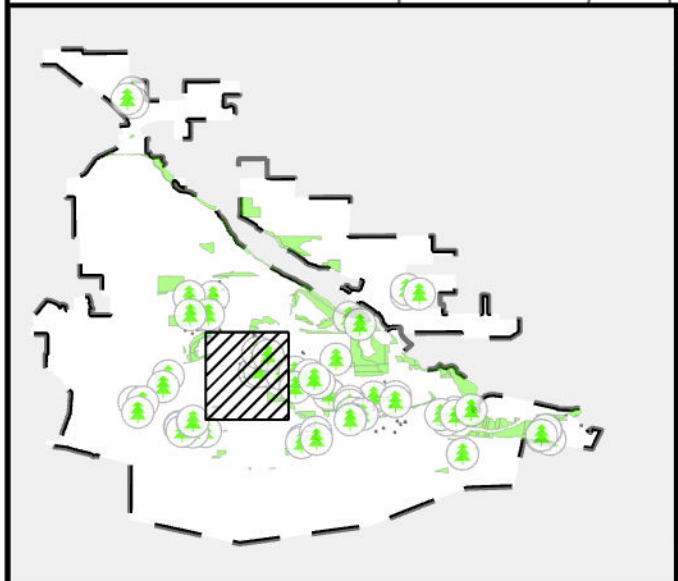
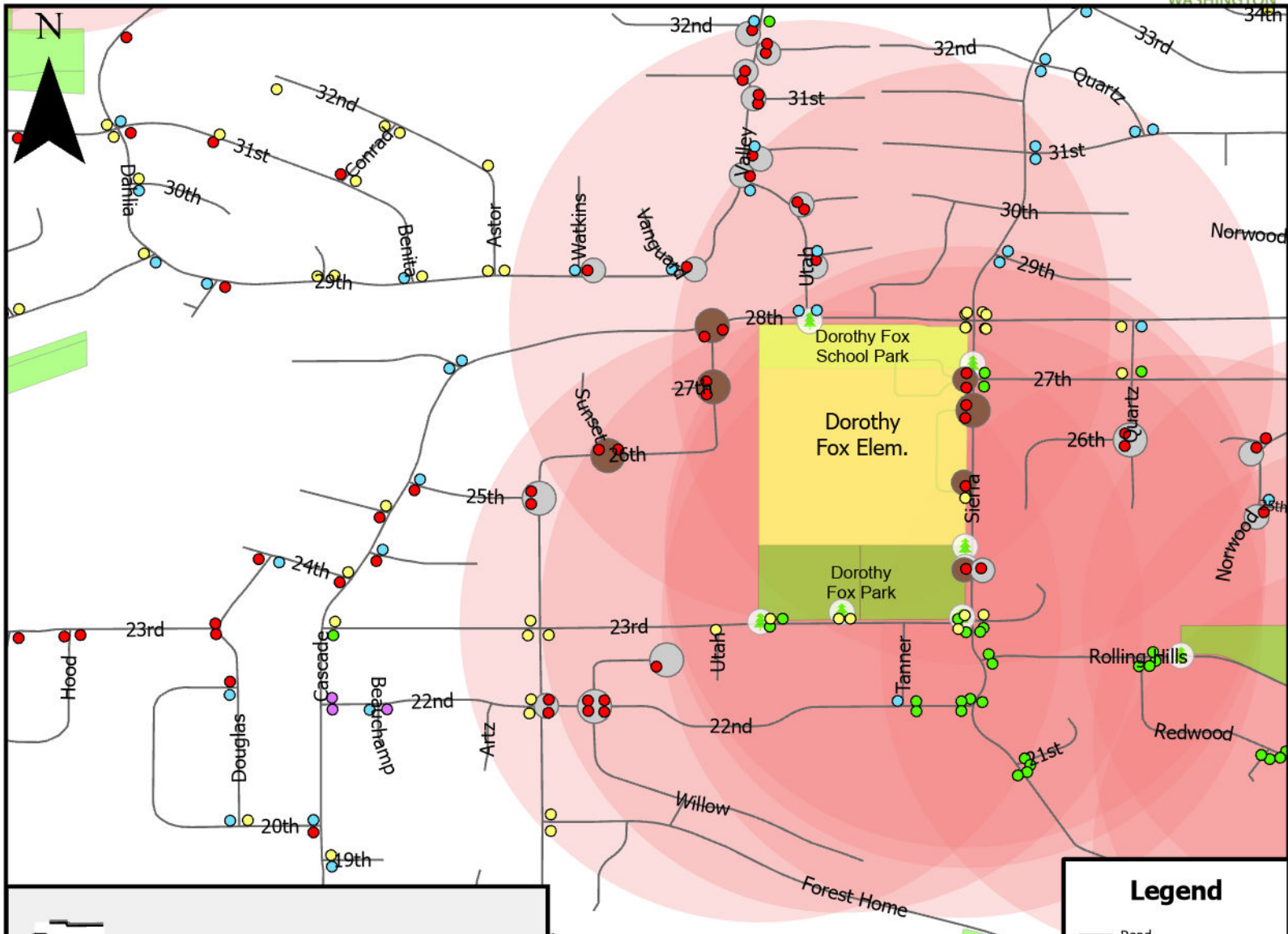
Camas ADA Transition Plan Update

Ramps Within 1/4 Mile of Forest Home Park Access



Camas ADA Transition Plan Update

Ramps Within 1/4 Mile of Dorothy Fox Park Access



Total Ramps to Replace: 40
 Total 20 years - Comp plan: 28
 Total 6 years - TIP plan: 12

Legend

- Road
- 🌲 Park Access
- 🌳 Parks
- 🏫 School Facilities
- Replace Ramp (6 years TIP Plan)
- Replace Ramp (20 years Comp Plan)
- 🌸 0.25 mi Buffer
- ▭ Camas City Limits

ADA Ramps

Replacement Priority

- ADA Compliant
- Safe Harbor
- High Priority
- Medium Priority
- Low Priority



Camas ADA Transition Plan - Transportation Improvement Plan Cost Estimate

Intersection / Corridor Name: Not Applicable
 Area within Camas: Grass Valley Park

Item No.	Approx. Qty.	Unit	Description	Unit Price	Total
Street Construction					
1		LS	Mobilization (10% of Street Construction Total)		\$9,010
2	1	EACH	Erosion Control per ramp	\$200	\$1,600
3	1	EACH	Temporary Traffic Control & Signing per ramp	\$500	\$4,000
4	1	EACH	Removal of Structures & Obstructions per ramp	\$300	\$2,400
5	2	EACH	ADA Corner - ST21 / ST24 (Single Parallel / Mid-Block)	\$8,100	\$16,200
6	6	EACH	ADA Corner - ST20 (Single Perpendicular)	\$8,700	\$52,200
7	0	EACH	ADA Corner - ST21A (Dual Parallel)	\$14,700	\$0
8	0	EACH	ADA Corner - ST20A (Dual Perpendicular)	\$18,200	\$0
9	0	EACH	Low Cost - Grind lip	\$500	\$0
10	0	EACH	Low Cost - Detachable Warning Surface (DWS)	\$500	\$0
11	0	EACH	Low Cost - Grind lip & DWS	\$1,000	\$0
12		EACH	Minor Changes (20% of Ramp Total Cost)		\$13,680

Street Subtotal	\$90,080
Sales Tax (0%)	\$0
Street Construction Total without Mobilization	\$90,100
Street Construction Total	\$90,100

Item No.	Approx. Qty.	Unit	Description	Unit Price	Total
Miscellaneous					
10	8	LS	Materials Testing	\$125	\$1,000
11	1	LS	Construction Design (15%) of Street Construction Cost		\$13,515
12	1	LS	Engineering Design (15%) of Ramp Total Cost		\$10,260

Miscellaneous Subtotal	\$24,775
Sales Tax (0%)	\$0
Miscellaneous Total	\$24,800

TOTAL PROJECT COST WITHOUT MOBILIZATION \$114,900
TOTAL PROJECT COST \$115,000

List of exclusions:

Utility pole relocations
 Right-of-way
 Traffic signals to be determined

Assumptions:

Catch basin adjustments: \$1,500 per every 4 ramps
 Low cost improvements assume revising the existing ramp by adding either DWS, grinding lip flush or both
 * Near school
 No inflation rate has been applied to these cost estimates

List of typical obstructions:

Sign poles
 Mailboxes

Grass Valley Park Ramps

Street Name	Cross_Street	Corner	ST#
NW EMILY WAY	NW DAHLIA DR	SW	ST21
NW LEADBETTER PKWY/NW DAHLIA DR	NW DAHLIA DR/NW LEADBETTER PKWY	SE	ST20
NW LEADBETTER PKWY/NW DAHLIA DR	NW DAHLIA DR/NW LEADBETTER PKWY	SW	ST20
NW LEADBETTER PKWY/NW DAHLIA DR	NW DAHLIA DR/NW LEADBETTER PKWY	NW	ST20
NW LEADBETTER PKWY/NW DAHLIA DR	NW DAHLIA DR/NW LEADBETTER PKWY	NE	ST20
NW DAHLIA LP	NW DAHLIA DR	SW	ST20
NW DAHLIA LP	NW DAHLIA DR	NW	ST20
NW DAHLIA DR	NW 34TH CIR	NE	ST21

Camas ADA Transition Plan - Comprehensive Plan Cost Estimate

Intersection / Corridor Name: Not Applicable
 Area within Camas: Grass Valley Park

Item No.	Approx. Qty.	Unit	Description	Unit Price	Total
Street Construction					
1		LS	Mobilization (10% of Street Construction Total)		\$6,580
2	1	EACH	Erosion Control per ramp	\$200	\$1,200
3	1	EACH	Temporary Traffic Control & Signing per ramp	\$500	\$3,000
4	1	EACH	Removal of Structures & Obstructions per ramp	\$300	\$1,800
5	4	EACH	ADA Corner - ST21 / ST24 (Single Parallel / Mid-Block)	\$8,100	\$32,400
6	2	EACH	ADA Corner - ST20 (Single Perpendicular)	\$8,700	\$17,400
7	0	EACH	ADA Corner - ST21A (Dual Parallel)	\$14,700	\$0
8	0	EACH	ADA Corner - ST20A (Dual Perpendicular)	\$18,200	\$0
9	0	EACH	Low Cost - Grind lip	\$500	\$0
10	0	EACH	Low Cost - Detachable Warning Surface (DWS)	\$500	\$0
11	0	EACH	Low Cost - Grind lip & DWS	\$1,000	\$0
12		EACH	Minor Changes (20% of Ramp Total Cost)		\$9,960

Street Subtotal	\$65,760
Sales Tax (0%)	\$0
Street Construction Total without Mobilization	\$65,800
Street Construction Total	\$65,800

Item No.	Approx. Qty.	Unit	Description	Unit Price	Total
Miscellaneous					
10	6	LS	Materials Testing	\$125	\$750
11	1	LS	Construction Design (15%) of Street Construction Cost		\$9,870
12	1	LS	Engineering Design (15%) of Ramp Total Cost		\$7,470

Miscellaneous Subtotal	\$18,090
Sales Tax (0%)	\$0
Miscellaneous Total	\$18,100

TOTAL PROJECT COST WITHOUT MOBILIZATION	\$83,900
TOTAL PROJECT COST	\$84,000

List of exclusions:

Utility pole relocations
 Right-of-way
 Traffic signals to be determined

Assumptions:

Catch basin adjustments: \$1,500 per every 4 ramps
 Low cost improvements assume revising the existing ramp by adding either DWS, grinding lip flush or both
 * Near school
 No inflation rate has been applied to these cost estimates

List of typical obstructions:

Sign poles
 Mailboxes

Grass Valley Park Ramps

Street Name	Cross_Street ADDRESS #3334	Corner	ST#
NW JULIA ST		NW	ST24
NW EMILY WAY	NW 44TH AVE	NE	ST20
NW EMILY WAY	NW 44TH AVE	NW	ST20
NW HUNSAKER CT	HOUSE #3336	E	ST21
NW HUNSAKER CT	HOUSE #3336	W	ST21
NW PACIFIC RIM DR	NW IRON HORSE CT	E	ST21

Camas ADA Transition Plan - Transportation Improvement Plan Cost Estimate

Intersection / Corridor Name: Not Applicable
 Area within Camas: Crown Park

Item No.	Approx. Qty.	Unit	Description	Unit Price	Total
Street Construction					
1		LS	Mobilization (10% of Street Construction Total)		\$13,060
2	1	EACH	Erosion Control per ramp	\$200	\$2,400
3	1	EACH	Temporary Traffic Control & Signing per ramp	\$500	\$6,000
4	1	EACH	Removal of Structures & Obstructions per ramp	\$300	\$3,600
5	6	EACH	ADA Corner - ST21 / ST24 (Single Parallel / Mid-Block)	\$8,100	\$48,600
6	6	EACH	ADA Corner - ST20 (Single Perpendicular)	\$8,700	\$52,200
7	0	EACH	ADA Corner - ST21A (Dual Parallel)	\$14,700	\$0
8	0	EACH	ADA Corner - ST20A (Dual Perpendicular)	\$18,200	\$0
9	0	EACH	Low Cost - Grind lip	\$500	\$0
10	0	EACH	Low Cost - Detactable Warning Surface (DWS)	\$500	\$0
11	0	EACH	Low Cost - Grind lip & DWS	\$1,000	\$0
12		EACH	Minor Changes (20% of Ramp Total Cost)		\$20,160

Street Subtotal	\$130,560
Sales Tax (0%)	\$0
Street Construction Total without Mobilization	\$130,600
Street Construction Total	\$133,000

Item No.	Approx. Qty.	Unit	Description	Unit Price	Total
Miscellaneous					
10	12	LS	Materials Testing	\$125	\$1,500
11	1	LS	Construction Design (15%) of Street Construction Cost		\$19,590
12	1	LS	Engineering Design (15%) of Ramp Total Cost		\$15,120

Miscellaneous Subtotal	\$36,210
Sales Tax (0%)	\$0
Miscellaneous Total	\$36,300

TOTAL PROJECT COST WITHOUT MOBILIZATION \$166,900

TOTAL PROJECT COST \$170,000

List of exclusions:

Utility pole relocations
 Right-of-way
 Traffic signals to be determined

Assumptions:

Catch basin adjustments: \$1,500 per every 4 ramps
 Low cost improvements assume revising the existing ramp by adding either DWS, grinding lip flush or both
 * Near school
 No inflation rate has been applied to these cost estimates

List of typical obstructions:

Sign poles
 Mailboxes

Crown Park Ramps

Street Name	Cross Street	Corner	ST#
NE 13TH AVE/NE ADAMS ST	NE ADAMS ST/NE 13TH AVE	NW	ST20
NE 14TH AVE	NE DALLAS ST	NW	ST20
NE 14TH AVE	NE DALLAS ST	NE	ST20
NE 14TH AVE	NE DALLAS ST	SW	ST20
NE 14TH AVE	NE DALLAS ST	SE	ST20
NE 14TH AVE	DIVISION ST	SW	ST20
NW 14TH AVE	DIVISION ST	NE	ST21
NW 14TH AVE	DIVISION ST	NW	ST21
NW 14TH AVE	DIVISION ST	SE	ST21
NE 21ST AVE	NE BIRCH ST	NW	ST21
NE BIRCH ST	NE 19TH AVE	SW	ST21
NW BENTON ST	NW 18TH AVE	E	ST21

Camas ADA Transition Plan - Comprehensive Plan Cost Estimate

Intersection / Corridor Name: Not Applicable
 Area within Camas: Crown Park

Item No.	Approx. Qty.	Unit	Description	Unit Price	Total
Street Construction					
1		LS	Mobilization (10% of Street Construction Total)		\$10,670
2	1	EACH	Erosion Control per ramp	\$200	\$2,000
3	1	EACH	Temporary Traffic Control & Signing per ramp	\$500	\$5,000
4	1	EACH	Removal of Structures & Obstructions per ramp	\$300	\$3,000
5	8	EACH	ADA Corner - ST21 / ST24 (Single Parallel / Mid-Block)	\$8,100	\$64,800
6	2	EACH	ADA Corner - ST20 (Single Perpendicular)	\$8,700	\$17,400
7	0	EACH	ADA Corner - ST21A (Dual Parallel)	\$14,700	\$0
8	0	EACH	ADA Corner - ST20A (Dual Perpendicular)	\$18,200	\$0
9	0	EACH	Low Cost - Grind lip	\$500	\$0
10	0	EACH	Low Cost - Detactable Warning Surface (DWS)	\$500	\$0
11	0	EACH	Low Cost - Grind lip & DWS	\$1,000	\$0
12		EACH	Minor Changes (20% of Ramp Total Cost)		\$16,440

Street Subtotal	\$106,640
Sales Tax (0%)	\$0
Street Construction Total without Mobilization	\$106,700
Street Construction Total	\$108,700

Item No.	Approx. Qty.	Unit	Description	Unit Price	Total
Miscellaneous					
10	10	LS	Materials Testing	\$125	\$1,250
11	1	LS	Construction Design (15%) of Street Construction Cost		\$16,005
12	1	LS	Engineering Design (15%) of Ramp Total Cost		\$12,330

Miscellaneous Subtotal	\$29,585
Sales Tax (0%)	\$0
Miscellaneous Total	\$29,600

TOTAL PROJECT COST WITHOUT MOBILIZATION	\$136,300
TOTAL PROJECT COST	\$139,000

List of exclusions:

Utility pole relocations
 Right-of-way
 Traffic signals to be determined

Assumptions:

Catch basin adjustments: \$1,500 per every 4 ramps
 Low cost improvements assume revising the existing ramp by adding either DWS, grinding lip flush or both
 * Near school
 No inflation rate has been applied to these cost estimates

List of typical obstructions:

Sign poles
 Mailboxes

Crown Park Ramps

Street Name	Cross Street	Corner	ST#
NW COUCH ST	NW 14TH AVE	NE	ST21
NW COUCH ST	NW 14TH AVE	SE	ST21
NW COUCH ST	NW 14TH AVE	SW	ST21
NE 13TH AVE/NE ADAMS ST	NE ADAMS ST/NE 13TH AVE	NW	ST20
NW 13TH AVE	DIVISION ST	NW	ST21
NW 13TH AVE	DIVISION ST	NW	ST20
NW 14TH AVE	DIVISION ST	NE	ST21
NE 21ST AVE	NE BIRCH ST	NW	ST21
NE BIRCH ST	NE 19TH AVE	SW	ST21
NW BENTON ST	NW 18TH AVE	E	ST21

Camas ADA Transition Plan - Comprehensive Plan Cost Estimate

Intersection / Corridor Name: Not Applicable
 Area within Camas: Forest Home Park

Item No.	Approx. Qty.	Unit	Description	Unit Price	Total
Street Construction					
1		LS	Mobilization (10% of Street Construction Total)		\$2,110
2	1	EACH	Erosion Control per ramp	\$200	\$400
3	1	EACH	Temporary Traffic Control & Signing per ramp	\$500	\$1,000
4	1	EACH	Removal of Structures & Obstructions per ramp	\$300	\$600
5	2	EACH	ADA Corner - ST21 / ST24 (Single Parallel / Mid-Block)	\$8,100	\$16,200
6	0	EACH	ADA Corner - ST20 (Single Perpendicular)	\$8,700	\$0
7	0	EACH	ADA Corner - ST21A (Dual Parallel)	\$14,700	\$0
8	0	EACH	ADA Corner - ST20A (Dual Perpendicular)	\$18,200	\$0
9	0	EACH	Low Cost - Grind lip	\$500	\$0
10	0	EACH	Low Cost - Detachable Warning Surface (DWS)	\$500	\$0
11	0	EACH	Low Cost - Grind lip & DWS	\$1,000	\$0
12		EACH	Minor Changes (20% of Ramp Total Cost)		\$3,240

Street Subtotal	\$21,040
Sales Tax (0%)	\$0
Street Construction Total without Mobilization	\$21,100
Street Construction Total	\$21,500

Item No.	Approx. Qty.	Unit	Description	Unit Price	Total
Miscellaneous					
10	2	LS	Materials Testing	\$125	\$250
11	1	LS	Construction Design (15%) of Street Construction Cost		\$3,165
12	1	LS	Engineering Design (15%) of Ramp Total Cost		\$2,430

Miscellaneous Subtotal	\$5,845
Sales Tax (0%)	\$0
Miscellaneous Total	\$5,900

TOTAL PROJECT COST WITHOUT MOBILIZATION \$27,000

TOTAL PROJECT COST \$28,000

List of exclusions:

Utility pole relocations
 Right-of-way
 Traffic signals to be determined

Assumptions:

Catch basin adjustments: \$1,500 per every 4 ramps
 Low cost improvements assume revising the existing ramp by adding either DWS, grinding lip flush or both
 * Near school
 No inflation rate has been applied to these cost estimates

List of typical obstructions:

Sign poles
 Mailboxes

Forest Home Park Ramps

Street Name	Cross_Street	Corner	ST#
NW 8TH AVE	CUL DE SAC / ADDRESS #1039	NE	ST21
NW LOGAN ST	NW 8TH AVE	NW	ST21

Camas ADA Transition Plan - Transportation Improvement Plan Cost Estimate

Intersection / Corridor Name: Not Applicable
 Area within Camas: Dorothy Fox Park

Item No.	Approx. Qty.	Unit	Description	Unit Price	Total
Street Construction					
1		LS	Mobilization (10% of Street Construction Total)		\$12,770
2	1	EACH	Erosion Control per ramp	\$200	\$2,400
3	1	EACH	Temporary Traffic Control & Signing per ramp	\$500	\$6,000
4	1	EACH	Removal of Structures & Obstructions per ramp	\$300	\$3,600
5	10	EACH	ADA Corner - ST21 / ST24 (Single Parallel / Mid-Block)	\$8,100	\$81,000
6	2	EACH	ADA Corner - ST20 (Single Perpendicular)	\$8,700	\$17,400
7	0	EACH	ADA Corner - ST21A (Dual Parallel)	\$14,700	\$0
8	0	EACH	ADA Corner - ST20A (Dual Perpendicular)	\$18,200	\$0
9	0	EACH	Low Cost - Grind lip	\$500	\$0
10	0	EACH	Low Cost - Detactable Warning Surface (DWS)	\$500	\$0
11		EACH	Low Cost - Grind lip & DWS	\$1,000	\$0
12		EACH	Minor Changes (20% of Ramp Total Cost)		\$19,680

Street Subtotal	\$127,680
Sales Tax (0%)	\$0
Street Construction Total without Mobilization	\$127,700
Street Construction Total	\$130,100

Item No.	Approx. Qty.	Unit	Description	Unit Price	Total
Miscellaneous					
10	12	LS	Materials Testing	\$125	\$1,500
11	1	LS	Construction Design (15%) of Street Construction Cost		\$19,155
12	1	LS	Engineering Design (15%) of Ramp Total Cost		\$14,760

Miscellaneous Subtotal	\$35,415
Sales Tax (0%)	\$0
Miscellaneous Total	\$35,500

TOTAL PROJECT COST WITHOUT MOBILIZATION \$163,200

TOTAL PROJECT COST \$166,000

List of exclusions:

Utility pole relocations
 Right-of-way
 Traffic signals to be determined

Assumptions:

Catch basin adjustments: \$1,500 per every 4 ramps
 * Near school
 No inflation rate has been applied to these cost estimates

List of typical obstructions:

Sign poles
 Mailboxes

Dorothy Fox Park Ramps

Street Name	Cross Street	Corner	ST#
NW VALLEY ST	NW 28TH AVE	SW	ST20
NW VALLEY ST	NW 28TH AVE	SE	ST20
NW VALLEY ST	NW 27TH CIR	SW	ST21
NW VALLEY ST	NW 27TH CIR	NW	ST21
NW 26TH AVE	NW SUNSET CT	NW	ST21
NW 26TH AVE	NW SUNSET CT	NE	ST21
NW SIERRA ST*	DOROTHY FOX ELEMENTARY (EXIT ONLY)	NW	ST21
NW SIERRA ST	PARK CROSSWALK	W	ST21
NW 27TH AVE (DOROTHY FOX ELEMENTARY)*	NW SIERRA ST	SW	ST21
NW 27TH AVE (DOROTHY FOX ELEMENTARY)*	NW SIERRA ST	NW	ST21
DOROTHY FOX ELEMENTARY (STAFF PARKING)*	NW SIERRA ST	SW	ST21
DOROTHY FOX ELEMENTARY (STAFF PARKING)*	NW SIERRA ST	NW	ST21

Camas ADA Transition Plan - Comprehensive Plan Cost Estimate

Intersection / Corridor Name: Not Applicable
 Area within Camas: Dorothy Fox Park

Item No.	Approx. Qty.	Unit	Description	Unit Price	Total
Street Construction					
1		LS	Mobilization (10% of Street Construction Total)		\$29,460
2	1	EACH	Erosion Control per ramp	\$200	\$5,600
3	1	EACH	Temporary Traffic Control & Signing per ramp	\$500	\$14,000
4	1	EACH	Removal of Structures & Obstructions per ramp	\$300	\$8,400
5	28	EACH	ADA Corner - ST21 / ST24 (Single Parallel / Mid-Block)	\$8,100	\$226,800
6	0	EACH	ADA Corner - ST20 (Single Perpendicular)	\$8,700	\$0
7	0	EACH	ADA Corner - ST21A (Dual Parallel)	\$14,700	\$0
8	0	EACH	ADA Corner - ST20A (Dual Perpendicular)	\$18,200	\$0
9	0	EACH	Low Cost - Grind lip	\$500	\$0
10	0	EACH	Low Cost - Detactable Warning Surface (DWS)	\$500	\$0
11		EACH	Low Cost - Grind lip & DWS	\$1,000	\$0
12		EACH	Minor Changes (20% of Ramp Total Cost)		\$45,360

Street Subtotal	\$294,560
Sales Tax (0%)	\$0
Street Construction Total without Mobilization	\$294,600
Street Construction Total	\$300,200

Item No.	Approx. Qty.	Unit	Description	Unit Price	Total
Miscellaneous					
10	28	LS	Materials Testing	\$125	\$3,500
11	1	LS	Construction Design (15%) of Street Construction Cost		\$44,190
12	1	LS	Engineering Design (15%) of Ramp Total Cost		\$34,020

Miscellaneous Subtotal	\$81,710
Sales Tax (0%)	\$0
Miscellaneous Total	\$81,800

TOTAL PROJECT COST WITHOUT MOBILIZATION **\$376,400**

TOTAL PROJECT COST \$382,000

List of exclusions:

Utility pole relocations
 Right-of-way
 Traffic signals to be determined

Assumptions:

Catch basin adjustments: \$1,500 per every 4 ramps
 * Near school
 No inflation rate has been applied to these cost estimates

List of typical obstructions:

Sign poles
 Mailboxes

Dorothy Fox Park Ramps

Street Name	Cross Street	Corner	ST#
NW ASTOR ST	NW 25TH AVE	SW	ST21
NW ASTOR ST	NW 25TH AVE	NW	ST21
NW ASTOR ST	NW 22ND AVE	SE	ST21
NW ASTOR ST	NW 22ND AVE	NE	ST21
NW SIERRA ST	PARK CROSSWALK	E	ST21
NW 22ND AVE	NW 22ND CIR	NE	ST21
NW 22ND AVE	NW 22ND CIR	NW	ST21
NW 22ND AVE	NW WILLOW DR	SW	ST21
NW 22ND AVE	NW WILLOW DR	SE	ST21
NW 22ND CIR	END OF STREET / ADDRESS #2314	SW	ST21
NW 25TH AVE	NW NORWOOD PL	SE	ST21
NW 26TH CIR	NW NORWOOD PL	SW	ST21
NW 26TH AVE	NW QUARTZ ST	SW	ST21
NW 26TH AVE	NW QUARTZ ST	NW	ST21
NW UTAH ST	NW VALLEY ST	NE	ST21
NW 29TH CIR (PVT)	NW UTAH ST	SE	ST21
NW 30TH CIR (PVT)	NW UTAH ST	SE	ST21
NW 30TH CIR (PVT)	NW UTAH ST	NE	ST21
NW 31ST CIR (PVT)	NW VALLEY ST	SE	ST21
NW 31ST WAY (PVT)	NW VALLEY ST	SE	ST21
NW 31ST WAY (PVT)	NW VALLEY ST	NE	ST21
NW 32ND CIR (PVT)	NW VALLEY ST	SE	ST21
NW 32ND CIR (PVT)	NW VALLEY ST	NE	ST21
NW 32ND CIR (PVT)	NW VALLEY ST	SW	ST21
NW 31ST WAY (PVT)	NW VALLEY ST	SW	ST21
NW 31ST WAY (PVT)	NW VALLEY ST	NW	ST21
NW VANGUARD PL (PVT)	NW 29TH AVE	NE	ST21
NW WATKINS CT	NW 29TH AVE	NE	ST21



Memorandum

DATE: December 23, 2025
TO: Curleigh (Jim) Carothers
FROM: Apex Companies, LLC
PROJECT: 24011088—Camas ADA Plan Update
REGARDING: Camas 2025 ADA Transition Plan Update: Status of 2015 ADA Transition Plan Project List

CAMAS 2015 ADA TRANSITION PLAN CURB RAMP INVENTORY

A major component of the 2025 Camas ADA Self-Evaluation Plan update is the geographic information system (GIS) based inventory of all curb ramps within Camas, Washington. Apex Companies, LLC (Apex) developed a replacement priority-ranking methodology for this data based on existing ramp width, detectable warning surface type, gutter-sidewalk lip and landing conditions. Using this methodology, all the curb ramp data supplied by the City of Camas (Camas) were categorized into three replacement priority levels: high, medium, and low. As part of the 2025 ADA Transition Plan (2025 Plan) Update, the original 2015 ADA Transition Plan (2015 Plan) was reviewed to verify if high and medium important locations had been addressed with ADA improvement upgrades. See Figures 1-4 from the 2015 Plan for High & Medium Locations. The current ramp inventory was compared with the 2015 projects to develop a list of projects for the 2025 update. It also mapped the work completed between when the 2015 Plan was completed and when the curb ramps and traffic signals were inventoried for the 2025 Plan. See Figure 5 and 6 – Status of 2015 ADA Transition Plan High and Medium Important Locations.

The 2015 Plan included an evaluation of roadway near destinations and services that may be utilized by members of the disabled community. For example, intersections along C-Tran bus service (route 92) run along E 3rd Avenue and NW 6th Avenue ranked important. All locations in the 2015 Plan that are ranked important in the 2025 Plan, such as in the downtown, parks and traffic signal were excluded in the evaluation. Only locations ranked important in the 2015 Plan and with curb ramps rated high-medium priority for ramp replacement were included. These project lists represent planning-level estimates for the 20-year City comprehensive plan. See the attached cost estimate for more details.

Three of the highlighted intersections below include cost estimates for pedestrian push button upgrades, which are incorporated into the total project cost. These signalized intersections are identified within the 2015 Incomplete Projects list; therefore, the push button upgrade costs have been included in this memo.

CURB RAMP REPLACEMENT PROJECT LIST

The following intersections from the 2015 ADA Transition Plan recommended for ramp replacement:

- NW 6th Avenue / NW Ash Street
- NW 6th Avenue / Division Street
- NE 3rd Avenue / N Shepperd Road
- NE 3rd Avenue / NE 2nd Avenue / 4th Avenue
- NE 3rd Avenue / NE Weir Street
- NW 28th Avenue / NW Logan Street

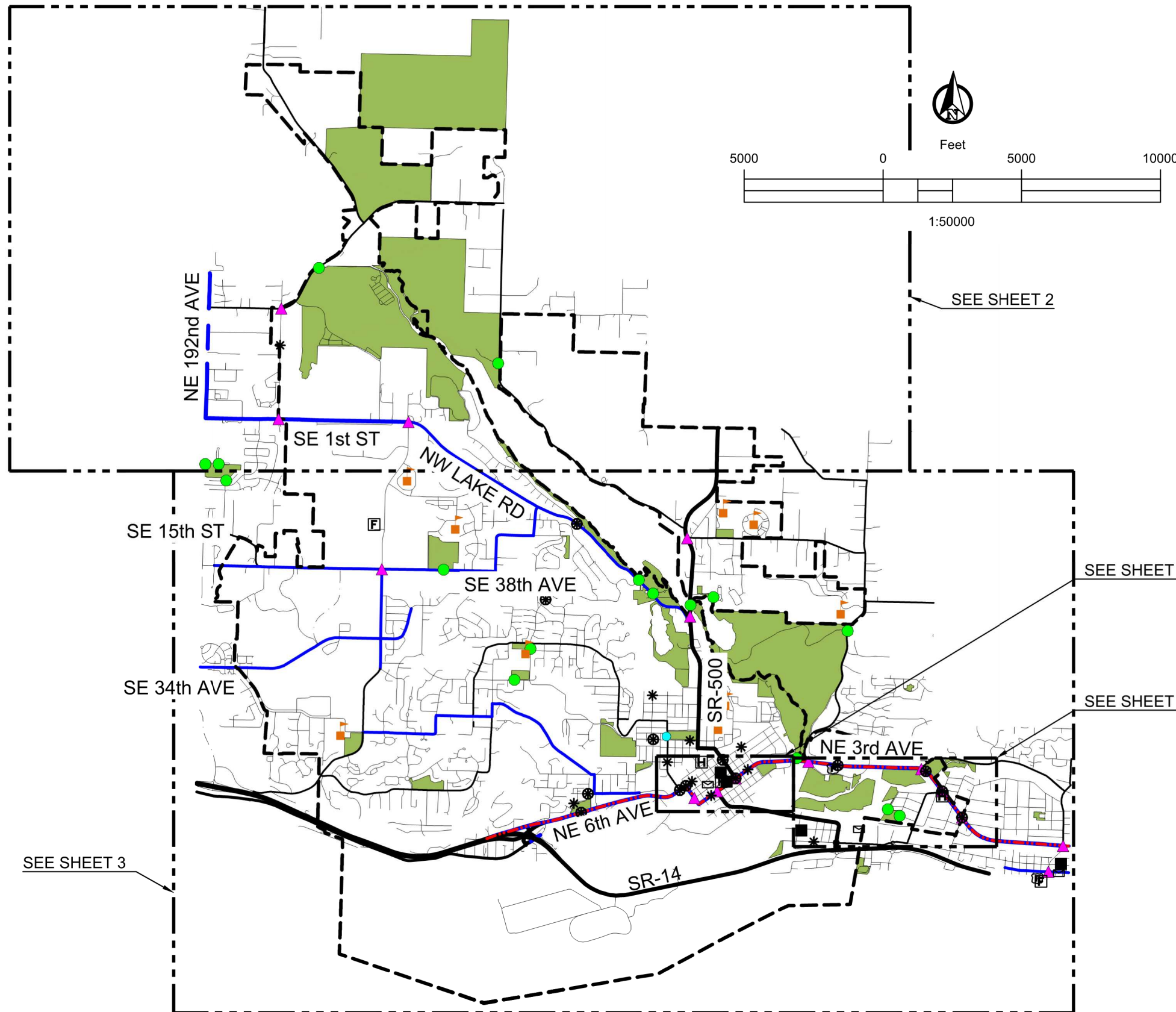
- NE Friberg-Strunk Street / SE 1st Street

The total cost of the ramp replacements and push button upgrades is approximately \$298,000. See attached cost estimate for more details.

Attachments: Figures 1-4 from the 2015 Plan for High & Medium Locations.
Figures 5-6 - 2015 ADA Transition Plan High and Medium Important Locations
Cost Estimates - Incomplete 2015 ADA Transition Plan Projects

cc: Chris Lopez (City of Camas)

MT:JAM



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 / Community Center
 - ✉ Post Office
 - 🏫 Schools
 - 👤 Senior Living Facility
- Collisions**
 - ⊗ Bike Collision
 - * Pedestrian Collision
- Parks
- ▭ City Limits
- Park Access
- ▲ Signals
- CTRAN Route 92

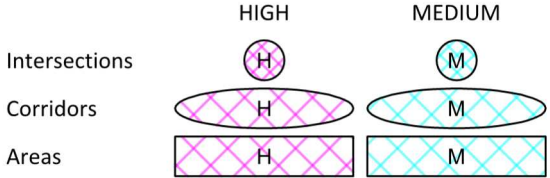
OVERALL MAP FOR:
CAMAS CITY-WIDE SELF EVALUTATION & ADA TRANSITION PLAN
 HIGH & MEDIUM PRIORITY LOCATIONS



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

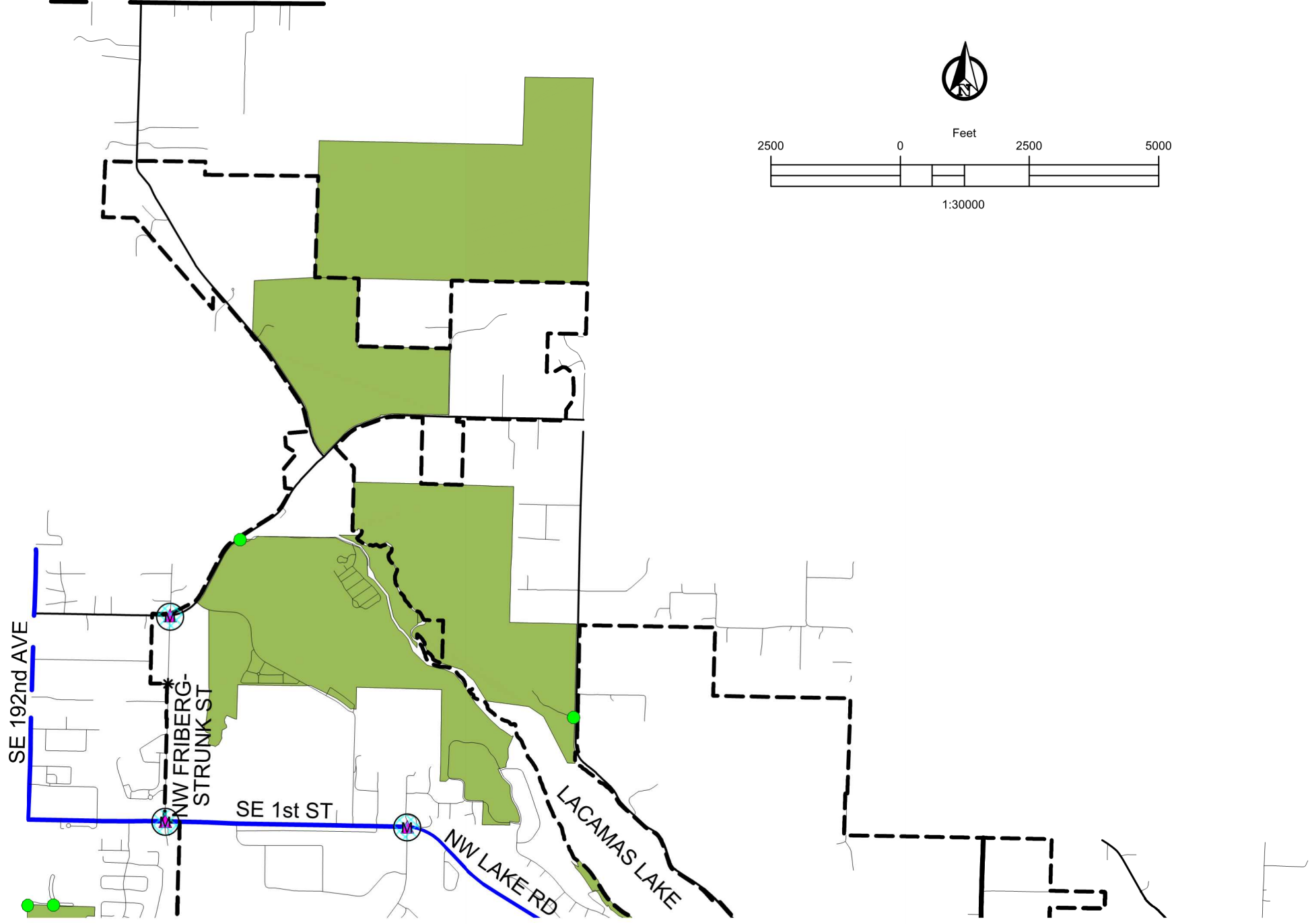
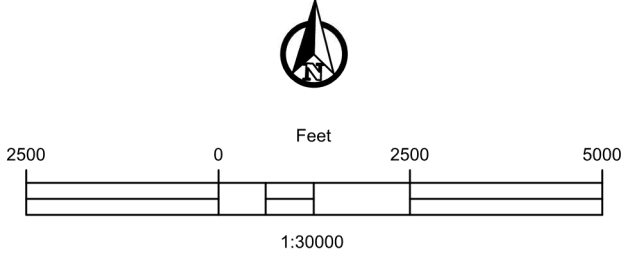
DESIGNED: N/A	SCALE H: N/A V: N/A	SHEET 1 4
DRAWN: MPA	DATE: DEC 2014	
CHECKED: JAM	JOB NO.: 3804	

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
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 - 👤 Senior Living Facility
- 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
 HIGH & MEDIUM PRIORITY LOCATIONS

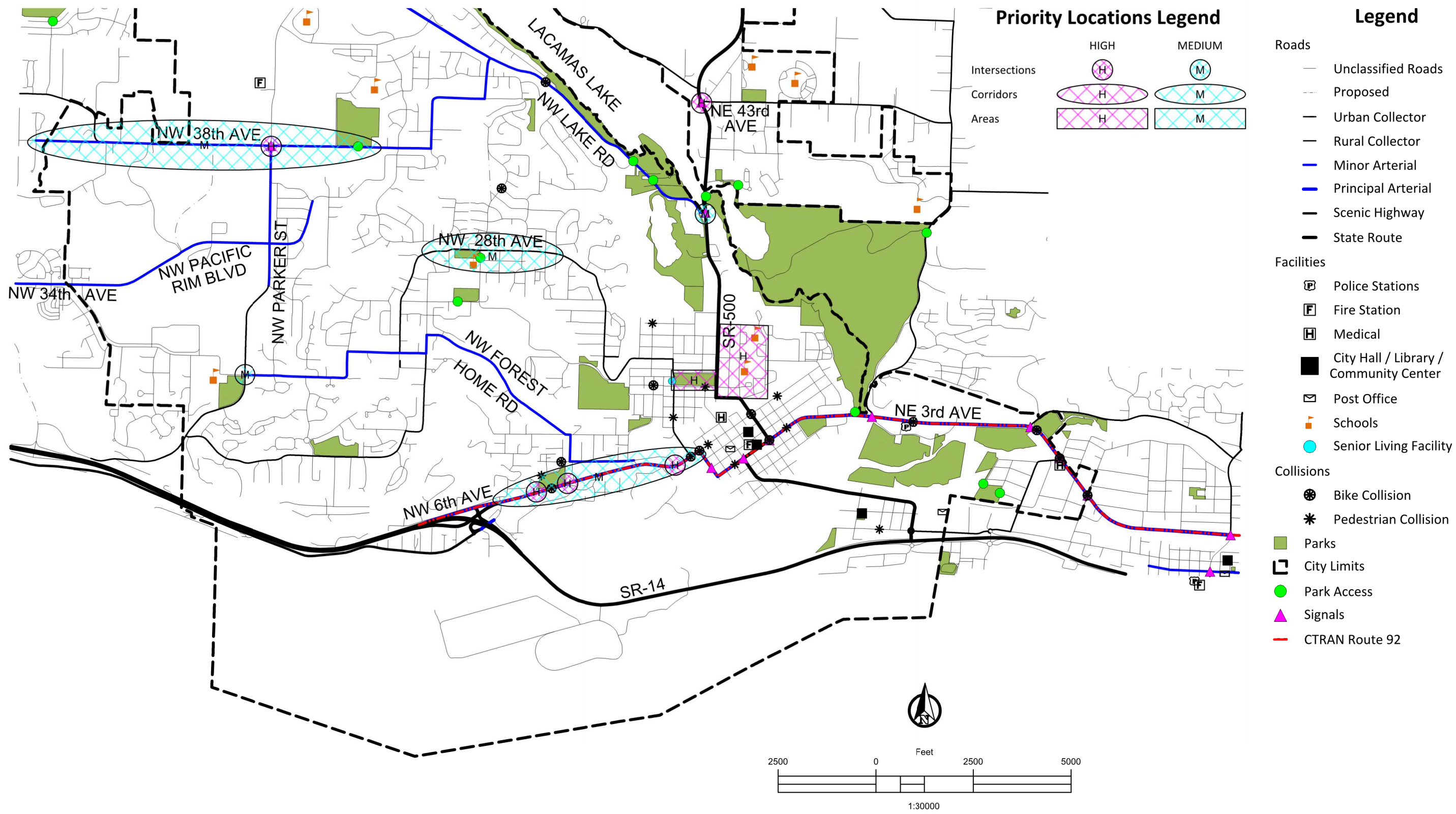


314 W 15th Street
 Vancouver, WA 98660-2927
 360/695-3488
 503/924-4005
 360/695-8767 fax
 Internet: www.hdjdg.com

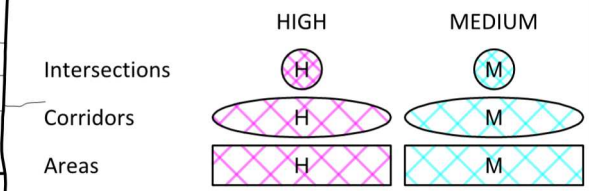
DESIGNED: N/A
 DRAWN: MPA
 CHECKED: JAM

SCALE H: N/A
 V: N/A
 DATE: DEC 2014
 JOB NO.: 3804

SHEET
 2
 4

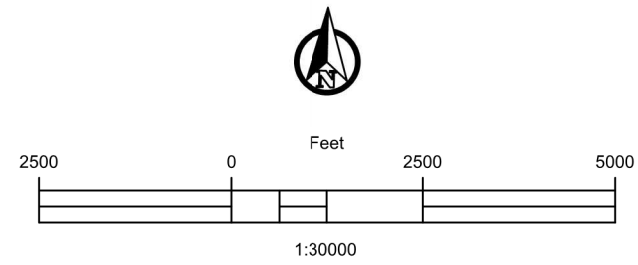


Priority Locations Legend



Legend

- Roads**
- Unclassified Roads
 - - - Proposed
 - Urban Collector
 - Rural Collector
 - Minor Arterial
 - Principal Arterial
 - Scenic Highway
 - State Route
- Facilities**
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 - Fire Station
 - Medical
 - City Hall / Library / Community Center
 - Post Office
 - Schools
 - Senior Living Facility
- Collisions**
- Bike Collision
 - Pedestrian Collision
- Parks
 - City Limits
 - Park Access
 - Signals
 - CTRAN Route 92

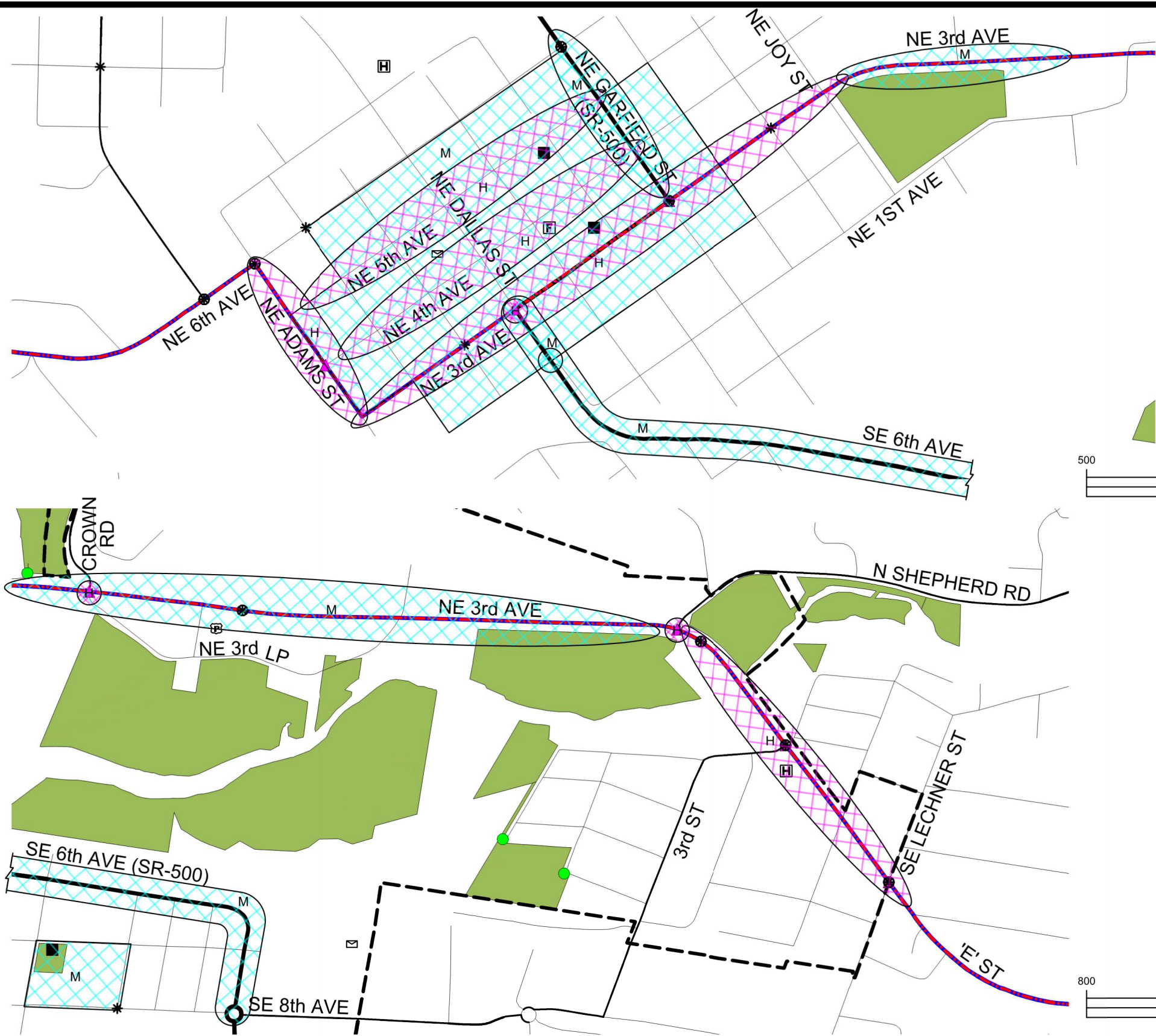


SOUTHEAST MAP FOR:
CAMAS CITY-WIDE SELF EVALUTATION & ADA TRANSITION PLAN
 HIGH & MEDIUM PRIORITY LOCATIONS

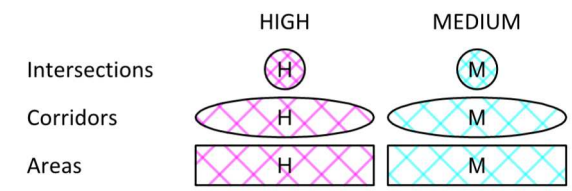


314 W 15th Street
 Vancouver, WA 98660-2927
 360/695-3488
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DESIGNED: N/A	SCALE H: N/A V: N/A	SHEET 3 4
DRAWN: MPA	DATE: DEC 2014	
CHECKED: JAM	JOB NO.: 3804	

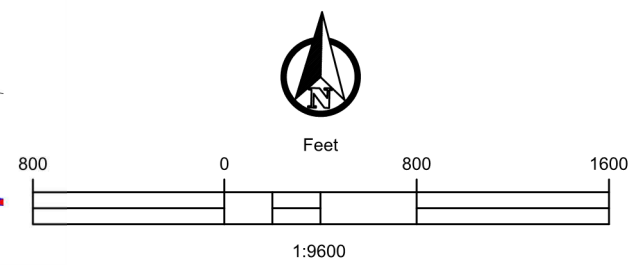
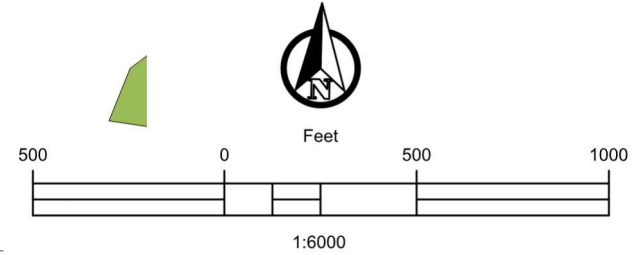


Priority Locations Legend



Legend

- Roads**
- Unclassified Roads
 - Proposed
 - Urban Collector
 - Rural Collector
 - Minor Arterial
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 - Scenic Highway
 - State Route
- Facilities**
- Police Stations
 - Fire Station
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 - Post Office
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- 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
 HIGH & MEDIUM PRIORITY LOCATIONS

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: DEC 2014	4
CHECKED: JAM	JOB NO.: 3804	4

Figure 5 Status of 2015 ADA Transition Plan High and Medium Important Locations

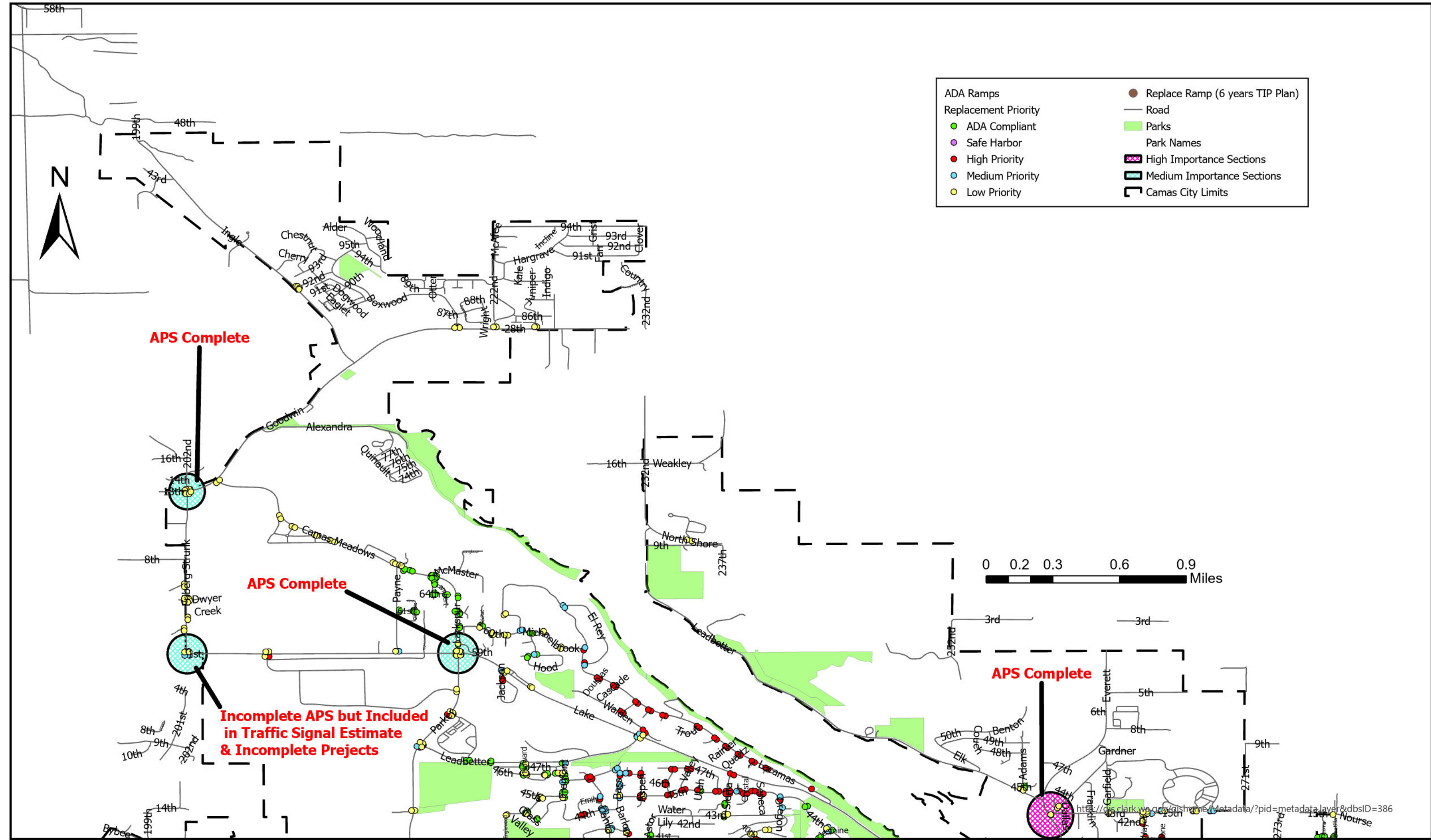
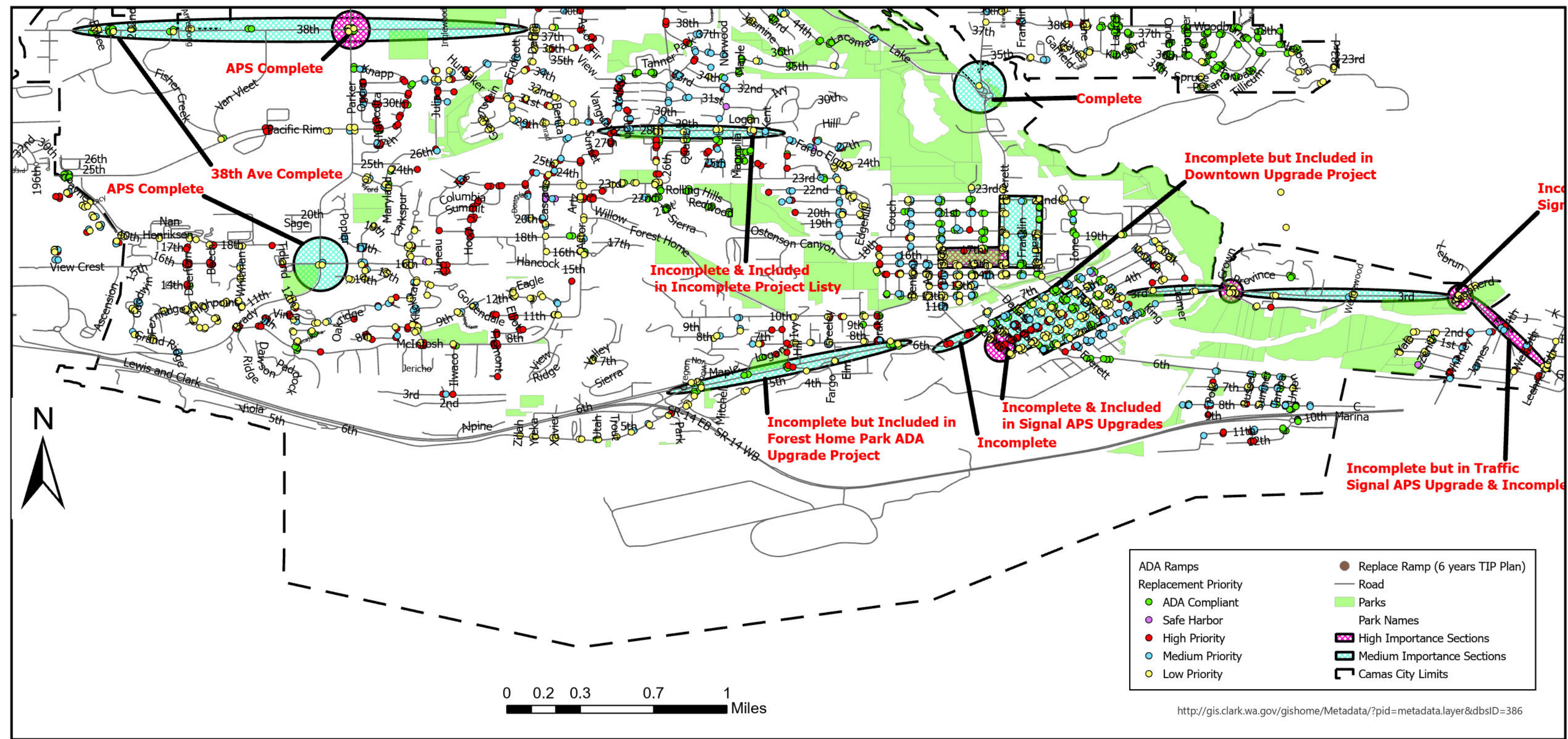


Figure 6 Status of 2015 ADA Transition Plan High and Medium Important Locations



Camas ADA Transition Plan - Comprehensive Plan Cost Estimate

Intersection / Corridor Name: Incomplete 2015 ADA Plan Projects
 Area within Camas: NA

Item No.	Approx. Qty.	Unit	Description	Unit Price	Total
Street Construction					
1		LS	Mobilization (10% of Street Construction Total)		\$18,370
2	1	EACH	Erosion Control per ramp	\$200	\$3,400
3	1	EACH	Temporary Traffic Control & Signing per ramp	\$500	\$8,500
4	1	EACH	Removal of Structures & Obstructions per ramp	\$300	\$5,100
5	15	EACH	ADA Corner - ST21 / ST24 (Single Parallel / Mid-Block)	\$8,100	\$121,500
6	2	EACH	ADA Corner - ST20 (Single Perpendicular)	\$8,700	\$17,400
7	0	EACH	ADA Corner - ST21A (Dual Parallel)	\$14,700	\$0
8	0	EACH	ADA Corner - ST20A (Dual Perpendicular)	\$18,200	\$0
9	0	EACH	Low cost - Grind lip	\$300	\$0
10	0	EACH	Low Cost - Detectable Warning Surface (DWS)	\$500	\$0
11	0	EACH	Low Cost - Grind lip & DWS	\$800	\$0
12		EACH	Minor Changes (20% of Ramp Total Cost)		\$27,780

Street Subtotal	\$183,680
Sales Tax (0%)	\$0
Street Construction Total without Mobilization	\$183,700
Street Construction Total	\$202,100

Item No.	Approx. Qty.	Unit	Description	Unit Price	Total
Miscellaneous					
13	17	LS	Materials Testing	\$125	\$2,125
14	1	LS	Construction Design (15%) of Street Construction Cost		\$27,555
15	1	LS	Engineering Design (15%) of Ramp Total Cost		\$20,835

Miscellaneous Subtotal	\$50,515
Sales Tax (0%)	\$0
Miscellaneous Total	\$50,600

TOTAL PROJECT COST WITHOUT MOBILIZATION \$234,300

Push Button Replacement Total Costs \$44,900

TOTAL PROJECT COST \$298,000

List of exclusions:

Utility pole relocations
 Right-of-way
 Traffic signals to be determined

Assumptions:

Catch basin adjustments: \$1,500 per every 4 ramps
 Low cost improvement assumes revising the existing ramp by adding either DWS, grinding lip, or both
 No inflation rate has been applied to these cost estimates

List of typical obstructions:

Sign poles
 Mailboxes

2015 ADA Plan Locations

Street Name	Cross Street	Corner	Ramp Type	Push Button Improvements at Intersection
NW 6TH AVENUE	NE ASH STREET	E	ST21	No
NW 6TH AVENUE	NE ASH STREET	W	ST21	No
NW 6TH AVENUE	NE DIVISION STREET	E	ST21	No
NW 6TH AVENUE	NE DIVISION STREET	W	ST21	No
NW 6TH AVENUE	NE DIVISION STREET	SE (New)	ST21	No
NE 3RD AVENUE	N SHEPHERD ROAD	SE	ST21	Yes
NE 3RD AVENUE	NE 2ND AVENUE / 4th Avenue	NE	ST21	Yes
NE 3RD AVENUE	NE 2ND AVENUE / 4th Avenue	NW	ST21	Yes
NE 3RD AVENUE	NE 2ND AVENUE / 4th Avenue	SE	ST21	Yes
NE 3RD AVENUE	NE 2ND AVENUE / 4th Avenue	SW	ST21	Yes
NE 3RD AVENUE	NE Weir Street	NE	ST21	No
NE 3RD AVENUE	NE Weir Street	SW	ST21	No
NE 3RD AVENUE	NE Weir Street	SE	ST21	No
NE 3RD AVENUE	NE Weir Street	NW	ST21	No
NW 28TH AVENUE	NW Logan Street	SE	ST21	No
Friberg-Strunk Street	1st Street	SE	ST20	Yes
Friberg-Strunk Street	1st Street	SW	ST20	Yes

Camas ADA Transition Plan Push Button Cost Estimate

Intersection: NW Lake Road / NW Frieberg-Strunk Street
Area within Camas: NW Camas

Item No.	Quantity	Unit	Description	Unit Price	Total
1	0	EACH	Ped Pole	\$2,500	\$0
2	2	EACH	Push Button post	\$1,500	\$3,000
3	0	EACH	Ped heads	\$800	\$0
4	8	EACH	Push buttons	\$800	\$6,400
5	0	EACH	push button extenders	\$500	\$0
6	30	EACH	new conduit/wiring	\$80	\$2,400
7	100	EACH	wiring in existing conduit	\$10	\$1,000

Subtotal \$12,800
20% Contingency \$2,600

Total \$15,400

Assumptions:

This cost estimate does not include ramp replacements

Camas ADA Transition Plan Push Button Cost Estimate

Intersection: NE 3rd Avenue / N Shepherd Road
Area within Camas: East Camas

Item No.	Quantity	Unit	Description	Unit Price	Total
1	0	EACH	Ped Pole	\$2,500	\$0
2	4	EACH	Push Button post	\$1,500	\$6,000
3	0	EACH	Ped heads	\$800	\$0
4	6	EACH	Push buttons	\$800	\$4,800
5	1	EACH	push button extenders	\$500	\$500
6	30	EACH	new conduit/wiring	\$80	\$2,400
7	100	EACH	wiring in existing conduit	\$10	\$1,000

Subtotal \$14,700
20% Contingency \$3,000

Total \$17,700

Assumptions:

This cost estimate does not include ramp replacements

Camas ADA Transition Plan Push Button Cost Estimate

Intersection: NE 3rd Avenue / NE 2nd Avenue
Area within Camas: East Camas

Item No.	Quantity	Unit	Description	Unit Price	Total
1	0	EACH	Ped Pole	\$2,500	\$0
2	0	EACH	Push Button post	\$1,500	\$0
3	0	EACH	Ped heads	\$800	\$0
4	8	EACH	Push buttons	\$800	\$6,400
5	0	EACH	push button extenders	\$500	\$0
6	30	EACH	new conduit/wiring	\$80	\$2,400
7	100	EACH	wiring in existing conduit	\$10	\$1,000

Subtotal \$9,800
20% Contingency \$2,000

Total \$11,800

Assumptions:

This cost estimate does not include ramp replacements



Memorandum

DATE: December 19, 2025
TO: Curleigh (Jim) Carothers
FROM: Apex Companies, LLC
PROJECT: 24011088 – Camas ADA Plan Update
REGARDING: Camas ADA Plan: Signal & Push Button Project List

SIGNAL & PUSH BUTTON INVENTORY

As part of the City of Camas ADA Transition Plan update, an evaluation of pedestrian push buttons and traffic signal features was conducted to assess compliance with current ADA and PROWAG accessibility requirements. Apex inventoried all traffic signals within the City of Camas (City) and assigned each an A–F grade based on push button compliance and associated curb ramp conditions. The review focused on identifying deficiencies related to push button location, reach range, operability, and associated pedestrian signal features. Descriptions of the push button grading criteria are provided below.

- A – APS Compliant: Push buttons meet all MUTCD spacing requirements and APS compliance, and all associated curb ramps are ADA compliant.
- B – Partially Compliant: All curb ramps are ADA compliant or considered low priority. Pedestrian push buttons are APS compliant, but require upgrades to meet MUTCD spacing requirements.
- C – Push Button Partially Compliant: Push buttons are of APS compliant, but do not meet MUTCD placement requirements. Associated curb ramps meet low and medium priority for replacement.
- D – Push Button Outdated: Push buttons are not APS compliant and do not meet MUTCD spacing requirements. Associated curb ramps meet low and medium priority for replacement.
- F – Non-Compliant: Push buttons are of an older, non-compliant style and do not meet any MUTCD requirements. Associated curb ramps meet high priority for replacement.

For pedestrian push buttons to be ADA compliant, they must meet the requirements of the Americans with Disabilities Act (ADA) and the Public Rights-of-Way Accessibility Guidelines (PROWAG). Push buttons must be located within reach range, typically mounted between 42 and 48 inches above the sidewalk surface and positioned to provide adequate clear space for wheelchair access. Accessible pedestrian signals may also include audible indications and vibrating surfaces to assist individuals with vision impairments in locating the push button and determining when it is safe to cross.

The public involvement phase of the 2025 ADA Transition Plan Update identified downtown Camas as the most important location for Americans with Disabilities Act (ADA) improvements. These project lists represent planning-level estimates, and the number of projects may increase or decrease as designs are refined and additional field verification is completed. This memo lists the intersections where upgrades are needed to improve accessibility for

pedestrians with disabilities and to support safe, equitable pedestrian travel throughout the City. Signalized intersections with grades "D" and "F" are high priority locations for push button replacements.

Three of the intersections highlighted below were previously identified in the 2015 ADA Transition Plan Incomplete Projects Memorandum; therefore, cost estimates for these locations are included in that document attached to the 2025 Self Evaluation Plan. For the remaining intersections not included in the 2015 project list, updated cost estimates have been prepared and are attached to this memo. These cost estimates represent planning level estimates for the 20-Year City Comprehensive Plan. See the attached cost estimate for more details.

PUSH BUTTON PROJECT LIST

High Priority Locations

The following list of intersections are locations where it is recommended that the push buttons be replaced to meet ADA and MUTCD compliance requirements near high priority locations such as downtown Camas.

- NE 4th Avenue / NE Adams Street
- NE 3rd Avenue / SE Crown Road
- NE 3rd Avenue / N Shepherd Road
- NE 3rd Avenue / NE 2nd Avenue
- NE 3rd Avenue / SE Lechner Street

Low Priority Locations

The following list of intersections are locations where it is recommended that the push buttons be replaced to meet ADA and MUTCD compliance requirements near low priority locations.

- NW Lake Road / NW Frieberg-Strunk Street

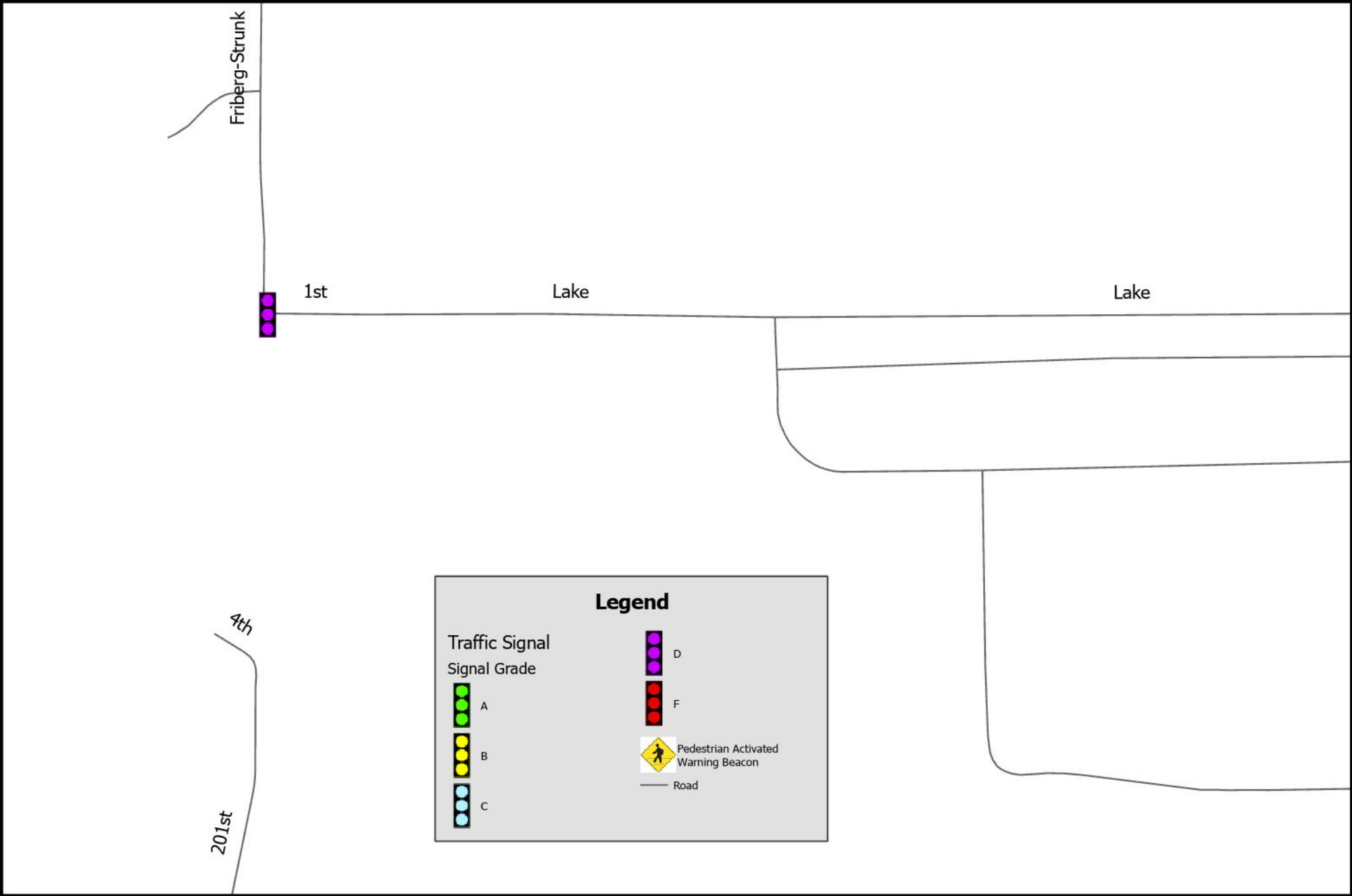
The total cost of these push button replacements at three locations within the City of Camas is approximately \$45,000.

Attachment(s): Push Button Figure
Push Button Cost Estimates

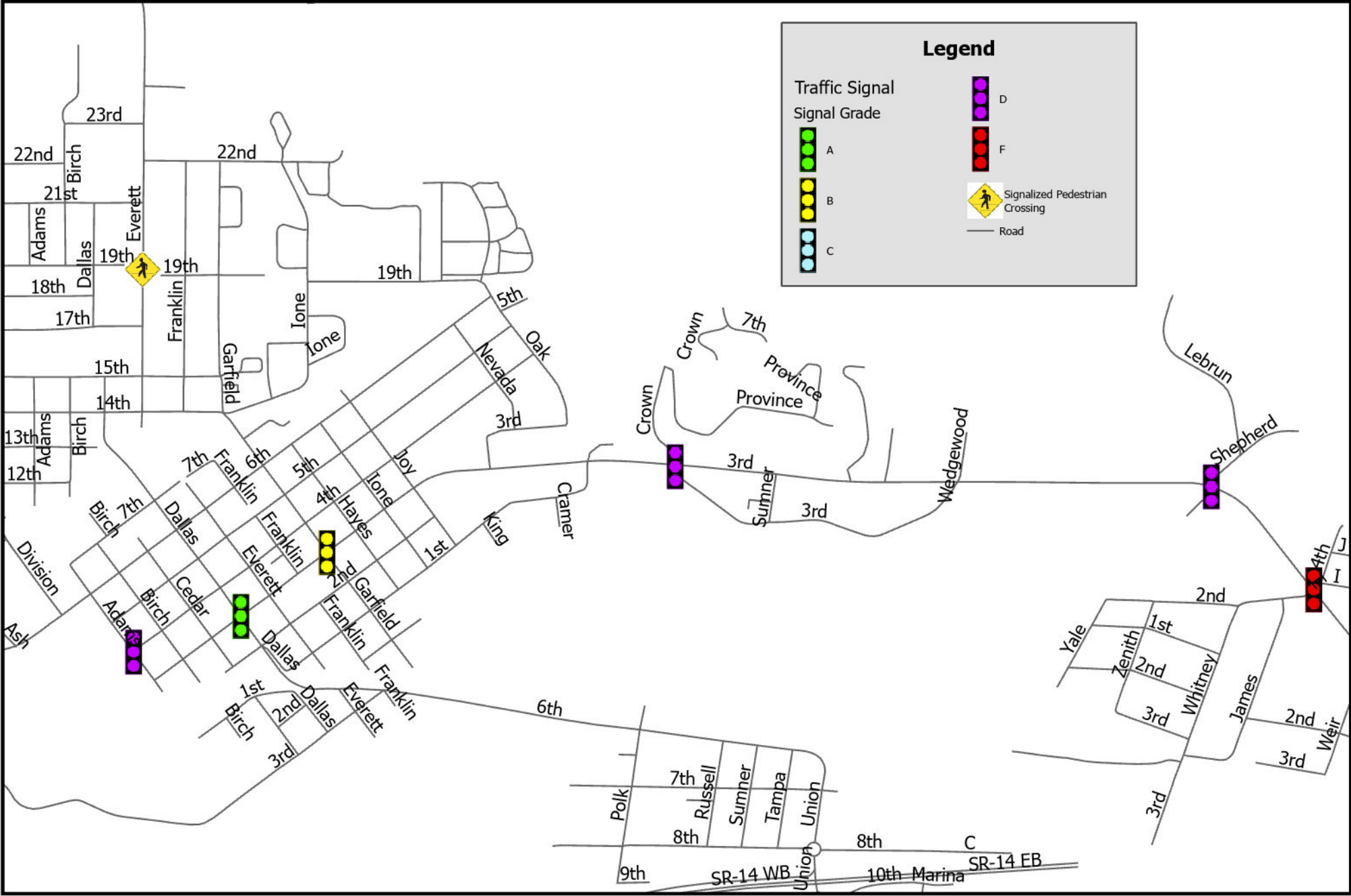
cc: Chris Lopez – City of Camas

ERS

Camas Downtown ADA Transition Plan



Camas Downtown ADA Transition Plan



Camas ADA Transition Plan Push Button Cost Estimate

Intersection: NE 4th Avenue / NE Adams Street
 Area within Camas: Downtown

Item No.	Quantity	Unit	Description	Unit Price	Total
1	0	EACH	Ped Pole	\$2,500	\$0
2	4	EACH	Push Button post	\$1,500	\$6,000
3	0	EACH	Ped heads	\$800	\$0
4	6	EACH	Push buttons	\$800	\$4,800
5	1	EACH	push button extenders	\$500	\$500
6	30	EACH	new conduit/wiring	\$80	\$2,400
7	100	EACH	wiring in existing conduit	\$10	\$1,000

Subtotal \$14,700
 20% Contingency \$3,000

Total \$17,700

Assumptions:
 This cost estimate does not include ramp replacements

Camas ADA Transition Plan Push Button Cost Estimate

Intersection: NE 3rd Avenue / SE Crown Road
Area within Camas: East Camas

Item No.	Quantity	Unit	Description	Unit Price	Total
1	0	EACH	Ped Pole	\$2,500	\$0
2	2	EACH	Push Button post	\$1,500	\$3,000
3	0	EACH	Ped heads	\$800	\$0
4	8	EACH	Push buttons	\$800	\$6,400
5	0	EACH	push button extenders	\$500	\$0
6	30	EACH	new conduit/wiring	\$80	\$2,400
7	100	EACH	wiring in existing conduit	\$10	\$1,000

Subtotal	\$12,800
20% Contingency	\$2,600
Total	\$15,400

Assumptions:

This cost estimate does not include ramp replacements

Camas ADA Transition Plan Push Button Cost Estimate

Intersection: NE 3rd Avenue / SE Lechner Street
Area within Camas: East Camas

Item No.	Quantity	Unit	Description	Unit Price	Total
1	0	EACH	Ped Pole	\$2,500	\$0
2	0	EACH	Push Button post	\$1,500	\$0
3	0	EACH	Ped heads	\$800	\$0
4	8	EACH	Push buttons	\$800	\$6,400
5	0	EACH	push button extenders	\$500	\$0
6	30	EACH	new conduit/wiring	\$80	\$2,400
7	100	EACH	wiring in existing conduit	\$10	\$1,000

Subtotal \$9,800
20% Contingency \$2,000
Total \$11,800

Assumptions:

This cost estimate does not include ramp replacements



January 29, 2026
 Bid #: WA88631BC

Precision Concrete Cutting
 3191 North Canyon Rd
 Provo, Utah 84604
 (801) 373-6060 - phone
 (801) 855-7150 - fax

City of Camas
 Jim Carothers
 616 Northeast 4th ave
 Camas, Washington 98607
 (360) 817-1568
jcarothers@cityofcamas.us

City of Camas 2026

Total Ln. Ft.
 278.0

Total In. Ft.
 177.64

PRECISION CONCRETE CUTTING						
No.	High	Low	Linear Feet	Location	Inch Feet	
1	0.750	0.625	4.0	ne walk of 6th ave. intersection on 6th ave and birch st. ✓	2.75	
2	0.750	0.250	6.0	ne walk of 6th ave. intersection on 6th ave and Dallas st. asphalt lip cut ✓	3.00	
4	0.500	0.375	4.0	ne walk of 6th ave. intersection on 6th ave and Hayes st.	1.75	we listed NE, SE, and NW corners to grind
7	0.375	0.000	2.0	ne walk of 6th ave. intersection on 6th ave and joy st. Ada.	0.38	we only listed SW corner to grind
8	0.375	0.000	6.0	ne walk of 6th ave. intersection on 6th ave and joy st. Ada. asphalt to Ada possible remeasure	1.13	
9	0.375	0.000	4.0	ne walk of 6th ave. intersection on 6th ave and joy st. Ada.	0.75	
11	0.250	0.000	4.3	ne walk of 6th ave. intersection on 6th ave and joy st. Ada. asphalt to concrete cut. possible remeasure	0.53	we did not list this corner to grind
12	0.625	0.500	4.5	sw walk of 5th ave. intersection on 5th ave and lone st. Ada.	2.53	
13	0.875	0.000	4.5	sw walk of 5th ave. intersection on 5th ave and lone st. Ada. ✓	1.97	
14	1.500	0.875	8.0	sw walk of 5th ave. intersection on 5th ave and lone st. Ada. possible drop ✓	9.50	
15	0.500	0.000	4.0	sw walk of 5th ave. intersection on 5th ave and lone st. Ada. ✓	1.00	
16	0.750	0.000	4.0	sw walk of 5th ave. intersection on 5th ave and Hayes st. Ada. asphalt to concrete cut ✓	1.50	
17	0.375	0.000	4.0	sw walk of 5th ave. intersection on 5th ave and Hayes st. Ada. asphalt to concrete cut ✓	0.75	

listed this corner to add DWS and not to grind

18	0.500	0.000	8.8	sw walk of 5th ave. intersection on 5th ave and franklin st. Ada. asphalt to concrete cut	2.19
19	0.875	0.250	7.0	sw walk of 5th ave. intersection on 5th ave and Everett st. Ada. ✓	3.94
20	0.875	0.500	6.0	sw walk of 5th ave. intersection on 5th ave and Everett st. Ada. ✓	4.13
21	0.625	0.000	4.3	sw walk of 5th ave. intersection on 5th ave and Everett st. Ada. ✓	1.33
22	0.750	0.250	7.0	sw walk of 5th ave. intersection on 5th ave and birch st. Ada. ✓	3.50
23	1.750	0.250	9.8	ne walk of 4 th ave. crosswalk by universal jujitsu.	9.75
24	0.500	0.000	6.0	ne walk of 4 th ave. crosswalk by universal jujitsu.	1.50
25	1.000	0.750	10.0	ne walk of 4 th ave. intersection on 4th ave and birch st. extended cut 1 of 3 ✓	8.75
26	1.000	0.750	10.0	ne walk of 4 th ave. intersection on 4th ave and birch st. extended cut 2 of 3	8.75
27	1.875	0.750	6.0	ne walk of 4 th ave. intersection on 4th ave and birch st. extended cut 3. of 3	7.88
28	0.500	0.500	10.0	ne walk of 4 th ave. intersection on 4th ave and birch st. extended cut 1 of 2 ✓	5.00
29	0.500	0.500	10.0	ne walk of 4 th ave. intersection on 4th ave and birch st. extended cut 2 of 2	5.00
30	0.500	0.250	8.0	ne walk of 4 th ave. intersection on 4th ave and cedar st. ✓	3.00
31	0.875	0.750	10.0	ne walk of 4 th ave. intersection on 4th ave and cedar st. extended cut 1 of 3	8.13
32	1.125	0.750	10.0	ne walk of 4 th ave. intersection on 4th ave and cedar st. extended cut 2 of 3 ✓	9.38
33	0.750	0.500	10.0	ne walk of 4 th ave. intersection on 4th ave and cedar st. extended cut 3 of 3	6.25
34	0.750	0.375	10.0	ne walk of 4 th ave. intersection on 4th ave and cedar st. extended cut 1 of 3	5.63
35	0.750	0.500	10.0	ne walk of 4 th ave. intersection on 4th ave and cedar st. extended cut 2 of 3 ✓	6.25
36	0.750	0.500	5.0	ne walk of 4 th ave. intersection on 4th ave and cedar st. extended cut 3 of 3	3.13
37	0.750	0.375	6.0	ne walk of 4 th ave. intersection on 4th ave and Dallas St. asphalt to cement cut.	3.38
38	0.500	0.250	5.0	ne walk of 4 th ave. intersection on 4th ave and Dallas St. asphalt to cement cut.	1.88

we also listed NW, NE, and SE corners to grind

we listed these as DWS only

we also listed the NE corner to grind

we also listed the NW and SE corners to grind

39	0.750	0.500	4.5	ne walk of 4 th ave. intersection on 4th ave and Everett st. ✓	2.81
40	0.500	0.250	4.5	ne walk of 4 th ave. intersection on 4th ave and Franklin st. Ada. ✓	1.69
41	0.875	0.000	4.0	ne walk of 4 th ave. intersection on 4th ave and Franklin st. Ada. ✓	1.75
42	0.625	0.000	3.0	ne walk of 4 th ave. intersection on 4th ave and joy st. Ada. ✓	0.94
43	1.250	0.250	4.5	ne walk of 4 th ave. intersection on 4th ave and joy st. Ada. ✓	3.38
44	0.875	0.000	3.5	ne walk of 4 th ave. intersection on 4th ave and joy st. Ada. ← we are listing this ramp to replace	1.53
45	1.000	0.750	7.0	ne walk of 2nd ave. intersection on 2nd ave and Everett st. Ada. ✓	6.13
59	1.250	0.750	6.0	sw walk of 1st ave. intersection on 1st ave and Hayes st. Ada. ← we are listing this ramp to replace	6.00
60	1.750	0.625	6.0	sw walk of 1st ave. intersection on 1st ave and Hayes st. Ada. storm grate possible cut to metal ✓	7.13
72	2.000	0.875	7.0	sw walk of 1st ave. intersection on 1st ave and Everett st. Ada. possible replace ← we are listing this ramp to replace	10.06
		Totals:	278.0		177.64
Total Cost for Trip Hazard Repair:					\$13,678.33

**All Bids and Proposals from Precision Concrete Cutting are valid for 90 days. After 90 days the scope or pricing may need to be adjusted, please contact your sales rep for a new bid with current pricing.*

Precision Concrete Cutting has a minimum mobilization fee of \$1,000.00

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**Precision Concrete Cutting will identify panels that need replacement but we do not provide replacement services.*

Precision Concrete Cutting (PCC) repairs only those uneven sidewalks specifically requested by the client and therefore makes no guarantee that the property is free of uneven sidewalk hazards (trip hazards). After the project is completed, sidewalks will continue to shift due to tree roots, water, settling, and other natural and man-made causes outside of PCC's control. PCC is not liable for any related claims, losses, or damages related to future trip hazards or hazards that were not addressed by this project.

At the time of completion, PCC warrants that the trip hazard repairs are ADA Compliant, specifically with regard to the ADA Change in Level standard. Upon completion you agree to inspect the work, payment of your invoice is indication that you have inspected the property and the work has been done to your satisfaction.

If any repair locations are inaccessible during our repair process, and an additional trip is needed, a \$250 mobilization fee will be added to the invoice. Invoice is due upon receipt, if not paid in full within 30 days of the invoice date a 5% late fee will be assessed every 15 days until it is paid.

**If credit card payment is used, 3% service fee will apply.*





January 29, 2026
 Bid #: WA88631BC

Precision Concrete Cutting
 3191 North Canyon Rd
 Provo, Utah 84604
 (801) 373-6060 - phone
 (801) 855-7150 - fax

City of Camas
 Jim Carothers
 616 Northeast 4th ave
 Camas, Washington 98607
 (360) 817-1568
jcarothers@cityofcamas.us

City of Camas 2026
 DOME PLATE LOCATIONS

Total Ln. Ft.
 141.8

Total In. Ft.
 91.22

PRECISION CONCRETE CUTTING						
No.	High	Low	Linear Feet	Location	Inch Feet	
3	0.750	0.500	4.0	ne walk of 6th ave. intersection on 6th ave and Hayes st. dome plate must be removed	2.50	
5	0.750	0.500	4.0	ne walk of 6th ave. intersection on 6th ave and lone st. dome plate remove	2.50	
6	0.375	0.250	4.0	ne walk of 6th ave. intersection on 6th ave and lone st. dome plate remove	1.25	
10	0.750	0.250	4.5	ne walk of 6th ave. intersection on 6th ave and joy st. Ada. remove dome plate	2.25	
46	0.625	0.375	5.0	ne walk of 2nd ave. intersection on 2nd ave and Everett st. Ada. dome plate	2.50	
47	0.500	0.250	4.3	ne walk of 2nd ave. intersection on 2nd ave and Everett st. Ada. dome plate	1.59	
48	1.000	0.125	5.5	ne walk of 2nd ave. intersection on 2nd ave and Hayes st. Ada. dome plate	3.09	
49	0.375	0.375	5.0	ne walk of 2nd ave. intersection on 2nd ave and lone st. Ada. dome plate	1.88	
50	0.625	0.250	5.0	ne walk of 2nd ave. intersection on 2nd ave and lone st. Ada. dome plate	2.19	
51	0.500	0.500	5.0	ne walk of 2nd ave. intersection on 2nd ave and lone st. Ada. dome plate	2.50	
52	0.875	0.750	5.0	ne walk of 2nd ave. intersection on 2nd ave and lone st. Ada. dome plate	4.06	
53	0.875	0.375	5.3	ne walk of 2nd ave. intersection on 2nd ave and lone st. Ada. dome plate	3.28	
54	1.125	0.500	6.0	ne walk of 2nd ave. intersection on 2nd ave and joy st. Ada. dome plate	4.88	
55	0.875	0.750	6.0	ne walk of 2nd ave. intersection on 2nd ave and joy st. Ada. dome plate	4.88	

56	1.875	0.000	5.0	sw walk of 1st ave. intersection on 1st ave and joy st. Ada. dome plate	4.69
57	0.750	0.750	5.5	sw walk of 1st ave. intersection on 1st ave and joy st. Ada. dome plate	4.13
58	0.875	0.875	6.0	sw walk of 1st ave. intersection on 1st ave and lone st. Ada. dome plate	5.25
61	0.750	0.750	5.5	sw walk of 1st ave. intersection on 1st ave and garfield st. Ada. dome plate	4.13
62	0.500	0.375	5.0	sw walk of 1st ave. intersection on 1st ave and Garfield st. Ada. dome plate	2.19
63	0.625	0.500	5.0	sw walk of 1st ave. intersection on 1st ave and Garfield st. Ada. dome plate	2.81
64	1.125	0.500	5.5	sw walk of 1st ave. intersection on 1st ave and Garfield st. Ada. dome plate	4.47
65	0.875	0.500	5.5	sw walk of 1st ave. intersection on 1st ave and Franklin st. Ada. dome plate	3.78
66	0.750	0.250	5.3	sw walk of 1st ave. intersection on 1st ave and Franklin st. Ada. dome plate	2.63
67	0.875	0.375	5.0	sw walk of 1st ave. intersection on 1st ave and Franklin st. Ada. dome plate	3.13
68	1.250	0.625	6.0	sw walk of 1st ave. intersection on 1st ave and Everett st. Ada. dome plate	5.63
69	1.125	0.875	6.0	sw walk of 1st ave. intersection on 1st ave and Everett st. Ada. dome plate	6.00
70	0.625	0.375	5.0	sw walk of 1st ave. intersection on 1st ave and Everett st. Ada. dome plate	2.50
71	0.375	0.000	3.0	sw walk of 1st ave. intersection on 1st ave and Everett st. Ada. dome plate	0.56
		Totals:	141.8		91.22

Total Cost for Trip Hazard Repair: \$7,023.84

**All Bids and Proposals from Precision Concrete Cutting are valid for 90 days. After 90 days the scope or pricing may need to be adjusted, please contact your sales rep for a new bid with current pricing.*

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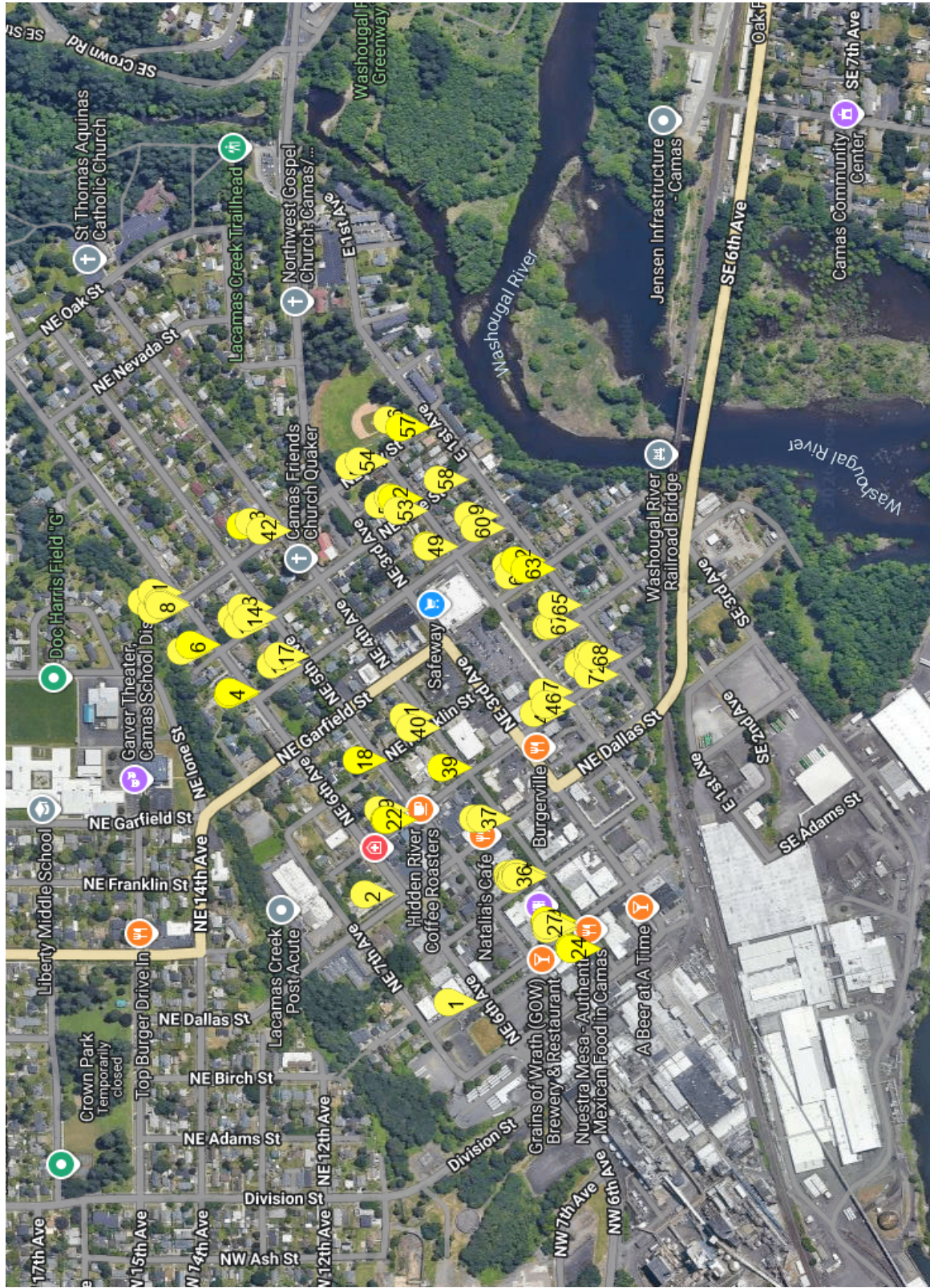
related to future trip hazards or hazards that were not addressed by this project.

At the time of completion, PCC warranties that the trip hazard repairs are ADA Compliant, specifically with regard to the ADA Change in Level standard. Upon completion you agree to inspect the work, payment of your invoice is indication that you have inspected the property and the work has been done to your satisfaction.

If any repair locations are inaccessible during our repair process, and an additional trip is needed, a \$250 mobilization fee will be added to the invoice. Invoice is due upon receipt, if not paid in full within 30 days of the invoice date a 5% late fee will be assessed every 15 days until it is paid.

**If credit card payment is used, 3% service fee will apply.*





PRECISION CONCRETE CUTTING • AUTHORIZATION TO PROCEED

Billing Information:

Business/Client Name: _____

Address: _____

City _____ State: _____ Zip _____

Phone # _____ Email: _____

Bid #: _____ PO # (if applicable): _____

Option Approved: _____ Amount: _____

Start Date: _____

Signature of Authorized Purchaser:

_____ Date: _____

Project Details:

All Bids and Proposals from Precision Concrete Cutting are valid for 90 days. After 90 days the scope or pricing may need to be adjusted, please contact your sales rep for a new bid with current pricing.

Precision Concrete Cutting has a minimum mobilization fee of \$1,000.00

Bids are proprietary to Precision Concrete Cutting & should not be shared with other contractors without permission. Precision Concrete Cutting will identify panels that need replacement but we do not do replacement.

Precision Concrete Cutting (PCC) repairs only those uneven sidewalks specifically requested by the client and therefore makes no guarantee that the property is free of uneven sidewalk hazards (trip hazards). After the project is completed, sidewalks will continue to shift due to tree roots, water, settling, and other natural and man-made causes outside of PCC's control. PCC is not liable for any related claims, losses, or damages related to future trip hazards or hazards that were not addressed by this project.

At the time of completion, PCC warrants that the trip hazard repairs are ADA Compliant, specifically with regard to the ADA Change in Level standard. Upon completion you agree to inspect the work, payment of your invoice is indication that you have inspected the property and the work has been done to your satisfaction.

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*If credit card payment is used, 3% service fee will apply.



Appendix B

ADA Request – Grievance Form



ADA Request - Grievance Form

COMPLAINANT NAME: _____

DESIGNEE NAME (if applicable): _____

Designee Relationship to Complainant (if applicable): _____

CONTACT INFORMATION (please indicate): Complainant Designee

Address: _____

Phone: _____ **E-Mail:** _____

DETAILED DESCRIPTION OF SPECIFIC REQUEST / GRIEVANCE: (Include all known details such as date(s), location(s), circumstance(s), person(s) involved, witness(es), etc. Use additional paper if necessary. Attach any other information you believe is pertinent.)

Remedy Requested: (Use additional paper if necessary.)

Complainant or Designee Signature: _____

Date: _____

RETURN TO: James Carothers - City of Camas
616 NE 4th Avenue, Camas, WA 98607
jcarothers@cityofcamas.us

Appendix C

2015 ADA Transition Plan



ADA TRANSITION PLAN 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 Report and ADA Transition Plan. 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 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 guidance in this document is based on the Washington State Department of Transportation Local Agencies Guide (LAG) manual. Using the results of the self-evaluation, the ADA Transition Plan shall include, as a minimum:

- Identify the physical obstacles that limit accessibility;
- Describe in detail what will done to make the facilities accessible;
- Specify the schedule for each facility and or obstacle to be retrofitted; and
- Identify the individual responsible for the implementation of the plan.

Many agencies throughout the US are behind in implementing all current ADA and Section 504 regulations. With the tremendous cost of ADA improvements, this is not surprising, but it is important to remember that ADA improvements benefit many users of the public right of way. Pedestrians are less like to trip on up-lifted sidewalk sections, children can easily access the sidewalk using ramps while they learn to ride a bike, and most all, as the citizens of Camas age, accessibility will be critical to maintaining quality of life, as they seek to age in place.

Executive Summary

This ADA Transition Plan focuses on the transportation facilities in the public right of way. The City's Self-evaluation Report identified high priority locations and high priority improvements within those locations. It also provides recommendations on policy and procedures related to accessibility. The ADA Transition Plan will recommend a list of high priority projects to bring the City into compliance with the Americans with Disabilities Act.

The City of Camas Self-evaluation Report Conclusions:

Based on the findings of the Self-Evaluation Report concluded that:

- Modifications are necessary to achieve ADA compliance and an ADA Transition Plan is required;
- The City of Camas's policy and practices should be modified per the recommendations of the self-evaluation. Appendix A includes the recommendations from the initial Self-evaluation Report related to Public Works Policies and Procedures;
- A public process was conducted to elicit comments from the disabled community on locations that are a concern and on proposed improvements;
- 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;
- Curb ramps without detectable warning patterns or a lip of over a half of an inch at the center, should be third priority for minor upgrades; and
- Traffic signals with pedestrian push buttons beyond the reach standards for ADA should be the highest priority for Accessible Pedestrian Signal upgrades.

Appendix C provides a list of high priority projects and a proposed schedule based on assumed funding sources.

Vision, Goals and Objectives:

Good planning efforts rely on vision, goals, and objectives statements to assure successful outcomes. The following proposed statements are intended to provide the citizens, City Council, and the staff of Camas a clear direction that the plan will lead them forward.

Vision:

Camas is renowned as a healthy, vibrant community with high pedestrian activity. Citizens of all ability feel comfortable traveling within the community. The streets have sidewalks that are wide and smooth and have curb ramps at all the intersections. The Camas traffic signals are user friendly for pedestrians. It is acknowledged as a walk friendly community by the Federal Highway Administration based on the progress made to make it's streets accessible to all users. The Camas ADA Transition Plan has proven useful to assist staff to eliminate barriers to the disabled community.

Goals:

The following goals will help Camas achieve this vision.

1. Important locations, such as the downtown, are free of tripping hazards;
2. All arterial intersections have curb ramps that meet current standards;
3. All bus stops are accessible and connected to the sidewalk network; and
4. All traffic signals are upgraded with accessible pedestrian signal (APS) hardware.

Objectives:

The following objectives will meet the goals and the vision of the ADA Transition Plan.

1. Complete ADA upgrades at all high priority location within 5 to 10 years;
2. Complete ADA upgrades at traffic signal within 10 years;
3. Complete ADA upgrades at all medium priority locations within 30 years; and
4. The ADA coordinator actively pursues ADA upgrades.

Location Prioritization

Location prioritization is based on criteria identified in the Self-Evaluation Report. The following ranking criteria data were mapped for evaluation. It was then reviewed and discussed by the Citizen Advisory Committee (CAC) for use in the final location prioritization. See Appendix B for the maps of high priority criteria.

- Collision History for pedestrians and bicyclists, as a measure for risk exposure for persons with disabilities in the public right of way;
- Roadway Classification of arterials and not local streets, as a measure for more exposure to higher speed and volume roadways;
- Government Buildings that are important destinations for all citizens, as a measure for higher levels of pedestrian traffic generated when seeking public services, access to job sites or elected officials;
- Land-use Zoning of commercial property, a measure for higher levels of pedestrian traffic generated to travel along the public right of way;
- Medical Facilities important to persons who are disabled, as measure for higher frequency of such traffic demand;
- Fixed Route Transit Service as a measure of pedestrian traffic and also of desirable routes to bus stops for a barrier free pedestrian network; 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 of conditions and desirable destinations for persons with disabilities.

The high priority locations were inventoried for need for ADA upgrades that include partial retrofit or full replacement of curb ramps, with each upgrade ranked in the inventory. See Appendix B for maps and memo describing upgrades to the high and medium priority locations.

The inventory included an estimate of the scope of work to upgrade high priority locations to current ADA standards. The inventory was reviewed and a planning level construction cost estimated was prepared for each upgrade.

Funding

The final project list and schedule are based on the funding available for ADA upgrades. Funding for ADA upgrades fall under the following categories:

- Local funding;
- The Community Development Block Grant (CDBG);
- State and Federal transportation grants; and
- The C-TRAN Streamline Program for improving access to bus stops.

Local Funding Focus

- Respond to complaints within annual budget;
- Minor upgrades to existing curb ramps;
- Condition upgrades as part of the development review process;
- Upgrade sidewalk ramps as part of pavement preservation projects; and
- Notify property owner(s) to repair of sidewalk as required by the Camas Municipal Code (CMC Chapter 12.04.020).

It is important for the City to allocate an annual budget to effectively respond in a timely manner to a citizen request (aka the "Grievance Process"), so as to minimize any future risk of the US Department of Justice involvement in a complaint. A program that only responds to citizen requests and requires development to install ADA upgrades, as a condition of their approval, is important work, but will typically be focused at spot locations and thus the outcome may not address high priority locations during the initial years.

Assuming that during some years, if no citizen requests are submitted, the available budget could be used for minor upgrades to substantially compliant ADA curb ramps. This might include adding post-construction detectable warning panels and grinding down the lip of gutter at the base of the ramp to older facilities.



Figure 1: Example of ramp lip of gutter that is a barrier to the disabled

As property is redeveloped, the City will have the opportunity to require ADA upgrades to the sidewalk system. This provides another local funding source to reach the vision set forth in this plan.

The upgrade of pedestrian crossings and curb ramps altered by pavement preservation projects will have a higher correlation with high priority locations than projects only initiated only under the local funding focus, as mentioned previously. Often transit routes need higher frequency of pavement maintenance due to the heavy load associated with buses along higher frequency routes.

Requiring repair of uplifted sidewalk panels by the adjacent property owner is typically made based on citizen complaints. The City could focus on high priority

corridors and work in partnership with adjacent property owner to facilitate repairs that will both address ADA compliance but also minimize risk of tripping hazards or other property maintenance for the affected owner.



Figure 2: Example of damaged sidewalk that is a barrier to the disabled

Community Development Block Grant Focus

The Community Development Block Grant (aka CDBG) program can provide funding at prioritized locations but will be limited to funding upgrades to new curb ramps at intersections without existing ramps. This is important because full height curbs are true barriers in the public right of way. The inventory of high priority locations found that most Camas intersections have ramps but a few projects as proposed are expected to be stand-alone CDBG projects due to the current funding guidance restrictions.



Figure 3: Example of full height curb that is a barrier to the disabled

Federal and State Transportation Grant Focus

Transportation grants are competitive and on an annual or every other year schedule. These grants are intended to address safety, capacity or missing links in the transportation system. Technically all ADA upgrades qualify for use of these grants but typically they do not rank well as a stand-alone ADA project. The following grant programs should be combined with other transportation improvements to upgrade high priority locations.

- The Surface Transportation Program (STP);
- The State City Safety Program;
- The Transportation Alternatives Program (TAP);
- State Pedestrian & Bicycle Safety Grants;
- The Safe Routes to School (SRTS) Program; and
- The Transportation Improvement Board Sidewalk Program.

The Washington State City Safety Program has been used effectively in Pasco (Court Street) and in Vancouver (Fourth Plain Boulevard) to make ADA upgrades at high priority locations within larger corridor "safety" projects. Signal upgrades often rank among the highest of any improvement for safety grants. This is an excellent opportunity to make intersections built before 2010 ADA compliant by upgrading the same traffic signals with Accessible Pedestrian Signal (APS) hardware. The key

strategy is to propose ADA enhancements on locations with serious or fatal injury traffic collisions.



Figure 4: Examples of pedestrian push buttons, existing (left) and APS (right)

The Safe Routes to School Program or the TAP Program are great funding sources for upgrades to high priority locations that include sidewalk in-fill in the vicinity of schools or other pedestrian destinations. Safety and accessibility improvements made to pedestrian facilities closest to schools can allow more students to walk to school and assist school districts in providing transportation to more distant students, as these state funds become more limited each year.



Figure 5: Example of children walking to school on funded sidewalk

The same criteria used for ranking locations as high priority for ADA upgrades will tend to rank well for TAP funds too. The key is to extend the scope beyond just the facility expansion to include other ADA upgrades. The NE 3rd Ave corridor in Camas has transit service and some missing sections of sidewalk. A pedestrian improvement grant along this corridor to infill the missing sidewalk, add count down signal heads should rank very well for funding during any given grant year.



Figure 6: Examples of existing missing sidewalk section

C-TRAN Streamline Program

C-TRAN has a Streamlining Project program that systematically retrofits existing fixed route transit stops with ADA accessible concrete pads and other enhancements. This grant program has not been used for any bus stop enhancement work in Camas yet. Although no funding appears available until the 2016 grant cycle, this source looks like a very good opportunity to fund bus stop upgrades along the Route 92 corridor.



Figure 6: Example of an improved bus stop

ADA Upgrade Schedule

The key element of an ADA Transition Plan is the schedule of improvements that will bring the community into compliance. The schedule is the culmination of the following tasks:

1. Provide a public process to identify high priority locations;
2. Inventory the locations;
3. Develop a scope of work for the improvements;
4. Estimate the construction cost for the improvements; and
5. Identify funding programs for implementing the improvements.

The preparation of the Self-evaluation Report included providing a public process that engaged members of the disabled community as well as provided public notice to the community at large. An inventory of high priority locations with a scope of work to upgrade them and construction cost estimate are included in the Self-evaluation Report. This ADA Transition Plan builds upon the initial self-evaluation to include proposed funding sources for the upgrades.

The schedule is based on local funding for minor upgrades or repairs, CDBG funding for replacing full height curb with new curb ramps, and State and Federal grants for larger corridor projects. See Appendix C for project schedules for the each funding source.

Appendix A – Public Works Department Policies and Procedures

- Recommendations from the Self-evaluation Report

THE CITY OF CAMAS

ADA SELF-EVALUATION REPORT CONCLUSIONS

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990 (“ADA”), The City of Camas will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs, or activities.

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 Self-evaluation activity is intended as an inventory of existing conditions of the physical conditions, as well as policies and procedures.

The City of Camas ADA Self-evaluation Report’s planning activity with its public process concluded:

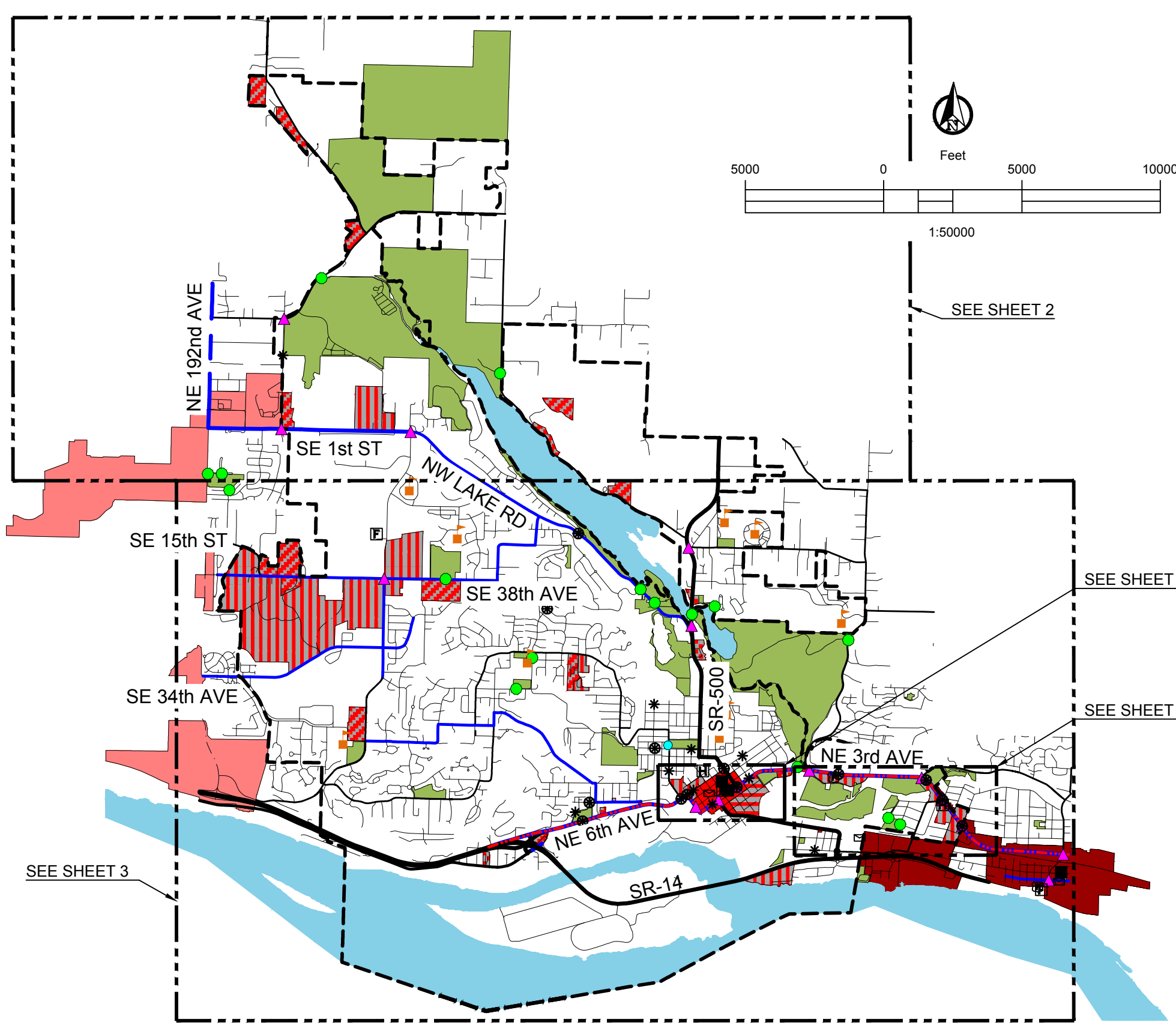
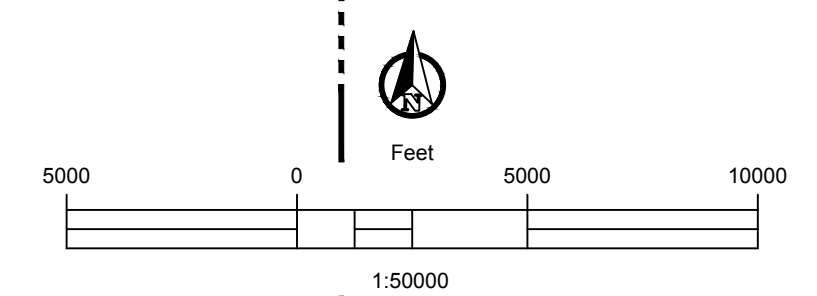
- The City of Camas has reasonably good ADA access to transportation facilities in the public right of way;
- The City of Camas’s policy and practices should be modified per the recommendations of the Self-evaluation report;
- Modifications are necessary to achieve ADA compliance and an ADA Transition 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;
- 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;
- Traffic signals with pedestrian push buttons beyond the reach standards for ADA should be the highest priority for Accessible Pedestrian Signal upgrades; and
- Adopt the US Department of Justice ADA Grievance Procedure Under the Americans with Disability Act.

Appendix B – Prioritization Criteria for High and Medium Locations

- City of Camas City-wide Self-evaluation and ADA Transition Plan – Prioritization Criteria Map
- City of Camas City-wide Self-evaluation and ADA Transition Plan – High and Medium Priority Locations Map – September 2014
- Memo regarding High and Medium Priority Locations by Type
- Final High and Medium Priority Intersections, Corridors, Areas List
- City of Camas City-wide Self-evaluation and ADA Transition Plan – High and Medium Priority Locations Map – December 2014

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



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 360/695-8767 fax
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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

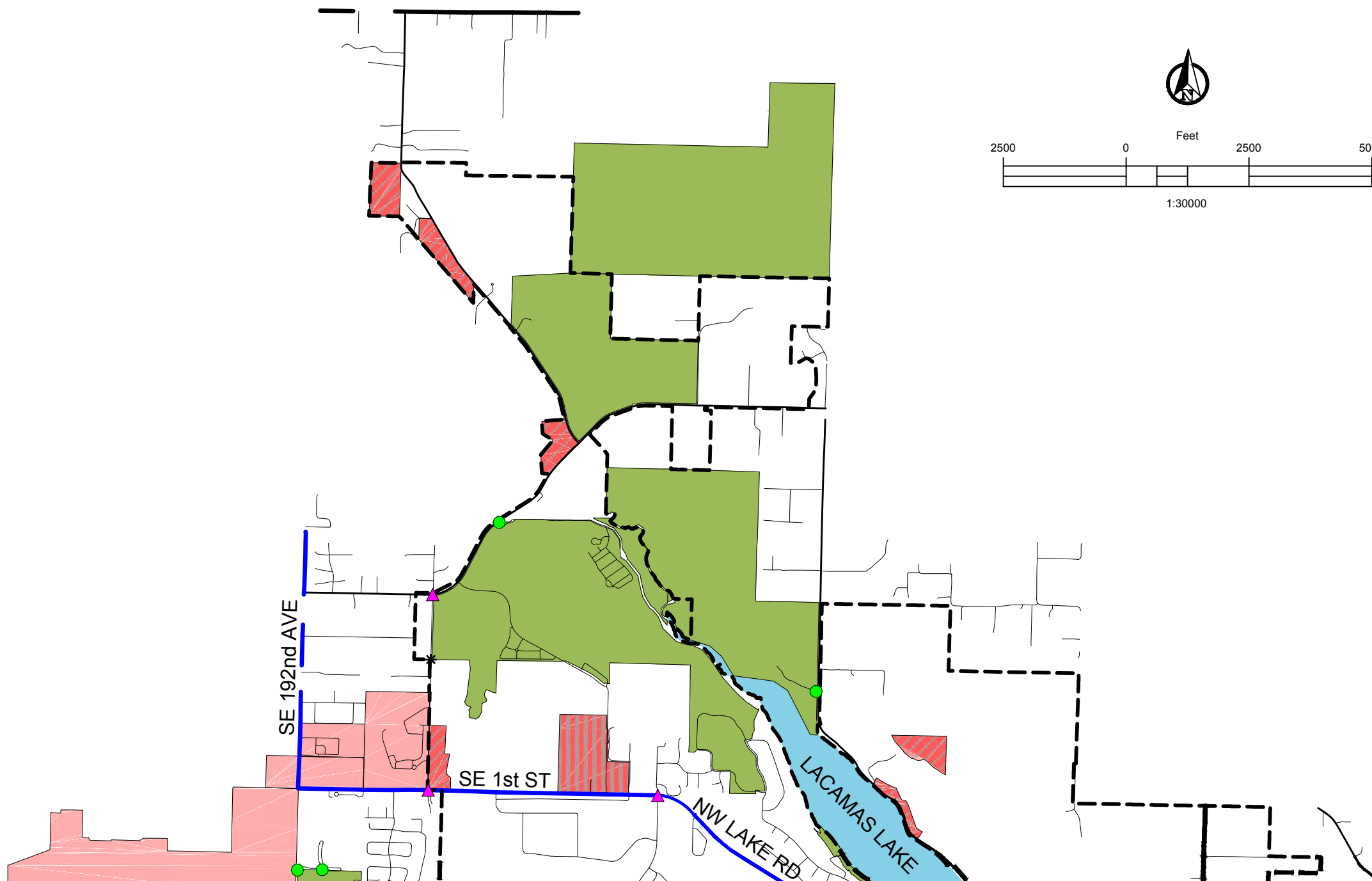
Zoning

- 🏠 Downtown
- 🏢 Community Commercial
- 🏡 Mixed Use
- 🏘️ Neighborhood Commercial
- 🏢 Regional Commercial
- 🏢 Commercial - Vancouver
- 🏢 Commercial - Washougal
- 💧 Water

Collisions

- 🚲 Bike Collision
- 🚶 Pedestrian Collision

- 🌳 Parks
- 🏠 City Limits
- 🟢 Park Access
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- 🚚 CTRAN Route 92

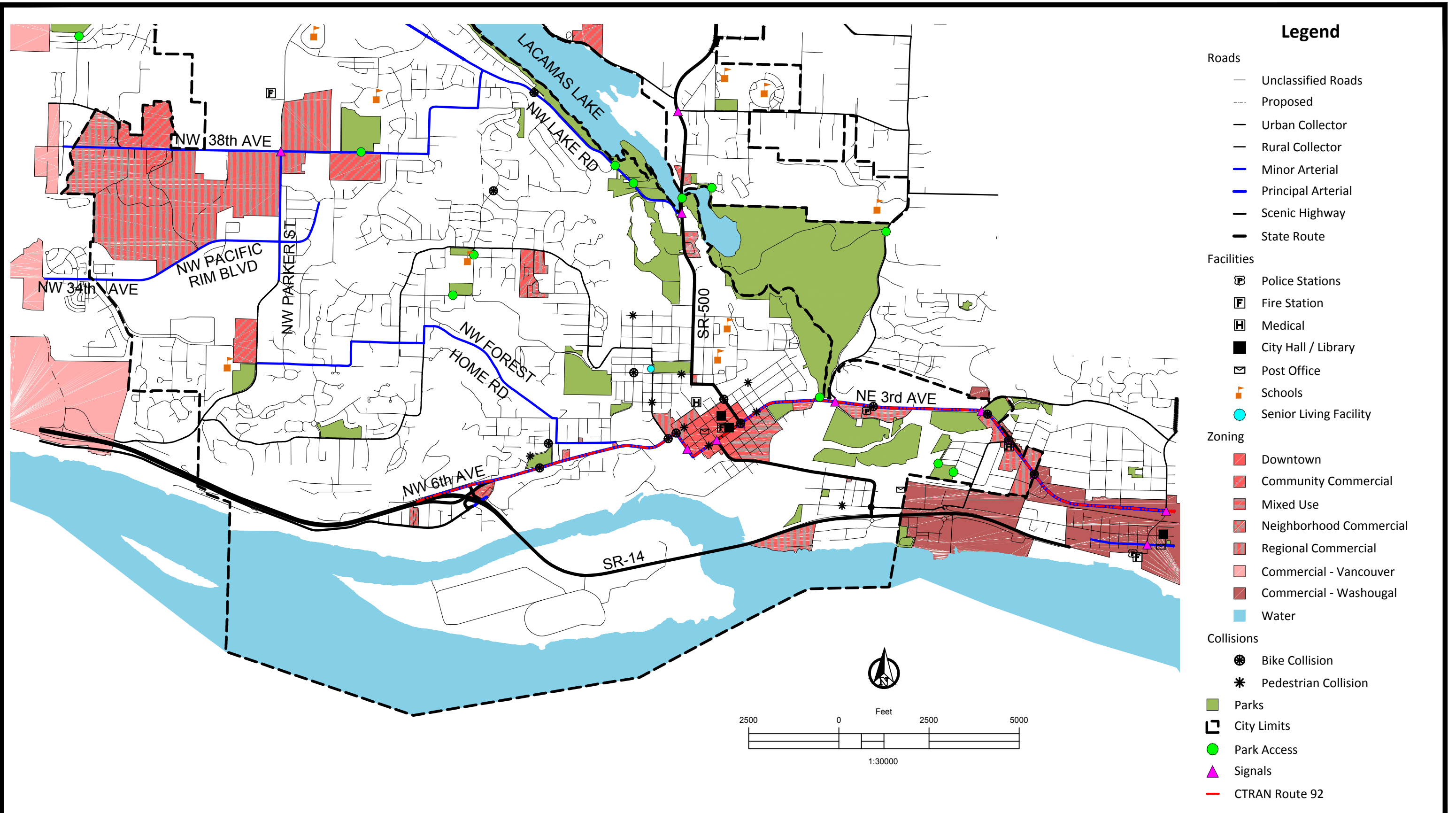


NORTHEAST MAP FOR:
CAMAS CITY-WIDE SELF EVALUTATION & ADA TRANSITION PLAN
 PRIORITIZATION CRITERIA



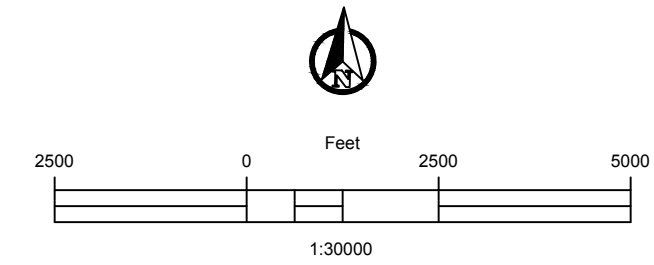
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Legend

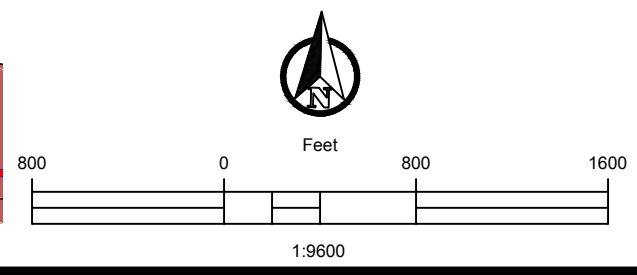
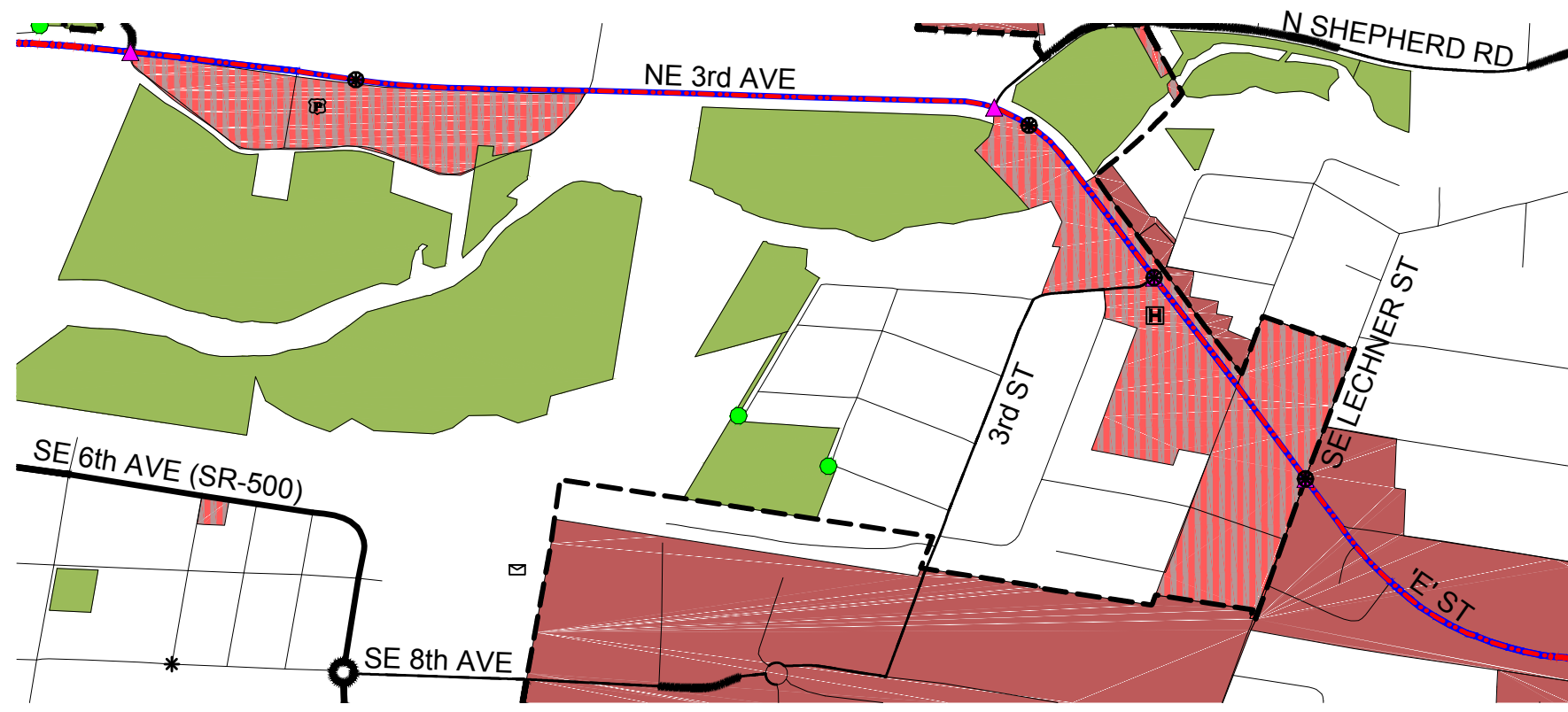
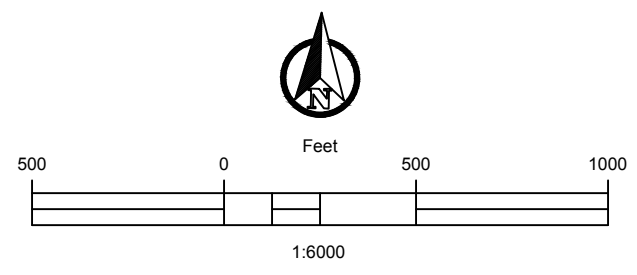
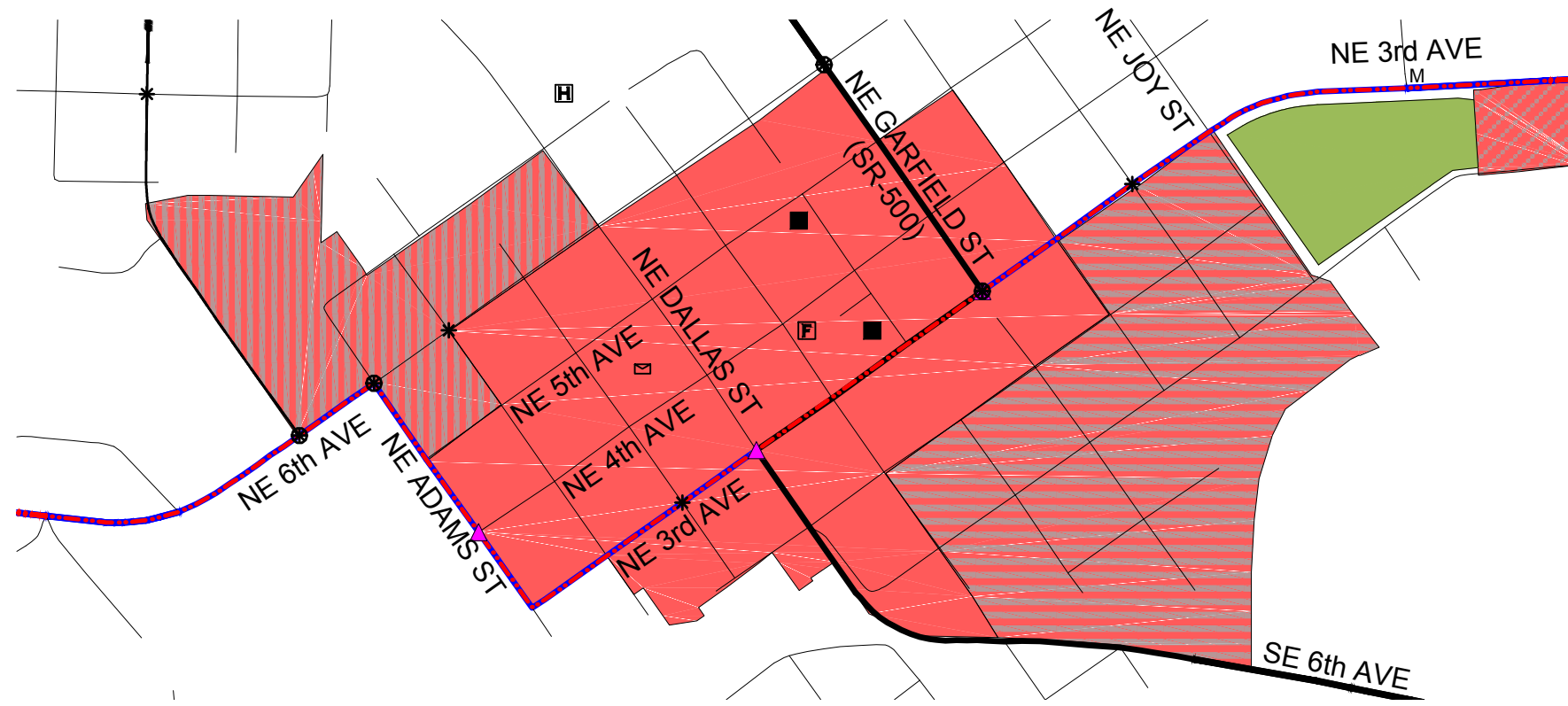
- Roads**
 - Unclassified Roads
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 - Urban Collector
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 - Minor Arterial
 - Principal Arterial
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 - State Route
- Facilities**
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 - Ⓜ Fire Station
 - Ⓜ Medical
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 - Ⓜ Post Office
 - Ⓜ Schools
 - Ⓜ Senior Living Facility
- Zoning**
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SOUTHEAST MAP FOR:
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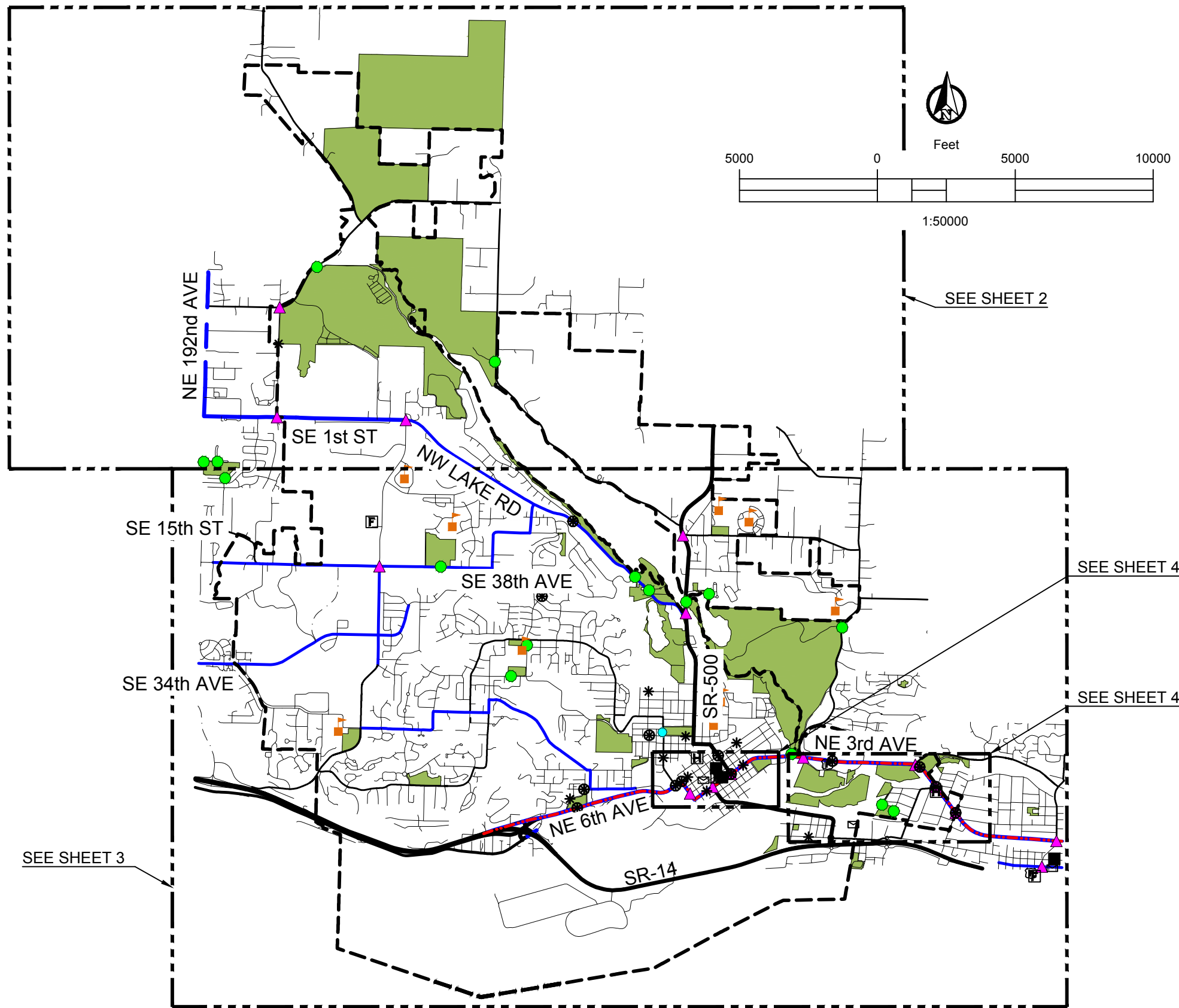
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DOWNTOWN MAP & NE 3rd AVE CORRIDOR FOR:
CAMAS CITY-WIDE SELF EVALUTATION & ADA TRANSITION PLAN
PRIORITIZATION CRITERIA

HDJ
DESIGN GROUP
engineers | landscape architects | planners | surveyors

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- ### Legend
- Roads**
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- ☒ Police Stations
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- ⊗ Bike Collision
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- Other**
- Parks
 - ☐ City Limits
 - Park Access
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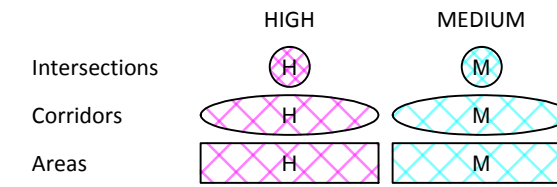
OVERALL MAP FOR:
CAMAS CITY-WIDE SELF EVALUTATION & ADA TRANSITION PLAN
 HIGH & MEDIUM PRIORITY LOCATIONS



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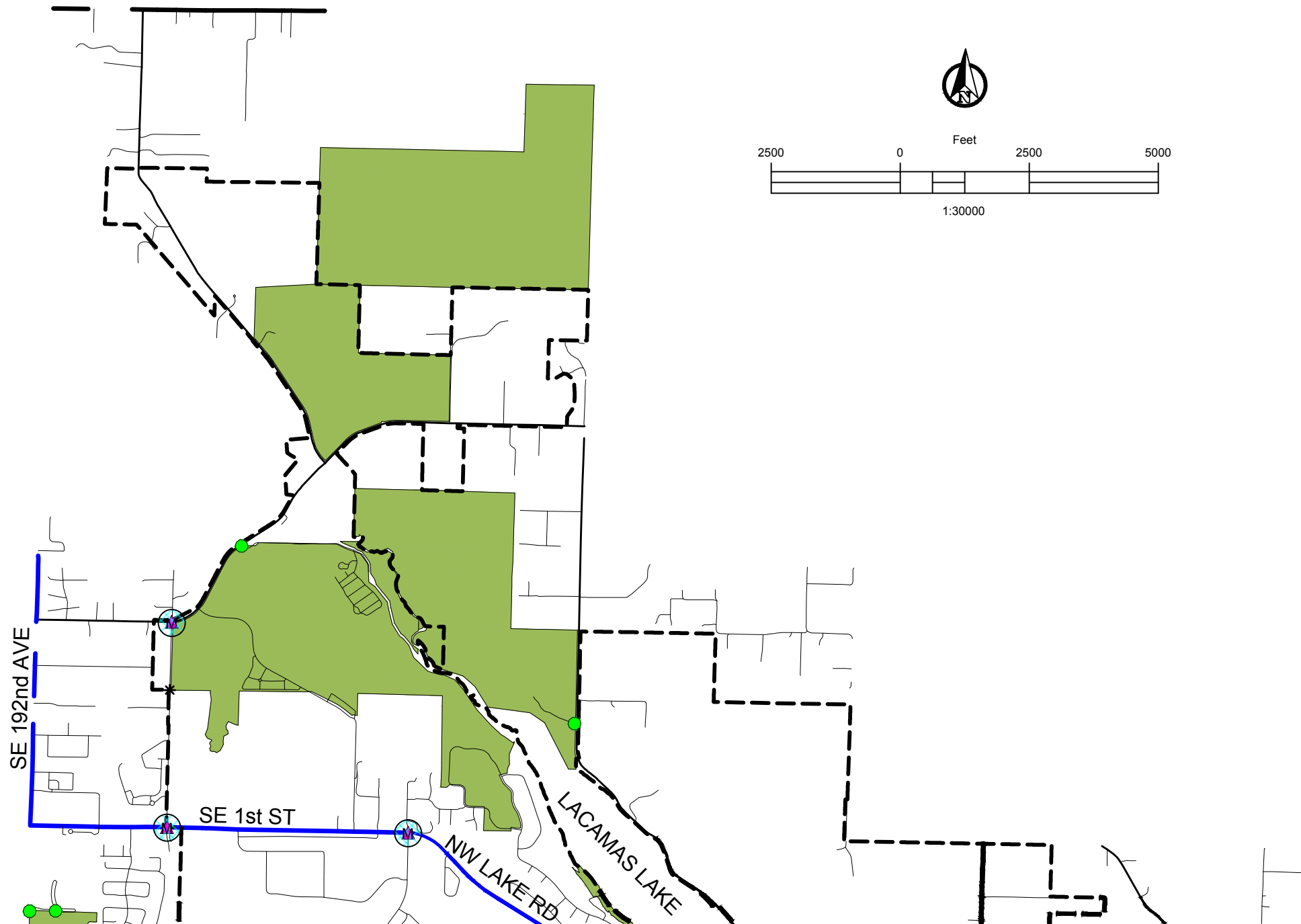
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Priority Locations Legend



Legend

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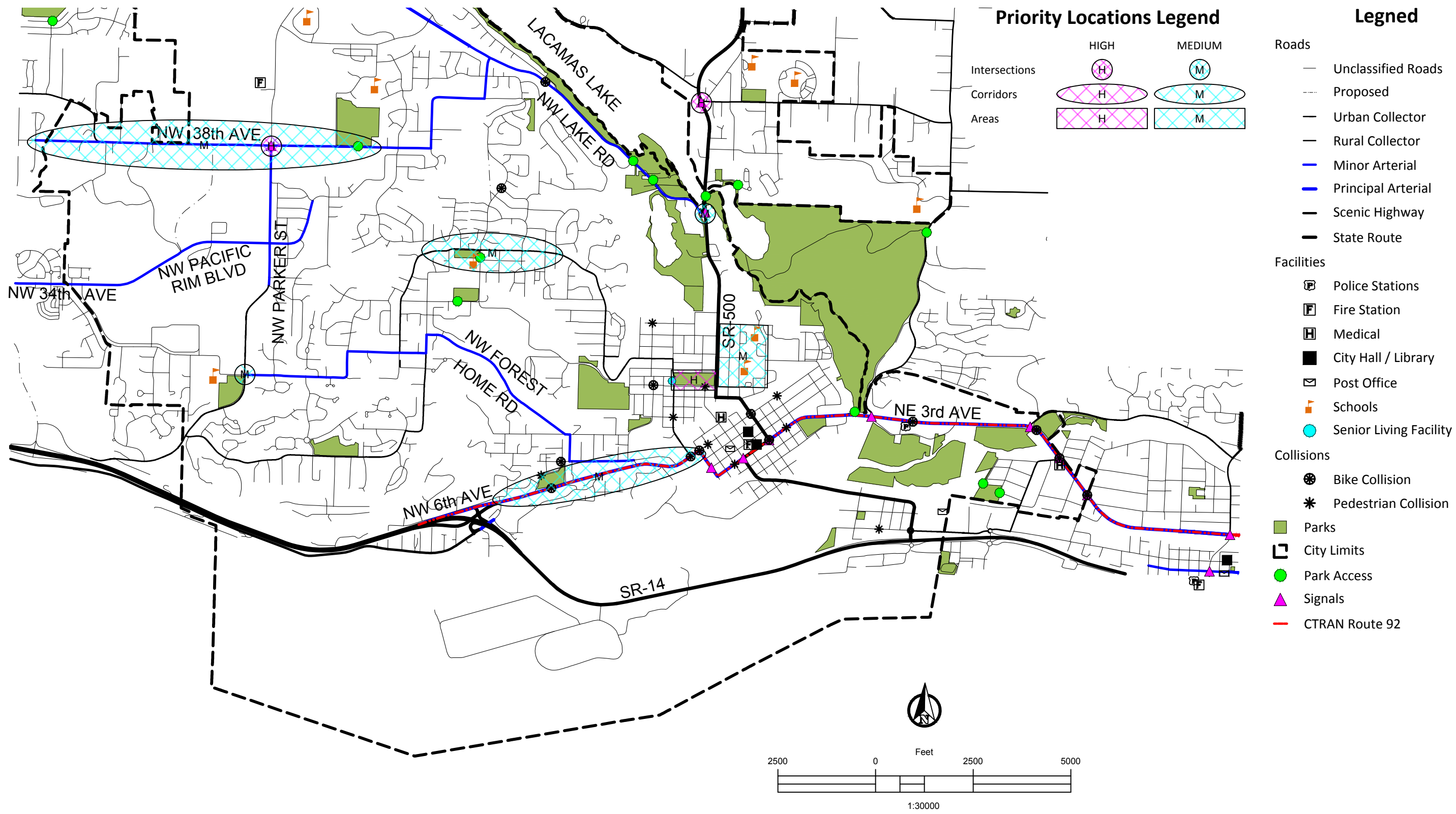


NORTHEAST MAP FOR:
CAMAS CITY-WIDE SELF EVALUTATION & ADA TRANSITION PLAN
 HIGH & MEDIUM PRIORITY LOCATIONS



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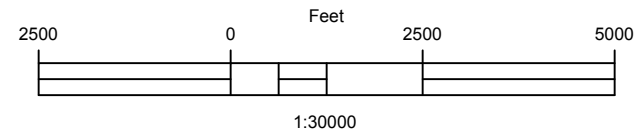


Priority Locations Legend

- Intersections: HIGH (H in circle), MEDIUM (M in circle)
- Corridors: HIGH (H in oval), MEDIUM (M in oval)
- Areas: HIGH (H in square), MEDIUM (M in square)

Legned

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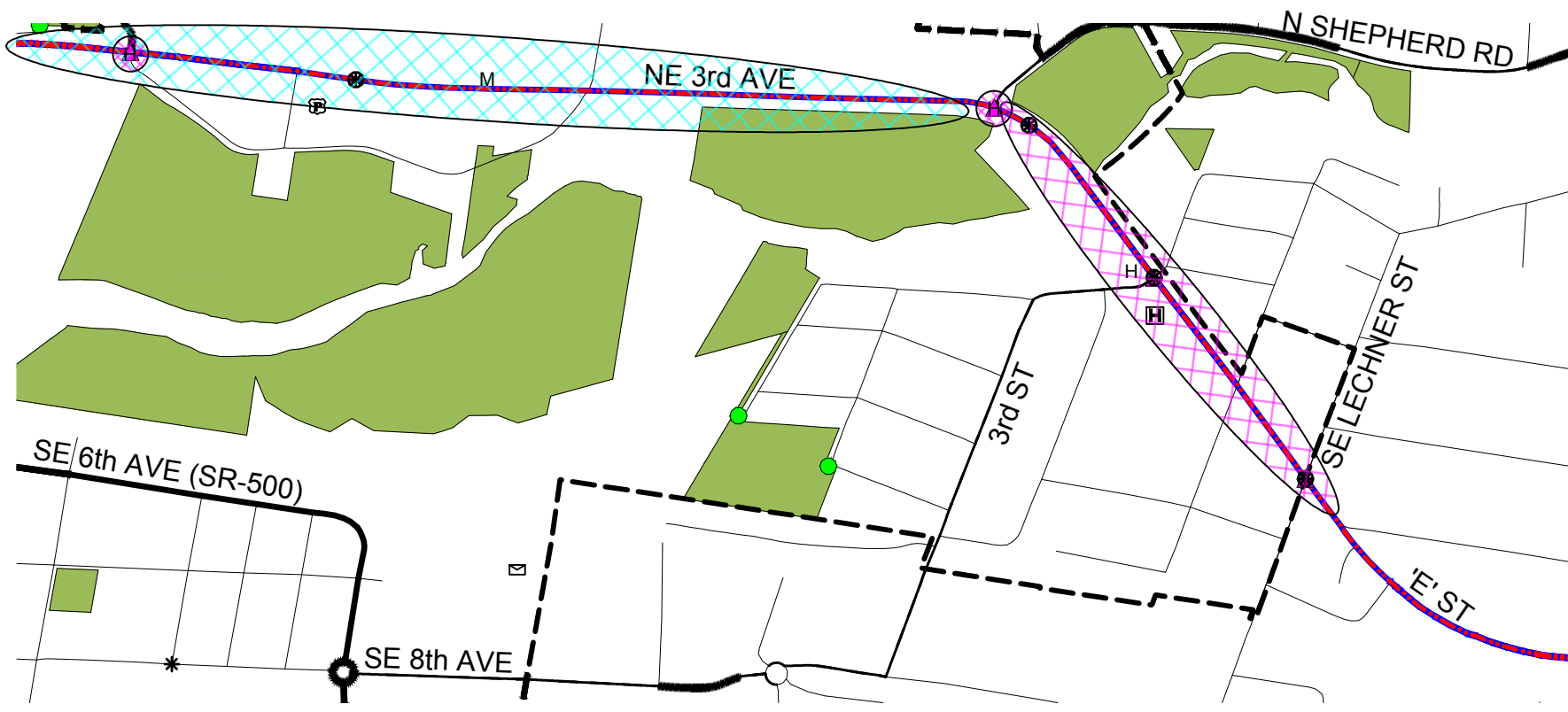
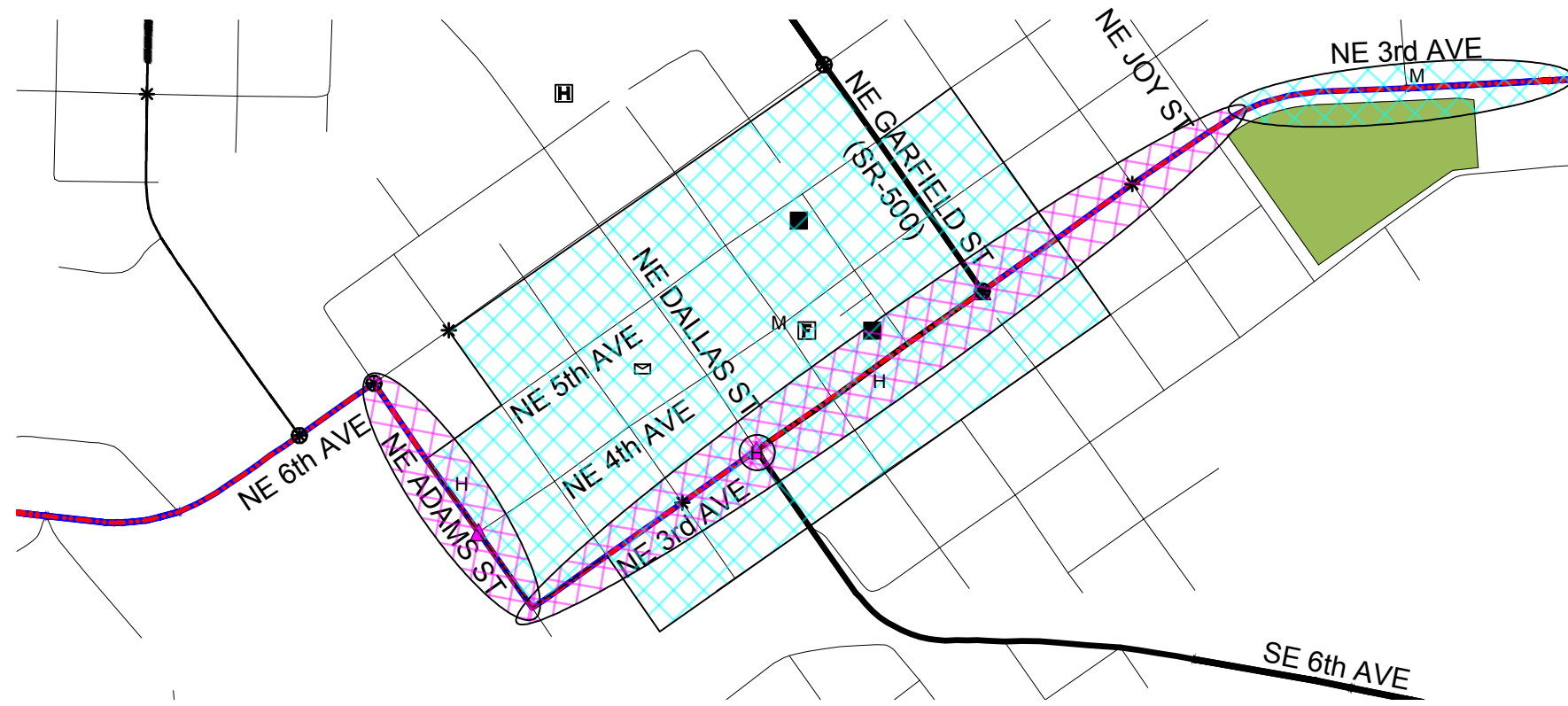


SOUTHEAST MAP FOR:
CAMAS CITY-WIDE SELF EVALUTATION & ADA TRANSITION PLAN
 HIGH & MEDIUM PRIORITY LOCATIONS

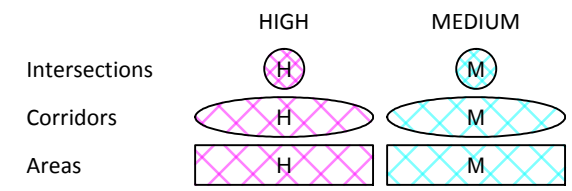


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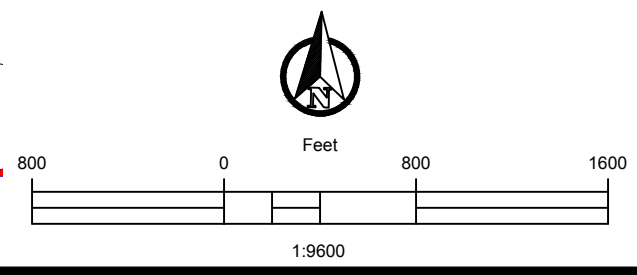
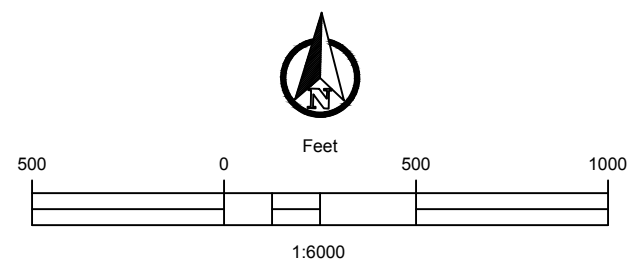


Priority Locations Legend



Legend

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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.

High and Medium Priority Intersections, Corridors, and Areas List

HIGH PRIORITY PROJECT LOCATIONS - INTERSECTION:

- 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)
- NW 6th Ave. & NW Logan, Forest Home Park (Sheet 3)
- NW 6th Ave. & NW Ivy / NW 5th, Forest Home Park (Sheet 3)
- NW 6th Ave. & NW Ash (Sheet 3)

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 5th Ave. Corridor: NE Adams St. to NE Garfield St. (Sheet 4)
- NE 4th Ave. Corridor: NE Adams St. to NE Garfield 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)
- West Highland Neighborhood (Sheet 3)

MEDIUM PRIORITY PROJECT LOCATIONS - INTERSECTION:

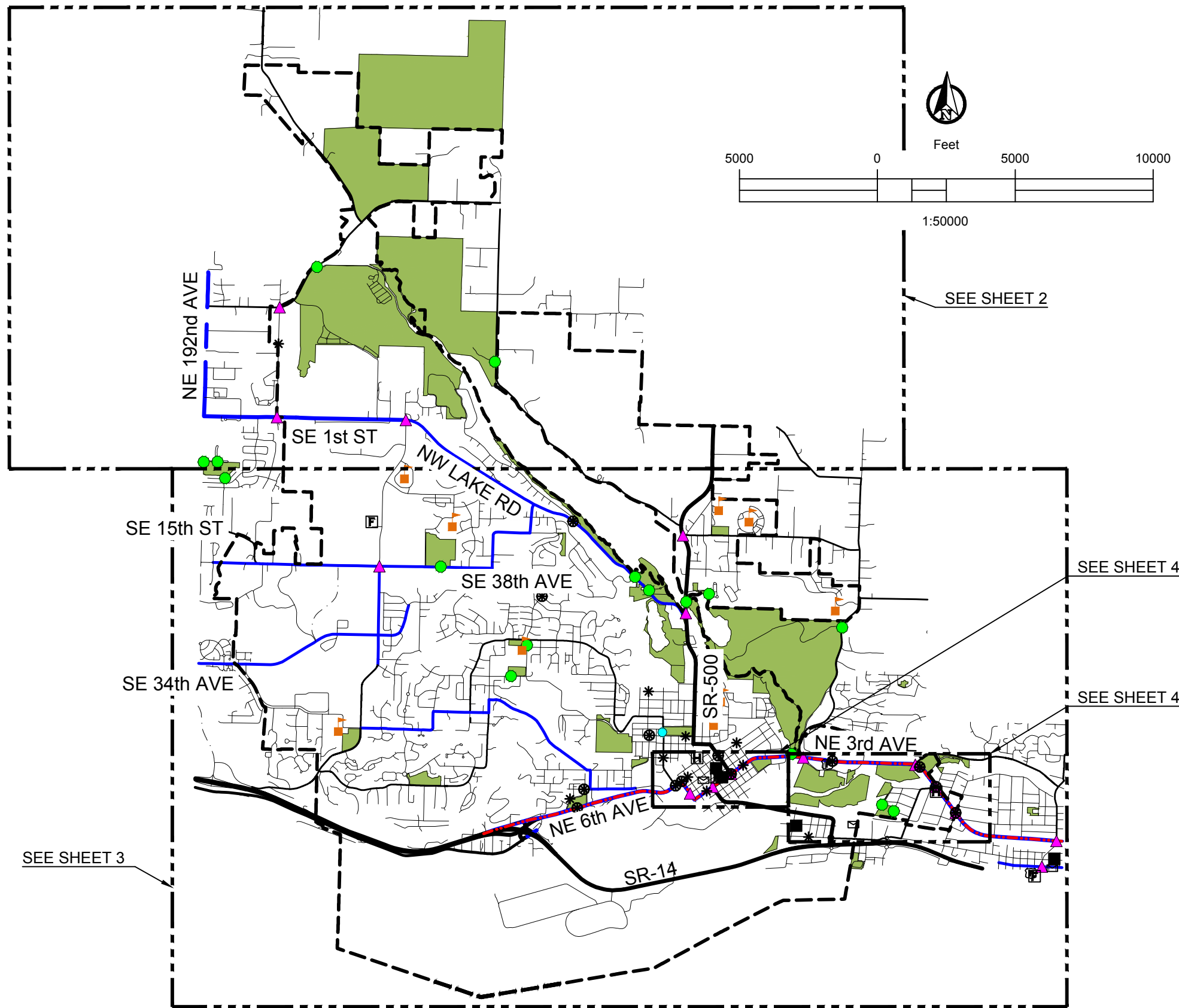
- SE 1st St & NW Friberg-Strunk St. Intersection (Sheet 2)
- NW Lake Rd. & SR-500/ Everett St. Intersection (Sheet 3)
- NE 2nd Ave. & Dallas St. Intersection (Sheet 4) – new [crossing enhancement]

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 NW Logan St. (Sheet 3)
- NW 6th Ave. Corridor: NW Logan St. to NW Ivy St. (Sheet 3)
- NW 6th Ave. Corridor: NW Ivy St. to NW Ash St. (Sheet 3)
- NW 6th Ave. Corridor: NW Ash St. to NW Adams 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)
- Garfield St. / SR-500 Corridor: NE 6th Ave. to NE 3rd Ave. (Sheet 4)
- SR-500 Corridor South (NE Dallas St. / SE 6th St. / SE Union St.): NE 3rd Ave. to SE 8th Ave. (Sheet 4)

MEDIUM PRIORITY PROJECT LOCATIONS - AREA:

- Downtown Core, areas not already included above (Sheet 4)
- Camas Community Center (Sheet 4)



Legend

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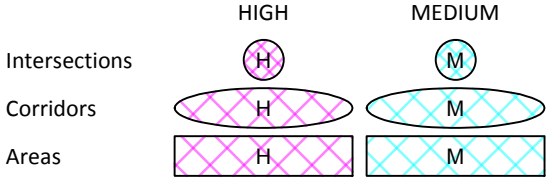
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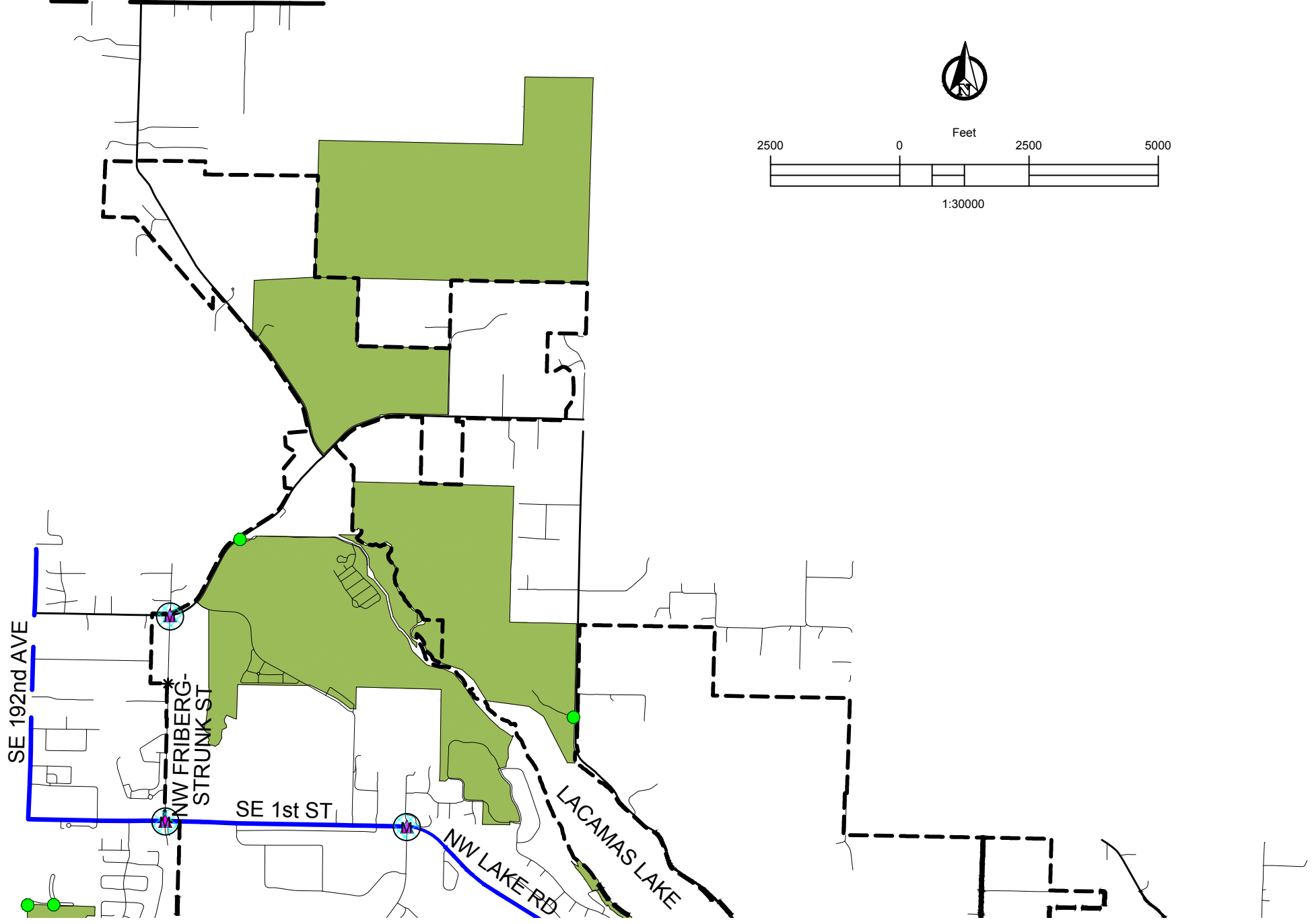
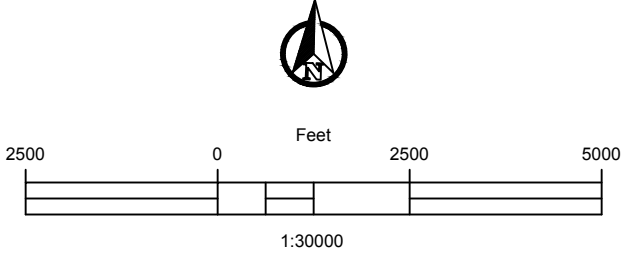
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Priority Locations Legend



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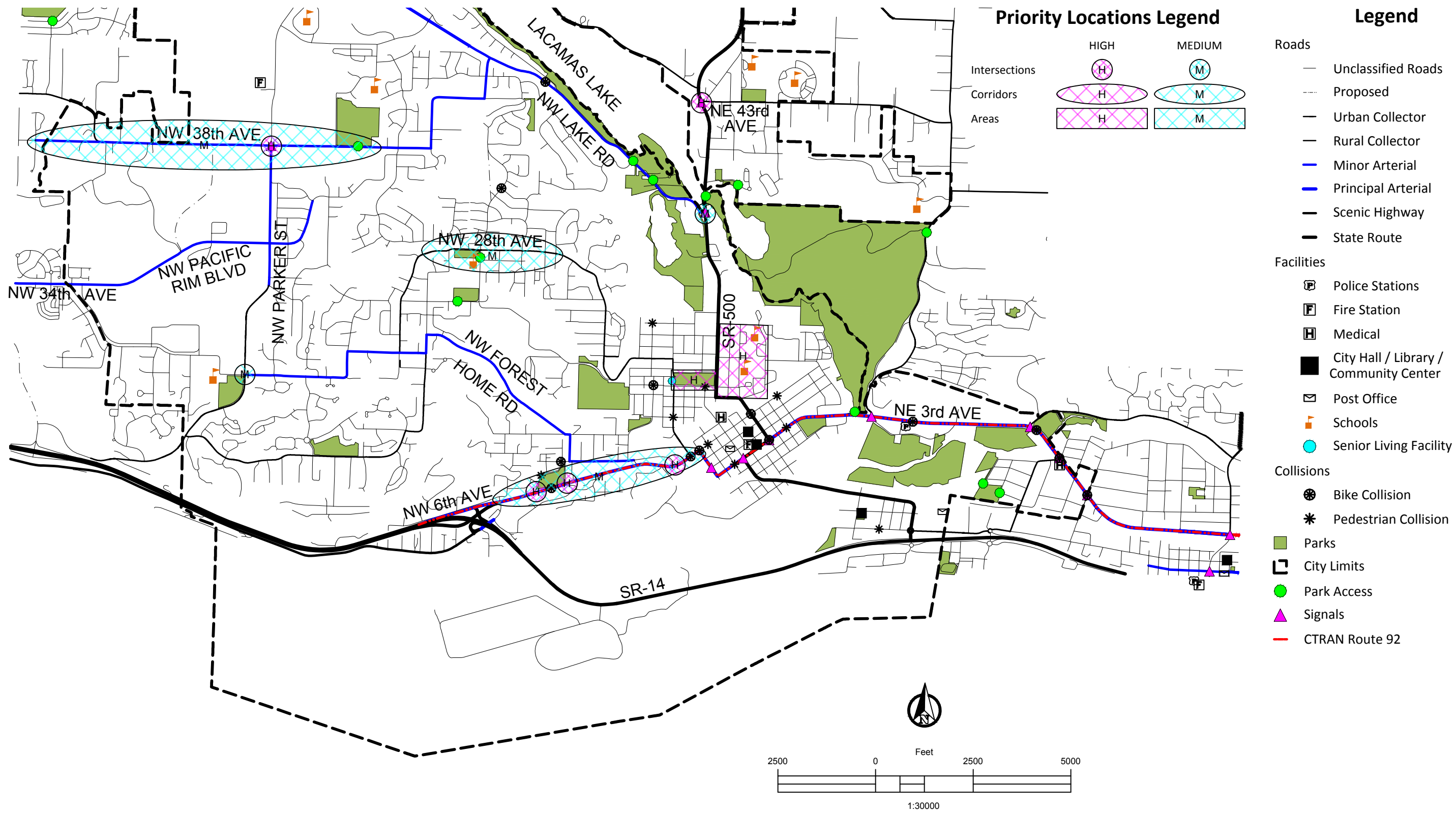


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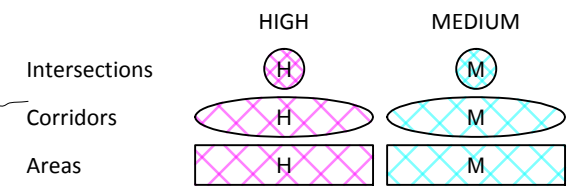
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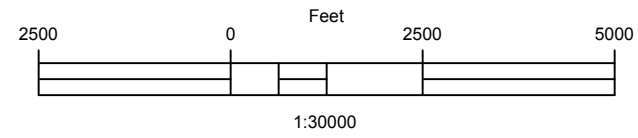


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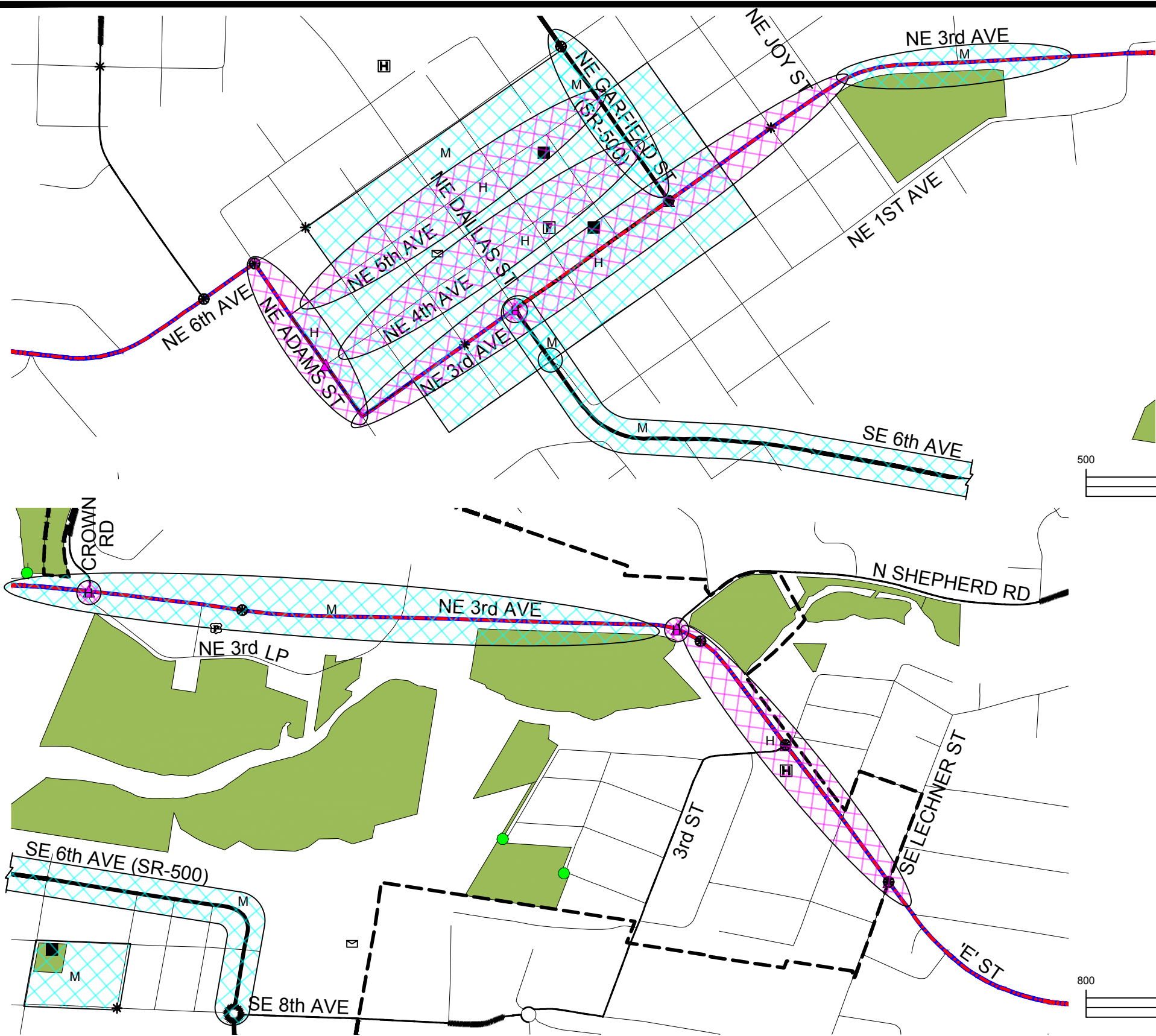


SOUTHEAST MAP FOR:
CAMAS CITY-WIDE SELF EVALUTATION & ADA TRANSITION PLAN
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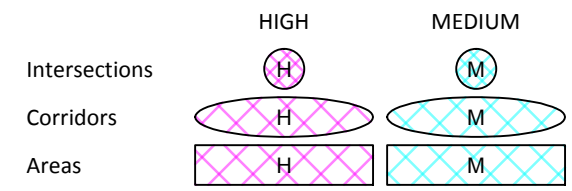


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CHECKED: JAM	JOB NO.: 3804	

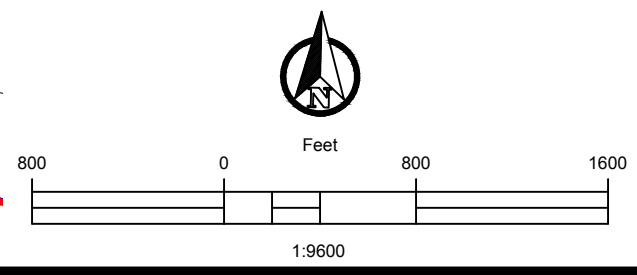
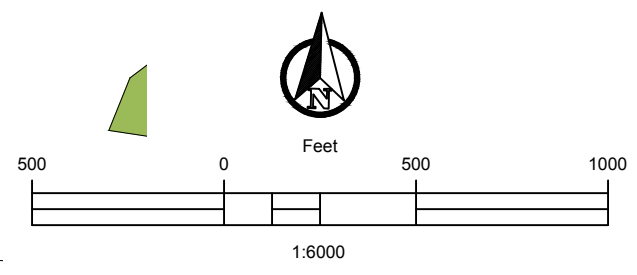


Priority Locations Legend



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 / Community Center
 - Post Office
 - Schools
 - Senior Living Facility
- 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
 HIGH & MEDIUM PRIORITY LOCATIONS

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

Appendix C – ADA Project Schedule by Funding Source

- Project Schedule with Local Funding
- Project Schedule with CDBG Grant Funding
- Project Schedule with State and Federal Grant Funding

Rank	Roadway	End Point 1	End point 2	Scope of Work	Construction Cost	Construction Year	Comments and funding source
1	Varies	NA	NA	Response to requests for ADA upgrades in the public	Varies	Annual	ADA Upgrades based on requests by City
4	Division St	NE 17th Ave	NE 15th Ave	Sidewalk repair on east side only	\$1,000	2015	Repair sidewalk on City park frontage by City
5	Everett St	NE 15th Ave	NE 17th Ave	Sidewalk repair on west side only	\$3,000	2016	Repair sidewalk on City park frontage by City
6	NE 15th Ave	Division St	Everett St	Sidewalk repair on north side only	\$5,000	2017	Repair sidewalk on City park frontage by City
7	NE 17th Ave	Everett St	Division St	Sidewalk repair on south side only	\$16,000	2018	Repair sidewalk on City park frontage by City
8	Division St	NE 17th Ave	NE 15th Ave	Sidewalk repair on west side only	\$9,000	2015	Repair sidewalk on by adjacent property owner
5	Everett St	NE 15th Ave	NE 17th Ave	Sidewalk repair on east side only	\$2,000	2016	Repair sidewalk by adjacent property owner
6	NE 15th Ave	Division St	Everett St	Sidewalk repair on south side only	\$13,200	2017	Repair sidewalk by adjacent property owner
7	NE 17th Ave	Everett St	Division St	Sidewalk repair on north side only	\$20,800	2018	Repair sidewalk by adjacent property owner
8	NE 3rd Ave	Adams St	Joy St	Sidewalk repair	\$8,500	2015	Repair sidewalk by adjacent property owner
10	Adams St	NE 3rd Ave	NE 6th Ave	Sidewalk repair	\$3,000	2017	Repair sidewalk by adjacent property owner
11	NE 4th Ave	Adams St	Joy St	Sidewalk repair	\$36,100	2018	Repair sidewalk by adjacent property owner
12	NE 5th Ave	Adams St	Joy St	Sidewalk repair	\$18,500	2019	Repair sidewalk by adjacent property owner
13	Garfield St	NE 15th Ave	19th St	Sidewalk repair	\$3,000	2019	Repair sidewalk by adjacent property owner
14	Division St	NE 17th Ave	NE 15th Ave	Minor ADA ramp upgrades	\$7,500	2020	Add warning pattern and or eliminate excessive lip.

Rank	Roadway	End Point 1	End point 2	Scope of Work	Construction Cost	Construction Year	Comments and funding source
15	Everett St	NE 15th Ave	NE 17th Ave	Minor ADA ramp upgrades	\$5,000	2021	Add warning pattern and or eliminate excesslive lip.
16	NE 15th Ave	Adams St	Dallas St	Minor ADA ramp upgrades	\$7,000	2022	Add warning pattern and or eliminate excesslive lip.
16	NE 3rd Ave	Adams St	Joy St	Minor ADA ramp upgrades	\$13,000	2023	Add warning pattern and or eliminate excesslive lip.
17	Adams St	NE 3rd Ave	NE 6th Ave	Minor ADA ramp upgrades	\$4,000	2024	Add warning pattern and or eliminate excesslive lip.
18	NE 4th Ave	Adams St	Joy St	Minor ADA ramp upgrades	\$22,000	2025	Add warning pattern and or eliminate excesslive lip.
18	NE 5th Ave	Adams St	Joy St	Minor ADA ramp upgrades	\$16,500	2026	Add warning pattern and or eliminate excesslive lip.
19	Garfield St	NE 15th Ave	19th St	Minor ADA ramp upgrades	\$2,500	2027	Add warning pattern and or eliminate excesslive lip.
20	NE 22nd Ave	Garfield St	lone St	Minor ADA ramp upgrades	\$1,500	2028	Add warning pattern and or eliminate excesslive lip.

Rank	Roadway	End Point 1	End point 2	Scope of Work	Construction Cost	Construction Year	Comments and funding source
1	NE 3rd Ave	Adams St	Joy St	New ADA Ramps only	\$62,000	2016	Replace full height curbs with ADA ramps that qualify for CDBG funding
5	Adams St	NE 3rd Ave	NE 6th Ave	New ADA Ramps only	\$10,000	2020	Replace full height curbs with ADA ramps that qualify for CDBG funding

Rank	Roadway	End Point 1	End point 2	Scope of Work	Construction Cost	Construction Year	Comments and funding source
1	NE 3rd Ave	Adams	Lechner	ADA work to include signal and ramp replacement. Does not include minor upgrades at substantially compliant ADA ramps	\$110,000	2019	Combine ADA upgrades with traffic, pedestrian and bicycle safety improvements. The Federal City Safety Grant program is likely source of funding. No minor upgrades to existing curb ramps.
2	NA	NA	NA	City-wide traffic signal APS upgrades	\$100,000	2020	Combine with pedestrian and traffic safety improvements at traffic signals. The Federal City Safety Grant program is likely source of funding. No minor upgrades to existing curb ramps.
3	NA	NA	NA	Crown Park Area improvements	\$120,000	2022	Sidewalk repaired. Combine with sidewalk infill as part of grant application. The Federal Transportation Alternative Program (TAP) grant is likely source of funding. No minor upgrades to existing curb ramps.
4	NA	NA	NA	Highlands Area improvements	\$46,000	2024	Combine ADA upgrades with sidewalk infill, traffic, pedestrian and bicycle safety improvements. The Safe Route to School program that is part of the Federal Transportation Alternative Program (TAP) grant is likely source of funding. No minor upgrades to existing curb ramps.
5	NW 6th St	Adams St	Norwood St	High Priority Intersections	\$28,000	2026	Combine ADA upgrades with traffic, pedestrian and bicycle safety improvements. The State pedestrian and bicycle grant program is a likely good source of funding. No minor upgrades to existing curb ramps.