



City Council Regular Meeting Agenda
Monday, April 20, 2026, 7:00 PM
Council Chambers, 616 NE 4th AVE

NOTE: The City welcomes public meeting citizen participation. TTY Relay Service: 711. In compliance with the ADA, if you need special assistance to participate in a meeting, contact the City Clerk's office at (360) 834-6864, 72 hours prior to the meeting so reasonable accommodations can be made (28 CFR 35.102-35.104 ADA Title 1)

To observe the meeting (no public comment ability)

- go to <https://vimeo.com/event/5843460>

To participate in the meeting (able to public comment)

- go to <https://cityofcamas-us.zoom.us/j/88951076096>

(public comments may be submitted to publiccomments@cityofcamas.us)

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

PUBLIC COMMENTS

CONSENT AGENDA

NOTE: Consent Agenda items may be removed for general discussion or action.

1. [March 16, 2026 Camas City Council Regular and Workshop Meeting Minutes](#)
2. Automated Clearing House and Claim Checks Approved by Finance Committee
3. [Approve ADA Self Evaluation Plan and ADA Transition Plan Updates
\(Submitted by James Carothers, Engineering Manager\)](#)
4. [\\$13,868 PBS Engineering and Environmental LLC Self Evaluation Plan \(SEP\) and
ADA Transition Plan Update Professional Services Agreement Amendment 2
\(Submitted by James Carothers, Engineering Manager\)](#)
5. [Professional Services Agreement for Boulder Creek Intake Reconstruction
\(Submitted by Rob Charles, Utilities Manager\)](#)

MAYOR

6. Mayor Announcements
7. [Library Week Proclamation](#)
8. [Council Assignments](#)

9. [Planning Commission Appointment](#)

MEETING ITEMS

10. [Public Hearing – Ordinance No. 26-002 Spring Omnibus Amending the 2026 Readopted Budget](#)
[Presenter: Cathy Huber Nickerson, Finance Director and Debra Brooks, Financial Analyst](#)
[Time Estimate: 5 minutes](#)
11. [Resolution No. 26-005 Revising the City of Camas Fee Schedule for 2026](#)
[Presenter: Cathy Huber Nickerson, Finance Director and Debra Brooks, Financial Analyst](#)
[Time Estimate: 5 minutes](#)
12. [Resolution No. 26-006 Setting a Public Hearing Concerning the Proposed Vacation of a Portion of NW Oregon Street](#)
[Presenter: James Carothers, Engineering Manager](#)
[Time Estimate: 5 minutes](#)

PUBLIC COMMENTS

NON-AGENDA ITEMS

13. Staff
14. Council

CLOSE OF MEETING



City Council Workshop Minutes – Draft
Monday, April 6, 2026, 4:30 PM
Council Chambers, 616 NE 4th AVE

NOTE: Please see the published Agenda Packet for all item file attachments

CALL TO ORDER

Mayor Hogan called the meeting to order at 4:30 p.m.

ROLL CALL

Present: Council Members Marilyn Boerke, Martin Elzingre (arrived at 4:48 p.m.), Mahsa Eshghi, Tim Hein, John Nohr, Jennifer Senescu and John Svilarich

Staff: Sydney Baker, James Carothers, Scott Collins, Carrie Davis, Cliff Free, Jennifer Gorsuch, Cathy Huber Nickerson, Michelle Jackson, Tina Jones, Kayla Mobley, Alan Peters, Doug Quinn, Heidi Steffensen, Connie Urquhart and Chris Witkowski

Press: There was no one from the press present.

PUBLIC COMMENTS

Anna Windelen, Camas, commented about the complete street reconfiguration.

Rick Marshall, Camas, commented about the complete street reconfiguration.

WORKSHOP TOPICS

1. ADA Transition Plan Update Presentation
 Presenter: James Carothers, Engineering Manager

 This item will be placed on the April 20, 2026 City Council Regular Meeting Agenda for Council's consideration.
2. ADA Transition Plan Update Professional Services Agreement Amendment 2
 Presenter: James Carothers, Engineering Manager

 This item will be placed on the April 20, 2026 City Council Regular Meeting Agenda for Council's consideration.
3. NW 28th Avenue and NW Fargo Street Pavement Preservation and Complete Street Reconfiguration
 Presenter: James Carothers, Engineering Manager

This item was for Council's information only.

4. NW Oregon Street Vacation Petition
Presenter: James Carothers, Engineering Manager

A Resolution for this item will be on the April 20, 2026 City Council Regular Meeting Agenda for Council's consideration.

5. Waterline Easement Vacation Request
Presenter: James Carothers, Engineering Manager

A Public Hearing for this item will be on the May 4, 2026 City Council Regular Meeting Agenda.

6. Staff Miscellaneous Updates
Presenter: Doug Quinn, City Administrator

Quinn provided updates on a City lease and agreement with the Lacamas Watershed Council.

PUBLIC COMMENTS

Rick Marshall, Camas, commented about property values.

Michael Andreotti, Vancouver, commented about the waterline easement vacation request.

Steve Waugh, Vancouver, commented about the waterline easement vacation request.

COUNCIL COMMENTS AND REPORTS

Due to time constraints, this item was moved to the April 6, 2026 City Council Regular Meeting.

CLOSE OF MEETING

The meeting closed at 6:37 p.m.



City Council Regular Meeting Minutes – Draft
Monday, April 6, 2026, 7:00 PM
Council Chambers, 616 NE 4th AVE

NOTE: Please see the published Agenda Packet for all item file attachments

CALL TO ORDER

Mayor Hogan called the meeting to order at 7:00 p.m.

PLEDGE OF ALLEGIANCE

ROLL CALL

Present: Council Members Marilyn Boerke, Martin Elzingre, Mahsa Eshghi, Tim Hein, John Nohr, Jennifer Senescu and John Svilarich

Staff: Sydney Baker, James Carothers, Scott Collins, Carrie Davis, Cliff Free, Cathy Huber Nickerson, Tina Jones, Shawn MacPherson, Robert Maul, Kayla Mobley, Alan Peters, Doug Quinn, Bryan Rachal, Heidi Steffensen, Connie Urquhart and Chris Witkowski

Press: No one from the press was present.

PUBLIC COMMENTS

Tyler Sanders, Camas, commented about the complete street reconfiguration.

Brad Richardson, Port of Camas-Washougal, provided an update on Port projects.

Kaitlyn Howsley, Camas, commented about crosswalks.

Mark Swenson, Camas, commented about the complete street reconfiguration.

Charles Haines, Camas, commented about the complete street reconfiguration.

CONSENT AGENDA

1. March 16, 2026 Camas City Council Regular and Workshop Meeting Minutes
2. \$1,171,268.23 Automated Clearing House 703428 – 703487 and Claim Checks 162648 – 162789 Approved by Finance Committee
3. \$3,190.67 Copper Mechanical for Operations Center Mechanical and Electrical Improvements Change Order No. 4 and Accept Project as Complete (Submitted by Justin Monsrud, Project Manager)

Meeting minutes created by Sydney Baker.

4. 3rd Avenue Pedestrian and Bicycle Improvements, Grade Werks Excavating LLC, Final Acceptance
(Submitted by Allen Westersund, Engineer III)

It was moved by Boerke, and seconded, to approve the Consent Agenda. The motion passed unanimously.

MAYOR

5. Mayor Announcements

There were no Mayor announcements.

MEETING ITEMS

6. Public Hearing – Ordinance 26-002 Spring Omnibus Amending the 2026 Readopted Budget
Presenter: Debra Brooks, Financial Analyst

Mayor Hogan opened the public hearing at 7:13 p.m.

No one from the public wished to speak.

This Public Hearing will remain open until the April 20, 2026 City Council Regular Meeting.

7. Resolution No. 26-003 Establishing NE Everett Street from NE 4th Avenue to NE 5th Avenue as a One-Way Roadway
Presenter: James Carothers, Engineering Manager

It was moved by Boerke, and seconded, to approve Resolution 26-003. The motion carried unanimously.

8. Resolution No. 26-004 Establishing Time Limits for Parking Spaces on NE Franklin Street
Presenter: James Carothers, Engineering Manager

It was moved by Elzingre, and seconded, to approve Resolution 26-004. The motion carried unanimously.

PUBLIC COMMENTS

No one from the public wished to speak.

NON-AGENDA ITEMS

9. Staff

There were no additional staff updates.

10. Council

Elzingre attended the Camas Mill ceremony and the grand opening for the Camas Indoor Golf Club.

Hein attended the Camas Mill ceremony, thanked Parks and Recreation staff for their efforts, and commented about Crown Park. Hein thanked the citizens who provided comments for the Complete Streets Project.

Eshghi provided an update from the Port of Camas-Washougal, the Regional Transportation Council (RTC), the Camas School District and the Camas Mill Clean-Up Advisory Committee. Eshghi asked Council and staff to provide any topics to bring to the next RTC meeting.

Boerke attended the Camas Mill ceremony, the Camas Indoor Golf Club grand opening and commented about Spring Fest. Boerke commented about the usage of Garver Theater, the Two Rivers Heritage Museum. Boerke commented about the State of the Cities event.

Svilarich attended the Camas Mill ceremony and the Camas Indoor Golf Club grand opening. Svilarich commented about Spring Fest and the State of the Cities. Svilarich attended the Community Chest fundraiser.

Senescu attended the Camas Mill ceremony and the Camas Indoor Golf Club grand opening. Senescu commented about Spring Fest.

Nohr attended the Camas Mill ceremony and the Camas Indoor Golf Club grand opening. Nohr provided an update from the Downtown Camas Association (DCA). Nohr attended State Auditors meeting. Nohr commented about Crown Park and electric motorcycles.

CLOSE OF MEETING

The meeting closed at 7:43 p.m.



Memorandum

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

INTRODUCTION

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

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

ADA Self Evaluation and ADA Transition Plan Requirements

The following categories are listed in the WSDOT Rubrics:

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

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

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

PUBLIC INVOLVEMENT PROCESS

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

Public Outreach

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

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

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

Agencies & Service Providers

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

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

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

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

Process Kick-Off Meeting with City of Camas Staff

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

ADA Community Advisory Committee for the Public Right of Way

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

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

Community Outreach

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

- Community-wide mailer
- EngageCamas.com webpage

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

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

CAC Meeting #1 Findings – June 27, 2025

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

CAC Meeting #2 Findings – September 18, 2025

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

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

CAC Meeting #3 Findings – December 4, 2025

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

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

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

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

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

Conclusion

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

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

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

INVENTORY

Introduction

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

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

Summary of Inventory

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

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

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

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

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

Limitations

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

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

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

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

Findings

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

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

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

Evaluation Process

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

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

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

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

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

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

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

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

Findings

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

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

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

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

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

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

Conclusion

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

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

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

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

ERS/MT:JAM

Appendix A

WSDOT ADA Transition Plan Rubric

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

Jurisdiction:

Reviewer:

Date:

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

Rating:

Notes:

**Action Items
& Dates:**

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

Rating:

Notes:

**Action Items
& Dates:**

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

Rating:

Notes:

**Action Items
& Dates:**

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

Rating:

Notes:

**Action Items
& Dates:**

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

Rating:

Notes:

**Action Items
& Dates:**

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

Rating:

Notes:

**Action Items
& Dates:**

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

Rating:

Notes:

**Action Items
& Dates:**

Appendix B

Survey Responses

City of Camas ADA Plan Update Survey

What Camas destinations and streets are important to you?

Number of responses: 33

Text answers:

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

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

Downtown/prune hill east

City hall

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

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

All streets and destinations. It's our city.

Downtown

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

Downtown and Lake trail

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

Downtown core area

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

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

Prune Hill area

Downtown

NW 38th Ave, NW Astor St, NW 43rd Ave

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

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

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

Downtown, parks, trails, everything

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

Paper mill. Shops downtown.

Downtown Camas, the Oak Park neighborhood .

Shop entrances, sidewalks, and adding bike lanes

Main street and down town

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

Main street all of it, and most surface streets.

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

Grains of Wrath, Cafe Picalo

Camas Library

4th street

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

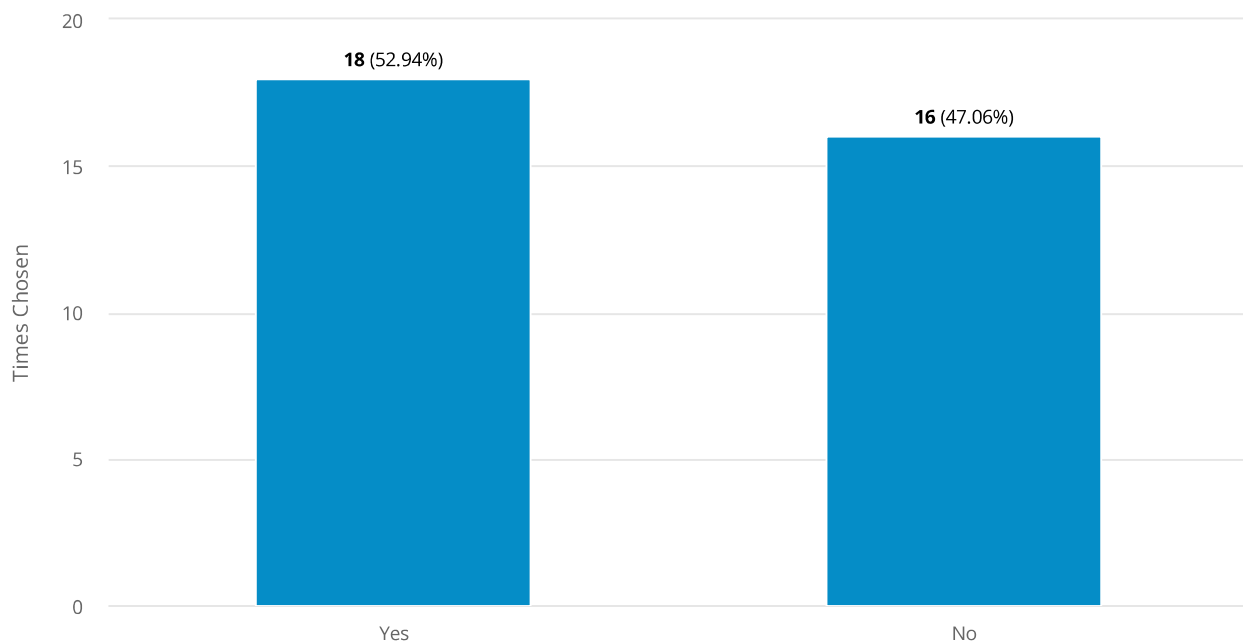
Downtown 4th street

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

The main downtown area.

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

Number of responses: 34



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

Number of responses: 20

Text answers:

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

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

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

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

Designated motorcycle parking would be a nice feature

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

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

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

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

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

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

Another dangerous and difficult spot is on NW Astor Street between NW 16th Avenue and the end of the walking path just south of NW 15th Circle. I am forced onto a busy street with no sidewalk or shoulder when going up to Dorothy Fox School because there is a missing segment of sidewalk.

Finally, there is no easy nor safe way for me to get down the Camas from Prune Hill as a pedestrian. It would be wonderful to have a safe path and/or sidewalk along Forest Home Road (or allow access down NW Rolling Hills Drive and Ostenson Canyon Road that currently has a gate blocking the path).

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

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

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

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

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

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

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

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

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

Please upload your photos here:

Number of responses: 3

IMG_3674.jpeg (5 MB)

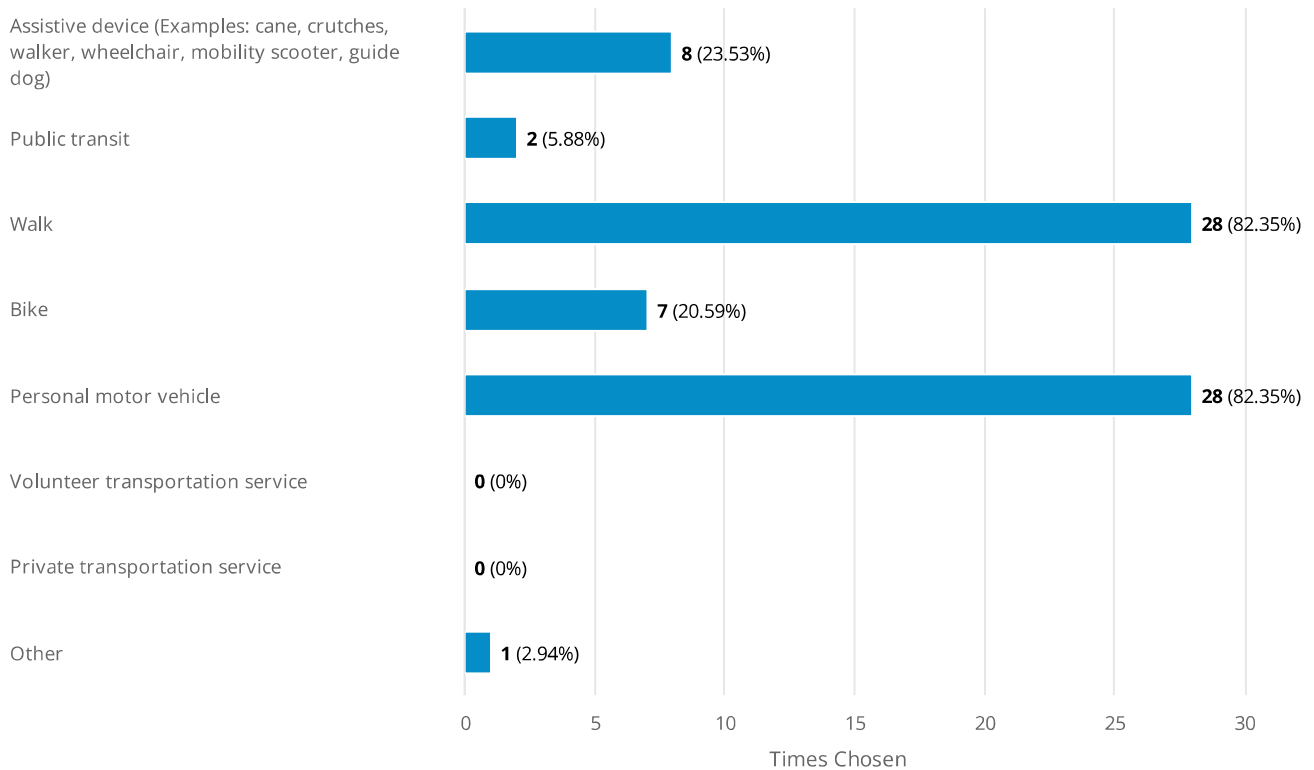
IMG_3772.jpeg (565 KB)

IMG_4714.jpeg (139 KB)

When you travel around Camas, how do travel?

Item 3.

Number of responses: 34



"Other" text answers:

Motorcycle

Additional comments about how you travel around Camas:

Number of responses: 9

Text answers:

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

Knee scooter or cane

We ride motorcycles for get together lunches

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

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

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

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

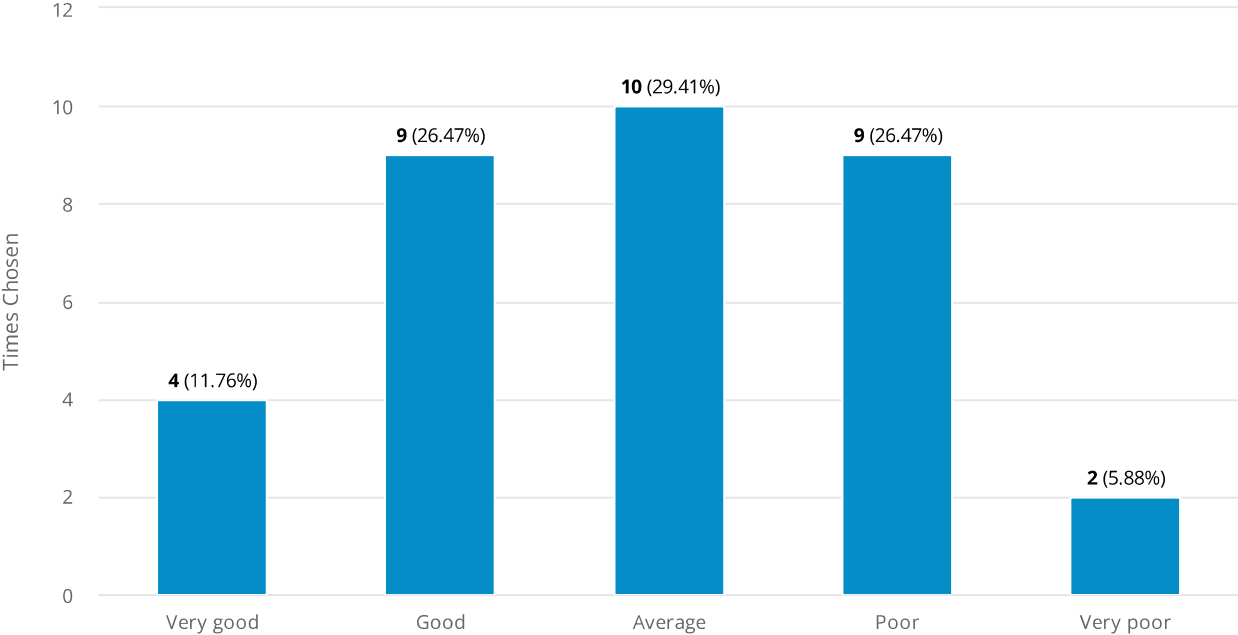
N/A

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

Never had an issue driving or walking around Camas

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

Number of responses: 34



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

Number of responses: 19

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

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

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

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

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

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

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

Many of the sidewalks are uneven or bumpy .

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

Need more, keep putting them in where needed most.

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

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

Everything is excellent

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

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

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

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

Some sidewalk areas have large cracks/broken pieces.

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

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

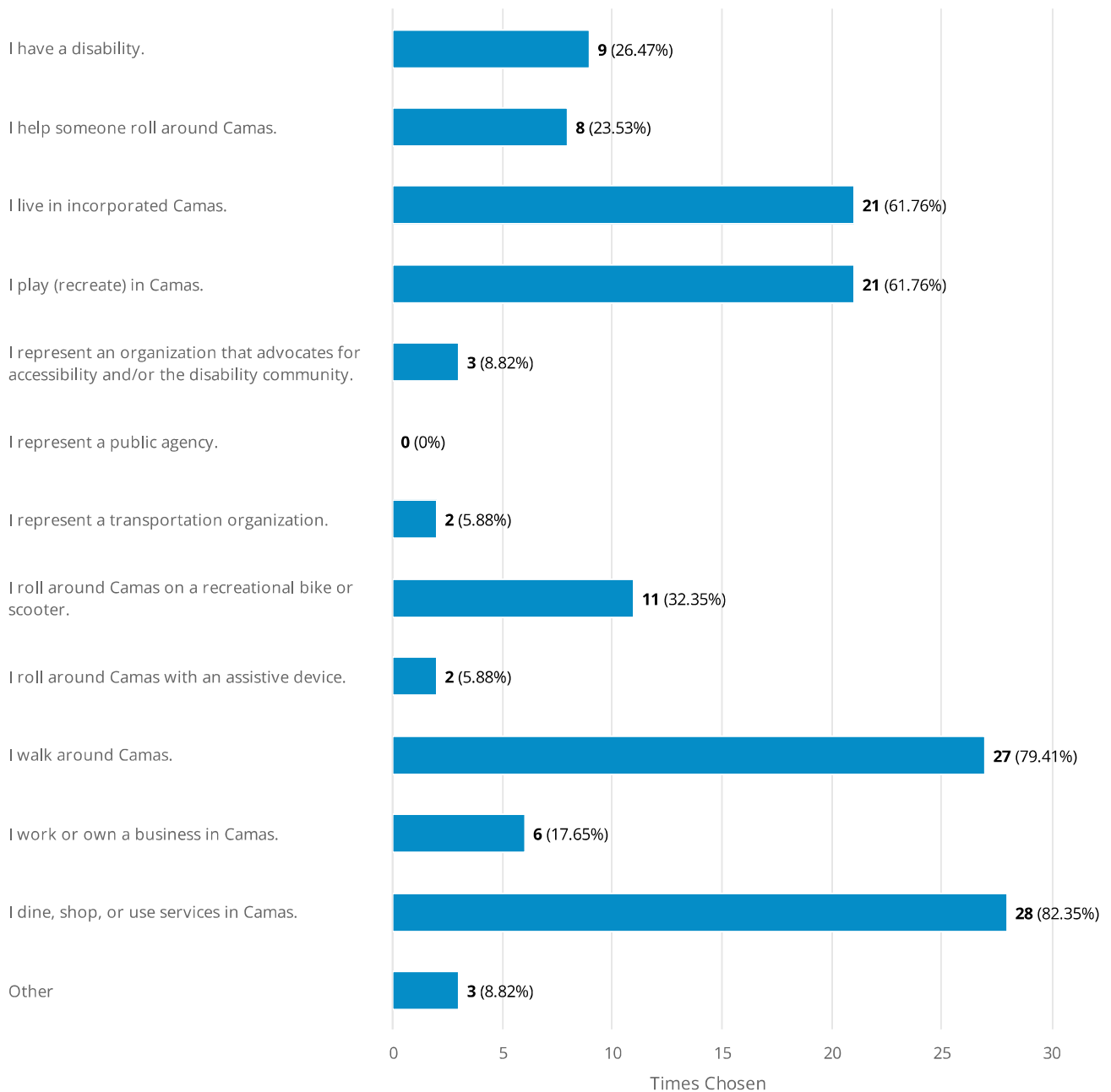
Improve lighting at crosswalk

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

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

Please tell us a little bit about yourself.

Number of responses: 34



"Other" text answers:

- I am working the City's ADA plan update
- I also have a daughter that attends camas adult transition and they work in downtown camas.
- Mobility issues

Additional comments about yourself:

Item 3.

Number of responses: 13

Text answers:

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

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

Paddling helps reduce stress

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

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

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

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

Retired. but still busy.

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

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

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

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

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

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

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

Number of responses: 6

Text answers:

Rob Klug at WSDOT Local programs

Noise pollution

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

Ask the residents in the senior homes and centers.

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

Madeline Cooley
(360) 356-4525

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

Number of responses: 10

Text answers:

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

Thanks for prioritizing accessibility

[Redacted]

[Redacted]

Appendix C

Scribble Maps



Americans with Disabilities Act 2025 Plan Update





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

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

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

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

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

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

Appendix D

CAC Summary Meeting Notes



EVENT OVERVIEW

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

EVENT: Community Advisory Committee, Session 1

DATE: June 27, 2025, 10:00 am

LOCATION: Camas City Hall, Council Chambers

HOSTED BY:

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

ATTENDEES:

In-person

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

Online

- WSDOT- ADA/504 Compliance Coordinator, Allison Spector

DISTRIBUTIONS:

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

MATERIALS RECEIVED:

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

SUMMARY

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

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

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

AGENDA

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

AREAS OF DISCUSSION

What Camas destinations and streets are important to you?

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

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

What mobility and accessibility barriers do you experience in Camas?

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

Anyone else we should talk to?

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

Other:

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

ATTENDANCE

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



EVENT OVERVIEW

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

EVENT: Community Advisory Committee, Session 2

DATE: September 18, 2025, 10:00 am

LOCATION: Camas City Hall, Council Chambers

HOSTED BY:

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

ATTENDEES:

In-person

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

Online

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

DISTRIBUTIONS:

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

MATERIALS RECEIVED:

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

SUMMARY

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

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

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

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

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

AGENDA

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

AREAS OF DISCUSSION

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

Session 1 Recap

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

Who We’re Talking To

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

Survey Overview

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

Respondent Profile

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

Travel Modes

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

Accessibility Ratings

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

Important Destinations & Streets

- John shared the curb ramp inventory map, explaining the color-coded dots and clarifying the safe harbor rule: ramps built to code at the time don’t need updating unless altered.
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 - Event challenges: difficulty finding accessible parking, then traversed extremely steep terrain from Garver lot down to the event, where she, her son, their friend (Micah, also a CAC member), and his caregiver then faced more obstructions from the crowd.
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Transit & Mobility

- Questions were raised about public transit and light rail opposition.
 - Curleigh and Carrie: CTRAN services will not be reduced; the discussion happening is about cost-sharing.
 - Possible additional 2–3 CTRAN routes in future.
 - Request was made to prioritize ADA accessibility on transit routes NW 6th Ave and 3rd Ave.
- Mention of Community in Motion services (Medicaid-related).
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Next Steps

- Compile list of high-priority corridors and curb ramps (missing, substandard, or needing replacement).
- Rank existing curb ramps and Public Rights-of-Way Access Guidelines (PROWAG) shortfalls.
- Prepare draft plan (review in Session 3).
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- Integrate projects into short- and long-term Transportation Improvement Plans.

Project Contacts

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- James Carothers, Engineering Manager – jcarothers@cityofcamas.us, 360.817.7230
- John Manix, Apex Companies – john.manix@apexcos.com, 360.567.2117
- Project page: engagecamas.com/ada-plan-updates-2025



EVENT OVERVIEW

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

EVENT: Community Advisory Committee, Session 2=3

DATE: December 4, 2025, 12:00 pm

LOCATION: Camas City Hall, Council Chambers

HOSTED BY:

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

ATTENDEES:

In-person

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

Online

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

DISTRIBUTIONS:

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

MATERIALS RECEIVED:

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

SUMMARY

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

Alicia reviewed the list of stakeholders invited to take part in the online survey and the CAC. She then presented the survey results, which included 56 responses from community members, caregivers, advocates, and local

organizations. Respondents reported a range of mobility and accessibility challenges, rated Camas' sidewalks and ramps with mixed reviews, and highlighted destinations such as Downtown, parks, and key residential and connector streets. It was noted that respondents offered numerous additional comments on each question.

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

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

AGENDA

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

AREAS OF DISCUSSION

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

Session 1 Recap

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

Who We're Talking To

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

Survey Overview

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

Respondent Profile

- Participants included residents, people experiencing disabilities, caregivers, public agency representatives, advocates, and local businesses.

- Over 20% of respondents expressed having a disability, and many reported mobility or accessibility challenges; photo uploads and comments illustrated barriers.

Travel Modes

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

Accessibility Ratings

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

Important Destinations & Streets

- John shared the curb ramp inventory map, explaining the color-coded dots and clarifying the safe harbor rule: ramps built to code at the time don’t need updating unless altered.
- Explained we will get more specific in the next phase of the self-evaluation, when we’ll decide what ramps should be replaced.
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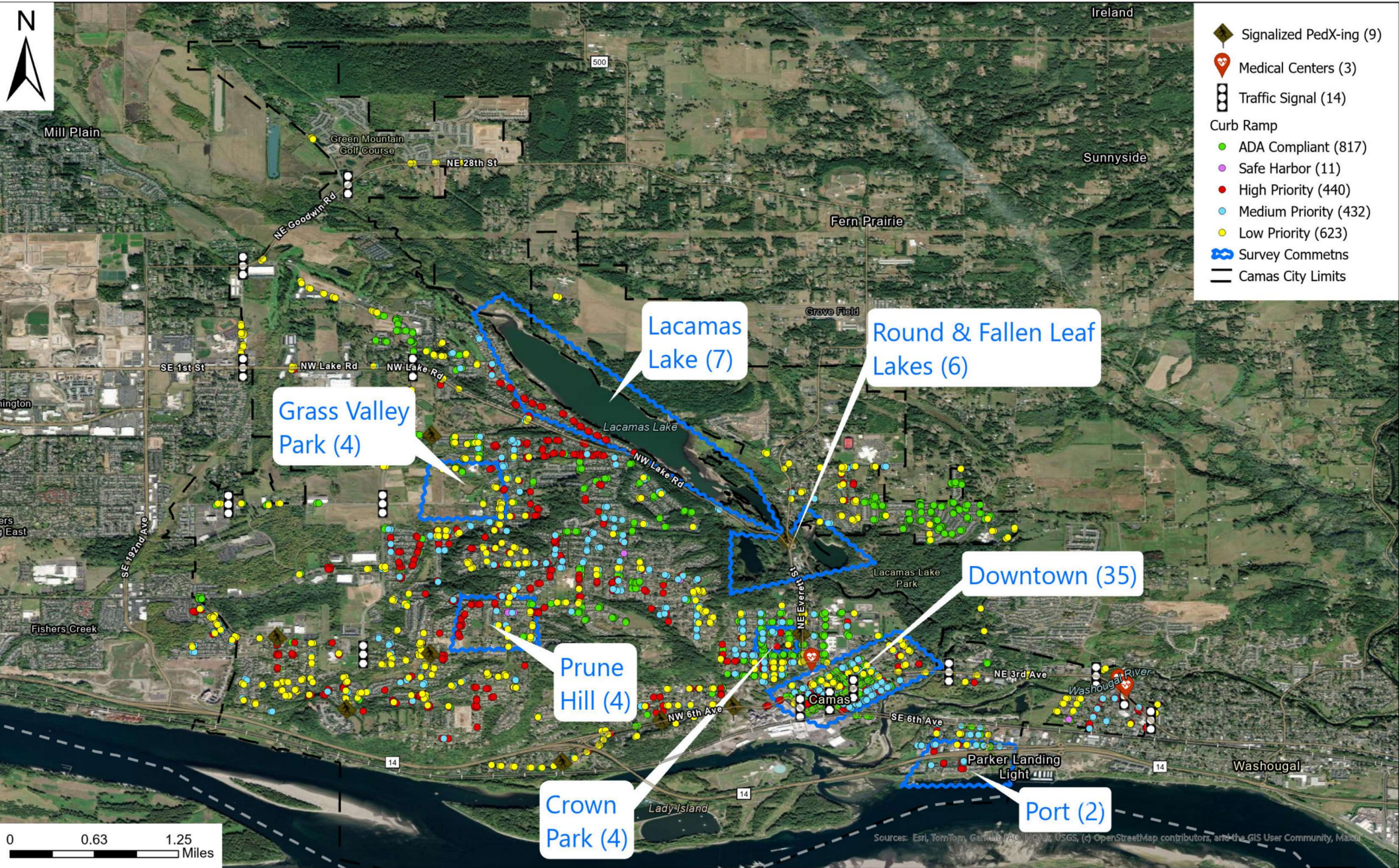
Project Contacts

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Appendix E

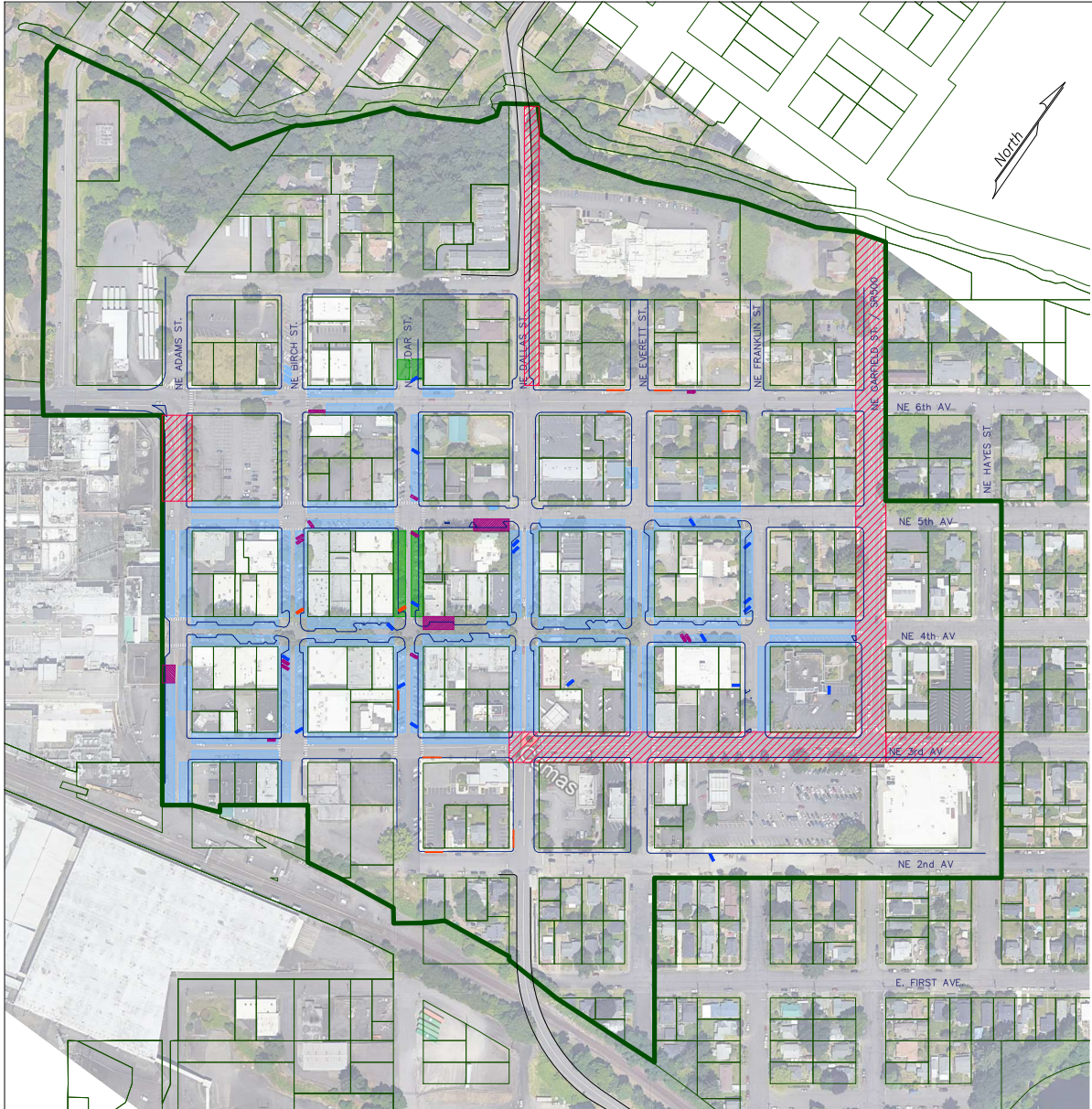
Community City Map

City of Camas Curb Ramp Inventory With Survey Comments







Appendix F

City of Camas Downtown Parking Inventory



City of Camas

WASHINGTON

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

CITY OF CAMAS
PUBLIC WORKS DEPARTMENT
DOWNTOWN COMMERCIAL
PARKING MAP

Appendix G

GIS Coding Logic Memo

ADA Camas – GIS Work

Project File is located here:

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

Ranking Criteria (In-Progress):

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

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

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

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

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

```
        return 'ADA Compliant'
```

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

```
        return 'Safe Harbor'
```

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

```
        return 'Low Priority'
```

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

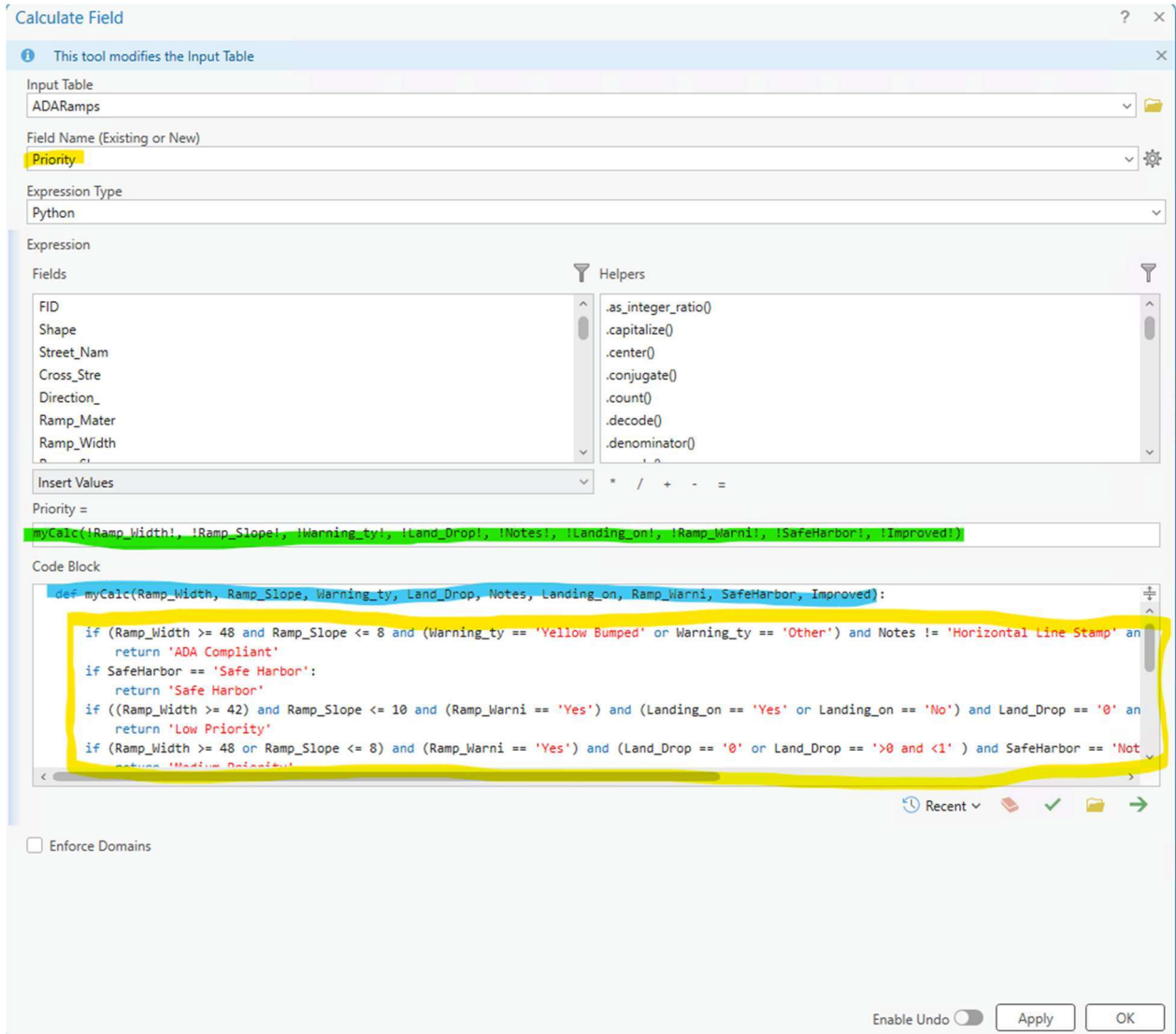
```
        return 'Medium Priority'
```

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

```
        return 'High Priority'
```

```
    else:
```

```
        return 'Undetermined'
```



Safe Harbor

04/09/2025

Result: 11 ramps protected by Safe Harbor

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

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

```
        return 'Safe Harbor'
```

```
    else:
```

```
        return 'Not Protected'
```

12/9/2025 Updates by Moe:

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

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

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

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

```
        return 'ADA Compliant'
```

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

```
        return 'Low Priority'
```

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

```
        return 'High Priority'
```

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

```
        return 'ADA Compliant'
```

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

```
        return 'Safe Harbor'
```

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

```
        return 'Low Priority'
```

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

return 'Medium Priority'

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

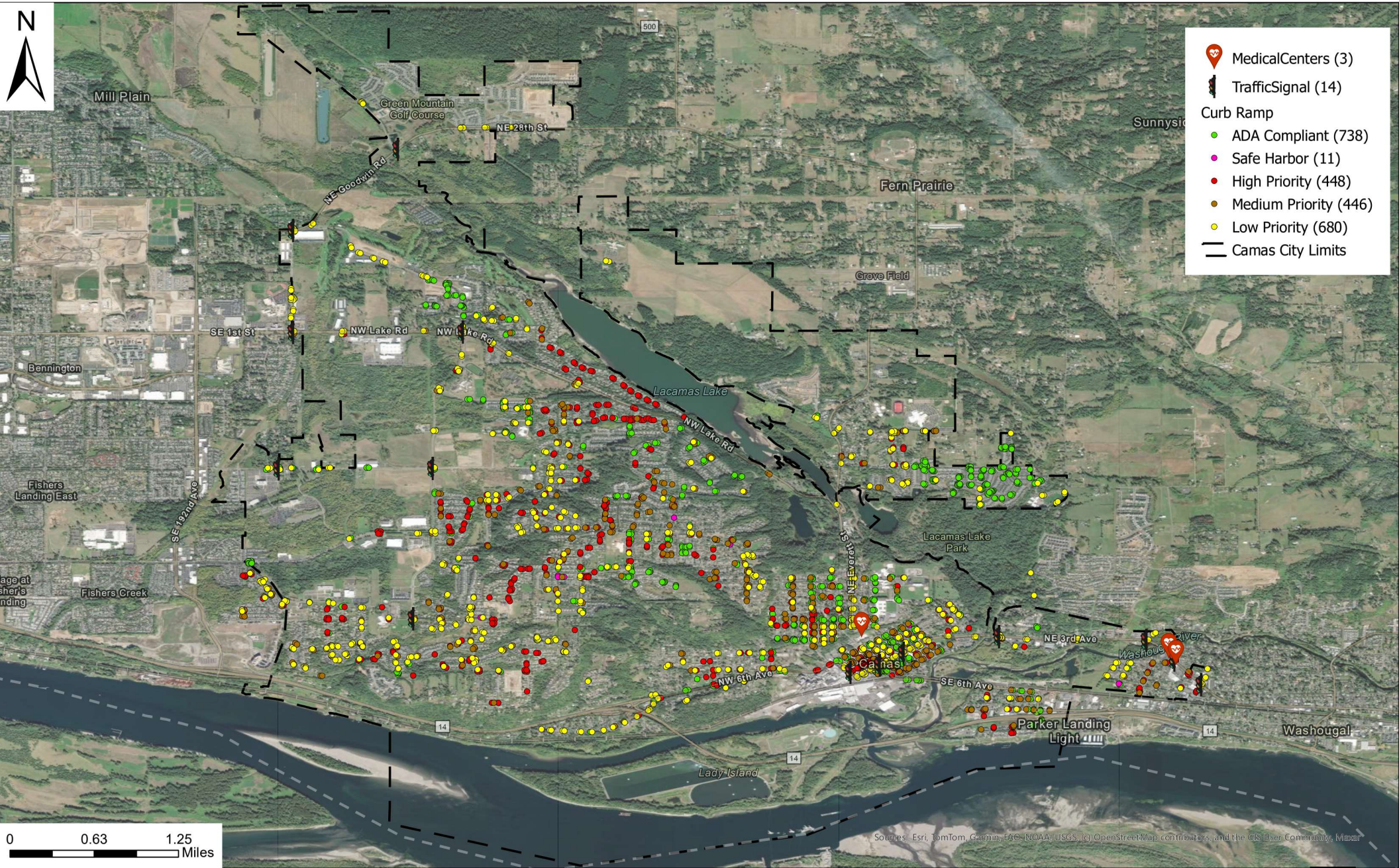
return 'High Priority'

return 'Undetermined'

Appendix H

Citywide Map

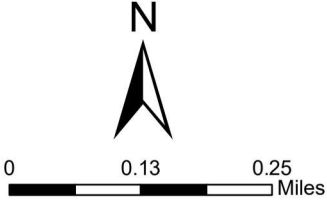
City of Camas Curb Ramp Inventory by ADA Compliance



High and Medium Priority Locations

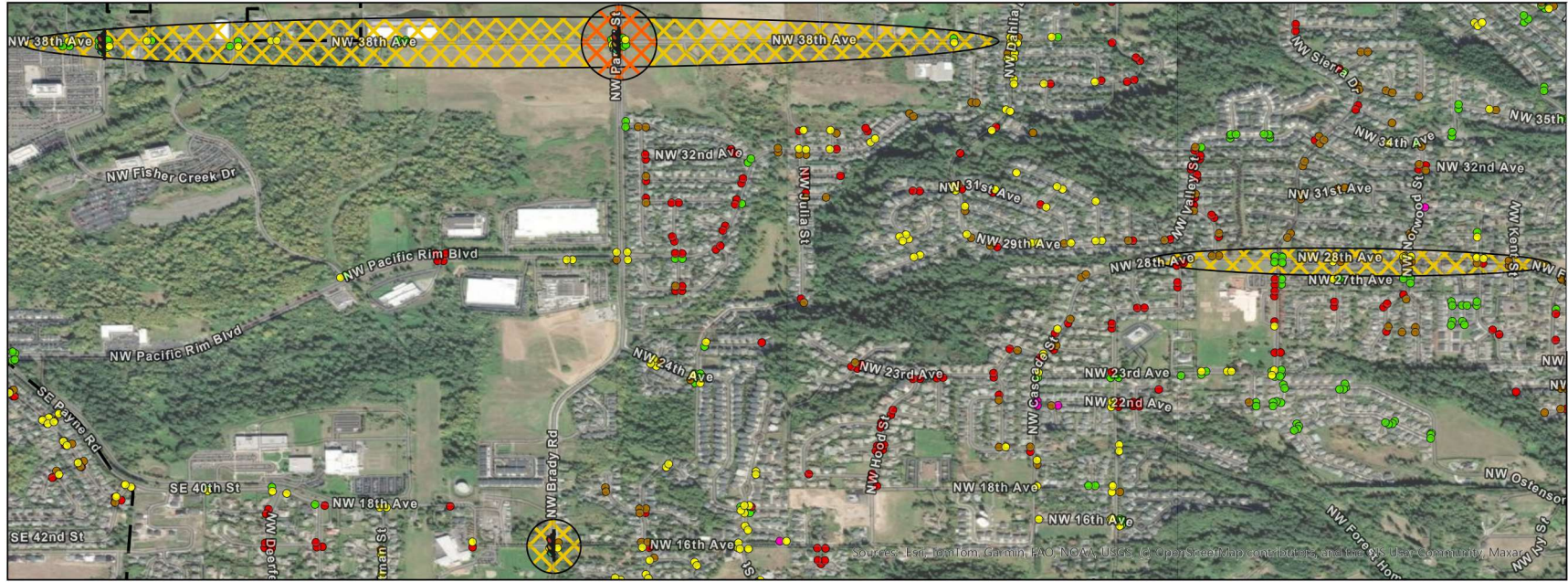


- Curb Ramp**
- ADA Compliant
 - Safe Harbor
 - High Priority
 - Medium Priority
 - Low Priority
- Camas City Limits
- ▨ High Priority Sections
- ▨ Medium Priority Sections
- 🚦 TrafficSignal
- 📍 MedicalCenters

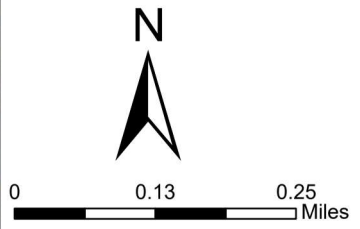
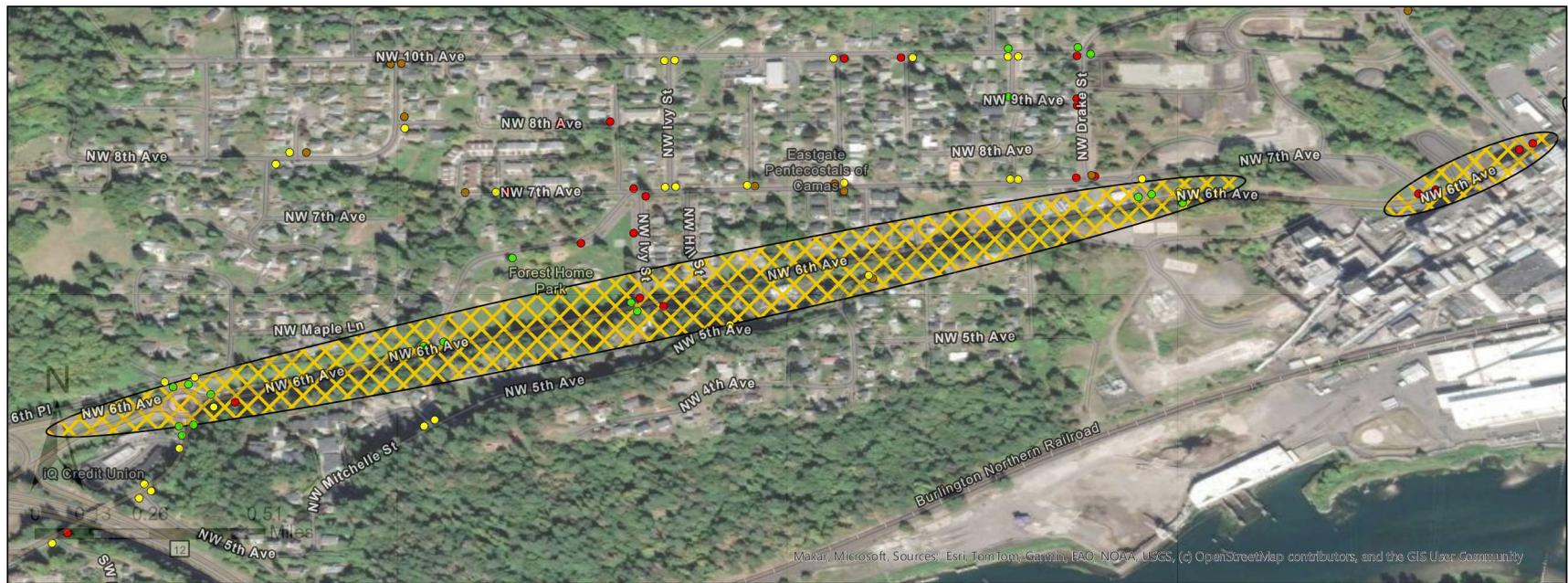
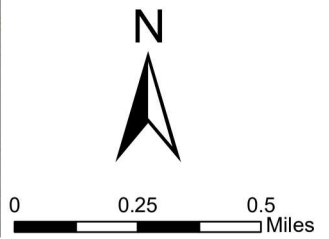


Maxar, Microsoft, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community

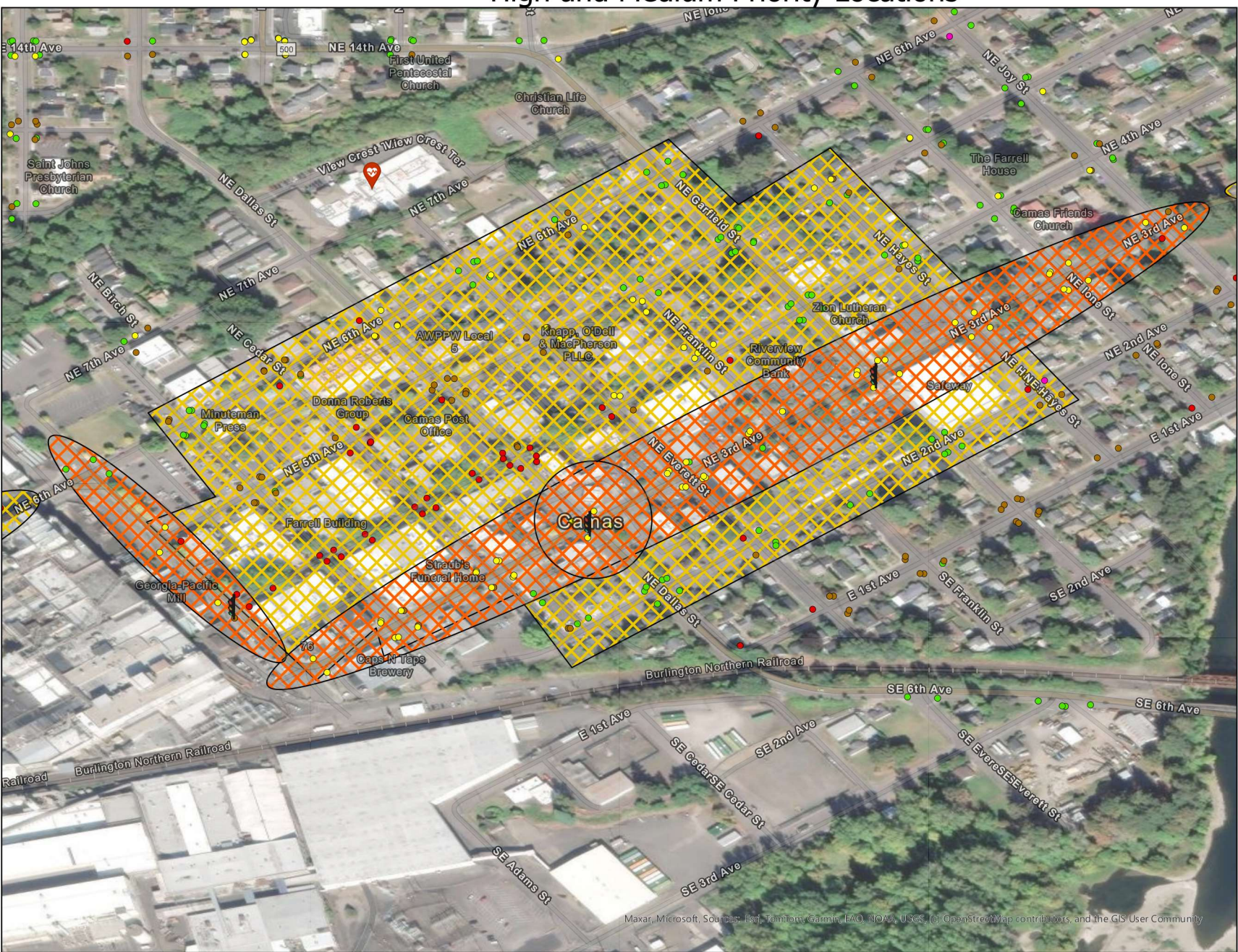
High and Medium Priority Locations



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



High and Medium Priority Locations

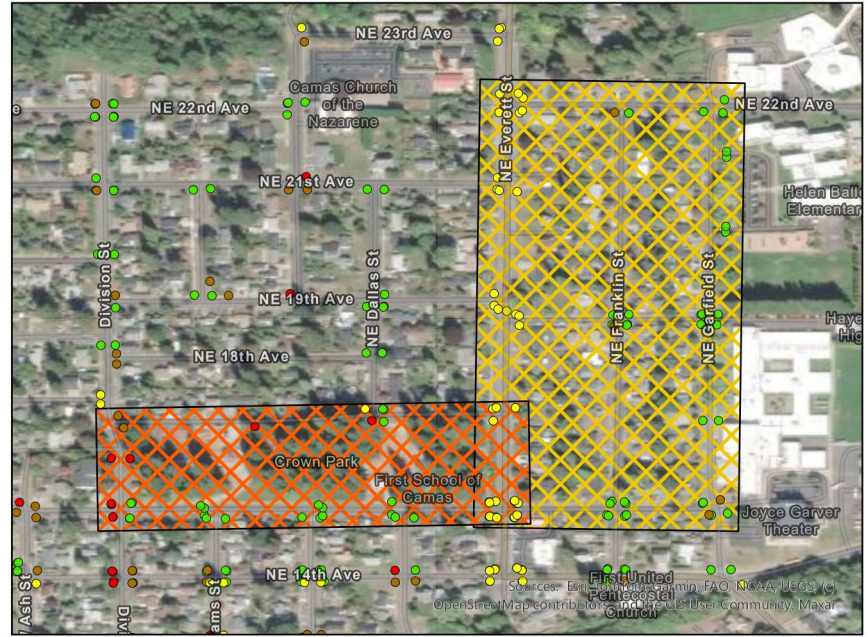
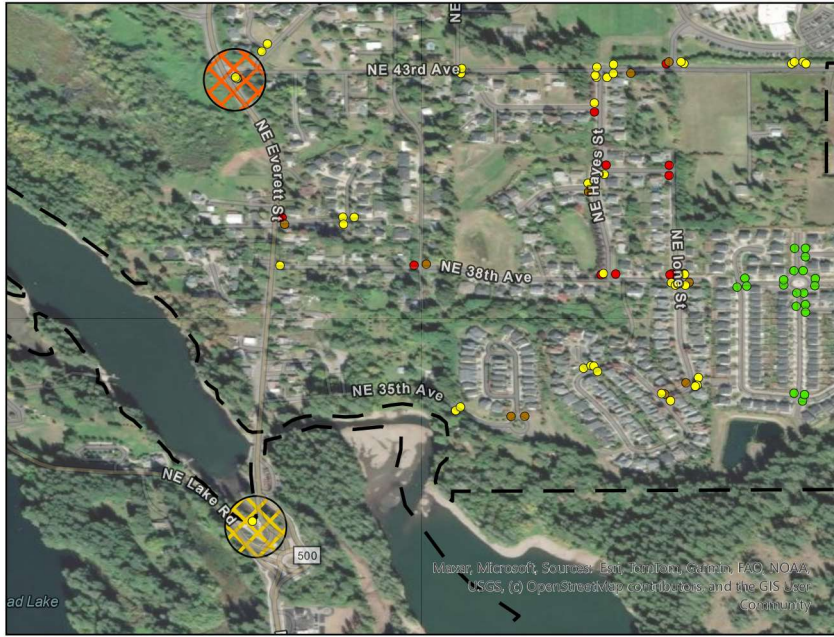


- ADA Compliant
- Safe Harbor
- High Priority
- Medium Priority
- Low Priority
- High Priority Sections
- Medium Priority Sections
- Camas City Limits
- TrafficSignal
- MedicalCenters

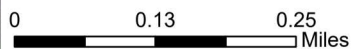
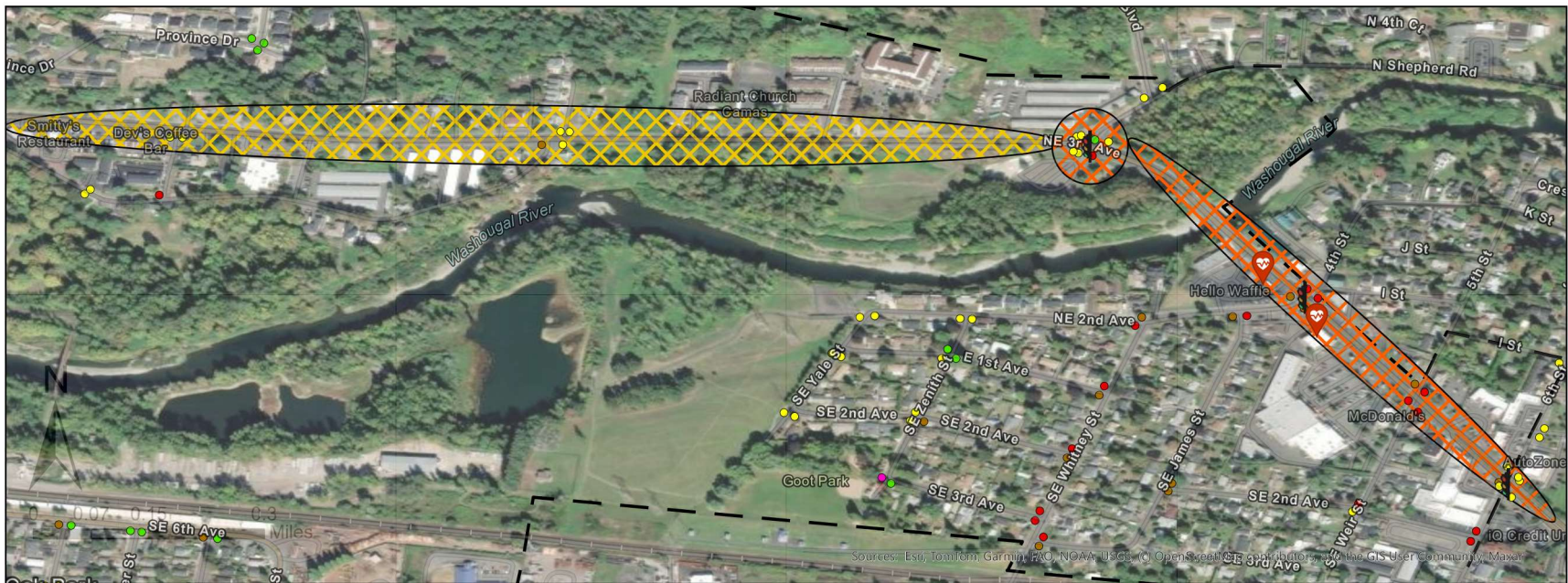
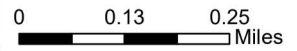


Maxar, Microsoft, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

High and Medium Priority Locations



- Curb Ramp**
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 - High Priority
 - Medium Priority
 - Low Priority
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 - ▭ High Priority Sections
 - ▭ Medium Priority Sections
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 - 📍 MedicalCenters



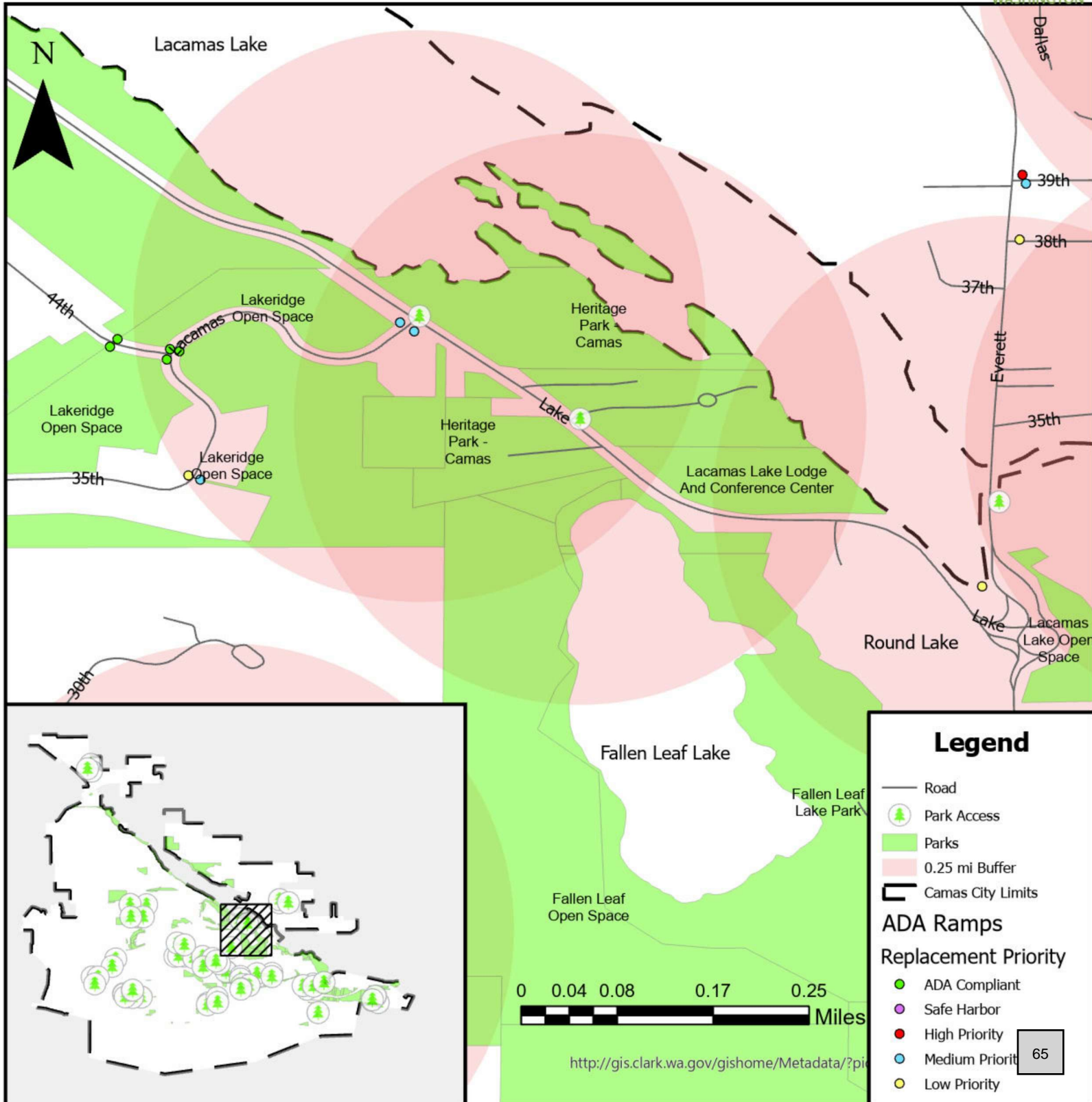
Appendix I

Lake Parks Maps

Camas ADA Transition Plan Update

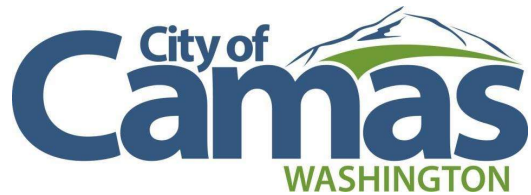
Item 3.

Ramps Within 1/4 Mile of Lake Park Access



Appendix J

2015 Self Evaluation Plan



SELF EVALUATION REPORT FOR THE PUBLIC RIGHT OF WAY

May 7, 2015



Prepared for:
The City of Camas Public Works Department

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



Mission Statement

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

Americans with Disabilities Act & Title VI information

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

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

Acknowledgements

The City of Camas City Council

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

The City of Camas

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

ADA Community Advisory Committee for the Public Right of Way

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

Submitted by

HDJ: John Manix, PTOE

In Association with

Urbane Streets: Todd Boulanger, MURP

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Overview

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

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

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

Public Right of Way Facilities Self-evaluation Report

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

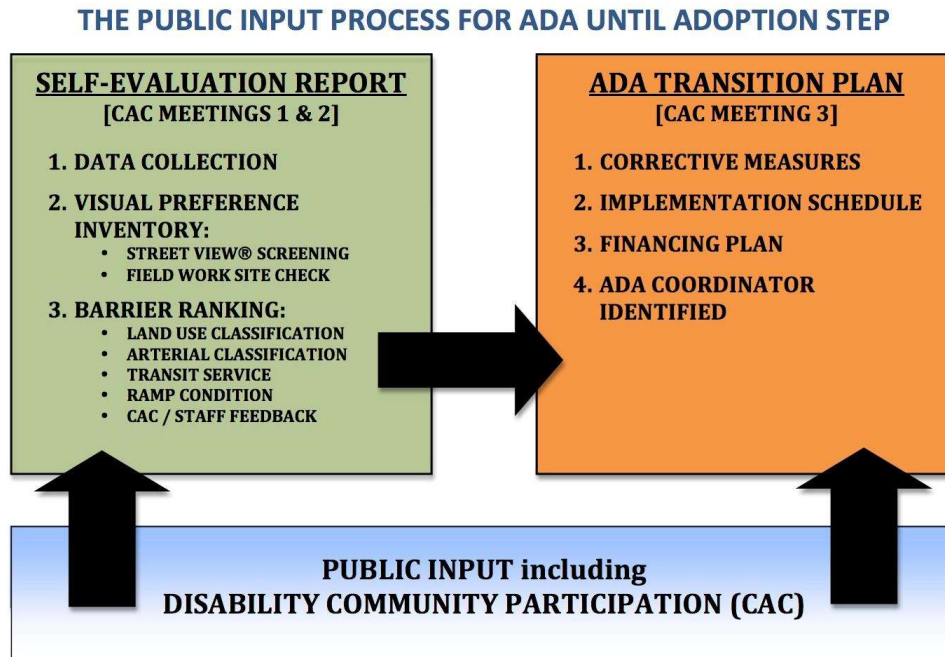
The Sidewalk Self-Evaluation Report and ADA Transition Plan will go before City Council for final approval.

Self-evaluation Report for the Public Right of Way

The Self-evaluation Report should produce the minimum:

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

Figure 1: Flowchart of the public process



The ADA Transition Plan for the Public Right of Way

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

City of Camas Public Right of Way Policy and Practices Review

Summary

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

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

This included review of:

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

Findings

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

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



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

Recommendation 1:

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

Findings

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

Recommendation 2:

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

Findings

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

Recommendation 3:

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

Findings

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

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

Recommendation 4:

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

Findings

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

Recommendation 5:

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



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

Findings

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

Recommendation 6:

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

Findings

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

Recommendation 7:

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



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

Findings

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

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

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

Recommendation 8:

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

High need for replacement:

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

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

Medium need for replacement:

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

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

Low need for replacement:

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

Findings

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

Recommendation 9:

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

Findings

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

Recommendation 10:

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

Citizen Request and Grievance Procedure

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

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

Findings

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

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

Recommendation 11:

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

ADA Coordinator for the Public Right of Way

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

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

Recommendation:

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

Public Involvement Process

Public Notice:

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

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

Public Outreach

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

Agencies & Service Providers:

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

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

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

Process Kick-Off Meeting with City of Camas Staff

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

ADA Community Advisory Committee for the Public Right of Way

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

Objectives

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

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

CAC Meeting One Findings – September 30

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

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



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

Project Workshop with the Mayor and City Council – November 3

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

CAC Meeting Two Findings – November 4

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

CAC Meeting Three Findings – December 9

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

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

CAC Field Workshop on Physical Barriers in the Right of Way

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

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



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

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

Inventory

Public Facilities in the Right of Way Ranking Criteria Methodology

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

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

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

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

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

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

Summary of inventory:

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

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

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

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

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

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

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

The Self-evaluation Report Conclusions:

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

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

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

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

PURPOSE OF THIS CHECKLIST:

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

ADA COORDINATOR:

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

NOTICE:

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

GRIEVANCE PROCEDURES:

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

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

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

Evaluating Compliance with the Requirements for Curbs at Pedestrian Crossings

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

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

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

Appendix B – City of Camas Policies and Procedures

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

Memo

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

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

Alterations:

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

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

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

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

Design Standards:

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

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

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

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

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

Design documentation for less than full ADA compliance:

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

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

Matching ramps and the other end of a crosswalk:

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

¹ WSDOT *Local Agency Guideline*, April 2014

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

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

Reasonable access provided by sub-standard ramps:

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

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

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

Low need for replacement:

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

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

Medium need for replacement:

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

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

High need for replacement:

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

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

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

Appendix C – Public Outreach

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



23 September 2014

To: John Manix, HDJ Design Group

From: Todd Boulanger, Urbane Streets

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

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

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

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

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

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



City of Camas

Self-evaluation and ADA Transition Plan

Community Advisory Committee Charter

Introduction

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

Mission

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

Charter

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

Goals

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

Objectives

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

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

Limitations

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

Comments Needed to Improve
Accessibility for the Camas
Disabled

FOR IMMEDIATE RELEASE

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

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

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

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

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

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

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

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

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

No. 519514-Sept. 23

ST-REFURD

AS-WASHOUGAL

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

Camas-Washougal, Washington, Tuesday, September 23, 2014
River Community Library
901 C Street
Vancouver, WA 98660

12 Sections, 82 Pages • 75 Cents

ADA PLAN

COMMUNITY ADVISORY COMMITTEE - MEETING 1

AGENDA:

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

MEETING DETAILS:

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

CONTACTS:

City of Camas:

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

Project Consultants:

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

CAMAS ADA CAC #1 – MEETING ATTENDANCE SHEET

FILE COPY

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

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

Tuesday, October 21, 2014

C2 — Camas-Washougal, WA Post-Record

PUBLIC NOTICE

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

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

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

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

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

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

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

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

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

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

No. 000000-Oct. 21



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

I. [CALL TO ORDER](#)

II. [ROLL CALL](#)

III. [PUBLIC COMMENTS](#)

IV. [SPECIAL PRESENTATIONS](#)

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

Details: Formal recognition of Community Development employee Bob Cunningham, who recently celebrated 25 years with the City.

Department/Presenter: Phil Bourquin, Community Development Director

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

VI. [COMMUNITY DEVELOPMENT DEPARTMENT](#)

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

Details: This presentation provides information regarding the process for establishing an ADA self-evaluation and transition plan for ADA retrofit access in the public rights-of-way. Staff is working with John Manix, the presenter, from HDJ Design Group and sub consultant Todd Boulanger from Urbane Streets. The transition plan is a requirement for public agencies with 50 or more employees per Section 504 of the Rehabilitation Act of 1973 and the Americans with Disabilities Act of 1990.

Department/Presenter: James Carothers, Engineering Manager/City Engineer

Recommended Action: This presentation is informational. No action from Council is required.

[ADAPresentation](#)

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ADA PLAN

COMMUNITY ADVISORY COMMITTEE

AGENDA:

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

MEETING DETAILS:

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

CONTACTS:

City of Camas:

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

Project Consultants:

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

CAMAS ADA CAC #2 – MEETING ATTENDANCE SHEET

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

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

Comments Needed to Improve Accessibility for the Camas Disabled

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

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

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

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

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

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

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

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

Or, for further assistance you may contact the City of Camas by calling 360.834.6864.

No. 524439-Dec. 2

3 301 N.A. 7042 12631 Grants

Camas-Washougal, WA Post-Record

PUBLIC NOTICE

Tuesday, December 2, 2014

ADA PLAN

COMMUNITY ADVISORY COMMITTEE: Meeting 3

AGENDA:

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

MEETING DETAILS:

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

CONTACTS:

City of Camas:

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

Project Consultants:

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

CAMAS ADA CAC #3 – MEETING ATTENDANCE SHEET

Project: ADA Self-evaluation & Transition Plan	Meeting Date: Tuesday, 09 November 2014
Facilitator: Manix / Boulanger	Place/Room: Camas City Hall, Camas WA

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

Appendix D – Public Right of Way ADA Prioritization

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

Memo

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

High and Medium Priority Locations for ADA Upgrades

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

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

SELF-EVALUATION PLAN RANKING CRITERIA

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

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

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

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

HIGH PRIORITY PROJECT LOCATIONS – INTERSECTION:

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

HIGH PRIORITY PROJECT LOCATIONS – CORRIDOR:

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

HIGH PRIORITY PROJECT LOCATIONS – AREA:

- Crown Park Neighborhood (Sheet 3)

MEDIUM PRIORITY PROJECT LOCATIONS – INTERSECTION:

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

MEDIUM PRIORITY PROJECT LOCATIONS – CORRIDOR:

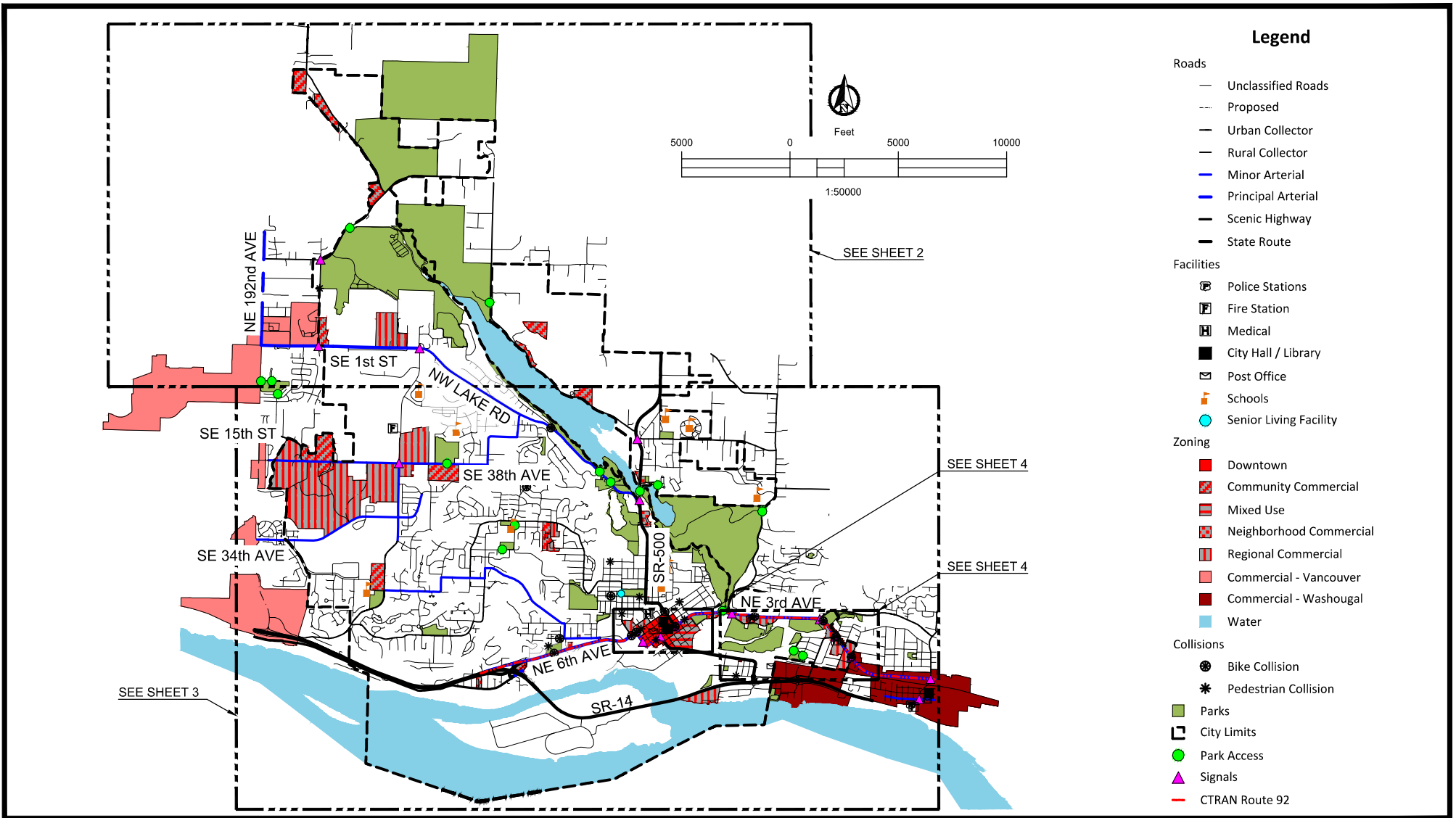
- NW 38th Ave. Corridor: SE Bybee Rd. to NW Dahlia Dr. (Sheet 3)
- NE 28th Ave. Corridor: NW Valley St. to NW Kent St. (Sheet 3)
- NW 6th Ave. Corridor: NW Norwood St. to Division St. (Sheet 3)
- NE 3rd Ave. Corridor: NE Joy St. to E 1st Ave. (Sheet 4)
- NE 3rd Ave. Corridor: E 1st Ave. to NE Shepherd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

MEDIUM PRIORITY PROJECT LOCATIONS – AREA:

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

LOW PRIORITY PROJECT LOCATIONS – INTERSECTION / CORRIDOR / AREA:

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

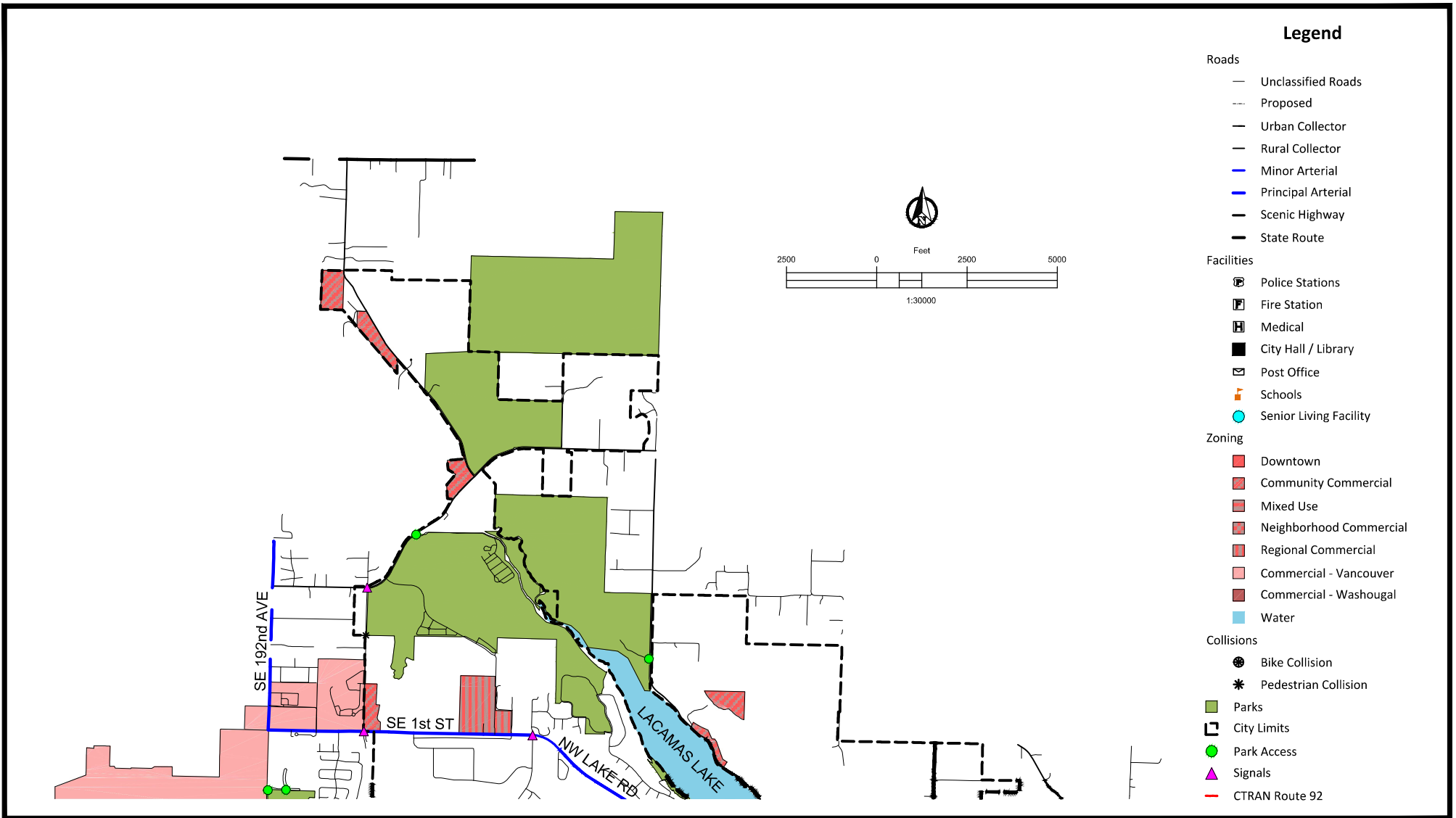


**OVERALL MAP FOR:
CAMAS CITY-WIDE SELF EVALUTATION & ADA TRANSITION PLAN
PRIORITIZATION CRITERIA**

HDJ
DESIGN GROUP

314 W 15th Street
Vancouver, WA 98660-2927
360/695-3488
503/824-4005
360/695-8767 fax
Internet: www.hdjg.com

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

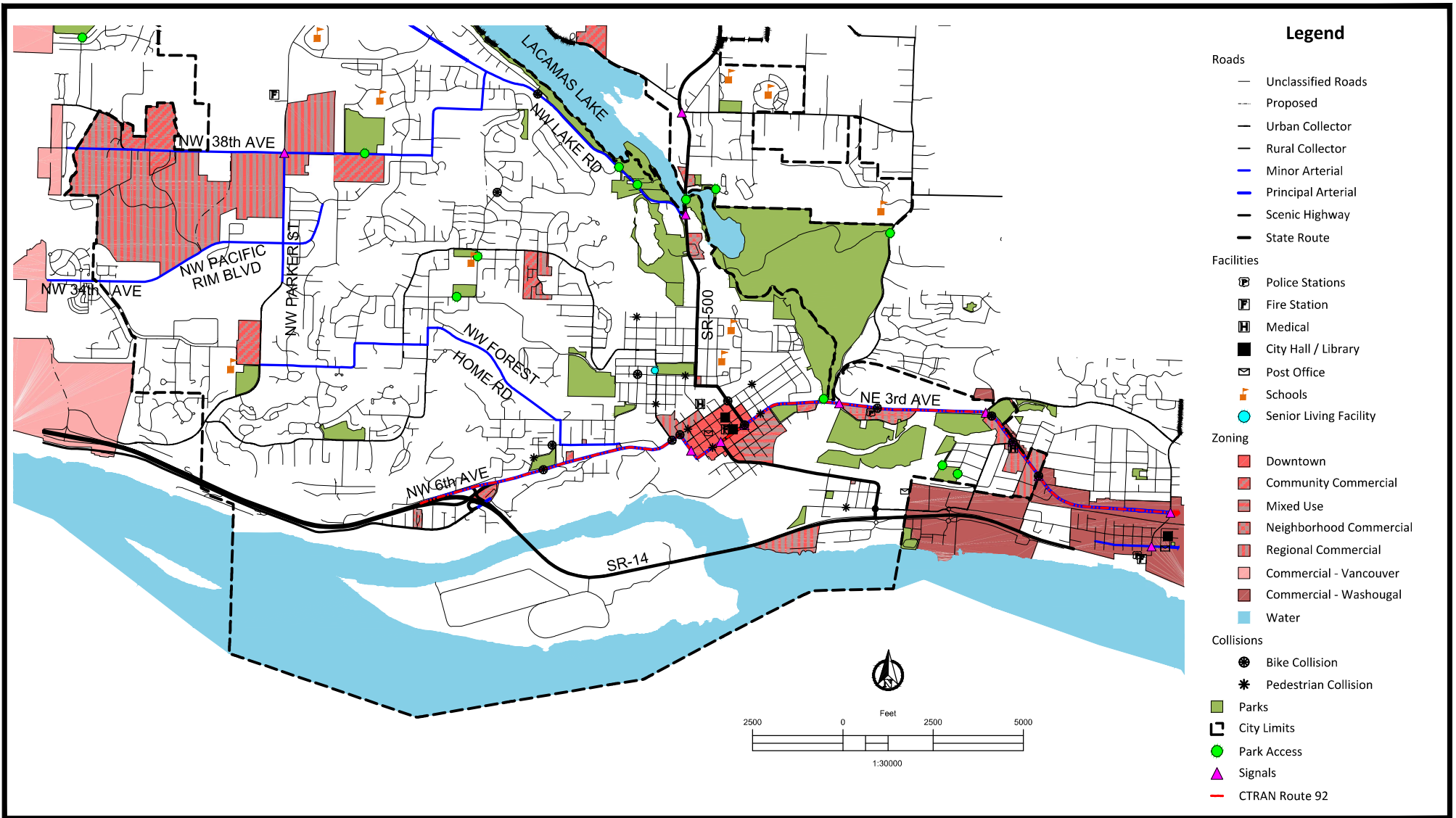


**NORTHEAST MAP FOR:
CAMAS CITY-WIDE SELF EVALUTATION & ADA TRANSITION PLAN
PRIORITIZATION CRITERIA**

HDJ
DESIGN GROUP

314 W 15th Street
Vancouver, WA 98660-2927
360/695-3488
503/824-4005
360/695-8767 fax
Internet: www.hdjg.com

DESIGNED: N/A	SCALE: H: N/A V: N/A	SHEET
DRAWN: MPA	DATE: SEP 2014	2
CHECKED: JAM	JOB NO.: 3804	4



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

HDJ
DESIGN GROUP

314 W 15th Street
Vancouver, WA 98660-2927
360/695-3488
503/824-4005
360/695-8767 fax
Internet: www.hdjg.com

DESIGNED: N/A	SCALE: H: N/A V: N/A	SHEET
DRAWN: MPA	DATE: SEP 2014	3
CHECKED: JAM	JOB NO.: 3804	4



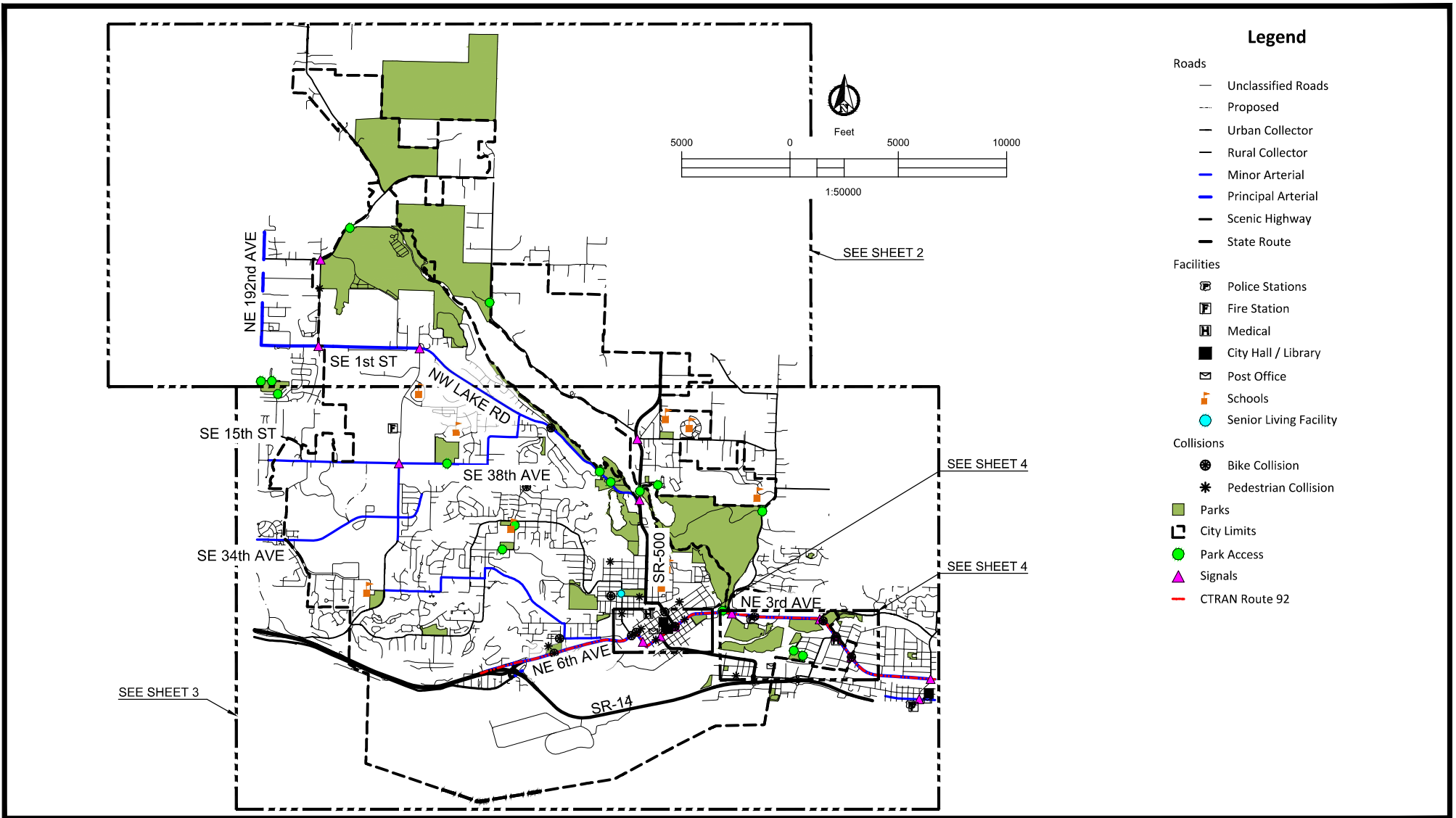
Legend

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

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

HDJ DESIGN GROUP
 314 W 15th Street
 Vancouver, WA 98660-2927
 360/695-3485
 503/824-4005
 360/695-8767 fax
 Internet: www.hdjg.com

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



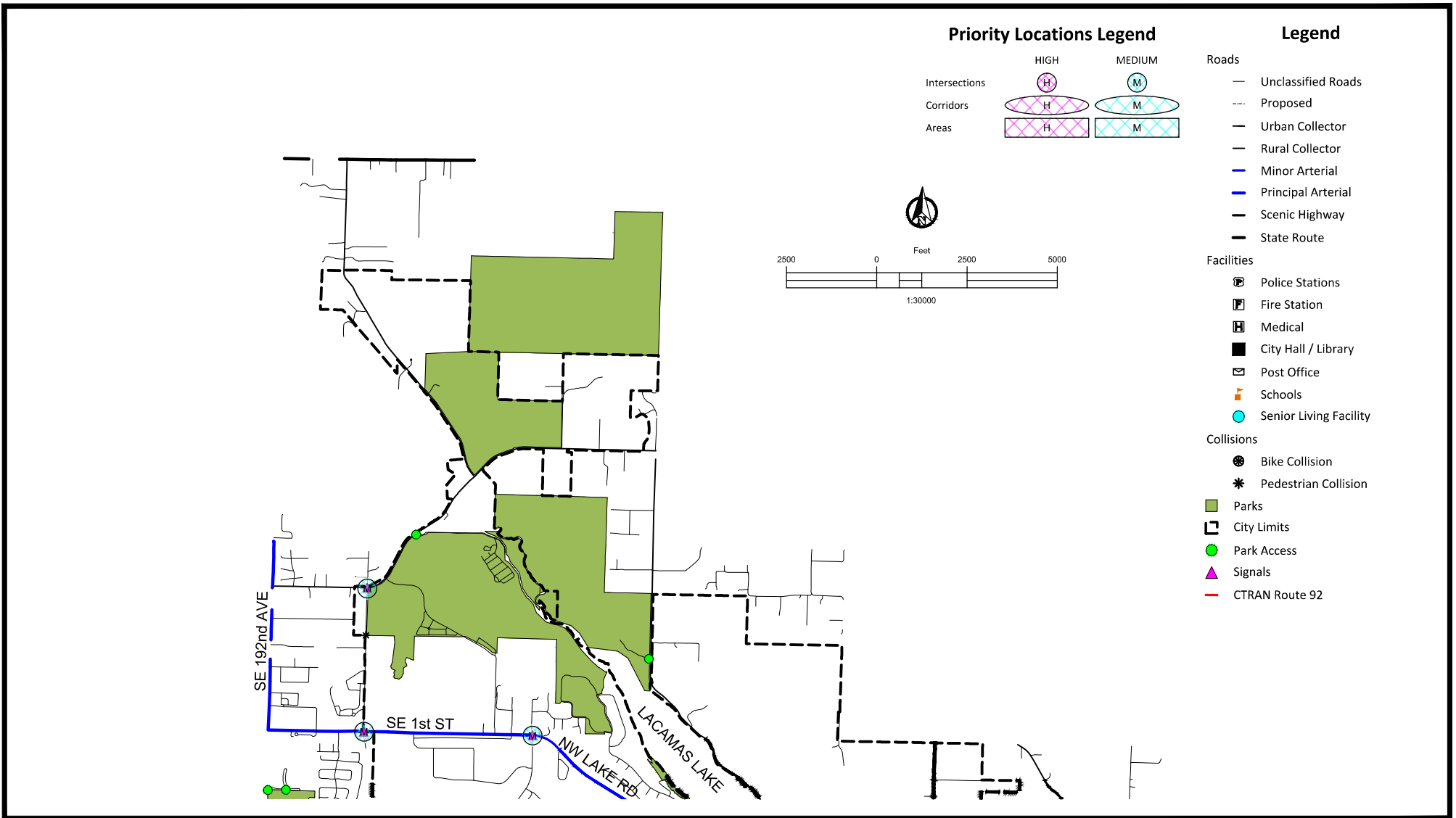
Legend

- Roads**
- 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
- 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
 360/695-3485
 503/824-4005
 360/695-8767 fax
 Internet: www.hdjg.com

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

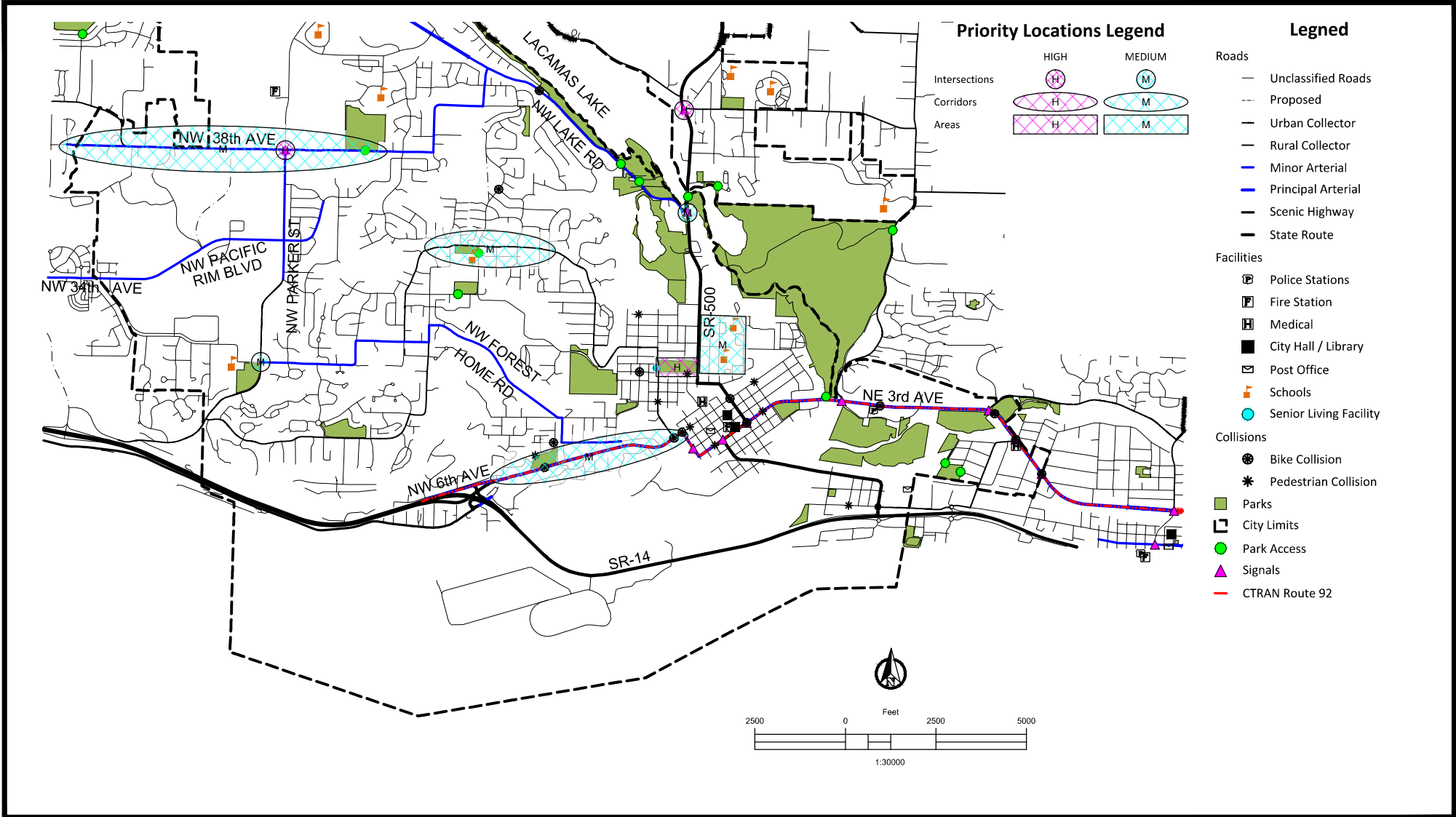


**NORTHEAST MAP FOR:
CAMAS CITY-WIDE SELF EVALUTATION & ADA TRANSITION PLAN
HIGH & MEDIUM PRIORITY LOCATIONS**

HDJ
DESIGN GROUP

314 W 15th Street
Vancouver, WA 98660-2927
360/695-3485
503/824-4005
360/695-8767 fax
Internet: www.hdjg.com

DESIGNED: N/A	SCALE: H: N/A V: N/A	SHEET
DRAWN: MPA	DATE: SEP 2014	2
CHECKED: JAM	JOB NO.: 3804	4

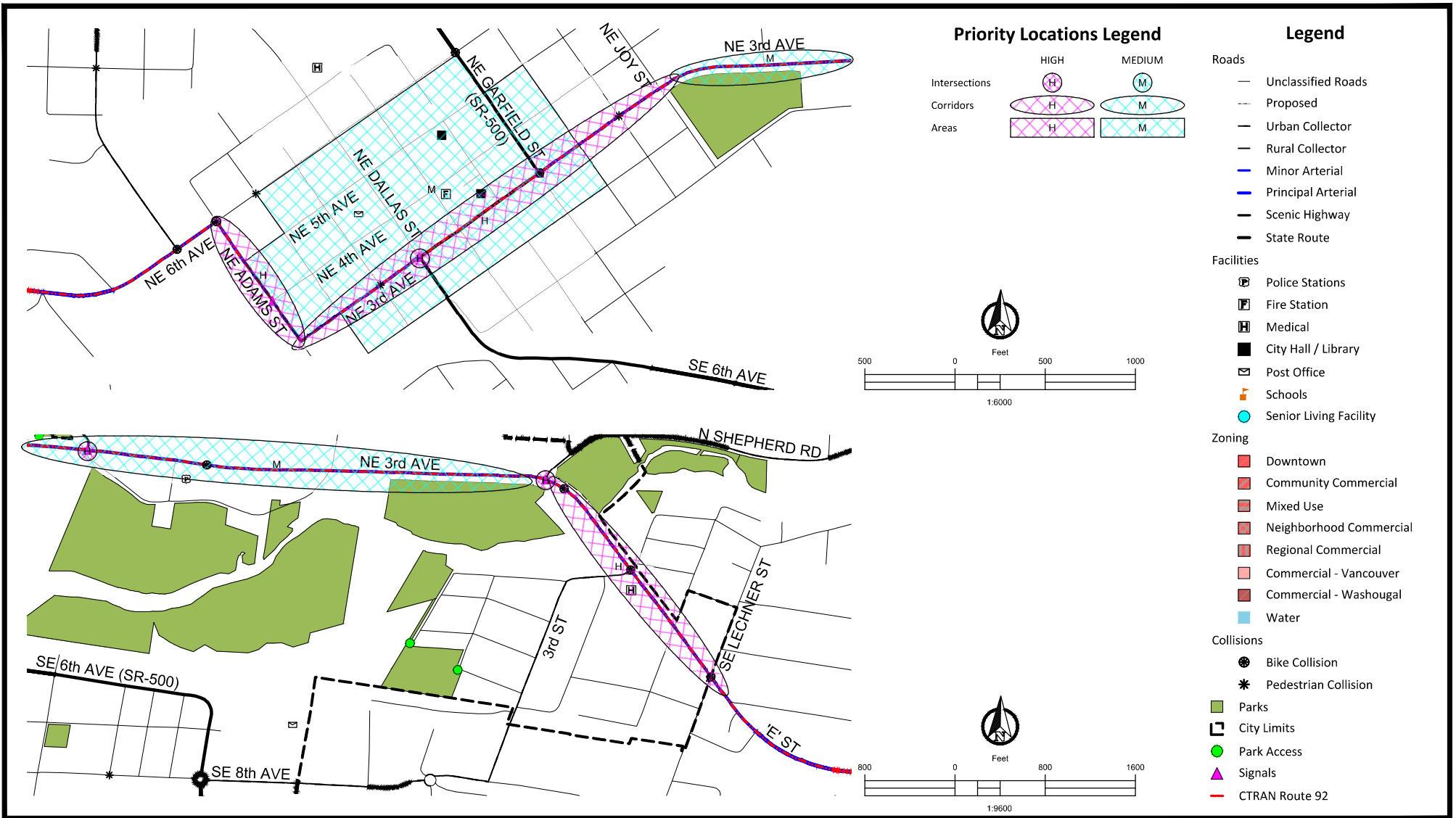


SOUTHEAST MAP FOR:
CAMAS CITY-WIDE SELF EVALUTATION & ADA TRANSITION PLAN
 HIGH & MEDIUM PRIORITY LOCATIONS

HDJ
 DESIGN GROUP

314 W 15th Street
 Vancouver, WA 98660-2927
 360/695-9485
 503/824-4005
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 Internet: www.hdjg.com

DESIGNED: N/A	SCALE: H: N/A V: N/A	SHEET
DRAWN: MPA	DATE: SEP 2014	3
CHECKED: JAM	JOB NO.: 3804	4



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



314 W 15th Street
Vancouver, WA 98660-2927
360/695-3485
503/824-4005
360/695-8767 fax
Internet: www.hdjg.com

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

Appendix E – Inventory

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

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

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

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

Total construction cost to upgrade intersections

\$41,500

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

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

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

Total construction cost to upgrade corridor

\$78,000

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

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

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

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

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

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

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

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

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

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

Total construction cost to upgrade corridor

\$105,500

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

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

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

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

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

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

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

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

Total construction cost to upgrade corridor

\$91,500

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

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

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

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

NE 5th Avenue - NE Adams Street to NE Garfield Street						
Mid Block	NE 5th Avenue - NE Everett Street to NE Franklin Street					Subtotal
Distance from previous intersection	140 feet east	206 feet east	211 feet east			
Side of street	North	North	South			
Obstruction	Vertical lip	Vertical lip	Vertical lip			
Recommendation	Correct sunken water meter lid	Correct excessive lip	Correct excessive lip			
Cost Estimate	\$1,000	\$1,000	\$1,000			\$3,000
Intersection	NE 5th Avenue/NE Franklin Street					Subtotal
Quadrant	SW	NW	NE	SE		
Status of existing curb ramp*	Substantially compliant ST26 ramps	Substantially compliant ST20 ramp	Substantially compliant ST27 ramp	Substantially compliant ST20A 1/2 ramp		
Replacement Priority	Medium	NA	NA	NA		
Recommendation	Add detectable warning pattern per ST 29 X 2	No change	No change	No change		
Cost Estimate	\$500					\$500
NOTE: North side of "T" is missing sidewalk.						\$0
Mid Block	NE 5th Avenue - NE Franklin Street to NE Garfield Street					Subtotal
Distance from previous intersection	172 to 202 feet east	100 feet east	177 - 184 feet east			
Side of street	North	South	South			
Obstruction	Noncompliant sidewalk surface	Noncompliant sidewalk surface	Noncompliant sidewalk surface			
Recommendation	Replace sidewalk	ST117	Replace depressed sidewalk			
Cost Estimate	\$1,300	\$1,000	\$1,000			\$3,300

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

Total construction cost to upgrade corridor

\$33,900

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

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

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

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

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

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

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

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

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

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

Total construction cost to upgrade area

\$149,200

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

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

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

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

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

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

Total construction cost to upgrade area

\$57,500

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

Appendix F – Citizen Request Notice and Grievance Procedures

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

[Name of public entity]

NOTICE UNDER THE AMERICANS WITH DISABILITIES ACT

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

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

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

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

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

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

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

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

[Name of public entity]

Grievance Procedure Under The Americans with Disabilities Act

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

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

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

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

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

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

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

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



February 26, 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 B 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.

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 implementation horizons 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 C through Appendix F.

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 B 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:

6. Signals
7. Downtown
8. Incomplete 2015 Projects
9. Crown Park
10. Dorothy Fox
11. Grass Valley
12. 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

cc:

Attachment(s): Appendix A. Project Scoping Memos
Appendix B. 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 Ione 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 Ione 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 Ione 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 Ione 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

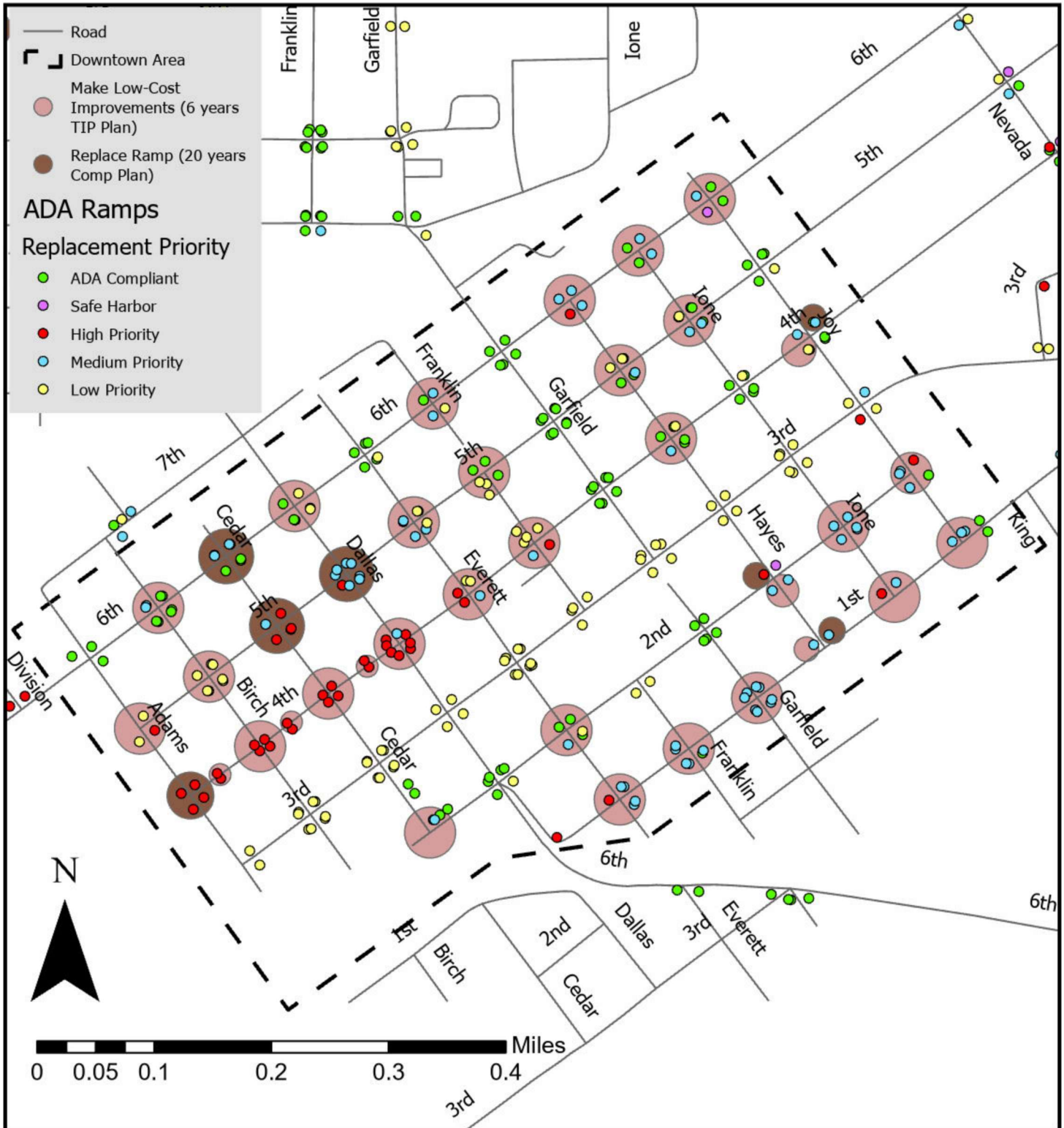
cc: Chris Lopez (City of Camas)

ESJAM:tl

Camas ADA Transition Plan

Item 3.

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

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

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

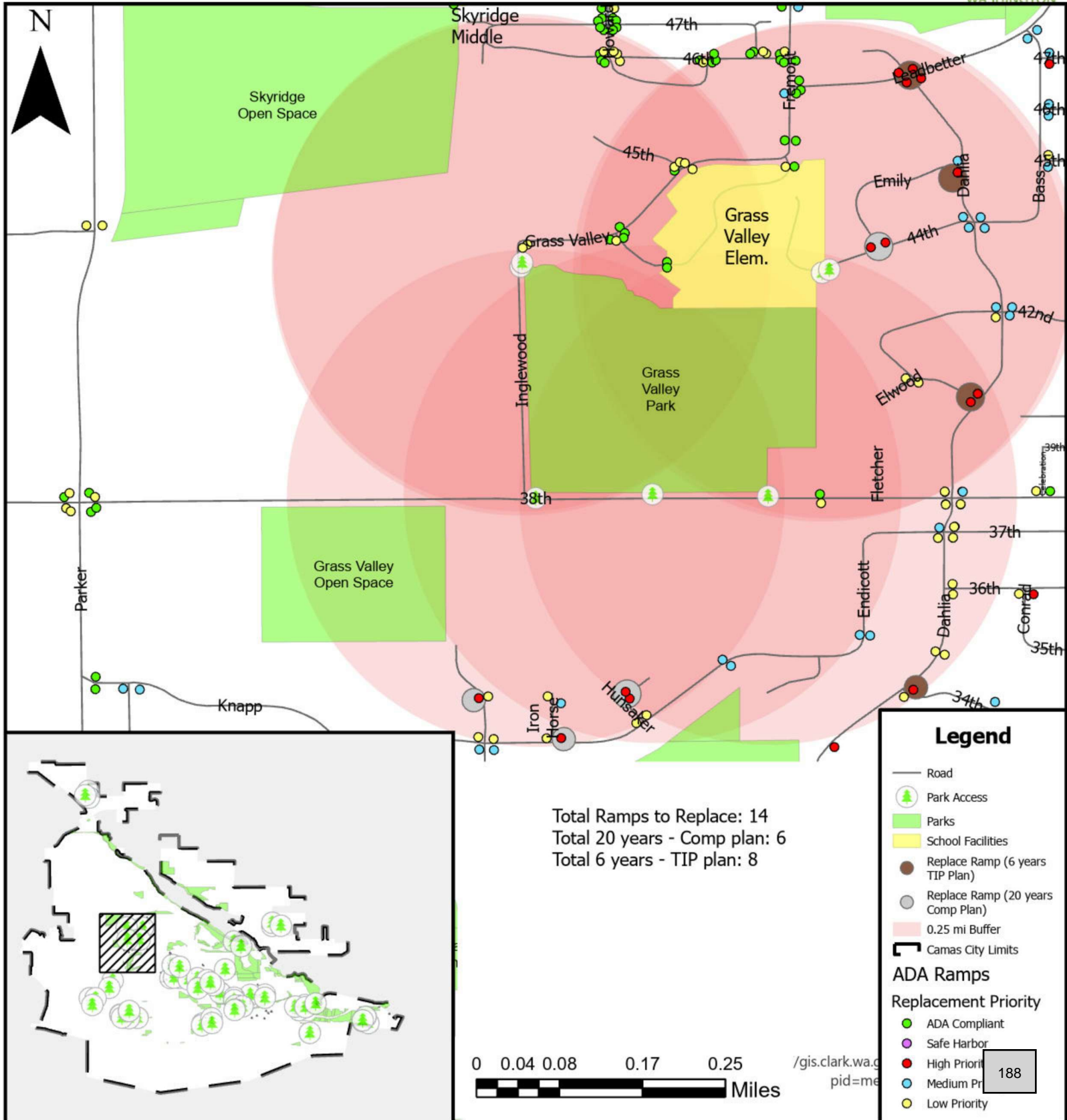
cc: Chris Lopez (City of Camas)

MT: JAM

Camas ADA Transition Plan Update

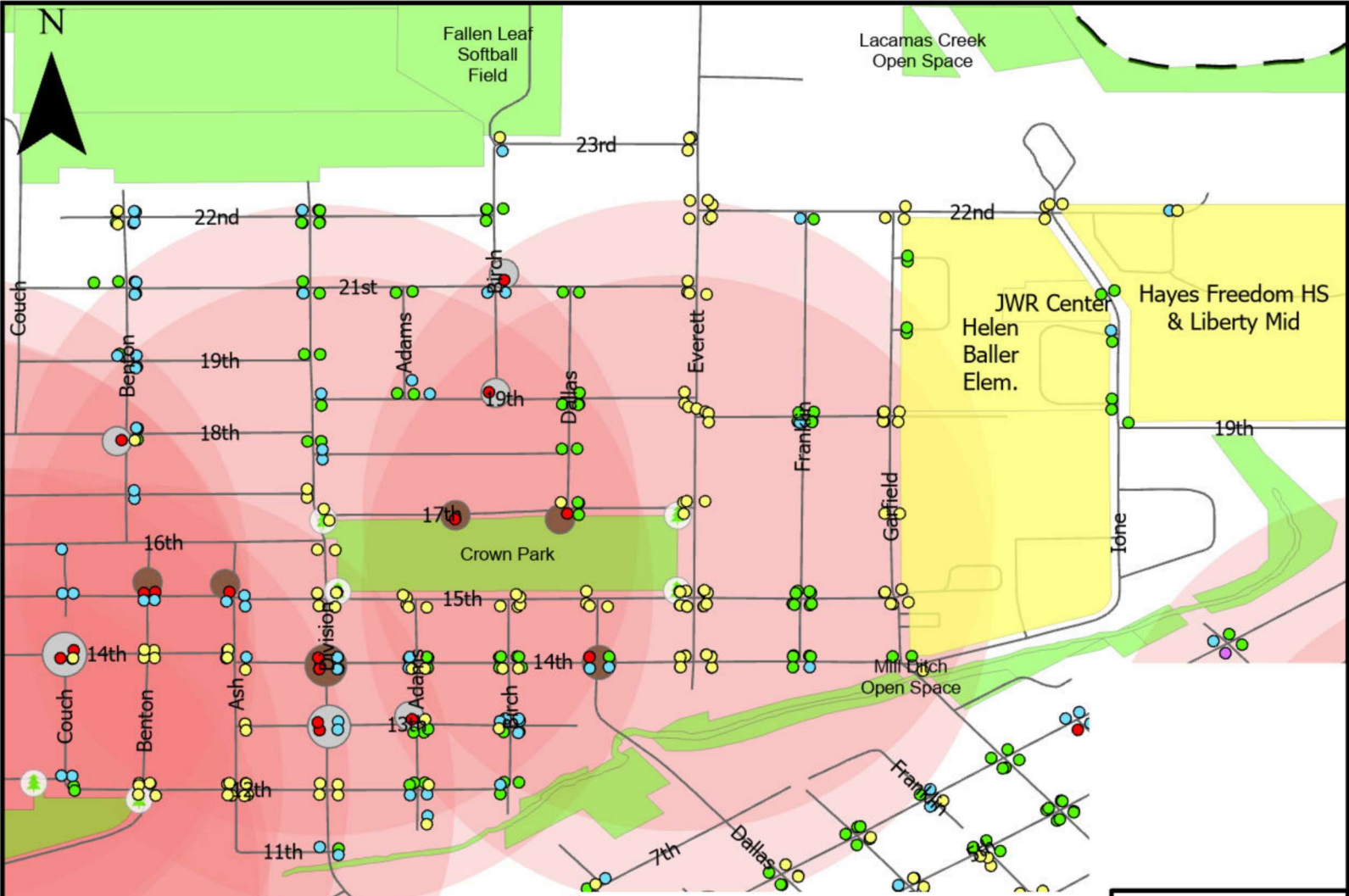
Item 3.

Ramps Within 1/4 Mile of Grass Valley Park Access



Camas ADA Transition Plan Update Item 3.

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



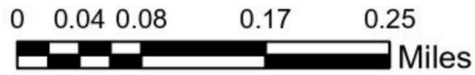
Legend

- 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

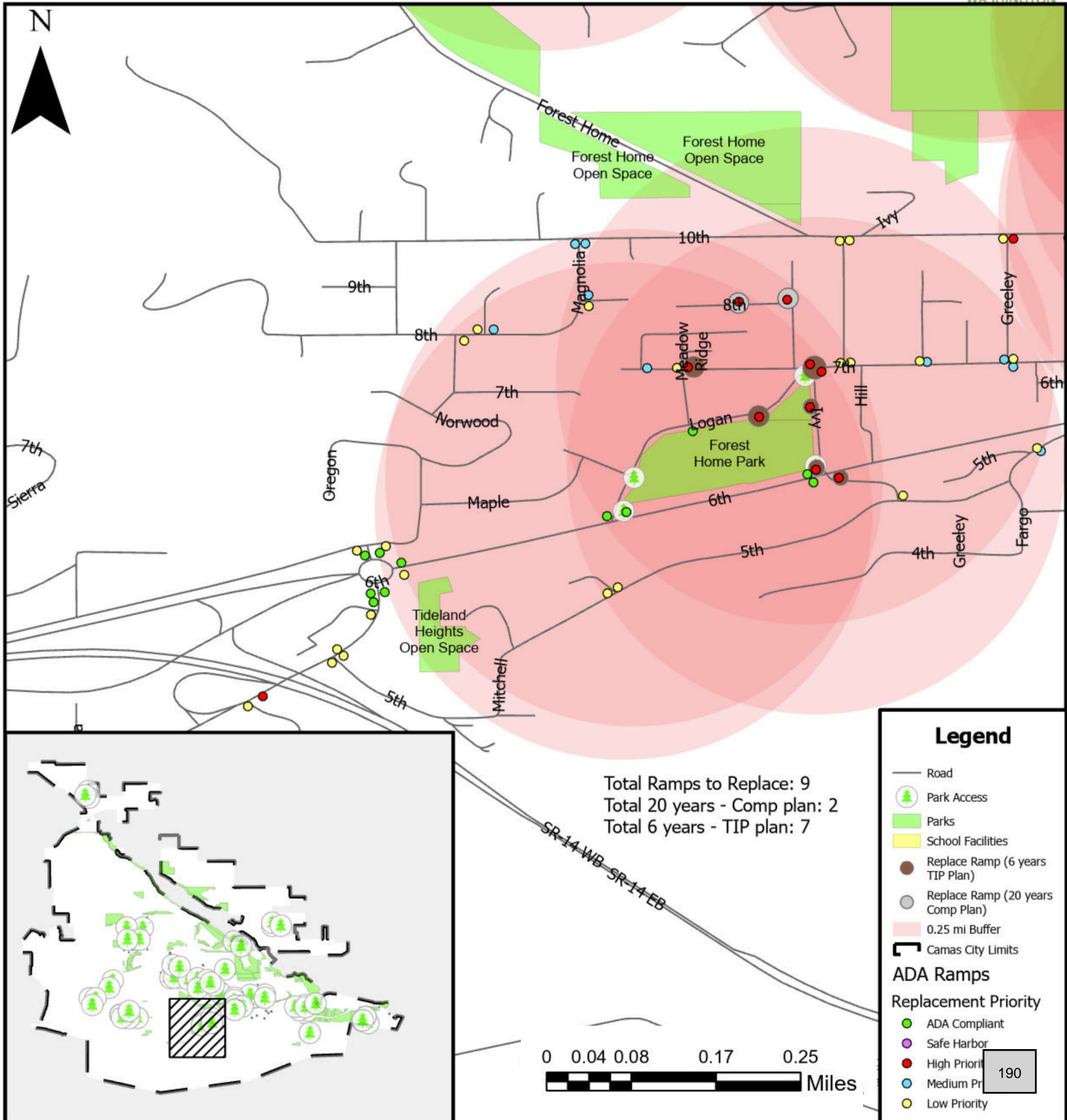
- ADA Compliant
- Safe Harbor
- High Priority
- Medium Priority
- Low Priority



Camas ADA Transition Plan Update

Item 3.

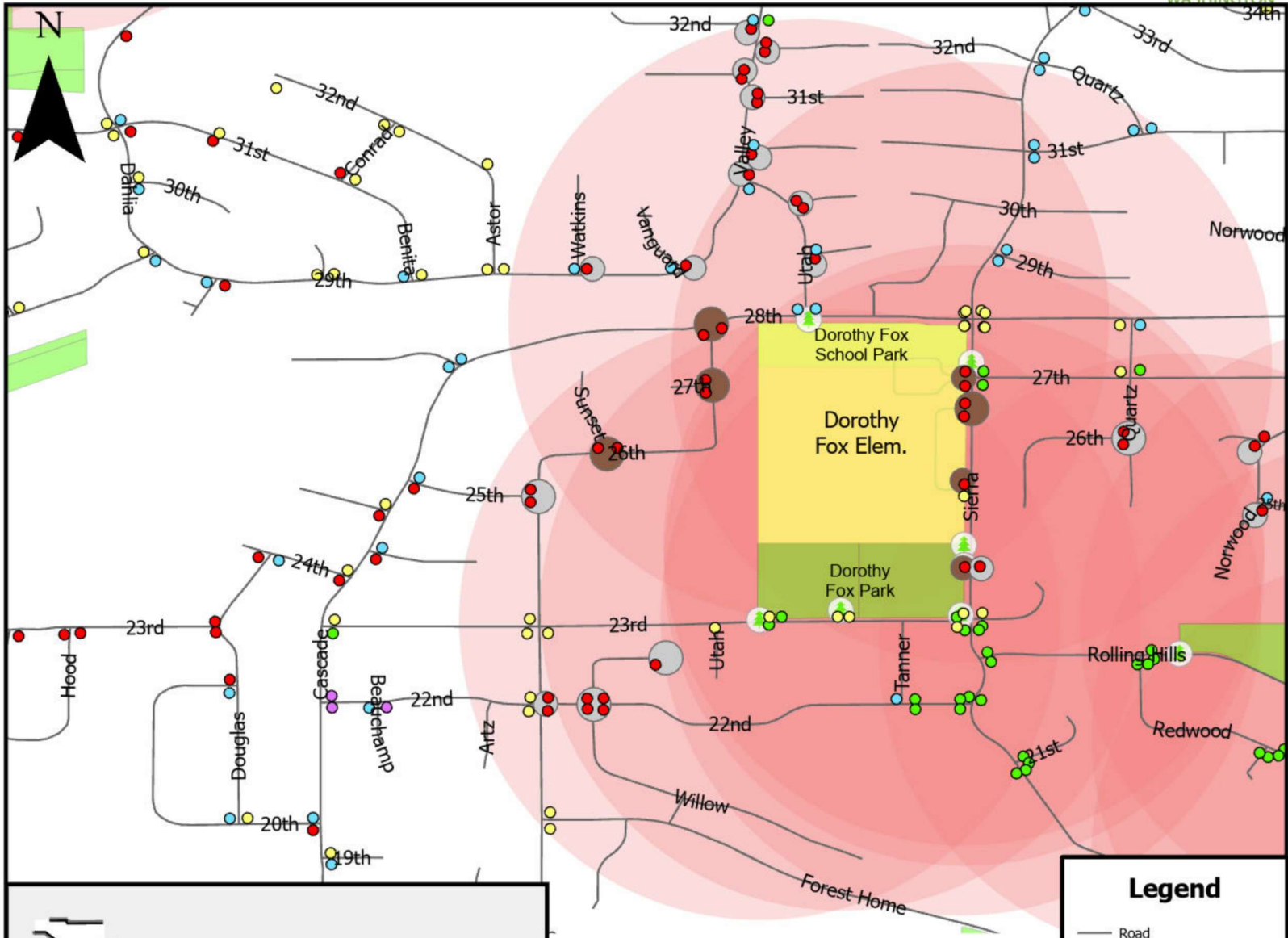
Ramps Within 1/4 Mile of Forest Home Park Access



Camas ADA Transition Plan Update

Item 3.

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 - Detectable 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

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 - Detectable 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

List of typical obstructions:

Sign poles
 Mailboxes

Grass Valley Park Ramps

Street Name	Cross_Street ADDRESS #3340	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 - Detectable 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

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 - Detectable 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

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 - Transportation Improvement 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)		\$7,370
2	1	EACH	Erosion Control per ramp	\$200	\$1,400
3	1	EACH	Temporary Traffic Control & Signing per ramp	\$500	\$3,500
4	1	EACH	Removal of Structures & Obstructions per ramp	\$300	\$2,100
5	7	EACH	ADA Corner - ST21 / ST24 (Single Parallel / Mid-Block)	\$8,100	\$56,700
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	0	EACH	Low Cost - Grind lip & DWS	\$1,000	\$0
12		EACH	Minor Changes (20% of Ramp Total Cost)		\$11,340

Street Subtotal	\$73,640
Sales Tax (0%)	\$0
Street Construction Total without Mobilization	\$73,700
Street Construction Total	\$75,100

Item No.	Approx. Qty.	Unit	Description	Unit Price	Total
Miscellaneous					
10	7	LS	Materials Testing	\$125	\$875
11	1	LS	Construction Design (15%) of Street Construction Cost		\$11,055
12	1	LS	Engineering Design (15%) of Ramp Total Cost		\$8,505

Miscellaneous Subtotal	\$20,435
Sales Tax (0%)	\$0
Miscellaneous Total	\$20,500

TOTAL PROJECT COST WITHOUT MOBILIZATION \$94,200
TOTAL PROJECT COST \$96,000

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

List of typical obstructions:

Sign poles
 Mailboxes

Forest Home Park Ramps

Street Name	Cross Street	Corner	ST#
NW LOGAN ST	FOREST HOME PARK (EAST PARKING LOT)	S	ST21
NW 7TH AVE	/ MEADOW RIDGE LN (PVT) (EAST INTERSECTI	NE	ST21
NW 7TH AVE	NW IVY ST (WEST INTERSECTION)	SE	ST21
NW 7TH AVE	NW IVY ST / NW LOGAN ST	NW	ST21
NW IVY ST	NW 6TH AVE	NW	ST21
NW IVY ST	FOREST HOME PARK PARKING LOT	W	ST21
NW IVY DR	NW 6TH AVE	SE	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 - 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)		\$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

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 - 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 - Detachable 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

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

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 - Detachable 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

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



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 Fiberg-Strunk Street / SE 1st Street

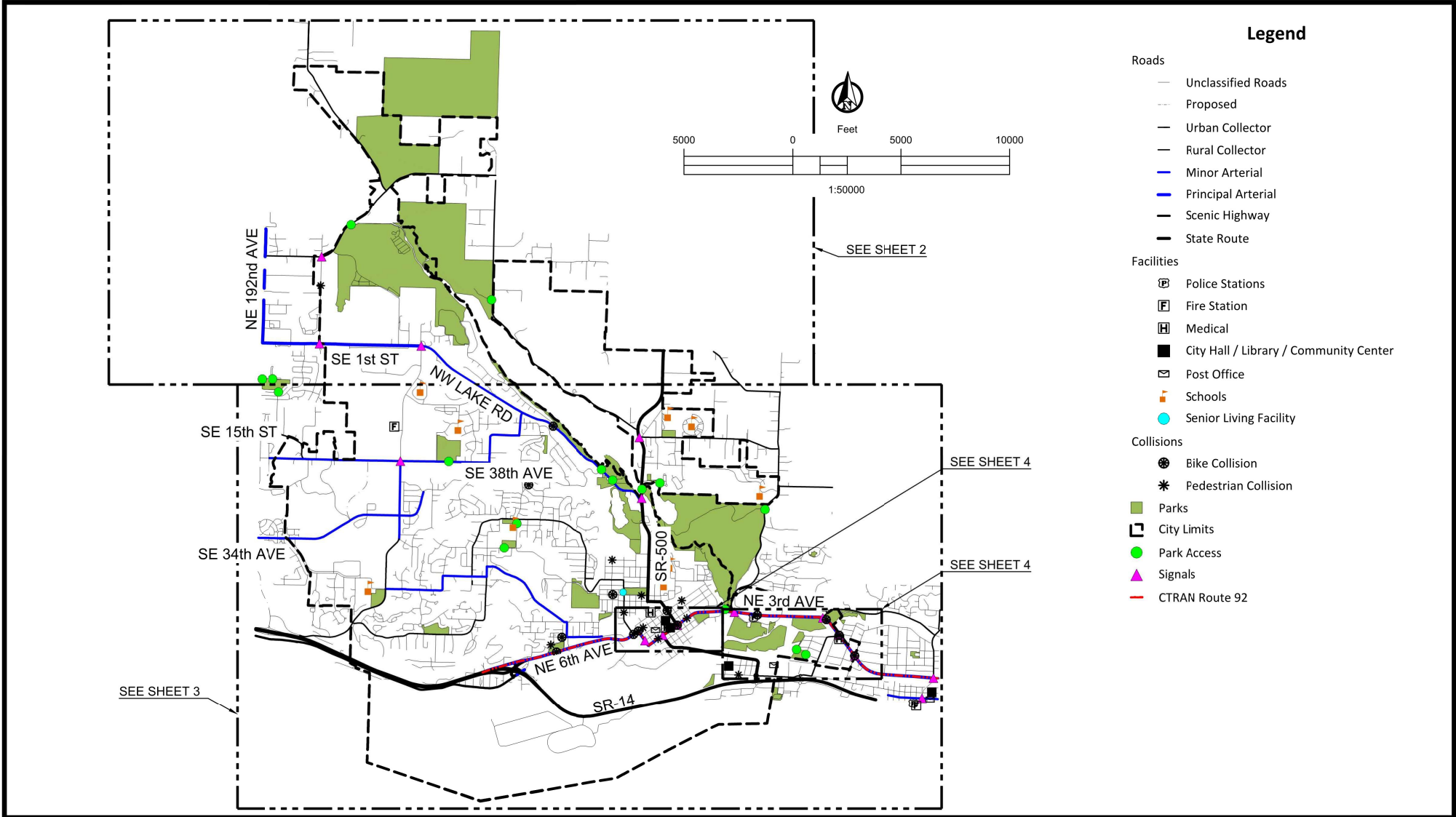
City of Camas
Camas ADA Plan: Status of 2015 ADA Transition Plan Project List
December 19, 2025
Page 2

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

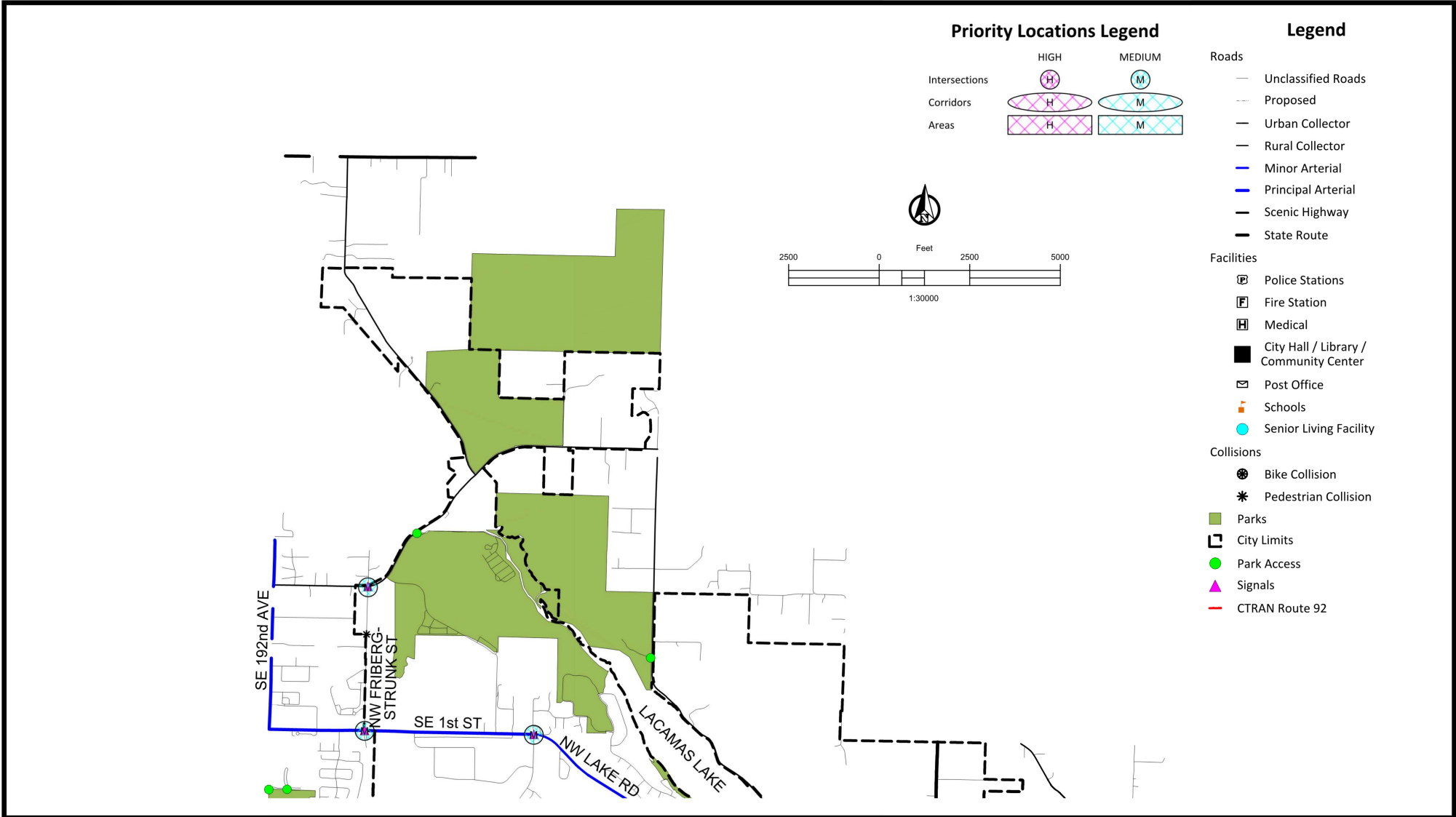


OVERALL MAP FOR:
CAMAS CITY-WIDE SELF EVALUTATION & ADA TRANSITION PLAN
 HIGH & MEDIUM PRIORITY LOCATIONS

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.hdjg.com

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

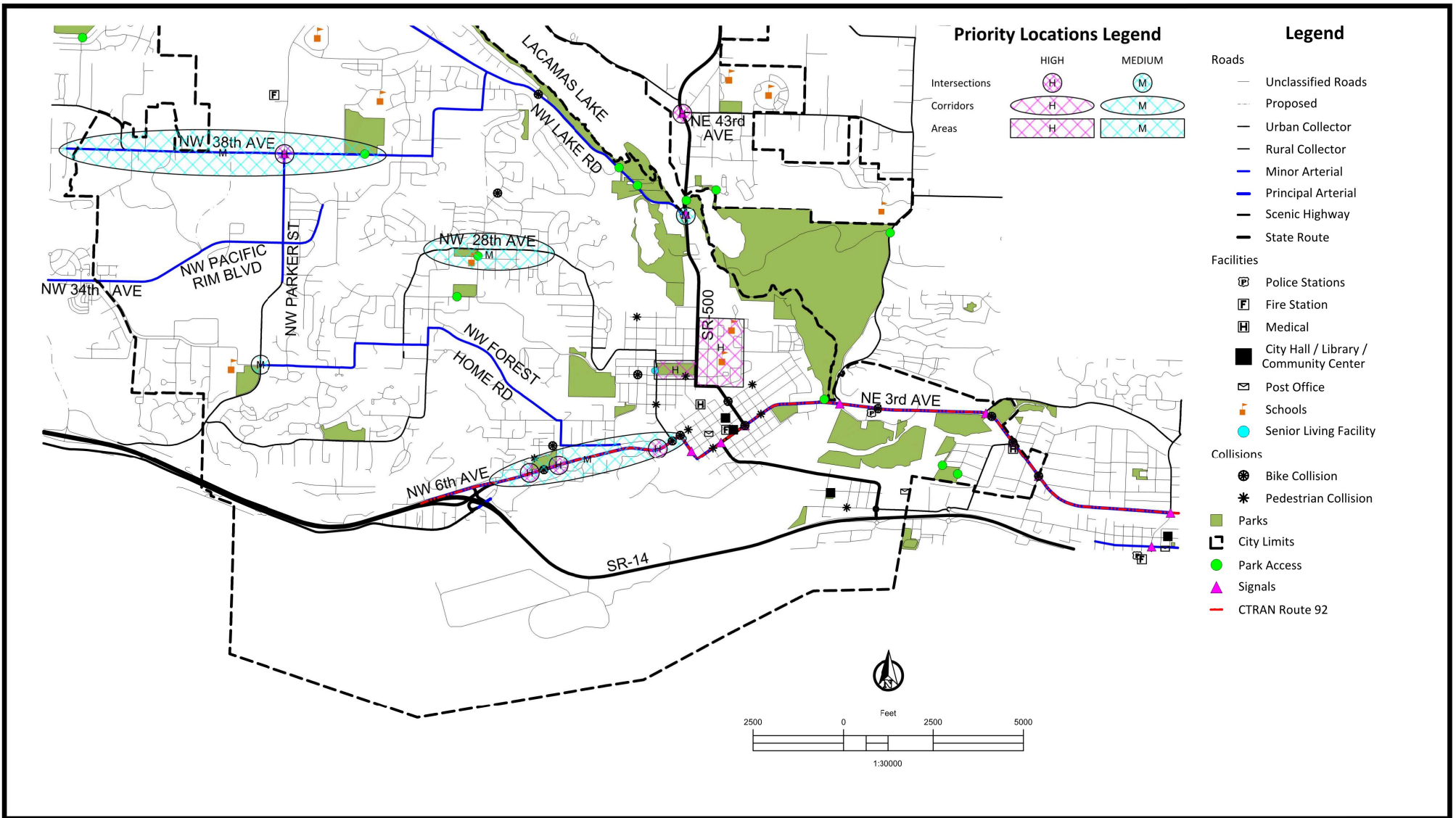


**NORTHEAST MAP FOR:
CAMAS CITY-WIDE SELF EVALUTATION & ADA TRANSITION PLAN
HIGH & MEDIUM PRIORITY LOCATIONS**

HDJ
DESIGN GROUP
engineers | landscape architects | planners | surveyors

314 W 15th Street
Vancouver, WA 98660-2927
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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	2
CHECKED: JAM	JOB NO.: 3804	4

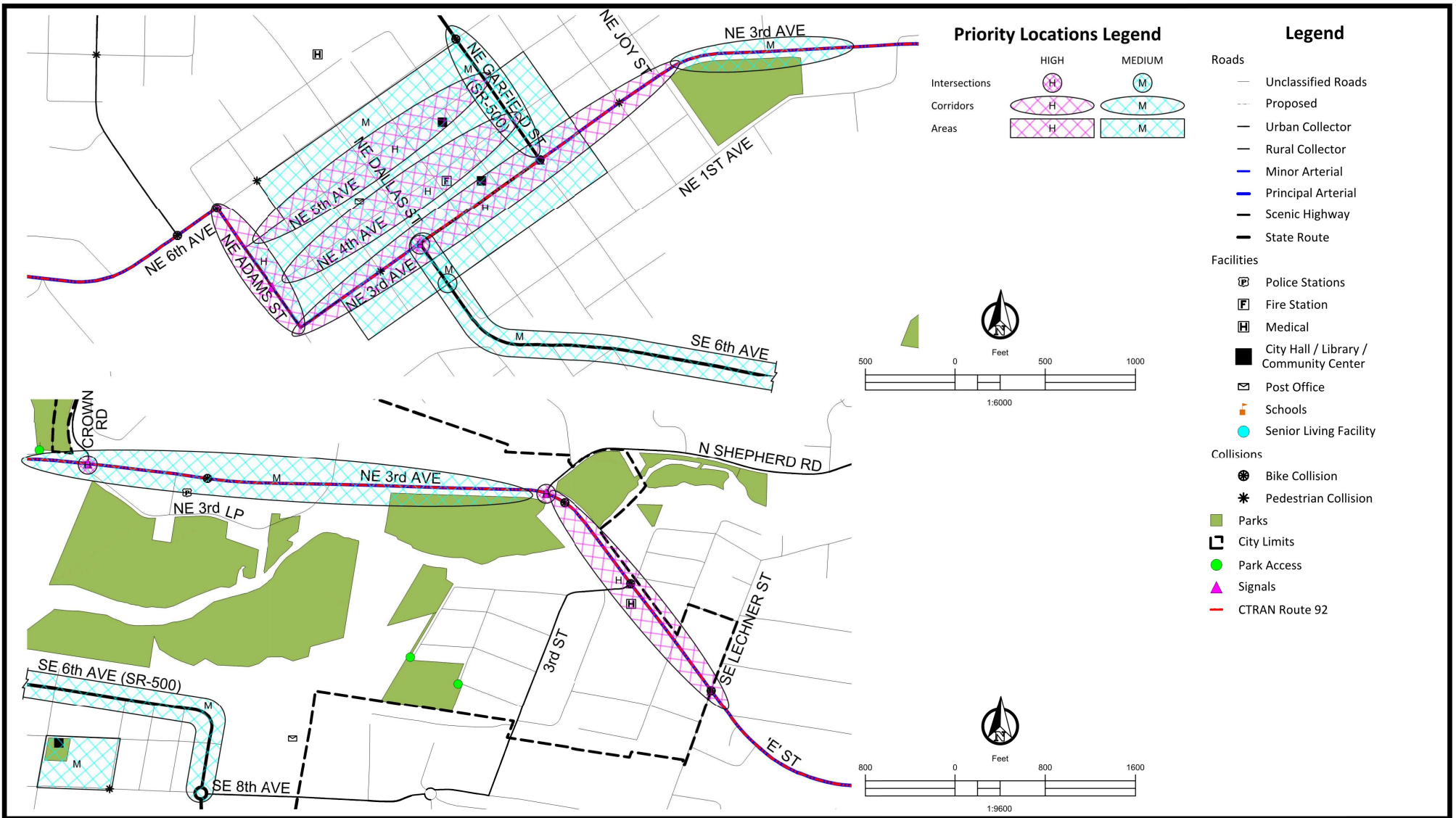


SOUTHEAST MAP FOR:
CAMAS CITY-WIDE SELF EVALUTATION & ADA TRANSITION PLAN
 HIGH & MEDIUM PRIORITY LOCATIONS

HDJ
 DESIGN GROUP
 engineers | landscape architects | planners | surveyors

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 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	3
CHECKED: JAM	JOB NO.: 3804	4



**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

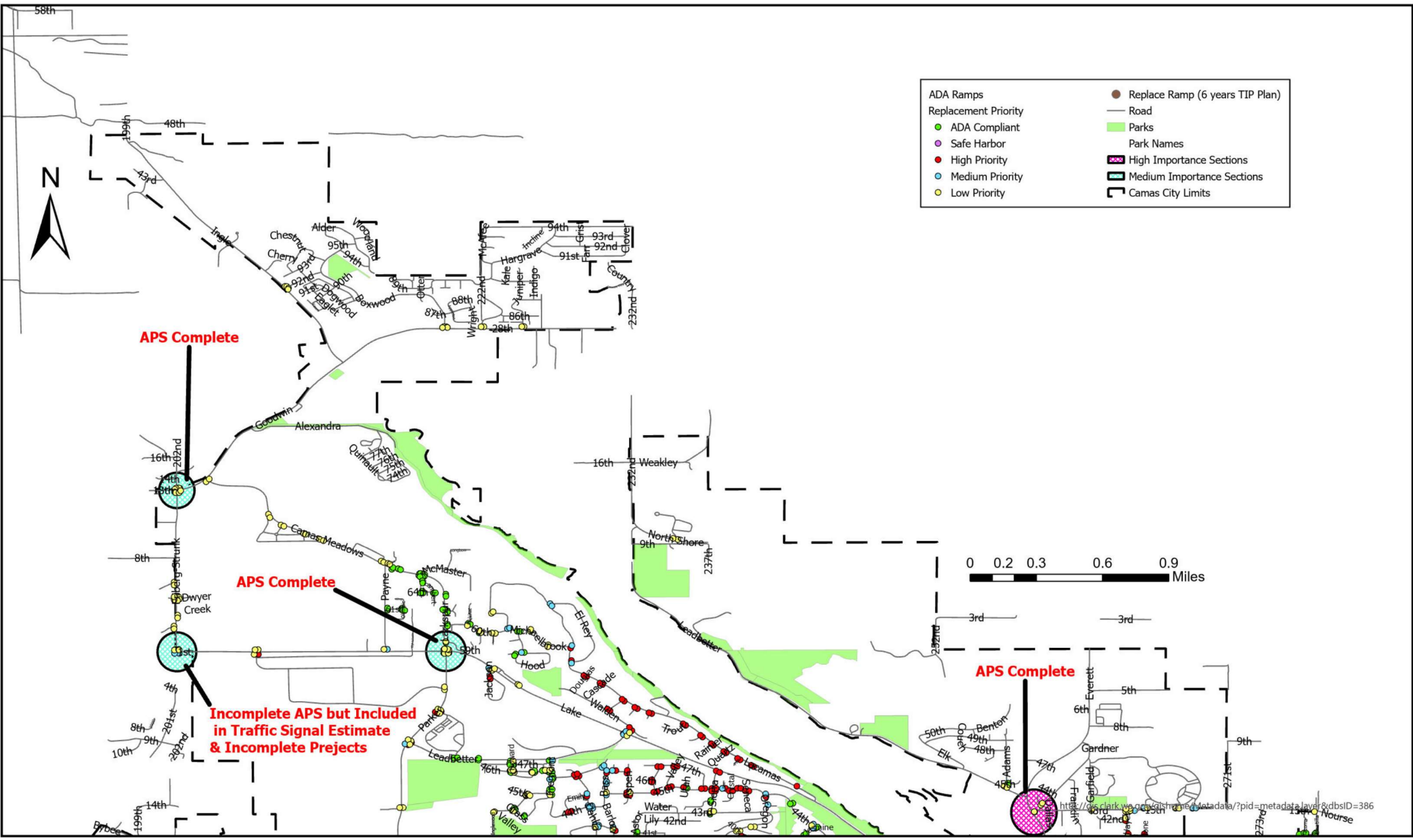
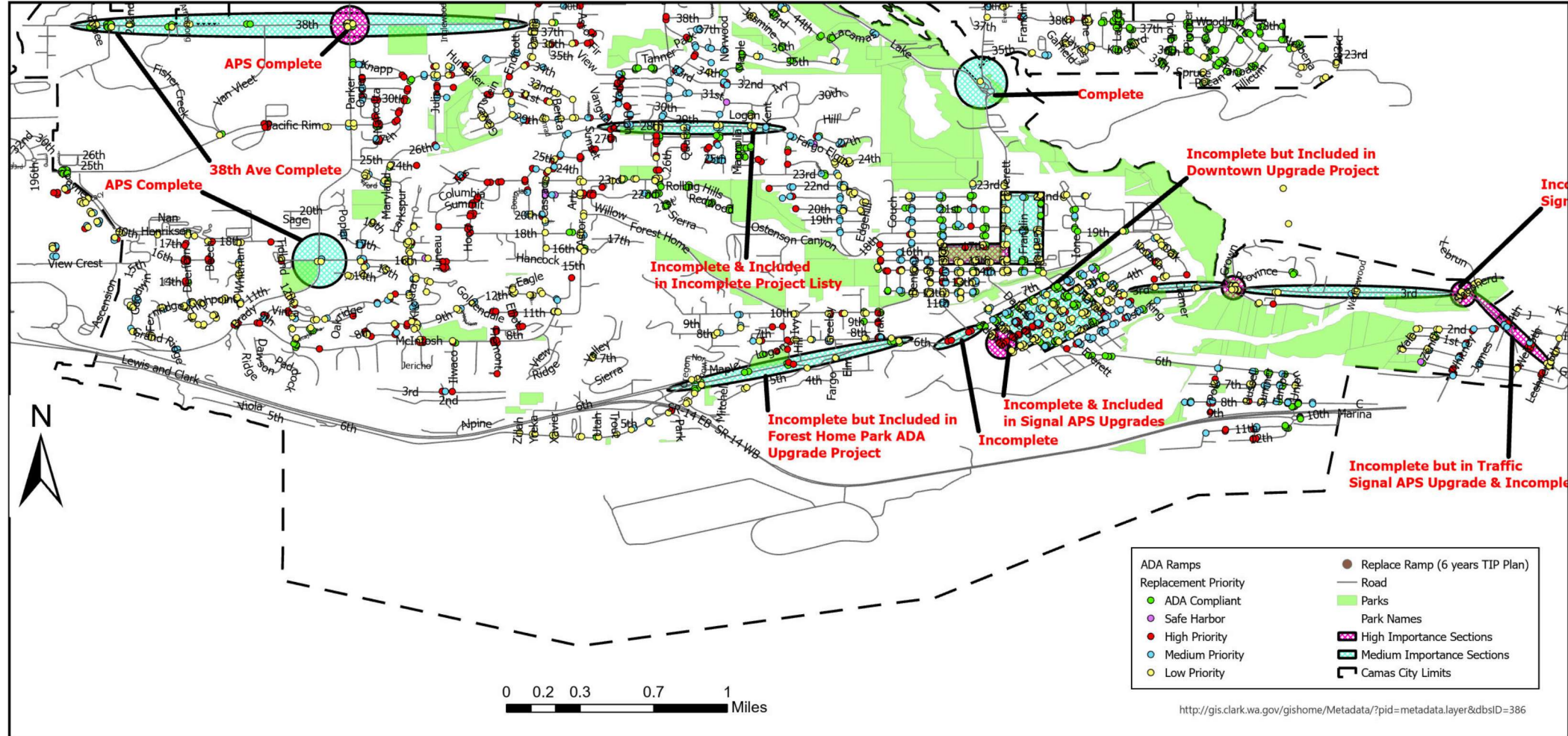


Figure 6 Status of 2015 ADA Transition Plan High and Medium Important Locations



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

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
Fiberg-Strunk Street	1st Street	SE	ST20	Yes
Fiberg-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.

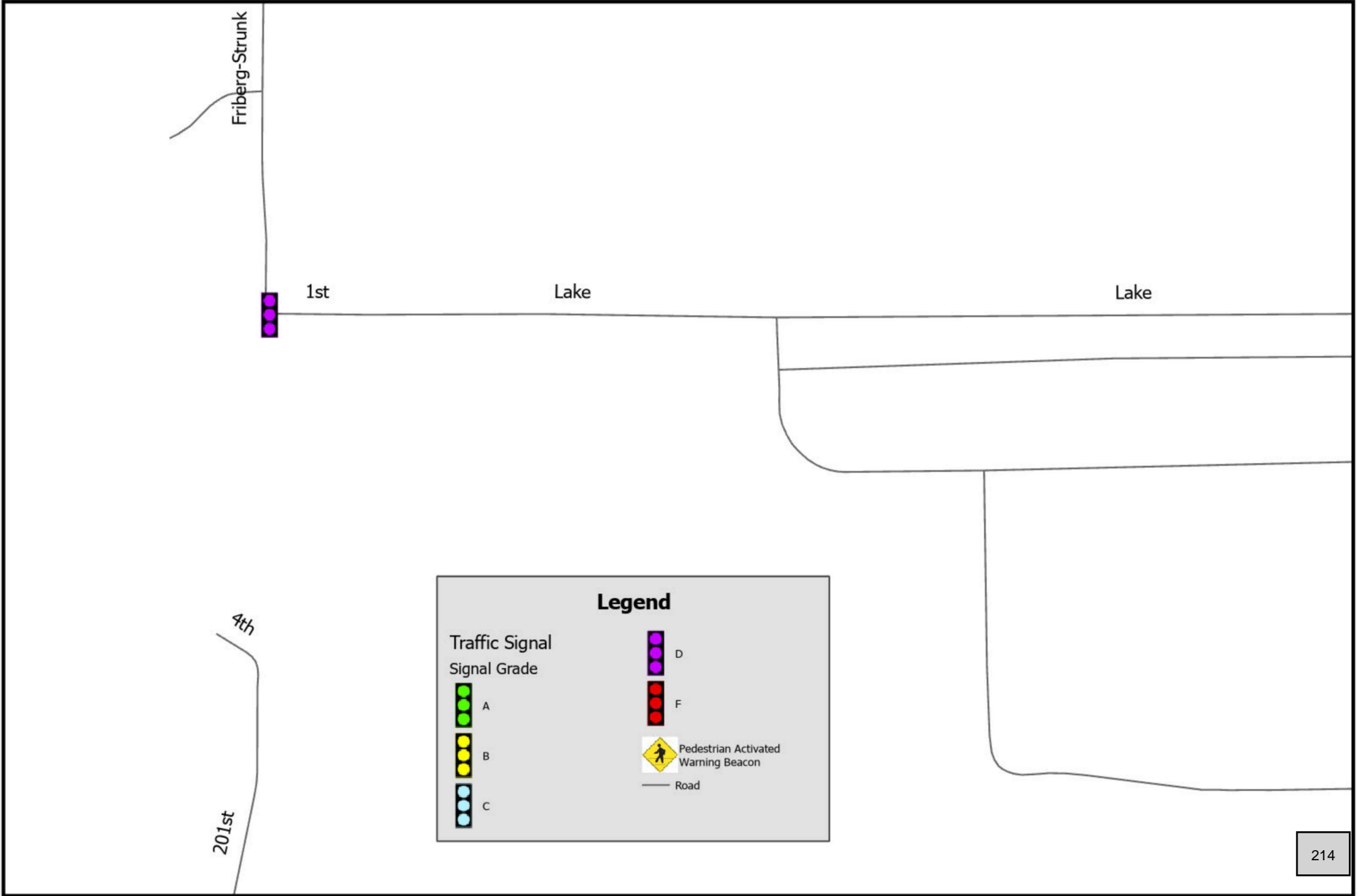
Attachment(s): Push Button Figure
Push Button Cost Estimates

cc: Chris Lopez – City of Camas

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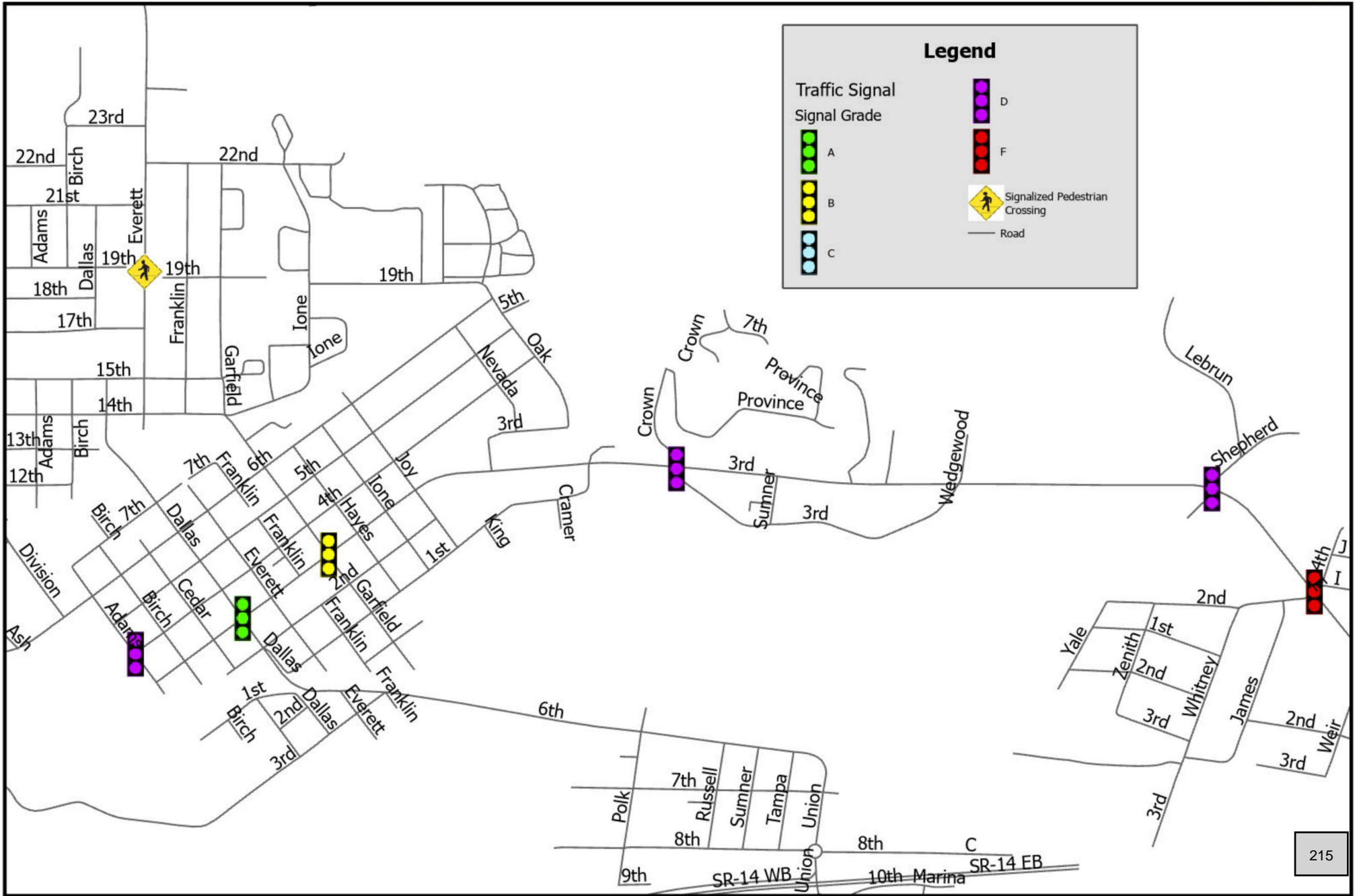
Camas Downtown ADA Transition Plan

Item 3.



Camas Downtown ADA Transition Plan

Item 3.



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. ←	we listed NE, SE, and NW corners to grind	1.75
7	0.375	0.000	2.0	ne walk of 6th ave. intersection on 6th ave and joy st. Ada. ←	we only listed SW corner to grind	0.38
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 ←	we did not list this corner to grind	0.53
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

**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 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 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.*





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.*

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

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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

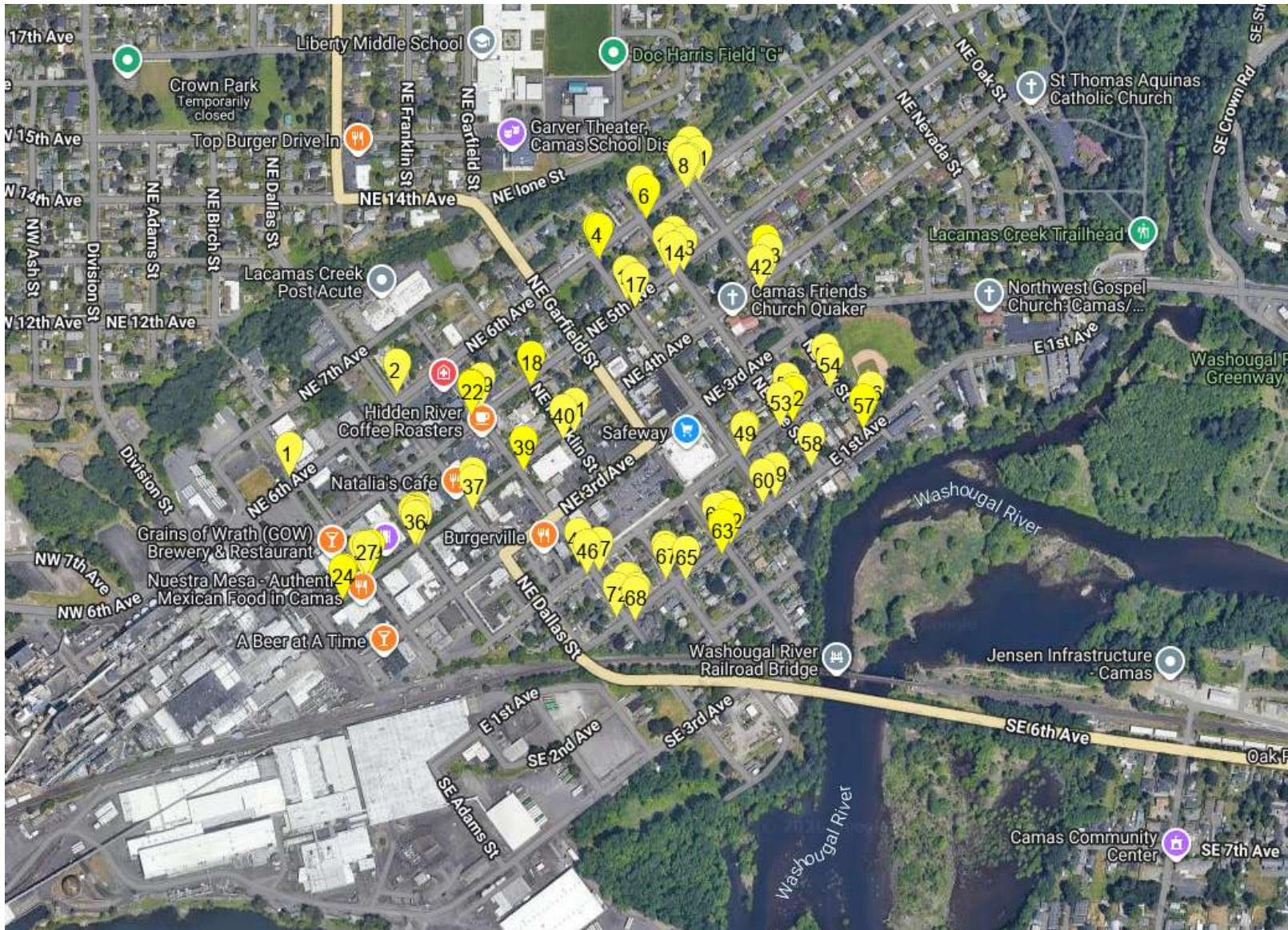
related to future trip hazards or hazards that were not addressed by this project.

At the time of completion, PCC 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.

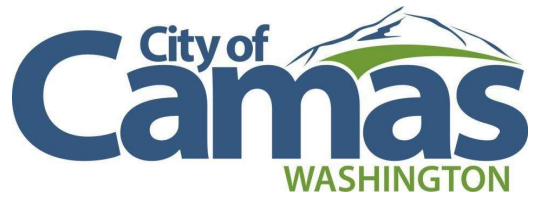
If any repair locations are inaccessible during our repair process, and an additional trip is needed, a \$250 mobilization fee will be added to the invoice. Invoice is due upon receipt, if not paid in full within 30 days of the invoice date a 5% late fee will be assessed every 15 days until it is paid.

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



Appendix B

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.

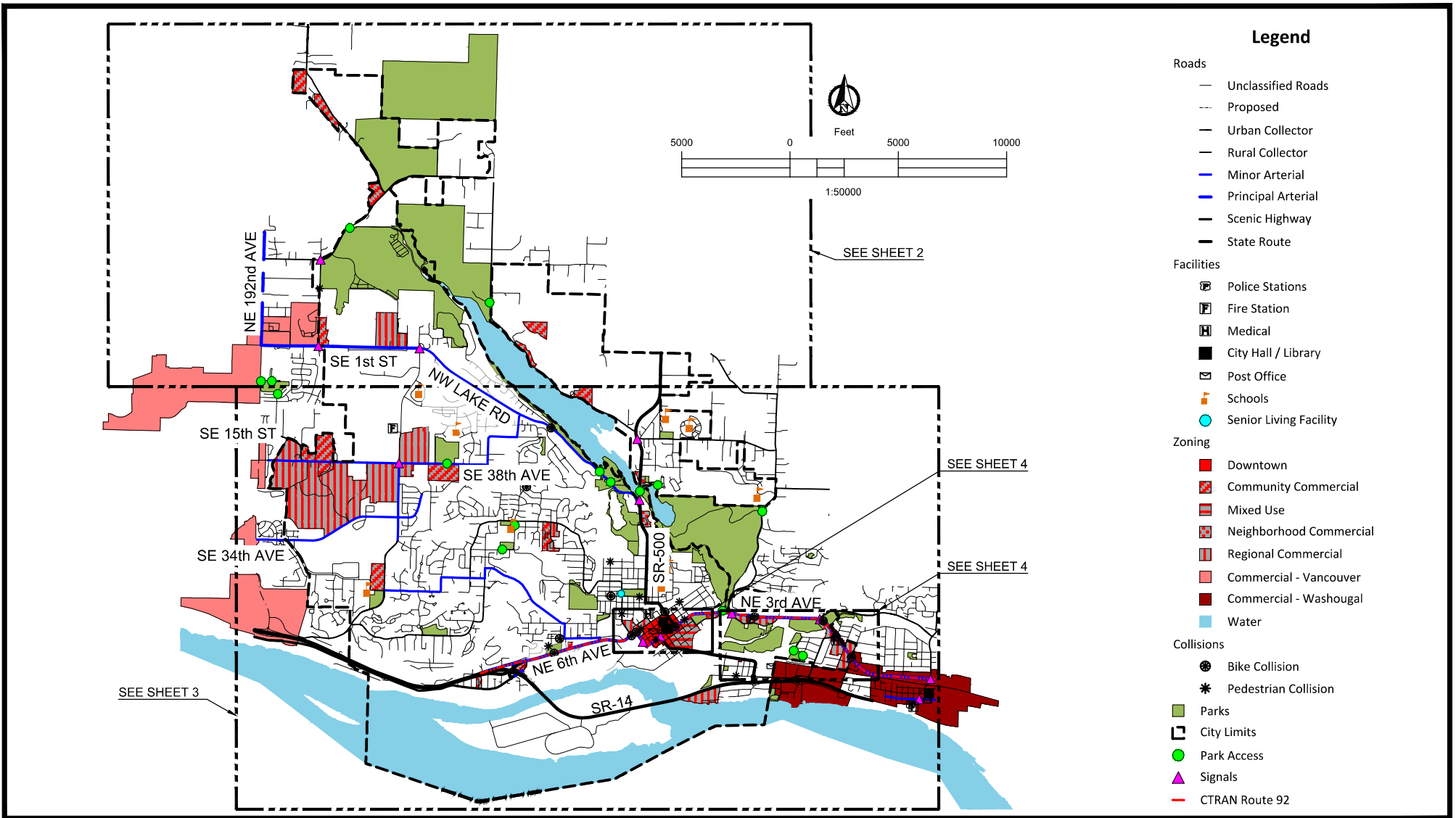
The ADA Transition Plan is intended to build on the ADA Self-evaluation Report and provide a formal assessment as to how to eliminate barriers to the disabled. The Self-evaluation activity is intended as an inventory of existing conditions of the physical conditions, as well as policies and procedures.

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

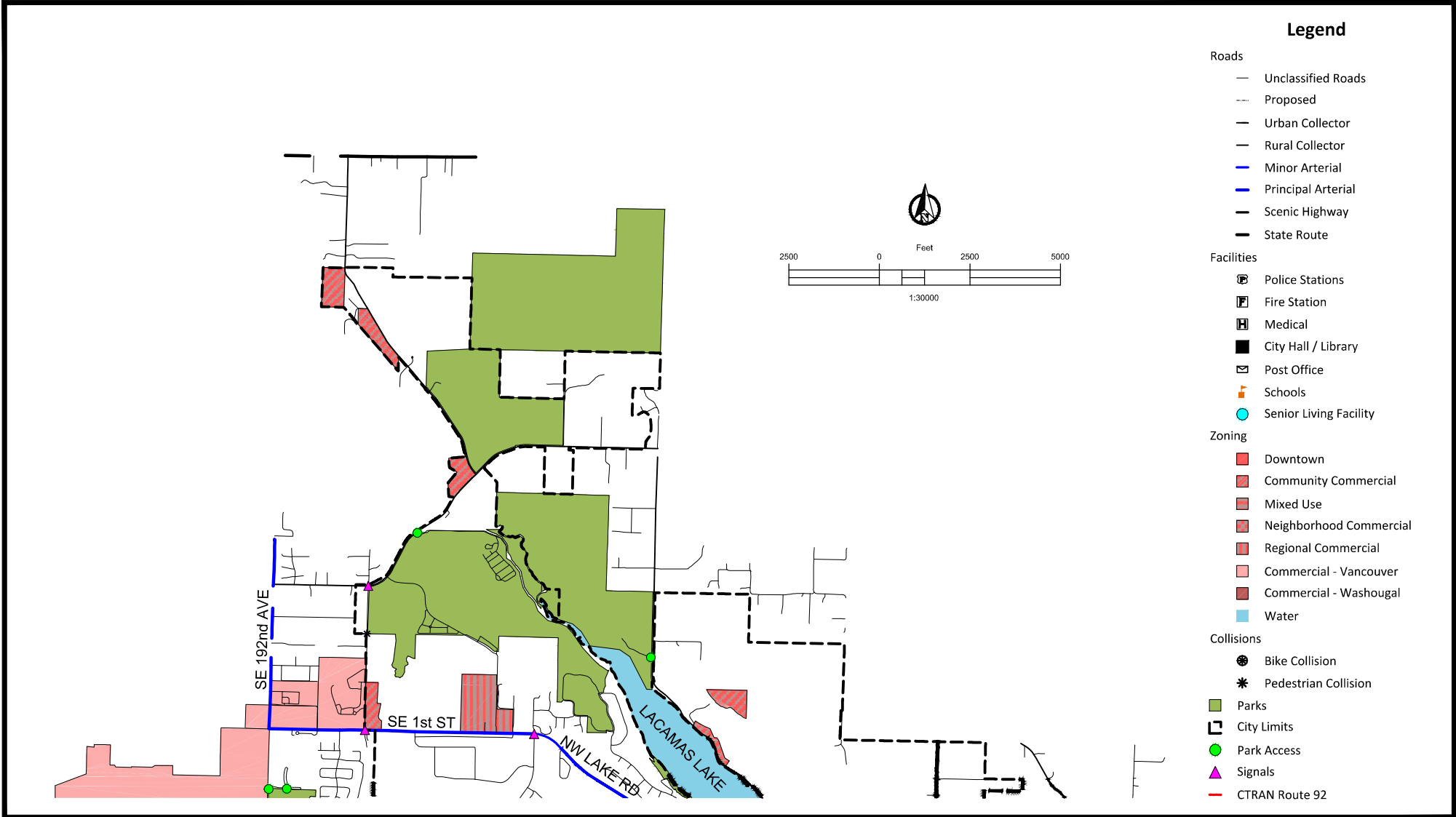


**OVERALL MAP FOR:
CAMAS CITY-WIDE SELF EVALUTATION & ADA TRANSITION PLAN
PRIORITIZATION CRITERIA**

HDJ
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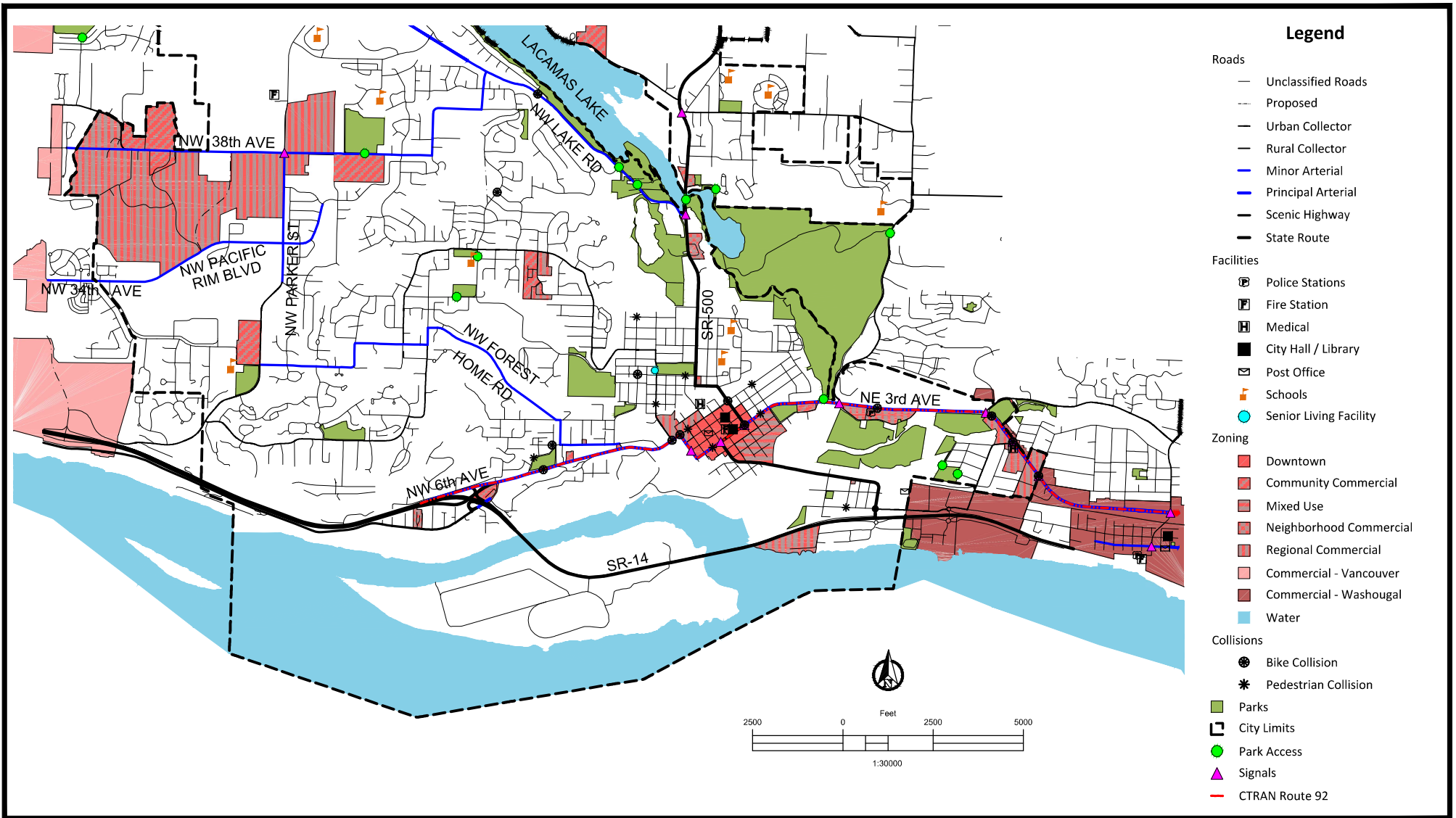


**NORTHEAST MAP FOR:
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**SOUTHEAST MAP FOR:
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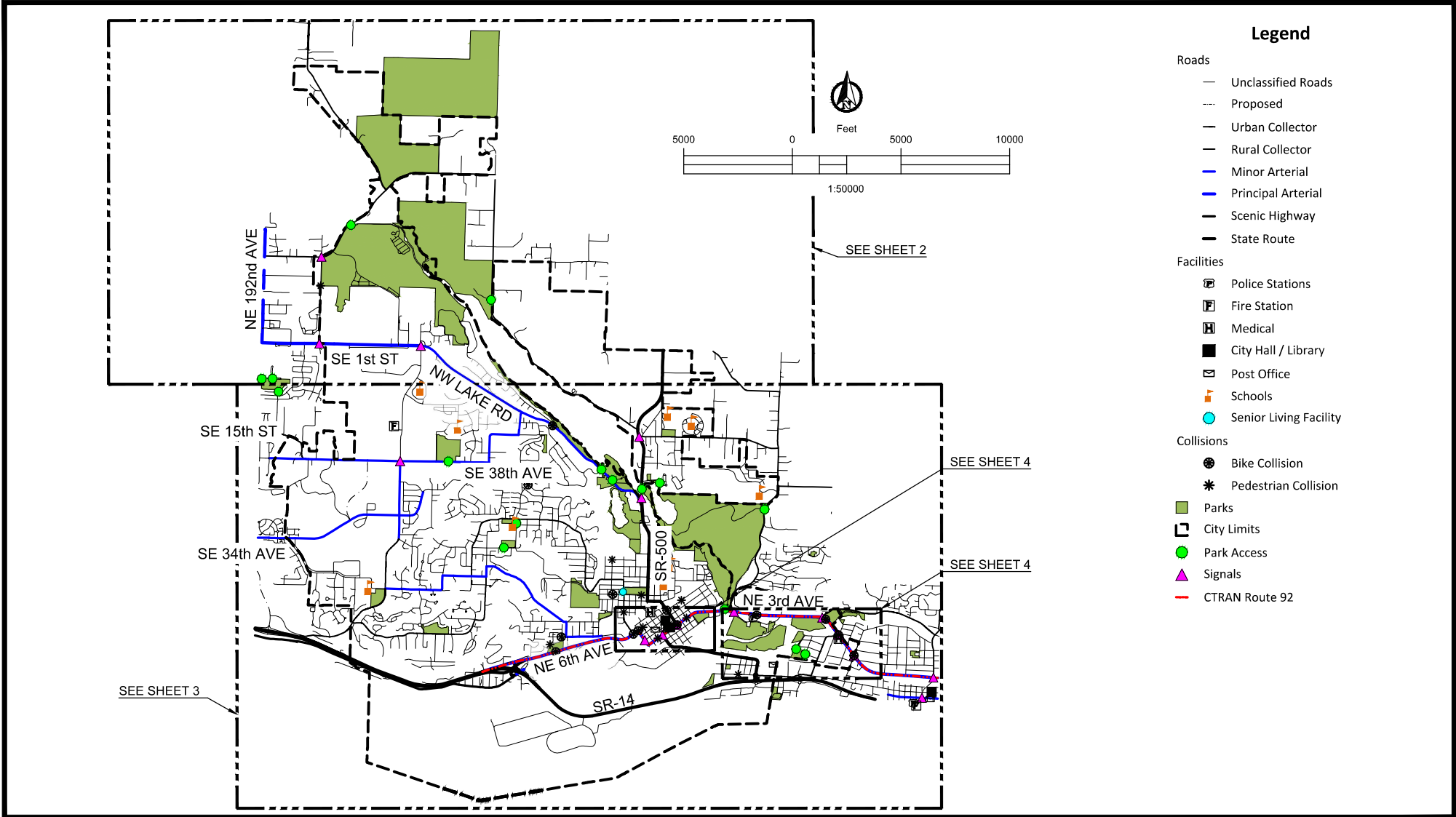
Legend

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

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

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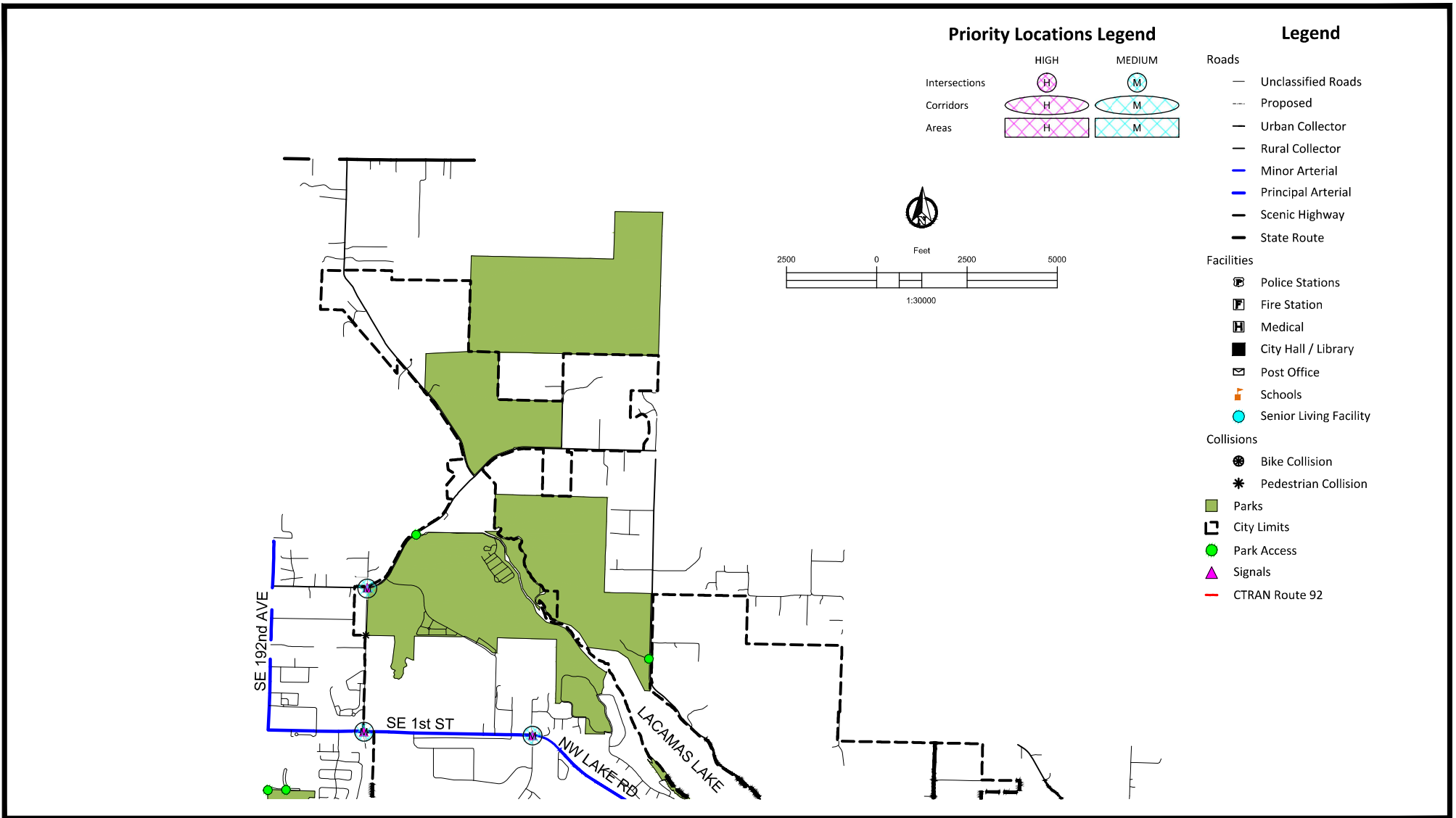


**OVERALL MAP FOR:
 CAMAS CITY-WIDE SELF EVALUTATION & ADA TRANSITION PLAN
 HIGH & MEDIUM PRIORITY LOCATIONS**

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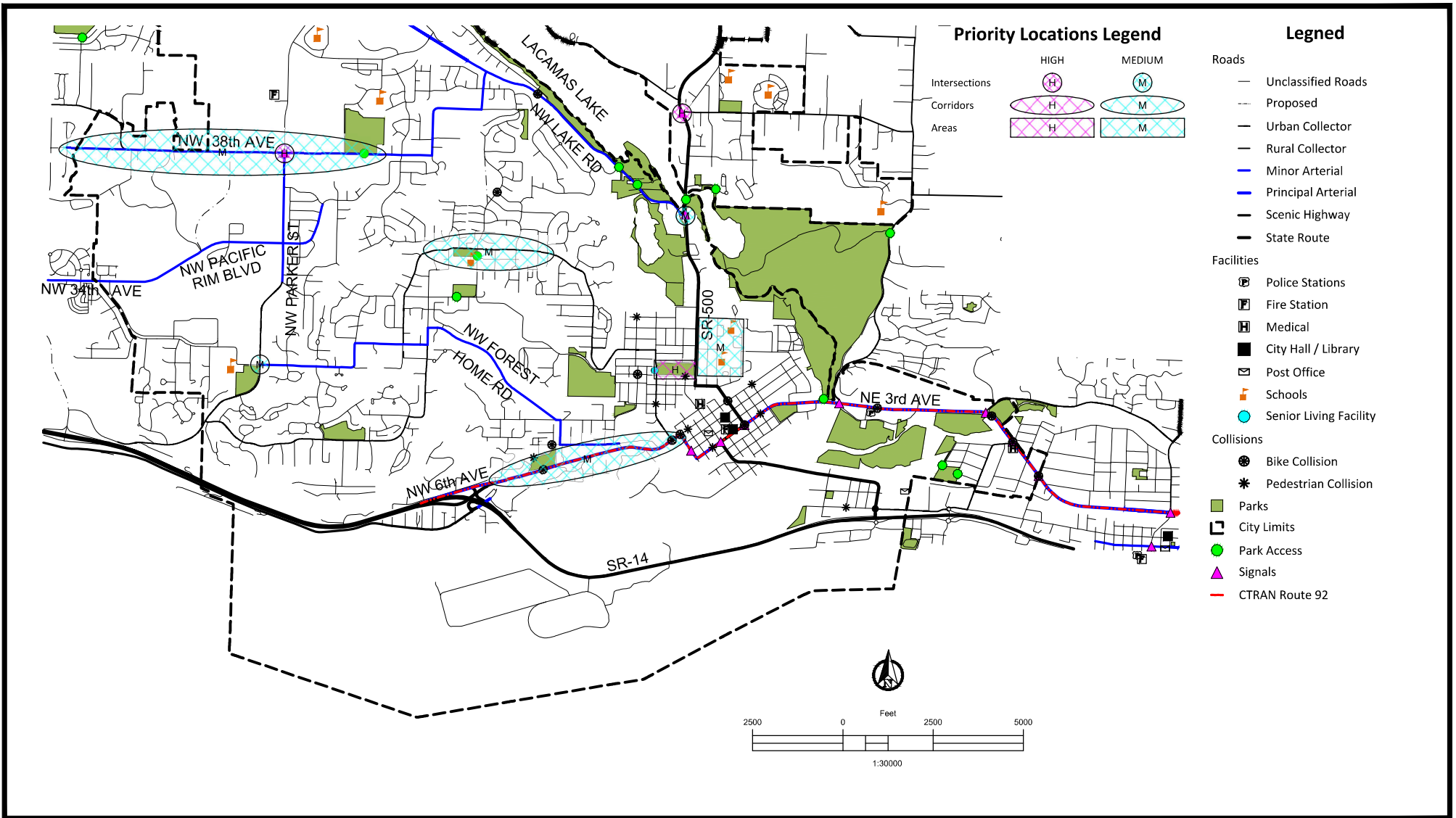


**NORTHEAST MAP FOR:
CAMAS CITY-WIDE SELF EVALUTATION & ADA TRANSITION PLAN
HIGH & MEDIUM PRIORITY LOCATIONS**

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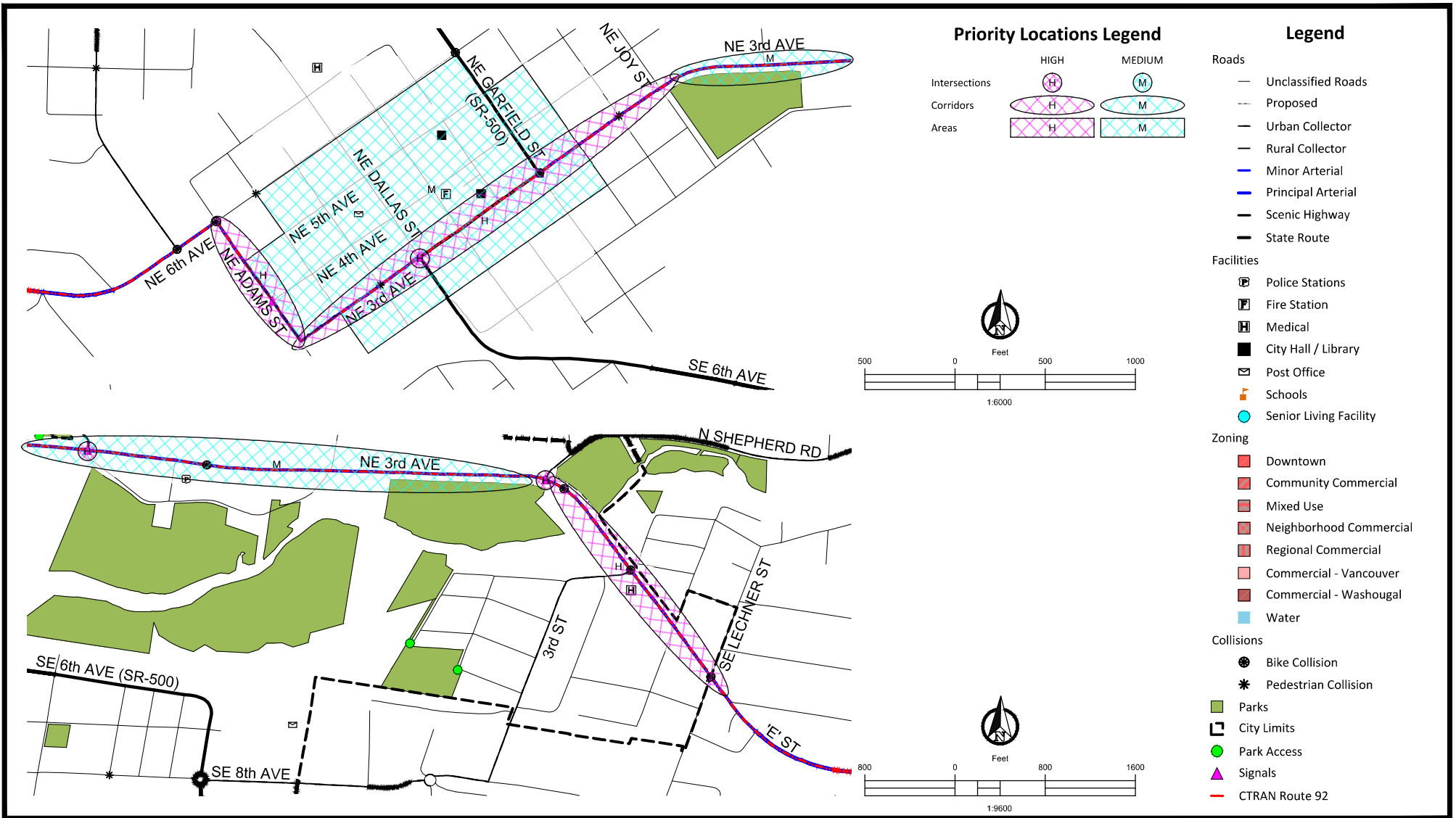


SOUTHEAST MAP FOR:
CAMAS CITY-WIDE SELF EVALUTATION & ADA TRANSITION PLAN
HIGH & MEDIUM PRIORITY LOCATIONS

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



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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:

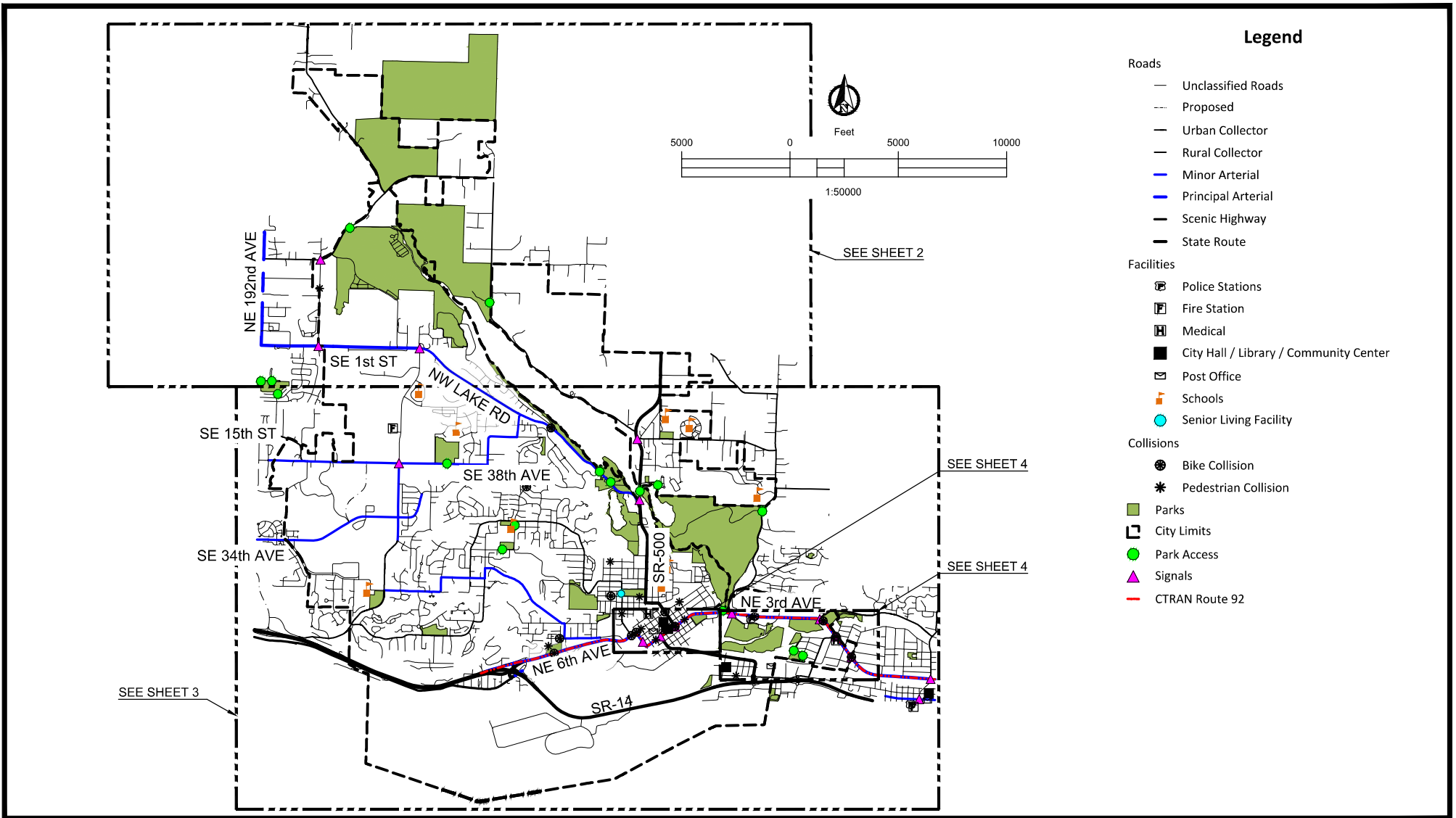
- SE 1st St & NW Friberg-Strunk St. Intersection (Sheet 2)
- NW Lake Rd. & SR-500/ Everett St. Intersection (Sheet 3)
- NE 2nd Ave. & Dallas St. Intersection (Sheet 4) – new [crossing enhancement]

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)



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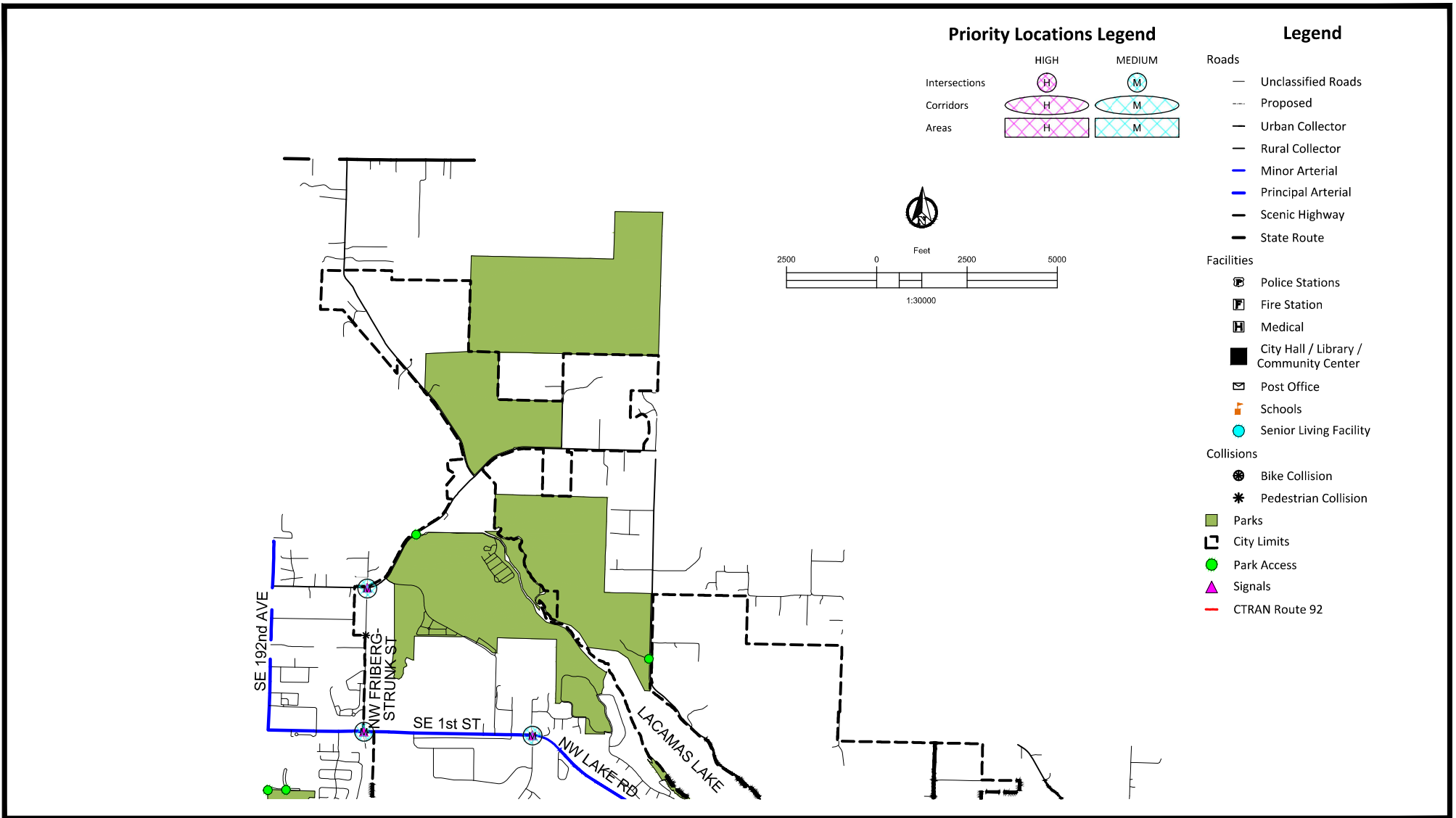
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- Unclassified Roads
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 - Urban Collector
 - Rural Collector
 - Minor Arterial
 - Principal Arterial
 - Scenic Highway
 - State Route
- Facilities**
- ☎ Police Stations
 - 🚒 Fire Station
 - 🏥 Medical
 - 🏛 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

HDJ
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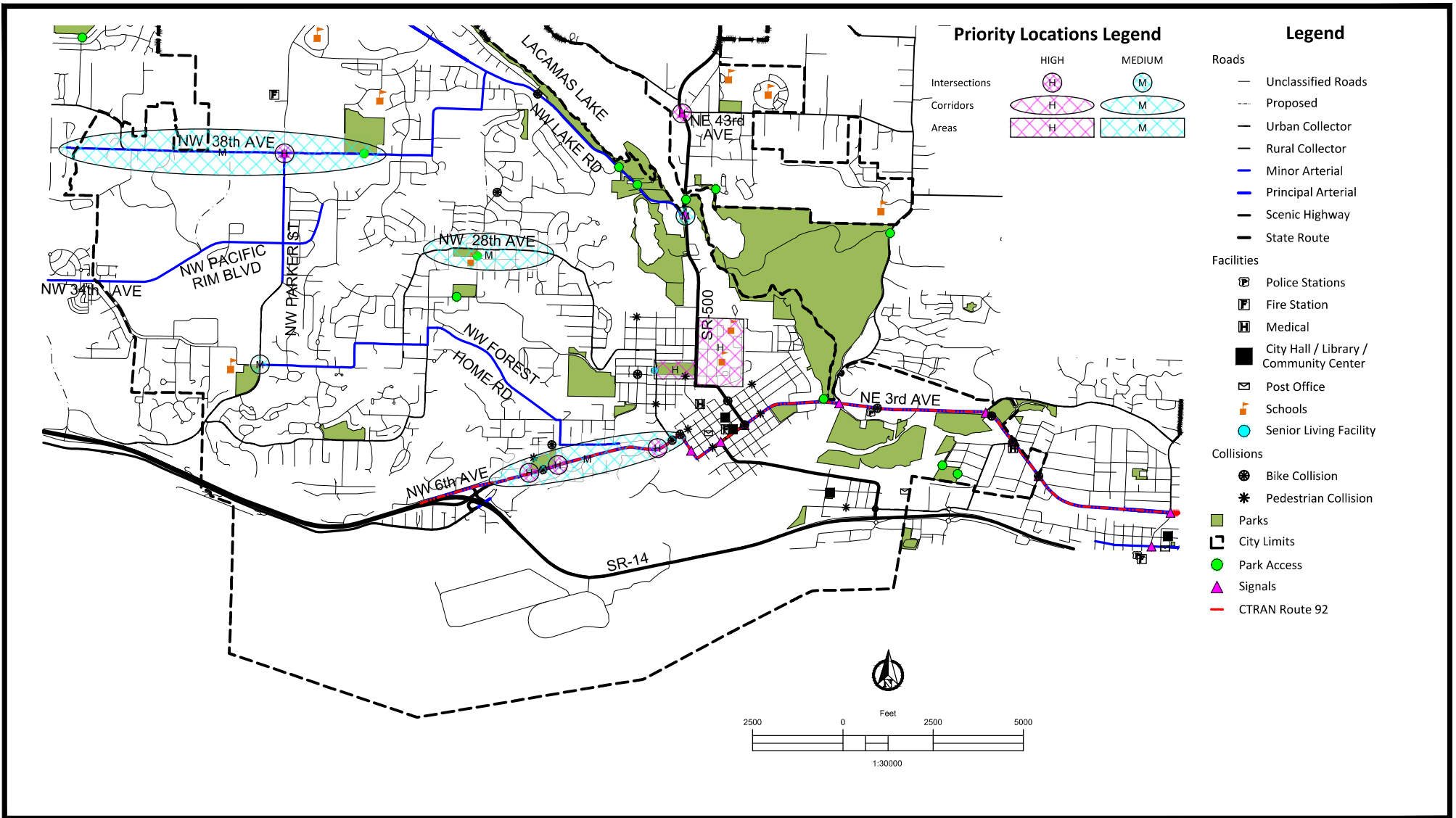


**NORTHEAST MAP FOR:
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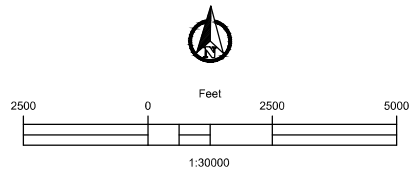


Priority Locations Legend

	HIGH	MEDIUM
Intersections		
Corridors		
Areas		

Legend

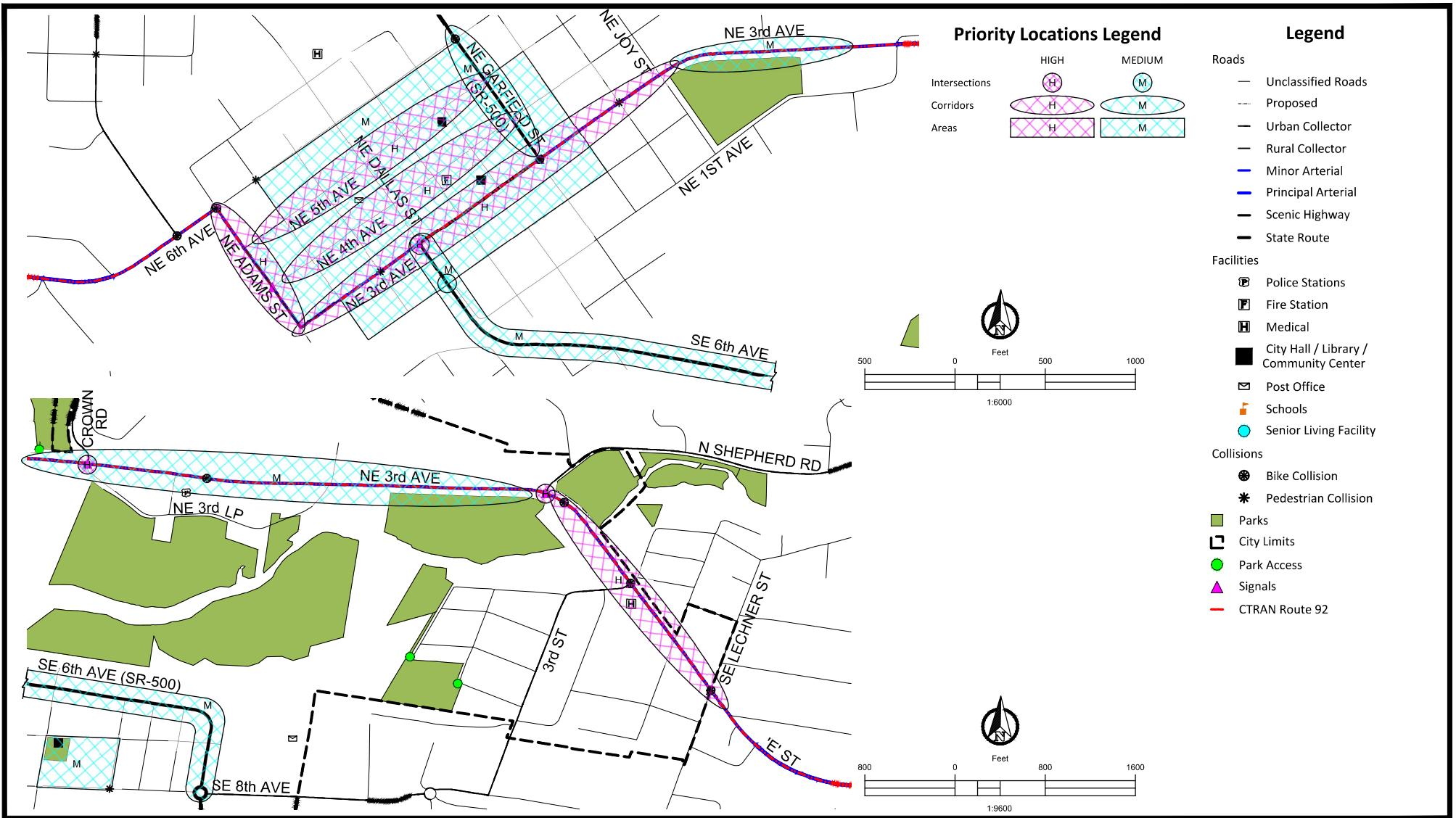
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- Unclassified Roads
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 - Urban Collector
 - Rural Collector
 - Minor Arterial
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 - Fire Station
 - Medical
 - City Hall / Library / Community Center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



SOUTHEAST MAP FOR:
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 HIGH & MEDIUM PRIORITY LOCATIONS

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



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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 excesslive 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	Ione 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 substancially compliant ADA ramps	\$110,000	2019	Combine ADA upgrades with traffic, pedestrian and bicycle safety improvements. The Federal City Safety Grant progam 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 progam 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 Aternative Progam (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 Aternative Progam (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.



**CITY OF CAMAS
PROFESSIONAL SERVICES AGREEMENT
Amendment No. 2**

616 NE 4th Avenue
Camas, WA 98607

Self-Evaluation Plan (SEP) and ADA Transition Plan Update

THIS AMENDMENT (“Amendment”) to Professional Services Agreement is made as of the day of _____, 2026, by and between the **City of Camas**, a municipal corporation, hereinafter referred to as "the City", and **PBS Engineering and Environmental LLC** hereinafter referred to as the "Consultant", in consideration of the mutual benefits, terms, and conditions hereinafter specified. The City and Consultant may hereinafter be referred to collectively as the “Parties.”

The Parties entered into an Original Agreement dated March 4, 2025, by which Consultant provides professional services in support of the Project identified above. Except as amended herein, the Original Agreement shall remain in full force and effect.

1. **Scope of Services.** Consultant agrees to perform additional services as identified on **Exhibit “A”** (Amended Scope of Services) attached hereto, including the provision of all labor, materials, equipment, supplies and expenses, for an amount not-to-exceed \$13,868.00.
 - a. Unchanged from Original/Previous Contract
2. **Time for Performance.** Consultant shall perform all services and provide all work product required pursuant to this Amendment by:
 - a. Extended to _____.
 - b. Unchanged from Original/Previous Contract date of June 30, 2026.
 Unless an additional extension of such time is granted in writing by the City, or the Agreement is terminated by the City in accordance with Section 18 of the Original Agreement.
3. **Payment.** Based on the Scope of Services and assumptions noted in **Exhibit “A”**, Consultant proposes to be compensated on a time and material basis per **Exhibit “B”** (Costs for Scope of Services) with a total estimated not to exceed fee of:
 - a. Previous not to exceed fee: \$105,797.00
 - b. Amendment No. 2 \$13,868.00
 - c. **Total: \$119,665.00**
 - d. Consultant billing rates:
 - Modification to Consultant Billing Rates per **Exhibit “C”** attached herein
 - Unchanged from Original/Previous Contract

4. Counterparts. Each individual executing this Agreement on behalf of the City and Consultant represents and warrants that such individual is duly authorized to execute and deliver this Agreement. This Agreement may be executed in any number of counter-parts, which counterparts shall collectively constitute the entire Agreement.

DATED this day of _____, 2026.

CITY OF CAMAS:

PBS Engineering and Environmental LLC:
Authorized Representative

By: _____

By: _____

Print Name: _____

Print Name: _____

Title: _____

Title: _____

Date: _____

EXHIBIT "A"
AMENDED SCOPE OF SERVICES

Project Change Order 1

Client: City of Camas	Date: February 26, 2026
Change Order Number: 1	Date of Agreement: February 19, 2025
Project Name: Self-Evaluation Plan (SEP) and ADA Transition Plan Update	Project Number: 24011088
Project Manager: John Manix	Project Location: Camas, Washington

Issue to Be Addressed: The community expressed a high priority for improvements in downtown Camas. Of the 62 comments received by community members, 35 noted downtown locations as important locations for Americans with Disabilities Act (ADA) upgrades. Apex provided additional services in the Self-Evaluation Plan (SEP) and ADA Transition Plan regarding the downtown area.

Apex provided additional services to the City of Camas (City) preparing low-cost ADA improvements to upgrade the existing ramps. **This will substantially reduce costs and minimize disruption of existing streetscaping and pedestrian activities associated with construction of full ramp replacement.**

Baseline Change Type: The cost was increased and the schedule lengthed to address inventory data and additional services in the downtown area.

Reason(s) for Change Selected: In late November 2025, at a meeting at City Hall, I noticed that the ramps on 4th Avenue did not seem to be so out of compliance as to need to be fully replaced. I proposed low-cost upgrades as an alternative to full replacement of the ramps. Apex staff collected new inventory data at all downtown ramps, except for 3rd Avenue. The existing ramps were prioritized for some with low-cost upgrades and some with full replacement. All ramps were mapped with the new inventory data. A new scope of work for both low-cost and full replacement improvements was prepared, as was a cost estimate.

Estimated Effect on Project:

Scope of Work	Increased
Budgets	Increased
Schedule	Increased
Construction and O&M Costs	Not applicable

Estimated Increase in Compensation and/or Costs Due to This Change: \$13,868

Subtask 3.4: Additional downtown inventory	\$5,780
Subtask 4.2: Additional downtown prioritizing	\$3,300
Subtask 4.3: Additional mapping using GIS	\$2,130
Subtask 4.4: Additional scoping of ADA improvements	\$1,349
Subtask 4.5: Additional cost estimate	\$1,309

Updated Scope of Work: In the December 2025, we put in a lot of work into the downtown area and exhausted the project budget.

Effect Upon Project if Change is Not Approved: No change. The work was completed assuming it fit within the project budget, but we learned how much effort was put into the downtown area in December in the January billing.

This change order is subject to all the terms and conditions, including those related to compensation and payment, of the original agreement between the parties.

For agreement by the parties:

Apex Companies, LLC

[Insert Name of Other Party]

Signature: 

Signature:

Print Name: John Manix, PE

Print Name: James E Carothers, PE

Title: Senior Traffic Engineer

Title: Engineering Manager/City Engineer

Date: February 26, 2026

Date:

EXHIBIT "B"
AMENDED COSTS FOR SCOPE OF SERVICES

PSA Ammendment 2 Detail Breakdown

Camas ADA Plan Update	PBS Engineering and Environmental Staff											Expense	TOTAL
	Senior Traffic Engineer VII	Engineer IV	Engineer	Engineer I	GIS Analyst (Eng 1)	Public Involvement Manger	Public Involvement III	Graphic Artist	Editor I	Administrator IV			
Task 1: Project Management													
Subtask 1.1: Kick-Off Meeting and Team Coordination													0.00
Subtask 1.2: Progress Reports and Invoicing													0.00
Subtask 1.3: Administraion and Quality Control													0.00
Task 2: Public Involvement (PI)													0.00
Subtask 2.1: Public Involvement Plan and Summary													0.00
Subtask 2.2: Engage Camas Webpage & Virtual Open House													0.00
Subtask 2.3: Community Advisory Committee													0.00
Subtask 2.4: Communications and Promotion													0.00
Subtask 2.5: City Council Update													0.00
Task 3: Update Self-Evaluation Plan													5,780
Subtask 3.1: Review Existing SEP													0
Subtask 3.2: Review of Existing City Policies and Processes													0
Subtask 3.3: Review of Current Standard Plans													0
Subtask 3.4: Inventory of High Priority Locations	3			36									5,780
Subtask 3.5: Mapping Data Collected in the Field Inventory													0
Subtask 3.6: Update Self-Evaluation Report													0
Task 4: ADA Plan Update													8,088
Subtask 4.1: Review Existing ADA Plan													0
Subtask 4.2: Prioritize ADA Ilmprovements to Curb Ramps, Traffic Signals, and Sidewalks	14												3,300
Subtask 4.3: Map Projects using GIS				15									2,130
Subtask 4.4: Update Scope of Work for ADA Ilmprovements				10									1,349
Subtask 4.5: Update Planning Level Cost Estimates	2			6									1,309
Subtask 4.6: Update a Planning Level Schedule													0
Subtask 4.7: Prepare ADA Plan Update Documents													0
<i>Reimbursable Expenses</i>													0
<i>Copies</i>													0
<i>Expenses</i>													0
<i>Travel</i>													0
TOTAL HOURS	19	0	0	66	0	0	0	0	0	0	0		
MAX HOURLY RATES	235	195	185	142	142	170	135	120	120	135			
TOTAL DOLLARS	\$ 4,474.64	\$ -	\$ -	\$ 9,393.30	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,868



Staff Report – Consent Agenda

April 20, 2026 Council Regular Meeting

Professional Services Agreement for Boulder Creek Intake Reconstruction (Submitted by Rob Charles, Utilities Manager)

Phone	Email
360.817. 7003	rcharles@cityofcamas.us

BACKGROUND: The Boulder Creek Intake provides half of the water source to the Slow Sand Filter Plant. This water is treated before being delivered to City customers. The intake has not been maintained for many years since the filter plant has not been in operation. Now that the plant is planned for operation this fall, it is critical to have this water source providing water to the plant.

The City has completed the design and obtained the necessary permits from Washington Department of Fish and Wildlife (WDFW) and the Army Corps of Engineers (ACOE) to complete the reconstruction during the month of August.

The project entails rehabilitating the intake and the access to the intake, removing built up rock and debris behind the dam area, stabilizing the slope of the creek just downstream from the intake and protecting the existing pipe from the intake to the screen house.

SUMMARY: Thompson Bros. Excavating, Inc. was the sole bidder for the project, submitting a bid of \$93,786, which is below the Engineer’s Estimate of \$100,000. The City utilized the Municipal Research and Services Center Small Works Roster (informal bidding process) and solicited bids from five qualified contractors. The bid received is considered responsive and within the anticipated project budget.

Construction management services will be provided by Shell Engineering to support project delivery and regulatory compliance. Their scope includes coordination with permitting agencies, oversight of in-water work including fish salvage during intake excavation, and preparation of required closeout documentation upon project completion. These services are necessary to ensure the project is constructed in accordance with applicable environmental permits and agency requirements.



Figure 1: Photo of existing dam and intake structure from downstream of dam looking upstream

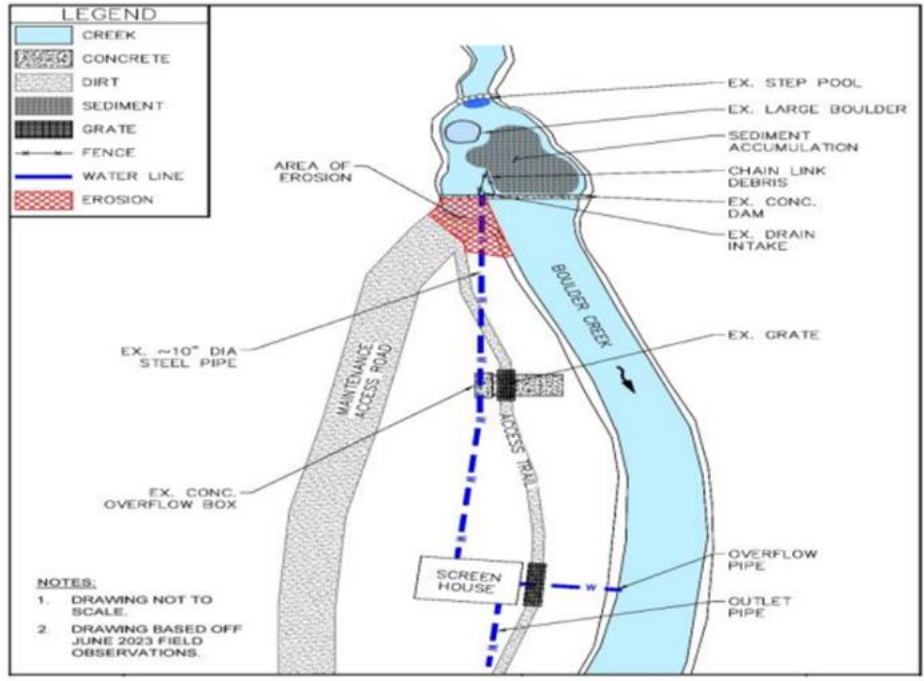


Figure 2: Vicinity map of Boulder Creek water intake structure

Figure 1: Figure Name this is the format to name your image. If there will only be one image, there's no need to number it. Delete if not necessary.

BENEFITS TO THE COMMUNITY: Provide a source of water to residents that requires minimal use of power.

STRATEGIC PLAN: This item aligns with Stewardship of City Assets.

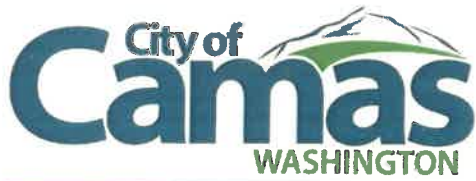
POTENTIAL CHALLENGES: Ensuring that the contractor works in a manner to protect the waters of the creek.

BUDGET IMPACT: The total project cost is \$141,889, including construction, contingency, and construction management, and will be funded through the Water Fund. This is within the adopted 2026 Capital Budget of \$244,000 for the Boulder Creek Intake project.

Budget:

<i>Boulder Creek Intake</i>	<i>\$244,000</i>
<i>(2026 Capital Budget)</i>	
<i>Thompson Bros. Excavating, Inc.</i>	<i>\$ 93,786</i>
<i>Contingency (10%)</i>	<i>\$ 9,378</i>
<u><i>Construction Management</i></u>	<u><i>\$ 38,725</i></u>
<i>Total:</i>	<i>\$141,889</i>

RECOMMENDATION: Staff recommends that council authorize the Mayor to sign a contract with Thompson Bros. Excavating, Inc., for the project.



4/14/2026

Thompson Bros. Excavating Inc
18211 NE Fourth Plain Rd
Vancouver, WA 98682

Subject: *Notice of Award – Boulder Creek Water Intake Maintenance Improvements*

Dear Steve:

The purpose of this letter is to advise you that your company was awarded the contract for the above referenced project at the City Council Meeting on 4/20/2026, at your bid price of \$93,786.00 including tax.

Please submit the following items at the preconstruction conference:

- Name and Email of person signing contract (will be sent via DocuSign)
- Contract Bond and/or 10% Retainage form
- ACORD Certificate of Insurance specifically naming the following as additional insured:
 - The City of Camas and its officers, elected officials, employees, agents, and volunteers
- List of subcontractors
- Intent To Pay Prevailing Wages, including subcontractors
- Letter identifying your E.E.O. Officer
- Letter identifying your superintendent and two after-hours emergency telephone numbers
- Construction schedule

Please contact Rob Charles at 360-607-9753 ext 4203 or rcharles@cityofcamas.us with any comments or questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "Rob Charles", is written over a light blue horizontal line.

Rob Charles
Utilities Manager

cc:

~ PROCLAMATION ~

WHEREAS, the Camas Public Library is dedicated to serving our community with meaningful connections, engaging enrichment, and pathways to knowledge; and

WHEREAS, the Library is a welcoming place where people of all ages discover stories, learn new skills, access technology, and connect with neighbors; and

WHEREAS, the Library strengthens our community by fostering curiosity, creativity, lifelong learning, and a shared love of reading; and

WHEREAS, Library staff, volunteers, and supporters work every day to ensure free and equitable access to resources that enrich the lives of Camas residents;

NOW, THEREFORE, I, Steve Hogan, Mayor of the City of Camas, do hereby proclaim April 19-25, 2026, as

“National Library Week”

In the City of Camas, and encourage all community members to visit the library to explore the wealth of available resources.

In witness whereof, I have set my hand
and caused the seal of the City of Camas to
be affixed this 20th day of April 2026.

Steve Hogan, Mayor

COUNCIL APPOINTMENTS

Board/Committee/Commission	Full Name	Position
Lodging Tax Advisory Committee (LTAC)	Mahsa Eshghi	Representative
Joint Policy Advisory Committee (JPAC)	Tim Hein	Representative
Planning Commission	Tim Hein	Representative

2026 Citizen Appointments

Item 9.

Board/ Committee/ Commission	Term	Full Name	Appointment	Term Expiration
Planning Commission	2 Years	Hannah Burak	Appointed to Vacant Position	12/31/2027



Staff Report – Public Hearing for Ordinance 26-002 Resolution 26-005

April 20, 2026 Council Regular Meeting

Public Hearing – Ordinance 26-002 Spring Omnibus Amending the 2026 Readopted Budget

Resolution 26-005 Revising the City of Camas Fee Schedule for 2026

Presenter: Cathy Huber Nickerson, Finance Director and Debra Brooks, Financial Analyst

Time Estimate: 5 minutes

Phone	Email
360.817.1537	chuber@cityofcamas.us
360.817.7025	dbrooks@cityofcamas.us

BACKGROUND: This public hearing is to consider comments on the 2026 Spring Omnibus Budget Amendment. The budget amendment was previously presented to Council in overview at the City Council Workshop on March 16, 2026. The public hearing was opened on April 6, 2026 at the City Council Regular Meeting.

Resolution 26-005 makes a revision to the City of Camas fee schedule to adjust internal facility rental rates, a necessary outcome of an amendment in Ordinance 26-002.

SUMMARY: The 2026 Spring Omnibus consists of seven carry-forward items from the 2025 budget, eight packages to supplement for previously unknown budget needs, and six administrative items that are primarily budget neutral due to offsetting funding sources or are technical in nature.

STRATEGIC PLAN: These packages support all aspects of the Strategic Plan, as discussed with Council at the City Council Workshop of March 16, 2026.

BUDGET IMPACT: The 2026 Spring Omnibus Budget Amendment represents \$1.58 million in net appropriations.

RECOMMENDATION: Staff recommend that the City Council close the public hearing upon the conclusion of public comments, then move to adopt Ordinance 26-002 Amending the 2026 Budget. Staff also recommend Council move to approve Resolution 26-005 Revising the 2026 Fee Schedule.

ORDINANCE NO. 26-002

AN ORDINANCE amending the City of Camas' 2026 Budget Ordinance No. 25-024.

WHEREAS, the City Council of the City of Camas approved Ordinance No. 25-024 and readopted a budget for fiscal years 2026; and

WHEREAS, the City Council of the City of Camas desires to effectively utilize and manage the City's financial resources; and

WHEREAS, the City will receive additional revenues that were not anticipated at the time of adopting the budget for 2026; and

WHEREAS, funds received in excess of estimated revenues during the current fiscal year when authorized by an ordinance amending the original budget may be included in the expenditure limitation; and

WHEREAS, the City desires to undertake activities which were not foreseen at the time of adopting the 2026 budget; and

WHEREAS, the financial activities in the following funds could not have been reasonably foreseen at the time of adopting the 2026 budget.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CAMAS AS FOLLOWS:

Section I

Budget Amendment: The City of Camas' 2026 Budget as adopted in Ordinance No. 25-024 is amended as follows:

1. Modify the 2026 Budget for Northeast Third Avenue Pedestrian and Bicycle Improvements.
2. Modify the 2026 Budget for Northwest Lake Road Safety Improvements.
3. Modify the 2026 Budget for replacement of the traffic controller cabinet on 38th Avenue.
4. Modify the 2026 Budget for a plaza between City Hall and future Fire Station 41.
5. Modify the 2026 Budget for the Angelo Booster Station replacement.
6. Modify the 2026 Budget for the Crown Road Waterline Transmission Main.
7. Modify the 2026 Budget for the technology virtual server replacement.
8. Adjust the 2026 Budget for corrections to the Internal Service funding model.
9. Adjust the 2026 Budget for updates to the Facility Rental and Repair model.

ORDINANCE NO. 26-002

- 10. Adjust the 2026 Budget for internal funding of technology capital projects.
- 11. Adjust the 2026 Budget for climate planning in the Comprehensive Plan Update.
- 12. Adjust the 2026 Budget for a wildfire risk assessment in the Comprehensive Plan Update.
- 13. Adjust the 2026 Budget to repurpose capital funding to the SR-500 Corridor Improvement.
- 14. Adjust the 2026 Budget to relocate the Northshore Waterline Project to the 2025 Bond Fund.
- 15. Adjust the 2026 Budget for the Lake Road Booster Station and Waterline Upgrade Project.
- 16. Supplement the 2026 Budget for costs related to recent employee bargaining.
- 17. Supplement the 2026 Budget for renewal of the cyber security platform.
- 18. Supplement the 2026 Budget for improvements to the Leadbetter Boat Launch.
- 19. Supplement the 2026 Budget for Citywide Pedestrian Crossing Improvements.
- 20. Supplement the 2026 Budget for additional Water Repair and Replacement funding.
- 21. Supplement the 2026 Budget for upgrades to the Slow Sands Water Filtration Plant.

Section II

Budget Amendment – Effect on Fund Revenues and Expenses: The foregoing increases affect the City funds as shown on Attachment A.

Section III

Effective Date. This ordinance shall take force and be in effect five days from and after its publication according to law.

PASSED BY the Council and APPROVED by the Mayor this _____ day of _____, 2026

SIGNED: _____
Mayor

SIGNED: _____
Clerk

APPROVED as to form:

City Attorney

2026 Spring Omnibus Budget - Fund Balance Impacts

Item 10.

	General Fund	Street Fund	C/W Fire & EMS	Cemetery	REET Projects	SR500/ Everett Impv	NW 38th Ave Ph 3	Legacy Lands	Storm Water	Solid Waste	Water-Sewer	W-S Capital Projects	2025 W-S Bond Projects	Equipment Rental	Facilities Rental	Technology Services	
Beginning Balance	\$ 14,047,385	\$ 1,670,091	\$ 2,057,476	\$ 194,265	\$ 12,477,926	\$ -	\$ 3,365,000	\$ 17,052,567	\$ 4,317,260	\$ 4,078,026	\$ 16,883,519	\$ -	\$ 21,633,742	\$ 3,056,442	\$ 534,734	\$ -	\$ 169,594,485
Revenues	\$ 38,433,499	\$ 6,097,219	\$ 18,322,661	\$ 301,497	\$ 2,991,778	\$ 1,200,000	\$ -	\$ 295,237	\$ 3,308,549	\$ 3,767,988	\$ 30,928,570	\$ 6,304,000	\$ 642,668	\$ 2,574,966	\$ 2,564,698	\$ 100,000	\$ 145,805,590
Expenditures	\$ (41,718,105)	\$ (6,471,887)	\$ (19,721,372)	\$ (314,795)	\$ (3,362,629)	\$ (1,200,000)	\$ -	\$ (2,540,296)	\$ (5,402,557)	\$ (3,663,677)	\$ (27,416,218)	\$ (6,304,000)	\$ (15,200,000)	\$ (4,152,932)	\$ (2,834,180)	\$ (100,000)	\$ (195,526,082)
Projected Ending Fund Bal	\$ 10,762,779	\$ 1,295,423	\$ 658,765	\$ 180,967	\$ 12,107,075	\$ -	\$ 3,365,000	\$ 14,807,508	\$ 2,223,252	\$ 4,182,337	\$ 20,395,871	\$ -	\$ 7,076,410	\$ 1,478,476	\$ 265,252	\$ -	\$ 119,873,993

Carry Forward Packages

CF-01 NE 3rd Ave Ped/Bike Improvements		\$ (120,000)															\$ (120,000)
		\$ 114,000															\$ 114,000
CF-02 NW Lake Road Safety Improvements		\$ 600,000															\$ 600,000
CF-03 38th Avenue Traffic Cabinet Replacement		\$ (175,000)															\$ (175,000)
CF-04 City Hall/Fire Station Plaza					\$ (100,000)												\$ (100,000)
CF-05 Angelo Booster Station Design													\$ (50,000)				\$ (50,000)
CF-06 Crown Road Transmission Main													\$ (250,000)				\$ (250,000)
CF-07 Virtual Server Replacement																\$ (75,000)	\$ (75,000)
Internal Funding Transfers Out	\$ (41,400)	\$ (2,025)	\$ (17,550)						\$ (1,950)	\$ (1,275)	\$ (7,800)			\$ (1,275)	\$ (1,725)		\$ (75,000)
Internal Funding Transfers In																\$ 75,000	\$ 75,000
Total Carry Forward	\$ (41,400)	\$ 416,975	\$ (17,550)	\$ -	\$ (100,000)	\$ -	\$ -	\$ -	\$ (1,950)	\$ (1,275)	\$ (7,800)	\$ -	\$ (300,000)	\$ (1,275)	\$ (1,725)	\$ -	\$ (56,000)
Subtotal Fund Balance	\$ 10,721,379	\$ 1,712,398	\$ 641,215	\$ 180,967	\$ 12,007,075	\$ -	\$ 3,365,000	\$ 14,807,508	\$ 2,221,302	\$ 4,181,062	\$ 20,388,071	\$ -	\$ 6,776,410	\$ 1,477,201	\$ 263,527	\$ -	\$ 119,817,993

Administrative Packages

A-01 Corrections to Indirect Model		\$ (7,861)	\$ 387,863	\$ 5,285	\$ (2,662)				\$ (9,565)	\$ (4,690)	\$ (29,258)			\$ 277,489			\$ 616,601
Charges for Service - Internal Indirects	\$ (616,601)																\$ (616,601)
A-02 Updates to the Facilities R&R Rent Model	\$ 269,456	\$ 39	\$ 445,710					\$ (118,368)	\$ 11,636	\$ (10,963)	\$ 327,326			\$ (53,406)			\$ 871,430
Corrections to Facilities R&R Budget															\$ 539,133		\$ 539,133
Charges for Service															\$ (841,301)		\$ (841,301)
Move Fire Stns/WWTP back to Funds			\$ (161,675)								\$ (341,532)				\$ 503,207		\$ -
Transfers Out - Funds															\$ (397,100)		\$ (397,100)
Transfers In - Funds	\$ 846		\$ 48,815								\$ 347,439						\$ 397,100
A-03 Adjust IT capital project funding transfers	\$ (4,629)	\$ 722	\$ 3,596						\$ 62	\$ 201	\$ 2,147			\$ 201	\$ (2,300)		\$ -
A-04 Comp Planning Grants	\$ (50,000)																\$ (50,000)
Dept of Commerce Grant Funding	\$ 50,000																\$ 50,000
A-05 Comp Planning Grants	\$ (250,000)																\$ (250,000)
Dept of Commerce Grant Funding	\$ 250,000																\$ 250,000
A-06 Transfer remaining 38th fund bal to SR 500							\$ (3,365,000)										\$ (3,365,000)
Internal Funding Transfer In					\$ 3,365,000												\$ 3,365,000
A-07 Move Northshore WL project to 2025 Bond												\$ 1,000,000					\$ 1,000,000
Move Northshore WL project to 2025 Bond													\$ (1,000,000)				\$ (1,000,000)
A-08 Lake Road Booster Station & WL Upgrade													\$ (1,433,729)				\$ (1,433,729)
Funded in 2026 Readopt													\$ -				\$ -
Total Administrative	\$ (350,928)	\$ (7,100)	\$ 724,309	\$ 5,285	\$ (2,662)	\$ 3,365,000	\$ (3,365,000)	\$ (118,368)	\$ 2,133	\$ (15,452)	\$ 306,122	\$ 1,000,000	\$ (2,433,729)	\$ 224,284	\$ (198,361)	\$ -	\$ (864,467)
Subtotal Fund Balance	\$ 10,370,451	\$ 1,705,298	\$ 1,365,524	\$ 186,252	\$ 12,004,413	\$ 3,365,000	\$ -	\$ 14,689,140	\$ 2,223,435	\$ 4,165,610	\$ 20,694,193	\$ 1,000,000	\$ 4,342,681	\$ 1,701,485	\$ 65,166	\$ -	\$ 118,953,526

Supplemental Packages

S-01 Bargaining Settlement Costs	\$ (150,000)																\$ (150,000)
S-02 Security Monitoring & Mgmt Platform	\$ (40,000)																\$ (40,000)
S-03 Leadbetter Boat Launch								\$ (100,000)									\$ (100,000)
S-04 Citywide Pedestrian Crossing		\$ (500,000)															\$ (500,000)
Grant Funding		\$ 400,000															\$ 400,000
S-05 Water Repairs & Replacements											\$ (80,000)						\$ (80,000)
S-06 Slow Sands Plant Updates												\$ (190,000)					\$ (190,000)
Internal Funding Transfer In - Rate Funded												\$ 190,000					\$ 190,000
Internal Funding Transfer Out - W-S Capital											\$ (190,000)						\$ (190,000)
Total Supplemental	\$ (190,000)	\$ (100,000)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (100,000)	\$ -	\$ -	\$ (270,000)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (660,000)

Net Budget Adjustment	\$ (582,328)	\$ 309,875	\$ 706,759	\$ 5,285	\$ (102,662)	\$ 3,365,000	\$ (3,365,000)	\$ (218,368)	\$ 183	\$ (16,727)	\$ 28,322	\$ 1,000,000	\$ (2,733,729)	\$ 223,009	\$ (200,086)	\$ -	\$ (1,580,000)
Total Adjusted Fund Balance	\$ 10,180,451	\$ 1,605,298	\$ 1,365,524	\$ 186,252	\$ 12,004,413	\$ 3,365,000	\$ -	\$ 14,589,140	\$ 2,223,435	\$ 4,165,610	\$ 20,424,193	\$ 1,000,000	\$ 4,342,681	\$ 1,701,485	\$ 65,166	\$ -	\$ 118,293,526

City of Camas 2026 Spring Omnibus Budget Packages

4/20/2026

Pkg # Carry Forward List

	Strategic Plan Priority	Department	Description	Amount	Reason
CF-01	Safe & Accessible Community	Streets	NE 3rd Ave Ped/Bike Improvements	\$ 6,000	114k TIB grant funding - carry forward to complete project
CF-02	Safe & Accessible Community	Streets	NW Lake Road Safety Improvements	\$ (600,000)	Reduce 2026 amt to design, remainder rolls to 2027-2028 for construction
CF-03	Stewardship of Assets	Streets	38th Avenue Traffic Cabinet Replacement	\$ 175,000	Cabinet hit in 2023 required extensive work/design to replace
CF-04	Safe & Accessible Community	Parks	City Hall/Fire Station Plaza	\$ 100,000	Carry forward some unspent 2025 funds to meet 2026 budget need
CF-05	Stewardship of Assets	Water	Angelo Booster Station Design	\$ 50,000	Carry forward some unspent 2025 funds to meet 2026 budget need
CF-06	Stewardship of Assets	Water	Crown Road Transmission Main	\$ 250,000	Carry forward some unspent 2025 funds to meet 2026 budget need
CF-07	Stewardship of Assets	IT R&R - Cap	Virtual Server Replacement	\$ 75,000	Impacts from tariffs delayed the project and inflated the cost
Total				\$ 56,000	

Administrative List

	Strategic Plan Priority	Department	Description	Amount	Reason
A-01	Economic Prosperity	Citywide/GF	Corrections to Indirect Model	\$ -	Removing FR&R, correcting overstated base value for 2026 increase
A-02	Economic Prosperity	Facilities R&R	Updates to the Facilities R&R Rent Model	\$ (569,262)	Remove WWTP & fire stns, 2025 true-up, adj model for budget corrections
A-03	Economic Prosperity	IT R&R - Cap	Adjust IT capital project funding transfers	\$ -	Add FR&R fund and adjust funding percentages for updated FTE counts
A-04	Economic Prosperity	Development	Comp Planning Grants	\$ -	Dept Commerce (Climate Plan): 50k - CDEV: comp planning
A-05	Economic Prosperity	Development	Comp Planning Grants	\$ -	Dept Commerce (Climate Plan): 250k - P&R: wildfire risk assessmt
A-06	Economic Prosperity	Streets - Capital	Transfer remaining 38th fund bal to SR 500	\$ -	Funding SR500 improvements with remaining 38th Avenue grant funds
A-07	Economic Prosperity	Water	Move Northshore WL project to 2025 Bond	\$ -	Funding project with 2025 Revenue Bond
A-08	Stewardship of Assets	Water	Lake Road Booster Station & WL Upgrade	\$ 1,433,729	Missing in readoption due footing error, funded from revenue bond
Total				\$ 864,467	

Supplemental List

	Strategic Plan Priority	Department	Description	Amount	Reason
S-01	Engaged Workforce	Citywide	Bargaining Settlement Costs	\$ 150,000	CPEA contract negotiation settlement estimated costs - GFUND
S-02	Stewardship of Assets	IT - Operating	Security Monitoring & Mgmt Platform	\$ 40,000	Cyber-security monitoring licensing renewal
S-03	Vibrant Amenities	Legacy Lands	Leadbetter Boat Launch	\$ 100,000	RCO Grant Matching (2027 expense/grant receipt)
S-04	Safe & Accessible Community	Streets	Citywide Pedestrian Crossing	\$ 100,000	400k grant, need 100k for matching
S-05	Stewardship of Assets	Water	Water Repairs & Replacements	\$ 80,000	Decommission unused test wells from private property
S-06	Stewardship of Assets	Water	Slow Sands Plant Updates	\$ 190,000	Upgrades needed as identified in the Water System Plan update
Total				\$ 660,000	

Total Omnibus Budget Packages \$ 1,580,467

City of Camas 2026 Spring Omnibus - Description of Packages

Package Title	Description	Impacted Fund	Overall Appropriation
CF-01	NE 3rd Ave Ped/Bike Improvements	Streets	\$ 6,000
CF-02	NW Lake Road Safety Improvements	Streets	\$ (600,000)
CF-03	38th Avenue Traffic Cabinet Replacement	Streets	\$ 175,000
CF-04	City Hal/Fire Station Plaza	REET - Capital	\$ 100,000
CF-05	Angelo Booster Station Design	Water Capital - 2025 Bond Projects	\$ 50,000
CF-06	Crown Road Transmission Main	Water Capital - 2025 Bond Projects	\$ 250,000
CF-07	Virtual Server Replacement	IT R&R - Capital	\$ 75,000
A-01	Corrections to Indirect Model	All	\$ -
A-02	Updates to the Facilities R&R Rent Model	All	\$ (569,262)
A-03	Adjust IT capital project funding transfers	All	\$ -
A-04	Comp Planning Grants	Gen Fund	\$ -
A-05	Comp Planning Grants	Gen Fund	\$ -
A-06	Transfer remaining 38th fund bal to SR 500	38th Ave Imp, SR 500 Imp	\$ -
A-07	Move Northshore WL project to 2025 Bond	W-S Capital, Water Capital - 2025 Bond	\$ -
A-08	Lake Road Booster Station & WL Upgrade	Water Capital - 2025 Bond Projects	\$ 1,433,729
S-01	Bargaining Settlement Costs	Gen Fund	\$ 150,000
S-02	Security Monitoring & Mgmt Platform	Gen Fund	\$ 40,000
S-03	Leadbetter Boat Launch	Legacy Land	\$ 100,000
S-04	Citywide Pedestrian Crossing	Streets	\$ 100,000
S-05	Water Repairs & Replacements	W-S Fund	\$ 80,000
S-06	Slow Sands Plant Updates	W-S Capital	\$ 190,000
Total			\$ 1,580,467

Attachment A - City of Camas 2026 Spring Omnibus Budget Line Detail

Item 10.

Package #	Description	Note	Fund	Current Budget	Proposed Budget	GL Code	Rev Increase Exp Decrease	Rev Decrease Exp Increase	Impact to Budget
CF-01	NE 3rd Ave Ped/Bike Improvements	capital expense - carry fwd	1120	\$ -	\$ 120,000	1120.06.9120.000.5956900.565001.	\$ -	\$ (120,000)	\$ (120,000)
CF-01	NE 3rd Ave Ped/Bike Improvements	TIB grant funding	1120	\$ -	\$ -	1120.40.0000.000.3332050.300000.	\$ 114,000	\$ -	\$ 114,000
CF-02	NW Lake Road Safety Improvements	capital expense - carry fwd	1120	\$ 930,000	\$ 330,000	1120.06.9120.000.5956900.565003.	\$ 600,000	\$ -	\$ 600,000
CF-03	38th Avenue Traffic Cabinet Replacement	capital expense - carry fwd	1120	\$ -	\$ 175,000	1120.06.9120.000.5956400.563002.	\$ -	\$ (175,000)	\$ (175,000)
CF-04	City Hall/Fire Station Plaza	capital expense - carry fwd	3000	\$ 100,000	\$ 200,000	3000.06.9180.000.5947600.565001.	\$ -	\$ (100,000)	\$ (100,000)
CF-05	Angelo Booster Station Design	capital expense - carry fwd	4480	\$ 200,000	\$ 250,000	4480.06.9440.000.5943400.563009.	\$ -	\$ (50,000)	\$ (50,000)
CF-06	Crown Road Transmission Main	capital expense - carry fwd	4480	\$ 1,000,000	\$ 1,250,000	4480.06.9440.000.5943400.565000.	\$ -	\$ (250,000)	\$ (250,000)
CF-07	Virtual Server Replacement	capital expense - carry fwd	5400	\$ -	\$ 75,000	5400.06.9540.000.5941800.564000.	\$ -	\$ (75,000)	\$ (75,000)
CF-07	Virtual Server Replacement	Transfers In from GenFund	5400	\$ (50,570)	\$ (91,970)	5400.97.0000.000.3970001.300097.	\$ 41,400	\$ -	\$ 41,400
CF-07	Virtual Server Replacement	Transfers In from Streets	5400	\$ (3,422)	\$ (5,447)	5400.97.0000.000.3971120.300097.	\$ 2,025	\$ -	\$ 2,025
CF-07	Virtual Server Replacement	Transfers In from CWFD	5400	\$ (26,996)	\$ (44,546)	5400.97.0000.000.3971150.300097.	\$ 17,550	\$ -	\$ 17,550
CF-07	Virtual Server Replacement	Transfers In from Storm	5400	\$ (2,662)	\$ (4,612)	5400.97.0000.000.3974190.300097.	\$ 1,950	\$ -	\$ 1,950
CF-07	Virtual Server Replacement	Transfers In from Trash	5400	\$ (1,901)	\$ (3,176)	5400.97.0000.000.3974220.300097.	\$ 1,275	\$ -	\$ 1,275
CF-07	Virtual Server Replacement	Transfers In from W/S	5400	\$ (12,548)	\$ (20,348)	5400.97.0000.000.3974400.300097.	\$ 7,800	\$ -	\$ 7,800
CF-07	Virtual Server Replacement	Transfers In from ER&R	5400	\$ (1,901)	\$ (3,176)	5400.97.0000.000.3975200.300097.	\$ 1,275	\$ -	\$ 1,275
CF-07	Virtual Server Replacement	Transfers In from FR&R	5400	\$ -	\$ (1,725)	5400.97.0000.000.3975300.300097.	\$ 1,725	\$ -	\$ 1,725
CF-07	Virtual Server Replacement	Transfers Out to IT R&R	0001	\$ 50,570	\$ 91,970	0001.97.0000.000.5975400.500097.	\$ -	\$ (41,400)	\$ (41,400)
CF-07	Virtual Server Replacement	Transfers Out to IT R&R	1120	\$ 3,422	\$ 5,447	1120.97.0000.000.5975400.500097.	\$ -	\$ (2,025)	\$ (2,025)
CF-07	Virtual Server Replacement	Transfers Out to IT R&R	1150	\$ 26,996	\$ 44,546	1150.97.0000.000.5975400.500097.	\$ -	\$ (17,550)	\$ (17,550)
CF-07	Virtual Server Replacement	Transfers Out to IT R&R	4190	\$ 2,662	\$ 4,612	4190.97.0000.000.5975400.500097.	\$ -	\$ (1,950)	\$ (1,950)
CF-07	Virtual Server Replacement	Transfers Out to IT R&R	4220	\$ 1,901	\$ 3,176	4220.97.0000.000.5975400.500097.	\$ -	\$ (1,275)	\$ (1,275)
CF-07	Virtual Server Replacement	Transfers Out to IT R&R	4400	\$ 12,548	\$ 20,348	4400.97.0000.000.5975400.500097.	\$ -	\$ (7,800)	\$ (7,800)
CF-07	Virtual Server Replacement	Transfers Out to IT R&R	5200	\$ 1,901	\$ 3,176	5200.97.0000.000.5975400.500097.	\$ -	\$ (1,275)	\$ (1,275)
CF-07	Virtual Server Replacement	Transfers Out to IT R&R	5300	\$ -	\$ 1,725	5300.97.0000.000.5975400.500097.	\$ -	\$ (1,725)	\$ (1,725)

Attachment A - City of Camas 2026 Spring Omnibus Budget Line Detail

Item 10.

Package #	Description	Note	Fund	Current Budget	Proposed Budget	GL Code	Rev Increase Exp Decrease	Rev Decrease Exp Increase	Impact to Budget
A-01	Corrections to Indirect Model	Streets Indirects	1120	\$ 468,450	\$ 476,311	1120.40.0000.400.5429000.540510.	\$ -	\$ (7,861)	\$ (7,861)
A-01	Corrections to Indirect Model	Fire/EMS Admin Indirects	1150	\$ 1,133,024	\$ 745,161	1150.20.0000.500.5221000.540510.	\$ 387,863	\$ -	\$ 387,863
A-01	Corrections to Indirect Model	Cemetery Indirects	1250	\$ 20,210	\$ 14,925	1250.50.0000.490.5360000.540510.	\$ 5,285	\$ -	\$ 5,285
A-01	Corrections to Indirect Model	Professional Svcs	3000	\$ 301,993	\$ 304,655	3000.00.0000.000.5947600.540000.	\$ -	\$ (2,662)	\$ (2,662)
A-01	Corrections to Indirect Model	Storm O&M Indirects	4190	\$ 569,977	\$ 579,542	4190.31.0000.610.5310000.540510.	\$ -	\$ (9,565)	\$ (9,565)
A-01	Corrections to Indirect Model	Trash Admin Indirects	4220	\$ 279,499	\$ 284,189	4220.37.0000.660.5370000.540510.	\$ -	\$ (4,690)	\$ (4,690)
A-01	Corrections to Indirect Model	Water Admin Indirects	4400	\$ 1,743,404	\$ 1,772,662	4400.34.0000.720.5340000.540510.	\$ -	\$ (29,258)	\$ (29,258)
A-01	Corrections to Indirect Model	ERR Indirects	5200	\$ 348,578	\$ 71,089	5200.48.0000.900.5486000.540510.	\$ 277,489	\$ -	\$ 277,489
A-01	Corrections to Indirect Model	Legislative Services	0001	\$ (78,634)	\$ (72,877)	0001.10.0000.000.3419620.300000.	\$ -	\$ (5,757)	\$ (5,757)
A-01	Corrections to Indirect Model	Executive Services	0001	\$ (486,055)	\$ (450,471)	0001.10.0000.000.3419610.300000.	\$ -	\$ (35,584)	\$ (35,584)
A-01	Corrections to Indirect Model	Budgeting & Acctg Services	0001	\$ (1,423,242)	\$ (1,319,047)	0001.10.0000.000.3414300.300000.	\$ -	\$ (104,195)	\$ (104,195)
A-01	Corrections to Indirect Model	Legal Services	0001	\$ (46,329)	\$ (42,937)	0001.10.0000.000.3419500.300000.	\$ -	\$ (3,392)	\$ (3,392)
A-01	Corrections to Indirect Model	Personnel Services	0001	\$ (417,456)	\$ (386,894)	0001.10.0000.000.3419600.300000.	\$ -	\$ (30,562)	\$ (30,562)
A-01	Corrections to Indirect Model	Data Process/Printing/IT Svcs	0001	\$ (436,656)	\$ (404,688)	0001.10.0000.000.3418100.300000.	\$ -	\$ (31,968)	\$ (31,968)
A-01	Corrections to Indirect Model	Engineering Services	0001	\$ (1,529,755)	\$ (1,429,574)	0001.10.0000.000.3418200.300000.	\$ -	\$ (100,181)	\$ (100,181)
A-01	Corrections to Indirect Model	Central Svcs Maint/Janitorial	0001	\$ (304,962)	\$ -	0001.10.0000.000.3419300.300000.	\$ -	\$ (304,962)	\$ (304,962)
A-02	Updates to the Facilities R&R Rent Model	Legislative Facility R&R	0001	\$ 2,720	\$ 5,695	0001.10.0000.010.5116000.540530.	\$ -	\$ (2,975)	\$ (2,975)
A-02	Updates to the Facilities R&R Rent Model	Judicial Facility R&R	0001	\$ 159,200	\$ 112,848	0001.10.0000.020.5125000.540530.	\$ 46,352	\$ -	\$ 46,352
A-02	Updates to the Facilities R&R Rent Model	Executive Facility R&R	0001	\$ 5,525	\$ 11,573	0001.10.0000.030.5131000.540530.	\$ -	\$ (6,048)	\$ (6,048)
A-02	Updates to the Facilities R&R Rent Model	Finance Facility R&R	0001	\$ 17,887	\$ 37,460	0001.10.0000.040.5142000.540530.	\$ -	\$ (19,573)	\$ (19,573)
A-02	Updates to the Facilities R&R Rent Model	HR Facility R&R	0001	\$ 1,695	\$ 3,547	0001.10.0000.060.5181000.540530.	\$ -	\$ (1,852)	\$ (1,852)
A-02	Updates to the Facilities R&R Rent Model	Admin Facility R&R	0001	\$ 27,838	\$ -	0001.10.0000.070.5189000.540530.	\$ 27,838	\$ -	\$ 27,838
A-02	Updates to the Facilities R&R Rent Model	IT Facility R&R	0001	\$ 94,028	\$ 71,053	0001.10.0000.080.5188000.540530.	\$ 22,975	\$ -	\$ 22,975
A-02	Updates to the Facilities R&R Rent Model	Engineering Facility R&R	0001	\$ 12,597	\$ 26,381	0001.10.0000.130.5189000.540530.	\$ -	\$ (13,784)	\$ (13,784)
A-02	Updates to the Facilities R&R Rent Model	Police Facility R&R	0001	\$ 150,299	\$ 209,129	0001.20.0000.090.5212000.540530.	\$ -	\$ (58,830)	\$ (58,830)
A-02	Updates to the Facilities R&R Rent Model	Work Crew Facility R&R	0001	\$ 20,215	\$ 24,590	0001.20.0000.100.5233000.540530.	\$ -	\$ (4,375)	\$ (4,375)
A-02	Updates to the Facilities R&R Rent Model	Comm Dev Facility R&R	0001	\$ 3,027	\$ 6,341	0001.58.0000.140.5593000.540530.	\$ -	\$ (3,314)	\$ (3,314)
A-02	Updates to the Facilities R&R Rent Model	Planning Facility R&R	0001	\$ 6,339	\$ 13,276	0001.58.0000.150.5586000.540530.	\$ -	\$ (6,937)	\$ (6,937)
A-02	Updates to the Facilities R&R Rent Model	Building Facility R&R	0001	\$ 10,975	\$ 22,984	0001.58.0000.160.5585000.540530.	\$ -	\$ (12,009)	\$ (12,009)
A-02	Updates to the Facilities R&R Rent Model	Parks & Rec Facilities R&R	0001	\$ 292,175	\$ 30,623	0001.70.0000.180.5710000.540530.	\$ 261,552	\$ -	\$ 261,552
A-02	Updates to the Facilities R&R Rent Model	Library Facility R&R	0001	\$ 320,076	\$ 279,640	0001.70.0000.200.5725000.540530.	\$ 40,436	\$ -	\$ 40,436
A-02	Updates to the Facilities R&R Rent Model	Streets Facility R&R	1120	\$ 41,425	\$ 41,386	1120.40.0000.400.5429000.540530.	\$ 39	\$ -	\$ 39
A-02	Updates to the Facilities R&R Rent Model	Fire Facility R&R	1150	\$ 445,710	\$ -	1150.20.0000.540.5225000.540530.	\$ 445,710	\$ -	\$ 445,710
A-02	Updates to the Facilities R&R Rent Model	Legacy Lands Facilities R&R	3200	\$ -	\$ 118,368	3200.72.0000.000.5769000.540530.	\$ -	\$ (118,368)	\$ (118,368)
A-02	Updates to the Facilities R&R Rent Model	Storm O&M Facility R&R	4190	\$ 31,285	\$ 19,649	4190.31.0000.610.5310000.540530.	\$ 11,636	\$ -	\$ 11,636
A-02	Updates to the Facilities R&R Rent Model	Trash Collection Facility R&R	4220	\$ 26,131	\$ 37,094	4220.37.0000.680.5370000.540530.	\$ -	\$ (10,963)	\$ (10,963)
A-02	Updates to the Facilities R&R Rent Model	Water Admin Facility R&R	4400	\$ 18,018	\$ 43,252	4400.34.0000.720.5340000.540530.	\$ -	\$ (25,234)	\$ (25,234)
A-02	Updates to the Facilities R&R Rent Model	WWTP Facility R&R	4400	\$ 352,560	\$ -	4400.34.0000.820.5350000.540530.	\$ 352,560	\$ -	\$ 352,560
A-02	Updates to the Facilities R&R Rent Model	ERR Facility R&R	5200	\$ -	\$ 53,406	5200.48.0000.900.5486000.540530.	\$ -	\$ (53,406)	\$ (53,406)
A-02	Updates to the Facilities R&R Rent Model	Transfers In - Fac R&R	0001	\$ -	\$ (846)	0001.97.0000.000.3975300.300097.	\$ 846	\$ -	\$ 846
A-02	Updates to the Facilities R&R Rent Model	Transfers In - Fac R&R	1150	\$ -	\$ (48,815)	1150.97.0000.000.3975300.300097.	\$ 48,815	\$ -	\$ 48,815
A-02	Updates to the Facilities R&R Rent Model	Transfers In - Fac R&R	4400	\$ -	\$ (347,439)	4400.97.0000.000.3975300.300097.	\$ 347,439	\$ -	\$ 347,439
A-02	Updates to the Facilities R&R Rent Model	Fac R&R Charges for Service	5300	\$ (7,592)	\$ (9,582)	5300.10.0000.000.3480000.300000.	\$ 1,990	\$ -	\$ 1,990

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Package #	Description	Note	Fund	Current Budget	Proposed Budget	GL Code	Rev Increase Exp Decrease	Rev Decrease Exp Increase	Impact to Budget
A-02	Updates to the Facilities R&R Rent Model	Internal Service Facility Rent	5300	\$ (2,036,698)	\$ (1,165,268)	5300.10.0000.000.3480000.348530.	\$ -	\$ (871,430)	\$ (871,430)
A-02	Updates to the Facilities R&R Rent Model	Lake Road Rentals External Rent	5300	\$ -	\$ (11,483)	5300.70.0000.000.3620000.300000.	\$ 11,483	\$ -	\$ 11,483
A-02	Updates to the Facilities R&R Rent Model	Legacy Prop - Leadbetter Rent	5300	\$ -	\$ (7,500)	5300.72.5376.000.3620000.300000.	\$ 7,500	\$ -	\$ 7,500
A-02	Updates to the Facilities R&R Rent Model	Legacy Prop - Pomaria Rent	5300	\$ -	\$ (9,156)	5300.72.5378.000.3620000.300000.	\$ 9,156	\$ -	\$ 9,156
A-02	Updates to the Facilities R&R Rent Model	Facilities Admin Overtime	5300	\$ 519	\$ -	5300.10.0000.260.5183000.512000.	\$ 519	\$ -	\$ 519
A-02	Updates to the Facilities R&R Rent Model	Facilities Admin Supplies	5300	\$ 12,217	\$ 5,132	5300.10.0000.260.5183000.531000.	\$ 7,085	\$ -	\$ 7,085
A-02	Updates to the Facilities R&R Rent Model	Facilities Admin Fuel Consumed	5300	\$ 4,259	\$ 3,261	5300.10.0000.260.5183000.532000.	\$ 998	\$ -	\$ 998
A-02	Updates to the Facilities R&R Rent Model	Facilities Admin Tools & Equip	5300	\$ 3,754	\$ 1,310	5300.10.0000.260.5183000.535000.	\$ 2,444	\$ -	\$ 2,444
A-02	Updates to the Facilities R&R Rent Model	Facilities Admin Prof Svcs	5300	\$ 115,464	\$ 48,380	5300.10.0000.260.5183000.540000.	\$ 67,084	\$ -	\$ 67,084
A-02	Updates to the Facilities R&R Rent Model	Facilities Admin Communication	5300	\$ 1,077	\$ 1,887	5300.10.0000.260.5183000.541000.	\$ -	\$ (810)	\$ (810)
A-02	Updates to the Facilities R&R Rent Model	Facilities Admin Travel	5300	\$ 409	\$ -	5300.10.0000.260.5183000.542000.	\$ 409	\$ -	\$ 409
A-02	Updates to the Facilities R&R Rent Model	Facilities Admin Pub Utilities	5300	\$ 38,787	\$ 121	5300.10.0000.260.5183000.547000.	\$ 38,666	\$ -	\$ 38,666
A-02	Updates to the Facilities R&R Rent Model	Facilities Admin Rep & Maint	5300	\$ 47,269	\$ 3,664	5300.10.0000.260.5183000.548000.	\$ 43,605	\$ -	\$ 43,605
A-02	Updates to the Facilities R&R Rent Model	Facilities Admin Software	5300	\$ -	\$ 179	5300.10.0000.260.5183000.549100.	\$ -	\$ (179)	\$ (179)
A-02	Updates to the Facilities R&R Rent Model	Facilities Admin Miscellaneous	5300	\$ 1,492	\$ 560	5300.10.0000.260.5183000.549900.	\$ 932	\$ -	\$ 932
A-02	Updates to the Facilities R&R Rent Model	Transfers Out - Gen Fund	5300	\$ -	\$ 846	5300.97.0000.000.5970001.500097.	\$ -	\$ (846)	\$ (846)
A-02	Updates to the Facilities R&R Rent Model	Transfers Out - CWFD	5300	\$ -	\$ 48,815	5300.97.0000.000.5971150.500097.	\$ -	\$ (48,815)	\$ (48,815)
A-02	Updates to the Facilities R&R Rent Model	Transfers Out - W/S	5300	\$ -	\$ 347,439	5300.97.0000.000.5974400.500097.	\$ -	\$ (347,439)	\$ (347,439)
A-02	Updates to the Facilities R&R Rent Model	City Hall Supplies	5300	\$ 5,708	\$ 2,836	5300.10.5310.260.5183000.531000.	\$ 2,872	\$ -	\$ 2,872
A-02	Updates to the Facilities R&R Rent Model	City Hall Prof Services	5300	\$ 46,466	\$ 47,820	5300.10.5310.260.5183000.540000.	\$ -	\$ (1,354)	\$ (1,354)
A-02	Updates to the Facilities R&R Rent Model	City Hall Rents & Leases	5300	\$ 653	\$ 2,181	5300.10.5310.260.5183000.545000.	\$ -	\$ (1,528)	\$ (1,528)
A-02	Updates to the Facilities R&R Rent Model	City Hall Public Insurance	5300	\$ 50,064	\$ 32,671	5300.10.5310.260.5183000.546000.	\$ 17,393	\$ -	\$ 17,393
A-02	Updates to the Facilities R&R Rent Model	Courthouse Supplies	5300	\$ 580	\$ 135	5300.10.5311.260.5125000.531000.	\$ 445	\$ -	\$ 445
A-02	Updates to the Facilities R&R Rent Model	Courthouse Professional Svcs	5300	\$ 26,017	\$ 7,847	5300.10.5311.260.5125000.540000.	\$ 18,170	\$ -	\$ 18,170
A-02	Updates to the Facilities R&R Rent Model	Courthouse Rents & Leases	5300	\$ 99,347	\$ 89,532	5300.10.5311.260.5125000.545000.	\$ 9,815	\$ -	\$ 9,815
A-02	Updates to the Facilities R&R Rent Model	Courthouse Public Utilities	5300	\$ 15,526	\$ 6,482	5300.10.5311.260.5125000.547000.	\$ 9,044	\$ -	\$ 9,044
A-02	Updates to the Facilities R&R Rent Model	Courthouse Repairs & Maint	5300	\$ 365	\$ 102	5300.10.5311.260.5125000.548000.	\$ 263	\$ -	\$ 263
A-02	Updates to the Facilities R&R Rent Model	Riverview Rents & Leases	5300	\$ 109,706	\$ 77,725	5300.10.5312.260.5188000.545000.	\$ 31,981	\$ -	\$ 31,981
A-02	Updates to the Facilities R&R Rent Model	Police Station Pub Utilities	5300	\$ 30,982	\$ 25,586	5300.20.5321.260.5212000.547000.	\$ 5,396	\$ -	\$ 5,396
A-02	Updates to the Facilities R&R Rent Model	Police Station Repair & Maint	5300	\$ 19,716	\$ 14,327	5300.20.5321.260.5212000.548000.	\$ 5,389	\$ -	\$ 5,389
A-02	Updates to the Facilities R&R Rent Model	Fire Station 42 Supplies	5300	\$ 33	\$ -	5300.20.5323.260.5225000.531000.	\$ 33	\$ -	\$ 33
A-02	Updates to the Facilities R&R Rent Model	Fire Station 42 Prof Services	5300	\$ 6,627	\$ -	5300.20.5323.260.5225000.540000.	\$ 6,627	\$ -	\$ 6,627
A-02	Updates to the Facilities R&R Rent Model	Fire Station 42 Intergvt State	5300	\$ 401	\$ -	5300.20.5323.260.5225000.540300.	\$ 401	\$ -	\$ 401
A-02	Updates to the Facilities R&R Rent Model	Fire Station 42 Insurance	5300	\$ 14,767	\$ -	5300.20.5323.260.5225000.546000.	\$ 14,767	\$ -	\$ 14,767
A-02	Updates to the Facilities R&R Rent Model	Fire Station 42 Pub Utilities	5300	\$ 21,300	\$ -	5300.20.5323.260.5225000.547000.	\$ 21,300	\$ -	\$ 21,300
A-02	Updates to the Facilities R&R Rent Model	Fire Station 42 Rep & Maint	5300	\$ 49,449	\$ -	5300.20.5323.260.5225000.548000.	\$ 49,449	\$ -	\$ 49,449
A-02	Updates to the Facilities R&R Rent Model	Fire Supplies	1150	\$ -	\$ 8,278	1150.20.0000.540.5225000.531000.	\$ -	\$ (8,278)	\$ (8,278)
A-02	Updates to the Facilities R&R Rent Model	Fire Professional Svcs	1150	\$ -	\$ 13,254	1150.20.0000.540.5225000.540000.	\$ -	\$ (13,254)	\$ (13,254)
A-02	Updates to the Facilities R&R Rent Model	Fire Intergvt State	1150	\$ -	\$ 401	1150.20.0000.540.5225000.540300.	\$ -	\$ (401)	\$ (401)
A-02	Updates to the Facilities R&R Rent Model	Fire Insurance	1150	\$ -	\$ 25,795	1150.20.0000.540.5225000.546000.	\$ -	\$ (25,795)	\$ (25,795)
A-02	Updates to the Facilities R&R Rent Model	Fire Public Utilities	1150	\$ 13,382	\$ 48,691	1150.20.0000.540.5225000.547000.	\$ -	\$ (35,309)	\$ (35,309)
A-02	Updates to the Facilities R&R Rent Model	Fire Repairs & Maint	1150	\$ -	\$ 78,638	1150.20.0000.540.5225000.548000.	\$ -	\$ (78,638)	\$ (78,638)
A-02	Updates to the Facilities R&R Rent Model	Fire Station 43 Supplies	5300	\$ 8,245	\$ -	5300.20.5324.260.5225000.531000.	\$ 8,245	\$ -	\$ 8,245
A-02	Updates to the Facilities R&R Rent Model	Fire Station 43 Prof Services	5300	\$ 6,627	\$ -	5300.20.5324.260.5225000.540000.	\$ 6,627	\$ -	\$ 6,627
A-02	Updates to the Facilities R&R Rent Model	Fire Station 43 Insurance	5300	\$ 11,028	\$ -	5300.20.5324.260.5225000.546000.	\$ 11,028	\$ -	\$ 11,028

Attachment A - City of Camas 2026 Spring Omnibus Budget Line Detail

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Package #	Description	Note	Fund	Current Budget	Proposed Budget	GL Code	Rev Increase Exp Decrease	Rev Decrease Exp Increase	Impact to Budget
A-02	Updates to the Facilities R&R Rent Model	Fire Station 43 Pub Utilities	5300	\$ 14,009	\$ -	5300.20.5324.260.5225000.547000.	\$ 14,009	\$ -	\$ 14,009
A-02	Updates to the Facilities R&R Rent Model	Fire Station 43 Rep & Maint	5300	\$ 29,189	\$ -	5300.20.5324.260.5225000.548000.	\$ 29,189	\$ -	\$ 29,189
A-02	Updates to the Facilities R&R Rent Model	Fire Facilities Supplies	5300	\$ 8,245	\$ 9,158	5300.20.5325.260.5225000.531000.	\$ -	\$ (913)	\$ (913)
A-02	Updates to the Facilities R&R Rent Model	Fire Facilities Tool/Equipment	5300	\$ 17,669	\$ -	5300.20.5325.260.5225000.535000.	\$ 17,669	\$ -	\$ 17,669
A-02	Updates to the Facilities R&R Rent Model	Fire Facilities Prof Services	5300	\$ 6,627	\$ 5,303	5300.20.5325.260.5225000.540000.	\$ 1,324	\$ -	\$ 1,324
A-02	Updates to the Facilities R&R Rent Model	Fire Facilities Rents & Leases	5300	\$ 31,169	\$ -	5300.20.5325.260.5225000.545000.	\$ 31,169	\$ -	\$ 31,169
A-02	Updates to the Facilities R&R Rent Model	Fire Facilities Insurance	5300	\$ 27,532	\$ 9,068	5300.20.5325.260.5225000.546000.	\$ 18,464	\$ -	\$ 18,464
A-02	Updates to the Facilities R&R Rent Model	Fire Facilities Pub Utilities	5300	\$ 42,523	\$ 10,087	5300.20.5325.260.5225000.547000.	\$ 32,436	\$ -	\$ 32,436
A-02	Updates to the Facilities R&R Rent Model	Fire Facilities Repair & Maint	5300	\$ 58,377	\$ 16,409	5300.20.5325.260.5225000.548000.	\$ 41,968	\$ -	\$ 41,968
A-02	Updates to the Facilities R&R Rent Model	Ops Center Supplies	5300	\$ 5,065	\$ 1,616	5300.35.5330.260.5183000.531000.	\$ 3,449	\$ -	\$ 3,449
A-02	Updates to the Facilities R&R Rent Model	Ops Center Rents & Leases	5300	\$ 6,993	\$ 3,070	5300.35.5330.260.5183000.545000.	\$ 3,923	\$ -	\$ 3,923
A-02	Updates to the Facilities R&R Rent Model	Ops Center Public Utilities	5300	\$ 36,705	\$ 26,848	5300.35.5330.260.5183000.547000.	\$ 9,857	\$ -	\$ 9,857
A-02	Updates to the Facilities R&R Rent Model	WWTP Supplies	5300	\$ 2,288	\$ -	5300.35.5331.260.5183000.531000.	\$ 2,288	\$ -	\$ 2,288
A-02	Updates to the Facilities R&R Rent Model	WWTP Professional Svcs	5300	\$ 15,286	\$ -	5300.35.5331.260.5183000.540000.	\$ 15,286	\$ -	\$ 15,286
A-02	Updates to the Facilities R&R Rent Model	WWTP Rents & Leases	5300	\$ 3,714	\$ -	5300.35.5331.260.5183000.545000.	\$ 3,714	\$ -	\$ 3,714
A-02	Updates to the Facilities R&R Rent Model	WWTP Insurance	5300	\$ 41,671	\$ -	5300.35.5331.260.5183000.546000.	\$ 41,671	\$ -	\$ 41,671
A-02	Updates to the Facilities R&R Rent Model	WWTP Public Utilities	5300	\$ 233,890	\$ -	5300.35.5331.260.5183000.547000.	\$ 233,890	\$ -	\$ 233,890
A-02	Updates to the Facilities R&R Rent Model	WWTP Repairs & Maintenance	5300	\$ 44,683	\$ -	5300.35.5331.260.5183000.548000.	\$ 44,683	\$ -	\$ 44,683
A-02	Updates to the Facilities R&R Rent Model	WWTP Supplies	4400	\$ 104,360	\$ 106,648	4400.34.0000.820.5350000.531000.	\$ -	\$ (2,288)	\$ (2,288)
A-02	Updates to the Facilities R&R Rent Model	WWTP Profess Svcs	4400	\$ 238,567	\$ 253,853	4400.34.0000.820.5350000.540000.	\$ -	\$ (15,286)	\$ (15,286)
A-02	Updates to the Facilities R&R Rent Model	WWTP Intfund Rent	4400	\$ 27,678	\$ 31,392	4400.34.0000.820.5350000.545000.	\$ -	\$ (3,714)	\$ (3,714)
A-02	Updates to the Facilities R&R Rent Model	WWTP Insurance	4400	\$ 258,619	\$ 300,290	4400.34.0000.820.5350000.546000.	\$ -	\$ (41,671)	\$ (41,671)
A-02	Updates to the Facilities R&R Rent Model	WWTP Public Utilities	4400	\$ 8,086	\$ 241,976	4400.34.0000.820.5350000.547000.	\$ -	\$ (233,890)	\$ (233,890)
A-02	Updates to the Facilities R&R Rent Model	WWTP Repairs & Maint	4400	\$ 272,542	\$ 317,225	4400.34.0000.820.5350000.548000.	\$ -	\$ (44,683)	\$ (44,683)
A-02	Updates to the Facilities R&R Rent Model	Storm Ops (Buma) Supplies	5300	\$ 855	\$ -	5300.31.5335.260.5183000.531000.	\$ 855	\$ -	\$ 855
A-02	Updates to the Facilities R&R Rent Model	Storm Ops (Buma) Prof Svcs	5300	\$ 5,990	\$ 4,398	5300.31.5335.260.5183000.540000.	\$ 1,592	\$ -	\$ 1,592
A-02	Updates to the Facilities R&R Rent Model	Storm Ops (Buma)Repair & Maint	5300	\$ 11,739	\$ 1,863	5300.31.5335.260.5183000.548000.	\$ 9,876	\$ -	\$ 9,876
A-02	Updates to the Facilities R&R Rent Model	Library Supplies	5300	\$ 5,202	\$ 4,046	5300.70.5371.260.5725000.531000.	\$ 1,156	\$ -	\$ 1,156
A-02	Updates to the Facilities R&R Rent Model	Library Tools & Equipment	5300	\$ 6,144	\$ 2,483	5300.70.5371.260.5725000.535000.	\$ 3,661	\$ -	\$ 3,661
A-02	Updates to the Facilities R&R Rent Model	Library Professional Services	5300	\$ 75,975	\$ 39,957	5300.70.5371.260.5725000.540000.	\$ 36,018	\$ -	\$ 36,018
A-02	Updates to the Facilities R&R Rent Model	Library Public Utilities	5300	\$ 59,487	\$ 36,343	5300.70.5371.260.5725000.547000.	\$ 23,144	\$ -	\$ 23,144
A-02	Updates to the Facilities R&R Rent Model	Library Repairs & Maintenance	5300	\$ 40,205	\$ 34,897	5300.70.5371.260.5725000.548000.	\$ 5,308	\$ -	\$ 5,308
A-02	Updates to the Facilities R&R Rent Model	Parks Comm Center Supplies	5300	\$ 3,482	\$ 1,612	5300.70.5372.260.5755000.531000.	\$ 1,870	\$ -	\$ 1,870
A-02	Updates to the Facilities R&R Rent Model	Parks Comm Center Insurance	5300	\$ 13,255	\$ 9,726	5300.70.5372.260.5755000.546000.	\$ 3,529	\$ -	\$ 3,529
A-02	Updates to the Facilities R&R Rent Model	Parks Comm Center Utilities	5300	\$ 15,396	\$ 13,521	5300.70.5372.260.5755000.547000.	\$ 1,875	\$ -	\$ 1,875
A-02	Updates to the Facilities R&R Rent Model	Parks Comm Center Repair/Maint	5300	\$ 10,373	\$ 6,232	5300.70.5372.260.5755000.548000.	\$ 4,141	\$ -	\$ 4,141
A-02	Updates to the Facilities R&R Rent Model	Parks Lacamas Lodge Supplies	5300	\$ 3,636	\$ 3,527	5300.70.5373.260.5755000.531000.	\$ 109	\$ -	\$ 109
A-02	Updates to the Facilities R&R Rent Model	Parks Lacamas Lodge Tool/Equip	5300	\$ 2,244	\$ -	5300.70.5373.260.5755000.535000.	\$ 2,244	\$ -	\$ 2,244
A-02	Updates to the Facilities R&R Rent Model	Parks Lodge Insurance	5300	\$ 7,314	\$ 6,024	5300.70.5373.260.5755000.546000.	\$ 1,290	\$ -	\$ 1,290
A-02	Updates to the Facilities R&R Rent Model	Parks Lodge Utilities	5300	\$ 10,523	\$ 6,328	5300.70.5373.260.5755000.547000.	\$ 4,195	\$ -	\$ 4,195
A-02	Updates to the Facilities R&R Rent Model	Parks Lodge Repairs & Maint	5300	\$ 11,309	\$ 2,365	5300.70.5373.260.5755000.548000.	\$ 8,944	\$ -	\$ 8,944
A-02	Updates to the Facilities R&R Rent Model	Parks Fallen Leaf Supplies	5300	\$ 636	\$ 368	5300.70.5374.260.5755000.531000.	\$ 268	\$ -	\$ 268
A-02	Updates to the Facilities R&R Rent Model	Parks Fallen Leaf Prof Svcs	5300	\$ 5,065	\$ 2,934	5300.70.5374.260.5755000.540000.	\$ 2,131	\$ -	\$ 2,131
A-02	Updates to the Facilities R&R Rent Model	Parks Fallen Leaf Repair/Maint	5300	\$ 12,374	\$ 170	5300.70.5374.260.5755000.548000.	\$ 12,204	\$ -	\$ 12,204
A-02	Updates to the Facilities R&R Rent Model	Parks Lake Rd Rents Prof Svcs	5300	\$ 507	\$ -	5300.70.5377.260.5755000.540000.	\$ 507	\$ -	\$ 507

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Package #	Description	Note	Fund	Current Budget	Proposed Budget	GL Code	Rev Increase Exp Decrease	Rev Decrease Exp Increase	Impact to Budget
A-02	Updates to the Facilities R&R Rent Model	Parks Lake Rd Rents Rep/Maint	5300	\$ 203	\$ -	5300.70.5377.260.5755000.548000.	\$ 203	\$ -	\$ 203
A-02	Updates to the Facilities R&R Rent Model	Parks Rose Prop Prof Svcs	5300	\$ 1,013	\$ -	5300.72.5375.260.5755000.540000.	\$ 1,013	\$ -	\$ 1,013
A-02	Updates to the Facilities R&R Rent Model	Parks Rose Prop Insurance	5300	\$ -	\$ 6,000	5300.72.5375.260.5755000.546000.	\$ -	\$ (6,000)	\$ (6,000)
A-02	Updates to the Facilities R&R Rent Model	Parks Rose Prop Utilities	5300	\$ 638	\$ 130	5300.72.5375.260.5755000.547000.	\$ 508	\$ -	\$ 508
A-02	Updates to the Facilities R&R Rent Model	Parks Leadbetter Prof Svcs	5300	\$ 507	\$ -	5300.72.5376.260.5755000.540000.	\$ 507	\$ -	\$ 507
A-03	Adjust IT capital project funding transfers	Transfers In from GenFund	5400	\$ (26,996)	\$ (31,625)	5400.97.0000.000.3970001.300097.	\$ 4,629	\$ -	\$ 4,629
A-03	Adjust IT capital project funding transfers	Transfers In from Streets	5400	\$ (2,662)	\$ (1,940)	5400.97.0000.000.3971120.300097.	\$ -	\$ (722)	\$ (722)
A-03	Adjust IT capital project funding transfers	Transfers In from CWFD	5400	\$ (1,901)	\$ 1,695	5400.97.0000.000.3971150.300097.	\$ -	\$ (3,596)	\$ (3,596)
A-03	Adjust IT capital project funding transfers	Transfers In from Storm	5400	\$ (2,662)	\$ (2,600)	5400.97.0000.000.3974190.300097.	\$ -	\$ (62)	\$ (62)
A-03	Adjust IT capital project funding transfers	Transfers In from Trash	5400	\$ (1,901)	\$ (1,700)	5400.97.0000.000.3974220.300097.	\$ -	\$ (201)	\$ (201)
A-03	Adjust IT capital project funding transfers	Transfers In from W/S	5400	\$ (12,548)	\$ (10,401)	5400.97.0000.000.3974400.300097.	\$ -	\$ (2,147)	\$ (2,147)
A-03	Adjust IT capital project funding transfers	Transfers In from ER&R	5400	\$ (1,901)	\$ (1,700)	5400.97.0000.000.3975200.300097.	\$ -	\$ (201)	\$ (201)
A-03	Adjust IT capital project funding transfers	Transfers In from FR&R	5400	\$ -	\$ (2,300)	5400.97.0000.000.3975300.300097.	\$ 2,300	\$ -	\$ 2,300
A-03	Adjust IT capital project funding transfers	Transfers Out to IT R&R	0001	\$ 50,570	\$ 55,199	0001.97.0000.000.5975400.500097.	\$ -	\$ (4,629)	\$ (4,629)
A-03	Adjust IT capital project funding transfers	Transfers Out to IT R&R	1120	\$ 3,422	\$ 2,700	1120.97.0000.000.5975400.500097.	\$ 722	\$ -	\$ 722
A-03	Adjust IT capital project funding transfers	Transfers Out to IT R&R	1150	\$ 26,996	\$ 23,400	1150.97.0000.000.5975400.500097.	\$ 3,596	\$ -	\$ 3,596
A-03	Adjust IT capital project funding transfers	Transfers Out to IT R&R	4190	\$ 2,662	\$ 2,600	4190.97.0000.000.5975400.500097.	\$ 62	\$ -	\$ 62
A-03	Adjust IT capital project funding transfers	Transfers Out to IT R&R	4220	\$ 1,901	\$ 1,700	4220.97.0000.000.5975400.500097.	\$ 201	\$ -	\$ 201
A-03	Adjust IT capital project funding transfers	Transfers Out to IT R&R	4400	\$ 12,548	\$ 10,401	4400.97.0000.000.5975400.500097.	\$ 2,147	\$ -	\$ 2,147
A-03	Adjust IT capital project funding transfers	Transfers Out to IT R&R	5200	\$ 1,901	\$ 1,700	5200.97.0000.000.5975400.500097.	\$ 201	\$ -	\$ 201
A-03	Adjust IT capital project funding transfers	Transfers Out to IT R&R	5300	\$ -	\$ 2,300	5300.97.0000.000.5975400.500097.	\$ -	\$ (2,300)	\$ (2,300)
A-04	Comp Planning Grants	Planning - Profssl Svcs	0001	\$ 370,000	\$ 420,000	0001.58.0000.150.5586000.540000.	\$ -	\$ (50,000)	\$ (50,000)
A-04	Comp Planning Grants	Dept of Commerce Grant	0001	\$ -	\$ (50,000)	0001.58.0000.000.3340420.300000.	\$ 50,000	\$ -	\$ 50,000
A-05	Comp Planning Grants	P&R - Wildfire Risk Assmt	0001	\$ 370,000	\$ 620,000	0001.58.0000.150.5586000.540000.	\$ -	\$ (250,000)	\$ (250,000)
A-05	Comp Planning Grants	Dept of Commerce Grant	0001	\$ -	\$ (250,000)	0001.58.0000.000.3340420.300000.	\$ 250,000	\$ -	\$ 250,000
A-06	Transfer remaining 38th fund bal to SR 500	Trnsf Out - 3120	3130	\$ -	\$ 3,365,000	3130.97.0000.000.5973120.500097.	\$ -	\$ (3,365,000)	\$ (3,365,000)
A-06	Transfer remaining 38th fund bal to SR 500	Trnsf In - 3130	3120	\$ -	\$ (3,365,000)	3120.97.0000.000.3973130.300097.	\$ 3,365,000	\$ -	\$ 3,365,000
A-07	Move Northshore WL project to 2025 Bond	Northshore Blvd Utilities	4420	\$ 1,000,000	\$ -	4420.06.9440.000.5943400.565004.	\$ 1,000,000	\$ -	\$ 1,000,000
A-07	Move Northshore WL project to 2025 Bond	Northshore Blvd Utilities	4480	\$ -	\$ 1,000,000	4480.06.9440.000.5943400.565001.	\$ -	\$ (1,000,000)	\$ (1,000,000)
A-08	Lake Road Booster Station & WL Upgrade	Lake Rd Rsvr & Booster Rpl	4480	\$ -	\$ 1,433,729	4480.06.9440.000.5943400.563000.	\$ -	\$ (1,433,729)	\$ (1,433,729)
S-01	Bargaining Settlement Costs	HR Benefits	0001	\$ 80,332	\$ 230,332	0001.10.0000.060.5181000.521000.	\$ -	\$ (150,000)	\$ (150,000)
S-02	Security Monitoring & Mgmt Platform	IT Software/Subscriptions	0001	\$ 265,065	\$ 305,065	0001.10.0000.080.5188000.549100.	\$ -	\$ (40,000)	\$ (40,000)
S-03	Leadbetter Boat Launch	Leadbetter Boat Launch Imprvm	3200	\$ -	\$ 100,000	3200.06.9320.000.5947600.563001.	\$ -	\$ (100,000)	\$ (100,000)
S-04	Citywide Pedestrian Crossing	Citywide Pedestrian Xing Imprvm	1120	\$ -	\$ 500,000	1120.06.9120.000.5956900.565004.	\$ -	\$ (500,000)	\$ (500,000)
S-04	Citywide Pedestrian Crossing	Grant Revenue	1120	\$ -	\$ (400,000)	1120.40.0000.000.3340380.300000.	\$ 400,000	\$ -	\$

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Package #	Description	Note	Fund	Current Budget	Proposed Budget	GL Code	Rev Increase Exp Decrease	Rev Decrease Exp Increase	Impact to Budget
S-05	Water Repairs & Replacements	Water Repair & Replacement	4400	\$ 500,000	\$ 580,000	4400.06.9440.000.5943400.563000.	\$ -	\$ (80,000)	\$ (80,000)
S-06	Slow Sands Plant Updates	Slow Sands Upgrades	4420	\$ -	\$ 190,000	4420.06.9440.000.5943400.563011.	\$ -	\$ (190,000)	\$ (190,000)
S-06	Slow Sands Plant Updates	Trnsf Out - 4420	4400	\$ 2,559,000	\$ 2,749,000	4400.97.0000.000.5974420.500097.	\$ -	\$ (190,000)	\$ (190,000)
S-06	Slow Sands Plant Updates	Trnsf In - 4400	4420	\$ (2,559,000)	\$ (2,749,000)	4420.97.0000.000.3974400.300097.	\$ 190,000	\$ -	\$ 190,000

							\$ 9,417,946	\$ (10,998,413)	\$ (1,580,467)
						Net Total	\$ 3,383,198	\$ (4,963,665)	
								\$ (1,580,467)	
								\$ (1,580,467)	
								\$ -	

Carry Forward		\$ 189,000	\$ (245,000)	
Net Balance			\$ (56,000)	\$ -
Administrative		\$ 2,604,198	\$ (3,468,665)	
Net Balance			\$ (864,467)	\$ -
Supplemental		\$ 590,000	\$ (1,250,000)	
Net Balance			\$ (660,000)	\$ -

Budget Summary

Total	\$ 3,383,198	\$ (4,963,665)
		\$ (1,580,467)
		\$ (1,580,467)
		\$ -

2026 CAPITAL BUDGET

2026 FUNDING SOURCE

Title	2026 ACTIVITY			2025-2026	2026 FUNDING SOURCE																			
	2026 Readopt	April 2026 Available	2026 Omnibus Activity	Total Biennium Budget	General	Streets	TBD	CWFD	TIF	FIF	PIF	REET 1	REET 2	Legacy Lands	Vehicle R&R	Facility R&R	Grants/Contrib	Debt	Storm Water	Solid Waste	Water	Sewer	SDC	
1 Opioid Detection Equipment	\$ 55,000	\$ 13,044		\$ 55,000	\$ 55,000																			
2 Pavement Preservation	\$ 1,628,048	\$ 1,577,233		\$ 4,924,307		\$ 592,902	\$ 1,035,146																	
3 ADA Improvements	\$ 75,000	\$ 71,000		\$ 150,000							\$ 75,000													
4 Citywide Pedestrian Crossing Improvements	\$ -	\$ -	\$ 500,000	\$ 500,000		\$ 100,000											\$ 400,000							
5 Signal/Vehicle Detection Replacements	\$ 360,000	\$ 360,000		\$ 360,000		\$ 360,000																		
6 NE 3rd Ave Pedestrian & Bicycle Improvement	\$ -	\$ (102,720)	\$ 120,000	\$ 445,973		\$ 6,000											\$ 114,000							
7 NW Lake Rd Safety Impv - Leadbetter to Ever	\$ 930,000	\$ 930,000	\$ (600,000)	\$ 330,000													\$ 330,000							
8 38th Avenue Traffic Cabinet Replacement	\$ -	\$ -	\$ 175,000	\$ 175,000		\$ 175,000																		
9 SR 500/Everett St Improvements 35th - 43rd	\$ 1,200,000	\$ 1,092,851		\$ 1,750,000							\$ 725,000						\$ 475,000							
10 NW Lake & Sierra Intersection Improvements	\$ 3,000,000	\$ 2,977,425		\$ 3,200,000														\$ 3,000,000						
11 Northshore Arterial Roadway	\$ 3,000,000	\$ 3,000,000		\$ 3,200,000														\$ 3,000,000						
12 Field Drainage & Restroom/Dugout Rehab	\$ 75,000	\$ 75,000		\$ 75,000	\$ 75,000																			
13 Open Space/Parks/Trails	\$ 250,000	\$ 250,000		\$ 500,000								\$ 250,000												
14 Crown Park Improvements Ph 1 & 2	\$ -	\$ (200,357)		\$ 4,522,000																				
15 Forest Home Park Improvements	\$ 350,000	\$ 350,000		\$ 350,000								\$ 350,000												
16 Bike Park Design & Construction	\$ 325,000	\$ 325,000		\$ 325,000								\$ 325,000												
17 Fire Station/City Hall Plaza	\$ 100,000	\$ 100,000	\$ 100,000	\$ 200,000							\$ 200,000													
18 T-3 (East Lake) Trail	\$ 450,000	\$ 450,000		\$ 450,000						\$ 450,000														
19 Legacy Lands Master Planning	\$ 35,069	\$ 17,602		\$ 121,551										\$ 35,069										
20 Leadbetter Boat Launch Improvements	\$ -	\$ -	\$ 100,000	\$ 100,000										\$ 100,000										
21 Citywide Major Building Maintenance	\$ 2,600,000	\$ 2,360,553		\$ 3,759,092							\$ 100,000							\$ 2,500,000						
22 Library Building Improvements - Internal	\$ 860,000	\$ 294,387		\$ 860,000	\$ 610,000						\$ 250,000													
23 Library Building Improvements - External	\$ 708,000	\$ 708,000		\$ 708,000													\$ 708,000							
24 Fire Station HQ Replacement	\$ 12,500,000	\$ 12,164,988		\$ 24,500,000														\$ 12,500,000						
25 Upper Dam Gate Replacement	\$ 300,000	\$ 300,000		\$ 325,000															\$ 300,000					
26 Crown Park Regional Storm Treatment Desig	\$ 687,889	\$ 672,353		\$ 687,889													\$ 582,889		\$ 105,000					
27 Downtown Regional Storm Treatment Desig	\$ 687,889	\$ 669,292		\$ 687,889													\$ 582,889		\$ 105,000					
28 Lacamas Lake Treatment	\$ 270,747	\$ 270,747		\$ 622,466													\$ 270,747							
29 Lower Dam High/Low Flow Gate	\$ 150,000	\$ 150,000		\$ 150,000															\$ 150,000					
30 Fish Wheel Removal	\$ 75,000	\$ 75,000		\$ 75,000															\$ 75,000					
31 Crown View Storm/LS Generator	\$ 500,000	\$ 500,000		\$ 500,000															\$ 400,000			\$ 100,000		
32 Water Repair & Replacement	\$ 500,000	\$ 500,000	\$ 80,000	\$ 1,000,000																	\$ 580,000			
33 Well/Reservoir Site Security Upgrades	\$ 300,000	\$ 300,000		\$ 300,000																			\$ 300,000	
34 Hathaway Road Waterline Replacement	\$ 1,190,000	\$ 634,916		\$ 1,200,000																	\$ 1,190,000			
35 Washougal Wellfield Improvements	\$ 200,000	\$ 200,000		\$ 200,000																			\$ 200,000	
36 Boulder Creek Intake	\$ 244,000	\$ 242,500		\$ 314,000																	\$ 244,000			
37 Zone 343 Reservoir (Cemetery Reservoir)	\$ 695,000	\$ 654,181		\$ 750,000																			\$ 695,000	
38 Mobile Data Collectors	\$ 300,000	\$ 300,000		\$ 300,000																		\$ 300,000		
39 Well 6/14 Waterline Transmission Main	\$ 1,050,000	\$ 1,050,000		\$ 1,125,000																				\$ 1,050,000
40 Forest Management	\$ 475,000	\$ 472,505		\$ 610,870																		\$ 475,000		
41 Northshore Arterial Roadway - Utility Lines	\$ 1,000,000	\$ 1,000,000	\$ -	\$ 1,000,000																				\$ 1,000,000
42 Slow Sands Upgrades	\$ -	\$ -	\$ 190,000	\$ 190,000																		\$ 190,000		
43 Lower Prune Hill Reservoir & Booster Stn Reg	\$ 3,500,000	\$ 2,341,224		\$ 6,575,524														\$ 3,500,000						
44 Lake Rd Booster Station & Waterline Upgrade	\$ -	\$ -	\$ 1,433,729	\$ 1,433,729														\$ 1,433,729						
45 PFAS Eval and Well 13 Design/Construction	\$ 9,000,000	\$ 8,827,027		\$ 9,000,000														\$ 8,000,000			\$ 1,000,000			
46 Angelo Booster Stn Design (temporary pump)	\$ 200,000	\$ 199,892	\$ 50,000	\$ 500,000														\$ 250,000						
47 Crown Rd Transmission Main	\$ 1,000,000	\$ 471,343	\$ 250,000	\$ 1,500,000														\$ 1,000,000						\$ 250,000
48 Ops Center "North" - Design	\$ 1,000,000	\$ 1,000,000		\$ 1,000,000														\$ 1,000,000						
49 WWTP Repair & Replacement	\$ 2,000,000	\$ 1,403,930		\$ 4,000,000																			\$ 2,000,000	
50 Pump Station Repair & Replacement	\$ 2,000,000	\$ 1,989,742		\$ 4,000,000																			\$ 2,000,000	
51 Gravity Sewer Repair & Replacement	\$ 650,000	\$ 650,000		\$ 1,300,000																			\$ 1,300,000	
52 Parallel STEP Transmission Main	\$ 350,000	\$ 350,000		\$ 350,000																			\$ 350,000	
53 WWTP Upgrades	\$ 5,000,000	\$ 4,421,946		\$ 5,000,000														\$ 5,000,000						
54 Annual Fleet Vehicle Replacements	\$ 2,486,279	\$ 1,588,692		\$ 5,005,467											\$ 2,486,279									
55 IT - Virtual Server (VM) Replacement	\$ -	\$ -	\$ 75,000	\$ 75,000		\$ 41,400	\$ 2,025	\$ 17,550							\$ 1,275	\$ 1,725			\$ 1,950	\$ 1,275	\$ 3,825	\$ 3,975		
56 IT - Phone System Replacement	\$ 100,000	\$ 48,478		\$ 140,000		\$ 55,200	\$ 2,700	\$ 23,400							\$ 1,700	\$ 2,300			\$ 2,600	\$ 1,700	\$ 5,100	\$ 5,300		
	\$ 64,412,921	\$ 58,097,774	\$ 2,473,729	\$ 101,478,757	\$ 836,600	\$ 1,238,627	\$ 1,035,146	\$ 40,950	\$ -	\$ -	\$ 450,000	\$ 1,350,000	\$ 925,000	\$ 135,069	\$ 2,489,254	\$ 4,025	\$ 3,463,525	\$ 41,183,729	\$ 1,139,550	\$ 2,975	\$ 3,987,925	\$ 5,759,275	\$ 3,495,000	

RESOLUTION NO. 26-005

A RESOLUTION revising the City of Camas fee schedule for 2026.

WHEREAS, the City of Camas has established a Fee Schedule pursuant to its authority to establish fees and charges for services provided by the City; and

WHEREAS, it is prudent business to review fees and charges imposed by the City; and

WHEREAS, it is necessary to establish such fees at rates that reasonably assure recovery of the full direct and indirect costs of the time and materials expended to provide the service for which the fee is charged; and

WHEREAS, it should be understood that these fees and charges are an important part of the resources for the operation of the City and in many cases do not cover the costs involved; and

WHEREAS, the fee schedule and administrative provisions set forth in this resolution are supported by the analysis performed by the City and adjusted by inflation; and

WHEREAS, it is desirable to improve the City's ability to communicate its fees and charges to its citizens and customers through the preparation of a consolidated fee schedule.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF CAMAS AS FOLLOWS:

Section I

The fees and charges as shown on Attachment A are adopted and made part of the City of Camas Fee Schedule effective April 20, 2026.

Section II

On January 1 of each year, the fees set forth in this Resolution may increase (if allowed by law) by the rate of increase, if any, of the Consumer Price Index for All Urban Consumers (CPI-U) Western Region, All Items, July to July Index, published by the Bureau of Labor Statistics in the year prior. Fees will be rounded to the nearest whole dollar.

Resolution No. 26-005

Section III

ADOPTED by the Council of the City of Camas and approved by the Mayor this this
____ day of _____, 2026.

SIGNED: _____
Mayor

ATTEST: _____
Clerk

APPROVED as to form:

City Attorney

2026 City of Camas Internal Service Rental Rates

Internal Service Rates		Notes	2026	
Department	General Ledger Account		Monthly	Annual
Facility Rental and Repair				
Legislative	0001.10.0000.010.5116000.540530.		\$ 474.58	\$ 5,695
Municipal Court	0001.10.0000.020.5125000.540530.		\$ 9,404.00	\$ 112,848
Executive	0001.10.0000.030.5131000.540530.		\$ 964.42	\$ 11,573
Finance	0001.10.0000.040.5142000.540530.		\$ 3,121.58	\$ 37,459
Human Resources	0001.10.0000.060.5181000.540530.		\$ 295.58	\$ 3,547
Information Technology	0001.10.0000.080.5188000.540530.		\$ 5,921.08	\$ 71,053
Engineering	0001.10.0000.130.5189000.540530.		\$ 2,198.42	\$ 26,381
Police	0001.20.0000.090.5212000.540530.		\$ 17,427.42	\$ 209,129
Work Crew	0001.20.0000.100.5233000.540530.		\$ 2,049.25	\$ 24,591
Community Development	0001.58.0000.140.5593000.540530.		\$ 528.42	\$ 6,341
Planning	0001.58.0000.150.5586000.540530.		\$ 1,106.42	\$ 13,277
Building	0001.58.0000.160.5585000.540530.		\$ 1,915.33	\$ 22,984
Parks & Recreation	0001.70.0000.180.5751000.540530.		\$ 2,552.00	\$ 30,624
Library	0001.70.0000.200.5725000.540530.		\$ 23,303.33	\$ 279,640
Streets	1120.40.0000.400.5429000.540530.		\$ 3,448.92	\$ 41,387
Legacy Lands	3200.72.0000.000.5769000.540530.		\$ 9,864.00	\$ 118,368
Storm Water	4190.31.0000.610.5310000.540530.		\$ 1,637.42	\$ 19,649
Solid Waste	4220.37.0000.680.5370000.540530.		\$ 3,091.17	\$ 37,094
Water/Sewer	4400.34.0000.720.5340000.540530.		\$ 3,604.33	\$ 43,252
Equipment Rental	5200.48.0000.900.5486000.540530.		\$ 4,450.50	\$ 53,406

RESOLUTION NO. 26-006

A RESOLUTION setting a public hearing concerning the proposed vacation of a portion of NW Oregon Street.

WHEREAS, the City has received a request from Stephen M. Safran and Aenoy Safran to vacate a portion of the right-of-way known as NW Oregon Street, and

WHEREAS, the portion of said right-of-way to be vacated is abutted by properties owned exclusively by Stephen M. Safran and Aenoy Safran, and

WHEREAS, the Council of the City of Camas desires to initiate vacation proceedings for the right-of-way to be vacated, and

WHEREAS, it is necessary for the Council to fix a time and place for a public hearing to be held on the proposed right-of-way vacation.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL FOR THE CITY OF CAMAS AS FOLLOWS:

Section I

The Council of the City of Camas does hereby initiate proceedings to vacate the portion of public right-of-way described in Exhibit "A" and depicted in Exhibit "B" attached hereto and by this reference incorporated herein.

Section II

A public hearing shall be held on the proposed vacation on the 18th day of May 2026, at 7:00 p.m. in the Council Chambers of the City Hall.

Section III

The City Clerk is directed to give twenty (20) days notice of the hearing by posting written notice in three of the most public places in the City of Camas, by posting a like notice on that portion of the street to be vacated, and by mailing notice to the abutting property owners at least (15) days prior to the date of hearing.

ADOPTED at a regular session of the City Council of the City of Camas this 20th day of April 2026.

SIGNED: _____
Mayor

ATTEST: _____
Clerk

APPROVED as to form:

City Attorney

EXHIBIT "A"

ROAD VACATION LEGAL DESCRIPTION OF A PORTION OF NW OREGON STREET

Dated March 16, 2026

A strip of land being a portion of NW O Street, now known as NW Oregon Street, being a 40-foot road fronting on a portion of Lot 11 and a portion of Lot 6, Bennett's Addition, recorded in Book D, Page 97, located in the Southwest quarter of Section 10, Township 1 North, Range 3 East of the Willamette Meridian, City of Camas, County of Clark, State of Washington, being more particularly described as follows:

Commencing at the Northeast corner of Lot 11, Bennett's Addition; thence North $87^{\circ}27'46''$ West, along the North line of said Lot 11, a distance of 99.12 feet, more or less, to a point on the East Right-of-Way of NW Oregon Street; thence South $14^{\circ}38'43''$ West, along the East right-of-way of said NW Oregon Street, a distance of 29.08 feet, and the Point of Beginning of this description; thence continuing Southerly along the East right-of-way of said NW Oregon St. the following three courses;

- 1) thence South $14^{\circ}38'43''$ West, 130.57 feet to the beginning of a tangent curve concaved Southwest, having a radius of 80.00 feet;
- 2) thence Southerly along said curve, an arc length of 51.61 feet, a central angle of $36^{\circ}57'38''$, a chord which bears South $03^{\circ}49'58''$ East, a chord length of 50.72 feet;
- 3) thence South $22^{\circ}18'47''$ East, 14.11 feet to a point on the Northerly right-of-way of NW 6th Avenue, also being (Evergreen Highway);

Thence South $69^{\circ}09'10''$ West, along the Northerly right-of-way of NW 6th Avenue a distance of 40.01 feet to a point on the West right-of-way of NW Oregon Street;

thence Northerly along the West right-of-way of said NW Oregon Street, the following three courses;

1) thence North $22^{\circ}18'47''$ West, 13.09 feet to the beginning of a tangent curve concaved southwest, having a radius of 120.00 feet;

2) thence Northerly along said curve, an arc length of 77.41 feet, a central angle of $36^{\circ}57'38''$, a chord which bears North $03^{\circ}49'58''$ West, a chord length of 76.07 feet;

3) thence North $14^{\circ}38'43''$ East, 122.57 feet to the Southeast corner of that certain tract of land convey in Deed of Trust, recorded April 27, 2021, Auditor's File No. 5900962D, Clark County records;

thence South $86^{\circ}39'19''$ East, 40.79 feet, back to the Point of Beginning.

Containing 8,192 square feet, more or less.

EXHIBIT "B"

LINE TABLE		
LINE #	DIRECTION	LENGTH
L1	N22°18'47"W	13.09'
L2	S22°18'47"E	14.11'

CURVE TABLE					
CURVE	LENGTH	RADIUS	DELTA	CHORD BEARING	CHORD LENGTH
C1	51.61'	80.00'	36°57'38"	S3°49'58"E	50.72'
C2	77.41'	120.00'	36°57'38"	N3°49'58"W	76.07'



RIGHT OF WAY DEDICATION
 LOCATED THE NE 1/4 OF THE SW 1/4 OF
 SECTION 10, T. 1N., R. 3E., W.M. CITY OF CAMAS, CLARK COUNTY, WA



Klein & Associates, Inc.
 ENGINEERING • SURVEYING • PLANNING
 1411 13th Street • Hood River, OR 97031
 TEL: 541-386-3322 • FAX: 541-386-2515

PROJECT: 260204
 FILE No: 260204
 FILE PATH
 LAYOUT: KA8.5X11
 SURVEYED: KA
 DESIGN: JK
 DRAFT: GD
 APPROVE: JK
 DATE: 3-10-26
 SHEET 2 OF 2 SHEETS