



**CITY OF WASHOUGAL
CITY COUNCIL WORKSHOP
Monday, September 22, 2025
5:00 PM**

MEETING INFORMATION

Please click the link below to join the webinar:

<https://us02web.zoom.us/j/87670267881>

I. CALL TO ORDER

II. ROLL CALL

III. PUBLIC COMMENTS

IV. NEW BUSINESS

A. C-Tran: *Long-Range Transportation Plan* - Taylor Eidt

B. Public Works: *ADA Transition Plan* - Scott Collins

V. REPORTS AND COMMUNICATIONS

A. CITY MANAGER

B. MAYOR

C. CITY COUNCIL

VI. ADJOURNMENT

UPCOMING MEETINGS: Monday, October 13, 2025 - Workshop at 5 PM &
Council at 7 PM

BUSINESS OF THE CITY COUNCIL

City of Washougal, Washington

FOR AGENDA OF:

9/22/2025

SUBJECT:

C-Tran: *Long-Range Transportation Plan* - Taylor Eidt

DEPT. OF ORIGIN:

Council and Board

REVIEWED AT:

TO BE RETURNED TO COUNCIL:

No

ATTACHMENTS:

1. C-TRAN 2045 Long Range Plan Update Phase 2

EXPENDITURE REQUIRED:

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BUDGETED:

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APPROPRIATION REQ'D:

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SUMMARY STATEMENT

RECOMMENDED ACTION

C-TRAN

C-TRAN | 2045 – Plan Update

City of Washougal
September 22, 2025



C-TRAN | 2045

C-TRAN's Long-Range Transit Plan (LRTP) is a planning tool that guides C-TRAN over the next 20 years.

Improving service

Introducing new transit options

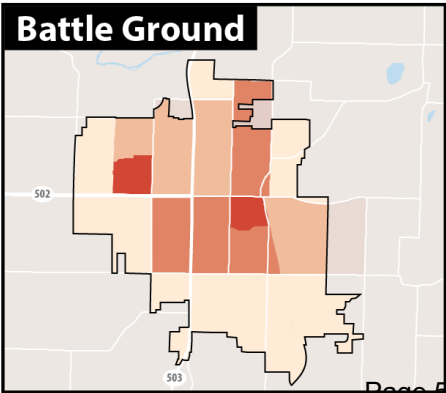
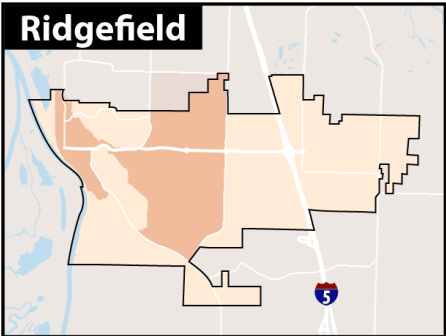
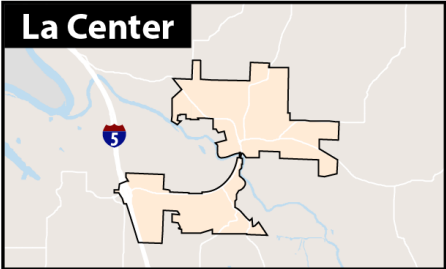
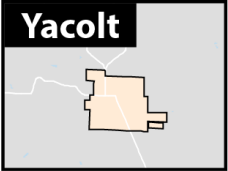
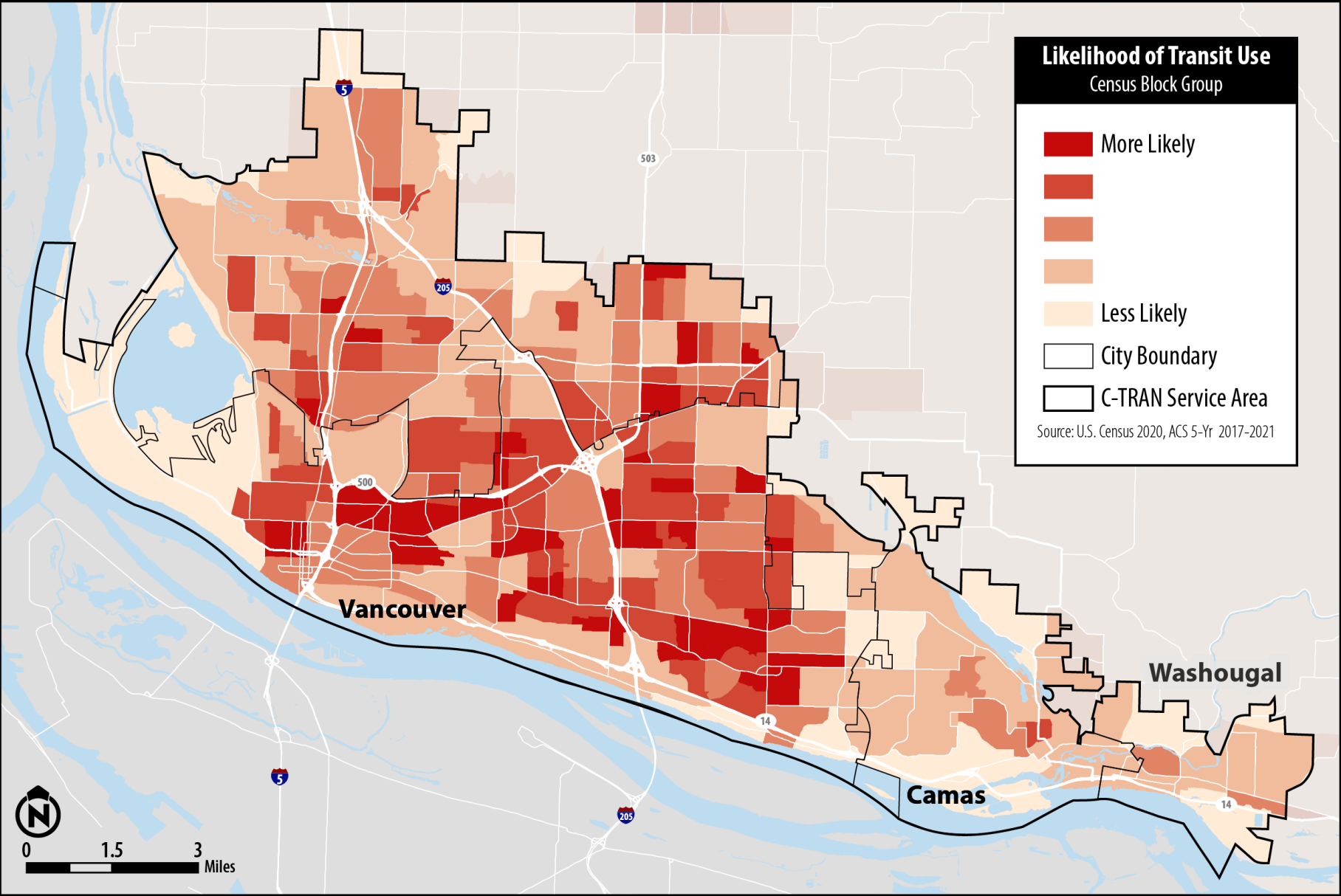
Identifying Capital Project Needs

Ensuring transit equity

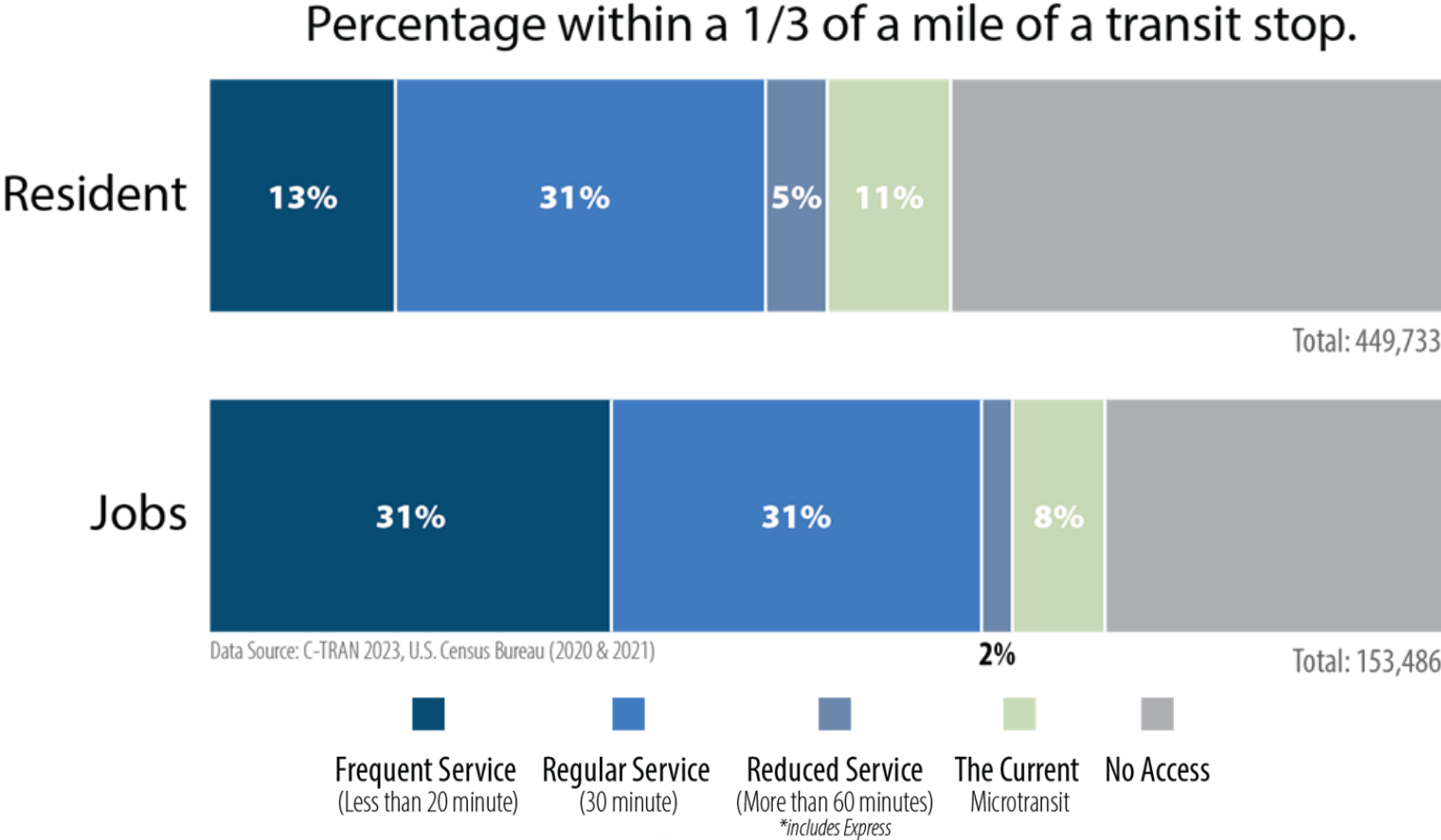
Maintaining financial sustainability



Understanding Our Community

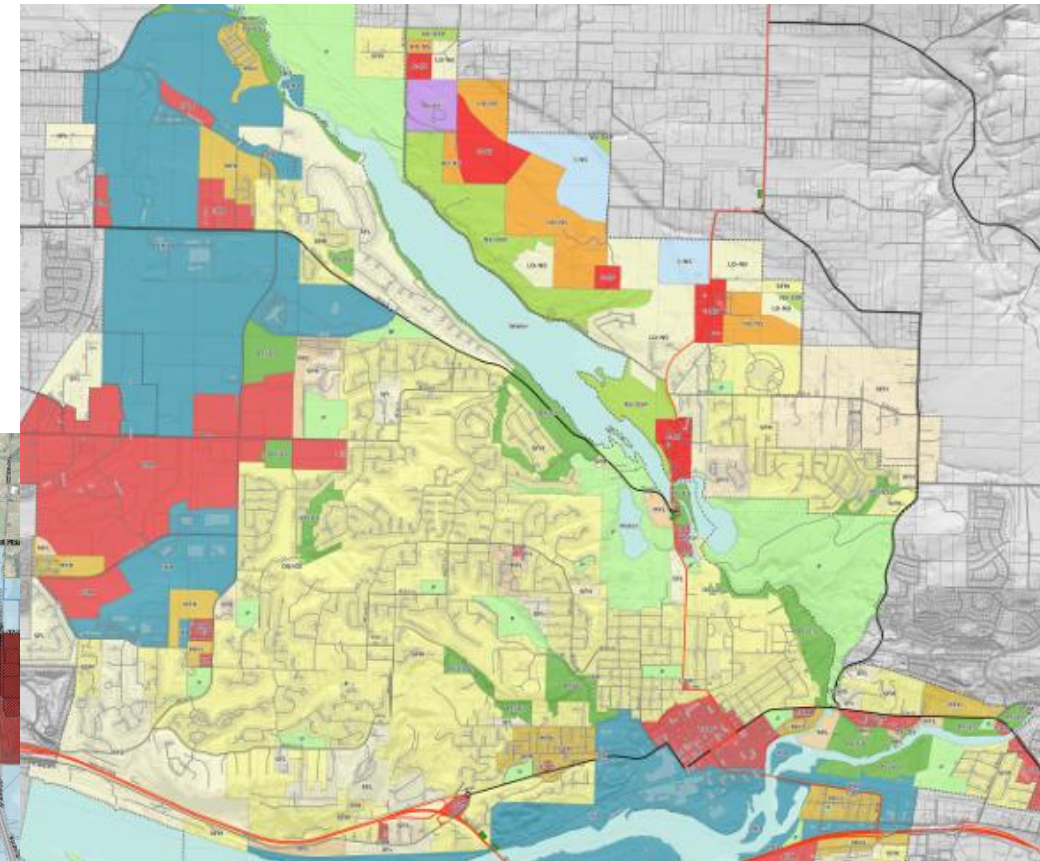
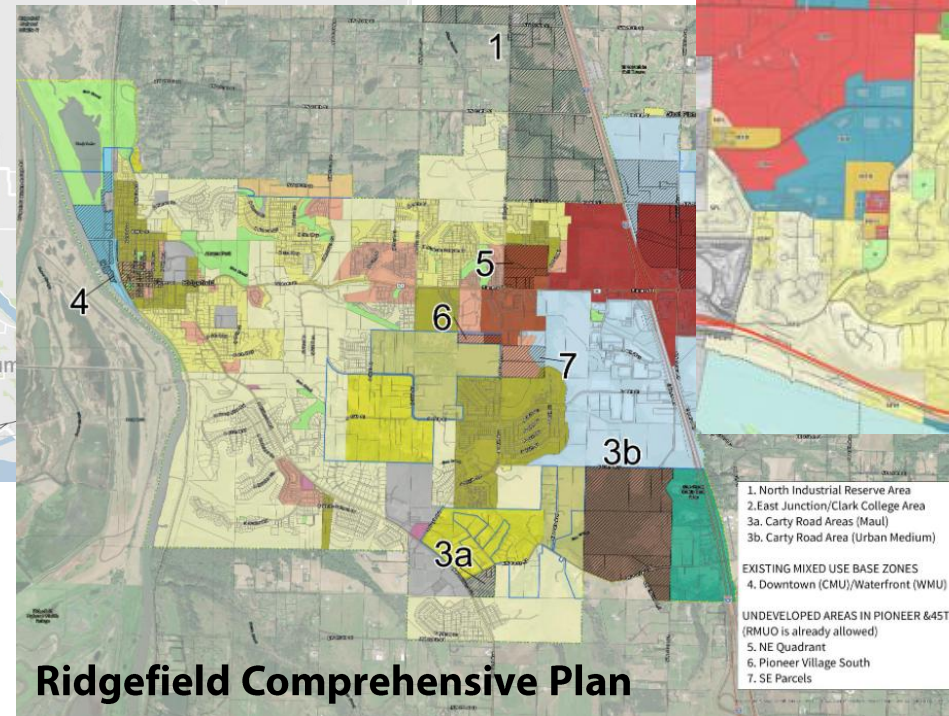
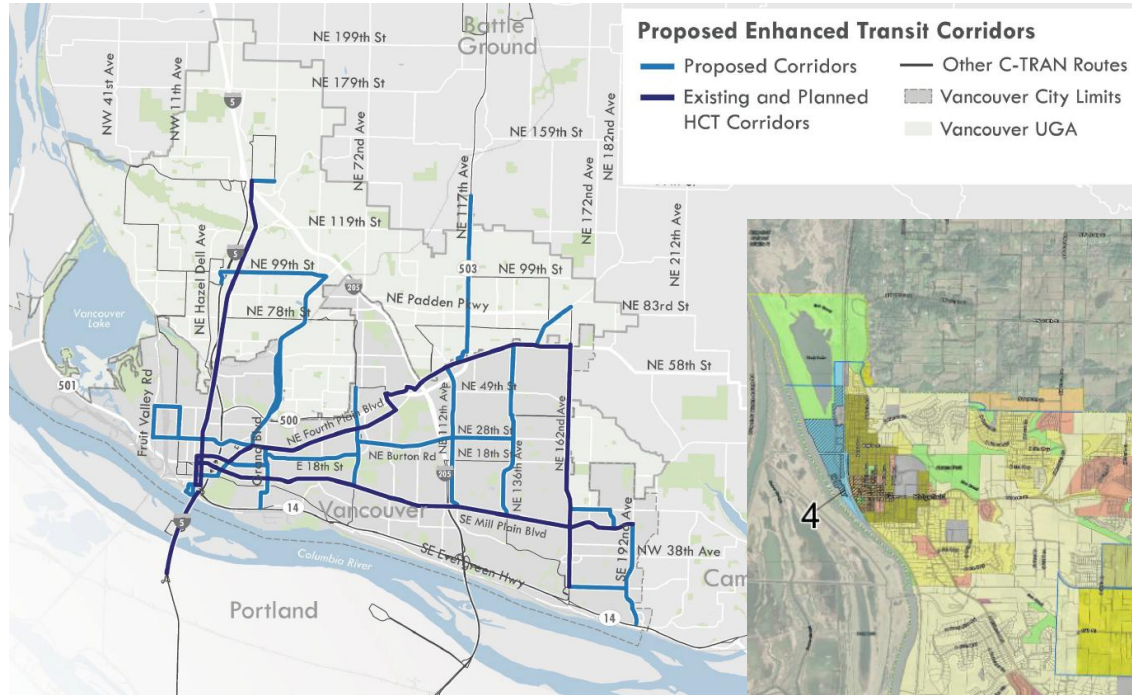


Access to Transit



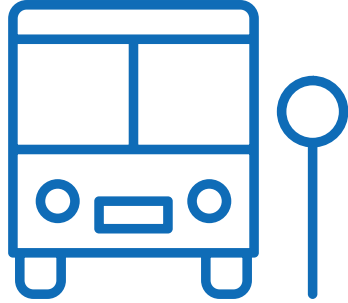
Coordination with local plans

Vancouver Transportation System Plan



Camas Comprehensive Plan

Public Engagement Activities



Summer 2024

Define Needs

Identify community transit needs and preferences to develop draft plan



Fall 2024

Understand Priorities

Identify community transit priorities for final plan development



Summer 2025

Concept Feedback

Comment on concepts, scenarios, and draft plan

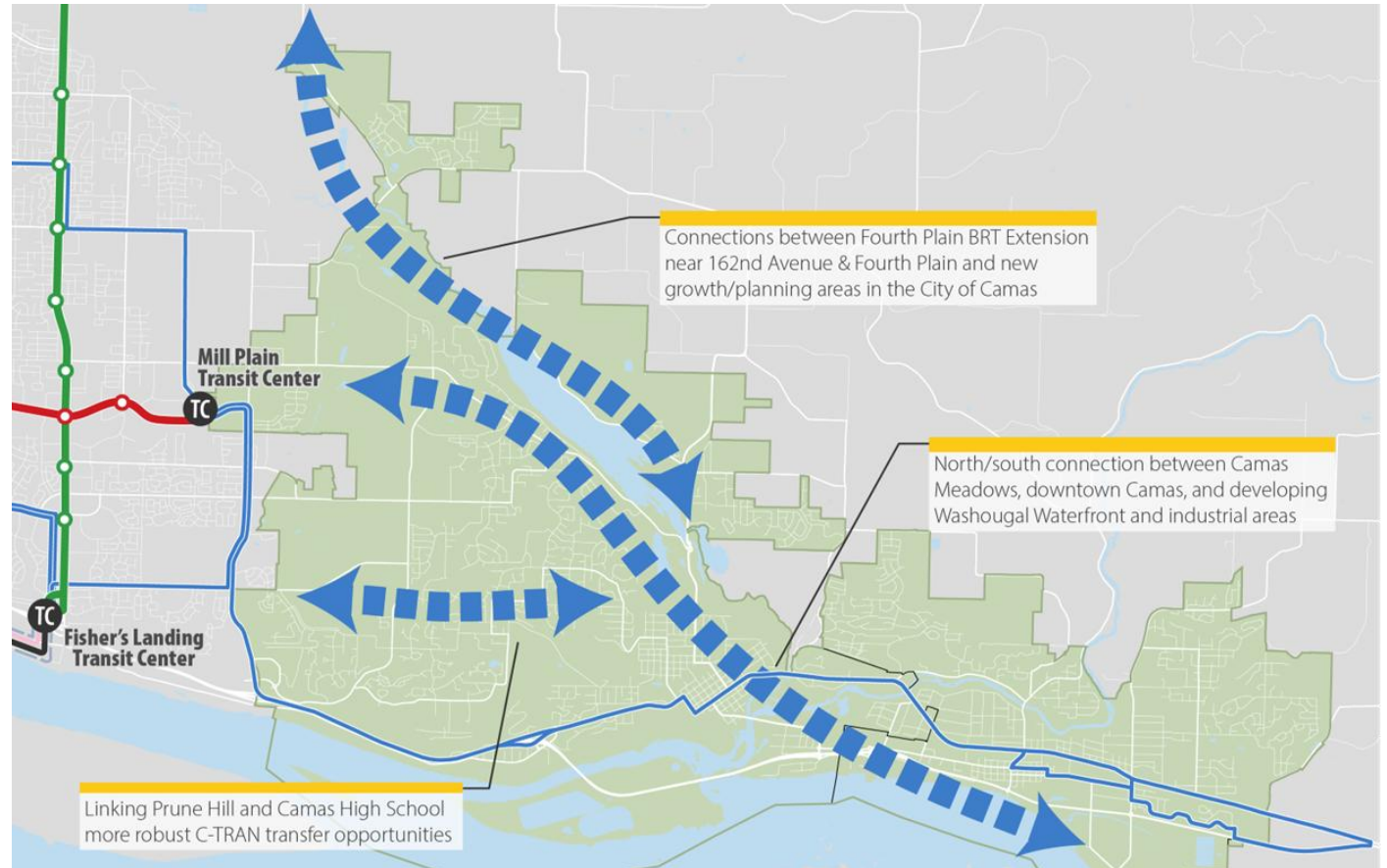


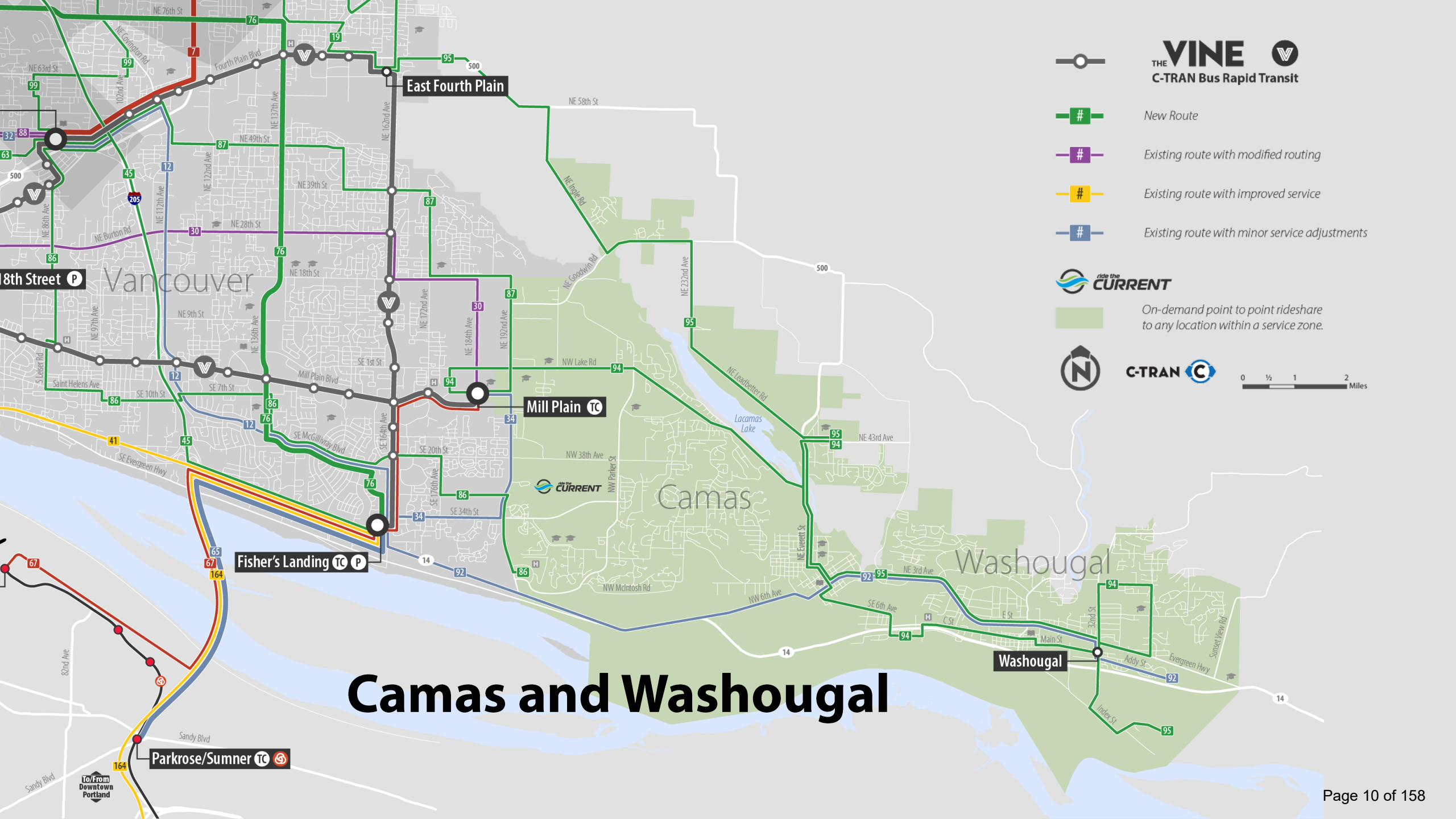
C-TRAN | 2045

Building Service Concepts

Concepts for a growing network

- Areas experiencing or planned for growth
- Priority connections to improve transportation and mobility (e.g. schools and parks)
- Economic growth opportunities
- Coordinated approach with City staff, community, and others





THE VINE
C-TRAN Bus Rapid Transit



New Route



Existing route with modified routing



Existing route with improved service



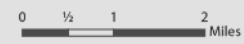
Existing route with minor service adjustments



On-demand point to point rideshare to any location within a service zone.



C-TRAN



Camas and Washougal

Cross-River Service

Regional

Route 65

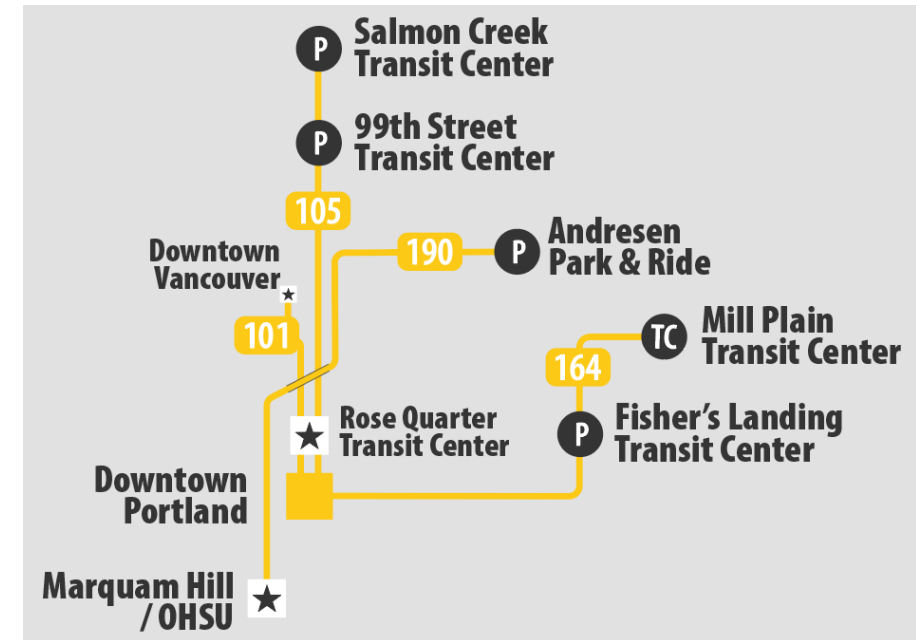
- Frequent cross-river service, connecting to TriMet and TriMet MAX

Route 67

- Airport connection
- Improve to hourly service operating 7 days a week

Express

All-day regional service patterns



Capital Projects

What we heard

- Bus stop improvement program for accessibility, safety, and comfort.
- Speed and reliability improvements throughout the system to help make buses more competitive.
- Technology improvements to enhance the overall rider experience.
- Operations facilities to support service expansion.

Project Areas

- Service Quality Improvements
- Facilities, Fleet, and Technology
- Programs & Policy

Capital Projects

Transit Improvements

- The Vine Bus Rapid Transit (BRT)
- Service Quality Improvements
- Community Hubs
- Route & Stop Facilities
- Freeway Operations

Facilities, Fleet, and Technology

- Revenue Vehicles, Non-Revenue Vehicles, and Equipment
- Operations & Maintenance Facility (OMF)
- Zero Emission Transition
- Capital Facilities Maintenance
- Intelligent Transportation System (ITS) Deployment

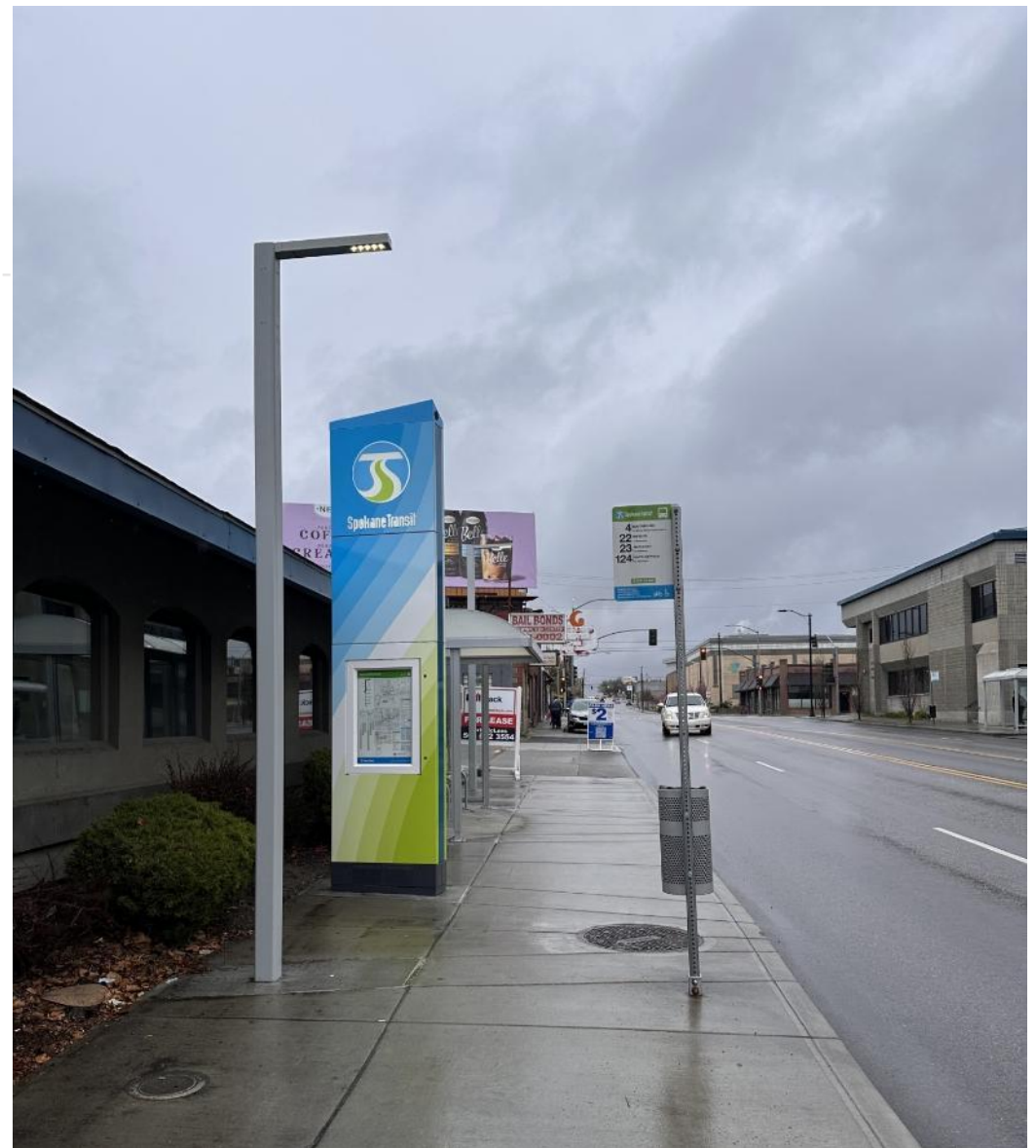
Programs

- Shared Mobility
- Transportation Demand Management (TDM)
- Transit-oriented Development (TOD)

Service Quality Improvements

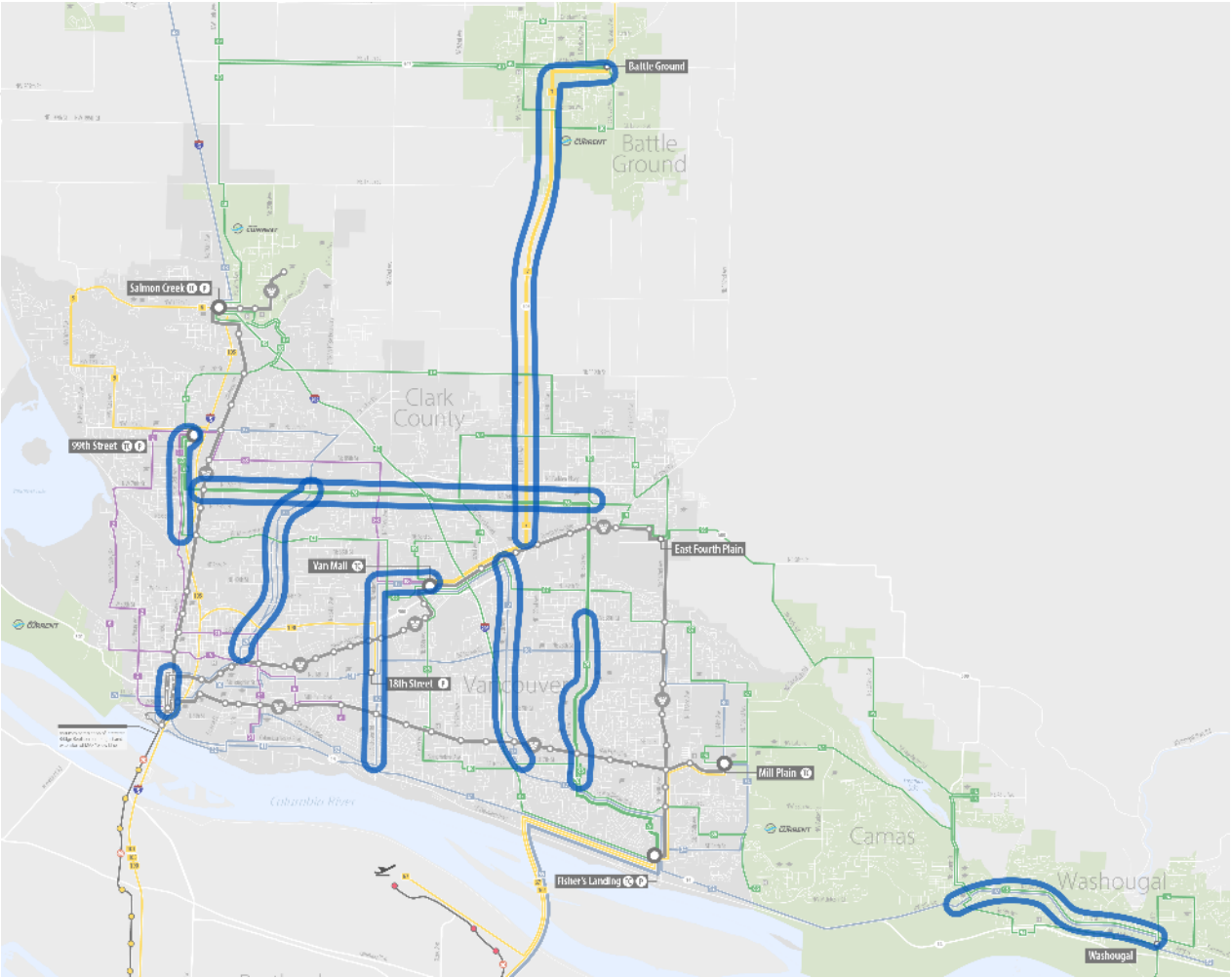
Scalable to high performance and major stops or segments.

- Shelter, seating, and garbage
- Lighting
- Enhanced signage/wayfinding and real-time information
- Sidewalk, tactile detection, and curb ramp improvements
- Bike lane integration
- Landscaping
- Raised curb



Service Quality Improvement Corridors

Project	Extents
SR-503/117th Avenue	Fourth Plain to Main Street (Battle Ground)
Hazel Dell Avenue	63rd Street to 99th Street
136th Avenue	SE 7th Street to NE 28th Street
Andresen Road/Van Mall Drive	Andresen - MacArthur to Van Mall Drive Van Mall - Andresen to Thurston Way
112th Avenue	Fourth Plain to McGillivray
3rd Avenue/E Street	Dallas Street to 32nd Street
St. Johns/St. James	Fourth Plain to 99th Street
76 th /78 th Street	Hazel Dell to 137 th Avenue
Downtown Vancouver	McLoughlin to 6 th Street



Route & Stop Facilities

Essential Infrastructure

- Improvements to achieve systemwide ADA compliance

Passenger Amenities

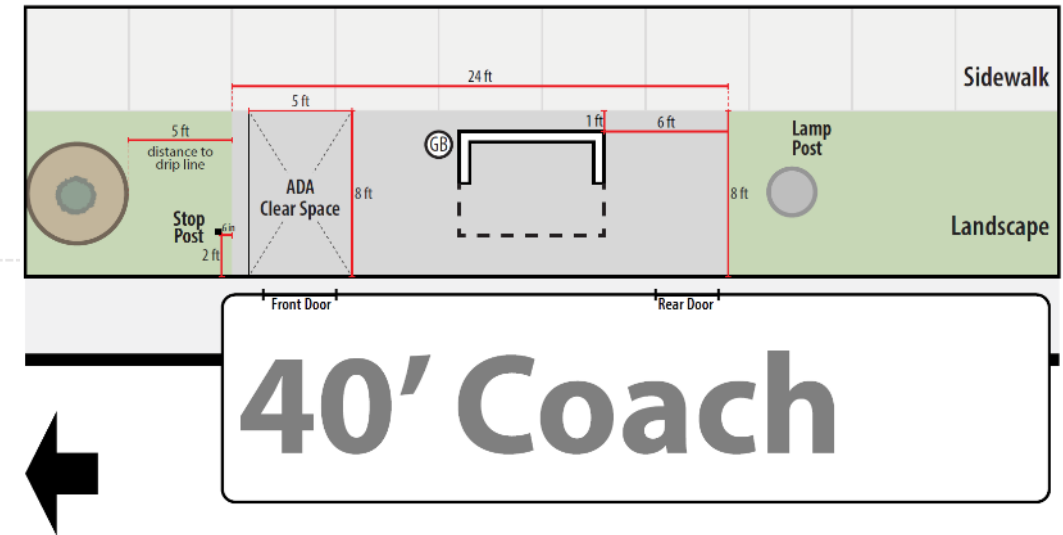
- Lighting, shelters, real-time displays, seating, wayfinding, restrooms, etc.

Spot Improvements

- Improvements to transit performance utilizing roadway treatments, transit signal priority, etc.

Service Changes

- Stop construction and modification for service changes (2025-2045)



Community Hubs

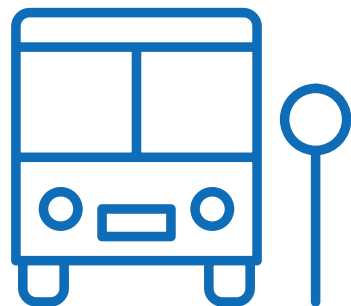
Planning, design, and construction of new transfer facilities

Improved transfers, increased operational flexibility, expanded network growth

1. Battle Ground
2. Camas/Washougal
3. Ridgefield - Junction Park & Ride



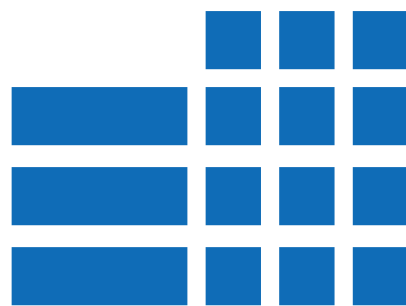
Implementation Scenarios



\$

Mitigate

Escalating costs will require measurable service reduction in next 10 years.



\$\$

Focus

Preserves 2030 service levels and enables targeted service growth and supporting capital projects.

New revenue needed



\$\$\$

Enhance

Enables implementation of much of 2045 Vision network including new bus routes, frequency upgrades, expanded night and weekend service and supporting capital projects.



Next Steps

C-TRAN is listening to community voices to plan safe, reliable, and effective transit solutions. The planning process is full of opportunities to comment on the future of C-TRAN service. Help us shape public transportation in Clark County.

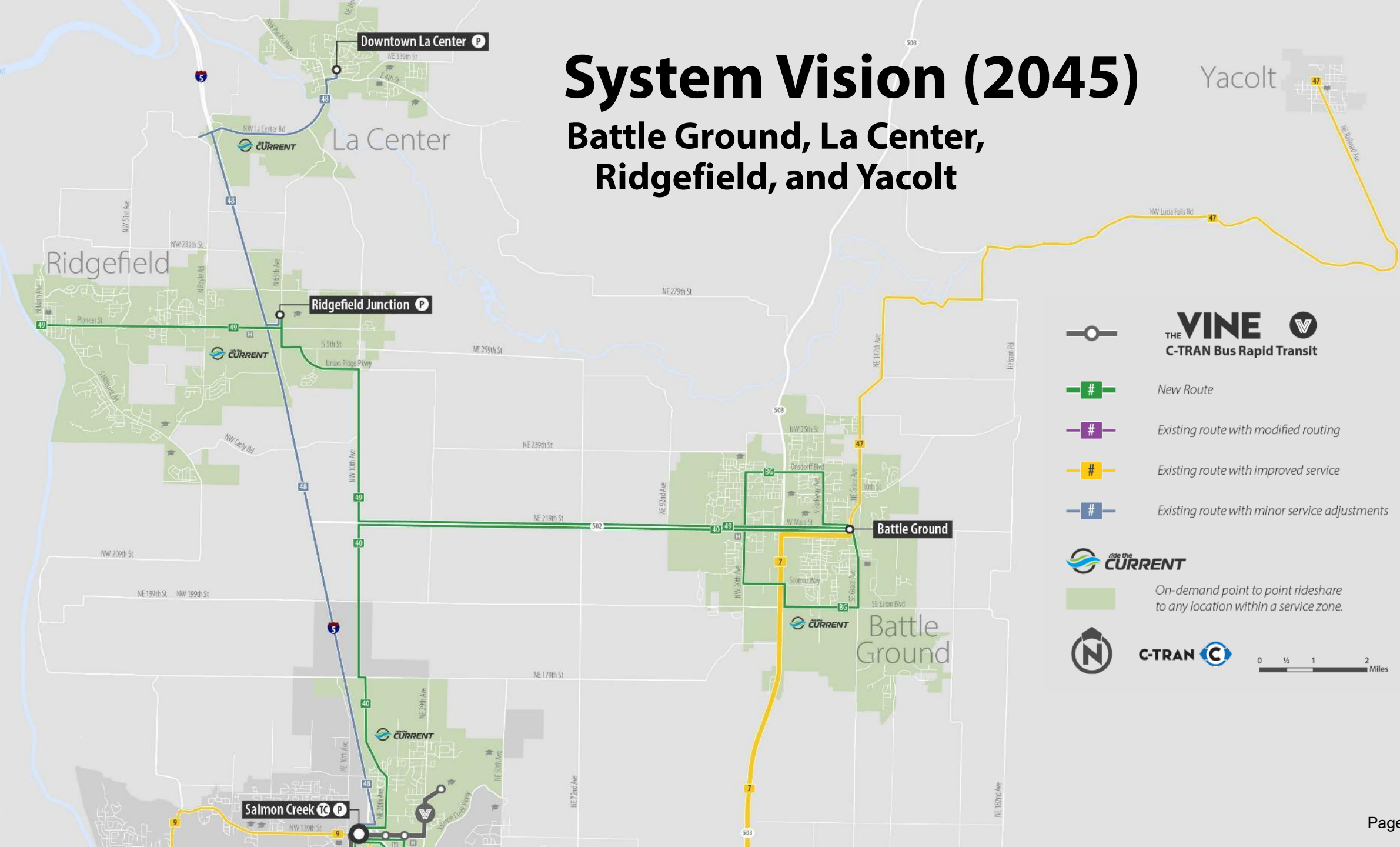


Visit our online virtual open house at www.c-tran.com/c-tran2045

E-mail: 2045@c-tran.com

System Vision (2045)

Battle Ground, La Center, Ridgefield, and Yacolt





THE VINE
C-TRAN Bus Rapid Transit



New Route



Existing route with modified routing



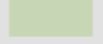
Existing route with improved service



Existing route with minor service adjustments



ride the **CURREN**



On-demand point to point rideshare
to any location within a service zone.

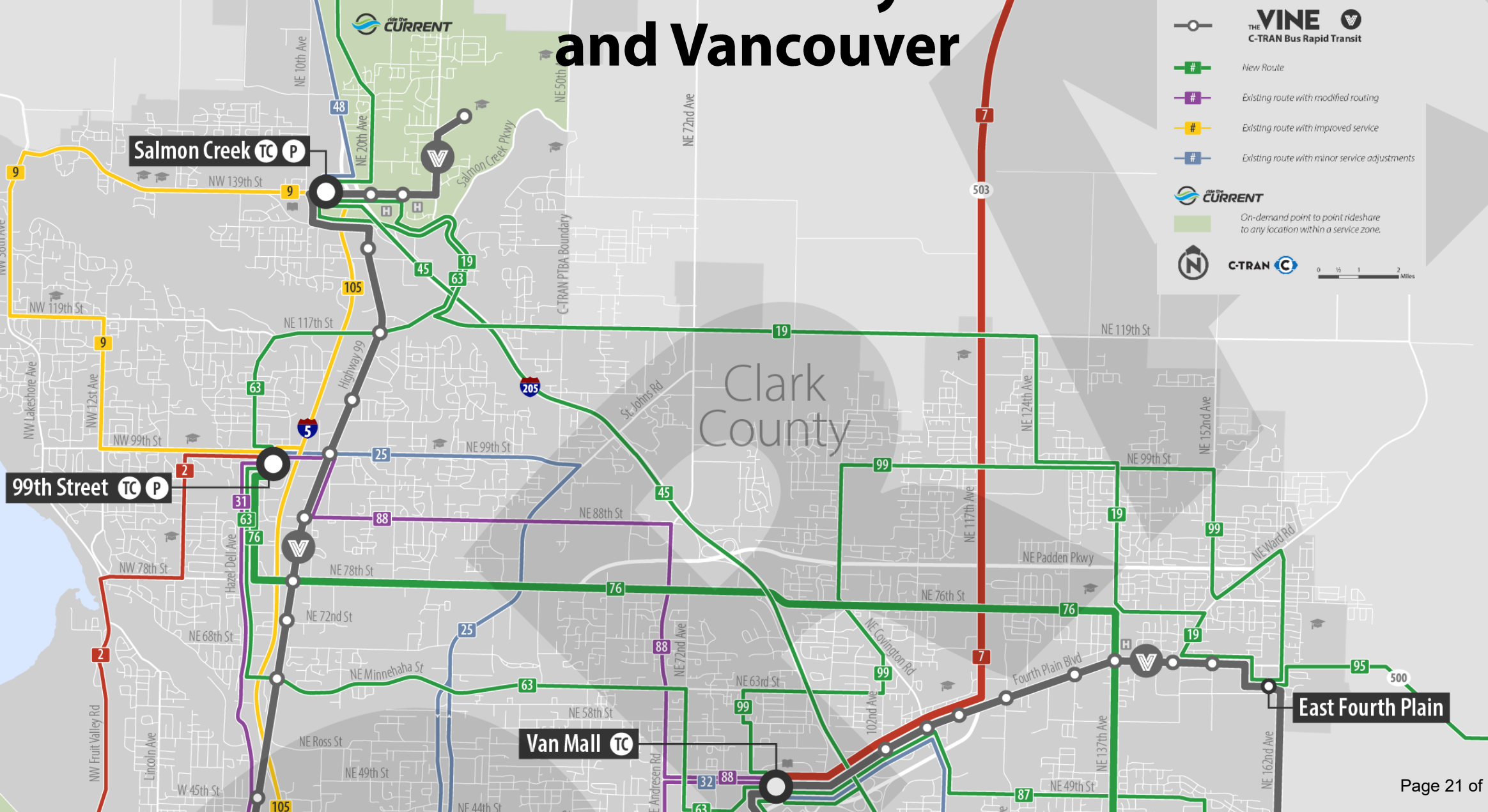


C-TRAN



0 1/2 1 2 Miles

Clark County and Vancouver



Vancouver Lake



Vancouver Amtrak

Assumes completion of Interstate Bridge Replacement Project and extension of MAX Yellow Line.

THE VINE
C-TRAN Bus Rapid Transit

- New Route
- Existing route with modified routing
- Existing route with improved service
- Existing route with minor service adjustments



On-demand point to point rideshare to any location within a service zone.



0 1/2 1 2 Miles

Vancouver

Portland International Airport

Van Mall TC

18th Street P

East Fourth Plain

Mill Plain TC

Fisher's Landing TC P

BUSINESS OF THE CITY COUNCIL

City of Washougal, Washington

FOR AGENDA OF:

9/22/2025

SUBJECT:

Public Works: *ADA Transition Plan* - Scott Collins

DEPT. OF ORIGIN:

Public Works

REVIEWED AT:

TO BE RETURNED TO COUNCIL:

No

ATTACHMENTS:

1. Washougal ADA Plan Presentation
2. Final_Washougal ADA Transition Plan

EXPENDITURE REQUIRED:

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BUDGETED:

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APPROPRIATION REQ'D:

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SUMMARY STATEMENT

RECOMMENDED ACTION



CITY OF WASHOUGAL ADA TRANSITION PLAN

City of
Washougal

transpogroup 
WHAT TRANSPORTATION CAN BE.

BACKGROUND - TIMELINE

- Project initiated mid-2023
- Self-Evaluation completed December 2024
- First Draft Plan completed April 2025
- Draft Plan completed June 2025



Why is the Plan important?

- Required by law (*Title II of the ADA (1990)*)
- Taking positive steps toward accessibility helps public agencies reduce (*but not eliminate*) the potential liability associated with lack of compliance
- Compliance allows persons with disabilities to fully participate in civic life

9.1% of residents under 65 have a disability
20.4% of residents over 65 have a disability

BACKGROUND - PROCESS



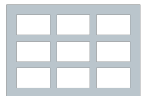
Public Outreach

- Ensures community's priorities are reflected in the Plan.
- Community-wide survey (Oct. 24 – Feb. 25) on accessibility, targeted to disabled population.



Standards Review

- Reviewed practices and design standards for compliance with requirements to ensure new or upgraded facilities are accessible



Data Collection

- Collected data on the City's ROW
- Over 79 miles of sidewalks, over 2,086 curb ramps, and all signal pushbuttons, marked crosswalks, driveways, bus stops.

BACKGROUND - PROCESS



Prioritization

- Prioritized barriers according to the severity of the issue and proximity to popular community destinations (e.g. Schools, Gov't Buildings, Parks).



Cost Estimating

- Estimated using recent bid tabs and planning-level assumptions
- Costs include design, mobilization, traffic control, construction mgmt., etc.



Draft Transition Schedule

- Developed transition schedule focused on fixing highest priority barriers first.

TRANSITION SCHEDULE

Total Barrier Removal Cost: \$140M

Cost is Impractical

How to approach this need: Asset Management

- Focus on highest priorities first in Public ROW
 - **\$9.5M** of the barriers were prioritized as “very high”
- Develop a program for ADA barrier removal that monitors and adjusts
 - Identify projects for 5-year program
 - Monitor barrier removal activities through that period
 - Evaluate and adjust for next 5-year program

Existing Barrier Removal Funding = \$210K

> *Capital Facilities, Maintenance, etc.*

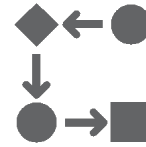
KEYS FOR SUCCESS



Be Intentional
about ADA
Transition



Engage with
Your Community



Make and Track
Progress

Q&A

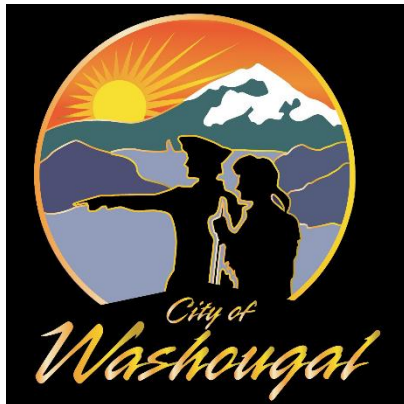
City of Washougal

Americans with
Disabilities Act (ADA)
Right of Way Transition Plan



Prepared by
Transpo Group

June 2025



CITY OF WASHOUGAL

1701 C Street
Washougal, WA 98671
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David Scott City Manager
Trevor Evers Public Works Director
Scott Collins Deputy Director of Public Works | City Engineer

CITY COUNCIL

David Stuebe, Mayor
Tia Robertson, City Council Position 2
David Fritz, City Council Position 3
Michelle Wagner, City Council Position 4
Molly Coston, City Council Position 5
Julie Russell, City Council Position 6
Ernie Suggs, City Council Position 7

Additional copies of this document are available online at
<https://www.cityofwashougal.us/>

For questions about the City of Washougal ADA Transition Plan
or for access to an alternate format of this document email the
Washougal ADA Coordinator: HR and Risk Director
Teresa Stedman teresa.stedman@washougal.us
or by calling (360) 835-8501 ext.103.

For those who are deaf or hard of hearing, the Washington State
Relay can be contacted at 711 for assistance in making a
request to the City.



PREPARED BY

Transpo Group
12131 113th Ave NE, Ste. 203
Kirkland, WA 98034

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APPENDICES

Appendix A – Standards Review Barrier Audit

Appendix B – Existing Data Inventory

Appendix C – Prioritization Criteria

Appendix D – Stakeholder Outreach

Appendix E – Planning Cost Estimate

Appendix F – Example Accessible Pedestrian Signal (APS) Policy

Appendix G – Grievance Procedure Example

Appendix H – Maximum Extent Feasible (MEF) Documentation Template

Appendix I – ADA Terminology

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Executive Summary

This Americans with Disabilities Act Self-Evaluation and Transition Plan establishes the City of Washougal's ongoing commitment to providing equal access for all, including those with disabilities. In developing this plan, the City of Washougal has undertaken a comprehensive evaluation of its facilities and policies related to accessibility in the public right-of-way to determine what types of access barriers exist for individuals with disabilities. This plan will be used to help guide future planning and implementation of necessary accessibility improvements. Both the Self-Evaluation and the Transition Plan are required elements of the federally mandated ADA Title II, which requires that government agencies provide equal access to the programs and services they offer. While the ADA applies to all aspects of government services, this document focuses on City of Washougal facilities within the public right-of-way. This includes attributes of sidewalks, curb ramps, bus stops, marked crosswalks, and pedestrian push buttons.

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

The City's objective is to remove physical barriers within the public right-of-way using routine operations and maintenance, upcoming Capital Facilities Projects, and Transportation Improvement Projects funding. The City is committed to removing accessibility barriers, and in future years will implement projects to remove all barriers identified in this plan. In addition, the City is continually working towards maintaining ADA compliance for all future capital improvement projects, permitted development, and any other right-of-way construction projects.

1. Introduction

1.1 Plan Requirement

The Americans with Disabilities Act (ADA) was enacted on July 26, 1990, and provides comprehensive civil rights protections to persons with disabilities in the areas of employment, state and local government services, and access to public accommodations, transportation, and telecommunications.

Cities, counties, and other government agencies are required to have an ADA Self-Evaluation and Transition Plan when they grow beyond a threshold of 50 employees. While accessibility requirements extend to all public facilities, the scope of this plan is focused on accessibility within the public right-of-way.

The City of Washougal has completed an inventory of its pedestrian facilities. This plan allows the City to prioritize projects that include removal of accessibility barriers, and update procedures as they relate to the public right-of-way.

There are five titles, or parts, to the ADA, of which Title II is the most pertinent to travel within the public right-of-way. Title II of the ADA requires public entities to make their existing programs accessible, “except where to do so would result in a fundamental alteration in the nature of the program or an undue financial and administrative burden.” Public right-of-way, public government buildings, and public parks all fall within the City’s programs. The scope of this Transition Plan focuses on features located within the pedestrian right-of-way. The City intends to update this Transition Plan in the future to address accessibility issues found in other City-owned public spaces such as civic buildings and public parks.

This planning effort was initiated by the City of Washougal to satisfy the requirements of

ADA Title II Part 35, Subpart D – Program Accessibility § 35.150 (d)(3) which states:

The plan shall, at a minimum—

- (i) Identify physical obstacles in the public entity's facilities that limit the accessibility of its programs or activities to individuals with disabilities;
- (ii) Describe in detail the methods that will be used to make the facilities accessible,
- (iii) Specify the schedule for taking the steps necessary to achieve compliance with this section. If the time period of the Transition Plan is longer than one year, the plan shall identify steps that will be taken during each year, and
- (iv) Indicate the official responsible for implementation of the plan.

To determine the physical obstacles in a public entity’s facility, the proper standards and guidance must be identified for each feature type.

The 2010 ADA Standards for Accessible Design (ADAS) is the document in which all Federal ADA standards are collectively held. The 2010 ADAS, and regulations from the 28 CFR Part 36 replaced the 1991 ADA (ADA Accessibility Guidelines (ADAAG)).

The *Revised Draft Guidelines for Accessible Public Rights-of-Way* was first issued by the United States Access Board in 2005 to provide guidance on establishing accessible facilities within the right-of-way. The United States Access Board’s *Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way*, or PROWAG, was then published for comment in 2011, and the final rule was published in the Federal Register on August 8, 2023 as a revised set of guidelines for right-of-way pedestrian facilities. The guidelines have not yet been adopted as

federal standards. Despite this delay, many public entities currently use the 2023 PROWAG as ‘best practice’ for features within the public rights-of-way. This practice has been endorsed by the Federal Highway Administration (FHWA) and the US Access Board, and it is the standard to which the Washington State Department of Transportation adheres.

The public right-of-way facilities in this plan were evaluated against 2023 PROWAG as this is the latest guideline developed.

and the ongoing removal of accessibility barriers.

Several associated appendix items are included to supplement this plan.

1.2 Plan Structure

The structure of this document was organized to closely follow federal ADA Transition Plan requirements. This includes:

Chapter 1 – Introduction Describes the legal requirements of an ADA Transition Plan and the policies used to guide this Self-Evaluation.

Chapter 2 – Self-Evaluation
Documents Self-Evaluation methods and findings for policies, practices, design standards, and pedestrian facilities that result in accessibility barriers.

Chapter 3 – Stakeholder Engagement
Documents public engagement methods and findings.

Chapter 4 – Pedestrian Barrier Removal Methods and Schedule
Provides an overview of existing barrier removal approaches employed by the City, describes barrier removal priorities, and develops a total planning level cost estimate for the removal of existing accessibility barriers and an accompanying schedule.

Chapter 5 – Recommendations and Next Steps Provides a set of recommendations to inform the implementation of this Transition Plan

2. Self-Evaluation

Title II of the Americans with Disabilities Act (ADA) requires that jurisdictions evaluate their services, programs, policies, and practices to determine whether they comply with the nondiscrimination requirements of the ADA.

This chapter describes the methods and findings of the Self-Evaluation. Section 2.1 provides an overview of ADA-related City policies. Next, Section 2.2 reviews City practices and design standards. Finally, Section 2.3 summarizes the field data collection methods used for Self-Evaluation and findings regarding existing pedestrian facilities, such as sidewalks and curb ramps.

2.1 Policy Review

Washougal primarily addresses pedestrian facilities in the [Washougal Engineering Standards \(2022\)](#), and [Washougal Municipal Code](#).

2.1.1 Method

The policies were reviewed against the Access Board's *Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way* (PROWAG, 2023). Recommendations are described in the findings section.

2.1.2 Findings

Washougal's Comprehensive Plan, required by [State's Growth Management Act \(GMA\)](#), articulates a series of goals, policies, actions, and standards that are intended to guide day-to-day decisions by the City staff. The latest version of this plan was adopted in 2016. The plan elements include natural resources and critical areas, growth management, land use, parks and open space, housing, economic development, and utilities.

2.2 Practices and Design Standards

Establishing practices and design guidelines that meet accessibility standards is essential to ensure that new or upgraded pedestrian facilities are accessible and therefore avoid unintentionally introducing new accessibility barriers.

This section summarizes a review of the [Washougal Engineering Standards \(2022\)](#), and [Washougal Municipal Code](#), to identify barriers to accessible design. The review was conducted in October 2024. For greater detail on the practices and standards review, see Appendix A for a barrier audit memo.

2.2.1 Method

The Washougal Engineering Standards (WES) and Washougal Municipal Code (WMC) were reviewed for compliance with ADA guidelines found in the 2023 [Proposed Guidelines for Pedestrian Facilities in the Public Right-of Way \(PROWAG\)](#).

2.2.2 Findings

The WES and WMC maintain adopted design standard plans and guidelines for sidewalks, curb ramps, parking spaces and driveways.

Figure 2-1 shows the webpages where the engineering standards and municipal code can be accessed.

The City's design standards and code for pedestrian facilities are limited to guidance for sidewalks, curb ramps, and driveways. This represents a portion of the design elements associated with ADA compliance. This review recommends changes to the current City standards to achieve ADA compliance and improve clarity, increase consistency and level of detail across

figures, and provide guidance for design elements that have not yet been addressed.

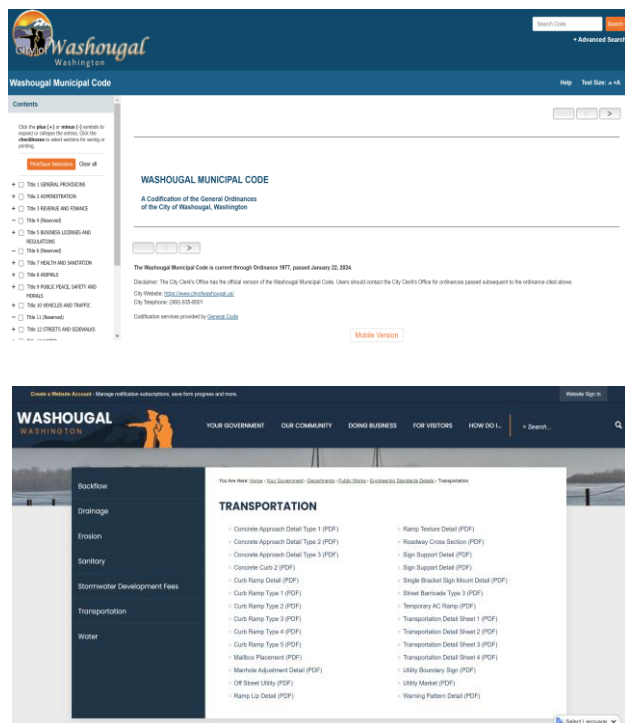


Figure 2-1 City of Washougal Transportation Standards Details and Washougal Municipal Code Webpages

2.3 Existing Pedestrian Facilities

The Self-Evaluation inventoried barriers to access associated with existing pedestrian facilities, including curb ramps, sidewalks, and pedestrian push buttons, as required by ADA Title II Part 35, Subpart D – Program Accessibility § 35.150 (d)(3). Each facility and its associated barriers were field inventoried and cataloged within the project’s geospatial (GIS) database. Field data for this project were collected by Transpo Group staff from October 2024 through December 2024.

Many existing pedestrian features within Washougal’s public right-of-way contain barriers and require improvements to meet current ADA standards. It is important to note that many of the City’s existing facilities were constructed before the adoption of

Pushbuttons



Curb Ramps / Crosswalks



Sidewalks



Parking Stalls



Figure 2-2 Examples of Inventoried Facilities

current ADA standards and likely met applicable state and federal standards at the time of construction. Additionally, it is important to note that ADA regulations require facilities to be made accessible to “the maximum extent feasible,” (MEF) in “circumstances when the unique characteristics of terrain prevent the incorporation of accessibility features” (U.S. Department of Justice, 28 CFR § 35.151, New construction and alterations). These circumstances are often a result of adjacent topography or otherwise constrained locations, which are common to Washougal’s geography. This plan’s Self-Evaluation examined whether existing facilities were compliant with current ADA design requirements; it did not investigate whether non-compliant facilities were built to the maximum extent feasible or perform a gap assessment of facilities that do not exist.

Additional detail regarding the Self-Evaluation's findings for curb ramps, sidewalks, and pedestrian push buttons is provided in the following sections.

2.3.1 Method

A Self-Evaluation of facilities within the public right-of-way was conducted by Transpo Group on behalf of the City. Transpo Group's data collection included:

- 1,401 Sidewalk segments (approximately 79 miles)
- 2,086 Existing curb ramps (including 763 missing curb ramps)
- 31,600 Hazards
- 2,400 Driveways
- 44 Signal push buttons
- 24 Bus stops
- 143 Crosswalks

Examples of the types of facilities included in the inventory are depicted in Figure 2-2.

Curb Ramps

Field data were collected for curb ramps by Transpo Group. The field data were then evaluated for their compliance with PROWAG standards. Figure 2-3 and Figure 2-4 show the major components of two common types of curb ramps, perpendicular and parallel. Less common ramp types, such as ramps that provide a transition from the end of a sidewalk to the road shoulder are also located in Washougal.

Each curb ramp was reviewed for compliance, then scored based on the degree to which any barriers impeded accessibility. Curb ramps were scored using a scale of 0-30, and categorized as follows:

- 0: Compliant
- 1-29: Minor Compliance Issue
- 30: Significant Compliance Issue

These scores are referred to as the Accessibility Index Score (AIS). Curb ramps that had running slopes that were too steep received a score of 30 and were considered non-compliant. Curb ramps that had cross slopes slightly above the compliant threshold received a score of 20, while

Figure 2-3 Perpendicular Curb Ramp Attributes

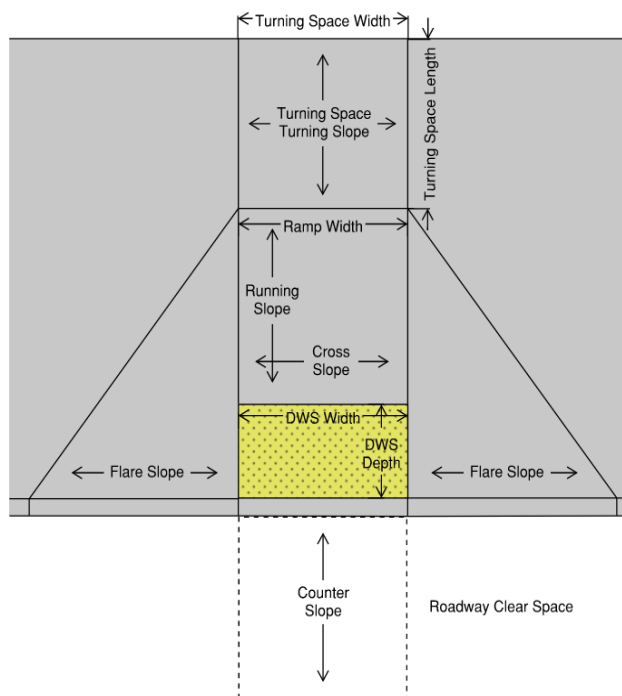
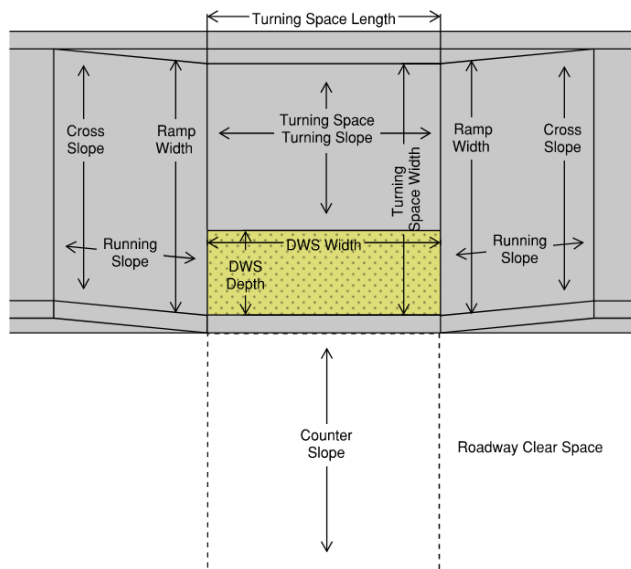


Figure 2-4 Parallel Curb Ramp Attributes



steeper cross slopes received a 30. Other criteria relating to turning space, flare slopes, detectable warning surfaces (DWS), obstructions, and condition were weighted lower, but could cumulatively reach the threshold for non-compliance.

To maximize efficiency during data collection, an optimization process was

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

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

Sidewalks

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

Each sidewalk was reviewed for compliance, then scored based on the degree to which any barriers impeded accessibility.

- Sidewalk Width, i.e., the sidewalk is too narrow.
- Sidewalk Condition, i.e., amount of cracking, upheaval, or other damage resulting in significant surface discontinuity.
- Sidewalk Slopes, i.e., running slope or cross slope is too steep.

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

- 0: Compliant.
- 1-15: Minor Compliance Issue.
- 16-30: Significant Compliance Issue.

Sidewalk Hazards, Including Non-compliant Driveways

Data were recorded when a hazard or a non-compliant driveway was observed in the pedestrian access route. Features that were measured included vertical and horizontal discontinuities, objects, and driveway slopes.

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

- Vertical discontinuity, i.e., elevation changes in the walkway that can cause issues such as someone tripping or impeding a wheelchair or walker.
- Horizontal discontinuity, i.e., holes, gaps, and cracks with greater than 0.5-inch openings that could cause issues such as someone falling or catching a cane in the discontinuity.
- Fixed, movable, or protruding objects, i.e., objects that reduce the available walkway space such as branches, bushes, signs, poles and mailboxes.
- Non-Concurrent Grade Break in Driveway, i.e., when any grade changes along the pedestrian travel path are non-concurrent within the driveway.
- Driveway cross slopes, i.e., the cross slope of the driveway is too steep.
- Driveway Running Slope, i.e., the running slope is too steep.

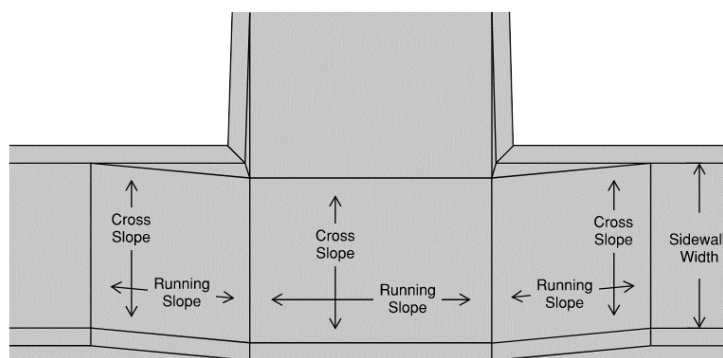


Figure 2-5 Sidewalk Attributes

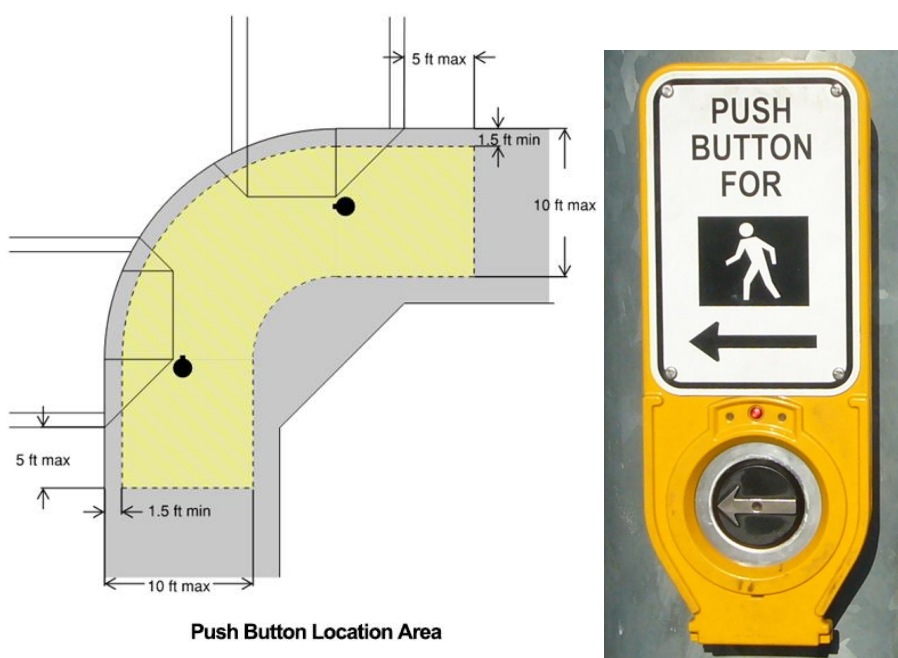


Figure 2-6 APS Pedestrian Push Button and Push Button Location Attributes

Signal Push Buttons

Data for pedestrian signal push buttons were collected by Transpo Group. Accessible Pedestrian Signal (APS) push buttons provide integrated visual, audible, and vibrotactile information at signalized intersections to help pedestrians safely cross the street. Some push buttons can be programmed to request an extended crossing time, or to audibly announce the name of the street being crossed, when pushed for a longer time.

Data collectors recorded location and design attributes for each pedestrian signal push button. Location attributes included:

- Reach distance to the button
- Availability of a clear and level area at the button; and,
- The button's location relative to the intersection and corresponding crosswalk.

Figure 2-6 shows the locations where pedestrian push button data were collected.

Design attributes included visual and tactile elements, such as a raised arrow pointing to the crossing, as well as features that provide audible, tactile, and vibrotactile feedback.

Each pedestrian push button was reviewed for compliance, then scored based on the degree to which barriers impeded accessibility.

Push button scores ranged from 0-30 and were categorized as follows:

- 0: Compliant
- 1-15: Minor Compliance Issue
- 16-30: Significant Compliance Issue

Crosswalks

Transpo Group collected data for crosswalks located across the city. Features measured included crosswalk marking width, cross slope, and running slope.

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

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

Crosswalk scores ranged from 0-30 and were categorized as follows:

- 0: Compliant
- 1-15: Minor Compliance Issue
- 16-30: Significant Compliance Issue

Bus Stops

Data were collected for bus stops located across the city by Transpo Group. Features measured included boarding and alighting areas, bus shelter areas, and connecting pathways.

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

- Boarding/alighting dimensions, i.e., the area is too narrow.
- Boarding/alighting grades, i.e., the area is too steep.
- Shelter surface grades, i.e., the area is too steep.

Bus stop scores ranged from 0-30 and were categorized as follows:

- 0: Compliant
- 1-15: Minor Compliance Issue
- 16-30: Significant Compliance Issue

2.3.2 Findings

Curb Ramps

Of the 2,086 existing curb ramps in the city, approximately 87% do not meet ADA standards (see Table 2-1 and Figures 2-7).

As discussed in Section 2.3.1, significantly non-compliant ramps are those that have:

- Non-compliant ramp width, i.e., the ramping area is not present or is too narrow (Figure 2-8).
- Non-compliant running slope, i.e., the ramp running slope is too steep (Figure 2-9). 689 curb ramps have running slopes greater than 8.3%.
- Non-compliant cross slope, i.e., the cross slope is too steep (Figure 2-10). 171 curb ramps have cross slopes greater than 3%.
- Several minor non-compliant features.

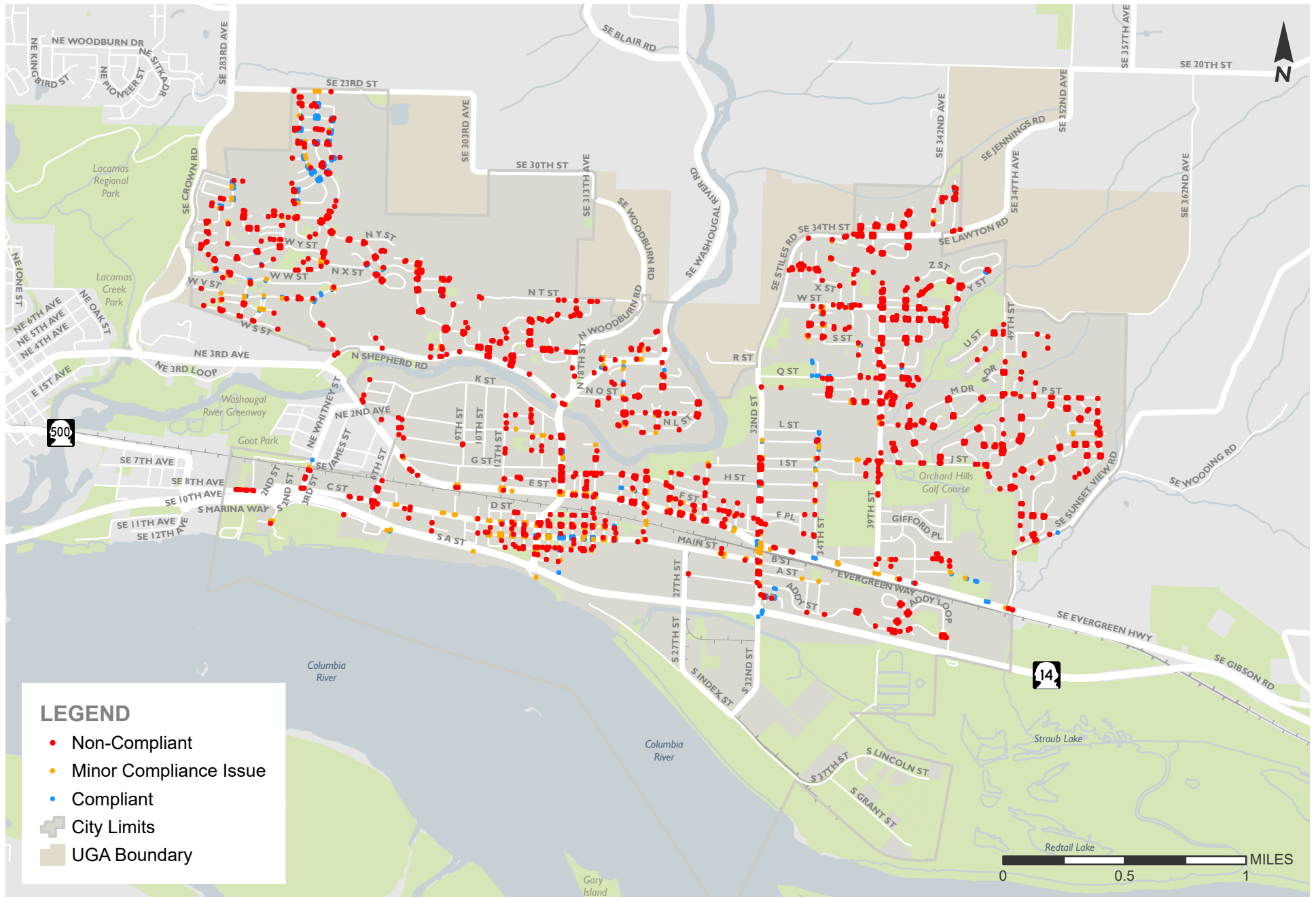
Curb ramps are designed and constructed to tie into the existing roadway. As noted previously, steep or otherwise constrained locations may make it infeasible to meet ADA standards. When it is not feasible to remove all curb ramp barriers, ramps may be built to the maximum extent feasible (MEF) to satisfy accessibility requirements. This planning level Self-Evaluation did not examine whether non-compliant ramps were built to the maximum extent feasible. See Section 5.1 for additional information regarding MEF documentation.

Table 2-1 Curb Ramp Compliance

CURB RAMP COMPLIANCE	RAMPS	% OF TOTAL
Significant Compliance Issue	1,492	71.5%
Minor Compliance Issue	313	15.0%
Compliant Ramps	281	13.5%
Total	2,086	100%

It should be noted that data for 763 missing curb ramps were also collected in addition to data for existing curb ramps. A ramp is considered missing when a ramp on one side of a street, where a grade separated sidewalk exists on both sides, does not have a corresponding receiving ramp to access the sidewalk on the opposite side of

the street. Ramps may also be considered to be missing if sidewalks exist on both sides of the street at an intersection, but no ramps have been built to allow for safe crossings. Missing curb ramps are recorded with maximum scoring and are in the "significant compliance issue" category.

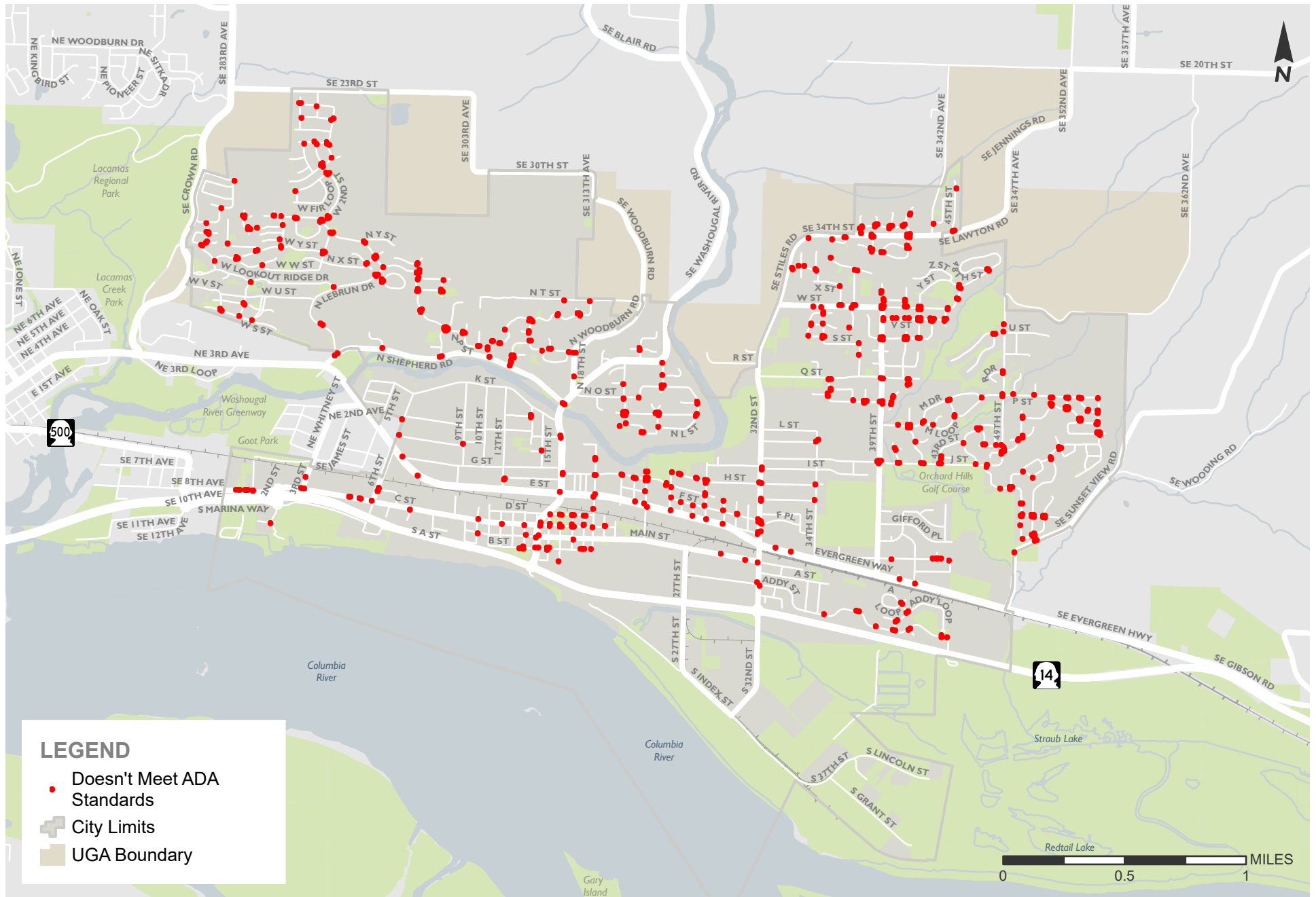


Non-Compliant Curb Ramp Washougal ADA Transition Plan

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FIGURE
2-7

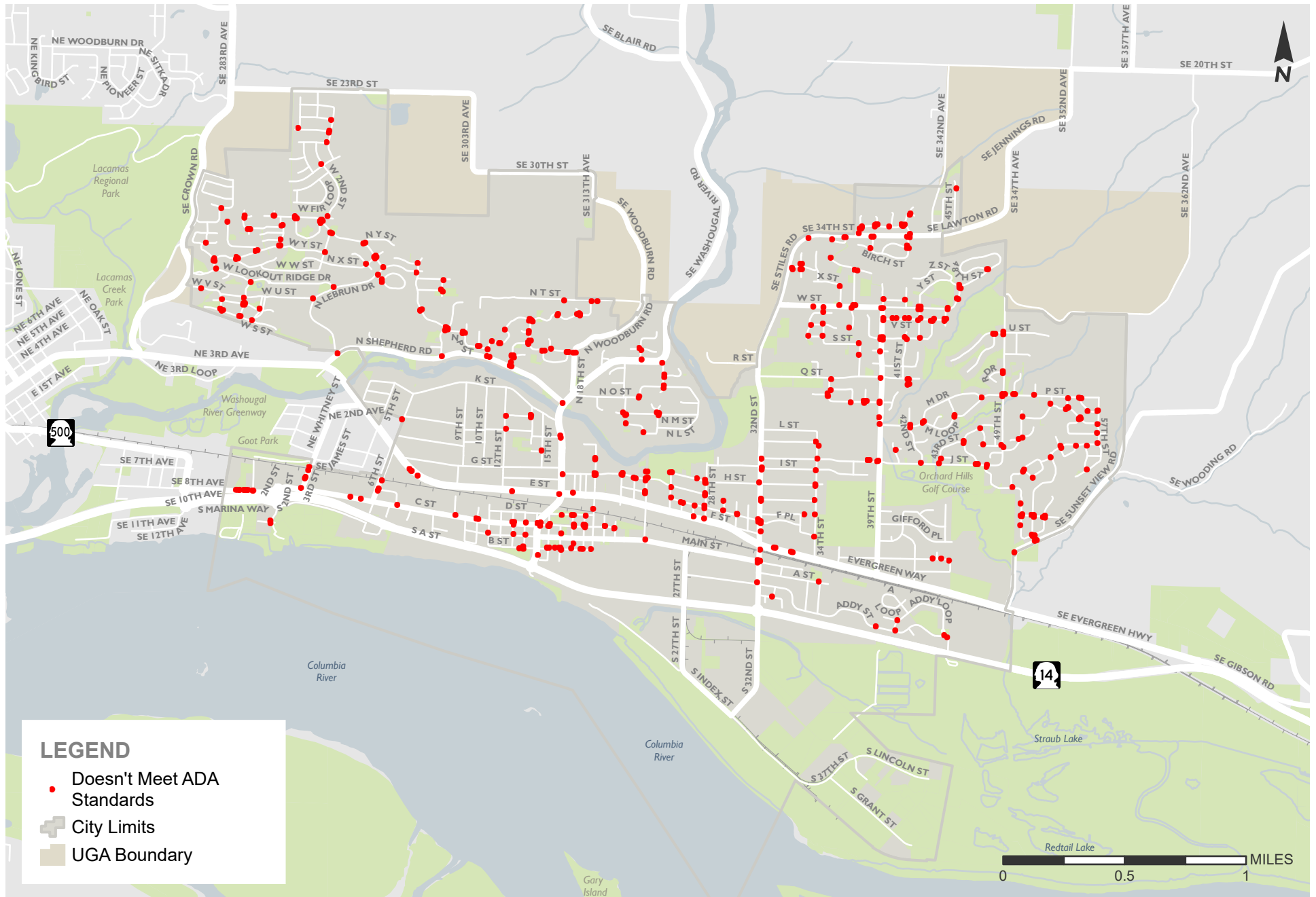


Curb Ramp Running Slope Washougal ADA Transition Plan

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FIGURE
2-9



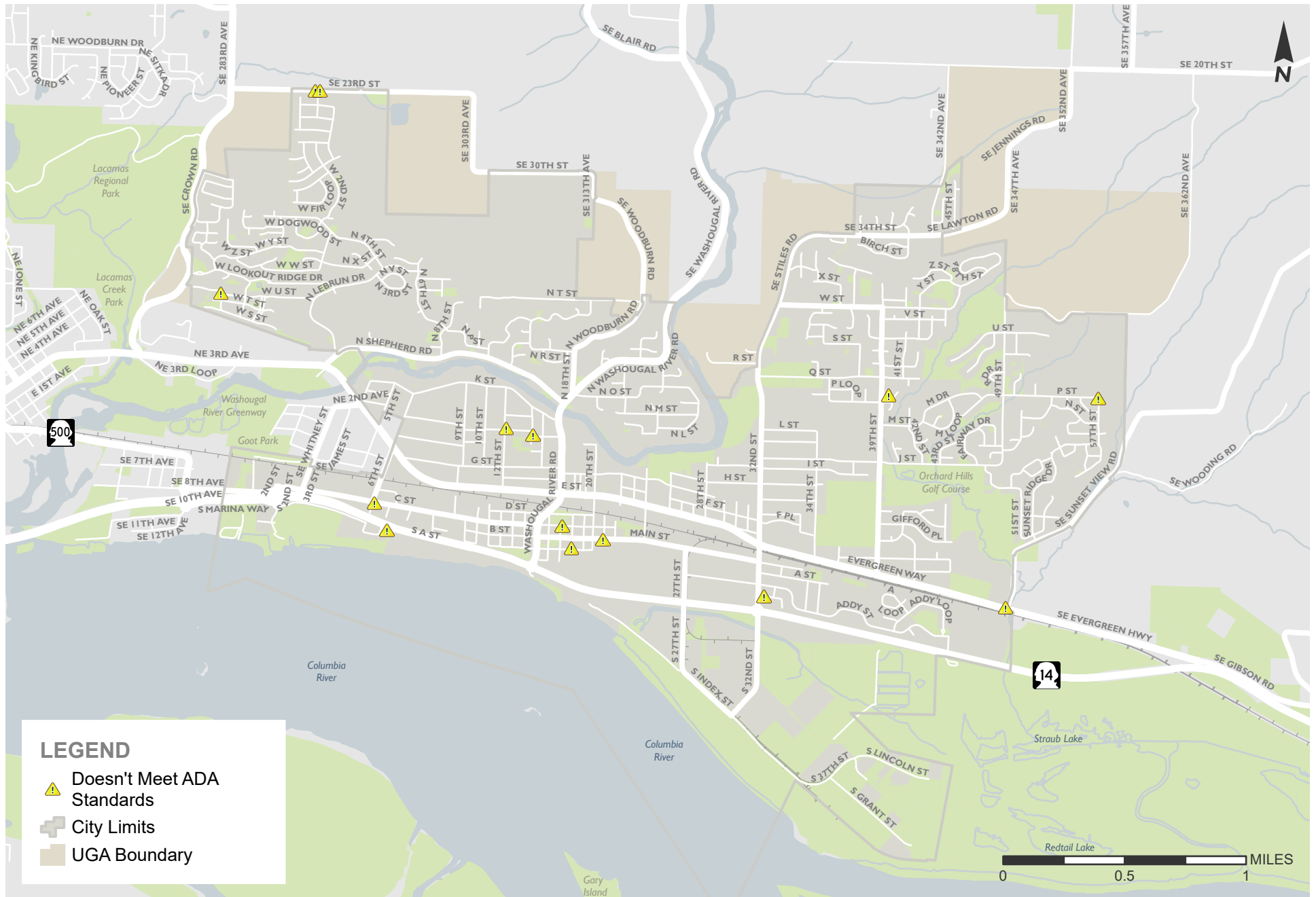
Curb Ramp Cross Slope Washougal ADA Transition Plan

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FIGURE
2-10

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Curb Ramp with No Receiving Ramp

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FIGURE

2-11

Sidewalks

Of the 79 miles of sidewalk reviewed for this Transition Plan, approximately 98% do not meet accessibility standards (see Table 2-2 and Figure 2-12). Grinding, patch repair, and full reconstruction are potential solutions for non-compliant sidewalk segments. Figure 2-13 shows which sidewalk segments have widths less than 48 inches. Figure 2-14 shows the locations of sidewalk segments that have one or more areas with cross slopes greater than 2%.

Table 2-2 Sidewalk Compliance

SIDEWALK COMPLIANCE	TOTAL	
	MILES	% OF TOTAL
Significant Compliance Issue	25.69	32.5%
Minor Compliance Issue	51.86	65.6%
Compliant	1.48	1.9%
Total Miles	79.03	100%

Sidewalk Hazards and Non-compliant Driveways

Over 31,600 sidewalk hazards were observed in Washougal, shown on Figure 2-15. Pruning, clearing, relocating objects, and full sidewalk panel reconstruction are potential solutions for removing hazards, depending on the severity and type of the hazard. Common hazards found included vertical discontinuities greater than ½ inch, fixed, and movable objects.

Data was also recorded when it was determined that a driveway presented a hazard on a pedestrian access route through one or more non-compliant features. A total of 2,400 non-compliant driveways were inventoried, as shown on

Figure 2-16. Grinding, patch repair, and full reconstruction are potential solutions for removing the driveway barriers, depending on the severity of the barrier.

Crosswalks

Data was collected for 143 crosswalks located across the city. Features measured included width, cross slope, and running slope.

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

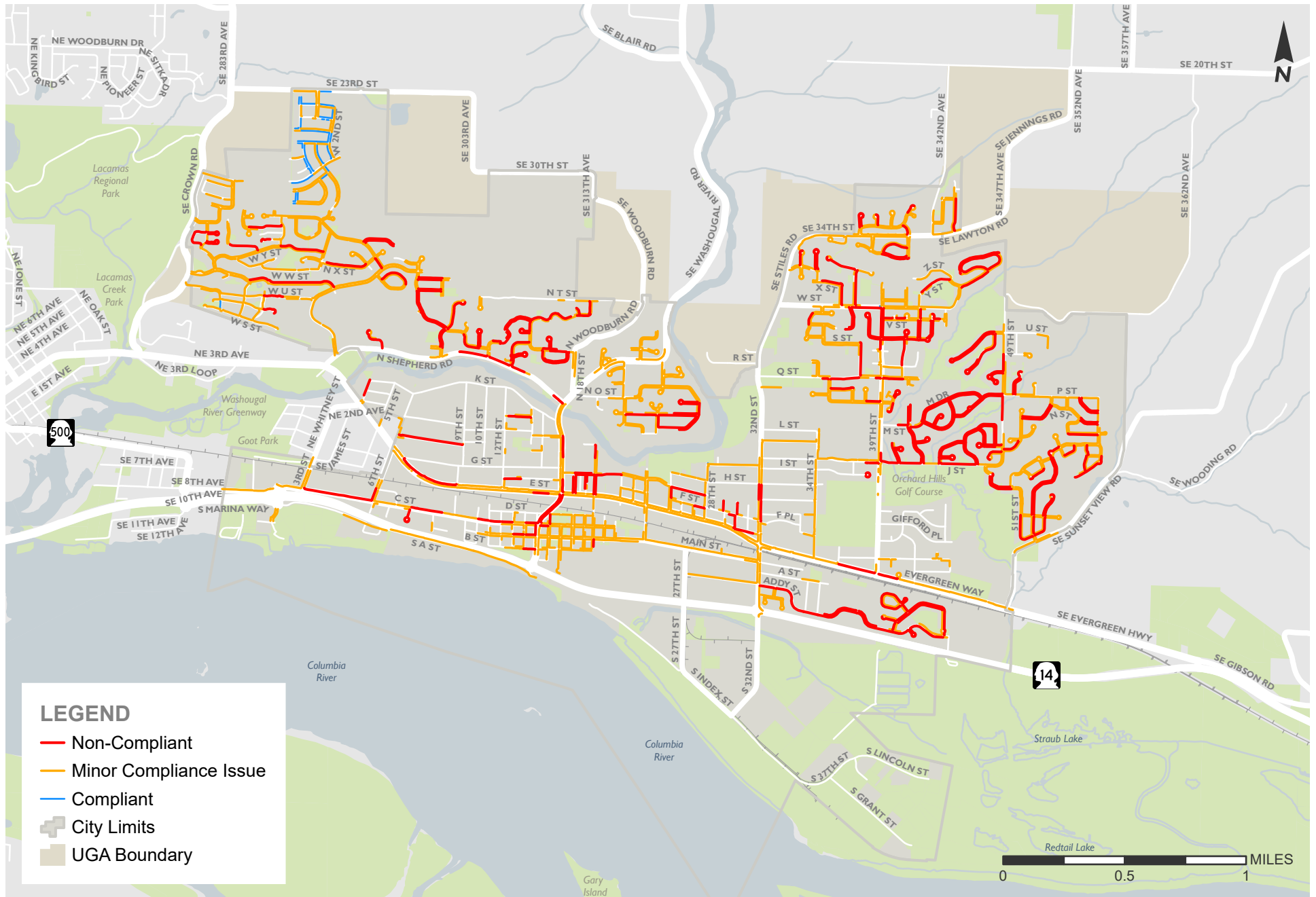
- Insufficient width, i.e., the crosswalk is less than six feet wide.
- Cross slope grade i.e., the cross slope is too steep.
- Running slope grade, i.e., the area is too steep.

Bus Stops

The data collection activities for this plan included 24 bus stops, with 62% of the bus stops found not to be non-compliant with ADA standards (see Table 2-3 and Figure 2-18). Grinding, patch repair, and full reconstruction of boarding areas are potential solutions for removing bus stop barriers depending on the severity of the barrier.

Table 2-3 Bus Stop Compliance

BUS STOP COMPLIANCE	TOTAL	
	Features	% OF TOTAL
Significant Compliance Issue	2	8%
Minor Compliance Issue	13	54%
Compliant	9	38%
Total	24	100%

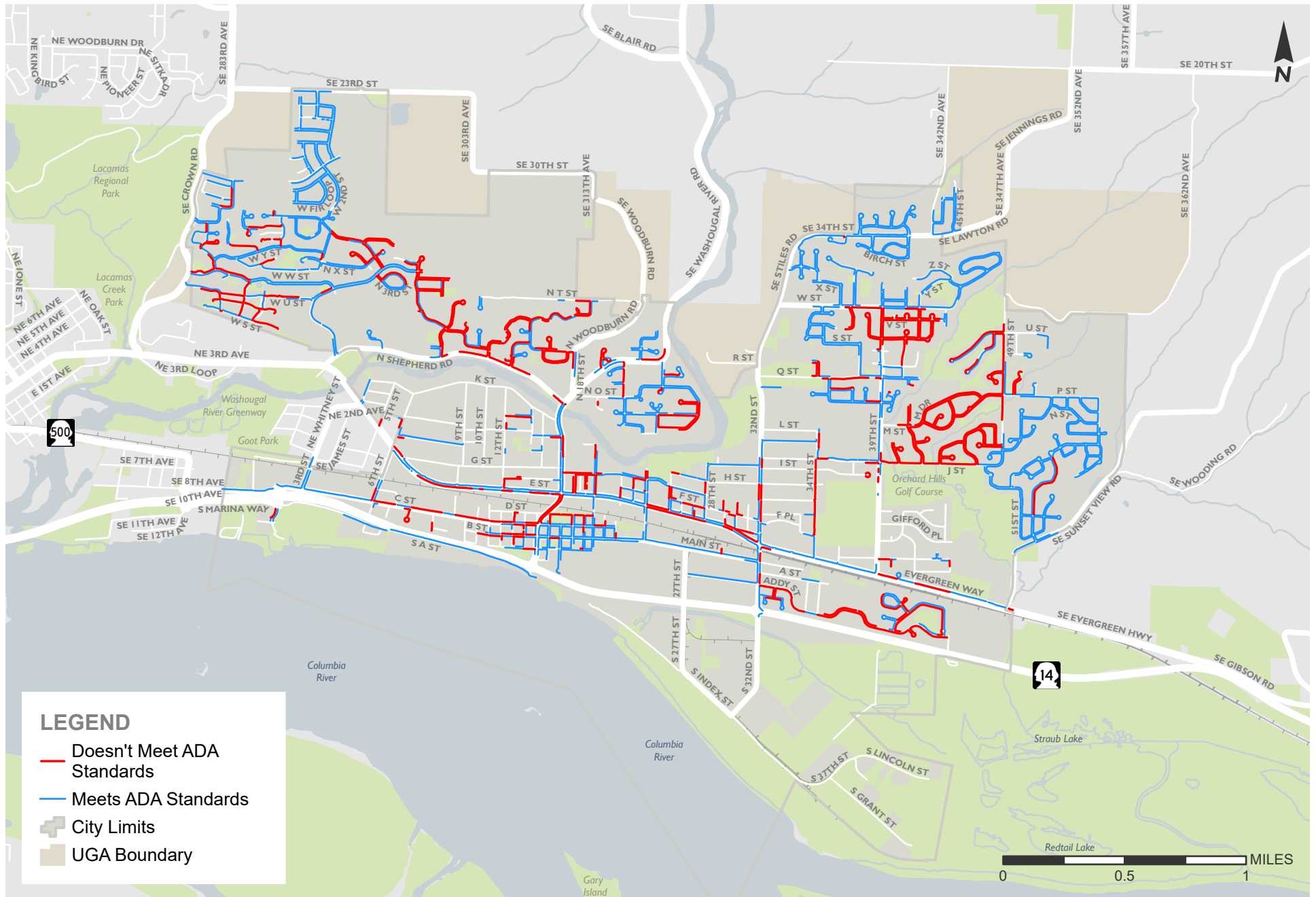


Non-Compliant Sidewalk Washougal ADA Transition Plan

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FIGURE
2-12



Sidewalk Width

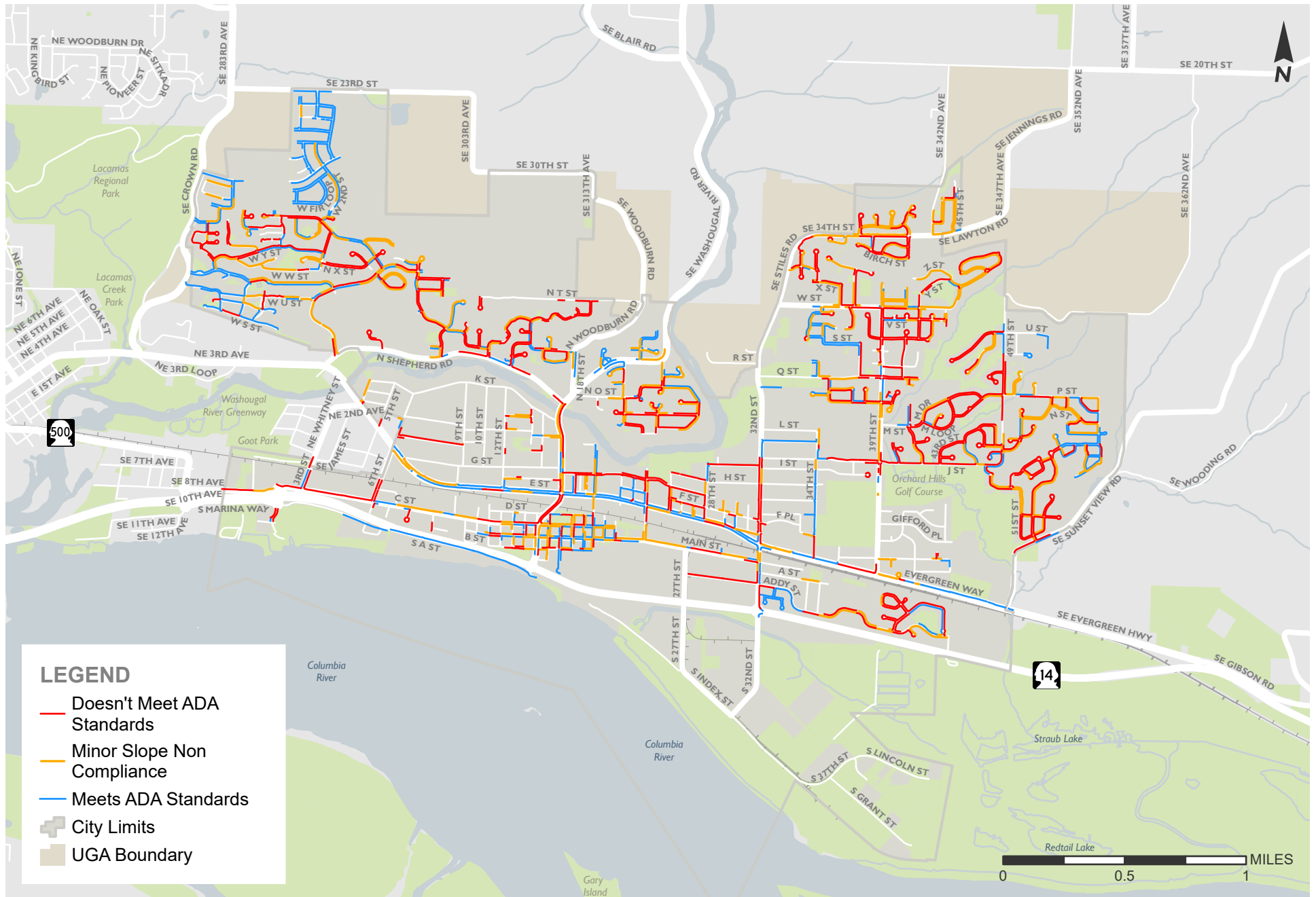
Washougal ADA Transition Plan

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FIGURE
2-13

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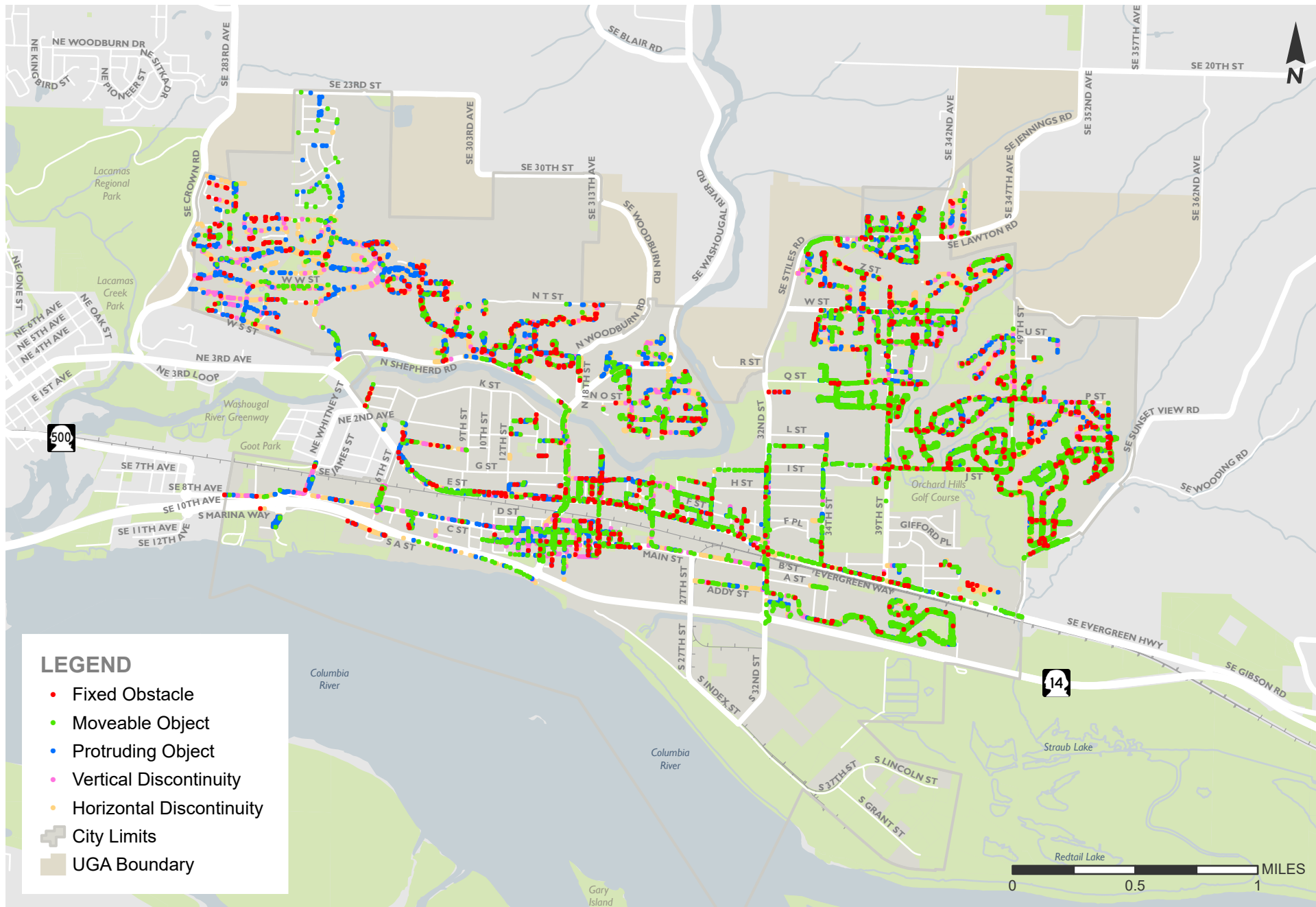
Sidewalk Cross Slope

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FIGURE
2-14



Sidewalk Barriers/Hazards

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FIGURE
2-15



Signal Push Buttons

Of the 44 pedestrian signal push buttons inventoried for this plan, 91% were found to be non-compliant. The non-compliant pedestrian push buttons include non-accessible pedestrian signal (APS) style buttons to be replaced and APS-style buttons to be reprogrammed or relocated. Figure 2-17 shows examples of both H-style and APS-style push buttons.

Upgrading non-APS style push buttons would fall under City responsibility when the push button is City-owned, or when a City-funded project located on a WSDOT facility calls for signal upgrades.

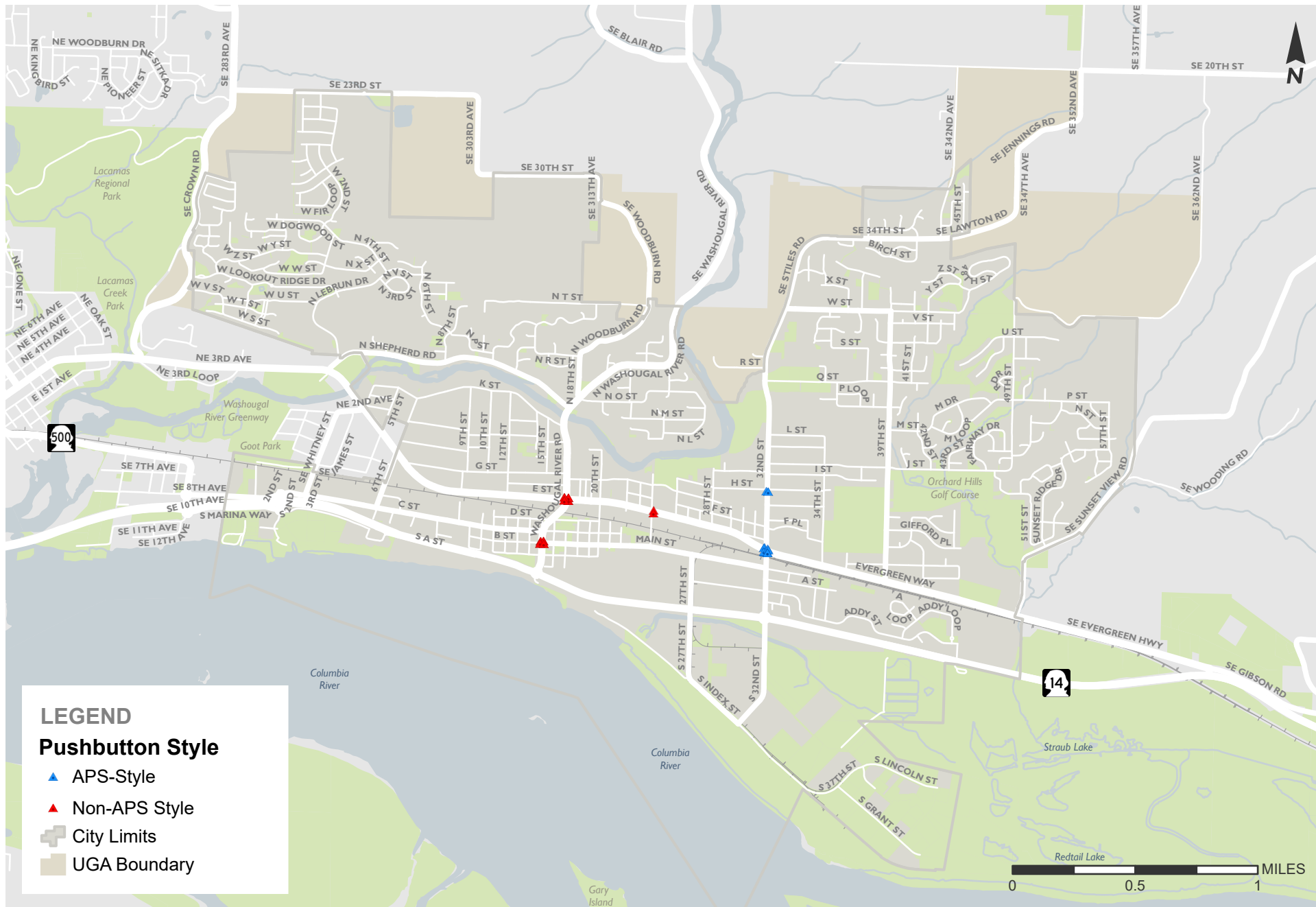
Older, “H-style” design pedestrian push buttons are currently installed at 77% of pedestrian push button locations in the city. The H-style of push button can be upgraded to increase accessibility but must be fully replaced with an accessible pedestrian signal (APS)-style push button to achieve full ADA compliance. Non-compliant APS push buttons can be improved by adjusting button placement at crossings, increasing the distance between buttons without audible elements, adjusting the button mounting height, improving or adding level clear space next to the button, and adding or repairing missing or broken elements of push buttons.

The requirement to use APS-style push buttons is relatively new and lack of compliance is typically due to a crossing not being upgraded over time to reflect evolving requirements. Push buttons are typically upgraded to APS-style in groups rather than individually. As a result, APS-style additions and upgrades usually occur on an intersection-by-intersection basis.

Figure 2-18 demonstrates the type and locations of the pedestrian push buttons located throughout Washougal.



Figure 2-17 “H-style”, and APS-style Pedestrian Push Button



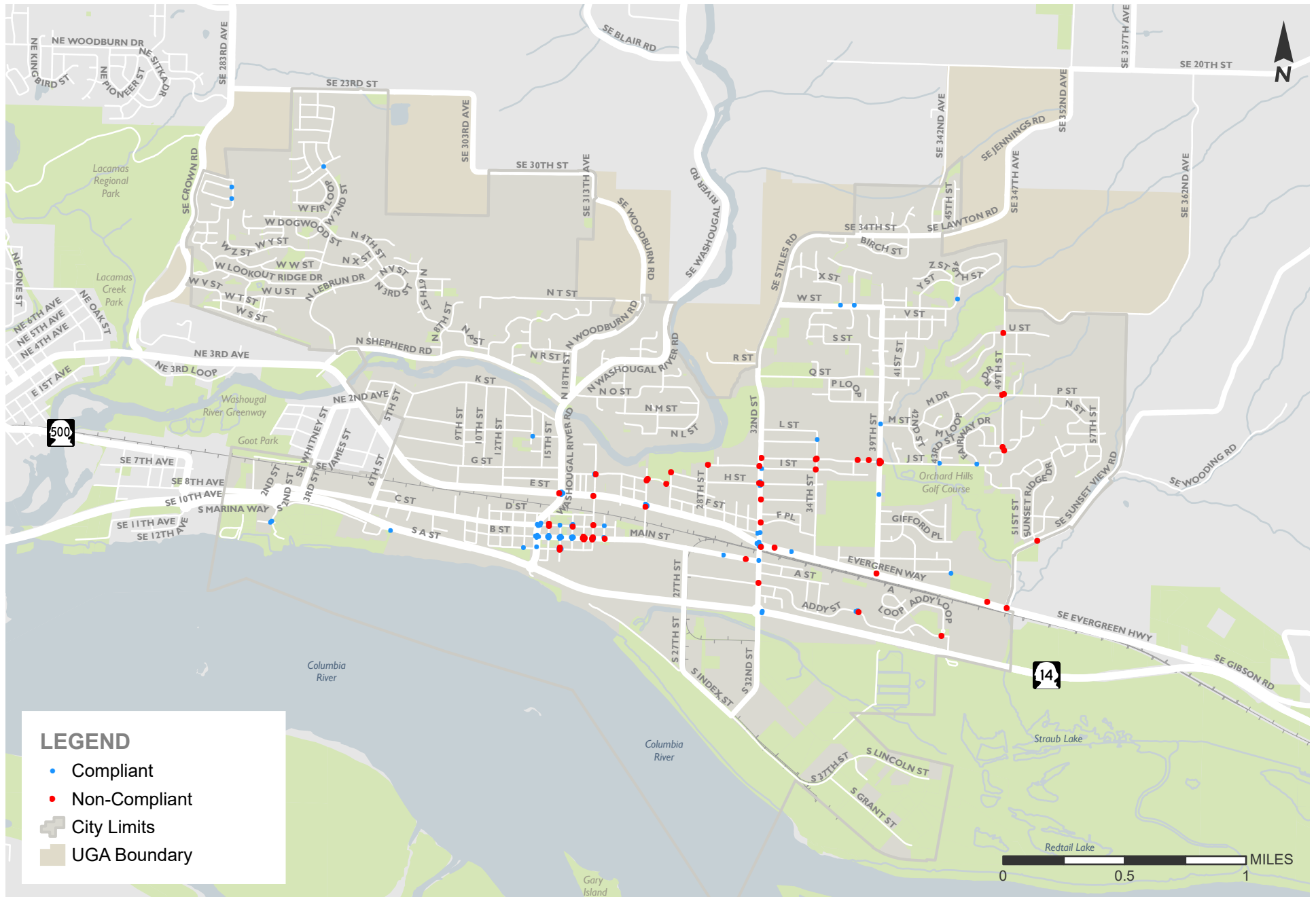
Signal Push Buttons: APS and Non-APS

Washougal ADA Transition Plan

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FIGURE
2-18



Non-Compliant Crosswalks Washougal ADA Transition Plan

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FIGURE
2-19



3. Stakeholder Engagement

Public and stakeholder input is an essential element in the development of an ADA Transition Plan. ADA implementation regulations require public entities to provide an opportunity to interested persons, including individuals with disabilities or organizations representing those individuals, to participate in the development of the Transition Plan by submitting comments (28 CFR 35.105(b) and 28 CFR 35.150(d)(1)). Prior to the plan's adoption, there were three primary goals for public outreach:

- Inform the public about the City's plan and processes regarding the removal of accessibility barriers within the pedestrian right-of-way and provide information to assist interested parties in understanding the issues faced by the City, the alternatives considered and the City's planned actions.
- Obtain public comment to identify errors or gaps in the proposed Transition Plan for the public right-of-way, specifically on prioritization and grievance processes.
- Meet Title II requirements for public comment opportunity.

3.1 Engagement Methods

To generate public involvement and capture feedback on the ADA Transition Plan, the City used a virtual open house, an online engagement survey, and an online mapping tool. To advertise the engagement opportunities, City staff distributed fliers at Harvest Fest, Washougal's largest public event, and to all Washougal residents via utility bills. The City developed a project website for easy online access to project information and ways to provide feedback.

A full account of the public engagement findings can be found in Appendix D.

3.1.1 Online Open House and Survey

The City's consultant developed an online open house that introduced the ADA Transition Plan project, outlined the project's goals and areas of focus, and solicited feedback. Within the open house an online survey and reporting tool was provided for the public to pinpoint barriers at specific locations.

The survey asked questions focusing on the following areas.

- Whether the respondent has a disability or supports someone with one,
- What type of accessibility barriers they currently experience,
- How they rate the accessibility conditions of existing right-of-way facilities; and,
- What facility types they believe should be prioritized when removing accessibility barriers.

The survey was available from early October 2024 to late February 2025 and reached a total of 16 respondents, 81% of which were Washougal residents. Input from jurisdictions outside of Washougal included feedback from White Salmon and Camas. Respondents were asked to identify the reasons they travel in or through Washougal, whether the travel was for work, school, medical services, shopping or other purposes.

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

- Schools and Institutions
- Government buildings
- City Parks

4. Pedestrian Barrier Removal Methods and Schedule

Chapter 4 provides a summary of intended barrier removal methods and priorities to guide the implementation of this plan. This chapter presents a planning level cost estimate for the complete removal of existing pedestrian barriers. Finally, a schedule is presented that outlines the timeline to achieve compliance with current ADA standards.

4.1 Barrier Removal Methods

The City currently has a variety of barrier removal methods that are funded from sources that include capital projects, road maintenance, and sidewalk programs. Certain programs provide continual means of barrier removal funding while others vary based on outside influences such as permitted development and grants. The manner in which an existing pedestrian barrier is removed is typically a function of its complexity and cost. Less complex pedestrian barriers, such as a moveable object intruding on the pedestrian right-of-way, can be removed through maintenance and operations programs. More complex barriers, such as those associated with ramp or sidewalk design, typically require additional engineering and are included as part of a more costly capital construction project.

For these methods to be effective, City practices and design standards must comply with federal ADA guidance. If standards are not updated and enforced, new or reconstructed pedestrian facilities may not be constructed to accessible standards, requiring costly revision and increasing the duration it will take the City to remove all accessibility barriers.

The following sections provide additional detail regarding capital projects, maintenance, and City programs.

4.1.1 Capital Facilities Program

The Capital Facilities Program (CFP) defines projects and identifies funding for different elements of the government including the Transportation Improvement Plan (TIP). Transportation projects range from minor street widening to street extension projects. A variety of short and long-range plans, studies, and individual requests help identify projects which are then included and prioritized. Washougal updates its TIP annually and forecasts projects for a six-year period. ADA compliant improvements (new or replacement) are often included as a component of these projects. The completion of this Transition Plan provides a valuable tool to identify accessibility barriers in Washougal and include them in the prioritization of TIP projects.

4.1.2 Maintenance Program

Routine operational and maintenance activities typically resolve less costly, and less complex, barriers to accessibility. A subset of the work completed by the Public Works department helps to remove ADA related barriers through curb, street, and sidewalk repairs. Though maintenance investments for pedestrian facilities often do not bring sidewalks, ramps, and other pedestrian infrastructure fully up to ADA standards, these investments of staff time and resources result in critically important access improvements. Maintenance activities that address accessibility barriers include sidewalk panel grinding, panel replacement, and request-based curb ramp installations.

4.1.3 Permitted Development

Even with the current funding for accessibility improvements, it will take many years to remove all identified accessibility barriers. Redevelopment of properties such as construction of new housing, commercial buildings, or major remodels can provide a valuable boost to barrier removal efforts. At times, private development results in street frontage improvements as a function of construction permit requirements. All such improvements are designed and built to meet City and ADA standards. This approach to barrier removal is incremental and depends on the outside influence of developers and therefore was not included in the City's funding estimate.

4.2 Barrier Removal Plan and Schedule

The ADA requires agencies to specify a schedule for taking the steps necessary to make existing facilities ADA compliant. This plan section summarizes the three-step process used to develop a barrier removal implementation plan and schedule, consistent with ADA transition plan requirements:

1. Prioritization of pedestrian barriers. Physical barriers identified through the Self-Evaluation were prioritized based on the degree to which they physically impacted accessibility and their proximity to key pedestrian destinations. Community input received through stakeholder engagement informed the prioritization process.
2. Estimation of planning level costs to remove pedestrian barriers. Unit costs were applied to the barrier inventory to generate a planning level cost estimate to remove identified accessibility barriers. This planning level cost estimate is the total estimated need for barrier removal.
3. Development of a schedule for barrier removal. An estimate of available financial resources was generated and compared to the total estimated need to develop a schedule for barrier removal.

4.2.1 Prioritization of Pedestrian Barriers

To inform the City's future project selection and understand the impact of barrier removal programs, a prioritization system

was developed and used to score each pedestrian facility. This system was informed by the Self-Evaluation data, the community engagement process, and technical expertise. It reflects both a facility's physical characteristics and its importance to pedestrian travel. Under the prioritization system, each barrier was scored independently on two factors:

- Physical impact to accessibility.
- Proximity to key destinations, such as transit stops and schools.

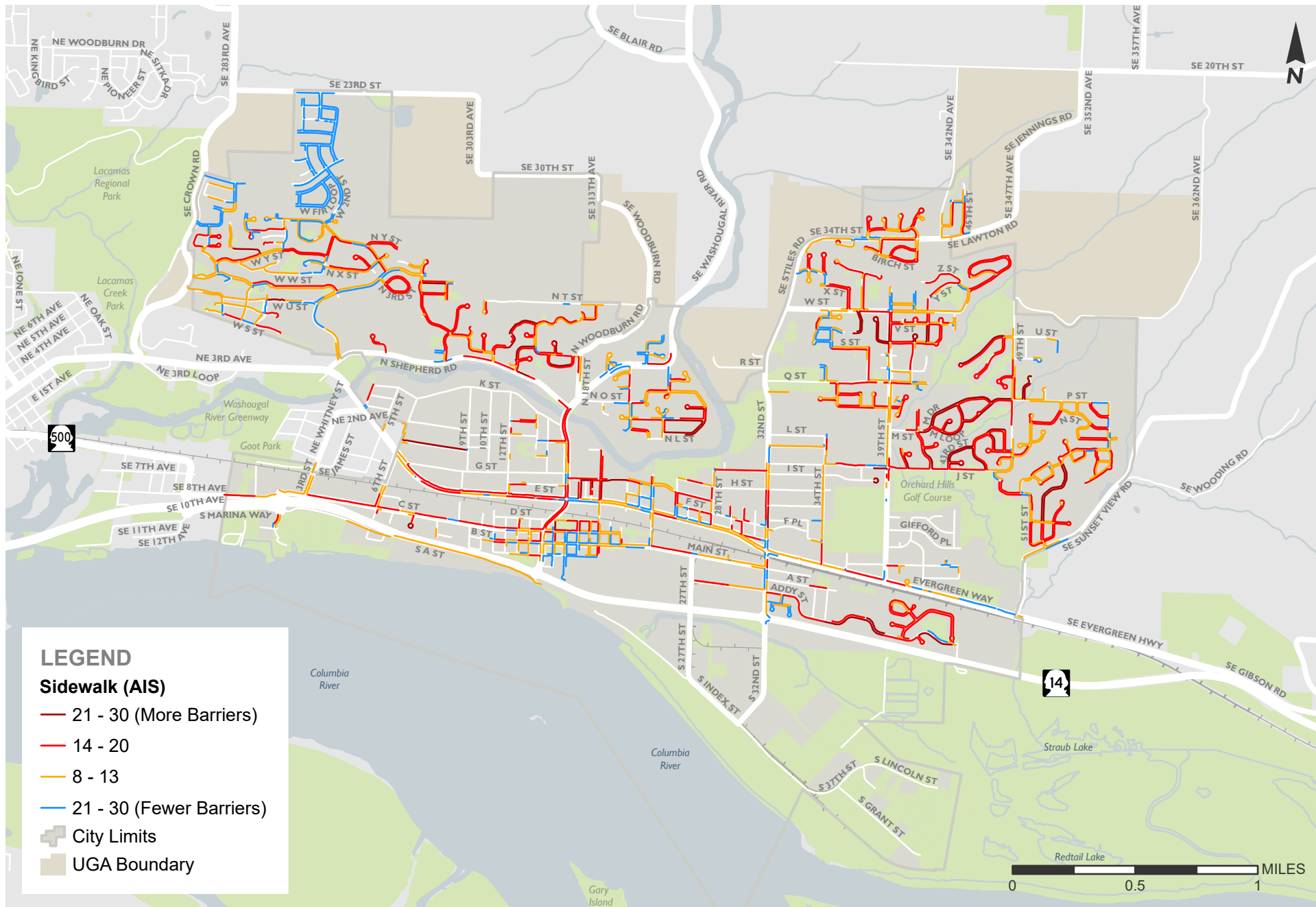
The two resulting scores were added together to incorporate both factors into a single score for prioritization. Based on each facility's score, it was categorized as very high, high, medium, or low priority for barrier removal. Under this system, facilities that present the greatest barriers to accessibility and are located near multiple key pedestrian destinations are considered highest priority, while those facilities with less significant physical barriers located farther from key pedestrian destinations are considered a lower priority. Prioritization scoring factors are described below.

Physical impact to accessibility: Accessibility Index Score (AIS)

The Accessibility Index Score describes the degree to which each facility presents a physical barrier to accessibility. Criteria and weights were developed for sidewalks, curb ramps, and pedestrian pushbuttons. These criteria and weights are shown in Appendix C.

Potential scores for each facility range from 0 (compliant) to 30. Each facility's Accessibility Index Score is the sum of the individual criteria scores.

Figures 4-1 through 4-5 show the AIS for each of the facilities where data was collected.



Accessibility Index Score Composite (Sidewalk)

Washougal ADA Transition Plan

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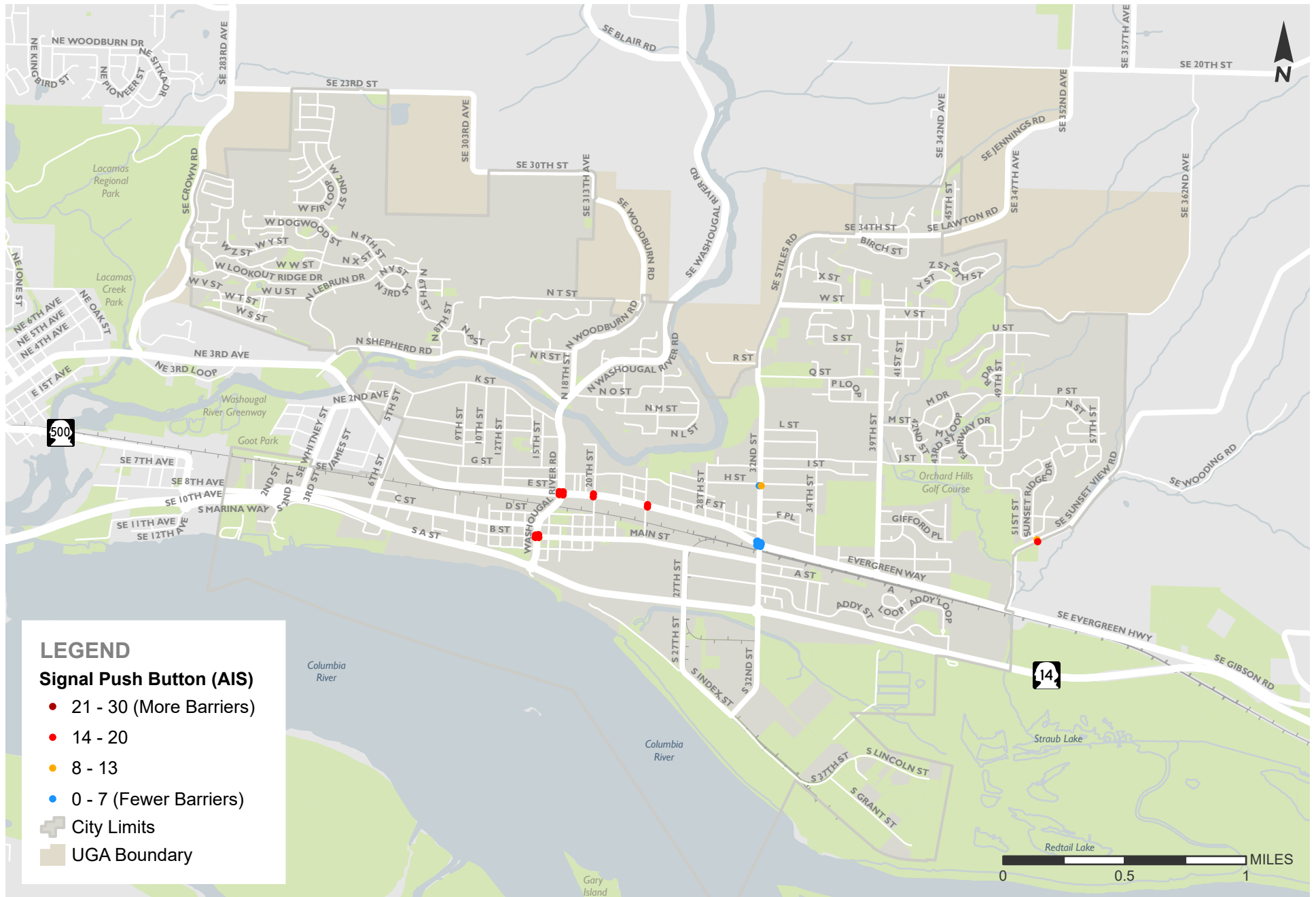
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FIGURE

4-1

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Accessibility Index Score Composite (Signal Push Button)

Washougal ADA Transition Plan

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FIGURE

4-3

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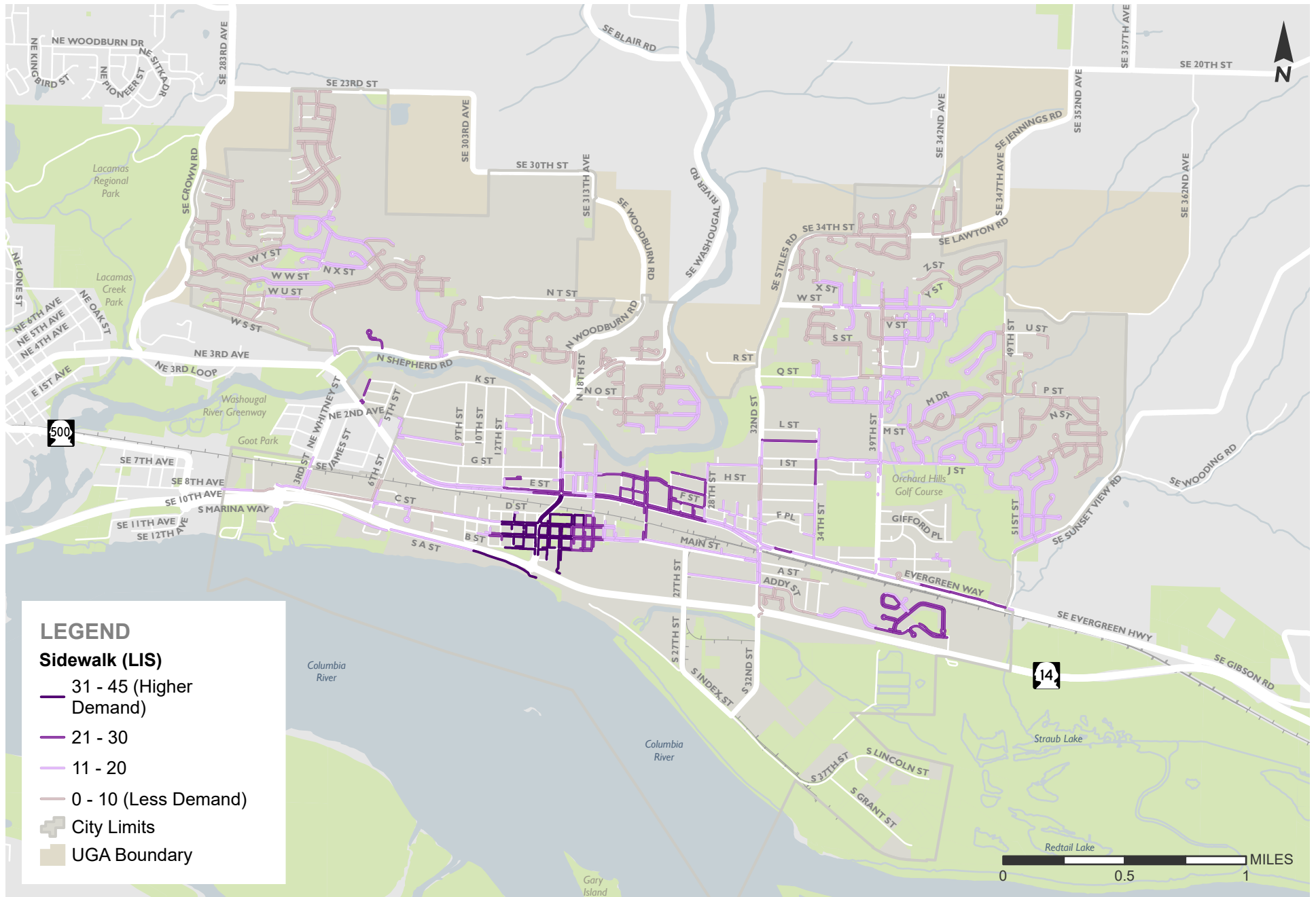
**Proximity to key pedestrian destinations:
Location Index Score (LIS)**

The Location Index Score describes the importance of the pedestrian facility to accessing key community destinations. Each existing pedestrian facility was scored based on its proximity to schools, parks, transit facilities, signals or roundabouts, public buildings, and downtown or commercial business centers. Facilities near government buildings that provide human services, those near hospitals or medical facilities, and those near retail services received a higher score to reflect feedback received through the public engagement survey.

Location Index Scores reflect the number of types of key pedestrian destinations within a defined radius. The full score for each type of destination is assigned if at least one facility of that type is nearby; scores do not increase if a facility is within the radius of multiple destinations of the same type. For example, a facility within one-eighth mile of two parks will receive a score of 5, while a facility within one-eighth mile of a park and a school will receive a score of 10.

Total Location Index Scores ranged from 0 to 45. Location scoring criteria and weights are shown in Appendix C.

Figures 4-6 through 4-10 show the LIS for each of the facilities where data was collected.



Location Index Score Composite (Sidewalk)

Washougal ADA Transition Plan

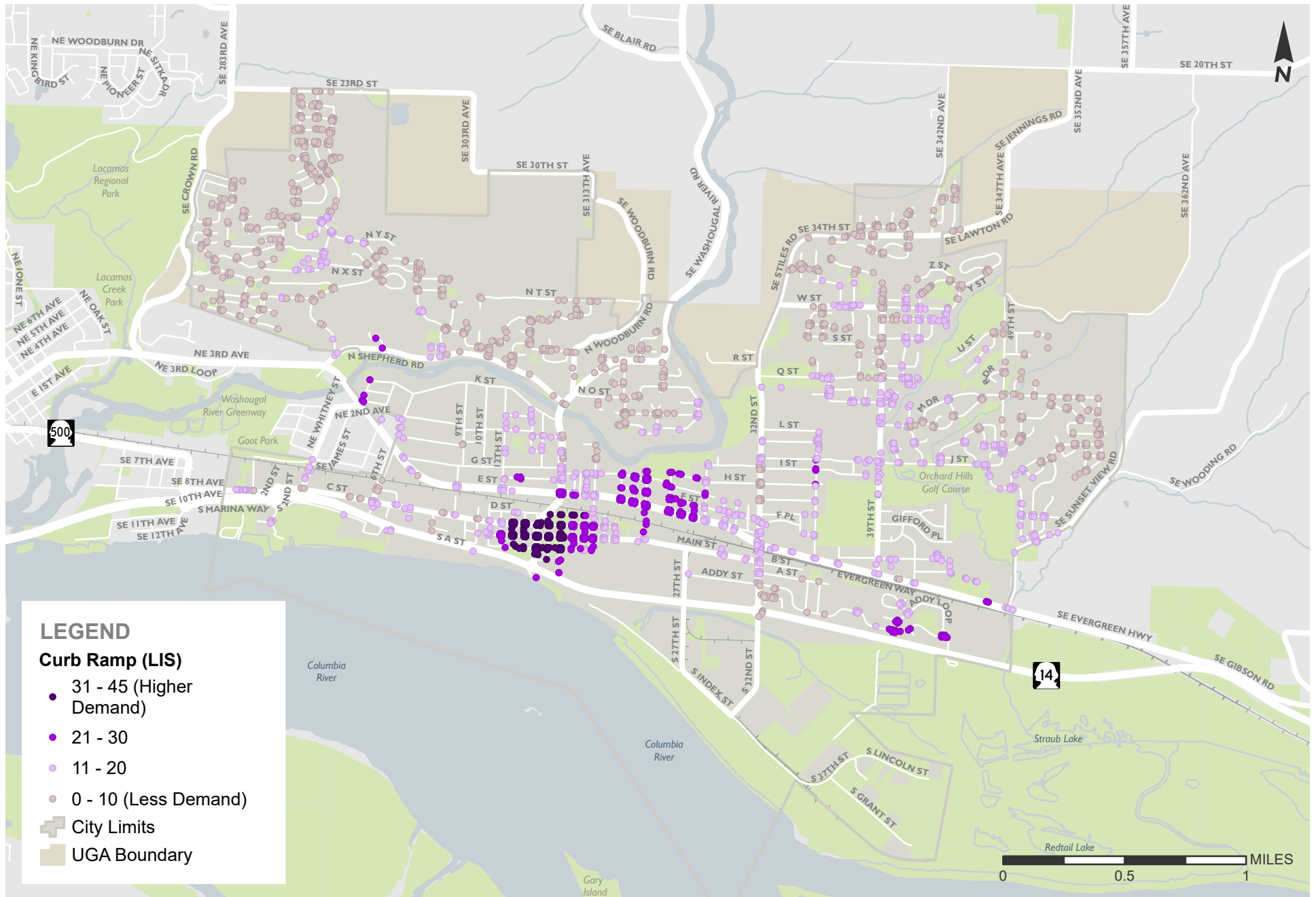
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FIGURE

4-6

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Location Index Score Composite (Curb Ramp)

Washougal ADA Transition Plan

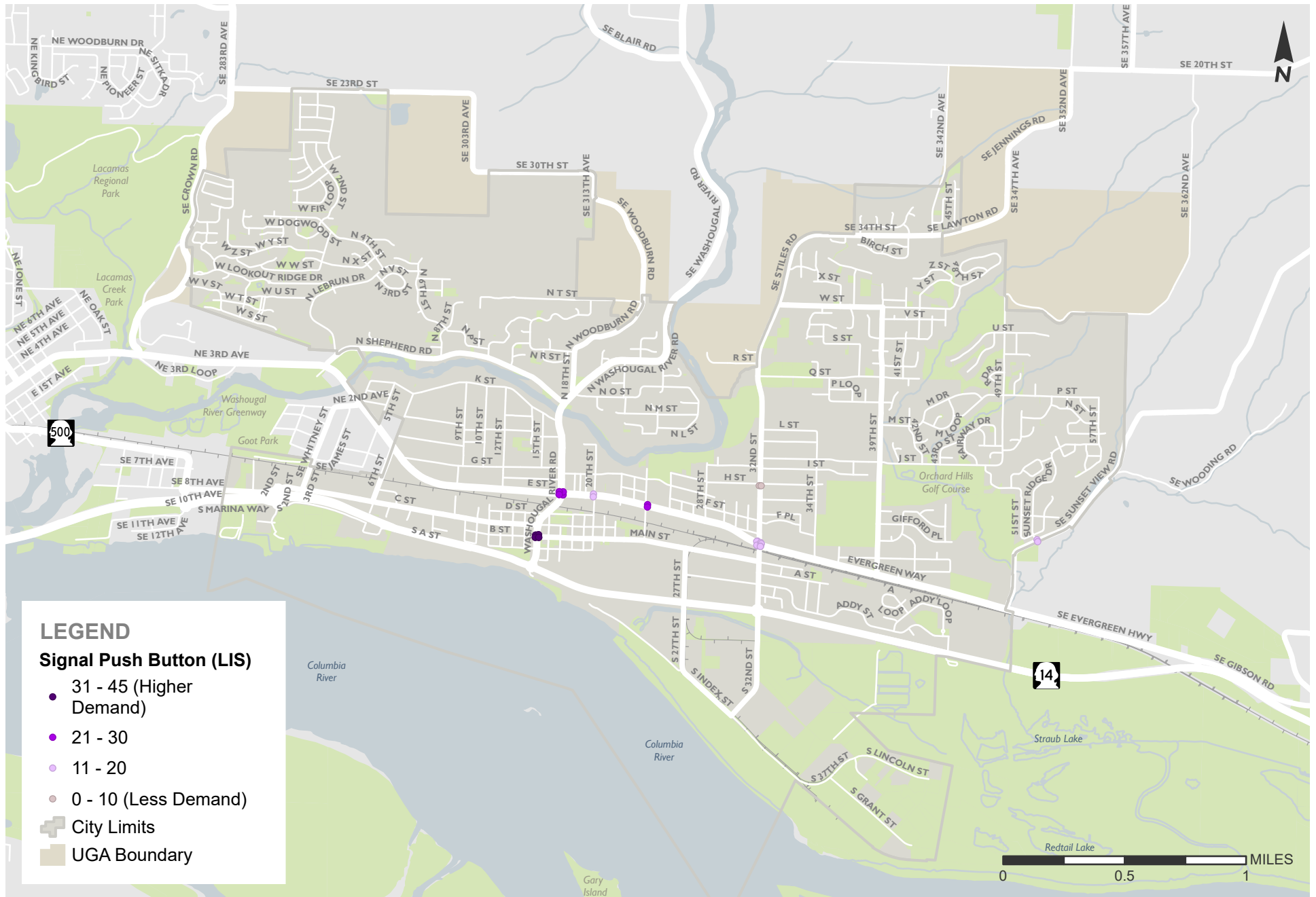
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FIGURE

4-7

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Location Index Score Composite (Signal Push Button)

Washougal ADA Transition Plan

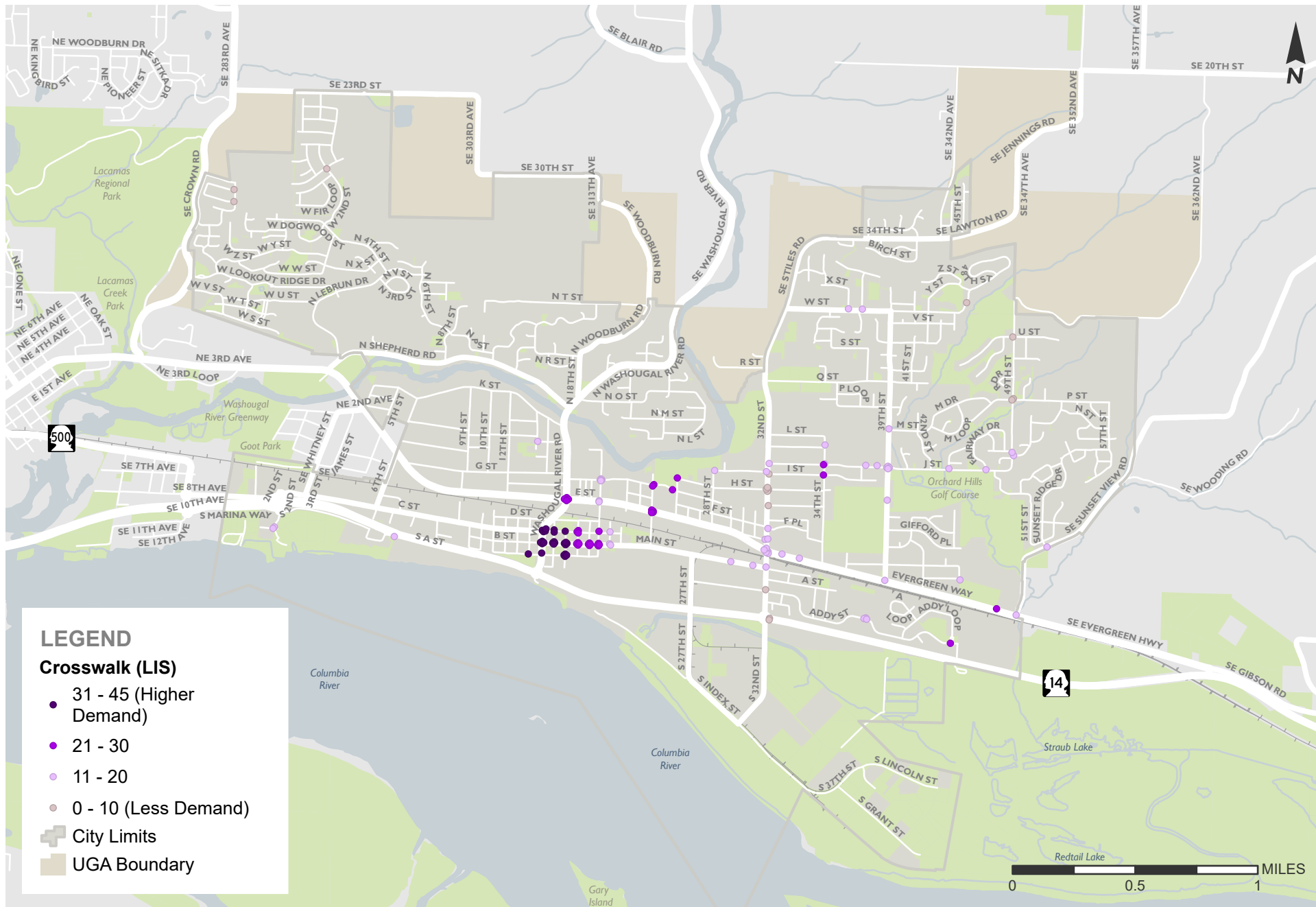
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FIGURE

4-8

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Location Index Score Composite (Crosswalk)

Washougal ADA Transition Plan

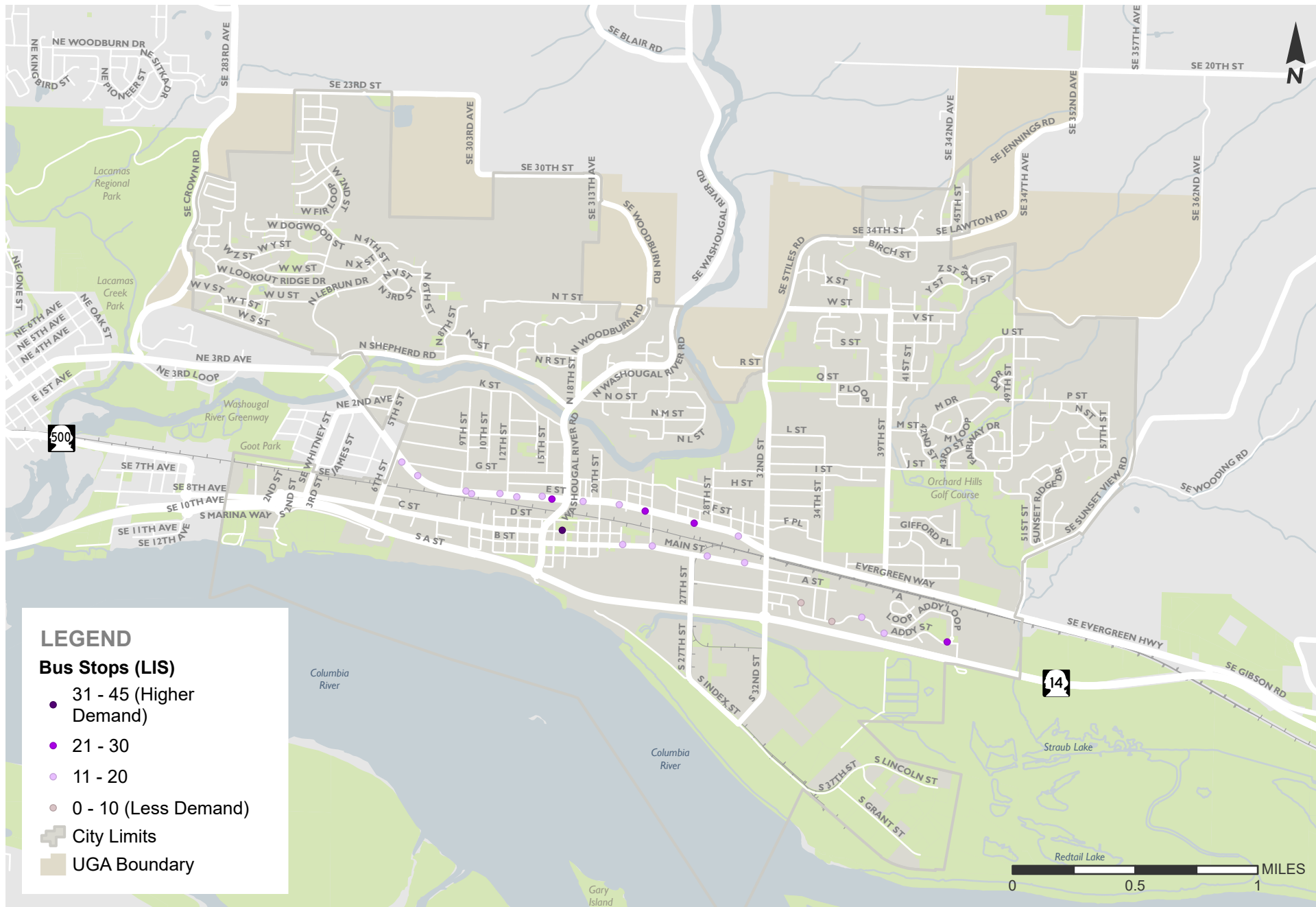
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FIGURE

4-9

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Location Index Score Composite (Bus Stop)

Washougal ADA Transition Plan

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FIGURE

4-10

Combined Index Score

The Combined Index Score sums the Accessibility Index Score and Location Index Score to prioritize facilities with accessibility barriers in areas where pedestrians would be expected.

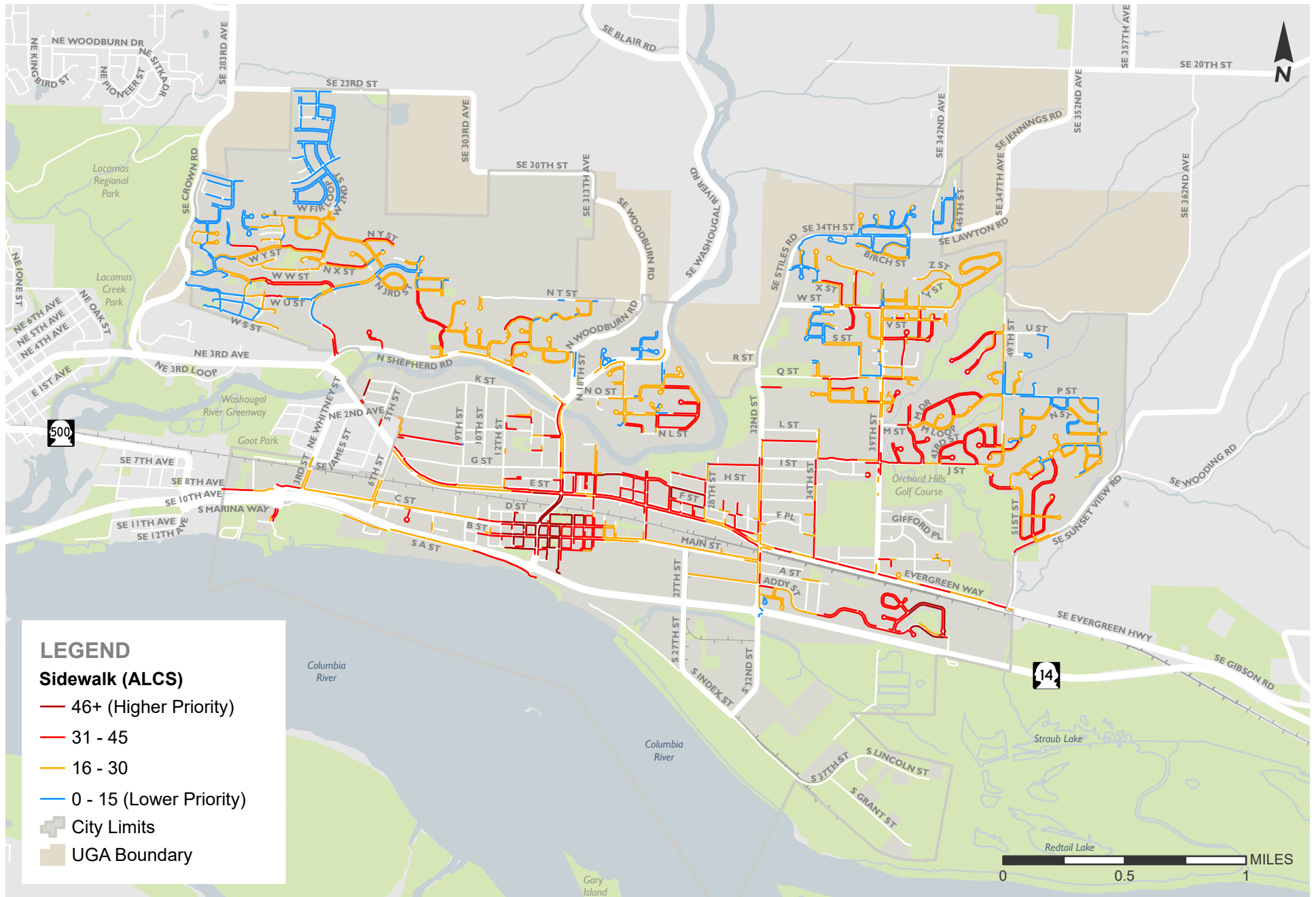
Scores were grouped into four categories:

- Very High: significant physical barriers in high-demand areas: 46+ points.
- High: 31- 45 points.
- Medium: 16 -30 points.
- Low: minor barriers in low-demand areas: 1-15 points.

Scores reflect the relative priority within each facility type; they do not indicate relative priority between facility types (ex., the importance of addressing a curb ramp barrier versus a sidewalk barrier).

Combined index scores provide planning level context to barrier removal and overall accessibility needs within the city. As this Transition Plan is implemented, barrier removal will be guided by multiple factors, including but not limited to funding availability, location of capital projects that include pedestrian elements, construction efficiency, and project-level analysis. Barriers of all priority levels will be removed over time.

Figures 4-11 through 4-14 show the composite score for each of the facilities where data was collected.



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

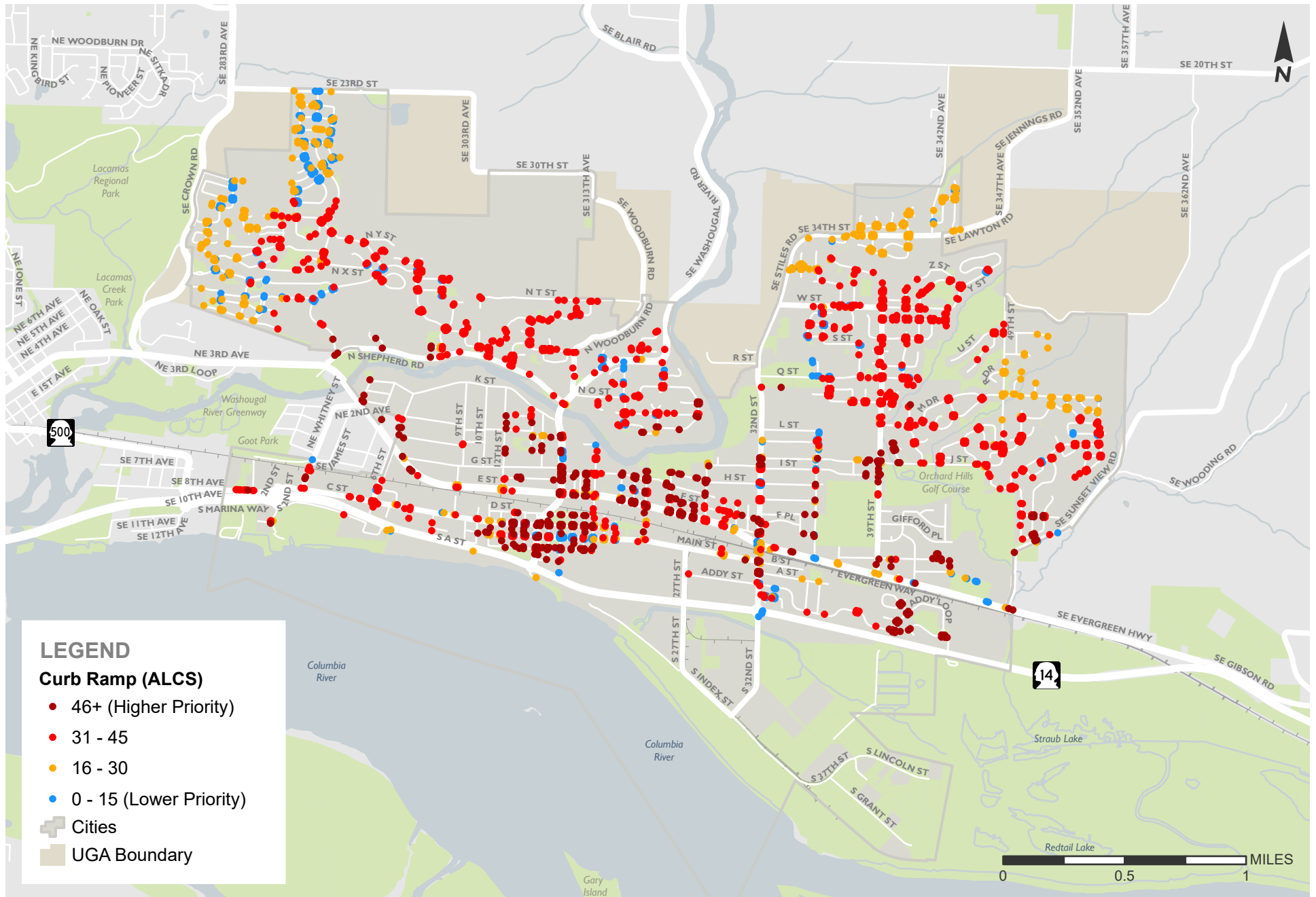
Washougal ADA Transition Plan

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FIGURE

4-11



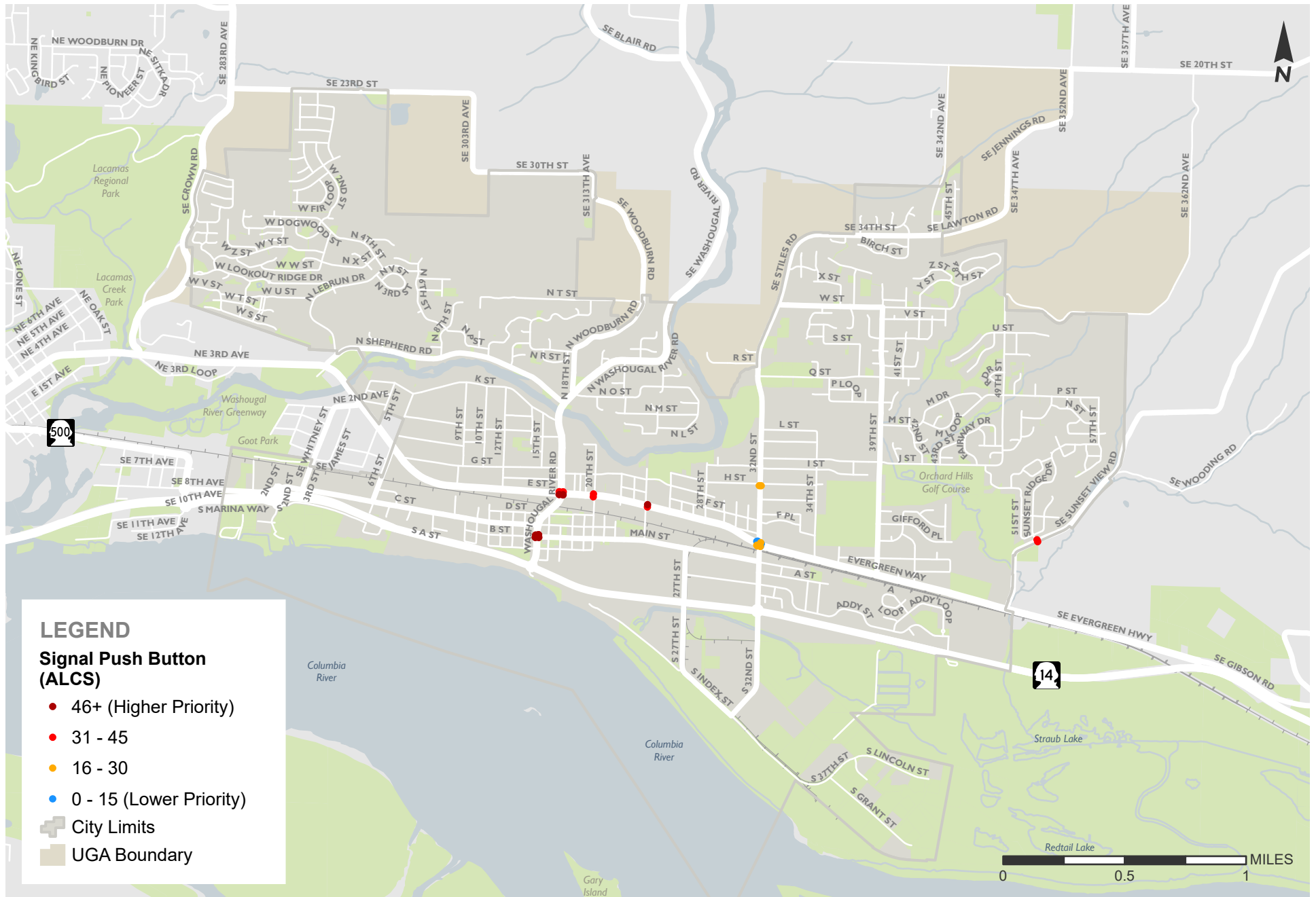
Accessibility (AIS) & Location (LIS) Combined Score (Curb Ramp)

Washougal ADA Transition Plan

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FIGURE
4-12



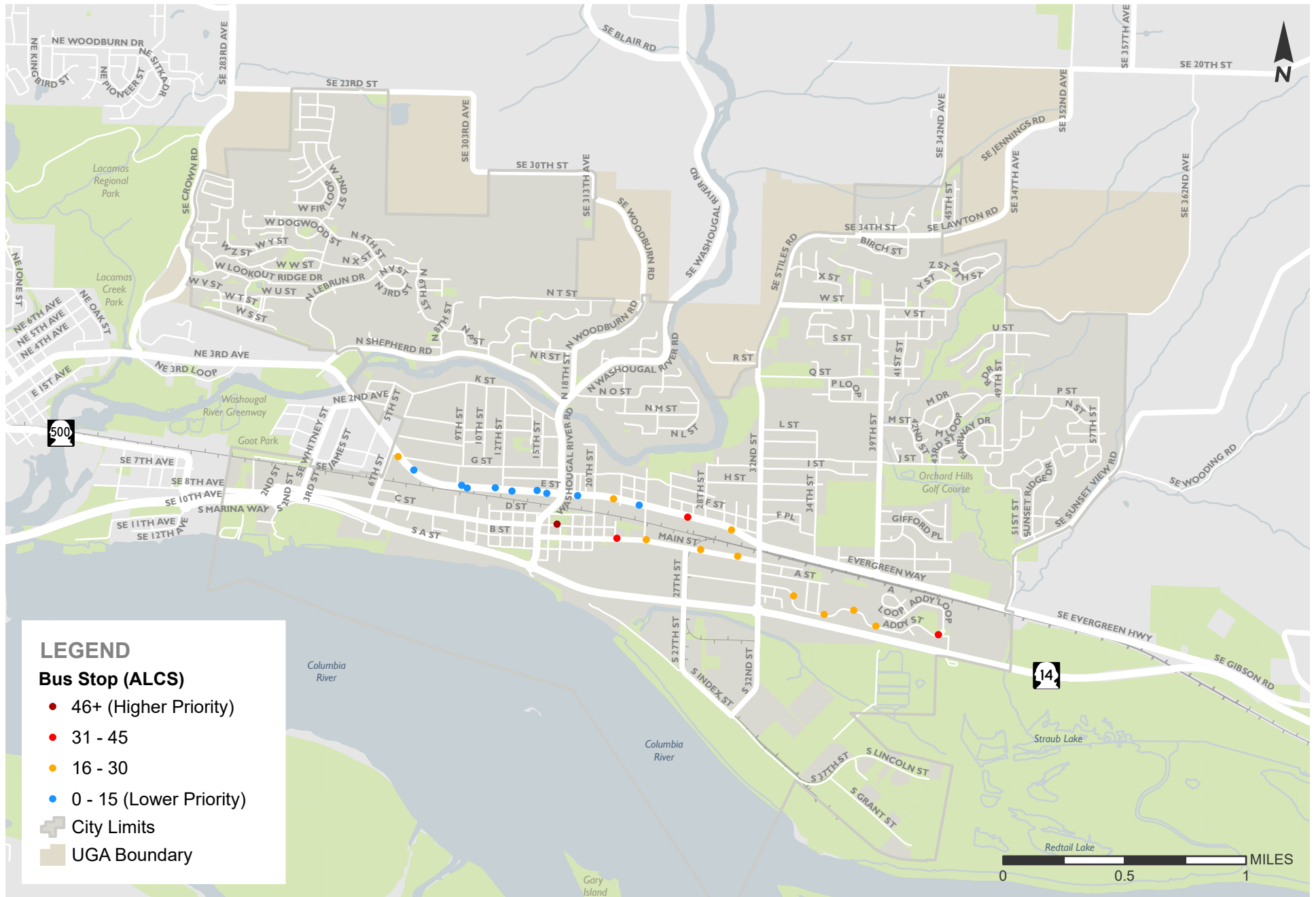
Accessibility (AIS) & Location (LIS) Combined Score (Signal Push Button)

Washougal ADA Transition Plan

DRAFT

transpogroup

FIGURE
4-13



4-14 Accessibility (ALS) & Location (LS) Combined Score (Bus Stop)

Washougal ADA Transition Plan

DRAFT

transpogroup

FIGURE

4-14

4.2.2 Planning Level Cost Estimates to Remove Pedestrian Barriers

Cost estimates by facility and improvement type are shown in Table 4-1.

To meet the ADA Transition Plan requirement of demonstrating how barriers are to be removed over time, annual available financial resources were estimated and compared to the total estimated barrier removal costs.

Process

Unit costs were developed for the improvements needed to address the pedestrian barriers inventoried through the Self-Evaluation. Unit cost estimates for each barrier type were developed using recent WSDOT and other local construction bid tabulations, input from subject matter experts, and planning level cost assumptions. Unit cost estimates assumed contract-based construction, rather than the use of in-house crews.

Unit cost estimates were applied to the inventoried barriers, with adjustments made to account for construction efficiencies and to avoid applying redundant improvements to the same facility. All cost estimates are in 2025 dollars. Cost estimate assumptions are detailed in Appendix E.

Barrier removal construction cost estimates account for contingency, design, right-of-way, mobilization, temporary erosion control, traffic control, and construction management. Sales tax, structural impacts to buildings, permit fees, inflation, and potential changes to accessibility standards are not assumed in the cost estimate.

This planning level cost analysis did not assess whether non-compliant pedestrian facilities had been built to the maximum extent feasible. Therefore, this cost estimate may overstate the amount of feasible improvements.

The total planning-level cost estimate, or total need, to remove **all identified pedestrian barriers in the public ROW is approximately \$140,166,000** (in 2025 dollars).

Table 4-1 Planning Level Cost Estimate ROW and ON-SITE Features

ADA DEFICIENCY	IMPROVEMENT TYPES	QUANTITY	UNIT COST	TOTAL COST
Sidewalk Improvements				
Non-compliant sidewalk (width, condition, slope, etc.)	Reconstruct existing sidewalk/ paved shoulder walkway	143,275 SY	\$210	\$30,087,649
Non-compliant driveway (slope, grade break, etc.)	New driveway with sidewalk	2,368 EA	\$7,000	\$16,576,000
Subtotal				\$46,663,649
Maintenance/Miscellaneous Hazards				
Non-compliant vertical discontinuity (<1/2")	Sidewalk grinding (7 LF of sidewalk)	2,054 EA	\$380	\$780,520
Non-compliant vertical discontinuity (>1/2")	Replace two adjacent sidewalk panels (5ft x 5ft panels)	818 EA	\$1,200	\$981,600
Non-compliant horizontal discontinuity	Sidewalk crack sealing/grouting (5LF per occurrence)	87,925 LF	\$5	\$439,625
Fixed obstacles	Relocation of obstacles including utility pole, mailbox, tree trunk, etc.	1,078 EA	\$10,000	\$10,780,000
Moveable obstacles	Relocation of obstacles including tree/bush (prunable), message boards, parked cars, etc.	5,162 EA	\$220	\$1,135,640
Protruding obstacles	Relocation of obstacles including of bush/tree, signs, awnings etc.	3,502 EA	\$2,000	\$7,004,000
Subtotal				\$21,121,385
Curb Ramp Improvements				
Missing curb ramps (along existing sidewalks)	Install new curb ramp	670 EA	\$7,700	\$5,159,000
Non-compliant ramp (running slope, cross slope, ramp width,	Reconstruct existing ramp	1,064 EA	\$7,600	\$8,086,400

ADA DEFICIENCY	IMPROVEMENT TYPES	QUANTITY	UNIT COST	TOTAL COST
flare slope, lip, grade break, etc.)				
Curb ramps without detectable warning surface (DWS), non-compliant DWS placement, non-compliant DWS depth, or non-compliant DWS Width	Install/replace detectable warning surface	33 EA	\$1,500	\$49,500
Curb ramp at marked crosswalk does not end within crosswalk	Rechannelize crosswalk	1 EA	\$2,600	\$2,600
Subtotal				\$13,297,500
Push Button Improvements				
Non-APS push button and pushbutton is located incorrectly	Install new APS push button	34 EA	\$9,900	\$336,600
	AND			
	Install new pole	2 EA	\$5,800	\$11,600
APS push button that has non-compliant dimensions and/or programming and located incorrectly	Reprogram push button, reorient push button, and/or install tactile arrow			
	AND			
	Install new pole and relocate push button	2 EA	\$5,300	\$10,600
APS push button located incorrectly	Install new pole and relocate push button			
APS push button that has non-compliant dimensions and/or programming	Reprogram push button, reorient push button, and/or install tactile arrow	2 EA	\$500	\$1,000
Subtotal				\$359,800
Bus Stop Improvements				
Non-compliant bus shelter turning space cross slope	Replace bus shelter pad (7.5 SY per occurrence)	15 SY	\$300	\$4,500
Non-compliant bus stop boarding area	Replace/construct boarding area	150 SY	\$300	\$45,000

ADA DEFICIENCY	IMPROVEMENT TYPES	QUANTITY	UNIT COST	TOTAL COST
(running slope, cross slope, size and/or condition)	(8ftx5ft) and two transition panels (5ftx5ft) - 10 SY per occurrence			
Subtotal				\$49,500
Total				\$81,491,834
Contingency @ 20%				\$16,298,367
Design @ 12%				\$9,779,020
Mobilization @ 8%				\$6,519,347
TESC + Traffic Control @ 12%				\$9,779,020
Construction Management @ 20%				\$16,298,367
TOTAL 2025 DOLLARS				\$140,166,000

4.2.3 Barrier Removal Funding

A requirement of this plan is to forecast available funding that may be used to support plan implementation. This plan assumes total annual funding for barrier removal of \$215,000 per year. A breakdown of the annual budget resources anticipated to be available to support pedestrian barrier removal implementation follows.

- Maintenance Program, \$5,000.
- Upcoming Capital Facilities Projects, \$210,000.

These funding sources aim to address all levels of barrier removal priorities. As funding allows, the funding will be targeted towards the barriers identified as highest priority.

4.2.4. Schedule

Based upon the Self-Evaluation, planning-level cost estimates, identified barrier removal methods, and projected budgetary resources that may be available, a barrier removal budget and schedule was developed. Due to the large investment needed to remove accessibility barriers, it is important to identify the highest priority barriers and focus resources to remove them first.

An analysis of the barrier prioritization was completed to determine how many barriers found during the self-evaluation process are classified as 'very high', 'high', 'medium', and 'low' priority as defined in Section 4.1. Highest priority level represents a significant barrier to accessibility in areas with higher pedestrian demand. Lower priority levels represent lesser barriers to accessibility in areas with lower pedestrian demand. Although some facilities will receive low ratings, all barriers associated with them will still need to be removed or be determined and documented to have been built to the maximum extent feasible.

The City of Washougal should aim to remove the highest priority barriers first as targetable funding becomes available. This will support the goal of providing better

access to the most needed programs in the shortest timeframe possible.

A transition plan was developed to target removal of accessibility barriers. With the City's current funding allocation, **approximately 45 transition years would be required to remove all very high priority barriers.**

The City should create a two-to-five-year barrier removal plan with a list of projects to remove specific barriers. This program should focus on the highest priority barriers as funding allows. The purpose of the repeated program is to make progress in barrier removal but also to provide a way to reassess the barrier removal plan and measure incremental progress. In order to inform the two-to-five-year program, a scoping effort should occur that includes site visits for remaining areas identified as highest priority to determine the severity of the barriers and to assess possible solutions to fix issues. When selecting projects, site conditions and improvement feasibility should be considered. Areas with multiple barriers within proximity to one another can be grouped together to achieve cost savings. As areas are identified, additional data collection should be completed in the vicinity of the proposed project and added into the City's GIS database. The additional information will provide the remaining attributes necessary to determine if a facility fully meets PROWAG requirements.

Following completion of each two-to-five-year plan implementation cycle, lessons learned regarding costs, methods, schedule, and outcomes shall be evaluated to inform the next two-to-five-year cycle of pedestrian barrier removal investments. If progress is slower than anticipated, additional funding may be required. If progress is faster than anticipated, a shorter timeline may be achievable. Several factors may contribute to differences between the estimated transition schedule and the actual rate and cost of implementation. Some of these factors include the amount of funding

acquired, individual project cost, site specific design savings, additional deterioration of pedestrian facilities, and unanticipated capital projects. In addition, it may be determined that some barriers identified through this transition plan are on facilities that have been built to the maximum extent feasible as discussed in Section 5.1. Each project to remove barriers should be evaluated in the engineering design phase to determine if improvements to the facility are feasible.

5. Recommendations and Next Steps

5.1 Recommended Actions

This chapter provides a set of recommendations intended to inform the implementation of this Transition Plan and ongoing removal of pedestrian barriers. Recommendations are not presented in priority order and represent near-term and longer-term Transition Plan implementation tasks.

Recommendations identified as Pending require additional action from the County to implement. Pending recommendations are in progress at this time. Completed recommendations have been established but may require additional action based on adjustments noted in this section. On-going recommendations have been previously established and are continually in progress.

Recommendation 1: Update City design standards to match ADA Standards

Status: Pending

A detailed audit of City design standards using *Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way 2023* (PROWAG) was conducted to inform Chapter 2. This audit, which is included in Appendix A, recommends specific changes and additions to the City's standard plans and municipal code. Recommendations were identified for updating existing sidewalk, curb ramp, and push button standards and filling in ADA guidelines for areas not covered in the County's standards and code. The City should update these documents to meet PROWAG standards.

Recommendation 2: Identify an official responsible for Transition Plan implementation within the Public Works Department

Status: Pending

The City's ADA Coordinator has been identified as the official responsible. This ADA Coordinator position is one of the four major federal requirements for every ADA transition plan. The current Washougal ADA Coordinator is Teresa Stedman. The ADA Coordinator is responsible for facilitating transition planning activities such as responding to grievance requests. They also function as a central figure for organizing the various programs within the City to maintain a consistent approach to barrier removal and achieving ADA standards across capital, maintenance, and operational activities.

Official Responsible for Plan Implementation:

Teresa Stedman, HR and Risk Director
1701 C St
Washougal, WA 98671
360-835-8501 ext. 103
Teresa.stedman@washougal.us

Recommendation 3: Develop a Citywide Accessible Pedestrian Signal (APS) policy

Status: Pending

Accessible Pedestrian Signal (APS) policies serve as a means for cities to be consistent with ADA requirements at traffic signals. The APS policy covers when installation of APS devices that "communicate information about pedestrian timing in nonvisual formats such as audible tones, verbal messages, and/or vibrating surfaces" (MUTCD) is required. The proposed APS policy is included in Appendix F. It is recommended that this policy be modified to specify that all signalized intersections are required to have APS devices installed that meet ADA requirements.

Recommendation 4:

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

Status: On-going

Transition Plans are often a learning experience for City staff, consultants, and contractors alike since they change existing practices and expectations. The City of Washougal should use updates to the City's design standards as an opportunity to teach and learn about accessibility and the barriers that those with limited mobility or other impairments experience when traveling in the City's public right-of-way. This should include clarifying guidance from the Department of Justice, for example, that when pedestrian facilities (curb ramps, sidewalks, crosswalks, pedestrian signals, etc.) within the public right-of-way are altered, they must be revised/replaced to meet current ADA standards. Education can take many forms from review of updated design standards with key individuals such as field inspectors and contractors, development and review of City specific design standards or checklists with City engineers, or training from groups that serve those with disabilities.

**Recommendation 5:
Develop a consistent and centralized MEF documentation database**

Status: Pending

The ADA dictates that alterations that could affect the usability of a facility must be made in an accessible manner to the maximum extent feasible (MEF). ADA Standards for Accessible Design (2010) dictates that:

Each facility or part of a facility altered by, on behalf of, or for the use of a public entity in a manner that affects or could affect the usability of the facility or part of the facility shall, to the maximum extent feasible, be altered in such manner that the altered portion of the facility is readily accessible to and usable by individuals

with disabilities, if the alteration was commenced after January 26, 1992.

The City should document newly constructed or altered facilities that have been built to the maximum extent feasible rather than full ADA standards using standard template. An example template is included in Appendix H. Each project is to be evaluated to determine if improvements to the facility are feasible in the engineering design phase.

When it is infeasible to fully remove any barriers, the reason for any deviation from accessibility standards should be documented. To help organize MEF documentation, a central location for all MEF documentation can be established and geocoded to the facility location to ensure consistency of data for facilities designed and constructed by others. Consolidation of past MEF records into this data is also recommended.

**Recommendation 6:
Develop performance measures and processes to track removal of barriers**

Status: Pending

The primary purpose of an ADA Transition Plan is to develop a plan for removal of accessibility barriers. To show progress towards this requirement, the City should develop a process of tracking barrier removal on an annual basis. It is recommended that the City actively update the GIS ADA Self-Evaluation database developed for this plan, tracking how and when ADA barriers are removed. This data can be used to provide two-to-five-year updates on progress and demonstrate to the public as well as federal regulators that the City is making progress to meet Title II requirements. These updates should coincide with the two-to-five-year planning efforts completed to outline future barrier removal efforts.

**Recommendation 7:
Review and clarify policies relating to accessibility and implementation of**

accessible features in construction projects**Status: Pending**

Work zones must provide the same level of accessibility as permanent pedestrian facilities covered by ADA requirements. Pedestrian accessibility must be maintained in areas of street construction and maintenance. The City should review its standards and policies to ensure that temporary, alternative walking routes are available within designated construction zones.

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

**Recommendation 8:
Evaluate all City Programs and Activities
as they relate to the ADA****Status: Pending**

The focus of the initial self-evaluation was on ADA barriers related the public right-of-way within the City. Although this plan's focus was limited to these elements, the requirements for accessibility found in Title II of the ADA also apply to certain physical facilities such as City-owned buildings, and public parks. Additionally, Title II ADA requirements apply to many functions, programs, and activities that the City may provide or engage in such as community gatherings, recreational groups, and City-sponsored events. In addition to these program and facility types, self-evaluation and transition planning related to activities such as hiring communications, recreational programs, and emergency programs, should be performed to identify barriers within all City buildings, parks, programs, and activities.

City of Washougal ADA Transition Plan Appendices

Appendix A - Standards Review Barrier Audit

TECHNICAL MEMORANDUM

Date:	October 18, 2024	TG:	1.23486.00
To:	Scott Collins, PE		
From:	Patrick Lynch, AICP Transpo Group		
Subject:	Barrier Removal Audit – Washougal ADA Transition Plan		

The City of Washougal maintains transportation design standards and municipal code covering pedestrian facilities. The design standards are used for both public and private work performed within the City's public right-of-way, located both on public streets and within public parks. This memorandum describes design guidelines that meet the requirements of the Americans with Disabilities Act (ADA), common accessibility design issues, and references to specific design guidelines. The audit of the City's transportation design standards and municipal code as they relate to pedestrian features within the public right-of-way include the City of Washougal's Municipal Code (WMC), and the City of Washougal's Engineering Standards (WES).

Design Guidelines

There are several key design measurements that ADA design guidelines address. These measures are used because they are important to the accessibility and safety of the facility. When pedestrian facility designs cannot be constructed to full design requirements, they should be built to conform to the maximum extent feasible (MEF). When this situation arises, the City should identify the location where it occurs, provide justification, and document the location and MEF condition for future reference.

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

2010 ADA Standards for Accessible Design (ADAS) (September 2010)

The Department of Justice published revised regulations for Titles II and III of the Americans with Disabilities Act of 1990 "ADA" in the Federal Register on September 15, 2010. These regulations adopted revised, enforceable accessibility standards called the 2010 ADA Standards for Accessible Design "2010 ADAS". The 2010 ADAS set minimum requirements – both scoping and technical – for newly designed and constructed, or altered, State and local government facilities, public accommodations, and commercial facilities to be readily accessible to and usable by individuals with disabilities.

Proposed Guidelines for Pedestrian Facilities in the Public Right-of Way (PROWAG) (August 2023)

The United States Access Board is the rule making body that guides ADA compliance across the US. Since the late 2000's the US Access Board has been in the process of updating its Guidelines for Pedestrian Facilities in the Public Right-of-Way. These draft guidelines focus on the accessibility of sidewalks, curb ramps and, in the recently released versions, address shared-use trails. The draft guidelines cover legislative background, administration requirements, and design requirements.

Many public entities currently use the 2023 draft PROWAG as 'best practice' for features within the public right-of-way. This practice has been endorsed by the Federal Highway Administration (FHWA) and the US Access Board, and is the standard to which the Washington Department of Transportation adheres. The City's standards and codes were evaluated against 2023 PROWAG, as this is the latest guideline developed by the Access Board. PROWAG sections referenced in this memo refer to 2023 PROWAG sections. When these standards conflict with the 2010 ADAS, the PROWAG standard is recommended.

Design Requirements and Recommendations

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

The WES includes references to ADA standards where they do not otherwise cover a topic.

“All public improvements and private streets, parking lots, sidewalks, and driveways shall be designed and constructed in such a manner as to be readily accessible to and usable by individuals with disabilities as per the requirements of the Americans with Disabilities Act. This includes providing curb ramps at intersections with pedestrian crosswalks to allow a smooth transition between street and sidewalk elevations.” (WES section 1.00)

Sidewalks and Pathways

Sidewalks are mentioned in the City's standard details and city code. These standards cover desired dimensions and materials to be used for construction of these facilities. Sidewalks are a common element found in a pedestrian access route (PAR).

Design Element	Requirement	Review	Recommendations
Pedestrian Access Route (PAR) & Connection to Accessible Facilities	Accessible elements, spaces, and pedestrian facilities required to be accessible and connect to accessible routes (PROWAG R201.1).	Requirements for connection to accessible routes is covered in WMC 18.35.070 including sidewalk and curb cuts, and in Washougal Engineering Standards section 1.00 A General Requirements for Public Improvements: " All public improvements and private streets, parking lots, sidewalks, and driveways shall be designed and constructed in such a manner as to be readily accessible to and usable by individuals with disabilities as per the requirements of the Americans with Disabilities Act. This includes providing curb ramps at intersections with pedestrian crosswalks to allow a smooth transition between street and sidewalk elevations."	N/A
Sidewalk Width	Minimum clear width of PAR is 48 inches excluding the curb; however, on PAR less than 60 inches wide, passing space of 60 inches by 60 inches minimum is required every 200 feet minimum (PROWAG R302.2 and R302.3). The clear width of walking surfaces shall be 36 inches minimum. The clear width shall be permitted to be reduced to 32 inches minimum for a length of 24 inches maximum provided that reduced width segments are separated by segments that are 48 inches long minimum and 36 inches wide minimum. Additional space is required at turns (ADAS 403.5.1).	Sidewalk width is based on Roadway Classifications: Principal Arterial – 8 feet (WES, Figures 3-1 and 3-2) Minor Arterial – 8 feet (WES, Figure 3-3) Urban Collector – 6 feet (WES, Figures 3-4 and 3-5) Industrial/Commercial Collector – 6 feet (WES, Figure 3-6) Residential Collector/Access Road/Local Road – 5 feet (WES, Figures 3-7, 3-8 and 3-9) Vehicular-Oriented Street – 6 feet (WES, Figure 3-10) Neighborhood Street – 5 feet (WES, Figure 3-11) Pedestrian Oriented Street – between 6 feet and 15 feet (WES, Figure 3-13 and 3-14) Private Street – 5 feet (WES, Figure 3-15) Cul-De-Sac – 5 feet (WES, Figure 3-16)	N/A
Sidewalk Running Slope	When the PAR is contained within highway right-of-way, the grade shall not exceed 1:20 (5.0%). But with the exception of where the grade	Refers to other standard publications for items not covered in the standards (WES, section 1.00).	Add/revise a note in WES Figures 3-1 through 3-16 the running slope for a sidewalk along the roadway shall not exceed the general grade of the

Design Element	Requirement	Review	Recommendations
	established for the adjacent street exceeds 1:20 (5.0%), the grade of the PAR shall not exceed the grade established for the adjacent street (PROWAG R302.4.1). The running slope of walking surfaces shall not be steeper than 1:20 (ADAS 403.3).		roadway. Sidewalks not adjacent to a roadway shall not have a running slope greater than 5%.
Sidewalk Cross Slope	The cross slope of a PAR not contained within a crosswalk shall be 1:48 (2.1%) maximum. EXCEPTION: The portion of a pedestrian access route within a street that connects an accessible parallel on-street parking space to the nearest crosswalk at the end of the block face, or the nearest midblock crosswalk, is not required to comply with R302.5 (PROWAG R302.5.1). The cross slope of walking surfaces shall not be steeper than 1:48 (ADAS 403.3).	Sidewalk cross slope is shown as 2% (WES Figures 3-1 through 3-11, and Figures 3-13 through 3-16).	Recommend including a desired cross slope of 1.5% or flatter to allow for construction tolerances with 2% as the maximum cross slope.
Protruding Objects	Objects with leading edges more than 27 inches and less than 80 inches above the walking surface shall not protrude more than 4 inches maximum horizontally into the pedestrian circulation path (PCP). Exception: Handrails shall be permitted to protrude to 4.5 inches maximum (PROWAG R402.2 & ADAS 307.2). Objects mounted on free-standing posts or pylons more than 27 inches and less than 80 inches above the walking surface shall not protrude into the PCP more than 4 inches maximum measured horizontally from the post or pylon base. The base dimension shall be 2.5 inches thick minimum (PROWAG R402.3.1). Where objects are mounted between posts or pylons and the clear distance between the posts or pylons is greater than 12 inches, the lowest edge of the object shall be 27 inches maximum or 80 inches minimum above the walking surface. Exception: when a barrier with its lowest edge at 27 inches is provided between the posts or pylons (PROWAG R402.3.2). Free-standing objects mounted on posts or pylons shall overhang circulation paths 12 inches maximum when located 27 inches minimum and 80 inches maximum above the	City of Washougal Engineering Standards mentions protruding objects in Section 3.17: "All sidewalks shall maintain the full design width around obstructions that cannot be relocated." City of Washougal Standard Detail drawing for Typical Mailbox Placement shows the free-standing post-mounted mailbox located in the planter strip outside of the sidewalk area.	N/A

Design Element	Requirement	Review	Recommendations
	finished floor or ground. Where a sign or other obstruction is mounted between posts or pylons and the clear distance between the posts or pylons is greater than 12 inches, the lowest edge of such sign or obstruction shall be 27 inches maximum or 80 inches minimum above the finished floor or ground (ADAS 307.3).		
Surface Discontinuities	Vertical surface discontinuities 0.25 inches maximum shall be permitted. Vertical discontinuities between 0.25 inches and 0.5 inches maximum shall be beveled not steeper than 1:2 (50%). Changes in level greater than 0.5 inches up to 6 inches shall have an 1:12 (8.3%) maximum slope. Changes to a level greater than 6 inches shall comply to PROWAG R407 (PROWAG R302.6.2). Horizontal openings shall not allow passage of a sphere more than 0.5 inches in diameter. Except where multiple directions of travel intersect, elongated openings in grates shall be placed so that the long dimension is perpendicular to the dominate travel direction (PROWAG R302.7.3). Vertical changes in level of 0.25 inch maximum shall be permitted to be vertical. Changes in level between 0.25 inch minimum and 0.5 inch maximum shall be beveled with a slope not steeper than 1:2 (50%) (ADAS 302.2 & 302.3).	Refers to other standard publications for items not covered in the standards (WES section 1.00). "It shall be unlawful for the owner and/or any person occupying or having charge or control of any premises abutting upon any public street, right-of-way or alley in the city to construct, place, cause, create, maintain or permit to remain upon any part of the right-of-way located between the curb line or, if there is no curb line, then between the adjacent edge of the traveled portion of such right-of-way and the abutting property line, any condition, structure or object dangerous or hazardous to the use of the right-of-way by members of the general public, including, but not limited to, the following conditions: (1) Defective sidewalk surface, including, but not limited to, broken or cracked cement, stub-toes or depressions within or between sidewalk joints; (2) Defective cement surfaces placed adjacent to the public sidewalk, or defects at the juncture between such cement surfaces and such public sidewalks, including stub-toes or depressions at such junction; (3) Defects in sidewalks or public ways caused or contributed to by the roots of trees or similar growth or vegetation located either on private adjoining property or on the parking strip portion of such street right-of-way; (4) Defective conditions caused by tree limbs, foliage, brush or grass on or extending over such public sidewalks or right-of-way, to include the obscuring of any vision necessary for the public's	In WMC section 12.20.060, include allowable dimensions of surface discontinuities (as given by PROWAG or ADA Standards) or include a reference to PROWAG/ADA Standards.

Design Element	Requirement	Review	Recommendations
		safety. Enforcement of this violation will be controlled by this chapter and Chapter 9.70 WMC; (5) Defective conditions on the parking strip area between the curb line and the sidewalk, or, if there is no curb line, then between the edge of the traveled portion of the street and the sidewalk, and between the sidewalk and the abutting property line; (6) Defects resulting from accumulation of ice and snow on public sidewalks or on the right-of-way between the curb line or, if there is no curb line, then between the adjacent edge of the traveled portion of the street roadway and the abutting property line; (7) Defects consisting of foreign matter on the public sidewalks, including, but not limited to, gravel, oil, grease, or any other foreign subject matter that may cause pedestrians using such sidewalk to fall, stumble or slip by reason of the existence of such foreign matter; (8) Defective handrails or fences or other similar structures within or immediately adjacent to such right-of-way area. (Ord. 856 § 1, 1986)" (WMC, section 12.20.060)	

Crossings

Crosswalks are part of the PAR at intersections, midblock crossings, and pedestrian refuge islands. These are important connections across streets to enable pedestrians travelling from one side of a street to the other.

Design Element	Requirement	Review	Recommendations
Crosswalk Running Slope	The running slope shall be 1:20 (5%) maximum, measured parallel to the direction of pedestrian travel in the crossing. Except where roadway design requires superelevation greater than 1:20 (5%) at the location of the crosswalk, the grade of the crosswalk may be the same as the superelevation (PROWAG R302.4.3).	WES section 1.00 includes references to ADA standards where they do not otherwise cover a topic.	N/A
Crosswalk Cross Slope	Crosswalk cross slope at yield or stop control crossings shall be 1:48 (2.1%) maximum (PROWAG R305.2.1). Crosswalk cross slope at uncontrolled crossings shall be 1:20 (5.0%) maximum (PROWAG R302.5.2.2). Crosswalk cross slope at a traffic control signal or pedestrian hybrid beacon shall be 1:20 (5%) maximum (PROWAG R302.5.2.3). Crosswalk cross slope at midblock crossings shall not exceed the street grade (PROWAG R302.5.2.4).	WES section 1.00 includes references to ADA standards where they do not otherwise cover a topic.	N/A
Refuge Islands	Detectable warning surfaces at cut-through pedestrian refuge islands shall be located no greater than 6 inches from the edges of the pedestrian refuge island or at back of curb and be separated by a 24 inches minimum length of surface between detectable warning surfaces (PROWAG R305.2.4). The clear width of a PAR within a median and pedestrian refuge islands shall be 60 inches minimum. Except where a shared use path crosses a median and pedestrian refuge island, they shall be a minimum of 60 inches or at least as wide as the crosswalk, whichever is greater (PROWAG R302.2.1).	WES section 1.00 includes references to ADA standards where they do not otherwise cover a topic.	N/A

Curb Ramps

Curb ramps are the immediate junctions between the sidewalk and street crosswalk. Perpendicular and diagonal curb ramps have a running slope that cuts through the curb at right angles, while parallel curb ramps have a running slope that is in-line with the sidewalk. Combination ramps include elements of both parallel and perpendicular curb ramps.

Design Element	Requirement	Review	Recommendations
Ramp Width	The clear width of curb ramp runs and blended transitions, excluding flares, shall be 48 inches minimum. The clear width of curb ramp runs on a shared use path shall be equal to the width of the shared use path (PROWAG R304.5.1). The clear width of a ramp run shall be 36 inches minimum (ADAS 405.5).	Width of curb ramp runs and blended transitions are shown in WES drawings for Curb Ramps. The standards show clear width for ramp run on curb ramp type 1 to be 3 feet minimum width, curb ramp type 2 shows a 5 foot minimum width, curb ramp types 3 and 5 show 4 foot minimum widths, and a 2 foot minimum width is shown for curb ramp type 4.	Change the clear width minimum for curb ramp type 4 to a minimum width of 3 feet.
Running Slope	The running slope shall be 1:12 (8.3%) maximum but shall not require the ramp length to exceed 15.0 feet. (PROWAG R304.2.1 and R304.3.1). The running slope of blended transitions shall be 1:20 (5.0%) maximum (PROWAG R304.4.1). Ramp runs shall have a running slope not steeper than 1:12. In existing sites, buildings, and facilities, ramps shall be permitted to have running slopes steeper than 1:12 complying with Table 405.2 where such slopes are necessary due to space limitations (ADAS 405.2).	Running slopes on all 5 curb ramp types are shown in the WES to be 1:12.	N/A
Cross Slope	The cross slope for perpendicular curb ramps shall be 1:48 (2.1%) maximum but are permitted to be equal or less than the cross slope of the crosswalk. (PROWAG R304.2.2). The cross slope for parallel curb ramps shall be 1:48 (2.1%) maximum (PROWAG R304.3.2). The cross slope for blended transitions shall be equal to or less than the cross slope of the crosswalk (PROWAG R304.4.2). Cross slope of ramp runs shall not be steeper than 1:48 (2.1%) (ADAS 405.3).	Ramp cross slopes are shown in WES to be 2% for all ramp types.	N/A
Flared Sides	Flared sides shall have a slope of 1:10 (10%) maximum, measured parallel to the curb line, shall be provided where a pedestrian circulation path crosses the side of the curb ramp (PROWAG R304.2.6). Curb ramp flares shall not be steeper than 10% (ADAS 406.3).	Curb ramp flares slopes are shown in WES to be 1:10.	N/A

Design Element	Requirement	Review	Recommendations
Direction	Perpendicular curb ramps shall have a running slope that is perpendicular to the curb or gutter grade break (PROWAG R304.2.1). Parallel curb ramps shall have a running slope that is parallel to the curb (PROWAG R304.3.1).	WES drawings for curb ramp types 3, 4, and 5 show running slopes perpendicular to the curb. WES drawings for curb ramp types 1 and 2 show running slopes parallel to the curb.	N/A
Change of Grade	The counter slope of the gutter or street at the foot of curb ramp run, blended transitions, and turning space shall be based off either two conditions: A. The change of grade shall not exceed 13.3%. B. A transitional space is provided at the bottom of the running slope of the curb ramp run or blended transition. The transitional space shall extend 24 inches minimum in the direction of pedestrian travel and the full width of the curb ramp/blended transition. Transitional space will have a running slope of 1:48 or 2.1% maximum (PROWAG R304.5.2). Counter slopes of adjoining gutters and road surfaces immediately adjacent to the curb ramp shall not be steeper than 5%. The adjacent surfaces at transitions at curb ramps to walks, gutters, and streets shall be at the same level (ADAS 406.2).	WES drawing for curb ramp type 5 shows a 4- inch minimum clear space provided at the bottom of the running slope of the curb ramp.	N/A
Grade Breaks	Grade breaks at the top and bottom of curb ramps shall be perpendicular to the direction of ramp run. Grade breaks shall not be permitted on the surface of ramp runs and turning spaces. Surface slopes that meet at grade breaks shall be flush (PROWAG R304.3.3). Changes in level other than the running slope and cross slope are not permitted on ramp runs (ADAS 405.4).	Grade breaks at the tops and bottoms of ramp runs are shown in WES drawings to be perpendicular to the direction of ramp runs.	Add a note to the drawings that changes in level other than the running and cross slopes are not permitted in ramp runs. Add a note to the drawings that surface slopes that meet grade breaks shall be flush.

Design Element	Requirement	Review	Recommendations
Landing Size	For perpendicular curb ramps, the landing shall be 48 inches by 48 inches minimum and be provided at the top of the curb ramp. At shared used paths, the landing shall be as wide as the shared used path. (PROWAG R304.2.5). For parallel curb ramps, the landing shall be 48 inches by 48 inches minimum shall and be provided at the bottom of the curb ramp (PROWAG R304.3.4). The landing clear length shall be 36 inches minimum. The landing clear width shall be at least as wide as the curb ramp, excluding flared sides, leading to the landing (ADAS 406.4).	WES drawings for curb ramp types 3, 4, and 5 show landing spaces of 48 inches by 48 inches to 60 inches by 60 inches. WES drawings for curb ramp types 1, and 2 show landing clear space of 60 inches by 60 inches minimum.	N/A
Landing Slope	For perpendicular curb ramp landings that serve one curb ramp, the landing slope measured perpendicular to the curb ramp run shall be equal to or less than the cross slope of the ramp run. The landing slope measured parallel to the curb ramp run shall be 1:48 (2.1% maximum) (PROWAG R304.2.5). For perpendicular curb ramp landings that serve two curb ramps, the landing slope in either direction of travel shall not exceed the cross slope of the crosswalk that is parallel to the direction of travel. (PROWAG R304.2.5). For parallel curb ramps, the slope of the landing measured parallel to the direction of travel of the curb ramp run, shall be equal to or less than the cross slope of the crosswalk. The cross slope of the landing shall be 1:48 (2.1%) maximum measured perpendicular to the direction of travel of the curb ramp run (PROWAG R304.3.4).	Perpendicular curb ramps are shown in WES drawings for curb ramp types 3, 4, and 5. Parallel curb ramps are shown in WES drawings for curb ramp types 1 and 2. Landing slopes for curb ramp types 1 and 2 are shown as 2% maximum.	Add landing slopes to WES drawings for curb ramp types 3, 4, and 5.

Design Element	Requirement	Review	Recommendations
Clear Area	Beyond the bottom grade break for perpendicular ramps, a clear area, 48 inches by 48 inches minimum, shall be provided within the width of the crosswalk. At shared use paths, the clear area shall be as wide as the shared use path. The clear area shall be located wholly outside of the vehicle travel lanes, including bicycle lanes, that run parallel to the crosswalk. The running slope of the clear area shall be 1:20 (5.0%) maximum (PROWAG R304.2.4). Diagonal or corner type curb ramps with returned curbs or other well-defined edges shall have the edges parallel to the direction of pedestrian flow. The bottom of diagonal curb ramps shall have a clear space 48 inches minimum outside active traffic lanes of the roadway. Diagonal curb ramps provided at marked crossings shall provide the 48 inches minimum clear space within the markings. Diagonal curb ramps with flared sides shall have a segment of curb 24 inches long minimum located on each side of the curb ramp and within the marked crossing (ADAS 406.6).	WES section 1.00 includes references to ADA standards where they do not otherwise cover a topic.	N/A
Detectable Warning Surfaces	Detectable warning surfaces shall extend 24 inches minimum in the direction of pedestrian travel and the full width of the curb ramp (exclusive of flares), blended transition, or landing (PROWAG R305.1.4). The truncated domes in a detectable warning surface shall have a base diameter of 0.9 inches minimum and 1.4 inches maximum, a top diameter of 50% of the base diameter minimum and 65% of the base diameter maximum, and a height of 0.2 inches (PROWAG R305.1.1 & ADAS 705.1.1). The truncated domes shall have a center-to-center spacing of 1.6 inches minimum and 2.4 inches maximum, and a base-to-base spacing of 0.65 inches minimum, measured between the most adjacent domes (PROWAG R305.1.2 & ADAS 705.1.2). Detectable warning surfaces shall contrast visually with adjacent walking surfaces either light-on-dark, or dark-on-light (PROWAG R305.1.3 & ADAS 705.1.3).	DWS is shown on WES drawings for all 5 curb ramp types. Truncated domes are shown in WES drawing for Detectable Warning Pattern Detail. The minimum base diameter is shown to be 7/8 inch minimum and 1 7/8 inches maximum. Top diameter is shown to be 7/16 inches minimum and 3/4 inch maximum.	Add note to the detail drawings specifying that DWS shall extend 24 inches minimum in the direction of pedestrian travel and the full width of the curb ramp (exclusive of flares), blended transition, or landing.

Design Element	Requirement	Review	Recommendations
Detectable Warning Surface (DWS) Placement	On perpendicular curb ramps, detectable warning surfaces (DWS) shall be placed as follows: - Where the ends of the bottom grade break are in front of the back of curb or edge of pavement if there is no curb, the detectable warning surface shall be placed at the back of curb or no greater than 6 inches from the edge of pavement where there is no curb. - Where the ends of the bottom grade break are behind the back of curb or edge of pavement if there is no curb and the distance from either end of the bottom grade brake to the back of curb is 60 inches or less, the detectable warning surfaces shall be placed on the ramp run at the bottom grade break. - Where the ends of the bottom grade break are behind the back of curb or edge of pavement if there is no curb and the distance from either end of the bottom grade brake to the back of curb is more than 60 inches, the detectable warning surfaces shall be placed on the clear area so that both front corners of the detectable warning surfaces are at the back of curb, or no greater than 6 inches from edge of pavement if there is no curb (PROWAG R305.2.1). On parallel curb ramps, detectable warning surfaces shall be placed on the landing at either the back of curb or edge of pavement where there is no curb (PROWAG R305.2.2). On blended transitions, detectable warning surface shall be located on the blended transition so that both front corners of the detectable warning surface are at the back of curb or no greater than 6 inches from the edge of pavement where there is no curb (PROWAG R305.2.3). Where a concrete border is required for installation of the detectable warning surface, a concrete border shall not exceed 2 inches (PROWAG R305.2).	DWS is shown on WES drawings for all 5 curb ramp types.	N/A

Design Element	Requirement	Review	Recommendations
Receiving Ramp	A crosswalk served by a curb ramp must also have an existing curb ramp in place on the receiving end unless there is no curb or sidewalk on that end of the crosswalk Revised Code of Washington (RCW) 35.68.075.	WES section 1.00 includes references to ADA standards where they do not otherwise cover a topic.	N/A

Signals

Signals are important connections in the pedestrian network that provide crossings at intersections for all roadway users. Where pedestrian signals are provided at pedestrian street crossings, they shall include accessible pedestrian signals and pedestrian signal push buttons complying with sections 4E.08 through 4E.13 of the MUTCD (PROWAG R209.1). Clark County has the following section that covers what standards traffic signal systems within the County should be designed to:

“Laws and rules about pedestrian crossings are set at both the national, state, and county levels. Several national, state, and county manuals provide guidance on the implementation of pedestrian crossing traffic control devices that are compliant with the laws. National guidance should be used unless there is a Washington State or Clark County modification in place.” (CCPCP, section 2.2)

Design Element	Requirement	Review	Recommendations
Accessible Pedestrian Signals and Pedestrian Push Buttons	Where pedestrian signal heads and pedestrian activated warning devices are provided the accessible features required by the guidelines shall be available at all times (PROWAG R206.1). Where pedestrian signal heads are provided at crosswalks, the walk indication shall comply with R308. Pedestrian signal heads must have a pedestrian push button complying with R307, except for R307.7, or passive detection or pretimed operation that activates audible and vibrotactile indications complying with R308. (PROWAG R206.2).	WES section 1.00 includes references to ADA standards where they do not otherwise cover a topic.	N/A
Location	Push buttons shall be located no greater than 5 feet from the side of a curb ramp or the edge of the farthest associated crosswalk line from the center of the intersection. Push buttons shall be located between 1.5 and 10 feet from the edge of the curb (PROWAG R307.4).	WES section 1.00 includes references to ADA standards where they do not otherwise cover a topic.	N/A
Orientation	The face of the push buttons shall be parallel to its associated crosswalk (PROWAG 307.5).	WES section 1.00 includes references to ADA standards where they do not otherwise cover a topic.	N/A
Audible and Vibrotactile Walk Indications	Push buttons or passive detection devices shall activate audible and vibrotactile walk indications. Push buttons or a passive detection device for a pedestrian activated warning device (i.e., RRFB), shall activate a speech message that indicates the status of the beacon. It shall not include vibrotactile features indicating walk interval (PROWAG 307.6). Audible and vibrotactile walk indication shall occur in the walk interval only. It should be audible from the beginning of the crosswalk (PROWAG R308.2).	WES section 1.00 includes references to ADA standards where they do not otherwise cover a topic.	N/A

Design Element	Requirement	Review	Recommendations
	A percussive tone shall be used for areas with a signal pedestrian signal or where two pedestrian signals are 10 feet or greater apart (PROWAG 308.3.1). In alterations, where the push buttons are less than 10 feet apart, the audible walk indication shall be speech walk message (PROWAG R308.3.2). Shall be louder than ambient sound up to 5 dBA above ambient sound. Maximum volume above traffic sounds shall be 100 dBA (PROWAG R308.4).		
Locator Tone	Push buttons shall incorporate a locator tone. The locator tone shall be 0.15 seconds or less and repeat at 1 second intervals except when another audible indication from the same device is active. The locator tone shall be responsive to ambient sound and audible 6 to 12 feet from the push button to the building line, whichever is less. Shall be louder than ambient sound up to 5 dBA above ambient sound. Maximum volume above traffic sounds shall be 100 dBA (PROWAG R307.8). When a traffic signal is operating in flashing mode, the locator tone shall remain active and the speech message should say the state of the signal (PROWAG R307.8.4).	WES section 1.00 includes references to ADA standards where they do not otherwise cover a topic.	N/A
Tactile Arrow	Push buttons shall have a tactile arrow with high visual contrast that is parallel to the direction of travel (PROWAG R307.9).	WES section 1.00 includes references to ADA standards where they do not otherwise cover a topic.	N/A
Locator Tone and Audible Beacons	When using audible beacons, the volume of the locator tone during ped change interval shall operate one of the following ways: A. The louder audible walk indication and locator tone comes from the far end crosswalk. B. The louder locator tone comes from both ends of the crosswalk. The louder locator tone comes from an additional speaker aimed at the center of the crosswalk and mounted on ped signal head (PROWAG 307.8.3).	WES section 1.00 includes references to ADA standards where they do not otherwise cover a topic.	N/A

Design Element	Requirement	Review	Recommendations
Clear Space	Clear spaces shall be 30 inches minimum by 48 inches minimum (PROWAG R404.3). Additional space is needed if it is confined on all or part of three sides (PROWAG 404.7). One full unobstructed side of a clear space shall adjoin a pedestrian access route or adjoin another clear space (PROWAG R404.6).	WES section 1.00 includes references to ADA standards where they do not otherwise cover a topic.	N/A
Reach Ranges	Where a forward and parallel approaches, the high reach shall be 48 inches maximum and the low reach shall be 15 inches minimum above the ground surface (PROWAG R406.2). Forward reach over an obstruction is not permitted. Side reach from a parallel approach, permits a 10 inch maximum obstruction depth and 34 inches maximum obstruction height (PROWAG R406.3).	WES section 1.00 includes references to ADA standards where they do not otherwise cover a topic.	N/A
Pedestrian Crossing Times	All pedestrian signal phase timing shall be based on a pedestrian clearance time that is calculated using a pedestrian walking speed of 3.5 feet/second or less from the location of the pedestrian push button to a pedestrian refuge island or the far side, minimum 7 seconds (PROWAG R306.2).	WES section 1.00 includes references to ADA standards where they do not otherwise cover a topic.	N/A
At Roundabouts	At each multi-lane segment of a roundabout containing a crosswalk, one or more of the following shall be provided: traffic control signal with pedestrian signal head, pedestrian hybrid beacon, pedestrian actuated RRFB, or a raised crossing (PROWAG R306.4.2). Edge detection shall be provided at roundabouts, a minimum of 24 inches of landscaping or nonprepared surface from crosswalk to crosswalk or a vertical edge treatment shall be applied with a bottom edge of 15 inches maximum above PCP (PROWAG 306.4).	WES section 1.00 includes references to ADA standards where they do not otherwise cover a topic.	N/A
At Multi-Lane Channelized Turn Lanes	At signalized intersections and roundabouts with multi-lane channelized turn lane crossings, one or more of the following shall be provided: traffic control signal with pedestrian signal head, pedestrian hybrid beacon, pedestrian actuated RRFB, or a raised crossing (PROWAG R306.5).	WES section 1.00 includes references to ADA standards where they do not otherwise cover a topic.	N/A

Other Pedestrian Areas

Other pedestrian areas include transit stops and work zones. Transit provides a critical lifeline of access and independence for those with limited mobility or vision. Transit stops have additional width requirements for boarding and alighting passengers, and work zones should provide the same level of accessibility as permanent pedestrian facilities.

Design Element	Requirement	Review	Recommendations
Transit Stops			
Boarding and Alighting Area Dimensions	Bus stop boarding and alighting areas shall provide a clear length of 96 inches minimum, measured perpendicular to the curb or vehicle street, and a clear width of 60 inches minimum, measured parallel to the vehicle street (PROWAG R309.1.1.1 & ADAS 810.2.2).	WES section 1.00 includes references to ADA standards where they do not otherwise cover a topic.	
Boarding and Alighting Area Slopes	Parallel to the street the grade of the bus stop boarding and alighting areas shall be the same as the street. Perpendicular to the street the slope of the bus stop boarding and alighting areas shall be 1:48 (2.1%) maximum (PROWAG R309.1.1.2 & ADAS 810.2.4).	WES section 1.00 includes references to ADA standards where they do not otherwise cover a topic.	N/A
Transit Shelters	Transit shelters shall be connected by PARs to boarding and alighting areas (PROWAG R309.2.1). Transit shelters shall provide a minimum clear space complying with R404 entirely within the shelter. Where seating is provided within transit shelters, the clear space shall be located either at one end of a seat or shall not overlap the area within 1.5 feet from the front edge of the seat (PROWAG R309.2.2). Bus shelters shall provide a minimum clear floor or ground space complying with 305 entirely within the shelter. Bus shelters shall be connected by an accessible route complying with 402 to a boarding and alighting area complying with 810.2 (ADAS 810.3).	WES section 1.00 includes references to ADA standards where they do not otherwise cover a topic.	N/A
Parking			
Parking Spaces	Where parking spaces are marked with lines, width measurements of parking spaces and access aisles shall be made from the centerline of the markings (ADAS 502.1).	WES section 1.00 includes references to ADA standards where they do not otherwise cover a topic.	N/A

Design Element	Requirement	Review	Recommendations
Parking Identification	Parking spaces shall be identified by signs displaying the International Symbol of Accessibility and be a minimum of 60 inches above the ground surface measured to the bottom of the sign (PROWAG R310.2.5). Parking space identification signs shall include the International Symbol of Accessibility complying with 703.7.2.1. Signs identifying van parking spaces shall contain the designation "van accessible." Signs shall be 60 inches minimum above the finish floor or ground surface measured to the bottom of the sign (ADAS 502.6).	WES section 1.00 includes references to ADA standards where they do not otherwise cover a topic.	N/A
Parallel Parking Spaces	Parallel on-street parking shall be 24 feet long minimum by 13 feet wide minimum and not encroach on the traveled way. For alterations, if the adjacent PCP is not altered or would result in less than 9 feet from the curb line to ROW line, the accessible parallel stalls can have the same dimension as the adjacent parallel parking stalls if placed at the end of a block or nearest to a midblock crossing and a curb ramp/blended transition is provided (PROWAG R310.2.1). The center 50% of the length of sidewalk or other surface, adjacent to the parallel parking space shall be free of obstructions (PROWAG R310.2.4).	WES section 1.00 includes references to ADA standards where they do not otherwise cover a topic.	N/A
Perpendicular Parking Spaces	Car parking spaces shall be 96 inches wide minimum and van parking spaces shall be 132 inches wide minimum, shall be marked to define the width, and shall have an adjacent access aisle (ADAS 502.2). Van parking spaces shall be permitted to be 96 inches wide minimum where the access aisle is 96 inches wide minimum (ADAS 502.2 Exception).	WES section 1.00 includes references to ADA standards where they do not otherwise cover a topic.	N/A
Angled Parking Spaces	The width of angled parking space shall be 132 inches (PROWAG R310.4.1).	WES section 1.00 includes references to ADA standards where they do not otherwise cover a topic.	N/A
Parking Access Aisles	Each angled on-street parking space shall have an adjacent access aisle 60 inches wide minimum extending the full length of the parking space on the passenger side (PROWAG R310.4.2). Perpendicular on-street parking shall have an adjacent access aisle that is	WES section 1.00 includes references to ADA standards where they do not otherwise cover a topic.	N/A

Design Element	Requirement	Review	Recommendations
	96 inches wide minimum for the full length of the parking space. One access aisle can serve two parking spaces if front and rear entry parking are both permitted. Where an access aisle serves on stall and parking is restricted to either front or rear entry, the aisle shall be located on passenger side (PROWAG R310.3.1). Access aisles shall adjoin an accessible route. Two parking spaces shall be permitted to share a common access aisle (ADAS 502.3). Access aisles serving car and van parking spaces shall be 60 inches wide minimum (ADAS 502.3.1). Access aisles shall extend the full length of the parking spaces they serve (ADAS 502.3.2). Access aisles shall be marked so as to discourage parking in them (PROWAG R310.5.1 and ADAS 502.3.3). Access aisles shall not overlap the vehicular way. Access aisles shall be permitted to be placed on either side of the parking space except for angled van parking spaces which shall have access aisles located on the passenger side of the parking spaces (ADAS 502.3.4).		

Alternative Pedestrian Access Routes

Alternate Pedestrian Access Route	When a pedestrian circulation path is temporarily not accessible due to construction, maintenance operations, closure or other similar conditions, an alternate pedestrian access route must be provided (PROWAG R204.1).	WES section 1.00 includes references to ADA standards where they do not otherwise cover a topic.	N/A
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Driveways

Driveways	The cross slope shall be 1:48 (2.1%) maximum (PROWAG R302.5.1). Cross slope of ramp runs shall not be steeper than 1:48 (ADAS 405.3). The running slope shall be 1:12 (8.3%) maximum but shall not require the ramp length to exceed 15.0 feet. (PROWAG R304.3.1). Driveways that are yield or stop controlled, or at traffic signals, detectable warning surface (DWS) shall be provided where the PCP meets the driveway (PROWAG R305.2.8).	Driveway cross slopes are shown to be 2% in WES figures for "Cement Concrete Approach" types 1,2, and 3. A running slope 12:1 slope is shown on WES figures for "Cement Concrete Approach" types 1,2, and 3.	Add note to the detail drawings to specify the requirement for detectable warning surfaces at driveways that are yield or stop controlled, or at traffic signals.
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Design Element	Requirement	Review	Recommendations
Wheelchair Ramps			
Ramp Width	The clear width of a ramp run shall be 48 inches minimum and, where handrails are provided, the clear width between handrails shall be 48 inches minimum (PROWAG R407.4 & ADAS 405.5).	WES section 1.00 includes references to ADA standards where they do not otherwise cover a topic.	N/A
Running Slope	Ramp runs shall have a running slope of 1:12 (8.3%) maximum (PROWAG R407.2). Ramp runs shall have a running slope not steeper than 1:12. In existing sites, buildings, and facilities, ramps shall be permitted to have running slopes steeper than 1:12 complying with Table 405.2 where such slopes are necessary due to space limitations (ADAS 405.2).	WES section 1.00 includes references to ADA standards where they do not otherwise cover a topic.	N/A
Cross Slope	The cross slope of ramp runs shall be 1:48 (2.1%) maximum (PROWAG R407.3). Cross slope of ramp runs shall not be steeper than 1:48 (ADAS 405.3).	WES section 1.00 includes references to ADA standards where they do not otherwise cover a topic.	N/A
Rise	The rise for any ramp run shall be 30 inches maximum (PROWAG R407.5 & ADAS 405.6).	WES section 1.00 includes references to ADA standards where they do not otherwise cover a topic.	N/A
Landing Size	Ramps shall have landings at the top and the bottom of each ramp run (PROWAG R407.6 & ADAS 405.7). The landing clear width shall be at least as wide as the widest ramp run leading to the landing (PROAG R407.6.2 & ADAS 405.7.2). The landing clear length shall be 60 inches long minimum (PROWAG R407.6.3 & ADAS 405.7.3). Ramps that change direction between runs at landings shall have a clear landing 60 inches by 60 inches minimum (PROWAG R407.6.4 & ADAS 405.7.4).	WES section 1.00 includes references to ADA standards where they do not otherwise cover a topic.	N/A
Landing Slope	Landing slopes shall be 1:48 (2.1%) maximum parallel and perpendicular to the ramp running slope (PROWAG R407.6.1 & ADAS 405.7.1).	WES section 1.00 includes references to ADA standards where they do not otherwise cover a topic.	N/A

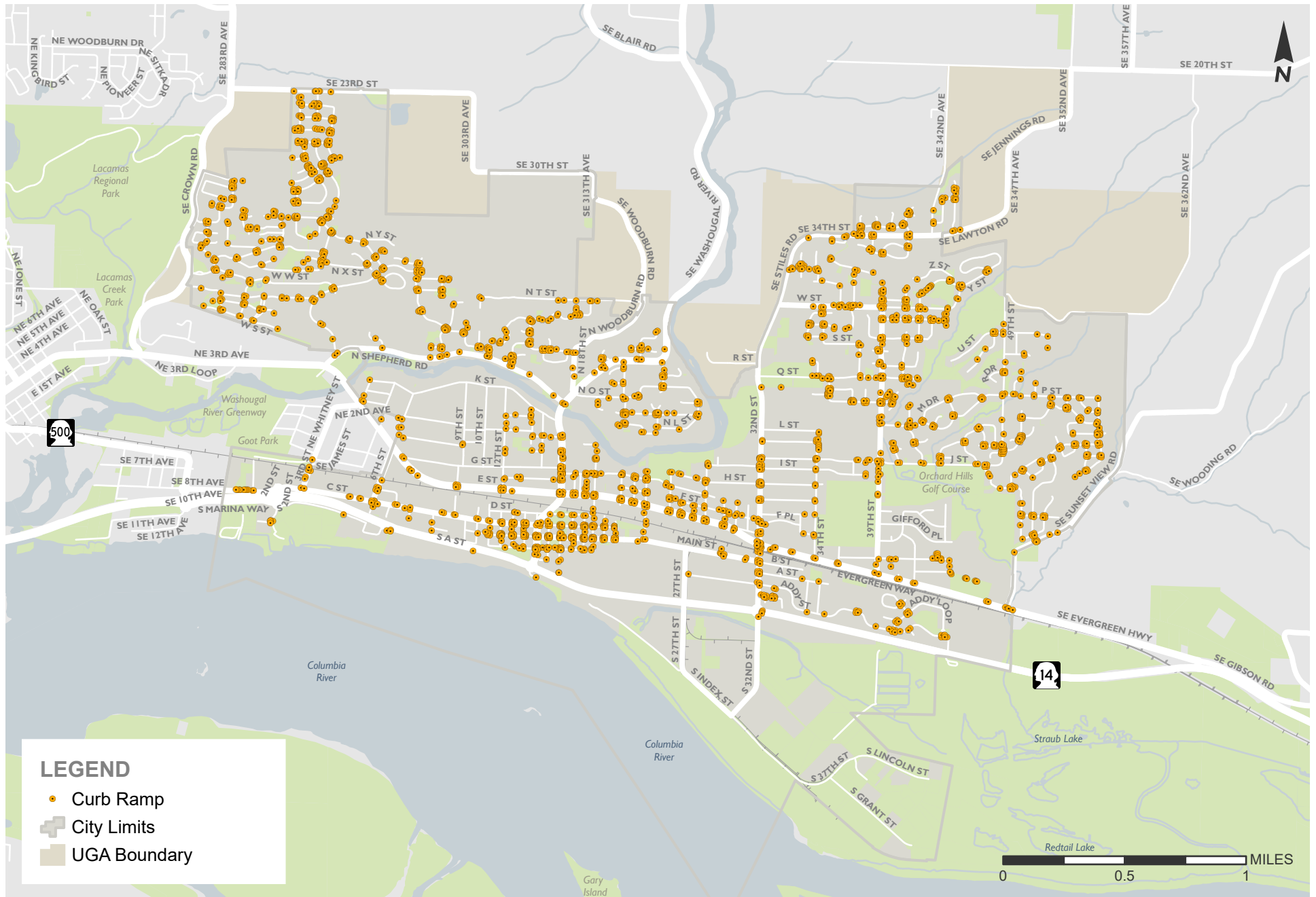
Design Element	Requirement	Review	Recommendations
Edge Protection	Edge protection shall be provided on each side of ramp runs and landings that complies with the following except those adjoining ramp run, stairway, or other PCP: - The surface of the ramp run or landing extend 12 inches minimum beyond the inside face of the handrail - A curb that is 4 inches high minim or barrier that prevents passage of a 4 inches diameter sphere (PROWAG R407.9 & ADAS 405.9).	WES section 1.00 includes references to ADA standards where they do not otherwise cover a topic.	N/A
Stairways			
Stairway Treads and Risers	All steps on a flight of stairs shall have uniform riser heights and uniform tread depths. Risers shall be 4 inches high minimum and 7 inches high maximum. Treads shall be 11 inches deep minimum (PROWAG R408.2 & ADAS 504.2). Open risers are not permitted (PROWAG R408.3 & ADAS 504.3). The radius of curvature at the leading edge of the tread shall be 0.5 inches maximum. Nosing that projects beyond risers shall have the underside of the leading edge curved or beveled. Risers shall be permitted to slope under the tread at an angle of 30 degrees maximum from vertical. The permitted projection of the nosing shall extend 1.5 inches maximum over the tread below (PROWAG R408.5 & ADAS 504.5). The leading edge of the step tread and top landing shall be marked by a 1 inch wide minimum stripe that visually contrasts with the rest of the step tread or circulation path (PROWAG R408.6).	WES section 1.00 includes references to ADA standards where they do not otherwise cover a topic.	N/A
Handrails			
Handrails	Stairways shall have handrails (PROWAG R409.2). Handrails are required on ramp runs with a rise greater than 6 inches and on certain stairways (PROWAG R407.8 & ADAS 405.8). Where required, handrails shall be provided on both sides of ramps and stairways (PRWOAG R409.2 & ADAS 505.2).	WES section 1.00 includes references to ADA standards where they do not otherwise cover a topic.	

Design Element	Requirement	Review	Recommendations
	Top of gripping surfaces of handrails shall be 34 inches minimum and 38 inches maximum vertically above walking surfaces, ramp surfaces, and stair nosing. Handrails shall be at a consistent height above walking surfaces, ramp surfaces, and stair nosing (PROWAG R409.4 & ADAS 505.4). Clearance between handrail gripping surfaces and adjacent surfaces shall be 1.5 inches minimum (PROWAG R409.5 & ADAS 505.5). Handrail gripping surfaces shall be continuous along their length and shall not be obstructed along their tops or sides. The bottoms of handrail gripping surfaces shall not be obstructed for more than 20% of their length. Where provided, horizontal projections shall occur 1.5 inches minimum below the bottom of the handrail gripping surface (PROWAG R409.6 & ADAS 505.6).		
Handrail Extension on Ramps	Ramp handrails shall extend horizontally above the landing for 12 inches minimum beyond the top and bottom of ramp runs. Extensions shall return to a wall, guard, or the landing surface, or shall be continuous to the handrail of an adjacent ramp run (PROWAG R409.10.1 & ADAS 505.10.1).	WES section 1.00 includes references to ADA standards where they do not otherwise cover a topic.	N/A
Handrail Extension on Stairways	At the top of a stair flight, handrails shall extend horizontally above the landing for 12 inches minimum beginning directly above the first riser nosing. Extensions shall return to a wall, guard, or the landing surface, or shall be continuous to the handrail of an adjacent stair flight (PROWAG R409.10.2 & ADAS 505.10.2). At the bottom of a stair flight, handrails shall extend at the slope of the stair flight for a horizontal distance at least equal to one tread depth beyond the last riser nosing. Extensions shall return to a wall, guard, or the landing surface, or shall be continuous to the handrail of an adjacent stair flight. (PROWAG R409.10.3 & ADAS 505.10.3).	WES section 1.00 includes references to ADA standards where they do not otherwise cover a topic.	N/A
Handrail Cross Section	Handrail gripping surfaces with a circular cross section shall have an outside diameter of 1.25 inches minimum and 2 inches maximum (PROWAG R409.7.1 & ADAS 505.7).	WES section 1.00 includes references to ADA standards where they do not otherwise cover a topic.	N/A

Design Element	Requirement	Review	Recommendations
	Handrail gripping surfaces with a non-circular cross section shall have a perimeter dimension of 4 inches minimum and 6.25 inches maximum, and a cross-section dimension of 2.25 inches maximum (PROWAG R409.7.2 & ADAS 505.7).		
Railways			
Railroad Flangeway Gaps	Flangeway gaps at pedestrian at-grade rail crossings shall be 2.5 inches maximum for tracks not subject to 49 CFR part 213 and shall be 3 inches maximum for tracks subject to 49 CFR part 213. (PROWAG R302.7.4). Where a PAR crosses the rail, the PAR surface shall be level and flush with the top of the rail at the outer edge of the rail and the surface between the rails shall be aligned with the top of the rail (PROWAG R302.6.4.1). Where a circulation path serving boarding platforms crosses tracks, it shall comply with R402. Openings for wheel flanges shall be permitted to be 0.5 inches maximum (ADAS 810.10).	WES section 1.00 includes references to ADA standards where they do not otherwise cover a topic.	N/A
Detectable Warning Surfaces (DWS) at Rail Crossings	At pedestrian at-grade rail crossings not located within a street, detectable warning surfaces (DWS) shall extend the full width of the PCP (PROWAG R304.1.4). At pedestrian at-grade rail crossings not located within a street, detectable warning surface shall be located on each side of the rail crossing. The edge of the detectable warning surface nearest the rail crossing shall be 6.0 feet minimum and 15.0 feet maximum from the centerline of the nearest rail. Where pedestrian gates are provided, detectable warning surfaces shall be placed on the side of the gates opposite the rail. (PROWAG R305.2.5).	"Crossings of railroad right-of-way shall be done in a manner, which conforms with the requirements of the railroad having jurisdiction" (WES section 1.15).	Add note to the WES section 1.15 regarding the requirements for DWS at at-grade crossings.
Detectable Warning Surfaces at Rail Boarding Areas	At boarding platforms for rail vehicles, detectable warning surfaces shall be placed at the boarding edge of the platform (PROWAG R305.2.6). At boarding and alighting areas at sidewalk or street level transit stops for rail vehicles, detectable warning surfaces shall be placed at the side of the boarding and alighting area	"Crossings of railroad right-of-way shall be done in a manner, which conforms with the requirements of the railroad having jurisdiction" (WES Section 1.15).	Add to the WES Section 1.15 notes requiring placement of DWS at the boarding edge of railway platforms. Add to the WES Section 1.15 a note requiring placement of DWS at sidewalk or street level transit stops for rail vehicles, placed at the side of the boarding and alighting area facing the rail vehicles.

Design Element	Requirement	Review	Recommendations
	facing the rail vehicles (PROWAG R305.2.7).		

Appendix B - Existing Data Inventory



Curb Ramp Inventory Washougal ADA Transition Plan

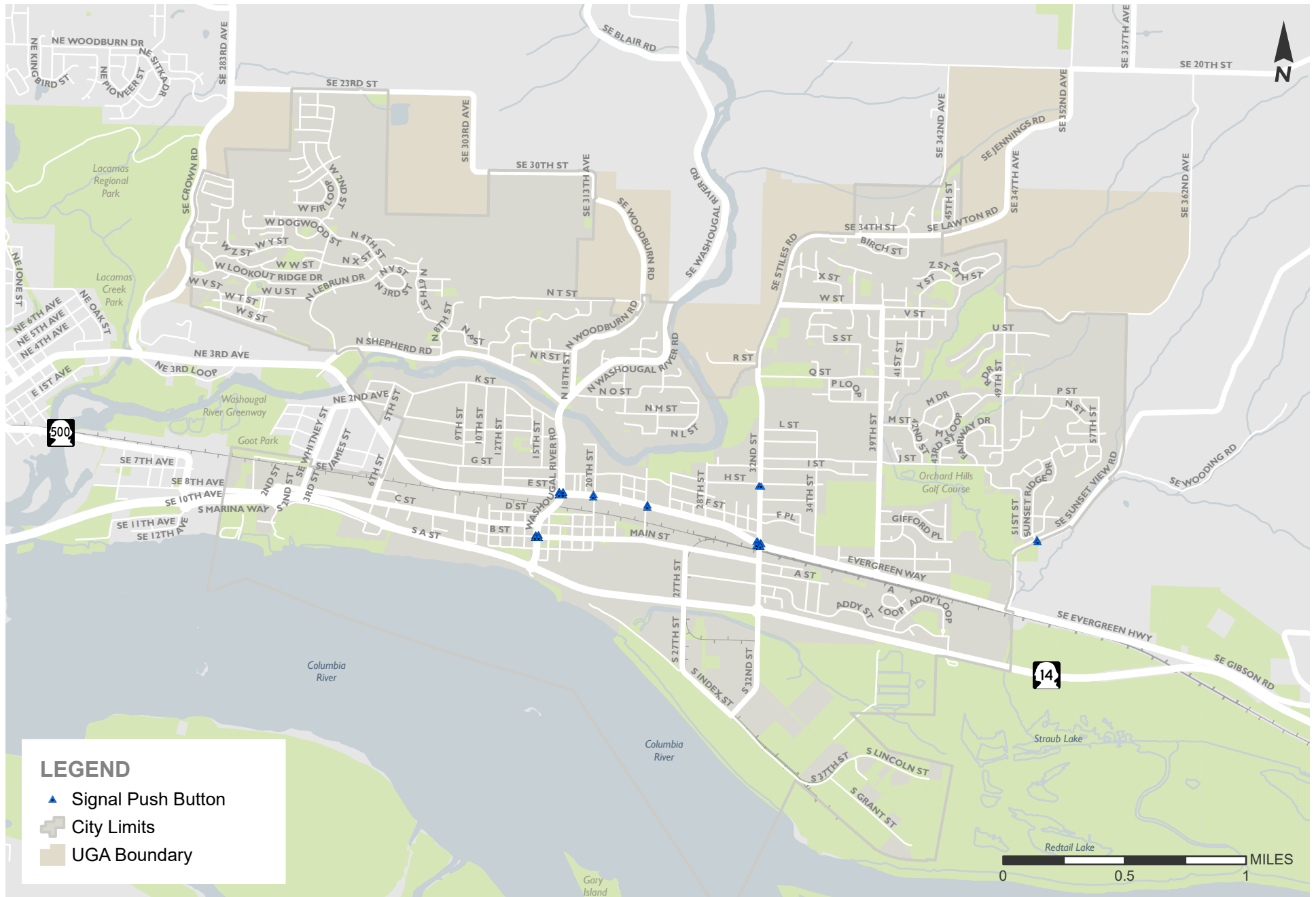
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FIGURE

I-1

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Signal Push Button Inventory

Washougal ADA Transition Plan

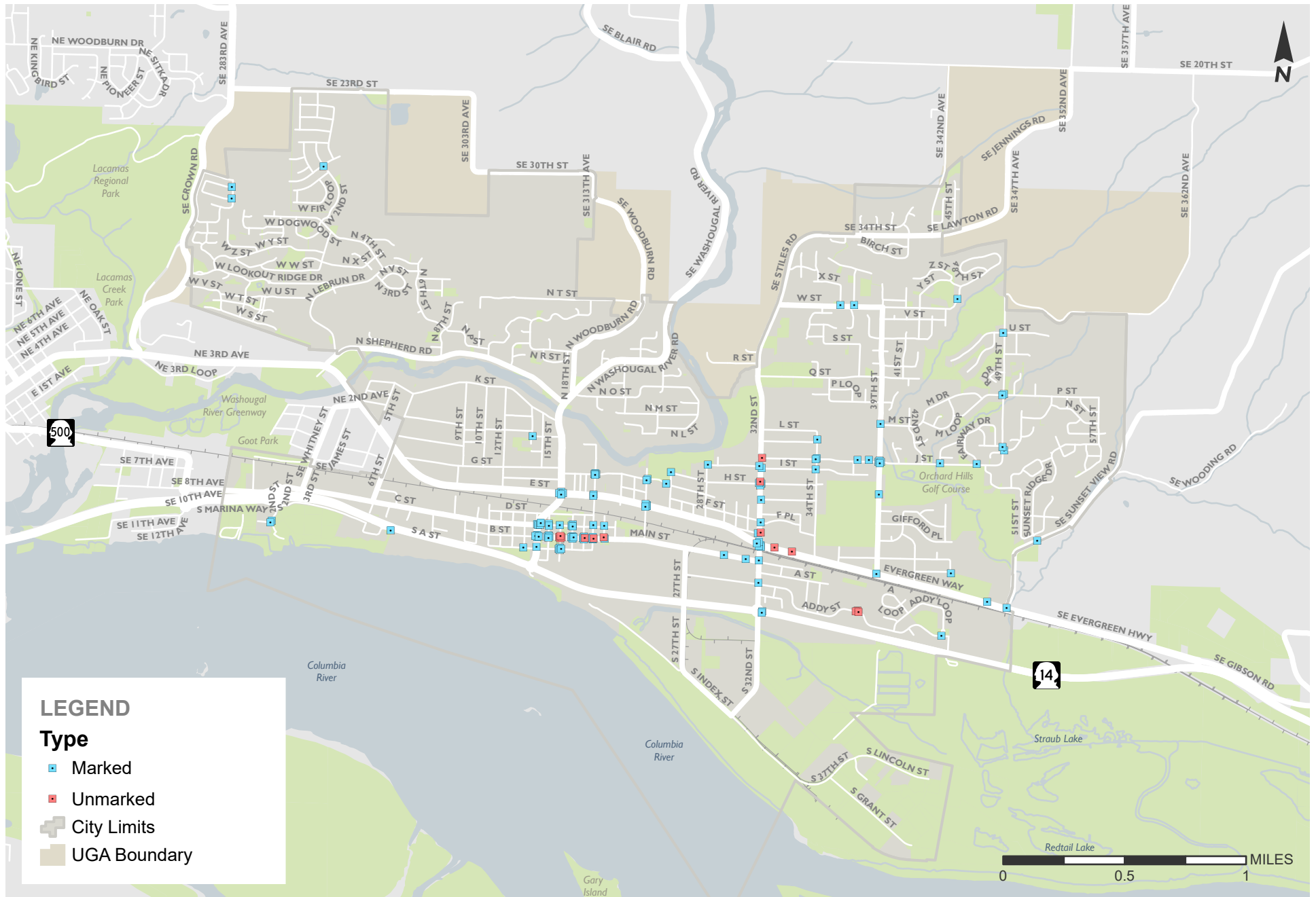
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FIGURE

I-3

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Crosswalk Inventory *Washougal ADA Transition Plan*

DRAFT

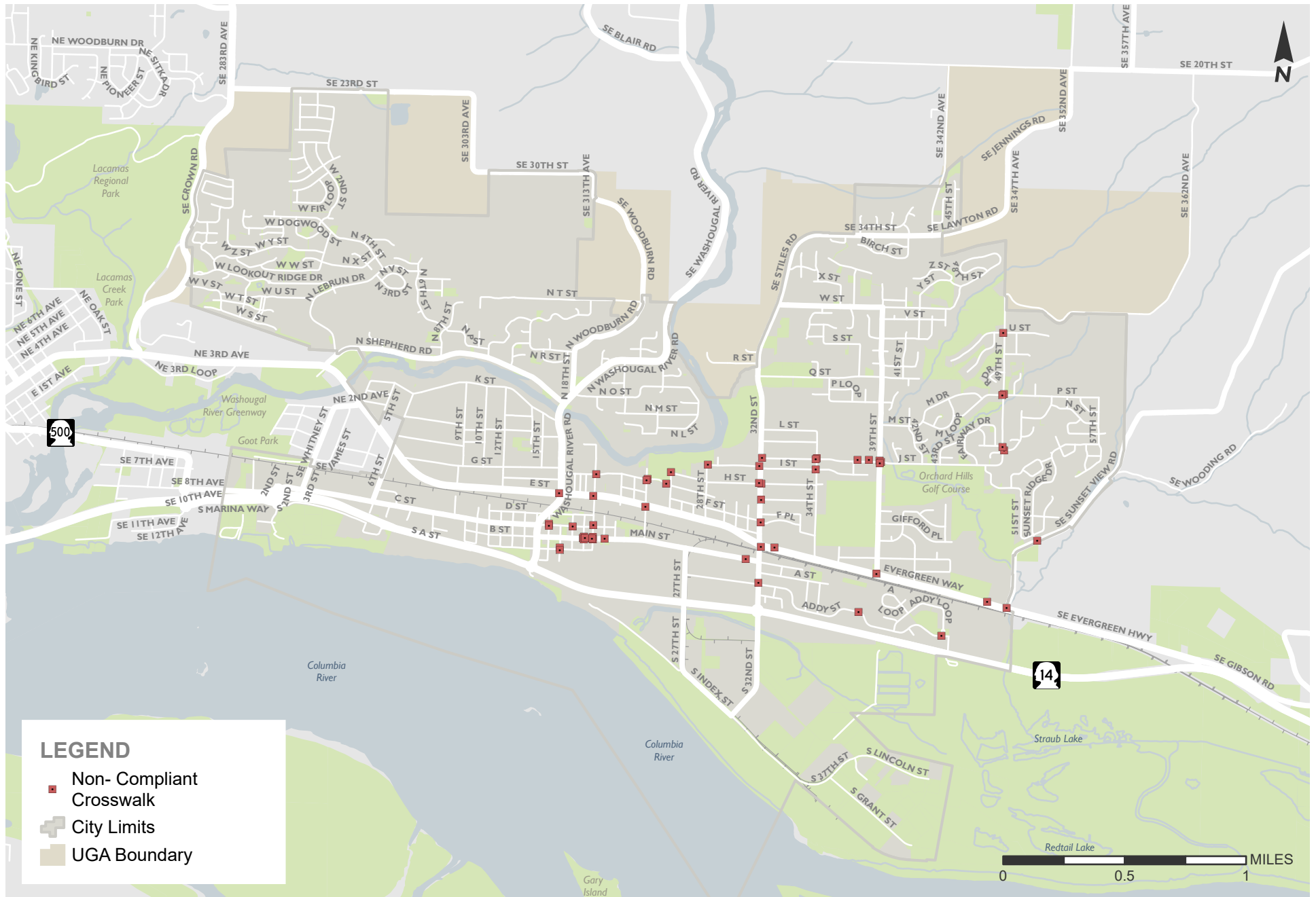
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FIGURE

I-4

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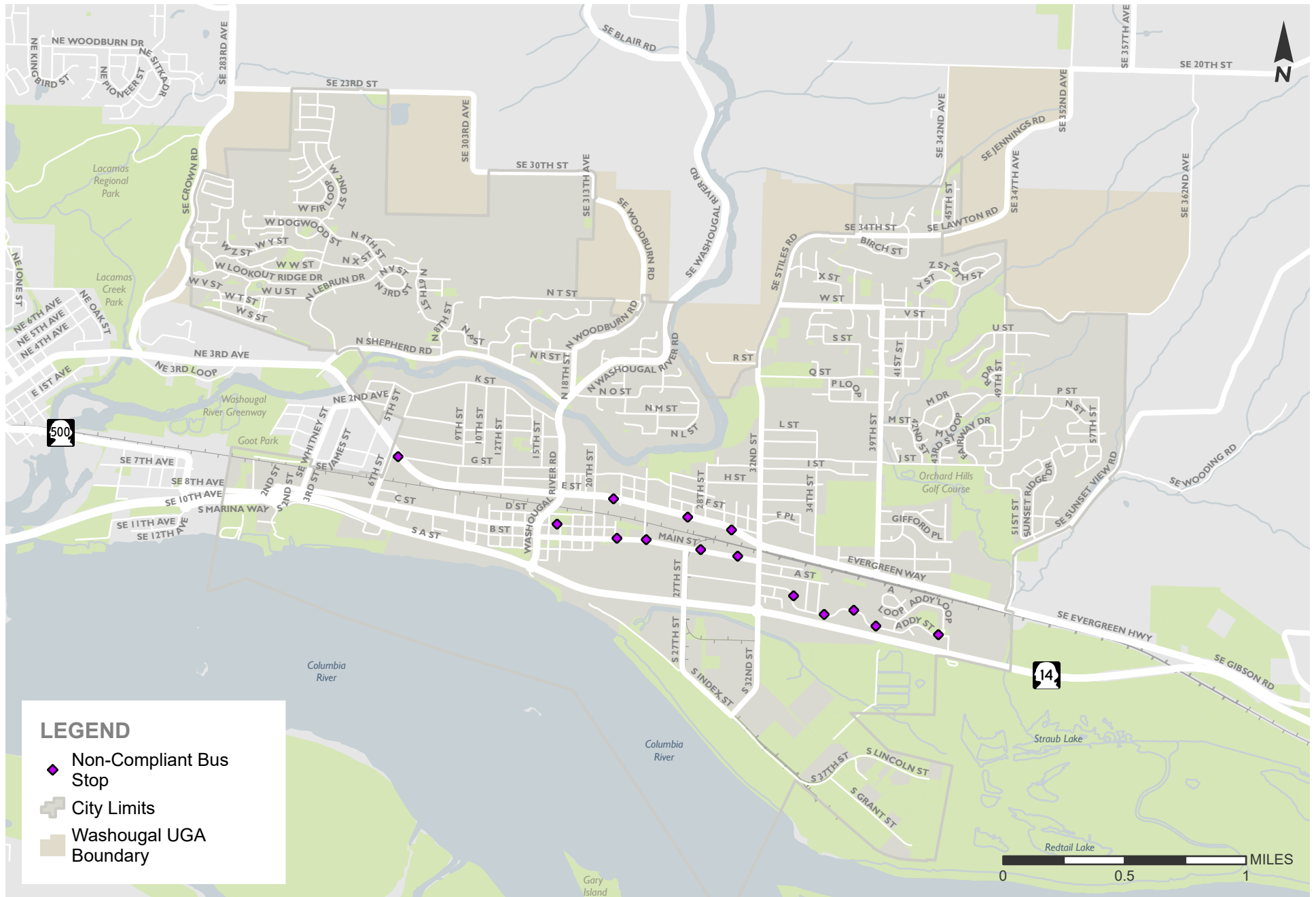


Non-Compliant Crosswalk Inventory Washougal ADA Transition Plan

DRAFT



FIGURE
I-6



Non-Compliant Bus Stop Inventory Washougal ADA Transition Plan

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FIGURE
I-7

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Appendix C - Prioritization Criteria

DRAFT ADA Transition Plan Prioritization Process

Public Right-of-Way

To focus efforts toward facilities that pose the largest barrier within the public right-of-way, an analysis of the accessibility of each pedestrian facility and its proximity to public destinations such as schools, libraries, parks, transit, and City buildings will be completed. The result of this analysis is a prioritized list of projects, with the highest benefit projects identified for removal first.

To complete this assessment, a multi-criteria analysis is conducted to determine which facilities do not meet existing sidewalks and curb ramp standards. Each attribute collected in the field is compared against PROWAG requirements.

If the facility does not meet PROWAG criteria or is located near public destinations, points are assigned, with the number of points dependent on the relative importance or proximity. Sidewalks or curb ramps with poor PROWAG compliance and a number of proximate destinations receive a high score and are prioritized for removal while PROWAG compliant ramps far from public destinations have a score of zero. Missing curb ramps are assigned the greatest number of points.

Accessibility Prioritization (aka Accessibility Index Score)

A number of criteria are used to establish the extent to which each pedestrian facility did or did not present a barrier to accessible mobility. The table below shows these criteria, the threshold used to identify them as a barrier, and the score used to indicate the severity of each barrier relative to each other. Pedestrian facilities with a higher Accessibility Index Score (AIS) presented a large accessibility barrier and have a higher score. Facilities with fewer or no barriers have a lower score.

Below is an example of typical weighted values to equal a total possible score of 30

ACCESSIBILITY INDEX SCORE	CRITERIA	THRESHOLD	SCORE	MAX. POSSIBLE SCORE
Sidewalks	Width	In ROW, < 48 inches or >= 48 - < 60 inches w/ out pullouts. On-Site, < 36 inches	4	4
	Run Slope	> 5% (and not similar to roadway grade if in ROW)	3	3
	Cross Slope	> 2%	1	3
	Cross Slope	> 2.4%	1	
	Cross Slope	> 3%	1	
	Surface Condition	< Average	2	2
	Vertical Discontinuity > ¼ inch and <= ½ inch without bevel or >½ inch	Barriers Present >= 1	1	3

ACCESSIBILITY INDEX SCORE	CRITERIA	THRESHOLD	SCORE	MAX. POSSIBLE SCORE
	Vertical Discontinuity	Barriers Present >= 5	1	
	Vertical Discontinuity	Barriers Present >= 10	1	
	Horizontal Discontinuity > 1/2 inch	Barriers Present >= 1	1	3
	Horizontal Discontinuity	Barriers Present >= 5	1	
	Horizontal Discontinuity	Barriers Present >= 10	1	
	Fixed Obstacles	Barriers Present >= 1	1	3
	Fixed Obstacles	Barriers Present >= 2	1	
	Fixed Obstacles	Barriers Present >= 3	1	
	Moveable Object	Barriers Present >= 1	1	3
	Moveable Object	Barriers Present >= 2	1	
	Moveable Object	Barriers Present >= 3	1	
	Protruding Object	Barriers Present >= 1	1	3
	Protruding Object	Barriers Present >= 2	1	
	Protruding Object	Barriers Present >= 3	1	
	Non-Compliant Driveway Non-Compliant >2% cross-slope, and/or Non-Concurrent Grade Break and/or >8.3% Running Slope	Barriers Present >= 1	1	3
	Non-Compliant Driveway	Barriers Present >= 2	1	
	Non-Compliant Driveway	Barriers Present >= 3	1	
	Maximum Sidewalk (AIS) Score			30
Curb Ramps (Max. Score)	Ramp Width and Length	< 48 inches wide, a Pedestrian Refuge < 5 ft wide x 6 ft long, or a Shared Use Path ramp with width < path width	30	30
	Run Slope	> 8.3% (less than 15 feet) or > 5% (Blended)	30	30
	Cross Slope	Non-compliant cross slope that is > 2.1% - <= 3% (compliance based on location and design)	20	30
	Cross Slope	Non-compliant cross slope that is > 3% (compliance based on location and design)	10	
	Curb Ramp Type	Non-compliant type, such as missing ramps without separation or edge detection, damaged ramps, and built-up ramps in traffic lanes	30	30
Curb Ramps	Number of Crossings	2 or more and not Blended Transition or Pedestrian Refuge ramp types	2	2
	Accessible Path	No	2	2

ACCESSIBILITY INDEX SCORE	CRITERIA	THRESHOLD	SCORE	MAX. POSSIBLE SCORE
	Landing	None, width < 48 inches, or length < 48 inches	3	7
	Landing Cross Slope	Non-compliant cross slope (compliance based on location and design)	2	
	Landing Run Slope	> 2.1% (or no landing)	2	
	Truncated Domes (DWS)	No	2	5
	Truncated Domes (DWS) Placement	Not at back of curb, or a pedestrian refuge with two DWS' < 2 feet apart (or no DWS)	1	
	Truncated Domes (DWS) Depth	< 2 feet (or no DWS)	1	
	Truncated Domes (DWS) Width	Less than Full Width (or no DWS)	1	
	Flare Slope	> 10%	2	2
	Grade Break	Not Concurrent	2	2
	Counter Slope	> 5%	2	2
	Lip	> 1/4 inch	2	2
	Roadway Clear Space	< 4ft x 4ft	2	2
	Receiving Ramp	No and ramp serves a crossing	2	2
	End inside of Marked Crosswalk if present	No and ramp serves a marked crossing	2	2
	Maximum Curb Ramp (AIS) Score			30
Signal Pushbuttons	Pushbutton is <= 10 feet from Curb in Direction of Travel	No	2	2
	Pushbutton is <= 5 feet from Extension of Crosswalk Width Edge	No	2	2
	Force to Activate Pushbutton is <= 5 lbs.	No	2	2
	Pushbutton Includes Vibe Feedback during "Walk" Phase (RRFB must not include vibrotactile features)	No	2	2
	Pushbutton is >= 2 inches in Diameter and Includes Visual Contrast from Housing	No	2	2
	Tactile Arrow Present on Pushbutton	No	2	2
	Nearest Pushbutton > 10 feet Away or Pushbutton Includes Audible Speech Indicating "Walk" Phase	No	2	2
	Level Clear Space at Pushbutton that Includes Minimum 30-inch x 48-inch Landing Area and < 2% Slope in Any Direction	No	3	3

ACCESSIBILITY INDEX SCORE	CRITERIA	THRESHOLD	SCORE	MAX. POSSIBLE SCORE
	Reach Depth from Landing to Pushbutton is ≤ 10 inches	No	3	3
	Mounting Height of Pushbutton	Mounting height of pushbutton from landing area is < 42 inches or > 48 inches	2	2
	Directional Arrow Exists on Pushbutton Face, Housing, or Mounting and is Parallel to Crossing	No	2	2
	Audible Tone indicating "Walk" Phase or Audible Speech indicating "Walk" Phase Present	No	2	2
	Locator Tone during "Don't Walk" Phases Present	No	2	2
	Street Name in Braille Present on Pushbutton or Audibly Spoken	No	2	2
	APS-Style Pushbutton Housing	No	2	2
	Maximum Signal Pushbutton (AIS) Score			30
Crosswalks	Width	< 6 feet	6	6
	Run Slope	$> 5\%$	12	12
	Cross Slope	$> 5\%$ at Non-Stop/Yield Controlled Intersections or $> 2\%$ at any other type except for mid-block crossings	12	12
	Maximum Crosswalk (AIS) Score			30
Bus Stops	Boarding Area Dimensions	$< 5' \times 8'$ or no boarding area	8	8
	Condition	Poor	5	5
	Boarding Area Cross Slope	$> 2.1\%$	5	5
	Boarding Area Run Slope	$> 5\%$ and not similar to roadway grade	4	4
	Accessible Route Slope	$> 5\%$ and not parallel roadway grade (if separation between boarding area and shelter)	4	4
	Shelter Cross Slope	$> 2.1\%$ if shelter exists	4	4

ACCESSIBILITY INDEX SCORE	CRITERIA	THRESHOLD	SCORE	MAX. POSSIBLE SCORE
	Maximum Bus Stop (AIS) Score			30

Location Prioritization (aka Location Index Score)

A number of destinations are used to identify high priority pedestrian facilities within the City. This is done by identifying public destinations such as public buildings, transit and parks and identifying pedestrian facilities within close proximity of one or more of these destinations.

Pedestrian facilities within the identified proximity were assigned points based on each destination they were close to, as shown in the table below. This measure is called the Location Index Score (LIS), which identifies high pedestrian generating overlapping areas. Ultimately the more pedestrian generating areas an asset is within, the higher number. Community Defined Destinations criteria is added to the Location Index Score (LIS) following comments and results received from open house attendees, City staff, other stakeholders during engagement and public outreach. This assists in factoring in what's important to the citizens and community to help with the overall prioritization.

Below is an example of typical weighted values to equal a total possible score of 45

LOCATION CRITERIA	RATING CRITERIA	POSSIBLE SCORE
Schools		
Proximity to Schools	Within 1/8-mile radius of school	5
Walk-To-School Route Proximity	Within 1/2-mile radius of school	5
Parks	Within 1/8-mile radius of park	5
Transit		
High-Capacity Transit	Within 1/8-mile of high-capacity transit	5
Transit Stops	Within 1/8-mile of transit stop	5
Traffic Signal/Roundabout	Within 1/8-mile of signal or roundabout	5
Public Buildings	Within 1/8-mile of location	5
Downtown / Urban / Commercial Business Centers	Within 1/4-mile radius of Downtown, Urban and Commercial Business Center Zoning	5
Community Defined Destinations (defined by Stakeholder/Public Engagement*)	Within 1/8-mile of location	5
TOTAL LOCATION INDEX SCORE (LIS)		45

* Note: Community Defined Destinations to be identified based on public outreach, ADA surveys, etc. on what locations are more important, thus giving extra weight to those community defined destinations. (To be determined)

Barrier Removal Priorities (Combined Composite Index Score)

By combining the Accessibility Index Score and Location Index Score, a Combined Composite Index Score was developed. Together, these measures prioritize barrier removal at locations where pedestrian facilities present a barrier and where pedestrians would be expected.

Facilities with the highest score should be addressed first (46+ points) and represent facilities that present a clear physical barrier and are in high-demand areas. Facilities with lower scores should be address last (0 to 15 points), have minor barriers, and are in locations where pedestrian demand would be expected to be lower. These scores are relative, comparing one facility to the other. The ranges for medium and high priority were defined based on review of the identified barriers and assessment of the relative barrier they present. It should be noted that while some barriers have a lower priority, they still should be removed.

Appendix D - Stakeholder Engagement

MEMORANDUM

Date:	March 24, 2025	TG:	1.23473
To:	Scott Collins, P.E. – Washougal		
From:	Ryan Peterson, PE – Transpo Group Jewell Hamilton, RSP1 – Transpo Group		
Subject:	Washougal ADA Transition Plan Stakeholder Engagement		

Public and stakeholder input is an essential element in the transition plan development and self-evaluation processes. ADA implementation regulations require public entities to provide an opportunity to interested persons, including individuals with disabilities or organizations representing individuals with disabilities, to participate in the self-evaluation process and development of the transition plan by submitting comments (28 CFR 35.105(b) and 28 CFR 35.150(d)(1)). The City's three primary goals for conducting public outreach activities prior to adopting the plan include the following:

- Inform the public about the City's plan and processes regarding removal of barriers to accessibility within the rights-of-way. Provide information to assist interested parties in understanding the issues faced by the City, the alternatives considered, and the City's planned actions.
- Obtain public comment to identify any errors or gaps in the proposed accessibility transition plan for the public rights-of-way, specifically on prioritization and grievance processes.
- Meet Title II requirements for public comment opportunity.

Engagement Survey

The engagement survey was promoted by the City of Washougal between mid- November 2024 and mid-March 2025 to request responses via the City's virtual open house website.

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

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

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

The online survey received 16 responses. Out of the 16 responses, 81% were City of Washougal residents. Respondents also worked in or frequented the City for recreation, medical appointments, social or community services, or shopping. Of all respondents, 13% (2 respondents) indicated they have a disability that impacts the way they travel and 19% (3 respondents) reported supporting someone with a disability. One of these respondents reported

that they both have a disability and support someone with a disability. A summary of respondents' disability status is shown on Figure 1.

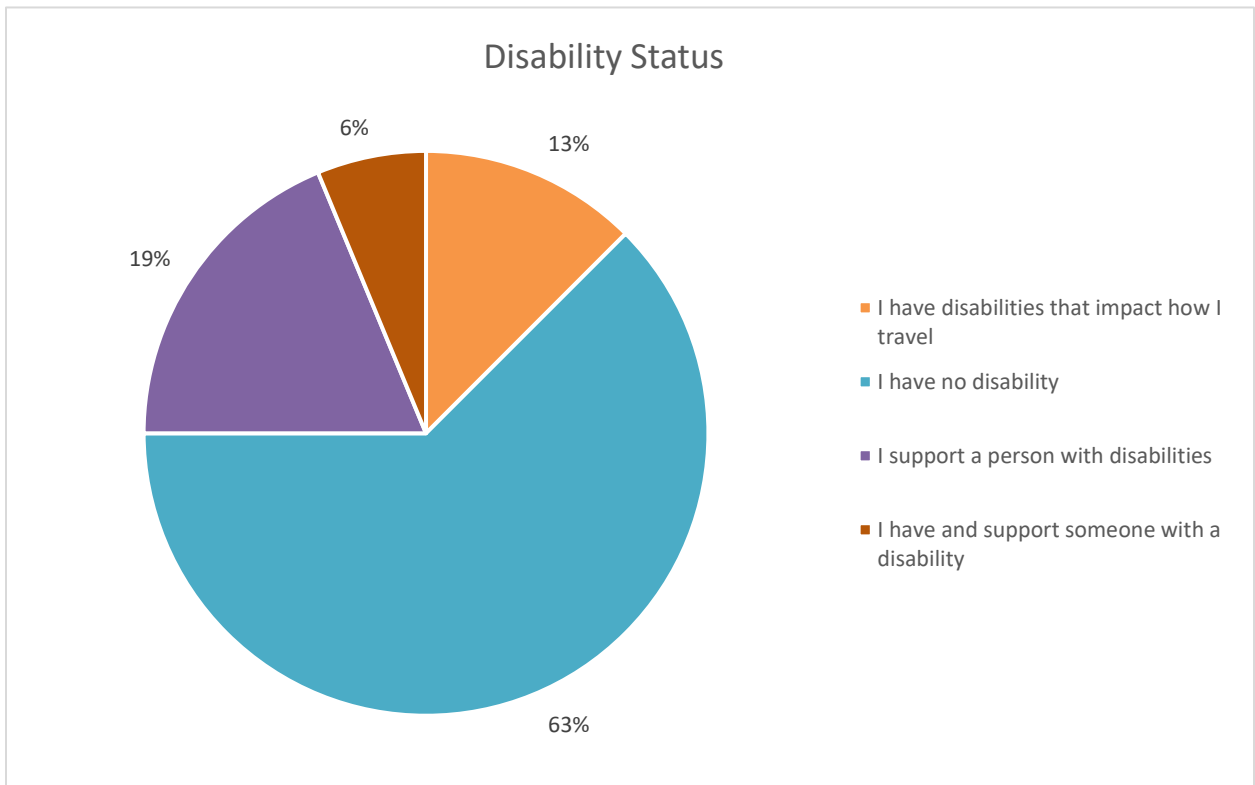


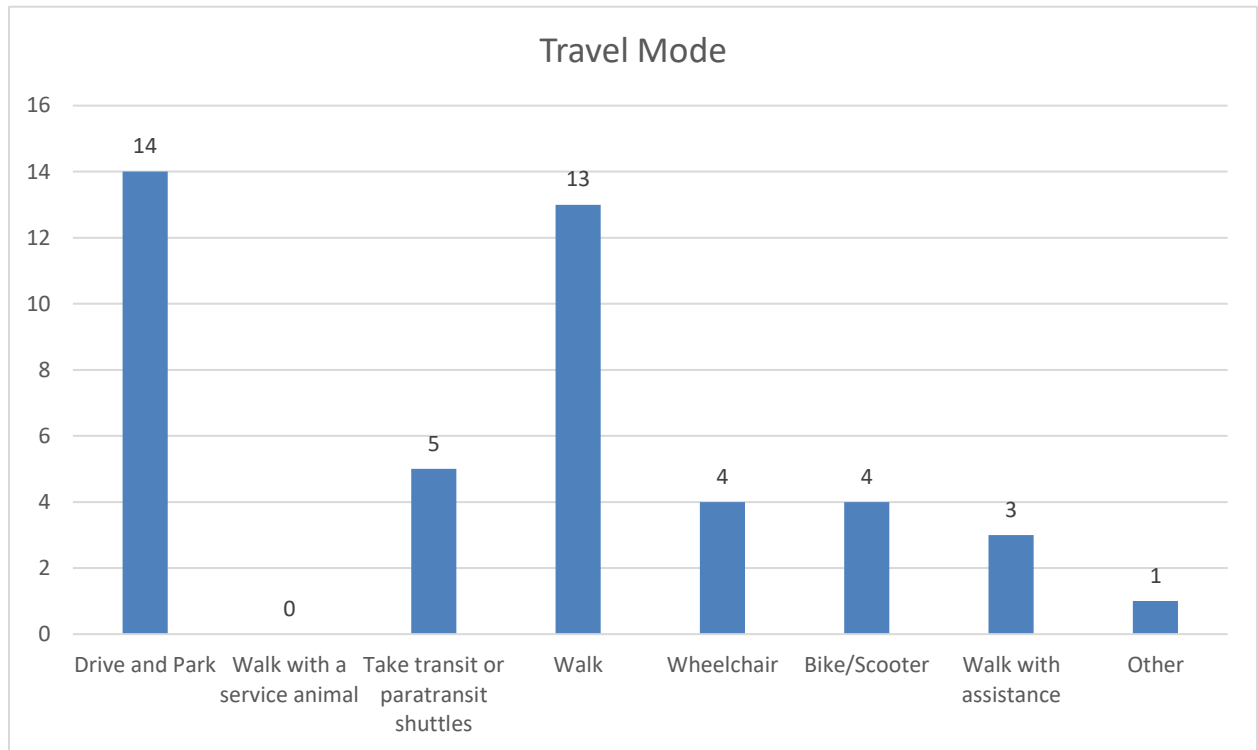
Figure 1. Disability Status

The survey asked respondents to evaluate their use of frequent travel modes through the city, including driving, transit or paratransit shuttle, wheelchair, bike, or walk. Respondents were able to indicate if they use multiple travel modes. This mode split is shown in Figure 2.

As shown in Figure 2, the survey respondents predominantly drive and walk, with 14 of the 16 total respondents (88%) indicating that they drive, and 13 respondents (81%) indicating that they walk. A smaller number of respondents use other modes, with 4 respondents (25%) each using a wheelchair, or a bike/scooter, and 5 respondents (31%) taking transit or paratransit shuttles.

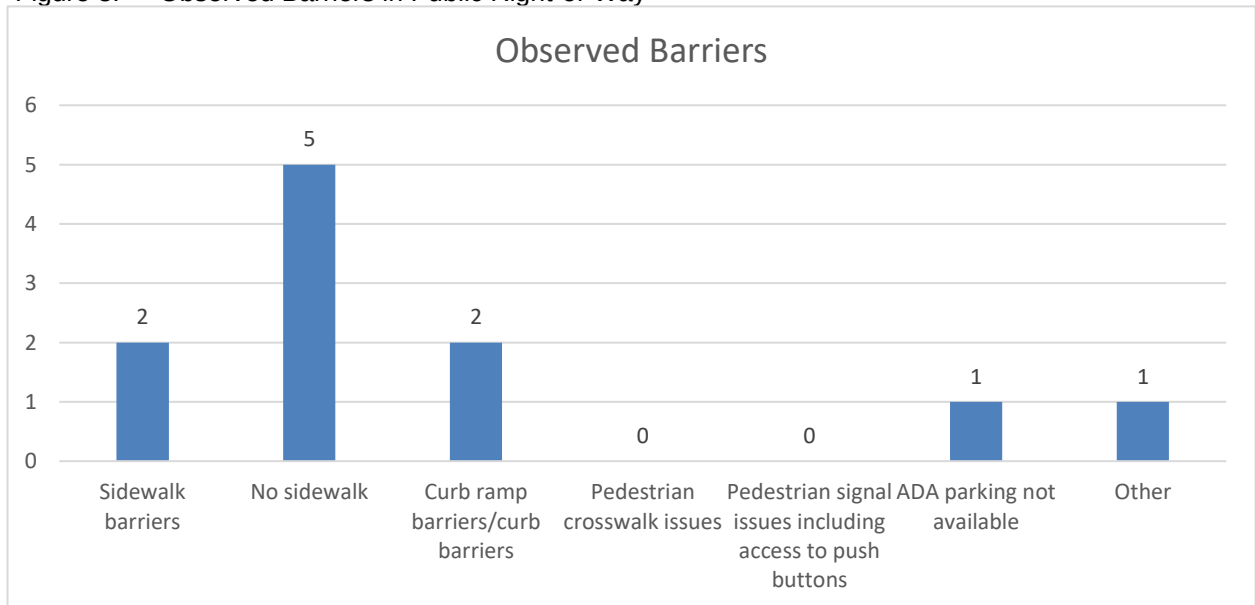
Survey respondents were asked to identify barriers in the public right-of-way that limit participation and access to services in Washougal.

Figure 2. Travel Modes in Shelton



As shown on Figure 3, several barriers received significant response from the survey, with lack of sidewalk selected most frequently. In addition, curb ramp barriers, and other sidewalk barriers (such as condition) were identified as accessibility challenges. Survey respondents selecting the Other category identified limited hours of paratransit operation as a barrier to access.

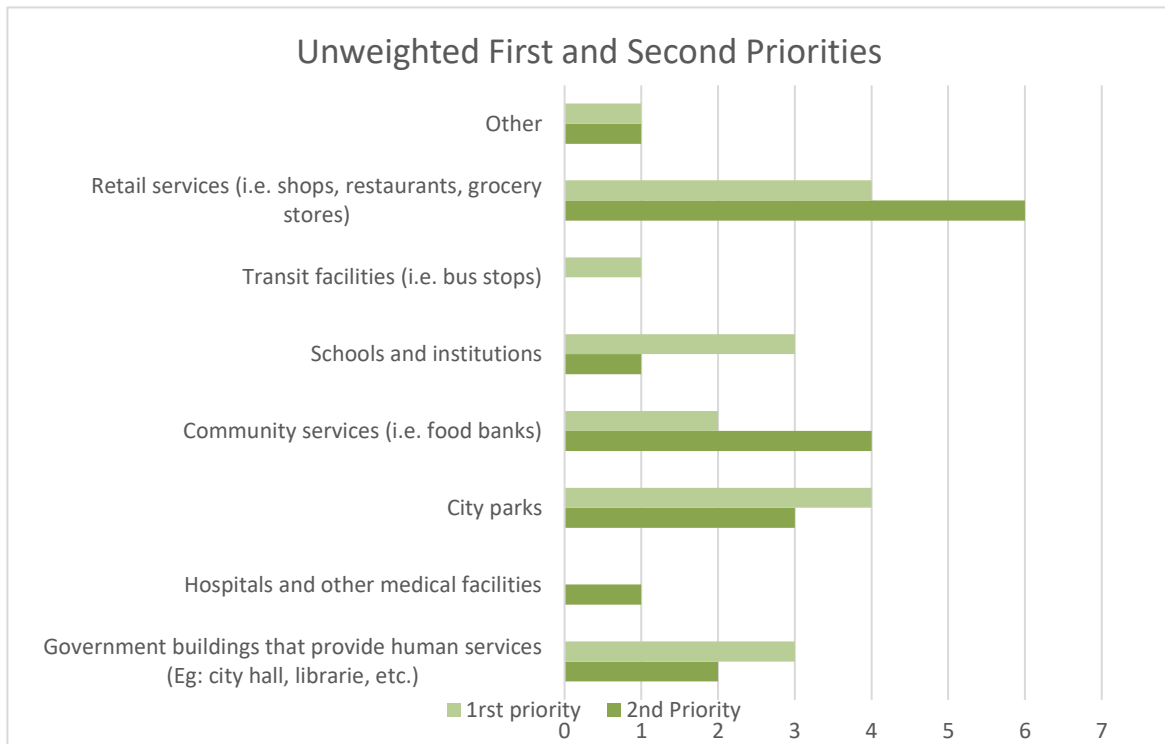
Figure 3. Observed Barriers in Public Right-of-Way



Improvement Priorities

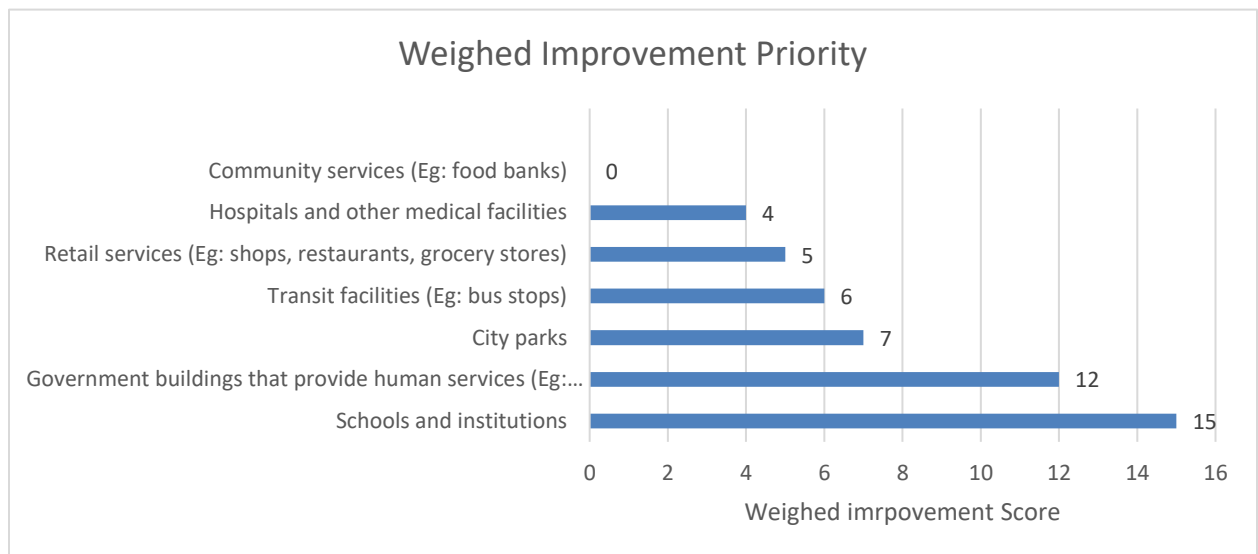
The survey respondents both identified and ranked their accessibility priorities within the City's public right-of-way. Respondents ranked areas within City right-of-way as first and second priority. Ranking an item as a first priority improvement was given a greater weight than second priority to emphasize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

Figure 4. Unweighted First and Second Shelton ADA Improvement Priorities



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

Figure 5. Shelton Improvement Priorities



Respondents were also given the opportunity to identify locations where they have experienced mobility or accessibility challenges in the City of Washougal. Locations were identified via written survey responses and an online mapping tool. Key locations identified via written survey results and the online mapping tool are summarized in Table 1. Limited access to sidewalks due to older ROW design, sidewalk condition issues and missing crosswalks were among the most common barriers at the locations identified in Table 1. A complete listing of locations identified via written survey responses and the online mapping tool is given in Attachment A.

Table 1. Identified Accessibility Barriers

City of Washougal Locations and/or Landmarks	Washougal Roadways or Roadway Segments
◦ Washougal High School	◦ 39th Street
◦ Downtown Washougal	◦ E Street
◦ Older and/or Residential Neighborhoods	◦ D Street, K Street

Meeting ADA Standards

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

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

Attachment A: Survey Response Data

ADA Survey Response Data Summary

Total Responses15

1. Please tell us about yourself (select all that apply)

Answer	Total Responses	Percent of Total Responses
I have disabilities that impact how I travel	2	13%
I have no disability	10	67%
I support a person with disabilities	3	20%
I have and support someone with a disability	1	7%
I prefer not to say	0	0%

2. Please describe your disability/disabilities or those of the person you support (select all that apply)

Answer	Total Responses	Percent of Total Responses
Physical, mental, or emotional condition that limits learning, memory, or concentration	1	7%
Use a wheelchair	4	27%
Blindess or serious difficulty seeing when wearing glasses	0	0%
Use assistive software technology such as a screen-reader	2	13%
Condition that substantially limits one or more physical activities such as walking, climbing stairs, reaching, lifting, or carrying	7	47%
Use hearing aids or hearing assistive devices	3	20%
Deafness or hearing difficulty	3	20%
Use service animal	1	7%
Use mobility devices	4	27%

3. What resources do you use to find information on ADA issues? (select all that apply)

Answer	Total Responses	Percent of Total Responses
Washington State Department of Social and Health Services (DSHS)	4	27%
Washington State Department of Services for the Blind (DSB)	1	7%
Washougal	3	20%
Transit Service	5	33%
Department of Veterans Affairs	0	0%
Other (The City has limited resources. I have to go elsewhere.)	2	13%
•Case manager/Care coordinator		
•Washougal School District Staff		

4. Please Provide your five-digit zip code.

Answer	City	County	Total Responses	Percent of Total Responses
98671	Washougal	Clark	13	87%
98672	White Salmon	Klickitat	1	7%
98607	Camas	Clark	1	7%
blank/no answer	n/a	n/a	1	7%

5. Why do you travel in Washougal?

Answer	Total Responses	Percent of Total Responses
I live in Washougal	15	100%
Access medical appointments in Washougal	4	
I work in Washougal	1	7%
Shopping in Washougal	11	73%
Other community or social services	8	53%
Recreation/recreational activities	9	60%

6. How often do you travel in the City of Washougal? (pre-pandemic)

Answer	Total Responses	Percent of Total Responses
Less than weekly	1	7%
1-2 days per week	1	7%
3-4 days per week	2	13%
5-7 days per week	12	80%

7. How do you travel within the City of Washougal?

Answer	Total Responses	Percent of Total Responses
Drive and Park	14	93%
Walk with a service animal	0	0%
Take transit or paratransit shuttles	5	33%
Walk	13	87%
Wheelchair	4	27%
Bike/Scooter	4	27%
Walk with assistance	3	20%
Other	1	7%
•Rides from family members		

8. If you use transit, how often do you use it in a typical week?

Answer	Total Responses	Percent of Total Responses
Less than weekly	8	53%
1 day per week	0	0%
2-4 days per week	0	0%
5 or more days per week	1	7%
blank/no response	7	47%

9. If you walk, how far are you willing/able to walk to your destination?

Answer	Total Responses	Percent of Total Responses
Less than 1/2 mile	4	27%
1/2 – just under 1 mile	3	20%
1 mile – just under 2 miles	3	20%
2 miles or more	5	33%
blank/no response	1	7%

10. Are you now or were you ever unable to participate in an event or obtain services in the City of Washougal?

Answer	Total Responses	Percent of Total Responses
No	9	60%
Yes	6	40%
blank/no response	1	7%

11. Which of the following barriers in the public right-of-way are reasons you could not participate?

Answer	Total Responses	Percent of Total Responses
Sidewalk barriers	2	13%
No sidewalk	5	33%
Curb ramp barriers/curb barriers	2	13%
Pedestrian crosswalk issues	0	0%
Pedestrian signal issues including access to push buttons	0	0%
ADA parking not available	1	7%
Other	1	7%
•Paratransit hours are not late enough		

12. What areas would be your first priority in improving pedestrian facilities?

Answer	Total Responses	1st Priority Point Value	3
Government buildings that provide human services (Eg: City Hall, libraries, etc.)	0	0	
Medical facilities	1	3	
City parks	4	12	
Community services (Eg: food banks)	0	0	
Schools and institutions	4	12	
Transit facilities (i.e. bus stops)	1	3	
Retail services (i.e. shops, restaurants, grocery stores)	2	6	
Other (Sidewalk issues)	2	6	
•Sidewalks with adequate curb cuts			
•Fill sidewalk gaps			

13. What areas would be your second priority in improving pedestrian facilities?

Answer	Total Responses	Percent of Total Responses	1
Government buildings that provide human services (Eg: city halls, libraries, etc.)	5	5	
Hospitals and other medical facilities	1	1	
City parks	0	0	
Community services (Eg: food banks)	0	0	
Schools and institutions	3	3	
Transit facilities (Eg: bus stops)	3	3	
Retail services (Eg: shops, restaurants, grocery stores)	1	1	
Other (Sidewalk issues)	1	1	

Question 14: Please list up to three locations where you have experienced (or noticed) mobility challenges, accessibility challenges, trip hazards, etc. in the City's pedestrian areas.

*For these open-ended questions, please provide the location/s where you have experienced challenges with pedestrian facilities as well as a description of the problem, or problems, you encountered.

For example:

Location: 1st Avenue, to the east of A Street

Description: Sidewalk is raised creating a trip hazard

Shelton ADA Transition Plan Stakeholder Survey Question 14: Write In Barrier Locations

Location	Description
Washougal High School	Unspecified street ¹ and cross walk issues
H St between 32nd St and 28th St	No sidewalk ¹
Local restaurants	Lack of ADA Parking, lack of wheelchair ramp, unit parking lot ¹ , manual door entry ¹
4286 M Dr	Broken and upheaved sidewalk
Washougal High School	39th St entrance lacks a marked crosswalk
Business District, E St	Sidewalk gap issues ¹ , wide commercial driveways ¹
49th St	No sidewalk ¹
K St	No sidewalk ¹
N O St from Washougal River Rd to N 20th St	No sidewalk ¹
Washougal High School Gym	Lack of ADA seating for wheelchair users
C St	Sidewalk ends in residential area ¹
Washougal United Methodist Church	No sidewalk ¹
E St from 32nd St to Hathaway School	Lack of safe crossing facilities, traffic safety issues ¹
Washougal High School	Not enough wheelchair ramps from north parking lot to school property ¹ , inaccessible gate barrier on walking path between HS and ES ¹ , sidewalk in poor condition
4276 M Dr	Road is cracked and upheaved from tree roots (tree previously removed) ¹
North of the Columbia River and south of E St, from 8th St to 15th St	Sidewalk gaps ¹ , roadway design issues/local roadways shared by pedestrian traffic, vehicle traffic, and parked vehicles (that further limit pedestrian space) ¹
Washougal River Rd	No sidewalks/sidewalk gaps ¹
10th St/K St	No sidewalks ¹
39th St	Sidewalk gaps ¹
Throughout Washougal	Sidewalk gaps ¹
E St near Hi-Way Fuel	Lack of marked and/or improved pedestrian crossing ¹ , traffic safety issues ¹
39th St from J St to Evergreen Way	Sidewalk gaps ¹
SE 42nd St to 39th St (Washougal High School)	Sidewalk gaps ¹ , traffic safety issues ¹
Older Washougal neighborhoods	No sidewalk ¹
9th St and K St	No sidewalk ¹

1. Not an ADA issue or not covered in the scope of this Plan.

Total Points	
Government buildings that provide human services (Eg: City Hall, libraries, etc.)	5
Hospitals and other medical facilities	4
City parks	12
Community services (Eg: food banks)	0
Schools and institutions	15
Transit facilities (Eg: bus stops)	6
Retail services (Eg: shops, restaurants, grocery stores)	7

Total Points - sorted	
Schools and institutions	15
City parks	12
Retail services (Eg: shops, restaurants, grocery stores)	7
Transit facilities (Eg: bus stops)	6
Government buildings that provide human services (Eg: City Hall, libraries, etc.)	5
Hospitals and other medical facilities	4
Community services (Eg: food banks)	0

City of Washougal
ADA Transition Plan Appendix E:
Funding Sources and Cost Estimates



Planning Level Cost Estimate

PROJECT NAME: Washougal ADA Transition Plan

JOB NUMBER: 1.23486

NOTE: This cost estimate is planning level in nature. It should be considered preliminary and for planning purposes only. It specifically excludes structural impacts to buildings and parking structures, inflation, and sales tax. Potential items such as retaining walls, earthwork, etc., are assumed to be included in the planning level estimate contingency unless otherwise indicated.

When features require multiple improvements, the cost of the smaller component is included in the larger task. (i.e. detectable warning surface is included with curb ramp reconstruction.)

ROW Facilities

Item No.	ADA Deficiency	Improvement Type	Quantity	Unit	Unit Price	Total Price
Sidewalk Improvements						
1	Non-compliant sidewalk (width, condition, slope, etc.)	Reconstruct existing sidewalk/paved shoulder walkway	143,275	SY	\$ 210	\$ 30,087,649
2	Non-compliant driveway (slope, grade break, etc.)	New driveway with sidewalk	2,368	EA	\$ 7,000	\$ 16,576,000
Subtotal						\$ 46,663,649

Maintenance/Miscellaneous						
3	Non-compliant vertical discontinuity (>1/4in - <=1/2in w/out bevel)	Sidewalk grinding (5 LF of sidewalk).	2,054	EA	\$ 380	\$ 780,520
4	Non-compliant vertical discontinuity (>1/2in)	Replace two adjacent sidewalk panels (5ft x 5ft panels)	818	EA	\$ 1,200	\$ 981,600
5	Non-compliant horizontal discontinuity	Sidewalk crack sealing/grouting (5LF per occurrence)	87,925	LF	\$ 5	\$ 439,625
6	Fixed Obstacles	Relocation of obstacles including utility pole, mailbox, tree trunk, etc.	1,078	EA	\$ 10,000	\$ 10,780,000
7	Moveable Obstacles	Relocation of obstacles including tree/bush (prunable), message boards, parked cars, etc.	5,162	EA	\$ 220	\$ 1,135,640
8	Protruding Obstacles	Relocation of obstacles including of bush/tree, signs, awnings etc.	3,502	EA	\$ 2,000	\$ 7,004,000
Subtotal						\$ 21,121,385

Curb Ramp Improvements						
9	Missing curb ramps	Install new curb ramp	670	EA	\$ 7,700	\$ 5,159,000
10	Non-compliant ramp (running slope, cross slope, ramp width, flare slope, lip, grade break, etc.)	Remove and reconstruct existing ramp	1,064	EA	\$ 7,600	\$ 8,086,400
11	Curb ramps without detectable warning surface (DWS), non-compliant DWS placement, non-compliant DWS depth, or non-compliant DWS Width	Install/replace detectable warning surface	33	EA	\$ 1,500	\$ 49,500
12	Curb ramp at marked crosswalk does not end within crosswalk.	Rechannelize crosswalk.	1	EA	\$ 2,600	\$ 2,600
Subtotal						\$ 13,297,500

Push Button Improvements						
13	Non-APS push button and push button is located incorrectly.	Install new APS push button AND Install new pole.	34	EA	\$ 9,900	\$ 336,600
14	APS push button that has non-compliant dimensions and/or programming and located incorrectly.	Reprogram push button, reorient push button, and/or install tactile arrow AND Install new pole and relocate push button.	2	EA	\$ 5,800	\$ 11,600
15	APS push button located incorrectly.	Install new pole and relocate push button.	2	EA	\$ 5,300	\$ 10,600
16	APS push button that has non-compliant dimensions and/or programming.	Reprogram push button, reorient push button, and/or install tactile arrow.	2	EA	\$ 500	\$ 1,000
Subtotal						\$ 359,800

Bus Stop Improvements						
17	Non-compliant bus shelter turning space cross slope	Replace bus shelter pad (7.5 SY per occurrence).	15	SY	\$ 300	\$4,500
18	Non-compliant bus stop boarding area (running slope, cross slope, size, and/or condition)	Replace/construct boarding area (8ftx5ft) and two transition panels (5ftx5ft) - 10 SY per occurrence.	150	SY	\$ 300	\$45,000
Subtotal						\$ 49,500

Total						\$ 81,491,834
Contingency @ 20%						\$ 16,298,367
Design @ 12%						\$ 9,779,020
Mobilization @ 8%						\$ 6,519,347
TESC + Traffic Control @ 12%						\$ 9,779,020
Construction Management @ 20%						\$ 16,298,367
Total	Grand Total 2023 Dollars					\$ 140,166,000

Planning Level Cost Estimate - Right-of-Way

PROJECT NAME: Washougal ADA Transition Plan
TG PROJECT NUMBER: 1.23486

NOTE: This cost estimate is planning level in nature. It should be considered preliminary and for planning purposes only. It specifically excludes right-of-way acquisition and all associated costs, structural impacts to buildings and parking structures, and sales tax. Potential items such as retaining walls, earthwork, etc., are assumed to be included in the planning level estimate contingency unless otherwise indicated.

This planning cost estimate covers only the pedestrian features within the first stage of data collection.



ROW Quantity by Priority									
Feature	Low		Medium		High		Very High		Total
	1-15 (0-10 hazards)	%	16-30 (11-20 hazards)	%	31-45 (21-30 hazards)	%	46+ (31+ hazards)	%	
Sidewalks (SY)	15,777	11%	67,408	47%	52,239	36%	7,760	5%	143,184
Driveways (EA)	1,333	56%	839	35%	162	7%	34	1%	2,368
Non-compliant vertical discontinuity (EA)	1,250	44%	1,091	38%	263	9%	267	9%	2,871
Non-compliant horizontal discontinuity (LF)	55,315	63%	27,985	32%	3,480	4%	1,050	1%	87,830
Fixed Obstacles (EA)	579	54%	382	35%	96	9%	20	2%	1,077
Moveable Obstacles (EA)	1,948	38%	2,482	48%	576	11%	152	3%	5,158
Protruding Obstacles (EA)	1,725	49%	1,356	39%	269	8%	146	4%	3,496
Curb Ramps (EA)	63	4%	383	22%	943	53%	379	21%	1,768
Pushbuttons (EA)	0	0%	6	15%	18	45%	16	40%	40
Bus Stops (SY)	0	0%	100	61%	48	29%	18	11%	165

Cost by Priority									
Feature	Low		Medium		High		Very High		Total
	1-15 (0-10 hazards)	%	16-30 (11-20 hazards)	%	31-45 (21-30 hazards)	%	46+ (31+ hazards)	%	
Sidewalks (SY)	\$ 3,313,216	11%	\$ 14,174,736	47%	\$ 10,970,194	36%	\$ 1,629,503	5%	\$ 30,087,649
Driveways (EA)	\$ 9,331,000	56%	\$ 5,873,000	35%	\$ 1,134,000	7%	\$ 238,000	1%	\$ 16,576,000
Non-compliant vertical discontinuity (EA)	\$ 714,820	41%	\$ 676,160	38%	\$ 177,020	10%	\$ 194,120	11%	\$ 1,762,120
Non-compliant horizontal discontinuity (LF)	\$ 276,775	63%	\$ 140,200	32%	\$ 17,400	4%	\$ 5,250	1%	\$ 439,625
Fixed Obstacles (EA)	\$ 5,800,000	54%	\$ 3,820,000	35%	\$ 960,000	9%	\$ 200,000	2%	\$ 10,780,000
Moveable Obstacles (EA)	\$ 429,000	38%	\$ 546,480	48%	\$ 126,720	11%	\$ 33,440	3%	\$ 1,135,640
Protruding Obstacles (EA)	\$ 3,458,000	49%	\$ 2,716,000	39%	\$ 538,000	8%	\$ 292,000	4%	\$ 7,004,000
Curb Ramps (EA)	\$ 388,400	3%	\$ 2,835,500	21%	\$ 7,177,400	54%	\$ 2,896,200	22%	\$ 13,297,500
Pushbuttons (EA)	\$ -	0%	\$ 23,200	6%	\$ 178,200	50%	\$ 158,400	44%	\$ 359,800
Bus Stops (SY)	\$ -	0%	\$ 30,000	61%	\$ 14,250	29%	\$ 5,250	11%	\$ 49,500

	Low 1-15	Medium 16-30	High 31-45	Very High 46+	Total
Total	\$ 23,711,211	\$ 30,835,276	\$ 21,293,184	\$ 5,652,163	\$ 81,491,834
Contingency @ 20%	\$ 4,742,242	\$ 6,167,055	\$ 4,258,637	\$ 1,130,433	\$ 16,298,367
Design @ 12%	\$ 2,845,345	\$ 3,700,233	\$ 2,555,182	\$ 678,260	\$ 9,779,020
Mobilization @ 8%	\$ 1,896,897	\$ 2,466,822	\$ 1,703,455	\$ 452,173	\$ 6,519,347
TESC + Traffic Control @ 12%	\$ 2,845,345	\$ 3,700,233	\$ 2,555,182	\$ 678,260	\$ 9,779,020
Const. Management @ 20%	\$ 4,742,242	\$ 6,167,055	\$ 4,258,637	\$ 1,130,433	\$ 16,298,367
Grand Total	\$ 40,783,283	\$ 53,036,675	\$ 36,624,276	\$ 9,722,000	\$ 140,166,000

Appendix F - Accessible Pedestrian Signal (APS) Policy

City of Washougal - Policy for Installation of Accessible Pedestrian Signals and Pushbuttons

Intent:

It is the City of Washougal's intention to be consistent with the most current version of the Public Right of Way Access Guidelines (PROWAG) in the provision and location of accessible pedestrian signals and pushbuttons (APS) at traffic signals. Further guidance is available in 28 CFR Part 35 and Manual on Uniform Traffic Control Devices (MUTCD) section 4E.08 through 4E.13.

Purpose:

The purpose of this plan is to establish a reasonable and consistent policy for installing APS.

Scope:

1. *Requests:* Requests for APS systems from the public will be responded to in a timely manner and the consideration for installation will be done in accordance with applicable sections of the ADA.
2. *New construction:* New construction of traffic signal projects requires installation of APS and associated accessible features when pedestrian signals are installed.
3. *Curb ramp replacement at traffic signals:* Altering or replacing curb ramps does not require installation of APS unless the curb ramp cannot be altered or replaced without the alteration, installation or replacement of any pole to which a pedestrian pushbutton is attached. Then, installation of APS on poles in accessible locations is required.
4. In addition to the above conditions, APS will be installed through fulfillment of the City's obligations to complete its ADA Transition Plan.

Installation of APS is not required, unless otherwise noted, under the following conditions, but is recommended when inclusion in the project scope is possible:

1. *Minor work and routine maintenance at traffic signals:* Projects including but not limited to: emergency repairs, vehicular detection installation and repairs, installation and repair of CCTV or other cameras, vehicular signal head upgrades and repairs, and repair of pedestrian detection do not require installation of APS and associated accessible features.
2. *Signal timing changes:* Updating signal timing including cycle length, splits, offsets, and pedestrian clearance times do not require installation of APS and associated accessible features.
3. *Alterations:* When the signal controller and software are altered, the pedestrian signal head is replaced, or pedestrian detectors are replaced, the existing pedestrian signals shall be upgraded to APS on poles in accessible locations.

Appendix G – Grievance Procedure

City of Washougal, Washington

***Example* 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 City of Washougal. The City's Employee Handbook, Section 13.1 governs complaints of disability discrimination made by City employees.

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 their designee as soon as possible but no later than 60 calendar days after the alleged violation to:

XYZADA
Coordinator
Contact Info

Within 15 calendar days after receipt of the complaint by the ADA Coordinator, City Engineer or their designee will meet with the complainant to discuss the complaint and the possible resolutions. Within 15 calendar days of the meeting, City Engineer or their 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 City of Washougal and offer options for substantive resolution of the complaint.

If the response by City Engineer or their designee does not satisfactorily resolve the issue, the complainant and/or designee may appeal the decision within 15 calendar days after receipt of the response to the City Manager or their designee. Within 15 calendar days after receipt of the appeal, the City Manager or their designee will meet with the complainant to discuss the complaint and possible resolutions. Within 15 calendar days after the meeting, the City Manager or their 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 City Engineer or their designee appeals to the City Manager or their designee, and responses from these two offices will be retained by the City of Washougal for at least three years.

Washougal is committed to ensuring that our community is accessible and inclusive for everyone. The City has an established process to report barriers or concerns related to accessibility under the Americans with Disabilities Act (ADA). A person wishing to submit a

complaint or report a concern may do so by visiting the City's website and clicking on "Submit a Concern or Request" under the "How Do I" tab on the main page.

Appendix H - Maximum Extent Feasible (MEF)

Documentation Template

Maximum Extent Feasible (MEF) Template

Project Description

Highway/Building Parameters

- Roadway Classification:
- Design Speed/Posted Speed:
- Design Year ADT:
- Truck Percentage:
- Access Control:
- Building Type:
- Facilities Provided in Building:

Existing Pedestrian Facilities – general description (for new construction projects include a summary of the project pedestrian study)

Pedestrian Design Standards – cover the following subjects

- Discuss the criteria that apply to the pedestrian elements on the project that will be built to the Maximum Extent Feasible
- Include reference(s) to the appropriate PROWAG/ADA section(s) and City Public Works Standards [including revision date]

Alternative(s) analysis - needed for new construction projects only

Proposal – cover the following subjects

- What features will remain that meet guidelines
- What features are being built to guidelines
- What is being built to the maximum extent feasible

Justification

- Discussion of what constraints/challenges there are to meet full design level
- See worksheet

Additional Benefits – new construction projects

Attachments

Appendix I - ADA Terminology

ADA Terminology

Accessible Pedestrian Signals. A device that communicates information about pedestrian signal timing in non-visual format such as audible tones, speech messages, and/or vibrating surfaces.

Barrier. Obstacle that prevents movement or access.

Cross Slope. The slope that is perpendicular to the direction of travel (see running slope).

Curb Ramp. A short ramp cutting through a curb or built up to it.

Detectable Warning. A standardized surface feature built in or applied to walking surfaces or other elements to warn of hazards on a circulation path. Also known as “truncated domes”.

Fixed Obstacles. Obstacles in pathways that cannot be moved without significant changes to the existing infrastructure.

Grade Break. Location where a pathway’s slope changes.

Hazard. Miscellaneous barrier along a pedestrian circulation route.

Maximum Extent Feasible. The situation in which the nature of an existing building or facility makes it virtually impossible to comply fully with accessibility standards.

Moveable Obstacles. Obstacles in pathways that can be moved without significant changes to the existing infrastructure.

Pedestrian Access Route. A continuous and unobstructed path of travel provided for pedestrians with disabilities within or coinciding with a pedestrian circulation path.

Pedestrian Circulation Path. A prepared exterior or interior surface provided for pedestrian travel in the public right-of-way.

Ramp. A walking surface that has a running slope steeper than 1:20.

Running Slope. The slope that is parallel to the direction of travel (see cross slope).

Ramp Flare. Transitions the curb line to the elevation of the street.

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

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

MEF Template – Public Right-of-Way Alteration Project Example

Project Description

This Alteration project will mill & fill SR “A” (from edge line to edge line) with 0.15’ HMA (Class 1/2” PG 64-22) from MP 4.03 to 4.45 and from MP 4.71 to 6.89. This project will overlay the roadway (from edge of pavement to edge of pavement) with 0.20’ HMA (Class 1/2” PG 64-22) from MP 4.45 to 4.71. There is no proposed paving on the City Roads.

Highway Parameters

- Roadway Classification: Non-NHS, U-I, Urban Principal Arterial.
- Funding Program: PI – Paving
- Posted/Design Speed: Mainline - 55/60 mph
- Average Daily Traffic: 25,000 (per Project Definition)
- Truck %: 9% (per Traffic Operations)
- Access Management Classification: Currently classified as Managed Access Class 3. On Master Plan for Modified Limited Access

Existing Pedestrian Facilities

There are five curb ramps and eight sidewalk ramps (from sidewalk to shoulder) located along SR “A” within the paving limits of this project. All five curb ramps and seven of the eight sidewalk ramps do not meet current ADA standards. One sidewalk ramp is located north of the “X” Street intersection (east side – EI, meets guidelines) at the north end of the sidewalk.

There are curb ramps and sidewalk ramps located at the four corners of the “Y” Avenue signalized intersection. Pedestrians can cross this intersection via six curb ramps and four marked crosswalks.

There are curb ramps and sidewalk ramps located at the southwest and northwest corners of the “Z” Way signalized tee intersection. Pedestrians can cross this intersection via three curb ramps and two marked crosswalks. There is one unmarked crossing on SR “A” located at the north side of this intersection. The unmarked crossing meets ADA standards, but the curb ramp located at the west side of the unmarked crossing does not meet ADA standards. This curb ramp is for the marked crosswalk on “Z” Way, is outside of our paving limits, and will not be addressed.

Pedestrian Design Standards

Curb Ramps – Landing, PROWAG 2005 R303.2.1.3

The cross slopes of a curb ramp landing shall be 2% maximum.

This also implies that the gutter slope adjacent to a curb ramp landing shall be 2% maximum.

Proposal

Curb Ramps and Ramps (from sidewalk to shoulder)

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

This sidewalk ramp will be upgraded to meet City standards.

“Y” Avenue Intersection

Three of the four proposed curb ramps and all four proposed sidewalk ramps at the “Y” Avenue intersection meet current City standards. Proposed curb ramp "Y" Avenue SW2, located at the southwest corner, is designed to the maximum extent feasible.

Proposed curb ramp "Y" Avenue SW2 will maintain its current landing location to accommodate two crosswalks. All curb ramp elements will meet current City standards, except for the proposed gutter slope (4.4%) and landing cross slope (5.0%). These two elements will maintain the existing gutter slope >2%.

“Z” Way Intersection

The two proposed sidewalk ramps at the “Z” Way intersection meet current City standards. Proposed curb ramp “Z” Way SW2, located at the southwest corner, is designed to the maximum extent feasible.

Proposed curb ramp “Z” Way SW2 will maintain its current landing location to minimize the gutter slope and landing cross slope. All curb ramp elements will meet current City standards, except for the proposed gutter slope (7.4%) and landing cross slope (7.9%). These two elements will maintain the existing gutter slope >2%.

Justification

To construct the curb ramps to be 100% compliant would require re-profiling the existing roadway. This type of major reconstruction is not feasible in this type of Alteration project.

To construct the curb ramps while maintaining the existing profile of the roadway would require rebuilding the roadway adjacent to the proposed curb ramps. The rebuilt roadway would not eliminate the transition from the 2% cross slope of the curb ramps as it matches into the steeper cross slopes of the existing crosswalks but would simply move the transition further into the active traveled roadway. The result would be a grade change transition within the driving lane that would be undesirable.

Attachments

Vicinity Map

Spreadsheet

Curb Ramp Geometrics

Plan Sheets