

RESOLUTION NO. 2711

**A RESOLUTION OF THE CITY OF CENTRALIA, WASHINGTON, ADOPTING ADA
TRANSITION PLAN FOR PUBLIC RIGHT-OF-WAY**

WHEREAS, the American with Disabilities Act (ADA) was enacted on July 26, 1990; and

WHEREAS, the ADA requires that all cities with fifty (50) or more employees complete a self-assessment and adopt a transition plan that focuses on accessibilities within the public right-of-ways.; and

WHEREAS, the required plan addresses minimum requirements related to features within the public right-of-ways such as curb ramps, sidewalks, crosswalks, median crossings, walk paths and pedestrian-activated signal systems; and

WHEREAS, the goal of the plan is to optimize the pedestrian experience, to provide a safe and usable pedestrian facility for all pedestrians and to assure compliance with all federal, state and local regulations and standards; and

WHEREAS, adoption of the plan is in the best interest of the public.

NOW, THEREFORE, BE IT RESOLVED, that the ADA Transition Plan for the Public Right-of-Way, attached as Exhibit A and incorporated by this reference, is filed with the Centralia City Council and is hereby adopted.

ADOPTED by the City Council of the City of Centralia, Washington and executed by its Mayor at a regularly scheduled meeting thereof this 12th day of November, 2019.



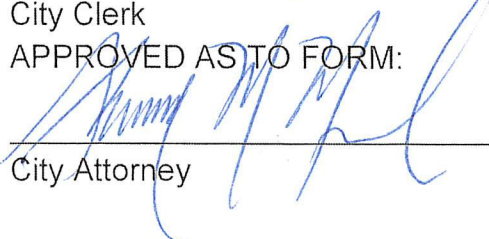
MAYOR

ATTEST:



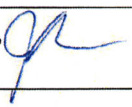
City Clerk

APPROVED AS TO FORM:



City Attorney

CITY OF CENTRALIA COUNCIL AGENDA REPORT

To:	Mayor and City Council	Council Meeting Date:	November 12, 2019
From:	Jan Stemkoski, P.E.,  City Engineer	Department:	Engineering Fund 101
Subject:	Resolution to Adopt City of Centralia ADA Transition Plan for Public Right of Way		

Background: As part of the American's with Disabilities Act (ADA), enacted on July 26, 1990, all cities with fifty (50) full time employees or more are to complete a self-assessment and transition plan. We are requesting that the City Council approve the attached resolution adopting a transition plan. The plan explains the approach taken in regards to the self-assessment.

Financial Impacts:

Implementation	<input type="text" value="\$0.00"/>	Annual Ongoing	<input type="text" value="\$50,000.00"/>
<input checked="" type="checkbox"/> Funds in Current Budget		<input type="checkbox"/> Appropriation/Amendment Required	

The Street Department has been budgeting funds for an annual ADA project since 2006. The adoption of the plan would increase the amount budgeted each year to accommodate approximately sixteen (16) ramps each year. The estimate amount for 2020 would be \$50,000.00.

Alternatives: N/A

Recommendation: Staff recommends that the City Council pass the resolution adopting an ADA Transition Plan.

NOTE: ADA Transition Plan available for viewing at the City Clerk's Office.

CITY OF CENTRALIA



ADA TRANSITION PLAN
FOR PUBLIC RIGHT-OF-WAY

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Section 1 – Introduction

1.1 Plan Requirements

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

Cities and other Government agencies are required to have an ADA self- assessment and transition plan when they grow beyond a threshold of fifty (50) full-time employees, which would include the City of Centralia. This plan focuses on accessibilities within the public right-of-ways. The plan addresses minimum requirements related to features within the public right-of-way such as curb ramps, sidewalks, crosswalks, median crossings, walk paths, and pedestrian-activated signal systems. The plan also addresses other elements outlined in Title II of the ADA related to administration, communications, and maintenance.

At a minimum, the plan must meet the requirements state in 28 CFR 35.150(d)(3) as follows:

1. Identify physical obstacles in the public entity's facilities that limit the accessibility of its program or activities to individuals with disabilities.
2. Describe in detail the methods that will be used to make the facilities accessible.
3. Specify the schedule for taking the steps necessary to achieve compliance with this section. And, if the time period of the transition plan is longer than one year, identify steps that will be taken during each year of the transition period.
4. Indicate the official responsible for the implementation of the plan.

The plan will provide a process for interested people, including individuals with disabilities or organizations representing individuals with disabilities, to participate in the development of the plan. A copy of the plan will be on the City of Centralia website www.cityofcentralia.com.

The goal of the plan is to optimize the pedestrian experience, to provide a safe and usable pedestrian facility for all pedestrians and to assure compliance with all federal, state and local regulations and standards.

Section 2 – Overview

This plan will be the first adopted by the City of Centralia. The City had started budgeting funds to install curb ramps on an annual basis in 2006 and had established a schedule for where they would install ramps each year, but no official transition plan had been adopted. Through 2017, 114 new curb ramps have been installed at a cost of \$341,000.00 This plan will be the first step in a multiple-phase process to complete all the work necessary to bring the City of Centralia right-of-way in compliance with all ADA regulations.

This plan will include a schedule for the first ten years of work planned. This incremental approach will better utilize the City of Centralia's limited resources; balancing community needs with funding realities.

Section 3 – Policies and Procedures

A barrier-free transportation system requires policies and procedures that ensure that all departments and programs are striving to meet the goal of a transportation system that is free of barriers. Planning documents must provide clear policy directions for new development. Inspection practices must assure that all facilities have been constructed in accordance with the approved construction plans and meet all applicable standards.

3.1 Policies and Procedures for New Construction

Title II of the ADA requires that new facilities be designed and constructed such that they are readily accessible to and usable by persons with disabilities. New construction projects address the construction of a new roadway or other transportation facility where none existed before. New construction is expected to meet the highest level of ADA compliance unless it is structurally impracticable to achieve full compliance. The City of Centralia Design and Development Guidelines indicate that the City has adopted all the Washington State Department of Transportation Standard Plans for curb, ramp, sidewalk, crosswalk and traffic signal installations.

3.2 Policies and Procedures for Alteration Projects

An alteration is a project that occurs within an existing developed right-of-way. Alterations include reconstruction, major rehabilitation, widening, resurfacing, signal installation, and other pedestrian access upgrades. An alteration project must be planned, designed and construction so that all ADA deficiencies are corrected as part of the alteration project.

Alterations to existing facilities are required to meet new construction standards to the maximum extent feasible. If full ADA compliance cannot be achieved in an alteration, compliance is required to the maximum extent feasible within the scope of a project. Examples of work that is not within the scope of a project include, but is not limited to; the need to acquire right-of-way when right-of-way is not being acquired elsewhere on the project, the need to relocate utilities when utilities are not being relocated as part of the project, the need to vertically realign the roadway when the roadway is not being vertically realigned elsewhere on the project, etc. The City of Centralia will document instances in alteration projects where full compliance could not be achieved. The documentation of these instances will establish the standard of process that guided the engineering judgment.

Section 4 – Federal Guidance for New Construction and Alteration Projects

On January 23, 2008, the U. S. Department of Transportation (U.S.D.O.T.) issued a memorandum titled Public Right-of-Way Advisory. In this memorandum, U.S.D.O.T. requires local agencies receiving Federal funds to utilize the 2005 PROWAG for Accessibility Standards for all new construction and alteration projects. U.S.D.O.T. has provided subsequent clarification that “resurfacing is an alteration that triggers the requirements to add curb ramps if it involves work on a street or roadway spanning from one intersection to another, and includes overlays of additional material to the road surface, with or without milling” provided the overlay impacts an intersection or crosswalk.

Section 5 – Specific City of Centralia Policies for New Construction and Alteration Projects

- 5.1 The City’s Comprehensive Plan includes goal T-5 – Provide adequate barrier-free transportation facilities. Design and construct transportation facilities to be barrier-free and easily accessible to all citizens, consistent with the ADA.
- 5.2 Updates to the City’s design and development guidelines will include specific requirements to upgrade sidewalks and traffic signal crossings to meet current ADA guidelines.
- 5.3 Concurrent with street overlay work, every place where sidewalks intersect the project, the crossing will be brought into compliance with current ADA guidelines, including compliant accessible routes, to the maximum extent feasible.
- 5.4 Concurrent with all major capital improvement projects, sidewalks (including driveways and curb ramps within the project limits) will be brought into compliance with current ADA guidelines, and accessible pedestrian signals (APS) shall be installed at all signalized pedestrian crossings.
- 5.5 Roadway design will meet current ADA guidelines to the maximum extent feasible to assure that new ramps are properly located, designed and then constructed properly.
- 5.6 Inspection practices will assure that sidewalk facilities have been constructed according to plan and meet applicable requirements.
- 5.7 Citizen requests will be well-documented and follow-through will be tracked.
- 5.8 The City Engineer will serve as the Transitional Plan Manager for all work within the City of Centralia public right-of-way.

Section 6 – Self Assessment

6.1 Introduction

The City recognizes the requirement to provide an inventory and assessment (self-evaluation) within its transition plan. The purpose of the self-evaluation is to provide a means of identifying deficiencies in its physical pedestrian facilities, to develop an inventory of needed improvements and updates, and to establish a schedule for those corrections. The City also recognizes that such a self-evaluation and the associated improvements are beyond the City's budget capabilities for many years. The City's plan is to address all locations where ADA ramps do not exist prior to moving to the other types of substandard conditions, such as sidewalk cross slopes, grade changes over one-quarter inch, etc. Our budget capabilities allow the installation of sixteen ramps per year. Our inventory indicates we have 629 locations where we should have an ADA ramp but don't at this time. That would indicate that at our present budget capabilities, it would take 39 years to complete all needed ADA ramps. That being the case, it would not be in the best interest of the use of public funds to complete an inventory of other substandard deficiencies until we are closer to starting that work.

Section 7 – Schedule

As part of the transition plan, we are developing a schedule for improvements for the next ten years. In those ten years, the budgeted funds would be used to install new ADA ramps at the intersections that do not have ramps. Since our funds are limited, we wanted to make sure that the ramps we do first are the most important to the users. With that in mind, we made contact with Ms. Debbie Campbell, the Executive Director of United Way of Lewis County and requested that she make contact with the United Way agencies that would be advocating for the users of ramps. She had ten agencies make contact with her requesting the opportunity to provide input on the ramp locations. We sent emails to all of those agencies requesting that they provide their priorities for which would be the most important for their users. We used that input along with the input of our Engineering and Public Works staff to develop a ten-year ramp schedule. That schedule is included as appendix B of this plan. It is the goal to update the schedule annually to remove the completed ramps, and add additional ramps so that we always have a full ten years of work scheduled. Once we have ramps at all intersection locations within the City Limits we will then move forward with the correction of the other deficiencies. The inventory for those items would start the year prior to the last year of ramp installation construction.

W.S.D.O.T will be completing a street rehabilitation project for State Route 507 from I-5 to Sixth Street in 2021. As part of this project they will be upgrading and installing new ramps for the entire length of the project. This work is also included in the schedule included in Appendix B.

The City will be completing a street improving project on Harrison Avenue from northwest of Johnson Road to southeast of Galvin Road in 2021. This project will include new ADA ramps. These new ramps are also included in the schedule included in Appendix B.

Section 8 – Implementation

The Public Works Department will budget sufficient funds to complete the work shown for each year in the schedule. Upon approval of the plan by the City Council, the plan will be posted on the City's website. We will also provide the contact information and the process for providing input regarding priorities for future ramp locations on our website.

APPENDIX A

TRANSITION PLAN SCHEDULE OF IMPROVEMENTS

Year 2020		Intersection	
1	Northeast corner	Yew Street	Centralia College Boulevard
2	All four corners	Yew Street	West Walnut Street
3	Northeast, Southeast and Southwest corners	Yew Street	West Pear Street
4	All four corners	Yew Street	West Plum Street
5	All four corners	Yew Street	West Cherry Street
6	Southwest and Southeast corners	Kresky Avenue	Summa Street
Year 2021		Intersection	
1	All four corners	Yew Street	West Chestnut Street
2	All four corners	Yew Street	West Elm Street
3	All four corners	South Pearl Street	West Chestnut Street
4	All four corners	South Tower Avenue	West Chestnut Street
Ramps provided by W.S.D.O.T. as part of the State Route 507 Rehabilitation Project			
1	All four corners	Mellen Street	Marsh Avenue
2	Southwest and Southeast corners	Mellen Street	Alder Street
3	Northwest and Southwest corners	Alder Street	Elm Street
4	Northeast and Southeast corners	Alder Street	Woodland Avenue
5	All four corners	Alder Street	Richmond Avenue
6	Southeast and Northeast corners	Alder Street	Hamilton Avenue
7	Northeast and Northwest corners	South Washington Avenue	Alder Street
8	All four corners	West Cherry Street	Alder Street
9	All four corners	West Cherry Street	South Rock Street
10	All four corners	West Cherry Street	South Iron Street
11	All four corners	West Cherry Street	South Silver Street
12	All four corners	West Cherry Street	South Pearl Street
13	All four corners	West Cherry Street	South Tower Avenue
14	All four corners	South Tower Avenue	East Plum Street
15	Northwest, Northeast and Southwest corners	South Tower Avenue	East Pear Street
16	All four corners	South Tower Avenue	East Walnut Street
17	All four corners	North Tower Avenue	West Center Street
18	All four corners	North Tower Avenue	West Hanson Street
19	All four corners	North Tower Avenue	East First Street
20	All four corners	North Tower Avenue	East Second Street
21	All four corners	North Tower Avenue	East Third Street
22	All four corners	North Tower Avenue	East Fourth Street
23	All four corners	North Tower Avenue	East Fifth Street
24	All five corners	North Tower Avenue	East Sixth Street
25	Northeast and Southeast corners	North Pearl Street	West Sixth Street
26	All four corners	North Pearl Street	West Fifth Street
27	All four corners	North Pearl Street	West Fourth Street
28	All four corners	North Pearl Street	West Third Street
29	All four corners	North Pearl Street	West Second Street

Ramps provided by W.S.D.O.T. as part of the State Route 507 Rehabilitation Project continued			
30	All four corners	North Pearl Street	West First Street
31	All four corners	North Pearl Street	West Hanson Street
32	All four corners	North Pearl Street	West Center Street
33	All four corners	North Pearl Street	West Walnut Street
34	All four corners	North Pearl Street	West Pear Street
35	All four corners	North Pearl Street	West Plum Street
Ramps provided by the Harrison Avenue – Johnson Road to Galvin Road Project This project will add sidewalks for the entire length of the project.			
1	North and South sides	Harrison Avenue	Caveness Drive
2	All four corners	Harrison Avenue	Russell Road
3	All four corners	Harrison Avenue	Fords Prairie Avenue
Year 2022			
		Intersection	
1	All four corners	South Washington Avenue	West Pear Street
2	All four corners	South Washington Avenue	West Cherry Street
3	All four corners	South Washington Avenue	West Plum Street
4	All four corners	North Washington Avenue	West Pine Street
Year 2023			
		Intersection	
1	All four corners	North Washington Avenue	Parkway Street
2	All four corners	North Washington Avenue	West Maple Street
3	All four corners	North Washington Avenue	West Center Street
4	All four corners	North Washington Avenue	West Second Street
Year 2024			
		Intersection	
1	All four corners	North Washington Avenue	West Third Street
2	All four corners	North Washington Avenue	West Fourth Street
3	Southwest and Southeast corners	North Washington Avenue	West Fifth Street
4	Both sides of mid-block crosswalk on Cooks Hill Road in front of the Hospital		
5	Northwest, Northeast and Southwest corners	Nick Road	Cooks Hill Road
6	Northwest and Southwest corners	Cooks Hill Road	West Mellen Street
7	Southwest and Southeast corners	West Mellen Street	Military Road
Year 2025			
		Intersection	
1	All four corners	East Maple Street	North Gold Street
2	Northwest and Southwest corners	North Gold Street	East Magnolia Street
3	Northwest and Southwest corners	North Gold Street	East Pine Street
4	Southwest corner	North Gold Street	East Main Street
5	Northwest and Southwest corners	East Locust Street	South Gold Street
6	All four corners	South Gold Street	East Walnut Street

Year 2026		Intersection	
1	All four corners	South Gold Street	East Pear Street
2	Southwest and Northwest corners	South Gold Street	East Plum Street
3	All four corners	South Gold Street	East Cherry Street
4	All four corners	South Gold Street	East Chestnut Street
Year 2027		Intersection	
1	All four corners	South Gold Street	Spruce Street
2	Northeast, Southeast and Southwest corners	Hickory Street	South Gold Street
3	Northeast and Southeast corners	South Gold Street	Kresky Street connection lane to South Gold Street
4	All four corners	South Pearl Street	Jefferson Street
Year 2028		Intersection	
1	All four corners	South Pearl Street	Jackson Street
2	Northwest, Northeast and Southeast corners	West Summa Street	South Pearl Street
3	Southwest and Southeast corners	West Pear Street	South Silver Street
4	Southwest and Southeast corners	West Pear Street	South Iron Street
5	Southeast corner	West Pear Street	South Rock Street
6	Southwest and Southeast corners	West Pear Street	South King Street
Year 2029		Intersection	
1	All four corners	West Pear Street	South Cedar Street
2	All four corners	West Pear Street	South Hemlock Street
3	All four corners	West Pear Street	South Courtland Street
4	Northwest, Southwest and Southeast corners	South Tower Avenue	Jefferson Street

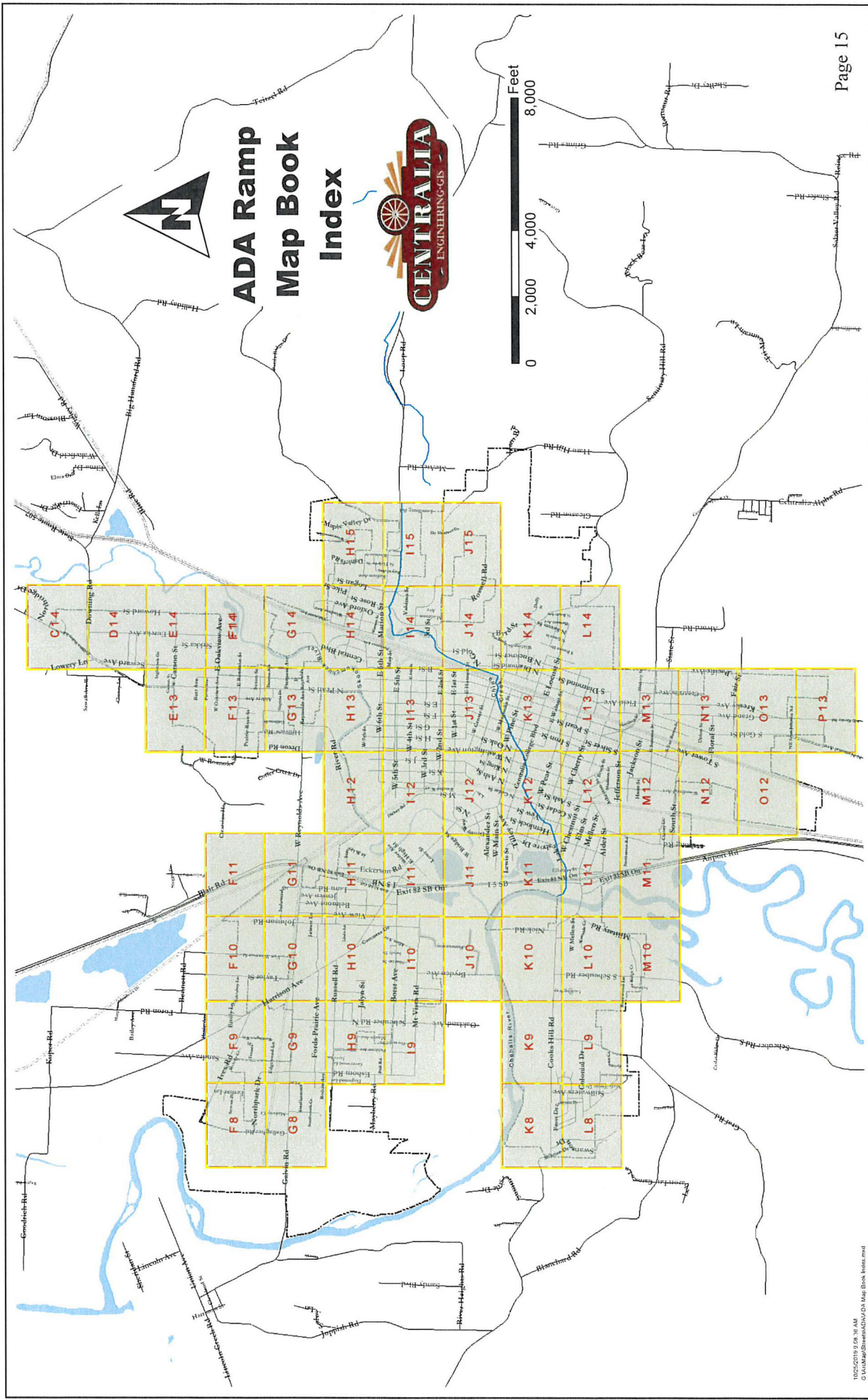
APPENDIX B

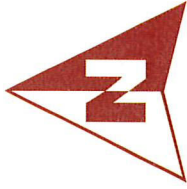
LIST OF AGENCIES THE CITY REQUESTED INPUT FROM FOR THE TRANSITION PLAN

Agency		Contact
1.	Reliable Enterprises	Mr. Brett Mitchell
2.	Lewis County Public Health and Social Services	Ms. Meja Handlen (Housing Coordinator)
3.	Youth Advocacy Center	Ms. Samantha Mitchell
4.	Gather Church	Mr. Cole Mitchell
5.	Pope's Place	Mr. Chris Judd
6.	Cascade Mental Health	Dr. Richard Stride
7.	Lewis County Public Health and Social Services	Sara Sons (Developmental Disabilities Program Coordinator)
8.	E.S.D. (Employment Security Department)	Ms. Jeannie House
9.	The Salvation Army – Centralia	Ms. Ginifer Pack
10.	Volunteer Services/Catholic Community Services for Mason, Lewis and Thurston Counties	Ms. Rebecca Graham

APPENDIX C

INVENTORY OF ADA RAMPS IN THE CITY OF CENTRALIA




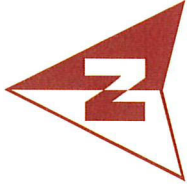


1 inch = 200 feet

SHEET F8



- No ADA Ramp (629)
- Existing ADA Ramp (500)
-  City Limits

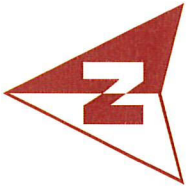


1 inch = 200 feet

SHEET F13




- No ADA Ramp (629)
- Existing ADA Ramp (500)
-  City Limits



1 inch = 200 feet

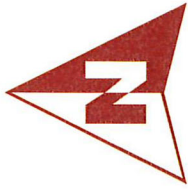
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- No ADA Ramp (629)
- Existing ADA Ramp (500)
-  City Limits



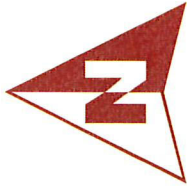
- No ADA Ramp (629)
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- City Limits



1 inch = 200 feet

SHEET
G9



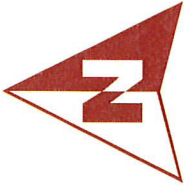


1 inch = 200 feet

SHEET G10



- No ADA Ramp (629)
- Existing ADA Ramp (500)
- City Limits

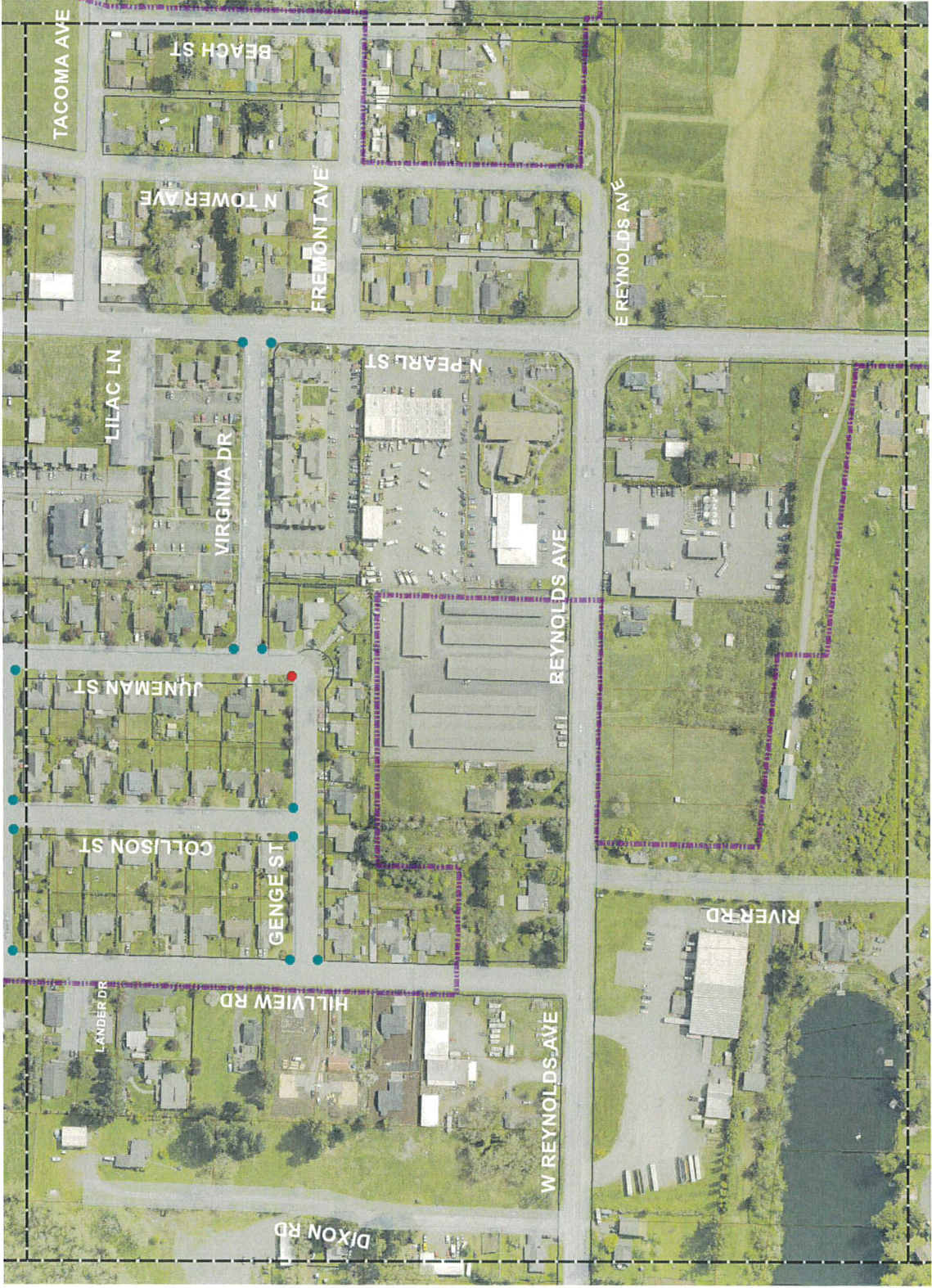


1 inch = 200 feet

SHEET G11



- No ADA Ramp (629)
- Existing ADA Ramp (500)
- City Limits

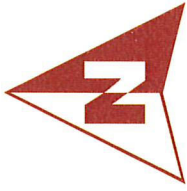


1 inch = 200 feet

**SHEET
G13**



- No ADA Ramp (629)
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- City Limits



1 inch = 200 feet

SHEET H9



- No ADA Ramp (629)
- Existing ADA Ramp (500)
-  City Limits




1 inch = 200 feet

SHEET H10



- No ADA Ramp (629)
- Existing ADA Ramp (500)
- City Limits



- No ADA Ramp (629)
- Existing ADA Ramp (500)
-  City Limits



1 inch = 200 feet

SHEET
H11




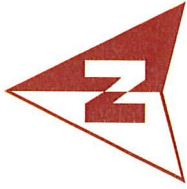


1 inch = 200 feet

SHEET H13

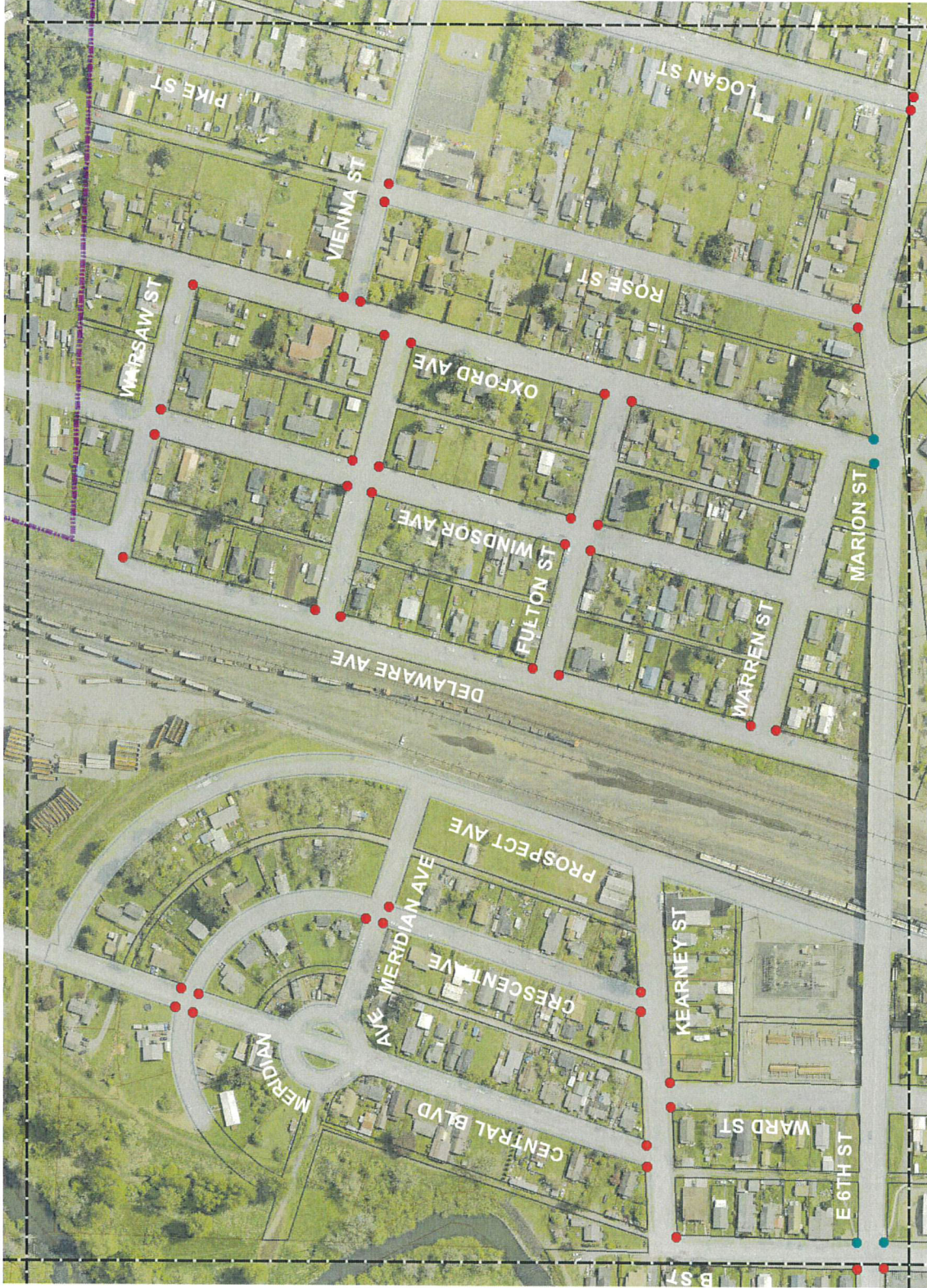



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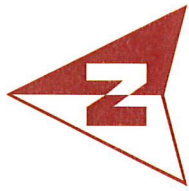


1 inch = 200 feet

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-  City Limits

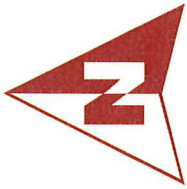


1 inch = 200 feet

SHEET H15



- No ADA Ramp (629)
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- City Limits



1 inch = 200 feet

SHEET I10

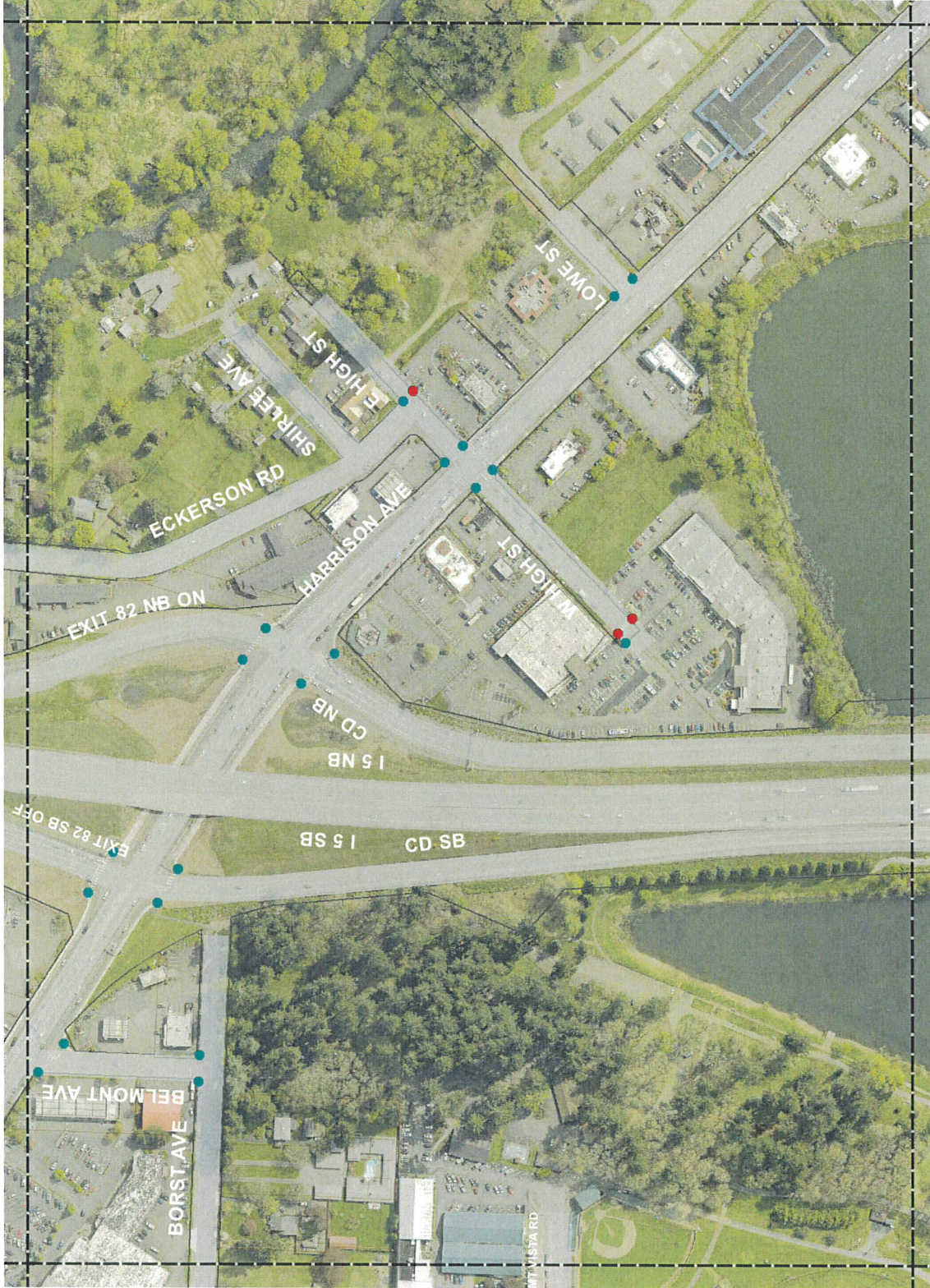


- No ADA Ramp (629)
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- City Limits



1 inch = 200 feet

SHEET I11



- No ADA Ramp (629)
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- City Limits



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1 inch = 200 feet

SHEET I12



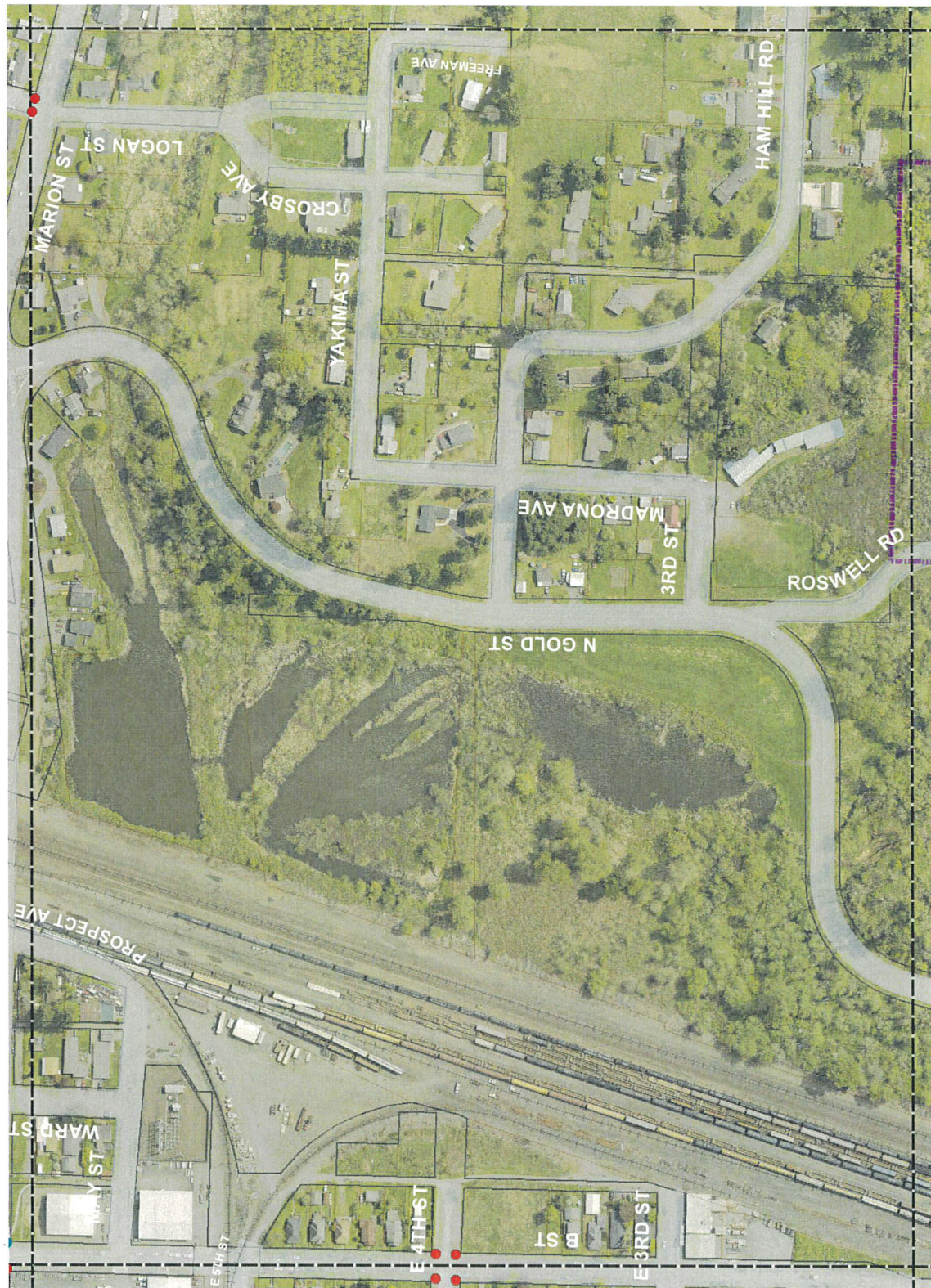


1 inch = 200 feet

SHEET I13



- No ADA Ramp (629)
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-  City Limits



1 inch = 200 feet

SHEET I14



- No ADA Ramp (629)
- Existing ADA Ramp (500)



City Limits



1 inch = 200 feet

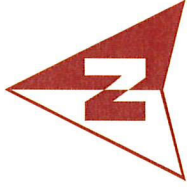
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I15



- No ADA Ramp (629)
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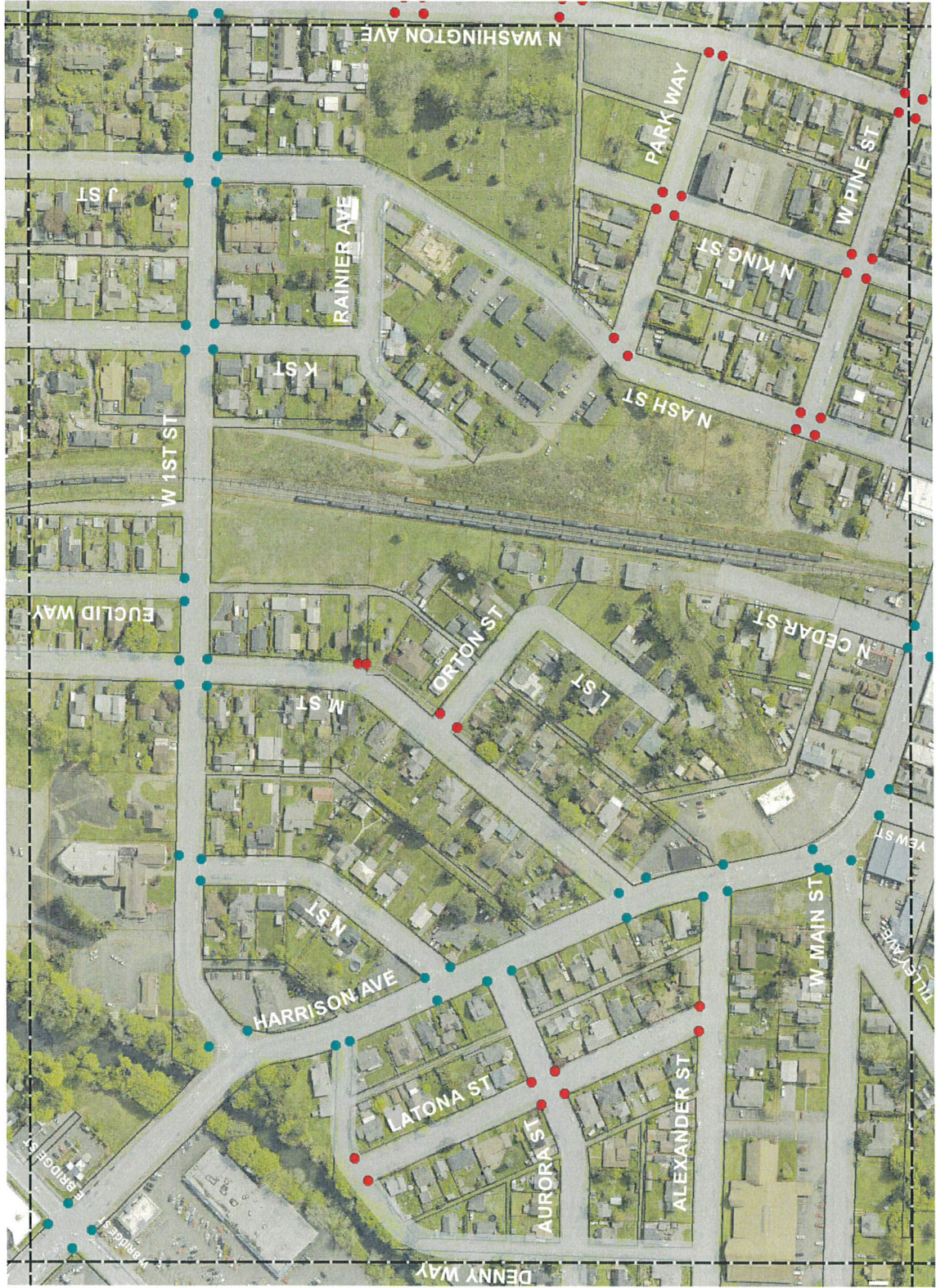
- No ADA Ramp (629)
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- City Limits



1 inch = 200 feet

SHEET
J11





1 inch = 200 feet

SHEET J12



- No ADA Ramp (629)
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- City Limits

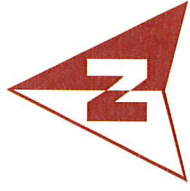


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SHEET J13



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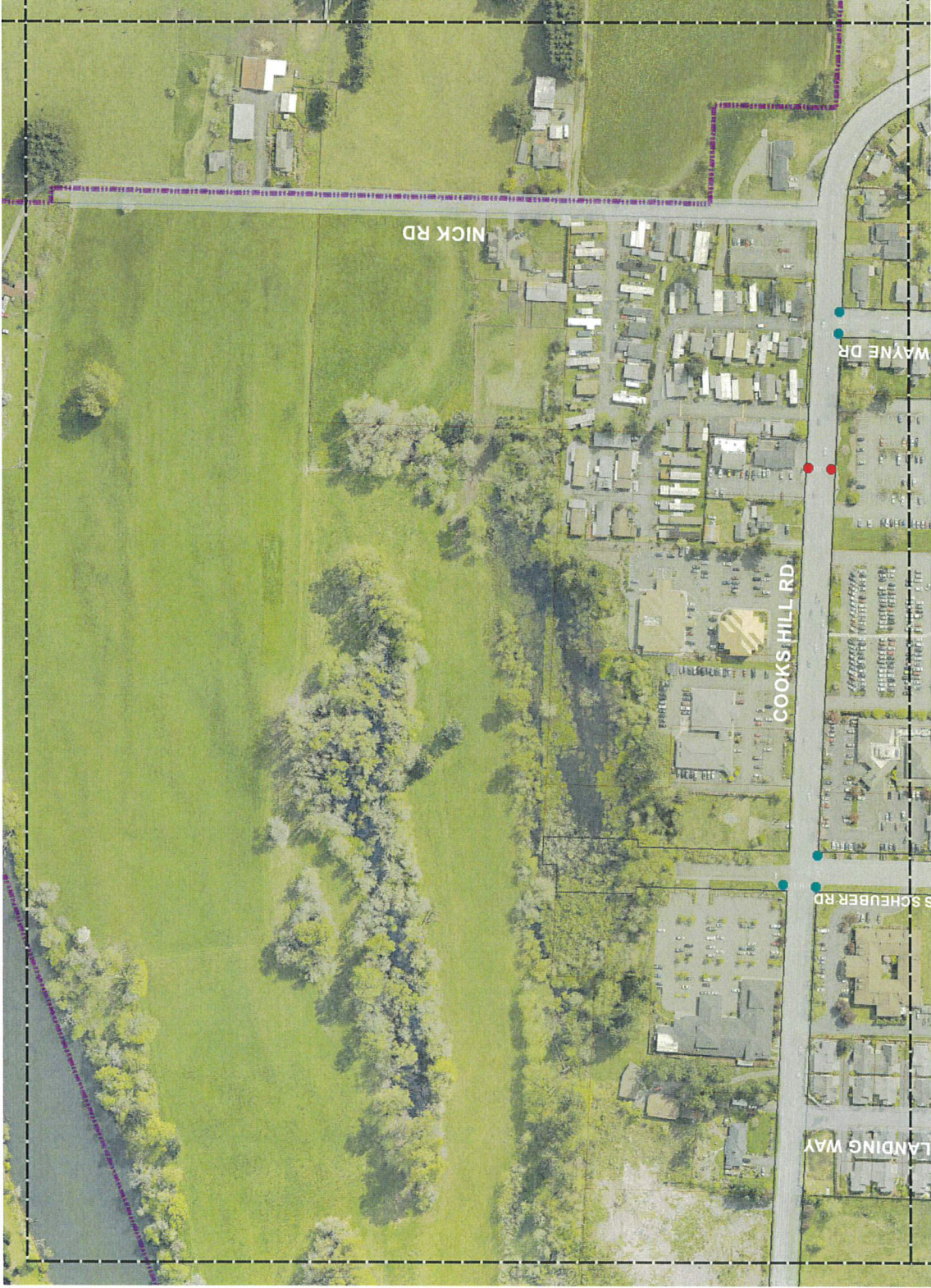


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SHEET
J14



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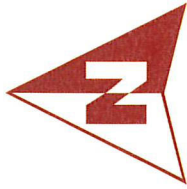


1 inch = 200 feet

SHEET K10



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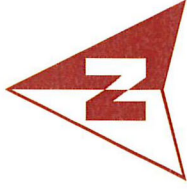
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SHEET
K11





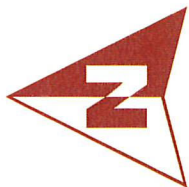
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SHEET K12



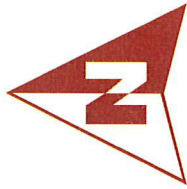


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SHEET K13



-  No ADA Ramp (629)
-  Existing ADA Ramp (500)
-  City Limits

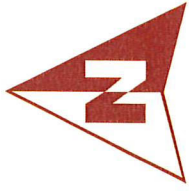


1 inch = 200 feet

SHEET K14



- No ADA Ramp (629)
- Existing ADA Ramp (500)
- City Limits

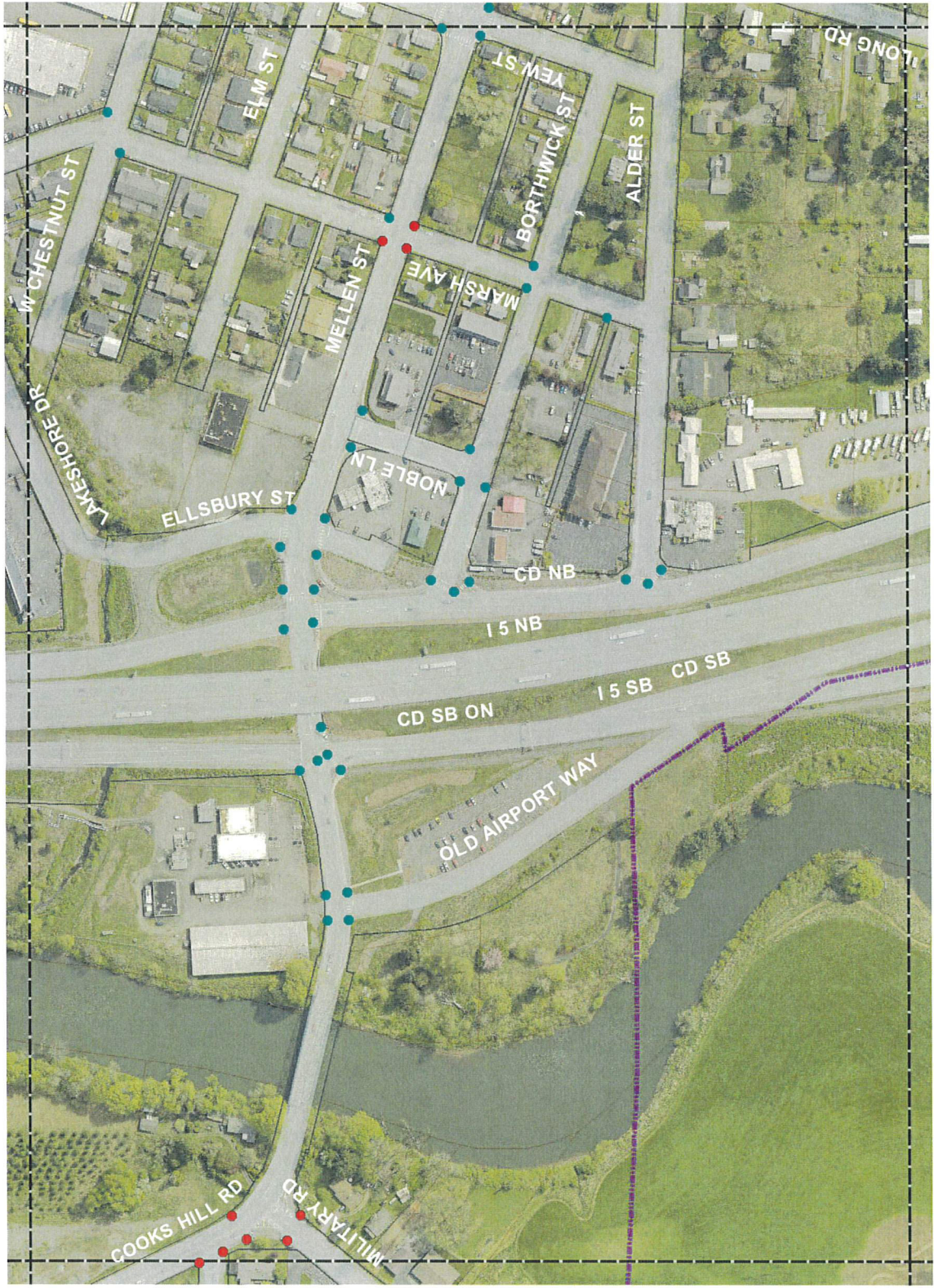


1 inch = 200 feet

SHEET L10



- No ADA Ramp (629)
- Existing ADA Ramp (500)
- City Limits



1 inch = 200 feet

SHEET L11



- No ADA Ramp (629)
- Existing ADA Ramp (500)



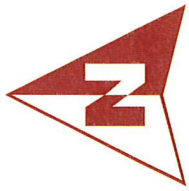
City Limits



L12
SHEET



- No ADA Ramp (629)
- Existing ADA Ramp (500)



1 inch = 200 feet

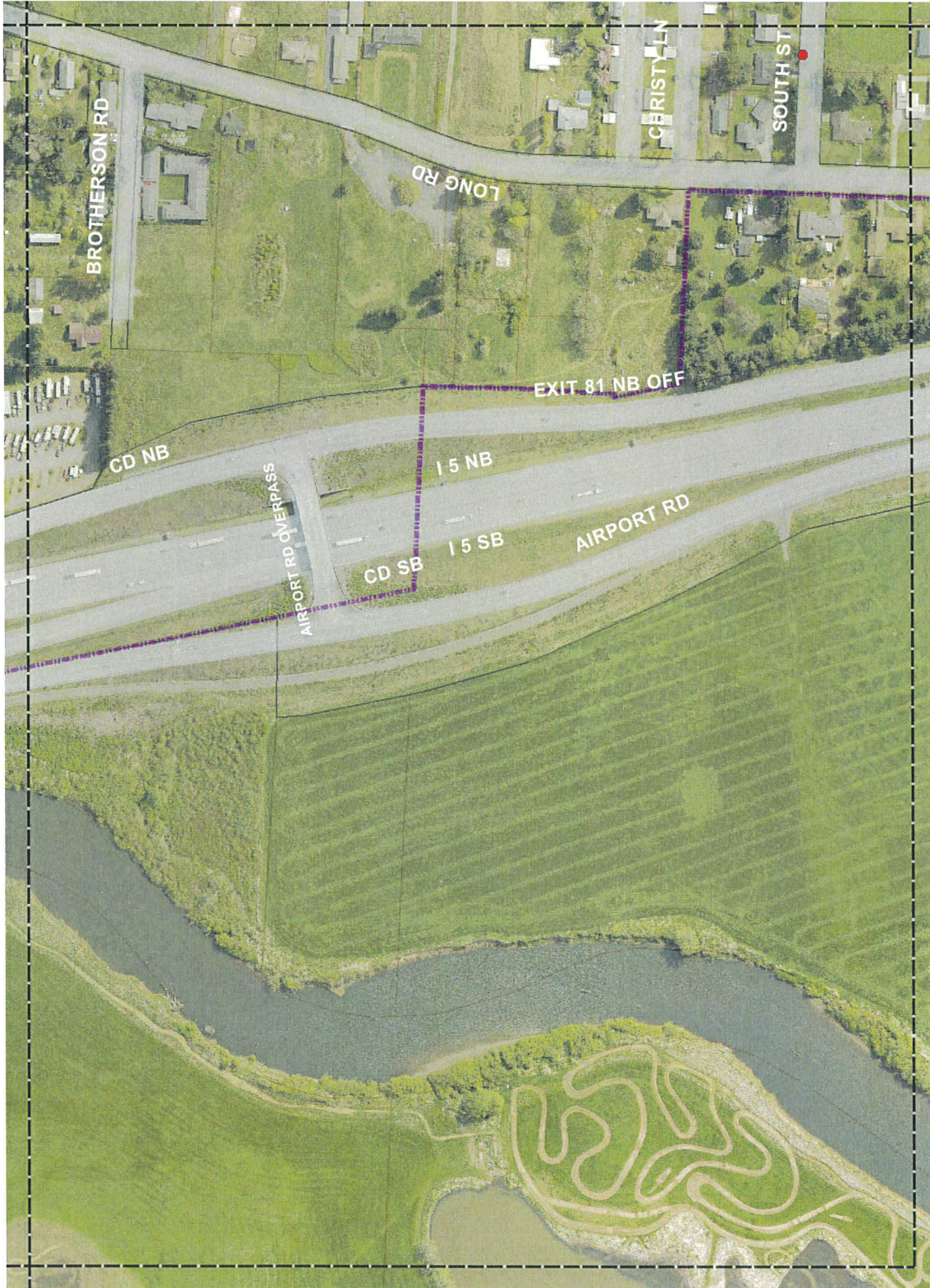
SHEET

L13



- No ADA Ramp (629)
- Existing ADA Ramp (500)
- City Limits





1 inch = 200 feet

SHEET

M11



- No ADA Ramp (629)
 - Existing ADA Ramp (500)
 - City Limits

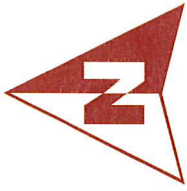


1 inch = 200 feet

SHEET M12



- No ADA Ramp (629)
- Existing ADA Ramp (500)
- City Limits



1 inch = 200 feet

SHEET M13



- No ADA Ramp (629)
 - Existing ADA Ramp (500)
-  City Limits

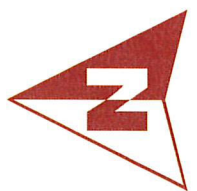


1 inch = 200 feet

SHEET N12



- No ADA Ramp (629)
- Existing ADA Ramp (500)
- City Limits

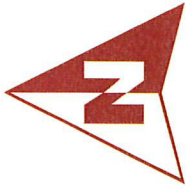


1 inch = 200 feet

**SHEET
N13**



- No ADA Ramp (629)
- Existing ADA Ramp (500)
- City Limits



1 inch = 200 feet

SHEET 013



- No ADA Ramp (629)
- Existing ADA Ramp (500)
- City Limits



1 inch = 200 feet

SHEET
P13



- No ADA Ramp (629)
- Existing ADA Ramp (500)
- City Limits