

CITY OF CENTRALIA



ADA TRANSITION PLAN
FOR PUBLIC RIGHT-OF-WAY

2022 UPDATE

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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. In 2019, the City adopted a transition plan that focuses on accessibilities within the public right-of-ways. The plan addressed 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 addressed 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.

Interested residents, including individuals with disabilities or organizations representing individuals with disabilities, are encouraged to participate in the development of the plan. A copy of the plan is on the City of Centralia website www.cityofcentralia.com and requests for ADA improvements can be submitted to the City Engineer to be incorporated into the planned improvements at any time. Updates to the plan will be completed every three years.

The goal of the 2022 ADA Transition Plan Update is to build upon the efforts of the ADA Transition Plan adopted in 2019, to continue to optimize the pedestrian experience, provide a safe and usable pedestrian facility for all pedestrians and assure compliance with all federal, state and local regulations and standards.

Section 2 – Overview

The ADA Transition Plan was first adopted by the City of Centralia in 2019. The City had started budgeting funds to install ADA accessible curb ramps on an annual basis in 2006. At that time, a schedule for where ADA ramps would be installed each year was completed that focused on routes with high pedestrian use. However, no official transition plan was adopted at that time. Prior to the ADA Transition Plan adoption in 2019, 114 new curb ramps had been installed. In total, the City

budgeted and expended \$341,000.00 on ADA ramp installations between 2006 and 2019.

The ADA Transition Plan adopted in 2019 was the first step in a multiple-phase process to complete all the work necessary to bring the City of Centralia right-of-way into compliance with all ADA regulations. The Plan included a schedule for the first ten years of work planned. This incremental approach was an attempt to better utilize the City of Centralia's limited resources; balancing community needs with funding realities. The plan adopted in 2019 included a schedule for the installation of 16 ramps per year. At that rate, 48 ramps should have been completed by the end of 2022. In actuality, the City has far exceeded the planned ramp installation as well as additional improvements to signalized intersections and pedestrian crossings.

Since the plan adoption in 2019, the City has continued to focus on areas identified in the plan as well as areas identified by the public since adoption, new areas identified as part of private development projects and areas within the footprint of City-funded projects. Improvements completed since adoption in 2019 are identified in Appendix A. In total, 112 ramps have been installed and upgraded to current ADA requirements. In addition to the ADA ramp installations, other improvements have been completed such as sidewalk installation, pedestrian safety improvements and upgrading pedestrian push buttons at signalized intersections.

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 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 are 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 The City’s adopted Design and Development Guidelines includes specific requirements to upgrade sidewalks and ADA ramp crossings adjacent to new development 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, curb ramps 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 new or replaced sidewalk facilities have been constructed according to plan and meet applicable requirements.

- 5.7 Citizen requests will be encouraged 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 self-assessment in the adopted ADA Transition Plan had a primary goal of addressing all locations where ADA ramps did not exist prior to moving to the other types of substandard conditions, such as sidewalk cross slopes, grade changes over one-quarter inch, etc. the City budget capabilities at the time was able to fund approximately 16 ADA ramp installations per year (2018 dollars). At that time, the self-assessment indicated that we had 629 locations where ADA ramps were needed and not currently present. As ADA ramp installation was (and still is) of the highest priority, other deficiencies were not identified in the plan for replacement/improvement.

This plan update includes additional elements that were not originally addressed in the 2019 ADA Transition Plan. The City will now be including the installation of sidewalk on high-pedestrian use routes that currently do not have pedestrian facilities and APS upgrades at signalized intersections.

Section 7 – Public Involvement

Since 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, in 2019 before the ADA Transition Plan was adopted, 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. That information was used to determine the highest priority locations for improvements.

As part of this 2022 Update to the ADA Transition Plan, we are again seeking public input on the priority list. A public hearing will be held on October 25, 2022 during the regularly-scheduled City Council Meeting. The public hearing notice was posted in the Centralia Chronicle on October 8 and October 15, 2022 and a notice was posted on the City's website and Facebook page. Public comment is encouraged at all times and the public may contact the City Engineer to address specific locations that need improvements at any time.

Section 8 – Schedule

As part of the adopted transition plan, a schedule for improvements for the next ten years was developed (2020 – 2029). In those ten years, the plan was for budgeted funds to be used to install new ADA ramps at the intersections that do not have ramps. We used public input along with the input of our Engineering and Public Works staff to develop a ten-year ramp schedule. The intent was to continue to utilize this schedule to install ramps at all intersection locations within the City Limits and then move forward with the correction of the other deficiencies such as sidewalks and pedestrian signals. However, as we have found through the past few years, the ramps identified did not match up with capital projects in the City’s Six Year Transportation Plan and new development projects so we have had to make modifications to the ramps constructed each year.

W.S.D.O.T will be completing a street rehabilitation project for State Route 507 from I-5 to Sixth Street in 2024. As part of this project, they will be upgrading and installing new ramps for the entire length of the project. This work was originally scheduled for 2021 and has been delayed. Those ramps are also included in the schedule included in Appendix B.

Section 9 – Implementation

The Public Works Department will budget sufficient funds to complete the work shown for ADA ramp installation each year in the schedule. Additional improvements identified in the schedule, such as signal upgrades, pedestrian crossing safety improvements and sidewalk installation will be funded through the Six Year Transportation Improvement Plan projects that receive federal or state funding. 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 IMPROVEMENTS COMPLETED 2020 – 2022

ADA Ramps

Year 2020		Intersection	
1	Northeast corner	Yew Street	Centralia College Boulevard
2	All four corners	Yew Street	W. Walnut Street
3	Northeast, Southeast and Southwest corners	Yew Street	W. Pear Street
	All four corners	Yew Street	W. Plum Street
4	All four corners	Yew Street	W. Cherry Street
5	Southwest/Southeast Corner	S. Silver Street	W. Plum Street
6	Southwest/Southeast Corner	S. Iron Street	W. Plum Street
7	Southwest/Southeast Corner	S. Rock Street	W. Plum Street
8	Southwest/Southeast Corner	S. Oak Street	W. Plum Street
9	Southeast/Southeast Corner	S. Washington Street	W. Plum Street
10	Northeast/Northwest Corner	E. Magnolia Street	N. Gold Street
11	Northeast/Southeast Corner	E. Pine Street	N. Gold Street
12	All four corners	E. Main Street	N. Gold Street
Total ADA Ramps for 2020: 34			

Year 2021		Intersection	
Ramps provided as part of the State Route 507 / Centralia Streetscape Joint Project			
1	All four corners	Mellen Street	Marsh Avenue
2	Southwest and Southeast corners	Alder Street	Alder Street
3	All four corners	Alder Street	Richmond Avenue
4	Southeast and Northeast corners	South Washington Avenue	Hamilton Avenue
5	East and North Crossings – South Crossing Permanently Closed	West Cherry Street	Alder Street
6	All four corners	North Tower Avenue	West First Street
7	All four corners	North Pearl Street	West First Street
Total ADA Ramps for 2021: 22			

Year 2022		Intersection	
Harrison Avenue – Johnson Road to Galvin Road Project			
1	All four corners	Harrison Avenue	Fords Prairie Avenue
2	All four corners	Harrison Avenue	Russell Road
3	Southeast/Southwest and Ped median	Harrison Avenue	Caveness Street
4	8 Additional Ramps for Business Entrances and Pedestrian Crossings	Harrison Avenue	Various
First Street Pedestrian Safety and Traffic Calming			
5	East Side of Intersection Ramps, Pedestrian Median, Stamped Crosswalk	Harrison Avenue	First Street
6	All four corners	First Street	N Street

7	All four corners	First Street	M Street
8	Northeast/Northwest corners	First Street	Euclid Way
9	All four corners	First Street	K Street
10	Northwest/Northeast Corners	First Street	J Street
11	All four corners	First Street	Washington Avenue
12	All four corners	First Street	H Street
13	All four corners	First Street	G Street
14	All four corners	First Street	F Street
15	All four corners	First Street	E Street
Total ADA Ramps for 2022: 56			

Additional ADA Improvements Completed by City and Developers

Year 2020		Location	
1	Sidewalk Installation (New)	Reynolds Avenue (Dollar General)	
2	Sidewalk Installation (New)/ADA Ramp	S. Scheuber Rd (NW Pediatrics Center)	
3	Sidewalk Replacement	Iron St - Walnut to Pear (Centralia College)	
4	Widened Pedestrian/Bicycle Shoulders	N. Gold Street – Girard to Marion	

Year 2021		Location	
1	Pedestrian Push Button Upgrades at Signal	Harrison Avenue/Johnson Road	
2	Pedestrian Push Button Upgrades at Signal	Harrison Avenue/N. Belmont Street	
3	Sidewalk Installation (New)/ADA Ramp	Gold Street Connector (Dollar General 2)	
4	Sidewalk Replacement, ADA Ramp Installation and Crossing Improvements	Mellen Street – Marsh St to Alder Street Alder Street at Washington Avenue (Joint Funded by City and WSDOT)	
5	Sidewalk Replacement	N. Belmont Street (Starbuck’s)	
6	Mellen Street Park N Ride	Mellen St/I-5 (Twin Transit)	

Year 2022		Location	
1	Sidewalk and ADA Ramp Installation (New)	Reynolds Avenue – Stormwater Department	
2	Sidewalk and ADA Ramp Installation (New)	Harrison Avenue – Johnson to Galvin Rd	
3	Sidewalk Replacement/ADA Ramps	Centralia College Blvd – Rock to Silver Silver Street – CC Blvd to Walnut Walnut St – Silver to Iron	
4	Sidewalk and Bus Stop (New)	Borst Avenue – Scheuber Road (Twin Transit)	
5	School Crossing Beacons (RRFB)	First Street at Washington Ave First Street at H Street Johnson Road at Centralia Middle School	
5	Sidewalk and ADA Ramp Installation(New)	Kresky Avenue and State Street – Private Developer	

APPENDIX B

TRANSITION PLAN IMPROVEMENTS PROPOSED 2023 – 2032

**Planned Improvements
2023 - 2032**

Year 2023		Intersection	
ADA Ramp Installations			
1	North/East/West Corners	Harrison Avenue	High Street
2	All four corners	Harrison Avenue	Bridge Street
3	305 Harrison Ave	Harrison Avenue	N Street
4	205 Harrison Ave	Harrison Avenue	M Street
5	203 M Street	Harrison Avenue	M Street
6	108 Harrison Avenue	Harrison Avenue	Alexander Street
7	1401 Mellen Street	Mellen Street	Police Training Center
8	West/North/South	Alder Street	Elm Street
9	South/East/North	Alder Street	Woodland Avenue
10	All four corners	Yew Street	West Chestnut Street
11	All four corners	Yew Street	West Elm Street
12	NE/NW Corners	Woodland Ave	Summa Street
13	All four corners	Woodland Ave	Hunt Street
14	All four corners	Woodland Ave	Jackson Street
15	All four corners	Woodland Ave	Jefferson Street
Other Scheduled ADA Improvements			
1	Accessible Push Buttons	Harrison Avenue	High Street
2	Accessible Push Buttons	Harrison Avenue	Bridge Street
	Included in project Awarded on November 1, 2022		

Year 2024		Intersection	
1	All four corners (bulbouts)	N. Pearl Street	Center Street
2	All four corners (bulbouts)	N. Pearl Street	Hanson Street
3	All four corners (bulbouts)	N. Tower Avenue	Center Street
4	All four corners (bulbouts)	N. Tower Avenue	Hanson Street
5	Northeast/Southeast corners	S. Gold Street	E. Pear Street
6	All four corners	S. Gold Street	E. Plum Street
7	All five corners	S. Gold Street	E. Cherry Street
8	All four corners	S. Gold Street	E. Chestnut Street
9	All four corners	S. Gold Street	Spruce Street
10	Northeast/Northwest/Southeast	S. Gold Street	Hickory Street
11	Northeast/Southeast/Northwest	S. Gold Street	Gold Street Connector Rd
12	All four corners	S. Gold Street	E Locust Street
13	Northwest/Southwest corners	S. Gold Street	E. Walnut Street
Other Scheduled ADA Improvements			
1	Pedestrian Crossing Beacons (RRFB)	N. Pearl Street	Center Street
2	Pedestrian Crossing Beacons (RRFB)	N. Pearl Street	Hanson Street
3	Pedestrian Crossing Beacons (RRFB)	N. Tower Avenue	Center Street
4	Pedestrian Crossing Beacons (RRFB)	N. Tower Avenue	Hanson Street
	Included in Pedestrian and Bicycle Safety Project		

Ramps provided by W.S.D.O.T. as part of the State Route 507 Rehabilitation Project

1	All four corners	West Cherry Street	South Rock Street
2	All four corners	West Cherry Street	South Iron Street
3	All four corners	West Cherry Street	South Silver Street
4	All four corners	West Cherry Street	South Pearl Street
5	All four corners	West Cherry Street	South Tower Avenue
6	All four corners	South Tower Avenue	East Plum Street
7	Northwest, Northeast and Southwest corners	South Tower Avenue	East Pear Street
8	All four corners	South Tower Avenue	East Walnut Street
9	All four corners	North Tower Avenue	East Second Street
10	All four corners	North Tower Avenue	East Third Street
11	All four corners	North Tower Avenue	East Fourth Street
12	All four corners	North Tower Avenue	East Fifth Street
13	All five corners	North Tower Avenue	East Sixth Street
14	Northeast and Southeast corners	North Pearl Street	West Sixth Street
15	All four corners	North Pearl Street	West Fifth Street
16	All four corners	North Pearl Street	West Fourth Street
17	All four corners	North Pearl Street	West Third Street
18	All four corners	North Pearl Street	West Second Street
19	All four corners	North Pearl Street	West Walnut Street
20	All four corners	North Pearl Street	West Pear Street
21	All four corners	North Pearl Street	West Plum Street

Year 2025

Intersection

1	All four corners	Harrison Avenue	Johnson Road
2	Northwest/Northeast corners	Harrison Avenue	View Avenue
3	Northwest/Southwest/Southeast	Harrison Avenue	N. Belmont Street
4	Accessible Push Buttons	Harrison Avenue	Johnson Road
5	Accessible Push Buttons	Harrison Avenue	N. Belmont Street
6	New Sidewalk (East Side of N. Belmont)	From Harrison Avenue	To Haviland Street
7	All four corners	N. Belmont Street	Haviland Street
8	Safe Routes to Schools Grant Improvements (Pending Funding): Washington Elementary: Improvements to Field Street, Hickory Street, S. Diamond Street, Spruce Street and Chestnut Street Oakview Elementary: Improvements on Oakview Avenue between N. Pearl Street and Sirkka Street.		

Year 2026

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 2027**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 2028**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	Southeast/Northeast corners	Walnut Street	S. Silver Street

Year 2029**Intersection**

1	Both sides of mid-block crosswalk on Cooks Hill Road in front of the Hospital		
2	Southwest/Southeast/Northwest	Cooks Hill Road	Wayne Drive
3	Northwest and Southwest corners	Cooks Hill Road	West Mellen Street
4	Southwest and Southeast corners	West Mellen Street	Military Road

Year 2030**Southwest and Southeast corners**

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

Year 2031**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

Year 2032**Intersection**

1	Northeast/Northwest/South	Hanson Street	H Street
2	All four corners	Hanson Street	N Oak Street
3	New Sidewalk (Hanson Street S. Side)t	From H Street	To G Street
4	Southeast/Southwest	Hanson Street	N. Rock Street
5	Northeast/Northwest corners	Hanson Street	F Street
6	Southeast/Southwest Intersection Northeast/Northwest Alley Crossing	Hanson Street	N. Iron Street
7	Southeast/Southwest	Hanson Street	Hillkress Avenue

