



Port of Vancouver Washington

ADA Transition Plan

Submitted to:

**Port of Vancouver
3120 NW Lower River Rd
Vancouver, WA 98660**

Prepared by:

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ADA Policy Statement

The Port of Vancouver is committed to ensuring equal access to all programs, services, activities, and facilities for people with disabilities, in accordance with Title II of the Americans with Disabilities Act (ADA) and Section 504 of the Rehabilitation Act.

The Port does not discriminate on the basis of disability in the admission to, access to, or operations of its programs, services, or activities. The Port will make reasonable modifications to policies and programs to ensure equal access for people with disabilities. Any individual who requires an auxiliary aid or service for effective communication, or a modification to a policy or program to participate in a Port program, service, or activity, should contact the ADA Coordinator as soon as possible, but no later than 72 hours before the scheduled event.

The Port has adopted a grievance procedure for resolving complaints of disability discrimination. A copy of the grievance procedure is available from the ADA Coordinator and on the Port's website.

This policy statement is available in alternative formats upon request by contacting the ADA Coordinator.

Executive Summary

The Port of Vancouver has prepared this Americans with Disabilities Act (ADA) Transition Plan as required by the Washington State Department of Transportation (WSDOT) under Title II of the ADA and Section 504 of the Rehabilitation Act. This plan identifies physical barriers to accessibility in Port-owned, publicly accessible facilities and establishes a strategy for removing those barriers over the next five years.

Assessment

In May 2025, certified ADA inspection survey crews conducted a comprehensive accessibility assessment of Port-owned pedestrian facilities open to the public, including parking areas, multi-use trails, sidewalks, curb ramps, stairways, plaza spaces, docks, gangways, and bridges. The assessment documented compliance with the 2010 ADA Standards for Accessible Design using field measurements, GPS mapping, and digital photography.

Findings

The assessment identified **45 locations** with barriers to accessibility:

- 26 locations with non-compliant slopes or dimensions
- 7 locations with surface damage or deterioration
- 8 locations requiring detectable warning repairs
- 3 locations with non-compliant utility covers
- 1 location with other barriers (missing markings)

Implementation

Improvements are prioritized by severity of barrier, level of public use, feasibility, and cost-effectiveness. The total estimated costs of the repair program is \$140,070. The Port intends to address the identified barriers between 2026 and 2030, as resources and project priorities allow.

- **Maintenance Repairs:** Approximately seven deficiencies will be addressed through routine repairs funded at \$50,000 annually from operations budgets.
- **Capital Improvements:** Approximately 38 deficiencies require capital funding. Related improvements are bundled into larger projects for efficiency.

Ongoing Commitment

The Port will continue identifying and addressing barriers through inspections, the grievance procedure, and public input. All new construction and alterations will comply with ADA standards. The plan will be available for public comment, and the Port particularly encourages input from people with disabilities and advocacy organizations.

ADA Transition Plan

An ADA transition plan is a roadmap for achieving accessibility compliance. It documents existing barriers, prioritizes improvements based on severity and public impact, establishes realistic timelines and budgets for barrier removal, and demonstrates the Port's ongoing commitment to ensuring equal access for people with disabilities. The following pages present a detailed analysis of ADA requirements, specific barriers identified, and recommended improvement implementation schedule and cost estimates. The attached appendices provide additional details.

Section 1. Project Background and Legal Requirements

Project Purpose

The Port of Vancouver (Port) is committed to ensuring that all community members, including people with disabilities, can access Port facilities and services. This Americans with Disabilities Act (ADA) Transition Plan reflects that commitment and the Port's legal obligation to remove barriers to accessibility.

As required by the Washington State Department of Transportation (WSDOT), this plan addresses accessibility within the public right-of-way and Port-owned facilities. All local agencies with more than fifty employees that receive federal transportation funds from WSDOT must complete an ADA transition plan demonstrating compliance with the ADA and Section 504 of the Rehabilitation Act.

This transition plan identifies physical barriers to accessibility, prioritizes improvements, and establishes a realistic schedule and budget for removing those barriers. The Port initiated this planning process in January 2025 and the plan will be completed in early 2026. Implementation of accessibility improvements will occur over a three-to-five-year period.

Project Context

The Port is an independent public agency, established in 1912, with 1,600 acres in land holdings managed by 50 tenants. The Port facilities are linked through a network of public and private streets, State Route (SR) 501, shared use paths, heavy rail, and marine facilities located along the Columbia River. The Port's accessible public areas include the pedestrian facilities associated with roadways, regional trails, parking lots, the Port's administration building, and the open space areas located at the mixed-use Terminal 1 waterfront site. The project excluded facilities leased to tenants (considered private), interior spaces within buildings, and areas operated by other public agencies, such as City of Vancouver.

The Port is generally bounded by the Columbia River on the south, Vancouver Lake and the flushing channel on the west, SR501 and La Frambois Road on the north, and Interstate 5 on the east. The Port's primary industrial facilities are shown below. The 6-block Terminal 1 site is directly downstream of the Interstate 5 bridge.



Legal Requirements

Title II of the Americans with Disabilities Act (ADA) requires state and local governments, including the Port, to ensure that people with disabilities have equal access to all programs, services, and activities. This includes both "program access" - ensuring services are accessible when viewed in their entirety - and removing physical barriers in facilities and the public right-of-way.

The Port must comply with the 2010 ADA Standards for Accessible Design, which provide technical specifications for accessible elements such as pedestrian routes, curb ramps, crosswalks, parking, and facilities. Additionally, Section 504 of the Rehabilitation Act prohibits discrimination based on disability in programs receiving federal financial assistance, including federal transportation funds.

For recreational facilities, the U.S. Access Board has issued specific Accessibility Standards for Outdoor Developed Areas, which recognize that natural topography and surface materials may require modified standards. These standards are applied to the Port's trail facilities.

The following table summarizes ADA requirements applicable to facilities under Port jurisdiction, including pedestrian routes and facilities.

Measurement	Standard		
Cross Slope	Maximum 1:48 or 2% max, design for 1.5%		
Running Slope on Accessible Ramps	Maximum 1:12 or 8.33% max, design for 7.5%		
Running Slope on Trail Segments between resting intervals	Steeper Than	But Not Steeper Than	Maximum Length of Segment
	1:20 (5%)	1:12 (8.33%)	200 feet
	1:12 (8.33%)	1:10 (10%)	30 feet
	1:10 (10%)	1:8 (12%)	10 feet
Resting intervals	3 ft wide x 5 ft long; 2% cross slope max in any direction		
Vertical Surface Discontinuities (lip)	Maximum 0.25" vertical change; 0.25" to 0.5" requires beveled edge		
Horizontal Openings	Maximum 0.5" horizontal separation		
Surface Smoothness	Must be stable, firm, and slip-resistant		
Accessible Route Width	6 ft, minimum; 3 ft permitted at minor obstructions		
Accessible Ramp Width	4 ft, minimum		
Accessible Ramp Landings	4 ft x 4 ft, minimum; 2% cross slope max in any direction		
Truncated Domes	Minimum 2 ft wide; length must span opening of accessible ramp		

Measurement	Standard
Crosswalk Markings	White bars spanning opening of accessible ramp throat
Protruding Objects Width	4-in
Overhead Clearance	80-in clearance under signs and overhead structures
Accessible Parking Spaces	<p>Standard Accessible: 1 per 25 spaces, Combined space + aisle = 13 ft minimum</p> <p>Van Accessible: 1 per 200 spaces, Combined space + aisle = 16 ft minimum</p> <p>All: Full-length space with sign \geq 5 ft above ground • International symbol on pavement</p>

Responsible Official

An individual to be determined by the Port will be responsible for implementing the plan and responding to questions or requests for assistance. Comments or inquiries may be submitted via email to the plan coordinator by e-mail or postal mail:

Port Safety and Security Officer
 c/o Scott Ouchi
 Port of Vancouver
 3120 NW Lower River Rd
 Vancouver, WA 98660
 Tel: 360-693-3611
 E-mail: info@portvanusa.com (please use “ADA Grievance” as your email subject line)

Public Involvement and Notification

The Port will publish the plan for public review and comment in early 2026. The plan will be available on the Port’s website at (<https://www.portvanusa.com>) and in printed format upon request. The Port encourages input from people with disabilities and organizations representing them. The public comment period will be 45 days. Comments may be submitted via email or postal mail to the plan coordinator. The final plan will be adopted by the Port Commission and implemented by Port staff.

Grievance Procedure

The Port has adopted the following grievance procedure for resolving complaints of disability discrimination. Any person who believes they have been subjected to discrimination on the basis of disability may file a grievance. Grievances should be filed within 60 days of the alleged discrimination.

Grievances may be submitted in writing or verbally to the ADA Coordinator identified above. Written grievances should include:

- Name, address, and contact information of the person filing
- Description of the alleged discrimination
- Date(s) of the alleged discrimination
- Names of witnesses, if any

- Desired resolution

External Filing Options

Complainants may file grievances directly with external agencies at any time, either instead of or in addition to using the Port's internal grievance procedure. The ADA Coordinator is available to assist individuals with filing external grievances and can provide information about this process.

External grievances may be filed with:

Washington State Department of Transportation

ADA/504 Compliance Coordinator
Washington State Department of Transportation
310 Maple Park Avenue SE
P.O. Box 47300
Olympia, WA 98504-7300
Email: wsdotada@wsdot.wa.gov
Phone: 855-362-4ADA (4232)

Grievance Review Process

Upon receiving a grievance, the ADA Coordinator will investigate the complaint, which may include site visits and consultation with relevant staff or accessibility experts. The ADA Coordinator will meet with the complainant and other relevant parties as needed and assess the situation to determine whether a barrier to accessibility exists.

The ADA Coordinator will issue a written response within 30 days of receiving the grievance. The response will include findings regarding the complaint, whether a barrier or violation was identified, the proposed resolution and timeline for implementation, and any interim measures that will be provided while a permanent solution is implemented.

Implementation of solutions will vary depending on the nature of the barrier. If the solution requires construction activities such as installing curb ramps, repairing pedestrian routes, or facility modifications, the project will be prioritized and incorporated into the Port's schedule of accessibility improvements as outlined in this transition plan. The complainant will be provided with an estimated timeline for completion. If the barrier can be addressed through changes to policies, procedures, or services, the ADA Coordinator will implement the solution as quickly as possible, typically within 60 days. If a permanent solution will take significant time to implement, the Port will provide reasonable interim measures to ensure program access, such as alternative routes, assistance, or modified procedures.

If the complainant is not satisfied with the response, they may appeal in writing to the Port Executive Director within 15 days of receiving the response. A final written decision will be issued within 30 days of receiving the appeal.

The ADA Coordinator will provide status updates to complainants regarding construction projects and will notify them when remedies have been completed.

Assistance from ADA Coordinator

The ADA Coordinator is available to provide assistance upon request, including:

- Explain the grievance process
- Help document complaints
- Provide information about filing with external agencies
- Ensure grievances are submitted in accessible formats
- Answer questions about ADA rights and requirements

Resolution

The Port prohibits retaliation against anyone who files a grievance or participates in the investigation of a grievance. Any retaliation should be reported immediately to the ADA Coordinator. The Port will maintain records of all grievances and their resolution for at least three years. Records will be available for review by the Washington State Department of Transportation.

Section 2. Identification of Accessibility Barriers

The transition plan was developed based on a comprehensive assessment of existing pedestrian facilities located on Port-owned properties that are open to the public. This effort combined publicly available digital data with on-site field measurements to document existing conditions. The assessment included Port-owned pedestrian infrastructure such as parking areas, multi-use trails, sidewalks, ADA curb ramps, stairways, plaza spaces, docks, gangways, and various bridges or structures. Properties leased to tenants were excluded from the inventory if they are not publicly accessible or are managed through privately funded site improvements, as described in the Introduction.

Evaluation Methodology

Survey crews, including a certified ADA inspector, conducted on-site assessments in May 2024 and obtained measurements based on the 2010 ADA Standards for Accessible Design. The field evaluation focused on critical accessibility features that affect whether people with disabilities can safely and independently use Port facilities.

For accessible routes and parking spaces, the survey crews documented cross slope, running slope, openings and changes in level, surface smoothness, route width, overhead clearance, and horizontal dimensions. Building ramps were evaluated at six-foot intervals in the direction of travel to identify slope variations. Multi-use trails and plaza spaces were documented at both six-foot intervals for detailed measurements and 50-foot intervals for overall route assessment. The six-foot interval corresponds to the typical turning radius for wheelchairs and allows detection of localized slope variations, while the 50-foot interval provides information about overall route characteristics and long-distance accessibility.

The assessment also documented accessible route characteristics including the presence and condition of accessible routes, stairways, handrails, surface types and conditions, and regulatory signage and pavement markings. Handrail presence was documented; however, detailed height measurements were not collected during this initial assessment. Handrail compliance will be verified during implementation of accessibility improvements.

Field Collected Data

Field data was measured and collected using a combination of hand tools and electronic GPS equipment. The survey crew used a measuring wheel for linear measurements and a four-foot digital level to measure cross slopes and running slopes. At locations where measurements exceeded ADA thresholds, the survey crew marked the pavement with chalk to document the deficiency, which is visible in the photographic record.

The survey crew recorded findings on handheld electronic tablets running ArcGIS Pro software in combination with a Trimble GPS receiver to collect accurate geographic coordinates. The GPS system generally achieved positional accuracy within approximately three feet horizontally, although satellite availability occasionally impacted precision. The crew also captured photographs at key locations and entered descriptive comments linked to specific data features. All field data was transferred to a geographic information system (GIS) database for analysis and mapping.

Findings

The field assessment identified 45 locations within the study area with barriers to accessibility that do not comply with ADA standards. The 45 locations are grouped into five geographic areas and are summarized in the following table:

Section 2. Identification of Accessibility Barriers continued

Area No.	ID No.	Deficiency Description	
Area No. 1 NW Gateway Avenue Sidewalk	1	Truncated domes in need of repair	
	2	60' eastern concrete sidewalk exceeds cross slope requirements of 2% intermittently	
Area No. 2 NW Lower River Road Multi-Use Path / Trail	3	5' section of Bike Path has root intrusion damage on south side of path.	
	4	0.75" gap in asphalt	
	5	Isolated cracked asphalt	
	6	21' section of intermittent cross slope exceedances (2.5-3%)	
	7	0.25" gap between truncated domes and asphalt path	
	8	0.25" crack in asphalt path	
	9	0.25" seam gap in asphalt	
	10	5' section of bike path has root intrusion damage on north side of path.	
	11	Transitions from bridge grate to asphalt have 0.25" to 0.5" lip	
	12	30' section of north edge of bike path exceeds cross slope, south 6' clear	
	13	10' section of north half of bike path Cross Slope 2.5%, south half 4.5%	
	14	54' area of intermittent damaged asphalt	
	Area No. 3 NW Lower River Road Multi-Use Path / Trail	15	Truncated domes not to edge of landing
		16	Water valve has 0.25" depression and non-compliant valve cover
17		506' of intermittent root intrusion areas causing sagging to the south exceeding cross slope up to 4%	
18		110' of intermittent root damage causing cross slope exceedances up to 3.6%	
19		103' of intermittent cross slope exceedances over 2%, south half compliant	
20		10' section of cross slope exceedance over 2% limited to south side, north side compliant	
21		1" vertical lip to landing	
22		Truncated Domes not to edge of landing	
23		Truncated domes not to edge of landing	
24		Non-compliant manhole lid	
25		53' of cross slope exceedance over 2%	
26		10' of isolated cross slope exceedance	
27		10' section Isolated cross slope exceedance	
28		10' section of isolated cross slope exceedance	
29		148' of isolated asphalt damage and exceedances over 2%	
Area No. 4 POV Administration Building (North Building)	30	~320 sq-ft of ADA parking stall and access aisle exceeds 2% cross slope	
	31	2.5" lip between ADA access aisle and concrete ADA ramp	
	32	~60 sq-ft of concrete ADA ramp exceeds 2% cross slope	
	33	~25 sq-ft of concrete landing exceeds 2% cross slope (3.6%)	
	34	0.25" lip on score joint (joint between concrete landing and ramp run)	
	35	Damaged score joint (concrete)	
Area No. 5 Terminal 1	37	Non-compliant water valve lid	
	38	Truncated dome material curling at edge	
	39	Truncated dome material curling at edge	
	40	Truncated dome material does not span full width of ramp	
	41	Concrete accessible ramp exceeds longitudinal and cross slope at bottom of ramp	

Section 2. Identification of Accessibility Barriers continued

A detailed inventory of all deficiencies, including locations, measurements, photographs, and recommended corrections, is provided in **Appendix A - Existing Conditions Memorandum**, dated October 2025.

Section 3. Recommended Improvements

The field assessment identified 45 locations with barriers to accessibility, as described in Section 2. This section presents the Port's strategy for removing these barriers over the next three to five years through a combination of routine maintenance repairs and capital improvement projects. The improvement projects are described in detail in Appendix B - Recommended Improvements Memorandum, dated October 30, 2025. The recommendations are organized by priority level and implementation timeline to ensure systematic progress toward full ADA compliance while balancing operational capacity and budget constraints.

Project Area No. 3 has been removed from the recommended improvement list because this section of the SR501 Trail is covered under an Interlocal Agreement (ILA) that delegates responsibility for maintaining the asphalt trail surface to the City of Vancouver. The Port will coordinate with the City on a repair plan and schedule for project Area No. 3 outside of this ADA Transition Plan, ensuring that any accessibility improvements are completed consistent with ADA requirements and the timeline established in this Plan.

Categories of Improvements

The proposed repairs will use standard site and paving construction methods and will not require specialized contractors. The repair work includes the following activities:

Maintenance Repair Projects

Maintenance Repairs are routine tasks completed by Port staff or through small contracts, typically one to two days in duration. Examples include repairing detectable warnings, replacing utility covers, or addressing localized pavement damage. Approximately seven of the 45 deficiencies can be addressed through maintenance repairs funded by annual operations budgets.

Capital Improvement Projects

Capital Improvement Projects involve complex work requiring engineering, specialized contractors, and capital funding. Examples include reconstructing sidewalks, installing multiple curb ramps, or comprehensive pavement rehabilitation. Related improvements have been bundled into larger packages to achieve economies of scale.

Repair Methods

Standard construction methods will be used: milling and overlay for asphalt surfaces to correct slopes and irregularities; sawcut and replacement for non-compliant concrete; repair or replacement of detectable warning surfaces; and restriping of accessible parking and pavement markings. Additional work may include removing obstructions, erosion control, and reseeding. During construction, the Port will provide alternative routes and maintain program access.

Cost Estimates

All cost estimates provided in this plan are rough order of magnitude (ROM) estimates based on conceptual-level design. Unit costs are derived from Washington State Department of Transportation average bid prices and include an estimating contingency to account for potential variations in market conditions, unforeseen site conditions, and project-specific requirements.

Section 3. Recommended Improvements continued

For capital improvement projects, the cost estimates include budget allowances for survey, engineering design, construction oversight, permitting (where required), and project management. These indirect costs are calculated as a percentage of the estimated construction cost, as shown in the table below. For maintenance repairs, costs reflect materials, labor, and equipment only, as these projects are managed through existing operational resources.

All costs are shown in 2025 dollars and should be escalated for inflation when projects are scheduled for future years. Final project costs will be refined during detailed design and may vary from these planning-level estimates.

Capital Improvement Plan

No.	Area	ROM Cost	Repair Type	Repair Year(s)
No. 1	Gateway Avenue	\$22,000	Maintenance	2026
No. 2	SR501 Trail: Gateway Ave. to Port Administration Office	\$62,870	Capital Improvement	2028-2029**
No. 3	SR501 Trail: Port Administration Office to St. Francis Ln	\$0*	N/A	N/A**
No. 4	Port Administration Office	\$41,000	Capital Repair	2027***
No. 5	Terminal 1	\$14,200	Maintenance	2026

Notes:

*Costs covered under ILA not shown in Capital Improvement Plan. See project description for estimated cost

**Consider bundling SR501 repairs for potential cost savings

***Consider completing repairs in conjunction with Administration Building interior renovation work

Recommended Improvement Projects

The following pages describe specific improvements organized by location and project type, including the deficiency, repair method, priority, cost, and implementation year.

The following pages describe the recommended improvements needed for each Project Area to address ADA barriers.

Area 2: SR 501 Trail, Gateway Avenue to Port Administration Office

Figure No.	2 and 3
Repair Type	Capital Improvement
Description	<p>This section of the SR501 trail has a range of deficiencies, including:</p> <ul style="list-style-type: none"> ▪ Root intrusion damage. ▪ Isolated cracks in the asphalt exceeding 0.25 inches wide. ▪ Sections of the trail that exceed the maximum 2% cross slope.
Recommendation	<p>Improvements for this work area include:</p> <ul style="list-style-type: none"> ▪ Mill/grind 404 SY of existing asphalt paving to remove damaged pavement. ▪ Install 404 SY of new asphalt paving overlay in milled areas. ▪ Seal cracks and gaps in trail pavement as required. ▪ Replace truncated domes where needed. <p><i>Note: at the time of repair, the condition of the asphalt should be re-examined. In trail areas with severe alligating, sawcut existing pavement, perform full-depth asphalt removal, repair base, and install new asphalt paving.</i></p>
ROM Cost	\$62,870

Area 3*: SR 501 Trail, Port Administration Office to Saint Francis Lane

Figure No.	4 and 5
Repair Type	Capital Improvement
Description	<p>The SR501 trail has a range of deficiencies, including:</p> <ul style="list-style-type: none"> ▪ Isolated root intrusion damage ▪ Isolated cracks in the asphalt trail exceeding 0.25 inches wide ▪ Isolated sections of trail that exceed the maximum 2% cross slope ▪ Vertical 0.5 inch transition at the bridge approaches
Recommendation	<p>Improvements for this work area include:</p> <ul style="list-style-type: none"> ▪ Mill/grind 1,404 SY of existing asphalt paving ▪ Install 1,404 SY of new asphalt paving overlay in milled areas ▪ Seal cracks and gaps in trail pavement as required. ▪ Replace truncated domes where needed. <p><i>Note: at the time of repair, the condition of the asphalt should be re-examined. In trail areas with severe alligating, sawcut existing pavement, perform full-depth asphalt removal, repair base, and install new asphalt paving.</i></p>
ROM Cost	\$151,905*

**Area 3 is included in the ADA plan for information only. Area No. 3 will be addressed under an ILA that delegates responsibility for maintaining the asphalt trail surface to the City of Vancouver.*

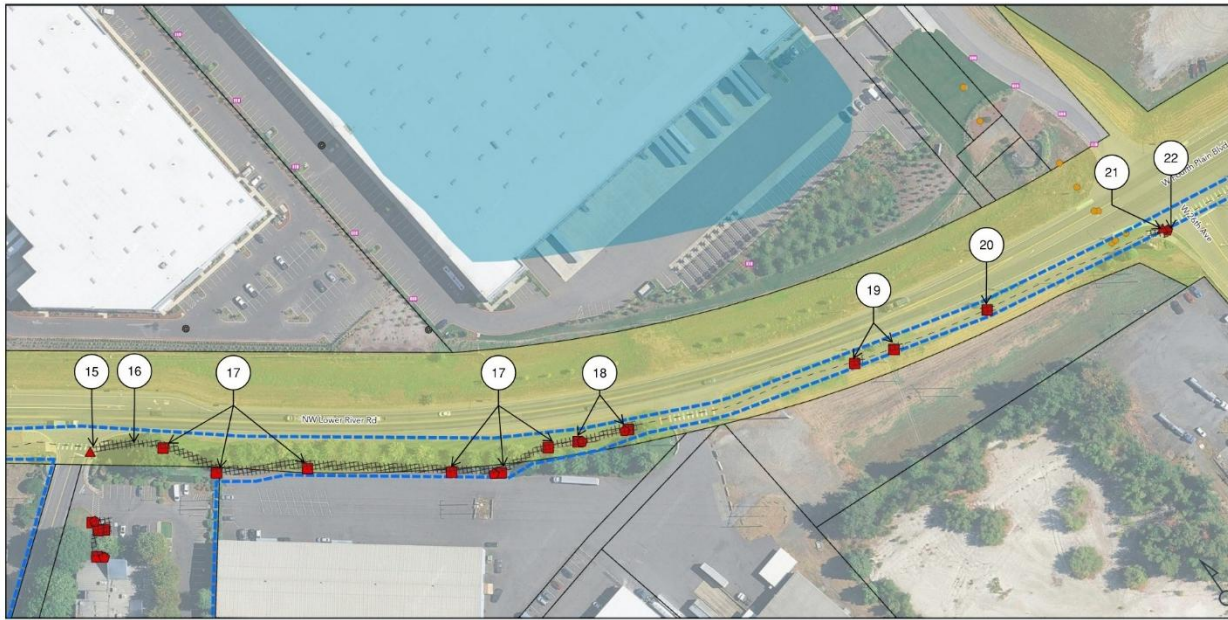


FIGURE 4
SR 501 TRAIL EAST OF ADMIN
CONSTRUCTION PROJECT 3
POV ADA TRANSITION PLAN | PROJECT #21952B
VANCOUVER, WASHINGTON

Data Source: Clark County, FIRM, Google
 Date: 10/26/2021
 Disclaimer: This data is not for survey accuracy and is meant for planning purposes only.
 © PROJECT 01950101952 B0004 CAD-0504PR021952B POV ADA Transition Development Plan.sxd

- LEGEND**
- Construction Project
 - Assessment Boundary
 - Cross Slope Exceedence
 - Damaged Asphalt
 - Damaged Truncated Domes
 - Trails
 - Deficiency ID Description No.
 - Taxlots
 - City of Vancouver Right-of-Way
 - Railroad
 - Sewer Point
 - Inlet
 - Manhole

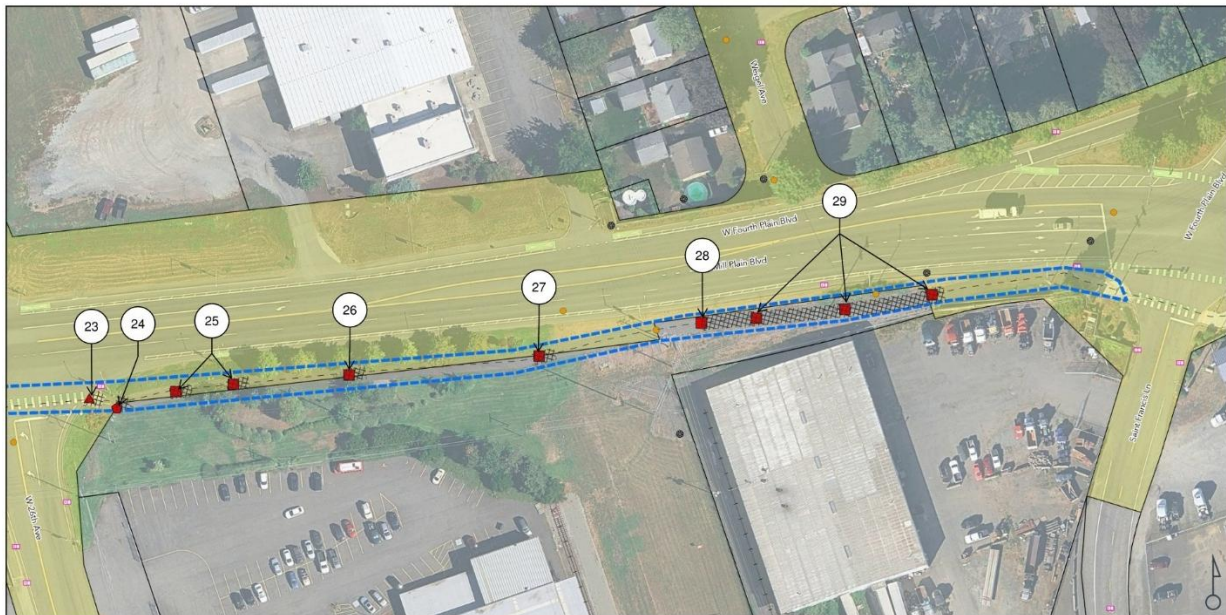
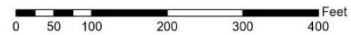
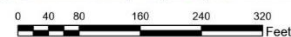


FIGURE 5
SR 501 TRAIL EAST TO 26TH AVE
CONSTRUCTION PROJECT 3
POV ADA TRANSITION PLAN | PROJECT #21952B
VANCOUVER, WASHINGTON

Data Source: Clark County, FIRM, Google
 Date: 10/26/2021
 Disclaimer: This data is not for survey accuracy and is meant for planning purposes only.
 © PROJECT 01950101952 B0004 CAD-0504PR021952B POV ADA Transition Development Plan.sxd

- LEGEND**
- Construction Project
 - Assessment Boundary
 - Cross Slope Exceedence
 - Damaged Asphalt
 - Damaged Truncated Domes
 - Trails
 - Deficiency ID Description No.
 - Taxlots
 - City of Vancouver Right-of-Way
 - Railroad
 - Sewer Point
 - Inlet
 - Manhole



Area 4: Port Administration Office

Figure No.	6
Repair Type	Capital Improvement
Description	<p>The Port Administration Office parking area has the following deficiencies:</p> <ul style="list-style-type: none"> ▪ Areas of the ADA parking access aisle exceed the maximum 2% cross slope. ▪ Areas of the ADA ramp and landing exceed the maximum 2% cross slope. ▪ Vertical 2.5 inch transition between access aisle and ADA ramp.
Recommendation	<p>Improvements for this work area include:</p> <ul style="list-style-type: none"> ▪ Mill/grind 36 SY of existing asphalt paving ▪ Install 36 SY of new asphalt paving overlay in milled areas ▪ Remove 46 SY of concrete ramp ▪ Install 46 SY of concrete ramp ▪ Apply sealant between new and old asphalt areas
ROM Cost	\$41,000



FIGURE 6
PORT ADMINISTRATIVE OFFICE
CONSTRUCTION PROJECT 4
POV ADA TRANSITION PLAN | PROJECT #21952B
 VANCOUVER, WASHINGTON

Date: Source: Clark County, FEMA, Google
 Date: 6/23/2021
 Disclaimer: This data is not to be relied upon and is meant for planning purposes only.
 © 1996-2021 Esri, DeLorme, NAVTEQ, Swatch, Source, AeroMap, and others. All rights reserved.

LEGEND

- Construction Project
- Assessment Boundary
- Trails
- City of Vancouver Right-of-Way
- Taxlots
- Damage Type
- Cross Slope Exceedence
- Damaged Asphalt
- Damaged Truncated Domes
- Deficiency Description ID No.



Area 5: Terminal 1 Pedestrian Area

Figure No.	7
Repair Type	Maintenance
Description	<p>The Terminal 1 pedestrian areas have the following deficiencies:</p> <ul style="list-style-type: none"> ▪ A portion of the Quayside Place sidewalk exceeds the maximum 2% cross slope. ▪ Truncated dome panels are curling at the edges ▪ Non-compliant water valve lid
Recommendation	<p>Improvements for this work area include:</p> <ul style="list-style-type: none"> ▪ Adjust manhole lid ▪ Repair/install 40 SF of detectable warning surface ▪ Replace 17 SY of concrete sidewalk
ROM Cost	\$14,200

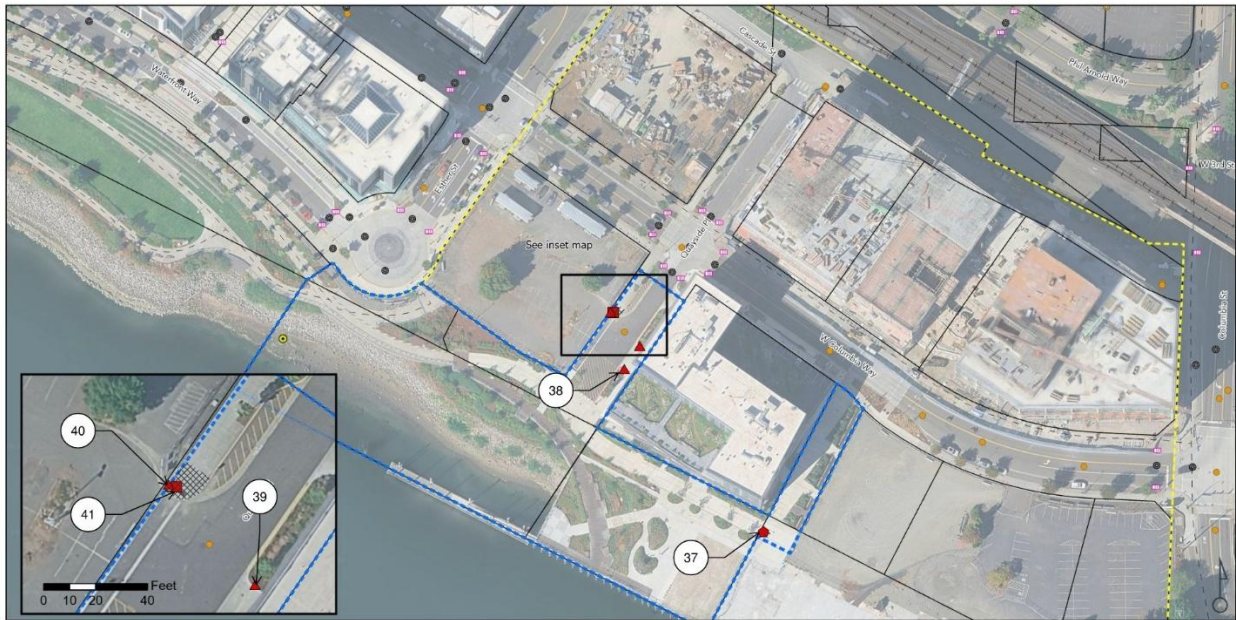


FIGURE 7
TERMINAL 1
CONSTRUCTION PROJECT 4
POV ADA TRANSITION PLAN | PROJECT #21952B
VANCOUVER, WASHINGTON

Data Sources: Clark County, FEMA, Google
Date: 10/20/2020
Disclaimer: This data is not to survey accuracy and is meant for planning purposes only.
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LEGEND

■ Cross Slope Exceedence	□ Textlots	● Manhole
● Damaged Asphalt	■ Waterbody	● Outfall
▲ Damaged Truncated Domes	- - Trails	● Sewer Point
■ Terminal 1	■ Connect	— Railroad
■ Assessment Boundary	● Drywell	● Inlet
■ Assessment Boundary	■ Inlet	
# Deficiency ID Description No.		



Section 4. Implementation Schedule

Implementation Timeline

The Port intends to address the 45 identified accessibility barriers over a three-to-five-year period from 2026 through 2029. This schedule balances the need for timely barrier removal with operational capacity and budget constraints. Some capital improvements will require coordination with the City of Vancouver and the Washington State Department of Transportation, as these facilities cross jurisdictions. Inter-agency project planning and approvals may extend timelines for those specific projects.

No.	Area	ROM Cost	Repair Type	Repair Year(s)
No. 1	Gateway Avenue	\$22,000	Maintenance	2026
No. 2	SR501 Trail: Gateway Ave. to Port Administration Office	\$62,870	Capital Improvement	2028-2029**
No. 3	SR501 Trail: Port Administration Office to St. Francis Ln	\$0*	N/A	N/A**
No. 4	Port Administration Office	\$41,000	Capital Repair	2027***
No. 5	Terminal 1	\$14,200	Maintenance	2026

Annual Implementation Plan

The following schedule outlines the Port's planned implementation of accessibility improvements:

Year 1 (2026):

- Complete Gateway Avenue and Terminal 1 maintenance repairs
- Begin Port Administration Office capital improvement
- Estimated total expenditure: \$36,200

Year 2 (2027):

- Complete Port Administration Office capital repairs
- Begin project planning for SR501 Trail capital improvements
- Estimated total expenditure: \$41,000

Year 3 (2028):

- Begin work on SR501 Trail capital improvements
- Estimated total expenditure: \$50,000

Year 4 (2029):

- Complete SR501 Trail capital improvements
- Estimated total expenditure: \$12,870

Funding Plan

The Port will allocate approximately \$50,000 annually through the operations budget for maintenance repairs. Capital improvements may need to be funded through the Port's capital improvement program budget process and will require formal budget requests and appropriations from the Port Commission.

Annual budgets will be reviewed and adjusted as needed to ensure adequate funding for scheduled improvements. If additional barriers are identified through the grievance process or facility inspections, they will be evaluated and incorporated into the schedule based on the prioritization criteria in Section 3.

Progress Monitoring and Reporting

The ADA Coordinator will track implementation progress and maintain records of completed improvements, including photographs, as-built documentation, and expenditures. The Port will provide a regular progress reports to the Port Commission summarizing progress made implementing the transition plan.

Section 5. Planning for the Future

This transition plan addresses barriers identified during the 2025 assessment and establishes a roadmap for achieving compliance. However, accessibility is not a one-time goal but an ongoing commitment. The Port will integrate accessibility into all aspects of facility planning, design, construction, and operations to ensure that people with disabilities have equal access to Port programs and services now and in the future.

The Port will identify accessibility barriers through facility inspections by the ADA Coordinator, routine maintenance assessments, the grievance process, public input, and capital planning. New barriers will be evaluated using the prioritization criteria in Section 3 and incorporated into maintenance or capital programs.

This transition plan will be reviewed and updated every three years or sooner if significant changes occur. Updates will include barrier reassessment, revised cost estimates, and adjusted schedules. The ADA Coordinator will maintain current records of completed improvements and newly identified barriers. The Port will present annual progress reports to the Port Commission summarizing accomplishments, remaining barriers, expenditures, and planned activities.