

ADA Transition Plan

for the
County Maintained Transportation Road System

FINAL

March 2023



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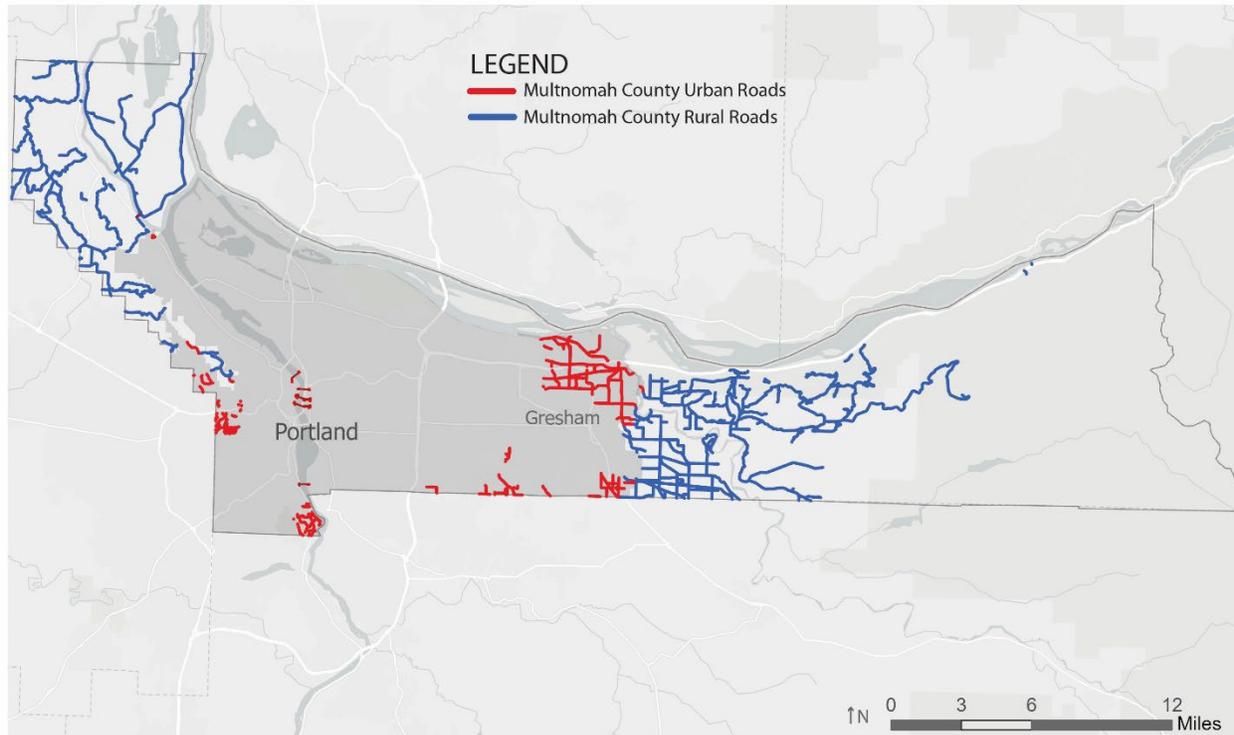
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Executive Summary

Multnomah County Transportation Division developed an ADA Transition Plan (the Plan) for the County Maintained Road System. The Plan identifies barriers to pedestrian accessibility within the County right-of-way, recommends mitigation measures, estimates funding for proposed mitigation, and proposes a schedule to implement the improvements. While the County is responsible for all County-maintained roadways, this plan focuses on the urban roads, many of which have pedestrian facilities like sidewalks and curb ramps. Figure 1 shows the service area for Multnomah County.

Figure 1: Multnomah County Roads Service Area



This Plan is based on data collected in the field during the summer of 2016 using the criteria listed on the ODOT ADA Ramp Inspection Form, as well as local and regional Geographic Information Systems (GIS) data.

This Plan estimates that approximately \$38 million will be required to implement curb ramp improvements necessary to bring all non-compliant pedestrian facilities within the County right-of-way to compliance and recognizes the urgent need to do so. The County will take proactive steps in making these improvements based on the following criteria (discussed in more detail below): frequency of use, degree of functional barriers to usability, community input, and availability of funding. Furthermore, the County requires all new construction to include ADA compliant ramps.

The Multnomah County Transportation Division will reevaluate and update this document as noted within the schedule at the end of this plan.

Introduction

According to 2020 data from the US Census Bureau, about 593,000 people in Oregon and 99,000 people in Multnomah County have a disability. Based on total population, about 14% of Oregonians and 12% of Multnomah County residents had a disability. Of those who had a disability in Multnomah County, approximately 42,000 are mobility impaired, with another 17,000 visually impaired. The number and percentage of the population with a disability is expected to increase. The U.S. Administration on Aging projects that by the year 2030, more than 20% of Americans will be over the age of 65 (Ortman, A. Velkoff, & Hogan, 2014) and will require services to meet their physical mobility needs.

The [Americans with Disabilities Act \(ADA\)](#), passed in 1990, prohibits discrimination and promotes equal opportunity for people with disabilities in accessing employment, government services, public accommodations, and public transportation.

Although there are a number of different ADA concerns that will be addressed by Multnomah County (the County), this Transition Plan is focused on the transportation system within the County's right of way. The structure of this Plan conforms to the requirements in the ADA Title II Technical Assistance Manual for preparing transition plans for public entities with 50 or more employees which requires:

- 1) A list of the physical barriers in the County's transportation facilities that limit the accessibility of its programs, activities, or services to individuals with disabilities;
- 2) A detailed outline of methods to remove these barriers and make the facilities accessible;
- 3) A schedule to achieve compliance with Title II; and
- 4) The name of the official responsible for the plan's implementation.

There are several County programs aimed, in whole or in part, at addressing specific ADA needs for the following transportation facilities, including: curb ramp improvements, bridge accessibility, County-operated transit service, and Safe Routes to School. This Plan identifies barriers within the County at these types of facilities and describes how the County programs are working to remove the barriers.

Goals and Objectives

The Multnomah County Transportation Division seeks to create and maintain a transportation system that minimizes barriers to its use and that does not discriminate against individuals on the basis of ability. The purpose of this Plan is to provide a roadmap to achieve this goal. Through the development and execution of this Plan, the Multnomah County Transportation Division will work toward a transportation system that fully meets ADA standards. The core components of this Plan are to document barriers, develop methods for addressing these barriers, and identify a schedule to implement the Plan.



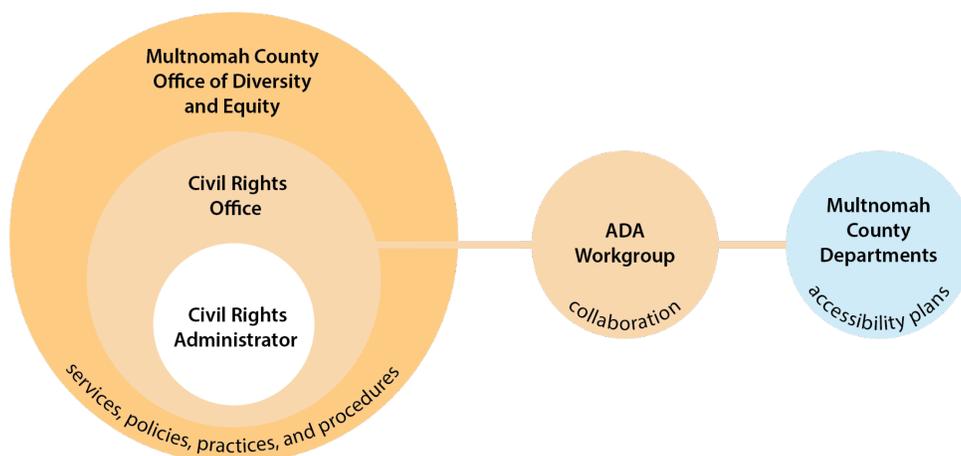
ADA Program and Contact Information

ADA concerns are addressed through a number of departments and groups at the County depending on the type of concern or improvement needed. The ADA program includes components associated with the built environment (including County buildings and areas within the County's right-of-way) and other provisions related to how the County provides services and programs to the community. This often includes forms of communication, including large print, documents with digital accessibility, braille, and hearing impaired improvements. The County's Notice of Non-Discrimination states the policy not to discriminate on the basis of race, color, national origin, disability, religion, age, sex/gender, sexual orientation, gender identity and expression, marital status, veteran status, source of income, or any other basis prohibited by federal, state, or local law.

Multnomah County's [Office of Diversity and Equity](#) (ODE) is the hub for Multnomah County diversity and equity initiatives. The mission of ODE is to ensure access, equity, and inclusion in Multnomah County's services, policies, practices, and procedures. The County's Office of Diversity and Equity includes the County's Civil Rights Office, which is where the Civil Rights Administrator is housed. The Civil Rights Administrator is the person who administers the complaint process that is described below. This office is responsible for the ADA workgroup which works with all County departments to work towards compliance with Title II. The Transportation Division includes Transportation Planning and Development, Engineering, Maintenance, Survey, and Operations/Administration. As appropriate, these programs adhere to ADA standards when creating new infrastructure and upgrading existing infrastructure to be ADA compliant. Other Departments and offices within the County that have accessibility plans include Libraries, Facilities, and Human Services. Figure 2 summarizes the ADA Program in a graphic format.

We are working on making our content accessible for all users. However, if there any issues with assistive technology for this report, please email us at transportation.comms@multco.us to request assistance or alternative access.

Figure 2: ADA Program Overview



Contact Information

Questions, comments, and concerns should be directed to the Civil Rights Administrator at Multnomah County's Office of Diversity and Equity (ODE), who will forward the matter to the appropriate County agency. Questions, comments, and concerns may be submitted to the following individual:



Neisha Saxena
Civil Rights Administrator, Office of Diversity and Equity
501 SE Hawthorne, Suite 600
Portland, OR 97214
Phone: 503-988-3399
E-mail: diversity.equity@multco.us

Public Feedback on Barriers

Members of the public can provide information on barriers to the County in a variety of ways. One of the formalized feedback processes for input is the [SeeClickFix](#) citizen service request app. Members of the public can make requests to address specific issues on Multnomah County roads and bridges. These include pedestrian concerns, sidewalk obstructions, damaged sidewalks, debris and other issues. When an individual submits information about a barrier, the County Transportation Division evaluates the information, determines what, if anything, can be done to address the concern, and then follows up with action and informs the requester of actions taken. The inquiry data also creates a record of concerns or complaints that can then be used to inform future improvements.

Members of the public can also contact County Transportation staff about barriers via phone (503-988-5050 main line), and email (transportation@multco.us, dcs.bridges@multco.us). Assistance in languages other than English can be requested by calling 503-988-5970 or emailing transportation.comms@multco.us.

Grievance Procedure

Feedback and public input are an important component to making sure the County is addressing community concerns regarding the ADA. Complaints can also be filed as part of the [grievance procedure](#) for alleging discrimination on the basis of disability in the County's provision of services, activities, programs, or benefits.

Figure 3: Picture of crews constructing a sidewalk on Hawthorne Bridge



Other Accessibility-Related Programs

The Plan addresses issues within the County right of way. Other Transportation Division programs which address accessibility are summarized below.

Safe Routes to School

The Multnomah County [Safe Routes to School \(SRTS\) program](#) is a partnership between Multnomah County, school districts, individual schools, and the cities of Fairview, Gresham, Troutdale, and Wood Village. The goal of the Safe Routes to School program is to encourage and provide safe and healthy walking and bicycling options near schools. Education programs held at schools are designed to be accessible for all students. SRTS also helps to identify barriers to walking or biking to school, works with County engineering staff to reduce such barriers, and applies for grants to fund accessibility improvements.

Transit Services

The [Multnomah County Transit Program](#) operates three urban job-connector shuttles in industrial job centers at Swan Island and Troutdale Reynolds Industrial Park. The transit operator is required to use wheelchair-accessible vehicles and announce stops. The service uses existing transit stops. For those that are not ADA-accessible, the service provider will make all reasonable efforts to provide a safe boarding and unloading location. The County also provides a demand-response ([Dial-a-Ride](#)) service in rural County areas with the ability to provide fully accessible rides when requested. Within the urban area of the county, accessible demand response service is provided for seniors and people with disabilities through Multnomah County's Human Services department.

Public Meetings

Public meetings hosted by the Transportation Division are held in County, jurisdiction-owned facilities, or other privately owned facilities (including churches and offices) that are ADA accessible. Meetings held online are accessible for people with hearing impairments when requested.

Legal Requirements

Federal, state, and local law prohibits discrimination against people with disabilities in accessing public services. There are also specific legal requirements related to transportation accessibility.

Federal

[Title II of the ADA](#) prohibits state and local governments from discriminating against people with disabilities or from excluding participation in or denying benefits of public programs, services, or activities to people with disabilities. This covers curb ramps, sidewalks, and other roadway access issues, and requires that jurisdictions responsible for non-ADA compliant assets develop a Transition Plan to demonstrate how they will achieve compliance.

Pursuant to both [Section 504 of the Rehabilitation Act](#) (1973) and Title II of the ADA (1990), Multnomah County is required to complete a self-evaluation of all transportation capital facilities and identify barriers that may prevent people with disabilities from accessing public areas.

While ADA standards are requirements adopted and enforceable by the U.S. Department of Justice, the Public Right of Way Accessibility Guidelines (PROWAG) are guiding standards for physical elements located within the public right of way (roads, sidewalks, and multi-use paths).



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The ADA Accessibility Guidelines (ADAAG) explains the ADA requirements and provides recommendations for best practices which exceed the minimum requirements. Table 1 design elements with the corresponding standard.

Table 1: Source for current standard

Design Element	Source for current standard
Curb ramp	ADA
Sidewalk	PROWAG
Marked crosswalk	PROWAG
Pedestrian signals/push buttons	PROWAG

State

Oregon codified its anti-discrimination disability policy in [ORS 659A.103](#). This statute states that it is unlawful to discriminate against persons with disabilities and guarantees all individuals the ability to access public locations and secure housing, and participate in employment, state services, programs, and activities.

In developing ADA compliant assets, the County follows the Design Standards, Standard Drawings, and Manuals provided by the Oregon Department of Transportation as specified and referenced in their [Local Agency Guidelines \(LAG\) Manual](#). Specific engineering guidance is provided through their Roadway Engineering Unit [Engineering for Accessibility](#) resource. In addition, Oregon Revised Statute 447.310 establishes standards and specifications for the construction and location of curb cuts or ramps.

County

The [Notice of Non-Discrimination](#) states the County's policy not to discriminate on the basis of race, color, national origin, disability, religion, age, sex/gender, sexual orientation, gender identity and expression, marital status, veteran status, source of income, or any other basis prohibited by federal, state, or local law. [Multnomah County Administrative Procedure DEI-1](#) establishes the County's standards for ensuring nondiscrimination in accessing County programs, activities, benefits and services, and establishes a complaint process to resolve compliance and discrimination issues.

Figure 4: Picture of multiuse path along 238th Drive



Identification of Barriers

The first step of this Plan is to identify barriers to ADA access. Although there are many barriers that pose challenges for pedestrians, this plan focuses on two features that exist within the County's right-of-way: curb ramps and signalized intersections. There are additional barriers that will be discussed briefly in this plan, but the schedule focuses on curb ramp replacement and installation and improvements to signalized intersections. The primary process to identify barriers associated with transportation infrastructure was completing an inventory of existing infrastructure.

Inventory (self-assessment)

In 2016, the County completed an inventory of curb ramps within the County's right-of-way in compliance with [Title II of the ADA](#), [ODOT Policy PER 01-05](#), [Oregon Revised Statutes \(ORS\) Chapter 447](#), and the [Public Right-of-Way Accessibility Guide \(PROWAG\) revision 2013](#).

In 2019, the County completed an inventory of transportation infrastructure for asset management purposes, with one of its goals to collect data related to ADA compliance. The following summary information was collected on transportation assets that are relevant to ADA compliance, including curb ramps, sidewalks, marked crosswalks, and crossing elements at signalized intersections. The curb ramp inventory process followed the [Oregon Department of Transportation \(ODOT\) inspection process](#).

Curb Ramps

Curb ramps are a critical part of the transportation network, as they allow people to safely access sidewalks and cross roadways. A total of 646 curb ramps were inventoried for ADA compliance, with 530 determined to be non-ADA compliant. These ramps failed at least one of the ADA criteria and therefore failed overall.

Table 2: Curb ramps

Ramps	Number
ADA compliant	116
Non-ADA compliant	530
Total	646

Note: 17 ramps require more investigation before determining whether they meet ADA compliance.

Signalized Crossings

Out of 41 traffic signals, 31 (or approximately 75 percent) have crosswalk buttons. There are 13 other signalized intersections, with 9 rectangular rapid flashing beacons and 4 speed flashers. The 9 traffic signals that are co-owned with the City of Gresham but maintained by Gresham are included within this inventory.



Additional Barriers

Sidewalks

Multnomah County measured all of its sidewalks for width. The vast majority of sidewalk segments inventoried (approximately 96 percent) are at least 4 feet wide.

Marked Crosswalks

There are a total of 185 marked crosswalks, with 47 continental crosswalks and 138 standard crosswalks. Continental crosswalks provide better visibility to the crosswalk location, with wide vertical striping. Standard crosswalks are two parallel lines.

Method to Remove Barriers

There are several strategies that the County can utilize in order to remove barriers and improve ADA conditions, including:

1. Policies and Standards: Policies outline the County's commitment to meeting ADA requirements. Standards put those policies into action;
2. ADA focused projects: These projects are specifically designed to bring existing infrastructure up to ADA standards. Due to limited funding this type of project is not very common, but there are opportunities to use local funding and apply for grant funding under certain circumstances;
3. Capital roadway and bridge projects: The County constructs all new transportation facilities to meet current ADA standards; and
4. Work by others: The County will determine how ADA standards should be applied for development and redevelopment projects.

Policies and Standards

Throughout all transportation projects, the County is committed to engaging people with disabilities to understand their preferences and ask for feedback to make improvements. Staff working on transportation projects will coordinate with the Offices of Community Involvement and Diversity and Equity to apply best practices in engaging people with disabilities.

Policy created by the County is the foundation for projects to occur and provides the structure to address ADA-related issues. This policy is currently grounded in the [Transportation System Plan \(TSP\)](#) and [Transportation Capital Improvement Plan \(CIP\)](#), and this ADA Transition Plan will provide a more comprehensive framework for moving forward related to accessible transportation issues.

The County uses the [Road Rules and Design and Construction Manual \(DCM\)](#) to outline design requirements to make sure that capital improvements are ADA compliant. Design exceptions are allowed and the process is detailed in section 2.1.3 in the DCM. The County follows ODOT's process, including for exceptions, for all ADA curb ramp design.



Figure 5: Picture of Westbound Hawthorn Bridge bus stop with bike lane and sidewalk



ADA Focused Projects

Projects to focus on repair or constructing new curb ramps allow the County to directly improve accessibility. In addition, there may be specific funding sources related to improving accessibility that are a good fit for implementing a specific project. This allows the County to apply for projects specifically related to improving accessibility.

The County does not have a dedicated source of funding to address ADA compliance. Because there is limited funding for all transportation projects, the County must prioritize improvements and implement improvements as funding becomes available. A prioritization process based on established criteria allows the County to objectively identify its top priorities and use the process for budget proposals and to apply local funding as well as seek grant funding opportunities from a variety of sources.

Identify Priorities

Identifying project priorities helps determine how limited funding is best utilized. A prioritization process was applied to the inventoried curb ramps to determine the highest needs for improvement. While there are several other components of the transportation system that provide important accessibility features, the County is prioritizing curb ramps to maximize its limited funding to make existing infrastructure accessible.

Existing ramps were scored and prioritized based on ramp condition, presence of truncated domes, and proximity to various locations. Table 3 defines ramp condition scoring, Table 4 defines truncated dome presence scoring, and Table 5 defines location scoring. Note that the scoring for the location scoring is based on accumulated points for each location type. Full details on the location scoring can be found in Appendix B.

Table 3: Ramp condition scoring

Score	Description
1	Existing ramp meets ADA standard
2-3	Existing ramp does not meet ADA standard
10	No ramp

Table 4: Truncated dome presence scoring

Score	Criteria/Condition - Presence of Truncated Domes at Curb Ramps
0	Truncated dome meets ADA standard
1	Truncated dome does not meet ADA standard
2	No truncated dome

Table 5: Location scoring

Score*	Location Criteria
1-3	Proximity to schools (closer proximity scores higher)
1-3	Public transit boardings and alighting (greater values scores higher)
1-5	Public transit bus ramp deployment (greater deployments scores higher)
1-5	Paratransit LIFT program trips per month (greater trips scores higher)
1-3	Proximity to people with disabilities (higher concentration of population)
0 (no) or 3 (yes)	Located at medical facilities, includes: Veterans Affairs Facilities, Primary Care, County medical facility
0 or 3	Close proximity to a public park and/or recreational facility
0 or 3	Close proximity to a public library
0 or 2	Close proximity to a police station
0 or 2	Close proximity to city/civic services
0 or 2	Close proximity to a fire station
0 or 3	Proximity to a post office
1-5	Proximity to land uses: major commercial and retail, major employment, and high-density multi-family housing developments (more sites scores higher)
0 or 3	Close proximity to community centers, places of public assembly, and social services



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The non-ADA compliant ramps were packaged into six tiers based on their scores, with the Tier 1 group being the highest priority for reconstruction.

- Tier 1 Score (19-30): 86
- Tier 2 Score (16-18): 94
- Tier 3 Score (12-15): 92
- Tier 4 Score (8-11): 105
- Tier 5 Score (3-7): 103
- Tier 6 Score (1-2): 33

Note: 17 non-ADA compliant ramps have not been assigned a score.

Although GIS data used in the scoring analysis is up to 6 years old, the methodology focused on critical community services (such as bus stops, schools, medical facilities, parks, libraries, fire and police stations) in fixed locations with little to no measurable change in location of these facilities since 2015. The information provided by TriMet including the number of bus ramp deployments at public transit stops and monthly demand for paratransit services are not tied to a specific location but represent usage patterns at the time the data was collected (six years ago).

Willamette River Bridges

The inventory of curb ramps located on the six County structures crossing the Willamette River was completed separately since they are associated with bridge infrastructure. There are a total of 62 curb ramps on County bridges, 22 of which are non-ADA compliant. Bike lane ramps connecting the bike lane from the road to the sidewalk were not included within this inventory.

Capital Roadway and Bridge Projects

The County is implementing projects to improve the transportation system through the Road and Bridge Capital Improvement Plans. Any improvements implemented will be ADA compliant. If projects are improving components or replacing elements, the new components of the project will improve conditions and be ADA compliant.

Work by Others

When parcels are developed or redeveloped by others along County transportation corridors, the County will review these developments and the adjacent transportation infrastructure to achieve the necessary ADA compliance.

Figure 6: Photo of a pedestrian push button at a traffic signal



Public Outreach and Engagement

The Draft ADA Transition Plan was available for public comment from March 16 to May 16 for a total of 61 days in Spring 2022. To make the public aware of the opportunity to comment, the County made a press release and reached out to agencies that have a close partnership with people with disabilities (see Appendix C for the list of agencies contacted). The County briefed a number of agencies and groups about the ADA Transition Plan, including:

- April 13, 2022: Multnomah County Bicycle and Pedestrian Citizen Advisory Committee (BPCAC)
- April 18, 2022: East Multnomah County Transportation Committee (EMCTC)
- April 28, 2022: Disability Services Advisory Council
- May 3, 2022: Disability Rights Oregon

When asked whether curb ramps and signalized crossings are two important barriers the County should address, half of respondents indicated that these are the right priorities and the remaining half indicated that these are some of the right priorities. The feedback provided by the public and briefings identified a number of action items to improve accessibility. Full details on the online survey results can be found in Appendix D.

Cost and Funding

To understand cost and schedule implications, the County developed a cost estimate for bringing all current curb ramps up to ADA compliance. The cost for the construction of a typical curb ramp (for new or replacement ramp) is based upon many factors, including slope, environmental considerations, and right-of-way. This is not a viable option for proceeding, neither in timing nor cost-effectiveness. It is therefore necessary to look for additional funding given the budget realities. The implementation schedule of this Plan depends on a major funding commitment from the Board of County Commissioners.

Funding

Multnomah County receives its transportation revenue from three (3) primary sources: Federal revenues (usually in the form of grants for specific projects), the State Highway Fund (State gas tax, State vehicle registration fees, and truck weight/mile tax), and a 3-cent County gas tax. Federal sources include the Surface Transportation Program (STP) and the Highway and Bridge Program (HBP). The County's Transportation Capital Improvement Plan (CIP) incorporates funding for curb ramp construction into CIP projects. The CIP applied a prioritization process that includes disability considerations to the list of projects to identify highest priority projects. The County's commitment to making these improvements includes working with partners to secure local, regional, state and federal funding.

Schedule for Barrier Removal

The County estimates that to replace the non-compliant ramps identified within the inventory (530), it will cost approximately \$38 million in 2023 dollars. This does not consider the noncompliant ramps that will be replaced as compliant ramps as a part of Roads, Preservation and Safety, and Bridge projects. A strategic schedule has been developed to reduce barriers to maximize the limited funds that the County currently has and identify ways to utilize future funding (see Table 6).



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Table 6: Schedule

Method to reduce barrier	Tasks	Timeline
Policies and Standards	1. Coordinate with the Office of Diversity and Equity to create policies encouraging accessibility	Ongoing
Policies and Standards	2. Continue participation in Countywide ADA workgroup	Ongoing
Policies and Standards	3. Report progress on tasks associated with methods to reduce barriers within the Title VI Annual Accomplishments Report (AAR)	Ongoing on a yearly basis
Policies and Standards	4. Update ADA Transition Plan	Every five years, first update in FY 28
Policies and Standards	5. Accessibility review of SeeClickFix	FY 25
Policies and Standards	6. Update Design and Construction Manual (DCM)	FY 24-25
ADA Focused Projects	1. Design Tier 1 ramps	FY 23
ADA Focused Projects	2. Design Tiers 2-6 and construct Tiers 1-6 ramps	Ongoing
ADA Focused Projects	3. Complete assessment of ADA compliance at signalized crossings (push buttons, crosswalk markings, and ramps), which may include adjusting the prioritization process	FY 26
Capital Roadway and Bridge Projects	1. Seek funds for capital projects that improve safety and accessibility	Ongoing
Capital Roadway and Bridge Projects	2. Design and construct NE 257 th Drive improvements	FY 23-25
Capital Roadway and Bridge Projects	3. Design Sandy Boulevard improvements and seek funds to complete construction	FY 25
Work by Others	1. Continue to review developments and the adjacent transportation infrastructure to achieve the necessary ADA compliance	Ongoing



Person Responsible for Transition Plan

As a required element of the ADA Transition Plan, the County has identified the following individual as responsible for the implementation:

Director of Transportation and County Engineer

Jon P. Henrichsen, P.E.

1620 SE 190th Ave., 97233

Portland, OR 97233

503-988-5050

transportation@multco.us



Appendix A: Definitions and Acronyms

Listed in alphabetical order

ADA – Americans with Disabilities Act

ADAAG – Americans with Disabilities Act Accessibility Guidelines

Alighting – Passengers deboarding transit vehicles

CIP – Capital Improvement Plan

Clear Width – Curb ramps should have at least 48 inches of clear space at the “top” of the ramp, which can be seen in the illustration to the right. The 48-inch space at the top of the ramp allows pedestrians who are continuing along the sidewalk to bypass the curb ramp without traveling over it.

DCM – Design and Construction Manual

Detectable Warning – Dome-shaped bumps that should cover the entire width and depth of the ramp run. Detectable warnings are designed to be felt underfoot or with a cane by people who are blind or have low vision, thereby alerting them of hazards– mainly, the transition from a pedestrian-only area to a roadway.

GIS – Geographic information system

HBP – Highway and Bridge Program

PROWAG – Public Right of Way Access Guidelines

RCIP – Roadway Capital Improvement Plan

Slope – Three different slopes are important in inspecting the curb ramps

Counter Slope – The slope of the roadway beginning at the bottom of the ramp next to the roadway and running toward the center of the roadway.

Cross Slope – Slope perpendicular to the running slope. Unlike the running slope, which runs along the ramp, the cross slope is measured *across* the ramp. The arrow in the illustration to the right, aligned perpendicular to the ramp run and parallel to the curb, shows where to measure the cross slope. The cross slope of a curb ramp, or any accessible route, may not exceed 2 percent.

Running Slope – The slope in the direction that people travel when going up or down the ramp run. The arrow in the illustration to the left, aligned parallel to the ramp run and perpendicular to the curb, shows where to measure the running slope.

SRTS – Safe Routes to School

STP – Surface Transportation Program

TSP – Transportation System Plan

Truncated Dome – Ground surface indicators that can be seen, heard, or heard to assist and warn pedestrians of the presence of a roadway from a sidewalk.



Appendix B: Prioritization Scoring Details

There are a number of location-based criteria that should be used in determining the equity prioritization for curb ramp retrofits. Some of these factors include the nature of the service provided by a public facility, frequency of use by the public, especially those likely to have limited or impaired mobility, and geographic distribution. Given the intersection between limited mobility and dependency on public transportation, greater weight is given to facilities located on/near public transportation routes. Greater weight is also given to facilities located along critical corridors, defined as places of public assembly, major employment sites, and high density multi-family housing. Higher values are assigned to facilities within a 0.25 mile traversable radius of a critical location. Note that a single ramp/walkway may meet several criteria, thus the total rating is cumulative.

Table 7: Location criteria scoring

Location Criteria	Scoring Breakdown	Score
Schools within a quarter mile radius	Non-Title 1 Secondary or Primary Schools	1
Schools within a quarter mile radius	Title 1 - Secondary	2
Schools within a quarter mile radius	Title 1 - Primary	3
Public transit boardings and alightings	Bus Stops with 150 or fewer	1
Public transit boardings and alightings	Bus Stops with 151 - 1,500	2
Public transit boardings and alightings	Bus Stops with 1,501 - 5,500	3
Monthly transit bus ramp deployments	Bus Ramp Deployment (0-1 lifts)	1
Monthly transit bus ramp deployments	Bus Ramp Deployment (2-5 lifts)	2
Monthly transit bus ramp deployments	Bus Ramp Deployment (6-15 lifts)	3
Monthly transit bus ramp deployments	Bus Ramp Deployment (16 - 30 lifts)	4
Monthly transit bus ramp deployments	Bus Ramp Deployment (31 - 60 lifts)	5
Monthly Paratransit LIFT trips	1 - 25 trips	1
Monthly Paratransit LIFT trips	26 - 75 trips	2
Monthly Paratransit LIFT trips	76 - 150 trips	3
Monthly Paratransit LIFT trips	151 - 300 trips	4
Monthly Paratransit LIFT trips	301 - 2,322 trips	5
Proximity to people with disabilities (ambulatory and visual disability)	Up to 10%	1
Proximity to people with disabilities (ambulatory and visual disability)	11-15%	2
Proximity to people with disabilities (ambulatory and visual disability)	16-32%	3
Medical facilities	Veterans Affairs Facilities	3



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Location Criteria	Scoring Breakdown	Score
Medical facilities	Primary Care	3
Medical facilities	County medical facility	3
Public parks/Recreation facilities	Near a public park and/or recreational facility	3
Public libraries	Near a public library	3
Post offices	Near a post office	3
Community centers	Near community centers and places of public assembly, and social services	3
Police stations	Near a station	2
City/Civic services	Near city/civic services	2
Fire stations	Near a station	2
Land uses (major commercial and retail, major employment, and high-density multi-family housing developments)	0-1 sites	1
Land uses (major commercial and retail, major employment, and high-density multi-family housing developments)	2-4 sites	2
Land uses (major commercial and retail, major employment, and high-density multi-family housing developments)	5 or more sites	3



Appendix C: Public Involvement Agency Stakeholder List

Disability Rights Oregon

East Multnomah County Transportation Committee

IDEA (Including Disability and Equity in Access) County employee resource group

Multnomah County ADA Compliance Staff

Multnomah County Bicycle & Pedestrian Citizen Advisory Committee

Multnomah County Disability Services Advisory Council (part of Dept. of County Human Services)

Oregon Walks

TriMet Committee on Accessible Transportation



Appendix D: Online Survey Results

As part of the public outreach process, an online survey was available to ask the public specific questions related to the ADA Transition Plan. In addition to having the online survey available online, these questions and topics were discussed during the four briefings that County staff completed (Mentimeter was utilized to collect feedback). Those results have been included as well as appropriate.

Survey question: The plan identified curb ramps and signalized crossings as two important barriers to address. Additional barriers identified are sidewalks and marked crosswalks. Are these barriers the right priorities?

When asked if curb ramps and signalized crossings are the right priorities to be examined, 50% of respondents responded yes and the remaining 50% responded that these are some of the right priorities. Respondents and briefing participants listed the following as other barriers to consider: lack of and temporary blocking of sidewalks, limited time to cross the street, poor location for crosswalk signage, lack of lighting, need to engage more with people with disabilities, a better way to request barrier removal, make improvements on a facility-location focused basis, lack of capital projects to support access to transit, and lack of training on ADA requirements for County staff.

Survey question: The county's main methods for removing barriers are to secure funds for our own projects and to require homeowners or developers to build improvements as part of their projects. Are there other methods to remove barriers that the county should consider?

Respondents provided additional ideas on other methods to remove barriers including: shifting responsibility from homeowners not being responsible for sidewalks, building alliances with businesses to improve access, more street lighting, and tax incentives if people make certain improvements.

Survey question: The plan uses several criteria to prioritize ADA improvements such as curb ramps. In your opinion, what are the three most important criteria?

Proximity to people with disabilities was 22% of all responses, proximity to medical facilities was 16% of all responses, and proximity to civic uses as well as public transit boarding and exiting each received 13% of all responses. Table 8 shows full response details on all location criteria.



Table 8: Feedback on location criteria for prioritizing ADA ramp locations (organized largest to smallest)

Location Criteria	Responses	Percent of Total
Proximity to people with disabilities	7	22%
Proximity to medical facilities	5	16%
Proximity to civic uses (libraries, city services, etc)	4	13%
Public transit boardings and alightings	4	13%
Proximity to commercial areas	3	9%
Ramp condition	2	6%
Proximity to schools	2	6%
Presence of truncated domes (for visually impaired)	1	3%
Public transit bus ramp deployment	1	3%
Paratransit LIFT program trips per month	1	3%
Proximity to high density land use	1	3%
Other	1	3%

Survey question: What are the best ways to engage with people interested in disability and transportation design as we move forward?

When respondents were asked the best ways to engage with people interested in disability, there were two popular responses: outreach through stakeholder groups (39 percent of respondents) and virtual meetings (24 percent of respondents). Table 9 shows full response details on all types of outreach.

Table 9: Type of outreach to engage people interested in disability

Type of Outreach	Responses	Percent of Total
Outreach through stakeholder groups	13	39%
Virtual meetings	8	24%
In-person meetings	4	12%
Online surveys	4	12%
Presentation recordings	2	6%
Other	2	6%

