



# AMERICANS WITH DISABILITIES ACT TITLE II TRANSITION PLAN



JULY 2023

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## DEAR READER:

The Oregon Department of Transportation (ODOT) is pleased to provide our Americans with Disabilities Act Title II Transition Plan. ODOT has designed this document for full accessibility. Alternative formats are available upon request.

This ADA Transition Plan was developed over the course of 2022 and approved by the Oregon Transportation Commission in July 2023. The process of updating this plan included three phases of stakeholder input:

1. Surveying ADA stakeholders and people with disabilities to learn from their experiences and input;
2. Forming an ADA Advisory Committee; and
3. Conducting a formal public review of and comment period for this plan in draft form.

While these public participation activities are now complete, ODOT welcomes comments about its ADA actions and the accessibility of Oregon's transportation systems at any time. ODOT retains all comments about improvements to accessibility of the transportation system for consideration in future ADA Transition Plan updates.

For ADA program questions, please see [Appendix A](#) for a list of key ADA staff and contact information. Links to a variety of ADA information sources are available in [Appendix B](#). If you can't find the right contact for your question or the right link to information, contact the Office of Equity and Civil Rights (formerly Office of Civil Rights or OCR) for assistance.



To submit comments or obtain a print copy or alternative format of this plan, please contact:

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March 16, 2023

**TO:** The People of Oregon

**FROM:** Kristopher W. Stricker  
Director

**SUBJECT:** Americans with Disabilities Act (ADA) Transition Plan

Title II of the Americans with Disabilities Act (ADA) provides that state and local governments' programs, services and infrastructure must be accessible to people with disabilities. Here in Oregon, it is estimated that people with disabilities make up almost 25% of our state population. When you also consider caregivers and the many providers of services to those living with disabilities, it's clear that a significant percentage of Oregonians rely on ODOT to plan for, lead and maintain a state transportation system that provides access for all and removes barriers where they exist.

The Oregon Department of Transportation has been on a journey of discovery regarding barriers and accessibility since the ADA was enacted in 1990. When ODOT implemented its first strategies to ensure access, as outlined in our initial ADA Transition Plan in 1997, we focused on improving the accessibility at our offices spaces visited by the public and curb ramps.

By 2012, more than 95% of ODOT's publicly accessed buildings were ADA accessible, and an inventory revealed that curb ramps were in place at 80% of the needed locations at that time. While this progress advanced the system's accessibility, our efforts had to go further. Our awareness of peoples' needs was expanding as national standards for accessibility continued to develop. By 2017, for example, inspections revealed that too many of our curb ramps did not meet current ADA standards. Oregonians were still experiencing barriers just trying to access their communities. And they still are today.

The following updated ADA Transition Plan takes the broader perspective of disability stakeholders, describes why this access is critical to community life and economy, and considers additional elements of the transportation system for addressing accessibility. This update uses feedback from an ADA Survey and an ADA Transition Plan Advisory Committee to identify the needs and priorities to which ODOT staff can apply technical knowledge for making progress.

One of my roles as the director of ODOT is to ensure successful implementation of this plan via clear direction and resources. Angela Crain, manager of ODOT's Office of Equity and Civil Rights (OECR), serves as the official responsible for implementation of this plan. David Morrissey, program manager based in OECR serves as ODOT's ADA coordinator. They have my full support and that of the agency in this important effort.

For an accessible Oregon,

Kristopher W. Stricker  
Director



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## EXECUTIVE SUMMARY

Accessible transportation infrastructure and programs benefit all Oregon residents and visitors. Barriers to access can impact an estimated one million individuals living with disabilities in Oregon. The Americans with Disabilities Act of 1990 prohibits discrimination against people with disabilities and includes transportation broadly and the pedestrian right of way specifically. ODOT's goal is an equitable transportation system comprised of universally accessible programs, services and infrastructure. This Transition Plan provides a road map toward reaching this long-term goal.

ODOT maintains statewide inventories of transportation infrastructure as well as accessibility evaluations that allow for the identification of both barriers and solutions. This Transition Plan provides a comprehensive list of elements of transportation accessibility and corresponding methods for identifying and removing barriers.

There are two primary factors driving ODOT's schedule for constructed



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improvements to accessibility. First is ODOT's 2016 Settlement Agreement with the Association of Oregon Centers for Independent Living. This settlement includes milestone indicators for the improvement of over 25,000 curb ramps and will set similar milestones for improving pedestrian signals across the state. Fulfilling ODOT's settlement responsibilities is a mandate for the agency and impacts the resources available for other ADA improvements.

Second is the project schedule included in each version of the Statewide Transportation Improvement Program (STIP). This is a four-year schedule of construction projects for the highway system based on various funding programs approved by the Oregon Transportation Commission. However, ODOT must manage accessibility of ODOT programs, facilities and other elements of the transportation infrastructure, especially for ensuring access to critical destinations like health facilities and shopping.

Additional priorities were guided by the results of both a 2022 ADA Survey and the ADA Transition Plan Advisory Committee. These stakeholder inputs advised a holistic approach to accessibility whenever possible in which all elements within highway segments are accessible. Curb ramps and pedestrian signals are made significantly more helpful when the sidewalks, transit stops and other features in between are accessible. The top five priorities to improve access identified as a result of stakeholder input are, in order of importance, sidewalks, curb ramps, facilities and parking, ability to use one's own personal mobility device for their entire trip, and accessible stops for public transportation.

ODOT staff manage a process to identify solutions when people in Oregon report barriers to access. Stakeholders have emphasized the importance of the involvement of people with disabilities in planning and cross-jurisdictional coordination. There is much to do for achieving statewide accessibility and this will require agency leadership in collaboration with ADA stakeholders and Oregon communities.



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## INTRODUCTION

ODOT actively seeks to provide safe movement and access to all agency-managed programs and public rights of way, without discrimination. The following contents lay out the priorities and goals to do this based on stakeholder input and development of agency expertise and practices for ensuring accessibility.





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## SECTION 1

# BACKGROUND, REQUIREMENTS AND ADA PROGRAM

### TRANSITION PLAN OVERVIEW

This document reports priorities and methods to address barriers that limit accessibility to ODOT-managed transportation infrastructure, programs and building facilities. While there is attention to eliminate and prevent any physical barriers that limit accessibility by any individual to ODOT programs and services, this Transition Plan prioritizes compliance with requirements of ODOT's ADA Settlement Agreement.

#### **History**

ODOT began its first ADA self-evaluation in 1993 and issued a report in 1997 that identified physical barriers to accessibility, primarily targeted at curb ramps and publicly accessed building facilities. The agency's first ADA Transition Plan identified steps to make these elements fully accessible. The department subsequently issued an updated plan in 2004, and then amended the plan in 2011. The next updated plan was adopted in 2017. During the update process, a lawsuit was filed resulting in a Settlement Agreement in 2016. The requirements for barrier remediation in this Settlement Agreement were reflected in the 2017 plan and are included in this update.

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## Management of the ADA Transition Plan

The efforts that foster accessibility involve staff across ODOT, but the management of this plan and the processes in support are a collaboration between the Office of Equity and Civil Rights (OECR) and the Delivery and Operations Division (DOD). These two business areas coordinate and work with staff across ODOT to ensure accessibility, take inventories, make decisions using ADA data, set priorities, and implement processes that:

- » Identify new or remaining physical obstacles that limit access to ODOT's facilities, such as pedestrian routes or our buildings.
- » Describe the methods ODOT will use to make the facilities accessible.
- » Provide a schedule for making the access modifications.

## Roles and Responsibilities

ODOT's culture of accessibility is led primarily by OECR and DOD, while many roles and responsibilities across ODOT drive key actions for implementation of the ADA. A high-level overview of these roles is shown below.



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## **ODOT Wide**

### ***Managers***

- » Ensure ADA accessibility is a consideration in all staff work.

### ***All Staff***

- » Apply an ADA accessibility lens to work practices, services, and public engagement.

### ***ADA CQCR Coordinators***

- » These individuals are positioned across ODOT and work with OECR and technical staff in the Delivery and Operations Division to solve problems and address or mitigate reported barriers.

### ***Office of Equity and Civil Rights***

- » Oversight of Transition Plan.
- » Coordination of the ADA Comments, Questions, Concerns and Requests (CQCR) process.
- » Technical assistance to ODOT staff on ADA compliance.
- » Process formal complaints of disability discrimination.

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## ***Delivery and Operations Division***

### **Roadway**

- » Develop ADA design and construction standards.
- » Manage ADA inventory data and reporting.

### **ADA Delivery Program**

- » Manage ADA projects to meet milestones in the Settlement Agreement.

**NOTE:** Human Resources ensures job seekers and ODOT employees receive reasonable accommodations to apply for jobs at ODOT and to do their work. The responsibilities for ODOT as an employer are covered by Title I of the ADA and are not included in this Title II Transition Plan.

## **DISABILITY AND TRANSPORTATION IN OREGON**

Why does accessibility matter? Accessible transportation infrastructure and programs benefit all Oregon residents and visitors. Barriers to access can impact a significant segment of our communities. Data trends, while not precise, show increasing numbers of people who live with disabilities. The World Health Organization estimates that one billion people live with a disability. In Oregon, estimates say that around 20% of the state's population has disabilities, equating to approximately one million individuals. ODOT must consider accessibility in all programs and management practices for transportation infrastructure. Modifying what is already in place takes more resources compared to planning and implementing strategic improvements. The best time to be strategic about universal accessibility is now.

ODOT conducted an ADA Survey in 2022. The results identified what stakeholders believe are the most critical needs for improvements:

- » Accessible pedestrian ways.
- » Public transportation options.



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- » Availability of accessible ADA parking options.
  - » Holistic approaches to community access overall. (For example, new curb ramps lead to accessible sidewalks and transit stops).

ODOT's ADA Transition Plan Advisory Committee validated the responses to the survey and emphasized more routine consideration of the needs of people with disabilities, including more representation in planning and cross-jurisdictional collaboration for statewide accessibility, regardless of jurisdiction.

For more on the ADA survey, please see [Appendix D](#). For more on the input of the ADA Transition Plan Advisory Committee, please see [Appendix E](#).

### **Striving to Overcome Barriers versus Thriving in Accessible Communities**

Accessing community life can be exhausting – or even impossible – when you have a disability and the environment around you is not accessible. Regardless of one's personal circumstances or need for some support, everyone can live and thrive independently when barriers are removed. Consider the following:

- » A person who uses a hand-cycle for active mobility and to maintain health may not be able to use their mobility device on all portions of a trip. For example, a hand-cycle, like the one shown on the right, cannot be mounted in the typical bike rack on a bus. The same is true for a three-wheeled bicycle.
- » Safety is an issue. Hand-cycles, as well as other recumbent bicycles, have a lower profile. Vehicle drivers can sometimes fail to see pedestrians and people using bicycles and motorcycles. Three-wheeled bicycles can have challenges navigating in narrow bicycle lanes next to speeding traffic.
- » For a Blind or low vision person navigating a pedestrian way, unannounced closures of sidewalks and transit stops create potential hazards and frustration. They may not see the signs, and detours can be difficult to navigate and add significant travel time. Construction work zones can increase potential risks if the temporary pedestrian way is not designed and communicated appropriately.



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- » A wheelchair user living in a small town just wants to travel independently to their local grocery and pharmacy. It is only a few blocks away, but curb ramps and sidewalks are missing, and public transit services are not available. The roadway space may be completely dedicated to vehicles moving at high speeds. Without accessible options, obtaining vital services can be impossible, resulting in greater dependence or isolation.
  - » Pedestrians who live in an urban area may live in close proximity to services and businesses they need, but they can't travel independently because sign posts, planters, waste receptacles, restaurant tables, sandwich boards and other obstacles impede a clear and safe path, and most of the public right of way is dedicated to people in vehicles.
  - » A Deaf or Hard of Hearing pedestrian enters a crosswalk, but has a near miss with a moving vehicle because the driver failed to yield and the pedestrian did not hear their honking. This is even more dangerous for a person who is Deaf and Blind.
  - » A person with a health condition can drive a car, but can only walk short distances due to a respiratory condition. They need accessible parking near the entrance. They often find the two ADA parking spaces occupied by vehicles without ADA parking placards, or the ADA access aisles may be blocked, making it impossible to deploy the lift for their mobility device.
  - » A young person with developmental disabilities, or a Blind person, can ride the bus independently, but might need help navigating the route or finding their stop. A pause and a few words to confirm the correct bus and stop, or a clear loudspeaker announcement, may be all they need to reduce their stress and maintain their independence.

These are just a few examples of the challenges and barriers that users experience and they illustrate why universal accessibility is so important. Where infrastructure and programs are universally accessible, those who live with disabilities have an equal opportunity for access and can thrive in their communities. Accessible infrastructure and programs benefit everyone.



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## REQUIREMENTS, POLICY, STANDARDS & GUIDELINES

Accessibility is a primary component of ODOT's compliance framework. State and federal laws require accessibility. ODOT's compliance with legal regulations ensures that the agencies policies, standards, priorities and funding strategies are in alignment with federal and state requirements. ODOT evaluates new requirements and makes modifications to the policies, standards, priorities and funding strategies as needed.

The Americans with Disabilities Act of 1990 prohibits discrimination against people with disabilities in all aspects of life. Title II of the ADA prohibits disability discrimination by state and local governments, and includes transportation broadly and the pedestrian right of way specifically. Title II is the basis for requiring state and local governments with 50 or more employees, regardless of funding sources, to adopt an ADA Title II Transition Plan. It sets forth regulations regarding public participation, design standards, inventory of existing conditions, a self-evaluation process, and prioritization of improvements for implementation.



Bike lanes are built for use by cyclists. Highway shoulders, in contrast, are primarily a safety feature, though they are sometimes used by cyclists and pedestrians. Neither of these transportation elements have accessibility standards so neither are included in ODOT's ADA Transition Plan.

All elements of Oregon's transportation system are used by travelers of various levels of ability. Safety is every user's responsibility. This cyclist pictured above may be Deaf or hard of hearing. Drivers and other cyclists should drive or ride as if others may not hear them.



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## FEDERAL REQUIREMENTS

### The Rehabilitation Act of 1973

Section 504 of the Rehabilitation Act forbids any entity receiving federal financial assistance to discriminate on the basis of disability. Entities that receive federal funds must ensure that persons with disabilities have equal access to any programs, services or activities in receiving federal financial assistance. Covered entities are required to ensure that their employment practices do not discriminate on the basis of disability.

### The Americans with Disabilities Act of 1990

The ADA builds upon the foundation established in the Rehabilitation Act, but expands covered entities to include all state and local governments, regardless of whether those entities receive federal funds. The ADA has five separate titles. Title I prohibits discriminatory employment practices by public and private employers.

Title II of the ADA prohibits disability discrimination by state and local governments, including in transportation, and specifically addresses the subject of making state services and facilities accessible to those with disabilities. Since the ADA became law, designing and constructing facilities for public use that are not accessible by people with disabilities constitutes discrimination. The ADA applies to all facilities, including both facilities built before and after 1990. Public entities like ODOT are required to perform self-evaluations of their current facilities, relative to the accessibility requirements of the ADA.

For more information about the ADA and its five titles, please see [Appendix B](#).

### Accessibility Guidelines Based on Federal Requirements

The Americans with Disabilities Act Accessibility Guidelines (ADAAG), prepared by the U.S. Access Board, provides guidance for the design and construction of facilities to comply with the ADA. The first ADAAG was adopted in 1991 and updated in 2004. The U.S. Department of Justice and the U.S. Department of Transportation have developed





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separate ADA standards derived from the ADAAG. However, each agency's standards contain additional requirements that are specific to the facilities covered by the respective agencies. These additional requirements define the types of facilities covered, set effective dates, and provide additional scoping or technical requirements for those facilities.

The U.S. Department of Justice's ADA Standards apply to all facilities except public transportation facilities, which are subject to the U.S. Department of Transportation's ADA Standards. The Public Right-of-Way Accessibility Guide, or PROWAG, is the most recent guidance. The initial PROWAG was developed in 2005 and revised editions were released in 2011 and 2013. Although PROWAG has not yet been officially adopted as the required ADA standard, PROWAG is accepted by the Federal Highway Administration as "best practice." Generally, ODOT uses ADAAG to guide evaluation of buildings and PROWAG for evaluation of ADA curb ramps and other features such as pedestrian signals.

## STATE REQUIREMENTS

Oregon Revised Statutes (ORS) include various requirements related to architectural barriers and transportation infrastructure. This Transition Plan reports strategies and goals that well exceed those required by state statute.

## ODOT POLICIES

ODOT's ADA Title II policy is established in PER 22-01 (Please see [Appendix H](#) for full text of policy) and requires the department to:

- » Provide the public with access to programs and services.
- » Adhere to ADA Accessibility Guidelines.
- » Identify barriers that restrict accessibility.
- » Comply with ADA standards for new construction and alterations.

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For its ADA Title I policy, related to employment under the ADA, ODOT adheres to State HR Policy 50.020.10, ADA and Reasonable Accommodation in Employment as required by the Oregon Department of Administrative Services. (Please see [Appendix B](#) for a link to this policy.)

## **ADA PROGRAM**

Since the adoption of the ADA over 30 years ago, ODOT has developed its programs with an emphasis on including ADA considerations as a routine aspect of our work and fostering a culture of accessibility. ADA subject matter experts are positioned in programs across the agency, and those staff members are not the only people who work to increase accessibility in ODOT programs, services and infrastructure. ADA design standards, data management, regular internal communication and collaboration, and continual learning opportunities foster accessibility as an expectation for all programs within the agency.

### **Program Outcomes**

ODOT's goal is an equitable transportation system comprised of universally accessible programs, services and infrastructure. This Transition Plan provides a road map toward reaching the necessary long-term outcomes needed in the state transportation system. Also, as a state leader, ODOT can, through this Transition Plan, model efforts at developing accessibility for those programs and infrastructures managed by others, such as local municipalities.

This ADA Transition Plan reflects ODOT's attention to this broad array of features and goes beyond the minimum requirements for a typical plan. This comprehensive approach results in an expansive list, illuminating how the journey to full accessibility will not be short. Efforts that began with curb ramps and ODOT buildings soon after the passage of the ADA now go well beyond this original limited focus. The elements included in this revised Transition Plan have been expanded based on the input and experiences of

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Oregon residents who have encountered a variety of barriers. Collaboration with government partners and stakeholder groups contributed insights. Priorities were guided by the results of the 2022 ADA Survey (read more on about survey questions and responses in [Appendix D](#)) and members of the 2022 ADA Transition Plan Advisory Committee (read more in Section 5 on page 36 and the summary of committee comments in [Appendix E](#)).

Accessible curb ramps have:

- Truncated domes, which are those yellow or red bumpy panels that delineate where pedestrians transition from the ramp into a crosswalk across lanes of vehicular traffic. These are particularly important for the safety of pedestrians who use white canes or trained guide animals.
- A smooth surface, sufficient clear width and gradual incline of about 8% or less, leading to a level landing that allows room for someone using a personal mobility device to continue their travel along the pedestrian route.

Accessible curb ramps do NOT have:

- Lips, gaps or grates between the road and the sidewalk.
- Light poles, sign posts or other obstacles that block the pedestrian route.



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## ***Program Priorities***

ODOT uses a variety of methods to prioritize improvements and progress toward the long-term goal of universal access. This is due to the broad variety of elements that contribute to accessibility. Safety and mobility have long been top priorities for ODOT and that is true in the context of accessibility. Factors that shape ODOT's priorities are:

- » **2016 Settlement Agreement with the Association of Oregon Centers for Independent Living:** This agreement includes other requirements, but primarily it sets a schedule for the remediation of over 25,000 curb ramps and will set a similar schedule for pedestrian signals. The investment to comply with these two requirements is significant and may mean other efforts will be delayed or will take longer (read more about this Settlement Agreement in [Appendix G](#)).
- » **2022 ADA Survey:** ODOT administered this survey in May and June. The survey was completed by over 500 individuals with personal experience with disabilities or who work with them as caregivers or service providers. The results of the survey were reviewed and discussed on by the 2022 ADA Transition Plan Advisory Committee. Respondents to the survey and the members of the advisory committee advised a holistic approach to accessibility whenever possible. They felt it better to make all elements accessible within highway segments. They noted that accessible curb ramps and pedestrian signals are helpful, but they are made significantly more helpful when the sidewalks, transit stops and other features in between are accessible. (To learn more about the ADA Survey, see [Appendix D](#). To learn more about the ADA Transition Plan Advisory Committee, its membership and discussion topics, see page 36 as well as [Appendix E](#)).

ODOT's Active Transportation Program has identified priority locations for improved pedestrian and bicycling networks. The top five priority destinations identified in the ADA Survey can be used for additional prioritization. ODOT's approach to accessibility must include a number of considerations. There are 7500 or so miles of centerline state highways managed by ODOT in the State and these miles run through or around major metropolitan areas with lots of pedestrian infrastructure and public transit. However,



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these highways run through a range of other locations, including small cities with more limited services and infrastructure. Within these geographic areas, critical destinations and particular elements of infrastructure may still have barriers to access. These conditions contribute to a complex process for setting priorities and planning our work.

ODOT uses a discerning and layered approach informed by these stakeholder input processes in order to make the most progress toward accessibility. A mile of features that work for most people may sometimes be better than a quarter mile of perfect accessibility and three-quarters of a mile of barriers. Lists to illustrate these various perspectives on accessibility follow.

Highest set of priorities are those locations inaccessible to most for:

1. Resident requests or complaints.
2. Special Transportation Areas\* (STAs).
3. City downtowns.
4. Areas adjacent to STAs and downtowns.
5. Remaining areas.

\*Special Transportation Areas (STA) are districts of compact development located on a state highway within an urban growth boundary. STAs are formally designated by ODOT with local governments to balance local access and highway mobility in downtown, business district or other community centers.

Top five destinations:

1. Health care, including mental health.
2. Shopping centers.
3. Homes of family and friends.
4. Pharmacy services.
5. Community sites like libraries and churches.

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Top five priorities to improve access:

1. Sidewalks.
2. Curb ramps.
3. Facilities and parking.
4. Ability to use my personal mobility device for entire trip.
5. Accessible stops for public transportation.

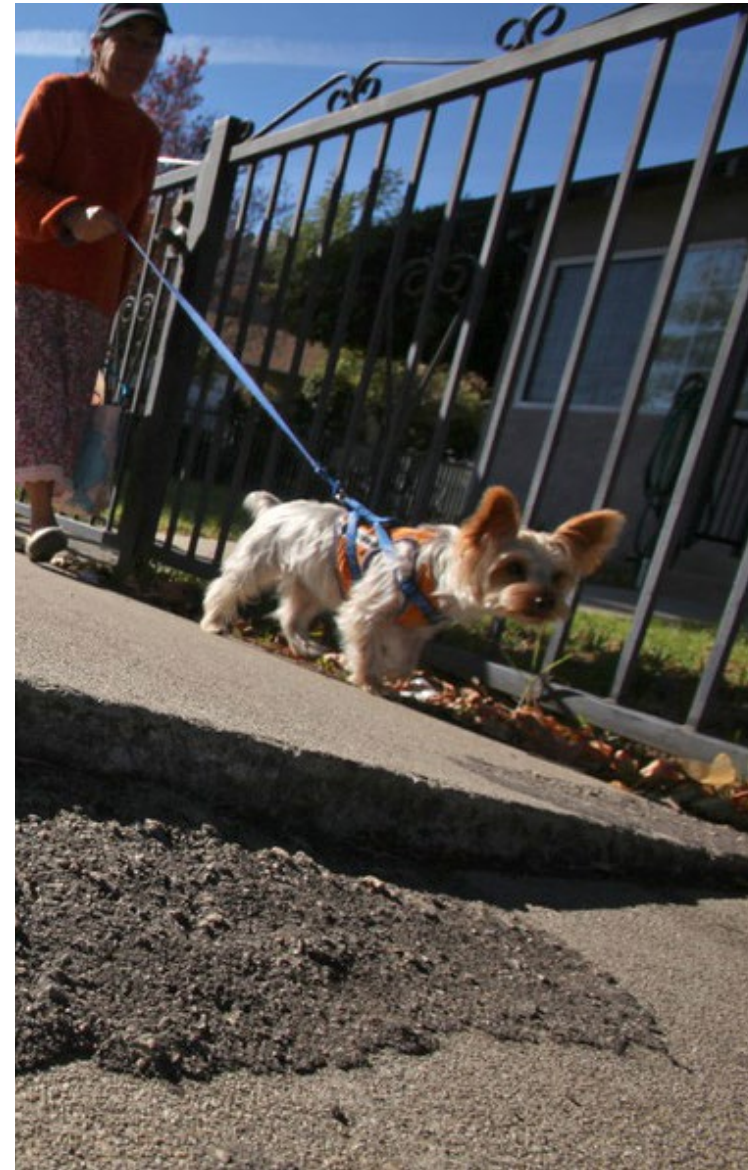
### **Program Funding**

The largest amount of ADA-funding currently available is dedicated to the important work of the ADA Delivery Program. It is estimated that remediating the 25,000 curb ramps by 2032 as required under ODOT's settlement will exceed one billion dollars in costs. Some of this work may be funded by legislatively approved GARVEE bonds (Grant Anticipation Revenue Vehicles), a debt-financing instrument that allows re-payment using federal funds. This significant investment in curb ramps impacts the resources available for other ADA asset features. However, ODOT is responsible for all other elements of the state highway system and its general accessibility. ODOT is committed to accessibility and will assign funds to ensure progress, but balancing system needs, urgency and fund availability will impact the pace.

### **Self-Assessment and Status of the Practice**

ODOT uses a proactive and ongoing approach to self-assessment. The agency develops and maintains statewide inventories of transportation infrastructure as well as accessibility evaluations of pertinent elements. These efforts are at various stages of practice – from established to developing to learning:

- » "Established" means inventories or evaluations have been reliably repeated and supportive specific standards and processes have been implemented.
- » "Developing" means inventories or evaluations have been developed and tested and a new statewide inventory may be completed, but may not have been reliably repeated.



It may mean supportive specific standards, processes and training are not yet fully implemented.

- » “Learning” means inventory methods or methods of evaluation are being investigated, tested or are still under consideration and, therefore, supportive specific standards, processes and training are not fully developed and ready for full implementation. Information availability and quality are intricately tied to the level of inventory and/or evaluation.

The following table conveys the status of practice for each element based on these definitions.

Transportation or Service Element		Status of Practices	Comments
<b>Sidewalks</b>	Inventory	Established	Both methods reviewed and updated in 2022.
	Accessibility Evaluation	Developing	
<b>Curb Ramps</b>	Inventory	Established	Sustained implementation due to requirements of Settlement Agreement.
	Accessibility Evaluation	Established	
<b>Publicly Accessed Buildings</b> <i>(including parking)</i>	Inventory	Established	Methods of inventory and accessibility evaluation reviewed and updated in 2022; the five-year cycle results in one-fifth of these facilities evaluated each year.
	Accessibility Evaluation	Established	
<b>Transit Stops</b>	Inventory	Developing	Early work to expand inventory elements to include accessibility evaluation.
	Accessibility Evaluation	Learning	
<b>Trails</b>	Inventory	Developing	Early work exploring methods to define levels of accessibility and communicate this information to the public
	Accessibility Evaluation	Developing	
<b>On-street Parking</b>	Inventory	Learning	Early in the investigation of methods to update inventory and elements to consider for accessibility.
	Accessibility Evaluation	Learning	
<b>Pedestrian Signals</b>	Inventory	Established	Sustained implementation to requirements of Settlement Agreement.
	Accessibility Evaluation	Established	
<b>Marked Crosswalks</b>	Inventory	Developing	Initial inventory completed in 2021, but accessibility evaluation not yet developed.
	Accessibility Evaluation	Learning	

Transportation or Service Element		Status of Practices	Comments
<b>Work Zones</b>	Monitoring	Developing	Leading best practices for well-established standards for accessibility, but monitoring and education will be ongoing due to the nature of daily changes in work zones across Oregon.
	Accessibility Evaluation	Established	
<b>Shared-Use Paths</b>	Inventory	Developing	Inventory methods developed, initial inventory completed, but may still evolve; accessibility evaluations are similar to those for sidewalks, but still testing validity.
	Accessibility Evaluation	Learning	
<b>Safety Rest Areas (and Parking)</b>	Inventory	Established	These facilities and parking area are a specific subset of facilities.
	Accessibility Evaluation	Established	
<b>DMV Service Areas</b>	Inventory	Developing	Methods of inventory and evaluation for access within DMV offices to specific DMV services such as testing stations, all service counters, forms, etc., reviewed and updated in 2022.
	Accessibility Evaluation	Developing	
<b>Park and Ride Lots</b>	Inventory	Developing	Both methods recently reviewed and updated.
	Accessibility Evaluation	Developing	
<b>Picnic Tables at Safety Rest Areas</b>	Inventory	Learning	Criteria to inventory and evaluate accessibility has not been fully developed. Early concepts consider the type of picnic facilities, location or distance from the parking lot, accessibility of route and table, and an accessible shelter, if available.
	Accessibility Evaluation	Learning	
<b>Other Elements of Accessibility</b>		Learning	ODOT staff monitors community needs and emerging solutions.



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## SECTION 2

# IDENTIFICATION OF BARRIERS

While there are many factors involved in an individual's choices for their personal mobility, structural accessibility of the transportation system, including pedestrian routes, is the foundation for community access. ODOT has been proactive in maintaining inventory and accessibility data for use in the development of program strategies and funding requests, but for use in ODOT staff's daily decisions that support progress toward universal accessibility. Ongoing data maintenance and evaluation allow for the identification of both barriers and solutions, as opposed to the more limited purpose of a less frequent self-assessment. Status of these efforts is briefly discussed below:

- » **Sidewalks:** Inventory of the physical presence and condition of sidewalks along state-managed highways are maintained on about a five or six year cycle. Accessibility evaluations are a separate process and include clear width, clear height and a smooth, stable surface. Both inventory and accessibility data were updated in 2020 and 2022. Each is summed in roadside miles (one mile of road will typically have sidewalk on two sides or two roadside miles). Sidewalks are in place in about 30% of urbanized areas along state highways; and about 65% of those are fair or better for accessibility.

The Oregon Bicycle and Pedestrian Plan guides investment considerations to improve pedestrian systems. The Sidewalk Improvement Program (SWIP) distributes State Pedestrian and Bicycle funds to construct projects that improve facilities for walking. Over the next two years, ODOT will be collaborating with other jurisdictions to manage a project that will review the quality and connectivity of sidewalks and bikeways on all facilities in metropolitan areas, on both locally controlled and ODOT-owned roadways.

- » **Curb Ramps:** Consistent with the Settlement Agreement, inspection data for curb ramps is updated and reported every year. Training and certification is required to



Accessible sidewalks are wide enough for people who use personal mobility devices. They should provide a smooth, stable surface. They should be free of cracks, heaving panels or other obstacles, like the utility pole pictured above.

Informal paths, unofficially known as "goat trails," are sometimes seen where there is high pedestrian use but no sidewalks. These paths may not be accessible. They demonstrate the importance of accessible pedestrian infrastructure, including for access to public transportation.

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assure those inspecting curb ramps are qualified to do so. Periodic Quality Assurance reviews of completed inspections confirm the data results. The Settlement Agreement lays out milestones for remediation of over 25,000 poor or missing curb ramps. Milestones are set for the first 30% (reported in 2023), the next 45% (reported in 2028) and the final 25% by 2032 (reported in 2033).

- » **Publicly Accessed Buildings:** ODOT's buildings where the public is permitted have been remodeled and maintained for accessibility. However, because these standards evolve, staff reviewed and updated the inspection process in 2022. Public access facilities will be inspected on a five-year cycle using the updated criteria. More detailed accessibility assessments will occur whenever remodels, upgrades or new facilities are added.
- » **Transit Stops:** ODOT permits transit stops operated by public transportation providers to be located along state-managed roads. Very basic transit stop information needs to be upgraded and accessibility evaluations included, ideally building on existing partnerships with public transportation providers. Inventory data will need to distinguish the type of stop since a simple signed stop and a transit center will have very different elements. The type of stop will determine the elements reviewed for accessibility.
- » **Trails:** ODOT does not manage very many trails and when trails exist on ODOT right of way, they are often managed in partnership with other organizations. A trail is not like a sidewalk and often includes a winding path made of varied materials and includes slopes that can change every few feet. Trail accessibility is generally a goal, but that must consider the primary purpose of the trail. For example, it would not be advisable to encourage motorized personal mobility devices on a trail primarily intended for horseback riding. This type of trail is not intended to have the smooth, stable surface that is typically ideal for accessibility. ODOT will continue to engage other relevant organizations in developing an approach for evaluating and representing trail accessibility information. Also important in this work is the alignment of different definitions because the term "trail" is sometimes used in reference to a shared-use path or an otherwise separated pedestrian facility.

- 
- » **On-Street ADA Parking:** This inventory and accessibility criteria is in need of updating. This need is made more urgent due to land use policy and development trends that reduce off-street parking in the long term. Current guidelines for ADA parking will need to be adapted to ensure well-designed accessible parking remains appropriately available, particularly for high priority destinations like medical facilities. Collaboration with other agencies and local jurisdictions will be important for optimal results.
  - » **Pedestrian Signals:** Improving the accessibility of pedestrian signals is a requirement of the Settlement Agreement. Signal improvements are implemented every year through maintenance and construction projects, so inspection data is updated and reported every year. Just over 8000 pedestrian signals were inventoried in 2018 and, as of 2022, about 45% met current ADA guidelines for accessibility. Concerning pedestrian signals with an audible feature, these are installed in response to requests from an individual resident or local municipality. Currently, less than 15% of state-managed pedestrian signals include an audible signal.
  - » **Marked Crosswalks:** Inventory of this feature was updated in 2021, but accessibility criteria is conceptual and not yet fully developed.
  - » **Work Zones:** Temporary Pedestrian Access Routes, or TPARs, are required for every work zone, no matter what the duration. Requirements are well defined and monitored, but the constantly changing nature of work zones mean efforts must be constant to ensure accessibility.
  - » **Shared-Use Paths:** Inventory is incomplete because the methodology is incomplete. ODOT is refining definitions to clearly delineate shared-use paths from trails, sidewalks and other pedestrian network facilities.
  - » **Safety Rest Areas:** These areas are a subset of publicly accessed buildings and will be inspected on the same five-year schedule.
  - » **DMV Service Areas:** DMV offices are public access facilities that see the highest public use. These facilities will be inspected on the same five-year schedule and will include additional accessibility assessments of the various stations within each office to ensure access to forms, service counters, testing areas and photo areas.

- 
- » **Park and Ride Lots:** ODOT partners with other organizations to maintain inventories of park and ride lots. Some of these are within state highway right of way and many are not; some are managed by ODOT and many are managed by other organizations. Basic accessibility data such as ADA parking is included in this inventory.
  - » **Picnic Tables at Safety Rest Areas:** These are optional features at many safety rest areas, but not all. Stakeholder interest in accessibility of these specific features have caused picnic tables to be included in this plan. Criteria to inventory and evaluate accessibility has not been fully developed. Early concepts consider the type of picnic facilities, location or distance from the parking lot, accessibility of route and table, and an accessible shelter, if available.
  - » **Emerging Issues for/of Accessibility:** There are two primary methods for ODOT staff to monitor emerging issues. One is through analysis of comments and requests received from residents via ODOT's ADA CQCR process (Comments, Questions, Concerns and Requests). Patterns or multiple requests concerning similar issues reveal a need for broader, more proactive solutions. The second method is for ODOT staff to network regularly within the agency and with ADA professionals outside the agency to monitor emerging issues within Oregon and nationally.

For example, "floating" transit stops or bus islands are an example of a potential emerging practice to monitor. Floating transit stops are one innovative approach being tested or implemented by some cities for compact multimodal use of limited urban right of way. ODOT will monitor these external innovations and future efforts to study evaluate the impacts on people with disabilities, particularly those with vision disabilities.







Accessibility features in public transit enhance the service for everyone, not just users with disabilities, and they are not only about entrances and exits from buses and trains. Accessible public transit features include:

- Transit stops with smooth, level surfaces, clear paths for movement and clearance within a shelter.
- Route information that is audible, visual and tactile.
- Audible and visual stop information on vehicles and at stop locations.
- Providing sufficient time at stops for all riders to enter and exit.
- Transit staff who are patient with riders needing assistance or guidance, including people with cognitive disabilities, seniors or others.
- Safe and clean facilities and equipment, encouraging everyone to use public transit.



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## SECTION 3

# METHODS TO REMOVE BARRIERS

Methods to remove barriers involve all the elements of life-cycle management of infrastructure assets. In general, proactive management of elements of transportation systems begins with knowledge of what is present and what is its physical and functional condition, and then planning ahead for maintenance or upgrades, developing funding strategies based on anticipated needs and finally, at some point, construction for the more significant upgrades or expansions to add capacity. Physical condition is an evaluation of degradation. Functional condition is an assessment of compliance with current standards and how well needs are met. Many of these standards revolve around safety and general mobility of people and goods, but others have been established to ensure accessibility.

The following are current methods ODOT employs to remove barriers:

- » **Inventory:** ODOT practice is to build and maintain reliable data for program decisions. This is a basic set of information that is summarized to inform planning and program funding decisions. This data is expanded upon as part of development and design of a construction project.
- » **Accessibility Evaluation:** These evaluations are established based upon pertinent statutes, administrative rules, guidelines from FHWA and the U.S. Access Board, and then field tested to develop repeatable methods that result in reliable program data.
- » **Program Planning:** Inventory, physical condition and accessibility data are monitored on a regular basis; needs are communicated and strategies developed.
- » **Funding Strategies:** Strategies to address program and infrastructure needs frame cyclic needs for funding. Proactive stewardship of infrastructure can still mean wide variations in biennial investment needs. All infrastructure competes for limited funding that will be strategically invested.

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» **Construction:** Plans, specifications and standards guide construction of all elements included in a project. Inspections are further assurance that all of these project elements have been built to comply with all requirements. This sometimes means that a construction firm must rebuild elements that do not comply.

- ODOT's construction projects take shape under various programs:
  - Curb ramp-only projects are in various states of process to implement remediations required by the Settlement Agreement.
  - Preservation and modernization projects are required to address accessibility elements that do not comply with current standards.
  - Projects, such as those funded by the Sidewalk Improvement Program (SWIP), that address pedestrian, bicycling and transit infrastructure, improve accessibility when they add sidewalks and/or address other related infrastructure.

**NOTE:** Site conditions occasionally make compliance with all ADA standards difficult or impossible. A design exception must be requested and approved when a particular ADA requirement at a specific site is technically infeasible. This is typically due to physical constraints such as steep terrain or conflicts with other laws, such as those to preserve threatened and endangered species, archaeological sites or cultural features. The request must be submitted on the Design Exception Form. Requests must clearly state what requirement is infeasible, the reason it is so and must be approved by the ODOT State Roadway Engineer. All other requirements must still be met to the extent practicable. There are only two types of exceptions that can be granted for not meeting ADA standards: 1) technical infeasibility and 2) undue financial and administrative burden. To date, no request has been received for undue burden.

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- Developers are required to comply with standards when they are permitted to add capacity or improvements necessitated by their development project. For example, a new shopping center may require a traffic signal, sidewalks, curb ramps, etc. and these must be built in compliance with all requirements.
  - Service providers, like transit, are often permitted to use, add to or modify transit stop infrastructure when needed, including for accessibility. Transit providers implement these improvements under maintenance & liability agreements or other permits issued by local jurisdictions or ODOT.
  - Public access facilities: Lifecycle management steps are employed to proactively manage ODOT facilities accessed by the public. Some of these are high-use facilities like DMV offices, but others may be occasionally accessed by contractors or other members of the public. Facilities are inspected and maintained, but significant improvements or upgrades occur via planned construction projects that are funded as needs occur and funds are available.



#### Publicly accessed facilities:

- Include ADA parking near an accessible entrance to the building.
- Have an accessible route to the entrance that is of sufficient width, with gradual slopes and necessary turn space.
- Have an accessible, operable door or doors.
- Maintain an accessible route inside to available public services.

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## SECTION 4

# SCHEDULE FOR IMPLEMENTATION

ADA curb ramp-specific projects as a result of ODOT's Settlement Agreement with the Association of Oregon Centers for Independent Living drive the primary schedule. However, the long-term goal of this plan, and subsequent updates, is a universally accessible transportation system. Achieving this goal will occur incrementally over time based on the methods discussed previously and strategic planning. Besides ongoing maintenance of accessibility, other construction is an additional means for improvements. Schedules adapt as this work continues so links to regularly updated project schedules and information are provided in [Appendix B](#).

The Statewide Transportation Improvement Program (STIP), a four-year schedule of construction projects for the highway system based on various funding programs approved by the Oregon Transportation Commission. This schedule includes ADA curb ramp-specific projects and other types of construction projects that may address curb ramps and other elements of accessibility. Please see [Appendix B](#) for links to ADA program, project schedules and STIP information. Additionally, [Appendix G](#) provides information on the Settlement Agreement, including annual progress reports.

Schedules for inventory updates and accessibility evaluation provide critical data that drives program planning and funding strategies ahead of construction. Generally, ODOT strives for inventory updates on five-year cycles, but this may be adjusted based on resource availability and previous rates of change observed. For more information about particular infrastructure elements, please see [Section 2](#).

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## SECTION 5

# ENGAGEMENT, COMMUNICATION AND OVERSIGHT

Engagement and communication with stakeholders has many facets, beginning with identification of the stakeholders themselves, as they include many diverse residents of Oregon, but including organizations, other state agencies, and staff from local agencies as well as staff from across ODOT. One regular means of interaction with stakeholders is ODOT's process for Comments, Questions, Concerns and Requests (CQCRs). This process fosters communication and collaboration on a regular basis. In addition, enhanced stakeholder engagement occurs in advance of an update to ODOT's ADA Transition Plan. Collaboration is typically critical for solving barriers and advancing accessibility, both within ODOT and with others. ODOT provides oversight of local agencies that receive federal transportation funds to certify their practices related to ADA and the sufficiency of their own transition plans to improve accessibility.

### COMMENTS, QUESTIONS, CONCERNS AND REQUESTS — ODOT'S "ADA CQCR" PROCESS

ODOT staff developed a successful process to better coordinate solutions when people in Oregon encounter barriers to their access. This work began during the update process for the 2017 version of ODOT's ADA Transition Plan when staff realized the primary option available was only a formal complaint process. ODOT learned that barriers had been reported to a variety of ODOT regional and program offices, leaving some issues unidentified as ADA related. The CQCR program has improved agency responsiveness,



consistency and issue tracking. ADA issues submitted by the public are now managed comprehensively and lead to better solution identification. See [Appendix G](#) for annual outcomes from the CQCR program as described in ODOT's annual settlement reports.

### **CQCR Process Overview**

All CQCRs are acknowledged within 10 days; when appropriate, staff will visit the site with the submitter in order to understand the barriers experienced.

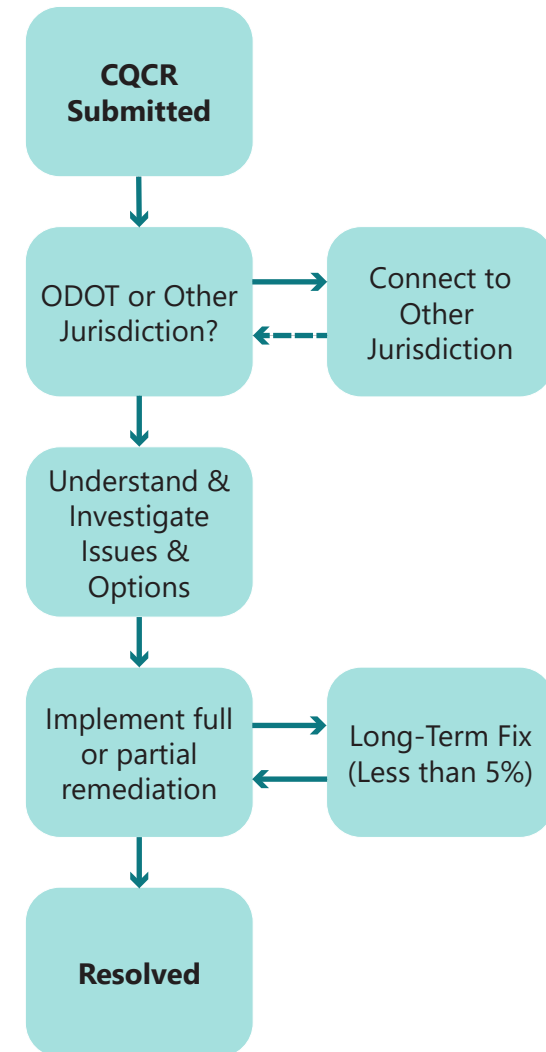
Some CQCRs ODOT receives don't concern ODOT-managed infrastructure, building facilities, or services. Staff identifies the correct jurisdiction and provides their ADA contact information. ODOT staff remain available for follow-up if needed to resolve any issues.

Once the issues and who should be involved are understood, investigations begin on any technical questions and possible solutions. Time spent in this phase often corresponds to the simplicity or complexities of the issues.

Solutions to remediate barriers, once identified, are implemented as soon as possible. Sometimes complex issues require complex solutions and a longer-term fix, but this is less than 5% of the time. Staff will seek an interim solution whenever possible when this is the case.

Even given the variety and complexities, ODOT is typically able to resolve about 70% of CQCRs within the same year they were submitted.

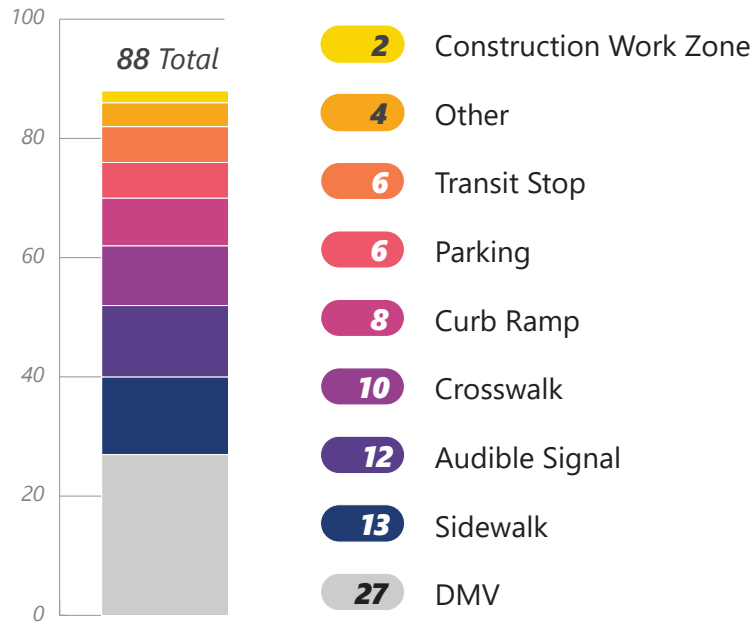
### **CQCR Process Overview**



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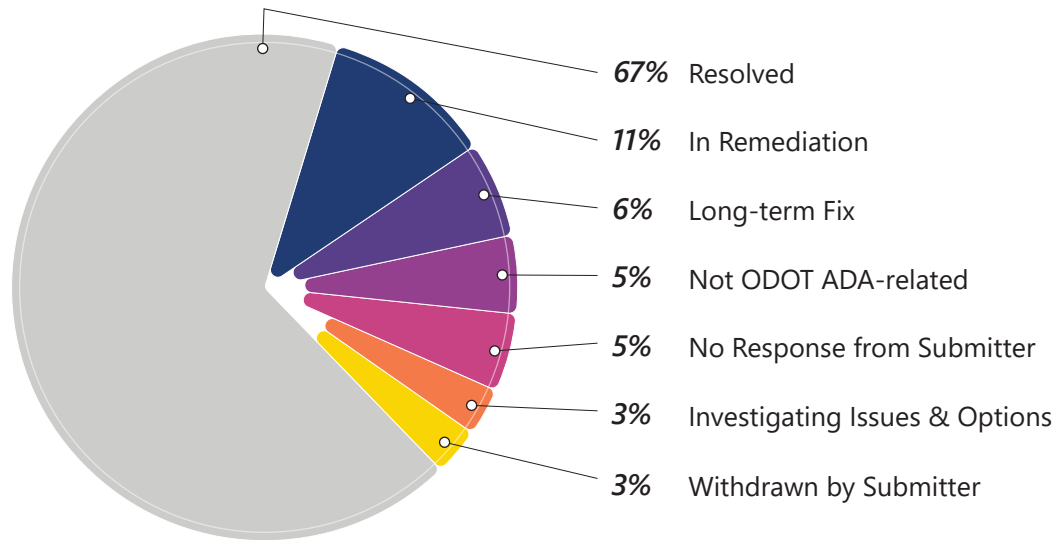
## Recent CQCR Process Results

### ***CQCR Topics at 2022 Year End: 88 Total***



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### **CQCR Status at Year End 88 Total in 2022**



## **STAKEHOLDER ENGAGEMENT**

Previous stakeholder engagement for the 2017 Title II ADA Transition Plan was greatly influenced by months of discussions leading to the 2016 Settlement Agreement between ODOT and the Association of Oregon Centers for Independent Living. These discussions included and reflected regional representation of ADA stakeholders and independent living advocates. The formal public comment period on the 2017 draft plan included outreach to the myriad of organizations and advocacy groups representing the needs and interests of people with disabilities. For this update, ODOT staff sought to build on these previous efforts on stakeholder engagement by engaging more deeply. Through surveying and an advisory committee, ODOT staff enhanced our listening and learning from people who experience barriers and those who provide services or support to them.

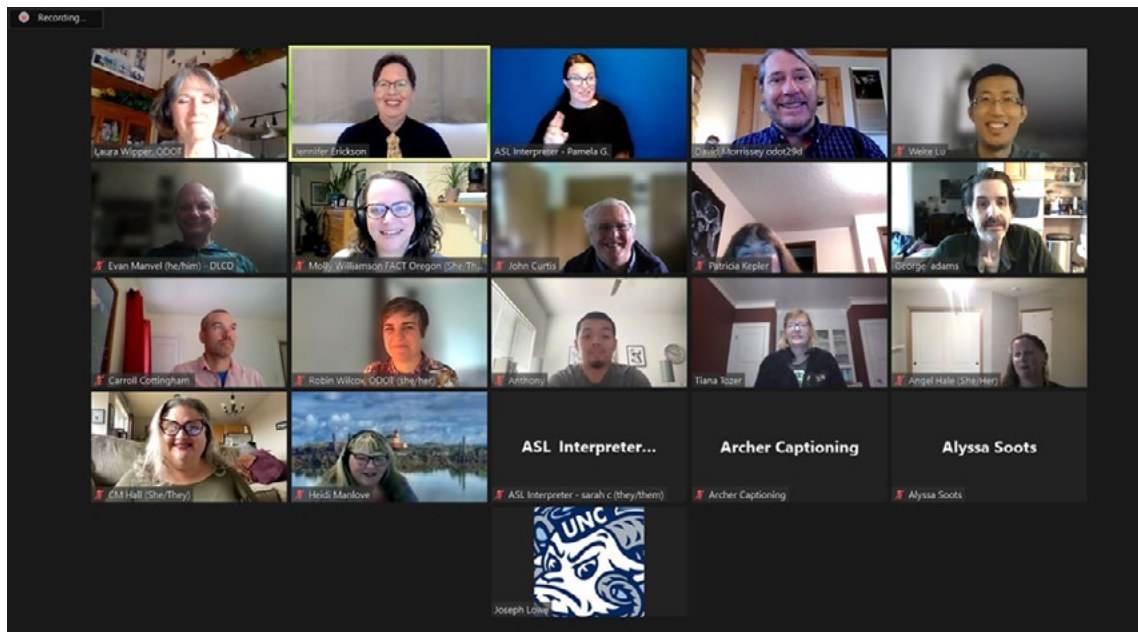
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***Improvements to Stakeholder Engagement for this Update:***

ODOT staff employed the three-pronged approach described below to engage stakeholders for input contributing to the update of this plan. Stakeholder outreach was designed to engage diverse representation. This included diverse demographics like age, from youth to seniors; where they lived and the nature of the community they lived in, every corner of Oregon, rural and urban areas of different sizes that impacted availability of services); and lived experiences with a variety of disabilities. It was useful to hear from caregivers and those who provide various services.

1. ODOT networked with a few experienced individuals from other agencies who do extensive work with individuals with disabilities and their advocacy groups. This networking was tremendously helpful to better understand the keys to successful outreach and engagement.
2. ODOT's 2022 ADA Survey included accessible communications and outreach. This survey and the various ways to respond were improved to make engagement easier. Thoughtful effort in accessible communications meant almost every stakeholder could find an option to participate in the survey. ADA survey questions and response results can be found in [Appendix D](#).
3. ODOT convened a 2022 ADA Transition Plan Stakeholder Advisory Committee monthly, from June through October 2022, to hear an overview of ODOT's ADA program and review the ADA survey results. Their role was to ensure the responses from the survey were understood and then built upon in order to develop an updated Transition Plan in response to the most critical needs. Efforts to ensure accessible meetings included the virtual meeting platform, content in accessible formats, ASL interpretation and captioning. Every member engaged in the discussion and provided comment on the survey results. Discussion covered elements of the pedestrian way, safety, public transit, ADA parking, all aspects of communication and engagement. Each member had opportunities throughout to raise any other issues or questions. A summary of comments by committee members for each meeting can be found in [Appendix E](#).





ADA Transition Plan Advisory Committee meeting with ODOT staff.

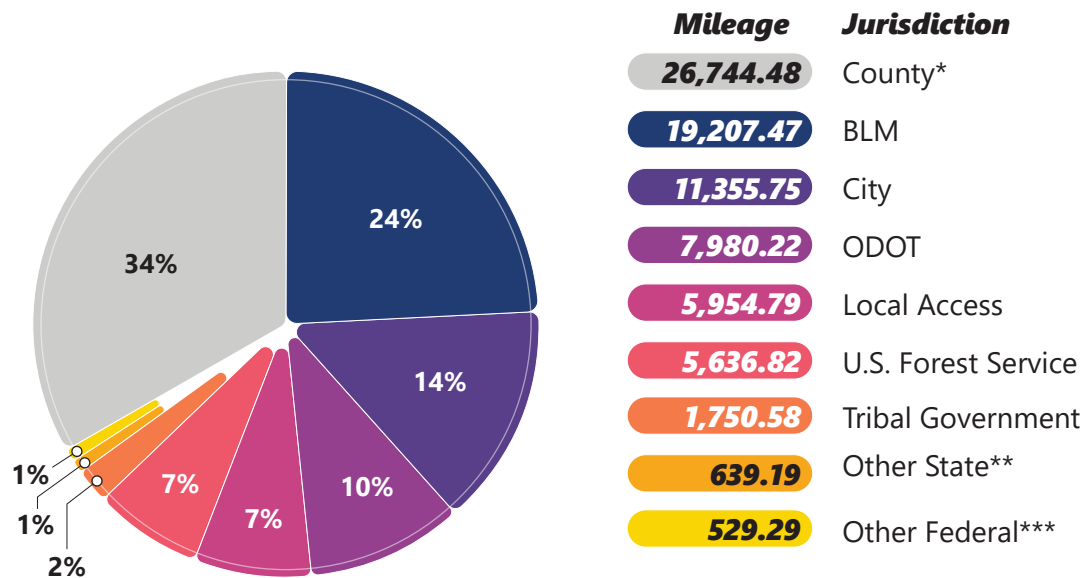
Members included those who have lived experience with a variety of disabilities, either personally or as caretakers or service providers:

- Anthony Chandravongsri of Portland
- Krista Aquinas-Gallagher of Salem
- George Adams of Medford
- Emily Terry of Salem
- Stephanie Roncal of Salem
- Angel Hale of Portland
- CM Hall of Newport
- Patricia Kepler of Portland
- Molly Williamson of Portland
- Cathy Wenberg of Portland
- John Curtis of Eagle Point
- Michelle Villarreal of Ontario
- Joseph Lowe of Salem
- Julie Wilcke Pilmer of Portland
- Weite Lu of Portland

## COLLABORATION WITH OTHERS

The Oregon Mileage Report graphic below is ODOT's official annual report of public road mileage information. The graphic below illustrates how many other entities are involved and illustrates why efforts toward improved accessibility across the state must extend well beyond ODOT's resources and jurisdiction. ODOT jurisdiction covers about 10% of all roads in the state. Collaboration, communication and engagement across jurisdictions is crucial for advancing accessibility. Most residents of Oregon might not know if a particular road they are on is the responsibility of the state, county or city. Compounding this are intergovernmental agreements that may provide for state resources to maintain a local road or for local resources to maintain a segment of state highway. These agreements may have come about for efficient use of resources, but the variability illustrates the need for coordination and statewide leadership.

**2021 Oregon Mileage Report: Percent of Road Miles by Jurisdiction**



\* County includes Municipal Extension Miles.

\*\* Other State includes: Campus, Fish & Wildlife, State Institutions, State Forests, State Parks, Other Local Agencies.

\*\*\* Other Federal includes Army Corp of Engineers, U.S. Military, National Parks, and Other Federal Agency Miles.

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ODOT accessibility efforts within its own jurisdiction benefit greatly through collaboration with others. This fosters continual learning and ADA understanding across the state. Collaboration across jurisdictions facilitates efficient solutions based on shared knowledge and goals. This occurs when opportunity or issues involving other agencies or local jurisdictions present themselves around a barrier issue raised by an Oregon resident. ODOT staff builds relationships with other jurisdictions to solve such barriers. While the roles may be different due to jurisdiction, if a resident contacts ODOT about a barrier, ODOT staff will assist with resolution as much as necessary.

ODOT benefits from more general collaboration with agencies that do extensive work with people with disabilities, especially those whose primary work is to serve or assist people with disabilities. Collaboration with staff from the State Independent Living Council, Oregon Disabilities Commission, Portland Community College Accessible Ed and Disability Services, and the Department of Land Conservation and Development materially contributed to this update. ODOT staff will seek to continue this collaboration as a mutual benefit to all. These agencies and others, including local jurisdictions, working together can do more collectively to improve accessibility for Oregon residents.

## **OVERSIGHT, PARTNERING AND INFLUENCING OTHERS**

ODOT influences accessibility beyond just the roads, pedestrian routes, programs and buildings it manages. In addition to the CQCR process noted above, ODOT staff guides accessibility outcomes through plans, standards and guidelines. Among the examples are the topic and modal plans, such as the Oregon Transportation Plan and the Bicycle and Pedestrian Plan, which, as they are updated, incorporate appropriate accessibility considerations. The Highway Design Manual, with its Blueprint for Urban Design, guides local jurisdictions and includes accessibility engineering best practices and standards. ODOT subrecipients of federal funds, such as cities and counties, are certified by ODOT in a variety of ADA processes and must maintain their own ADA Transition Plan. Guidelines for local efforts to update their Transportation System Plans and for

Development Review include accessibility considerations and best practices. These examples illustrate how the ADA and accessibility are woven across ODOT practices, including those that affect local jurisdictions.





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## SECTION 6

# STRATEGIES AND COMMITMENTS FOR PROGRESS

ODOT staff reviewed the results of the 2022 ADA survey and the Summary of Comments by the ADA Transition Plan Advisory Committee compared to status of practice and progress to develop the following commitments. This list is aspirational, given anticipated funding shortfalls and resource constraints, but a commitment to progress remains. Continuing efforts are the most likely; improvements to current efforts are highly likely; and program building efforts require time, resources and thought to update or develop. These are critical for informed decisions later that enable continuous improvements to accessibility. ODOT is committed to continue, improve or expand programmatic and enhanced preparations as outlined below.

Continuing efforts:

- » Maintain the ADA Comments, Questions, Concerns and Requests (CQCR) program for responding to access requests and/or reporting barriers to accessibility.
- » Remediation of non-compliant curb ramps as outlined in the Settlement Agreement between ODOT and Disability Rights of Oregon.
- » Remediation of non-compliant pedestrian buttons as outlined by the same.
- » Implementation of planned sidewalk in-fills (SWIP and other highway construction projects).
- » Regular inspection and maintenance of all publicly accessed ODOT buildings.



Accessible pedestrian signals:

- Are located adjacent to a level landing and are within a height range that puts them within easy reach.
- Allow for a foundational support for the pole while ensuring the reach to the signal button is no more than one foot.
- May include a vibrotactile (touch and vibration) format and an audible option to help pedestrians with sight impairments cross safely.

- 
- » Representation and consideration of those with disabilities in transportation safety education materials.
  - » Regular outreach to local police departments to distribute transportation safety enforcement grants.

Improvements to current efforts:

- » Criteria to ensure consideration and priority for improvements in accessibility around critical destinations as shown in ODOT's 2022 ADA Survey.
- » Methods to enable planning around work zones and ensure more consistency in Temporary Pedestrian Access Routes.
- » Regular inspection and maintenance of DMV field offices to ensure accessibility for all to conduct business inside each office.
- » Enhance coordination and accessibility of all communications, especially those related to highway construction projects.
- » Improve web access to relevant program information.

Program building and enhanced preparations:

- » Work with other agencies and jurisdictions to develop common, collaborative practices for availability of both on-street and off-street ADA parking.
  - Update/improve inventories and accessibility evaluations for ADA parking.
- » Seek opportunities for collaboration on inventories required by Oregon's updated Transportation Planning Rule:
  - Build a forward-compatible structure that allows for integration of existing and future ADA-related data.
  - Develop common inventory methodologies beginning with transit stops.
- » Update/improve methodologies for inventories and accessibility evaluations for:
  - Marked crosswalks.
  - Picnic tables at rest areas.

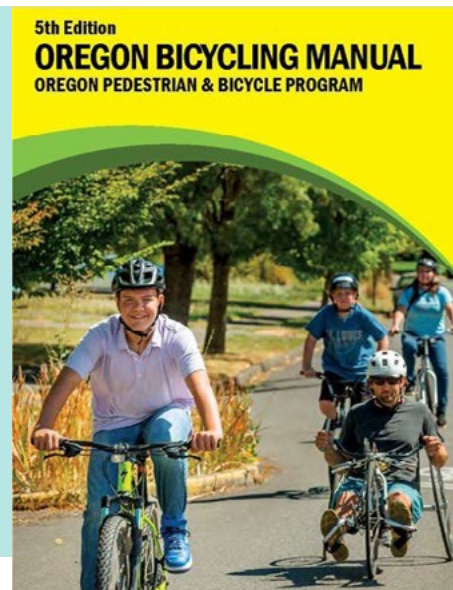
- 
- » Develop and maintain lists of local jurisdiction ADA contacts and stakeholder groups.
  - » Develop methodology for regular stakeholder engagement.

Internal improvements:

- » Seek continuous improvement to program structures and overall agency coordination for optimal results.
- » Maintain and enhance ADA training series across ODOT.
- » Update ADA policies.
- » Maintain attention on emerging ADA technologies and mobility devices.
- » Look for opportunities to improve coordination of ADA program efforts across ODOT.

ODOT's Transportation Safety programs consistently include considerations of people with disabilities. One example of specific efforts related to safety and disability is White Cane Safety Day. Statewide messages and various events with local partners occur every October.

The Transportation Safety Program offers grants to local police departments for additional enforcement on safety-related issues. Safety programs like Bicycle and Pedestrian Safety are always ready to partner with disability advocacy groups on materials to enhance educational outreach.



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## CONCLUSION

Accessible transportation infrastructure, programs and services require attention well beyond the remediation of curb ramps and pedestrian signals required by the 2016 ADA Settlement Agreement. ODOT is committed to a comprehensive approach and stakeholder engagement to chart a course to a long-range goal of universal accessibility. Knowledgeable staff, training and data support accessibility considerations in daily decisions that lay the foundation for this goal across ODOT business lines.

Infrastructure inventories and accessibility evaluations allow ODOT staff to be proactive in identification of barriers and planning increasing accessibility. Improvements are made primarily through planning and program funding that leads to ADA-specific projects. Maintenance, preservation and modernization projects increase accessibility. The milestone requirements of the Settlement Agreement will drive much of the ADA-related improvements over the next ten years, but the transition planning process has illustrated the full array of system improvements ODOT must manage.

Priorities, strategies, commitments and additional program building contained in this updated transition plan were guided by stakeholder engagement. ODOT's ADA Comments, Questions, Concerns and Requests (CQCR) process is the means for regular interaction and efforts to solve barriers. Responses to ODOT's 2022 ADA Survey and input by the 2022 ADA Transition Plan Advisory Committee greatly enriched ODOT's understanding of the needs and priorities for accessibility. Priority destinations and infrastructure elements identified by stakeholders are central to ODOT's efforts toward universal accessibility.

There is much to do for building a universally accessible transportation system in Oregon. Listening to people with disabilities is crucial for making real progress. The journey toward statewide accessibility will require statewide leadership, forward attention and collaboration with Oregon communities. Though the breadth of commitments in this plan are challenging, ODOT is committed to the efforts identified to further accessibility.



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## APPENDIX A

# KEY ADA STAFF AND CONTACT INFORMATION

### **ADA Program Inboxes**

ADA Comments, Questions, Concerns & Requests (CQCR), including barrier reporting and requests for access accommodations

[ODOT\\_ADA@odot.oregon.gov](mailto:ODOT_ADA@odot.oregon.gov)

ADA Compliance in Work Zones and Temporary Pedestrian Access Routes (TPAR)

[Workzonestandards@odot.oregon.gov](mailto:Workzonestandards@odot.oregon.gov)

### **Office of Equity and Civil Rights (OECR)**

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Office of Equity and Civil Rights Manager

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Taundra Mortensen

Senior ADA Standards Engineer

[Taundra.L.Mortensen@odot.oregon.gov](mailto:Taundra.L.Mortensen@odot.oregon.gov)



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## APPENDIX B

# HELPFUL LINKS

### REPORT A BARRIER — TRANSPORTATION INFRASTRUCTURE, BUILDING FACILITY, PROGRAM OR SERVICE

- » [Report an Accessibility Concern](#)

#### **Schedule for ADA Improvements**

Links below are the schedules for construction projects that include improvements to accessibility of transportation infrastructure.

- » The Statewide Transportation Improvement Program are projects planned or in progress. While the program schedule has some variation, it typically spans four years and with an update about every two years
  - [Statewide Transportation Improvement Program \(STIP\)](#)
- » Information about transportation construction projects, completed or underway, can be found in the following two links. ODOT's Transportation Projects Tracker can be queried by project types or geographic area. It includes all types of project. ODOT's ADA Projects webpage contains information focused on projects related to the milestones of the 2016 Settlement Agreement.
  - [Transportation Project Tracker](#)
  - [ADA Projects/Curb Ramp Projects](#)

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## EQUITY AND CIVIL RIGHTS

- » ODOT:
  - [Civil Rights](#)
  - [Nondiscrimination](#)
  - [Intermodal Civil Rights](#)

## ODOT PLANNING

- » [ADA Transition Plan](#)
- » [ODOT Statewide Policy Plans](#)

## ALL OTHER ADA-RELATED WEBPAGES

- » [Accessibility at ODOT](#)
- » [ODOT'S Engineering for Accessibility](#)
- » [ODOT-AOCIL 2016 ADA Settlement Agreement](#)
- » [ODOT-AOCIL Settlement Agreement Annual Reports](#)
- » [Delivering Accessible Projects - ODOT](#)
- » [Department of Administrative Services \(DAS\) ADA Title I Policy 50-020-10](#)

## OTHER ODOT WEBPAGES

- » [TripCheck](#)
- » [FACS-STIP Tool](#) for highway infrastructure inventory and accessibility data
- » [ODOT's Maintenance Districts & Contact Info](#)

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## APPENDIX C

# ADA TRANSITION PLAN UPDATE PROCESS

ODOT staff used a multi-directional approach to the update of the ADA Title II Transition Plan. Three major phases of preparation, content development and reviews, included staff at all levels across all ODOT business and organizational structures, partners in other government agencies and a concerted effort to engage stakeholders with varied lived experiences with disabilities and advocacy groups. All have had a role in development of the updated plan.

### Preparation Phase:

Function	Major Activities	Duration
<b>Agency Prep</b>	<ol style="list-style-type: none"><li>1. Engage with Executive Leadership regarding key points related to ADA Program, governance, and approach to Transition Plan process.</li><li>2. Begin transition to improved internal governance structure.</li></ol>	1-2 Months
<b>Engagement Prep</b>	<ol style="list-style-type: none"><li>1. Begin structuring ad hoc transition plan advisory group.</li><li>2. Begin development of stakeholder survey.</li><li>3. Begin outreach to stakeholder groups to prep them for survey and to refine representation in ad hoc transition plan advisory group.</li></ol>	2-3 Months
<b>Editorial Prep</b>	<ol style="list-style-type: none"><li>1. Prepare agency work team membership and related leadership for their roles.</li><li>2. Create draft template for anticipated content for updated Transition Plan.</li></ol>	1-2 Months

**Content Development Phase, Including Stakeholder Engagement and Input:**

<b>Function</b>	<b>Major Activities</b>	<b>Duration</b>
<b>Launch Engagement</b>	<ol style="list-style-type: none"> <li>1. Implement stakeholder survey.</li> <li>2. Review and share survey results with internal governance and work teams.</li> <li>3. Meet with ad hoc advisory group to review and share survey results, preliminary ODOT list of content elements and address ad hoc committee's questions.</li> </ol>	3-6 Months
<b>Editorial Process</b>	<ol style="list-style-type: none"> <li>1. Create draft template for anticipated content for updated Transition Plan.</li> <li>2. Refine content template for updated Transition Plan and share with content team to compile content and data.</li> </ol>	1-2 Months
<b>Content Collection</b>	<ol style="list-style-type: none"> <li>1. Compile all content and edit into single, cohesive message and plan.</li> <li>2. Brief governance/input groups or seek guidance as necessary, but at least once more as updated Transition Plan nears semi-final draft form.</li> </ol>	3-6 Months

**Review Phase, Including Stakeholder Engagement:**

<b>Function</b>	<b>Major Activities</b>	<b>Duration</b>
<b>Internal Reviews</b>	<ol style="list-style-type: none"> <li>1. Implement iterative cycle of reviews of compiled draft plan:               <ol style="list-style-type: none"> <li>a. Content team and program managers.</li> <li>b. Executive Leadership.</li> <li>c. Compile comments generated from broad review.</li> <li>d. Refine plan content into final draft form.</li> </ol> </li> </ol>	2-3 Months
<b>Engagement &amp; Public Comment</b>	<ol style="list-style-type: none"> <li>1. Present draft to stakeholder groups</li> <li>2. Make draft plan available via website for public comment period (at least 45 days)</li> <li>3. Consider new stakeholder questions/issues for resolution and/or decision</li> </ol>	2-3 months
<b>Finalize</b>	<ol style="list-style-type: none"> <li>1. Present to FHWA.</li> <li>2. Present to Executive Leadership and then OTC for approval.</li> <li>3. Publish on website.</li> </ol>	1-2 Months

**Three Points of Stakeholder Engagement/Input:**

- » Survey to gather input on issues and priorities.
- » Ad hoc advisory committee to help interpret survey results.
- » Public comment on final draft of updated ADA-TP.

**Stakeholder Engagement for Update of ODOT’s ADA Transition Plan**

	2022 Timeline										
	February	March	April	May	June	July through Update					
Develop Survey Content & Methodology											
Maintain Collaboration with SIL, DHS & Univ Reps											
ODOT/DOJ Review of Survey											
Develop Communications to Invite Survey Participants											
Develop Stakeholder Outreach List											
Survey Live											
Compile Survey Results											
Clarify Survey Results with AD Hoc Representative Group											As needed
Incorporate Survey Results into ADA-TP Update											

**Survey Mechanics:**

- » Target audience:
  - People with lived experience with disability, their caregivers and those who provide services to them.
- » Strategic outreach for equitable engagement:
  - Work with sister agencies experienced at outreach to target audience to optimize stakeholder engagement
  - Outreach and invitation to participate will occur via:



- 
- » PSA, video PSA including signed message, social media, ODOT's curated stakeholder list and outreach by partners:
    - State Independent Living Council, DHS for seniors and others with disabilities
    - Sight impaired.
    - Network of higher ed. disability services.
    - Survey methods/tools:
  - » Accessible on-line survey tool, fillable form, paper form or telephone-assisted (AskODOT point of contact to request assistance).

**Public Comment Period for Updated ADA-TP**

- » Used successful practices from the survey; will continue to improve these outreach efforts so ODOT can continuously advance practices for optimal, equitable engagement.

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## APPENDIX D

# ADA SURVEY REPORT

ODOT administered a survey through most of May and into early June 2022 to gain insight and input in preparation for this update to the ADA Transition Plan. The survey was deliberately limited to fewer than 20 questions to encourage wide participation. The questions and response options covered what were felt to be the most important demographics, experiences and priorities. Care was taken to use survey outreach, language and formats that would be accessible to all. The survey was open to all with lived experiences with disabilities and barriers to their mobility, but direct outreach went out to all advocacy groups and all individuals who had contacted ODOT regarding any interest in ADA.

Survey Video Advertisement: [https://www.youtube.com/watch?v=j-fo\\_1WU7VQ](https://www.youtube.com/watch?v=j-fo_1WU7VQ)

## SURVEY

### ODOT ADA Survey

#### ***Survey Results – Text Only Report***

In May 2022, ODOT sent out a survey request asking people with disabilities in Oregon, caregivers and service providers for feedback about lived experiences related to transportation in Oregon. The survey is one of several informative tools ODOT will use to shape the next update to ODOT's ADA Transition Plan and efforts to improve accessibility for all.

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As an alternative format, this text-only report lists the survey questions and resulting response data in an easy-to-read format that is intended to be fully compatible with screen reader apps.

If you need any documents provided in additional formats for accessibility, please send email to Jennifer Erickson or call her at 503-871-2977 for assistance.

### ***Demographics – About You***

This survey starts with questions about you. Understanding your experiences and any barriers helps us plan our work more effectively.

**Question 1:** Which of the following best describes your experiences with disability? Please select one.

- » I have disabilities or access accommodation needs: *342 responses.*
- » I am a caregiver or a family member for someone with a disability: *112 responses.*
- » I work or volunteer to assist people with disabilities: *46 responses.*
- » None of the above – please stop the survey here: *5 responses.*

For the rest of the survey questions, answer for yourself if you have experience living with a disability, now or in the past. Otherwise, answer from the perspective of the person you support.

**Question 2:** Please choose an option that describes your age. Please select one.

- » Adult (31 through 64): *229 responses.*
- » Senior (65 and over): *182 responses.*
- » Young Adult (18 through 30): *66 responses.*
- » Youth (Under 18): *26 responses.*

**Question 3:** Which of the following type or types of disabilities or impairments are part of your lived experience? Please select all that apply.

- » Mobility/Physical disability: *401 responses.*

- 
- » Other, including special health care needs that impact your activities of daily living: *131 responses.*
  - » Mental health disability or concern that limits your activities of daily living: *123 responses.*
  - » Low Vision or Blindness: *111 responses.*
  - » Intellectual/Cognitive disability: *107 responses.*
  - » Deaf, Deafblind, or Hard of Hearing: *82 responses.*
  - » Developmental disability: *79 responses.*

**Question 4:** Where in Oregon do you live? Please select a county. Responses.

» Multnomah	89	» Linn	20	» Klamath	11	» Columbia	8	» Jefferson	4
» Washington	60	» Jackson	18	» Benton	10	» Coos	8	» Crook	3
» Lane	49	» Douglas	17	» Malheur	10	» Curry	7	» Hood River	3
» Clackamas	43	» Polk	14	» Yamhill	10	» Union	6	» Tillamook	1
» Marion	30	» Deschutes	13	» Josephine	9	» Baker	5	» Gilliam	1
» Lincoln	28	» Umatilla	11	» Clatsop	8	» Grant	4	» Wasco	1

**Question 5:** Which of the following best describes the place where you live? Please select one.

- » Small- or medium-sized city with limited transportation services: *155 responses.*
- » Densely urban/metropolitan: *116 responses.*
- » Small- or medium-sized city or suburb, with access to transportation services from a nearby urban area: *109 responses.*
- » Rural residential: *100 responses.*
- » Very rural: *19 responses.*

**Question 6:** How do you most often get information about your transportation options? Please select up to two.

- » On-line browsing and searching: *243 responses.*
- » Family, friends, neighbors: *179 responses.*
- » I don't usually seek information about transportation options: *176 responses.*

- 
- » Social media: *75 responses.*
  - » Support groups: *52 responses.*
  - » Newspapers, magazines, and other printed sources: *47 responses.*
  - » Educational services: *0 responses.*
  - » My transportation or service providers: *0 responses.*
  - » Other, or none of these: *0 responses.*

**Question 7:** Do you use assistive devices to communicate or access information? If yes, please select the option you use most often:

- » Other, or none of these: *348 responses.*
- » Large print alternate format: *55 responses.*
- » Voice command technologies/apps: *33 responses.*
- » Screen reader: *29 responses.*
- » Video relay interpretation for sign language: *4 responses.*
- » Braille: *1 response.*
- » TTY: *3 responses.*

## **Your Priorities and Views**

These questions are about what you find most important, the types of places you need or want to go, how you get there, and how safe you feel when making trips.

**Question 8:** Transportation is important for many reasons. Of the options listed below, which are most important to you to access when you travel outside of your home? Please select up to two.

- » Health care, including mental health services: *346 responses.*
- » Shopping centers: *258 responses.*
- » Homes of family and friends: *132 responses.*
- » Pharmacy services: *129 responses.*
- » Community sites, like the library or church: *117 responses.*
- » Workplace: *106 responses.*
- » Locations for outdoor recreation or fitness: *105 responses.*



- 
- » School: *52 responses.*
  - » Government services: *46 responses.*
  - » Other, or none of these: *22 responses.*

**Question 9:** When you travel outside the home, which of the following methods do you use most often to travel? Please select up to two.

- » Drive my own car or other motor vehicle: *224 responses.*
- » Ask my friends, family, a volunteer, or a paid ride service such as Uber or Lyft: *219 responses.*
- » As a pedestrian, on foot or using my personal mobility device, such as a wheelchair, cane, or walker: *182 responses.*
- » Public transportation with regular routes and schedule: *105 responses.*
- » Use a personal mobility device other than a wheelchair, cane, or walker: *48 responses.*
- » Paratransit services or other disability ride services: *63 responses.*
- » Other, or none of these: *29 responses.*

**Question 10:** When travelling near your home, which barrier most impacts your regular travel routes? Please select one.

- » Not enough public transportation near me: *130 responses.*
- » Obstacles within pedestrian network: *87 responses.*
- » Safety concerns: *70 responses.*
- » Too difficult to use my personal mobility device on segments of my trips: *63 responses.*
- » Difficulties finding accessible parking: *56 responses.*
- » Other, or none of these: *52 responses.*
- » Transportation services are too expensive: *25 responses.*
- » No personal assistant to help me travel: *19 responses.*

**Question 11:** When travelling near your home, which features below are most important for accessing public and private locations? Please select up to three.

- » Accessible sidewalks: *255 responses.*
- » Curb ramps: *188 responses.*

- 
- » Accessible facilities and parking: *135 responses.*
  - » Ability to use my mobility device for the entire route of my trip: *134 responses.*
  - » Accessible public transportation stops: *116 responses.*
  - » Marked crosswalks (including mid-block crossings): *90 responses.*
  - » On-street accessible parking: *76 responses.*
  - » Accessible Trails: *73 responses.*
  - » Accessible pedestrian signals: *72 responses.*
  - » Other, or none of these: *56 responses.*
  - » Accessible paths through work zones (where construction or maintenance is occurring): *52 responses.*
  - » Shared use paths for pedestrians and bicyclists: *50 responses.*
  - » Safety Rest Areas with accessible parking: *43 responses.*
  - » DMV service access: *22 responses.*
  - » Park & Ride Lots: *21 responses.*

**Question 12:** Which of the following methods do you think would help most to reduce your barriers to accessibility? Please select one.

- » **Focus on locations:** Fix all items within each area to make the whole location more accessible. For example, fix curb ramps, pedestrian signal buttons, public transportation stops, and related sidewalks in one whole area, then move to the next area. *331 responses.*
- » **Focus on features:** Fix individual features according to planned priorities. For example, fix the curb ramps at all locations in the plan, then fix pedestrian signal buttons at all locations in the plan, then do the same for other items. *138 responses.*

**Question 13:** How satisfied are you with ODOT's efforts to improve overall accessibility to state programs, services and the transportation system? Please select one.

- » Somewhat satisfied: *177 responses.*
- » Somewhat dissatisfied: *104 responses.*
- » I don't know: *96 responses.*
- » Very dissatisfied: *91 responses.*
- » Very satisfied: *30 responses.*

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## Safety

**Question 14:** How safe do you feel using pedestrian areas? Please select one.

- » Somewhat safe: *190 responses.*
- » Not very safe: *204 responses.*
- » Not at all safe: *66 responses.*
- » I don't know or don't use them: *22 responses.*
- » Very safe: *19 responses.*
- » Other: *1 response.*

**Question 15:** If you answered "not very safe" or "not at all safe" to question 14 about using pedestrian areas, which option below most often makes you feel this way? Please select one.

- » Items like sidewalks and curb ramps are incomplete or missing: *105 responses.*
- » I have fear of, or experience with, drivers not seeing me at crossings: *83 responses.*
- » I have fear of, or experience with, other people's actions or behaviors: *65 responses.*
- » Other, or none of these: *63 responses.*
- » Not enough time to get through a crosswalk: *36 responses.*
- » Too many unknown obstacles block the path I need to use: *34 responses.*

**Question 16:** How safe do you feel using public transportation/transit? Please select one.

- » Somewhat safe: *162 responses.*
- » Not very safe: *113 responses.*
- » I don't know or don't use them: *113 responses.*
- » Not at all safe: *60 responses.*
- » Very safe: *48 responses.*
- » Other: *1 response.*

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**Question 17:** If you answered “not very safe” or “not at all safe” to question 16 about using public transportation/transit, which option below most often makes you feel this way? Please select one.

- » I fear other people’s actions or behaviors: *112 responses.*
- » Other, or none of these: *98 responses.*
- » The stops I need to use are not accessible: *32 responses.*
- » I can’t find the information or support I need to navigate, like how to transfer or unexpected changes to bus routes: *28 responses.*
- » My mobility device doesn’t fit in the available space: *19 responses.*
- » I can’t hear or see the announcements for riders: *18 responses.*
- » I can’t communicate with the driver: *12 responses.*

**Question 18:** How safe do you feel using special transportation or on-call services? Please select one.

- » Very safe: *67 responses.*
- » Somewhat safe: *122 responses.*
- » Not very safe: *50 responses.*
- » Not at all safe: *20 responses.*
- » I don’t know or don’t use them: *238 responses.*
- » Other: *1 response.*

**Question 19:** If you answered “not very safe” or “not at all safe” to question 18 about using special transportation or on-call services, which option below most often makes you feel this way? Please select one.

- » Other, or none of these: *139 responses*
- » I can’t find enough information to help me get the services I need: *38 responses.*
- » I can’t count on reaching my destinations on time: *32 responses.*
- » I don’t have confidence in the driver or the safety of their driving: *24 responses.*
- » I can’t communicate with the driver: *10 responses.*
- » My mobility device doesn’t fit in the available space: *8 responses.*

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**Question 20:** Lastly, ODOT would like your opinion on how its transportation funds should be spent. For each item listed, please select the number for the option that best describes how you believe ODOT should spend its funding.

- » Local public transportation/transit services within cities:  
Very important *339 responses*, somewhat important *111 responses*, not at all important *22 responses*, don't know *14 responses*.
- » Bus services between cities:  
Very important *230 responses*, somewhat important *175 responses*, not at all important *25 responses*, don't know *12 responses*.
- » Transportation services for aging or individuals with disabilities:  
Very important *393 responses*, somewhat important *68 responses*, not at all important *5 responses*, don't know *7 responses*.
- » Adding sidewalks and ts to existing streets:  
Very important *277 responses*, somewhat important *139 responses*, not at all important *32 responses*, don't know *14 responses*.
- » Protecting fish and wildlife habitat:  
Very important *248 responses*, somewhat important *172 responses*, not at all important *29 responses*, don't know *12 responses*.
- » Conserving and protecting the environment:  
Very important *294 responses*, somewhat important *129 responses*, not at all important *31 responses*, don't know *10 responses*.
- » Reducing greenhouse gas emissions:  
Very important *269 responses*, somewhat important *132 responses*, not at all important *50 responses*, don't know *12 responses*.
- » Amtrak Cascades passenger rail service between cities:  
Very important *182 responses*, somewhat important *169 responses*, not at all important *56 responses*, don't know *55 responses*.



- 
- » Maintaining the highways, roads, and bridges Oregon has now:  
Very important *330 responses*, somewhat important *118 responses*, not at all important *13 responses*, don't know *12 responses*.
  - » Expanding and improving Oregon's major highways, roads, and bridges:  
Very important *187 responses*, somewhat important *177 responses*, not at all important *77 responses*, don't know *16 responses*.
  - » Reducing traffic congestion:  
Very important *199 responses*, somewhat important *184 responses*, not at all important *47 responses*, don't know *18 responses*.
  - » Improving safety features of roadways (such as guardrails, hazard signs, lighting, warning signs, pavement stripes, shoulder width, lane width, and fog lines):  
Very important *276 responses*, somewhat important *159 responses*, not at all important *23 responses*, don't know *13 responses*.
  - » Seismic improvements on bridges to help them withstand a major earthquake:  
Very important *279 responses*, somewhat important *147 responses*, not at all important *26 responses*, don't know *15 responses*.
  - » Expansion of public electric vehicle (EV) charging stations along corridors or within communities:  
Very important *139 responses*, somewhat important *173 responses*, not at all important *121 responses*, don't know *35 responses*.

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## **SURVEY RESULTS**

# ODOT ADA Survey

507 Responses    26:50 Average time to complete    Closed Status

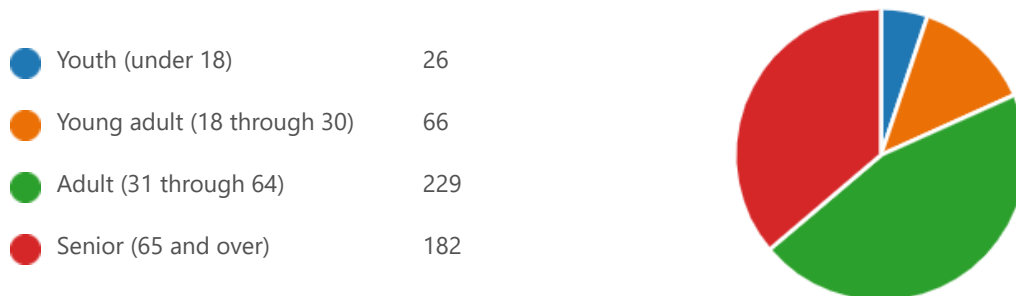
1. This survey starts with questions about you. Understanding your experiences and any barriers helps us plan our work more effectively.

Which of the following best describes your experience(s) with disability?



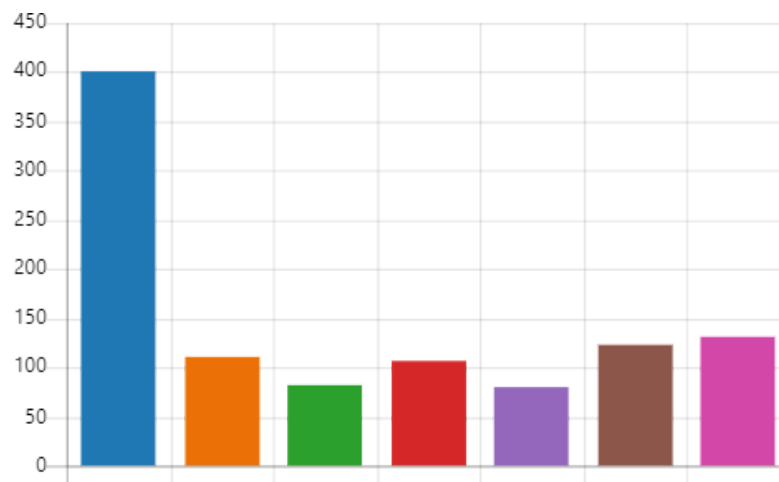
2. For the rest of the survey questions, answer for yourself if you have experience living with a disability, now or in the past. Otherwise, answer from the perspective of the person you support.

Please choose an option that describes your age.


































3. Which of the following type or types of disabilities or impairments are part of your lived experience? *Please mark all that apply.*

● Mobility/Physical disability.	401
● Low Vision or Blindness.	111
● Deaf, Deafblind, or Hard of He...	82
● Intellectual/Cognitive disability.	107
● Developmental disability.	79
● Mental health disability or con...	123
● Other, including special health...	131

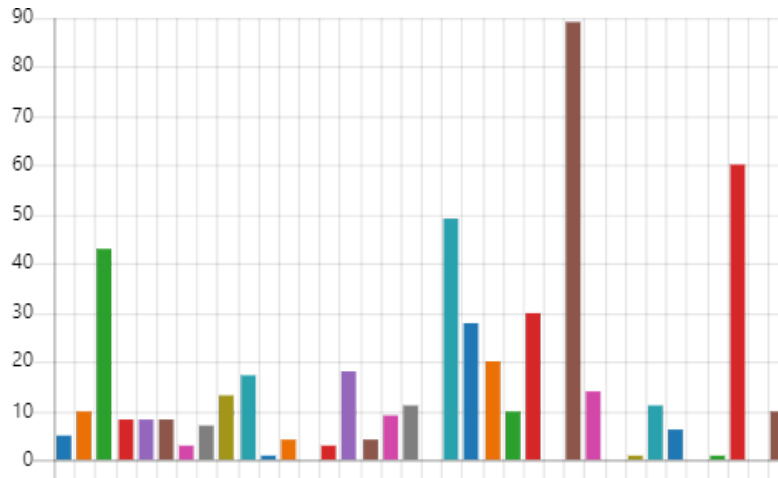


#### 4. Which county do you live in?

 Baker	5
 Benton	10
 Clackamas	43
 Clatsop	8
 Columbia	8
 Coos	8
 Crook	3
 Curry	7
 Deschutes	13
 Douglas	17
 Gilliam	1
 Grant	4
 Harney	0
 Hood River	3
 Jackson	18
 Jefferson	4
 Josephine	9
 Klamath	11
 Lake	0
 Lane	49
 Lincoln	28
 Linn	20
 Malheur	10
 Marion	30
 Morrow	0
 Multnomah	89
 Polk	14
 Sherman	0
 Tillamook	1
 Umatilla	11
 Union	6

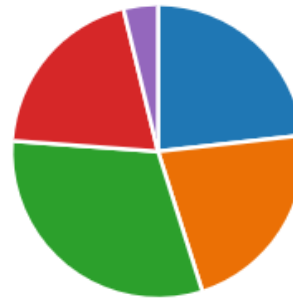


<span style="color: orange;">●</span> Wallowa	0
<span style="color: green;">●</span> Wasco	1
<span style="color: red;">●</span> Washington	60
<span style="color: purple;">●</span> Wheeler	0
<span style="color: brown;">●</span> Yamhill	10



5. Which of the following best describes the place where you live?

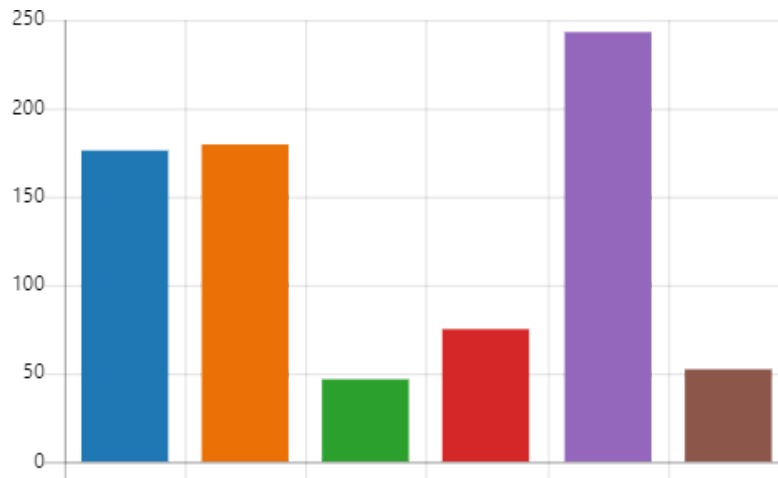
<span style="color: blue;">●</span> Densely urban/metropolitan.	116
<span style="color: orange;">●</span> Small- or medium-sized city o...	109
<span style="color: green;">●</span> Small- or medium-sized city w...	155
<span style="color: red;">●</span> Rural residential.	100
<span style="color: purple;">●</span> Very rural.	19



### 6. How do you most often get information about your transportation options?

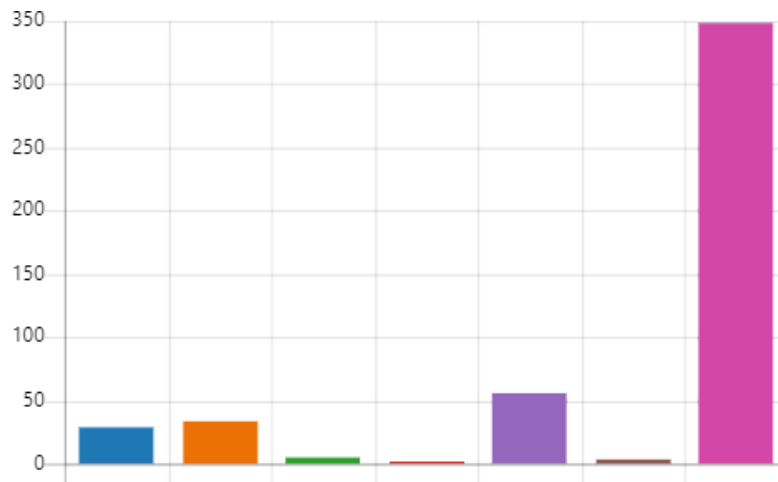
*Choose up to two.*

- I don't usually seek informatio... 176
- Family, friends, neighbors. 179
- Newspapers, magazines, and ... 47
- Social media. 75
- Online browsing and searching. 243
- Support groups. 52



7. Do you use assistive devices to communicate or access information? *If yes, please select the option you use most often:*

- Screen reader. 29
- Voice command technologies/... 33
- Video relay interpretation for ... 4
- Braille. 1
- Large print alternate format. 55
- TTY. 3
- Other, or none of these. 348

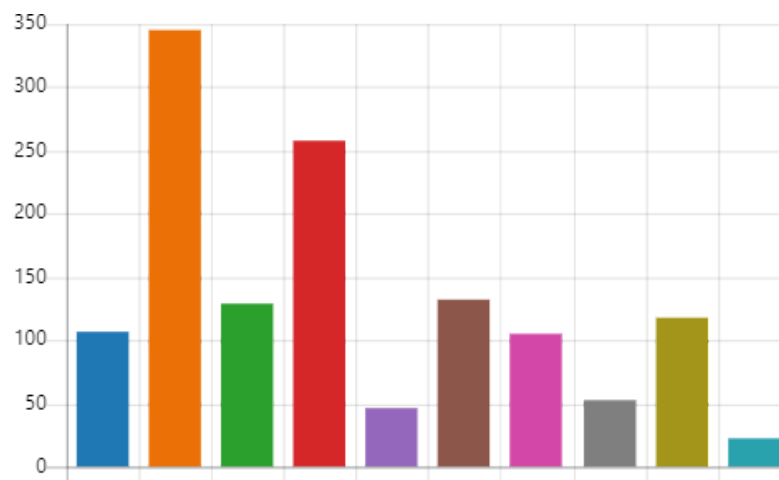


8. These questions are about what you find most important, the types of places you need or want to go, how you get there, and how safe you feel when making trips.

Transportation is important for many reasons. Of the options listed below, which are MOST important to you to access when you travel outside of your home?

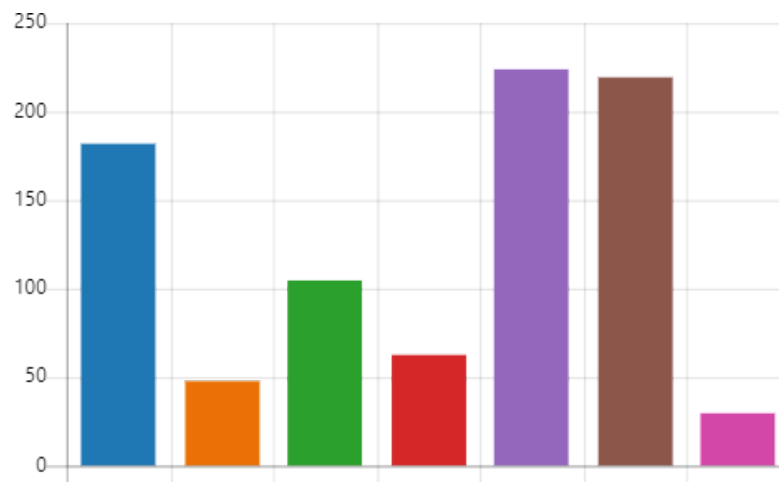
*Choose up to two.*

● Workplace.	106
● Health care, including mental ...	346
● Pharmacy services.	129
● Shopping centers.	258
● Government services.	46
● Homes of family and friends.	132
● Locations for outdoor recreati...	105
● School.	52
● Community sites, like the libra...	117
● Other, or none of these.	22



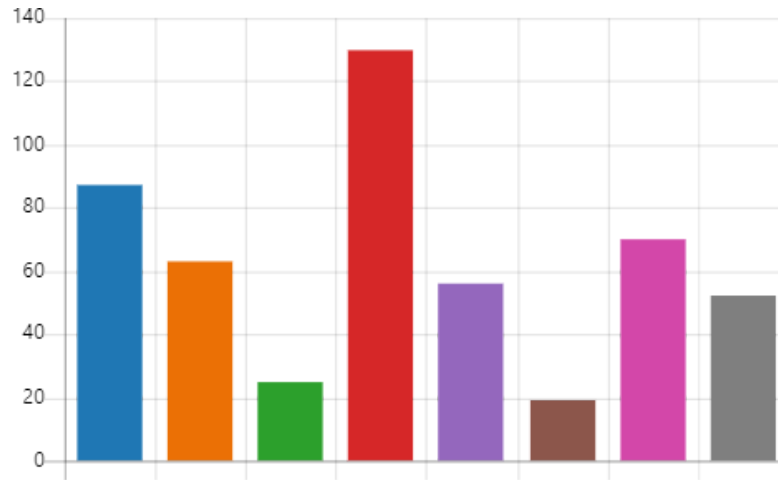
9. When you travel outside the home, which of the following methods do you use most often to travel? *Choose up to two.*

- As a pedestrian, on foot or usi... 182
- Use a personal mobility device... 48
- Public transportation with reg... 105
- Paratransit services or other di... 63
- Drive my own car or other mo... 224
- Ask my friends, family, a volun... 219
- Other, or none of these. 29



### 10. When travelling near your home, which barrier most impacts your regular travel routes?

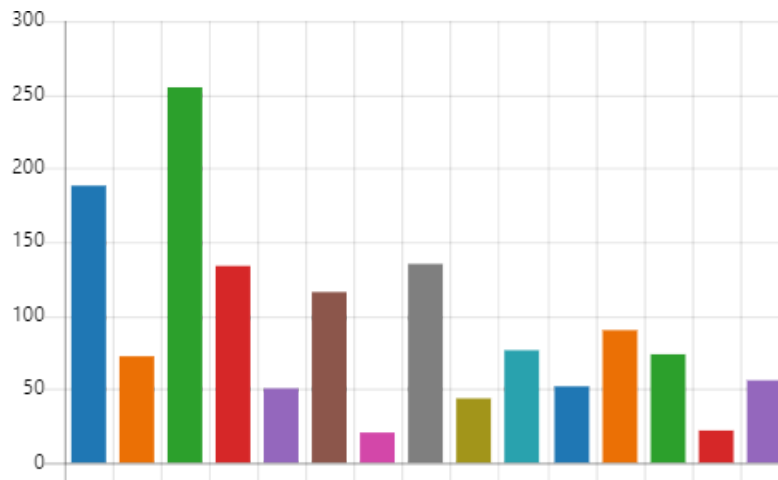
- Obstacles within pedestrian n... 87
- Too difficult to use my person... 63
- Transportation services are to... 25
- Not enough public transporta... 130
- Difficulties finding accessible ... 56
- No personal assistant to help ... 19
- Safety concerns. 70
- Other, or none of these. 52





11. When travelling near your home, which features below are most important for accessing public and private locations? *Choose up to three.*

- Curb ramps. 188
- Accessible pedestrian signals. 72
- Accessible sidewalks. 255
- Ability to use my mobility devi... 134
- Shared use paths for pedestria... 50
- Accessible public transportati... 116
- Park & Ride lots. 21
- Accessible facilities and parking. 135
- Safety rest areas with accessib... 43
- On-street accessible parking. 76
- Accessible paths through wor... 52
- Marked crosswalks (including ... 90
- Accessible trails. 73
- DMV service access. 22
- Other, or none of these. 56



12. Which of the following methods do you think would help most to reduce your barriers to accessibility?

- Focus on features: Fix individu... 138
- Focus on locations: Fix all item... 331



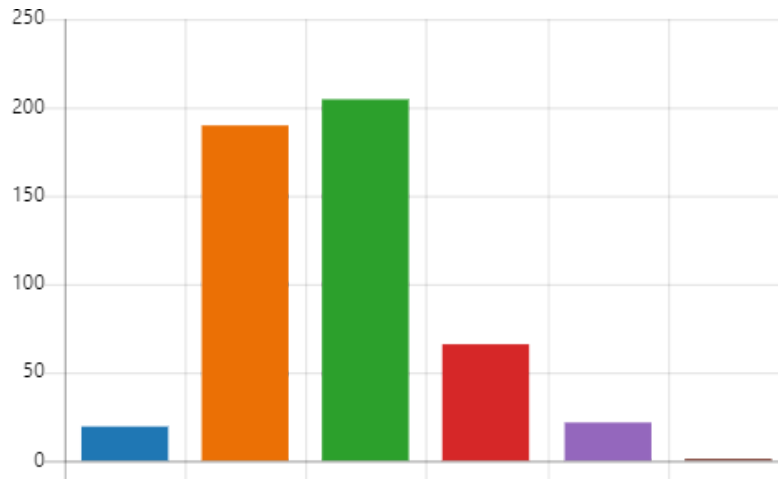
13. How satisfied are you with ODOT's efforts to improve overall accessibility to state programs, services and the transportation system?

- Very satisfied. 30
- Somewhat satisfied. 177
- Somewhat dissatisfied. 104
- Very dissatisfied. 91
- I don't know. 96



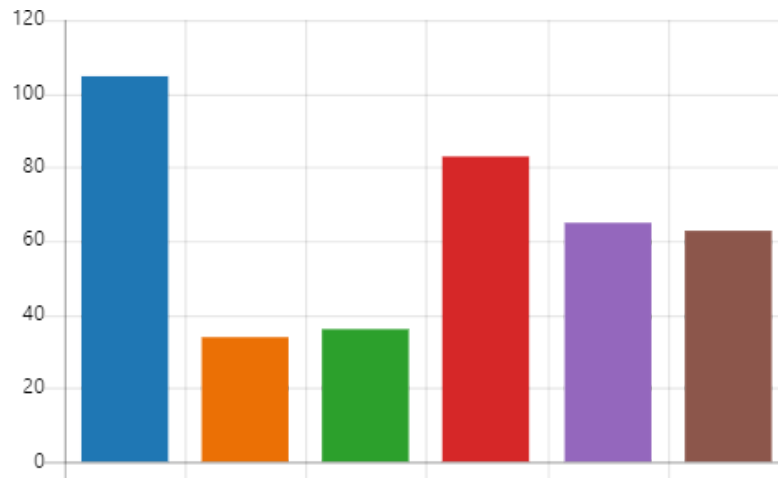
### 14. How safe do you feel using pedestrian areas?

- Very safe. 19
- Somewhat safe. 190
- Not very safe. 204
- Not at all safe. 66
- I don't know or don't use them. 22
- Other 1



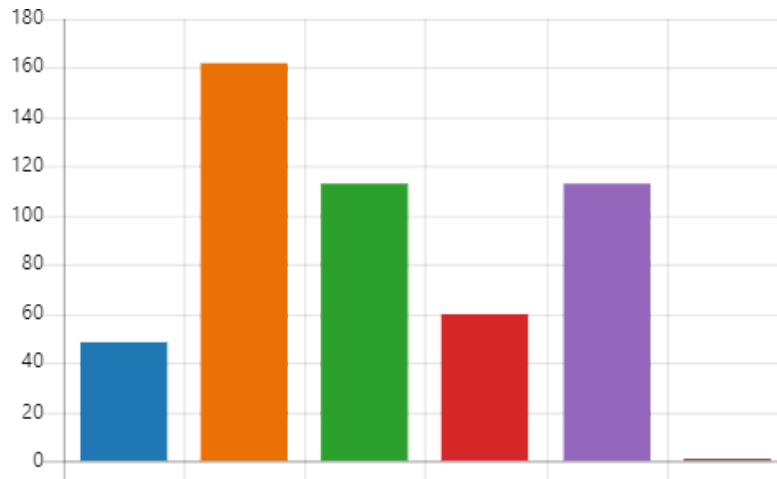
15. If you answered "not very safe" or "not at all safe" about using pedestrian areas, which option below most often makes you feel this way?

- Items like sidewalks and curb r... 105
- Too many unknown obstacles ... 34
- Not enough time to get throu... 36
- I have fear of, or experience wi... 83
- I have fear of, or experience wi... 65
- Other, or none of these. 63



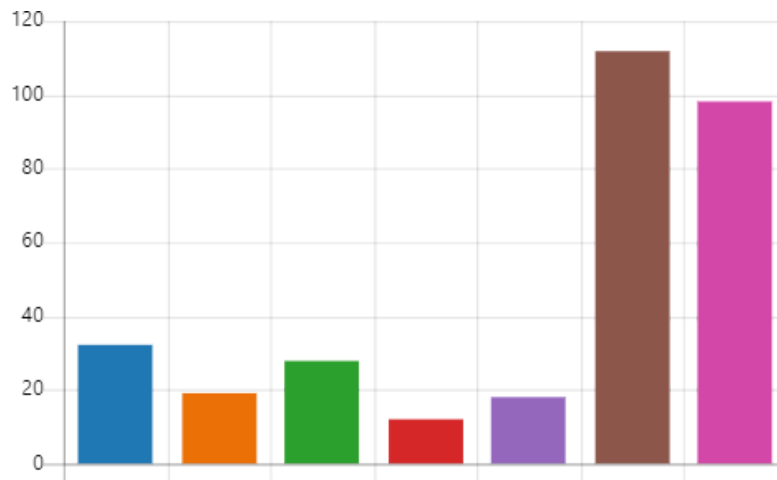
### 16. How safe do you feel using public transportation/transit?

- Very safe. 48
- Somewhat safe. 162
- Not very safe. 113
- Not at all safe. 60
- I don't know or don't use them. 113
- Other 1



17. If you answered "not very safe" or "not at all safe" about using public transportation/transit, which option below most often makes you feel this way?

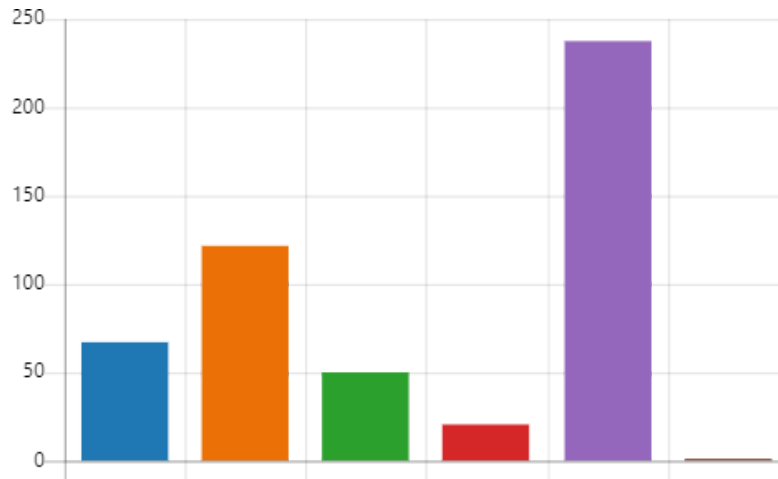
- The stops I need to use are no... 32
- My mobility device doesn't fit ... 19
- I can't find the information or ... 28
- I can't communicate with the ... 12
- I can't hear or see the announ... 18
- I fear other people's actions or... 112
- Other, or none of these. 98





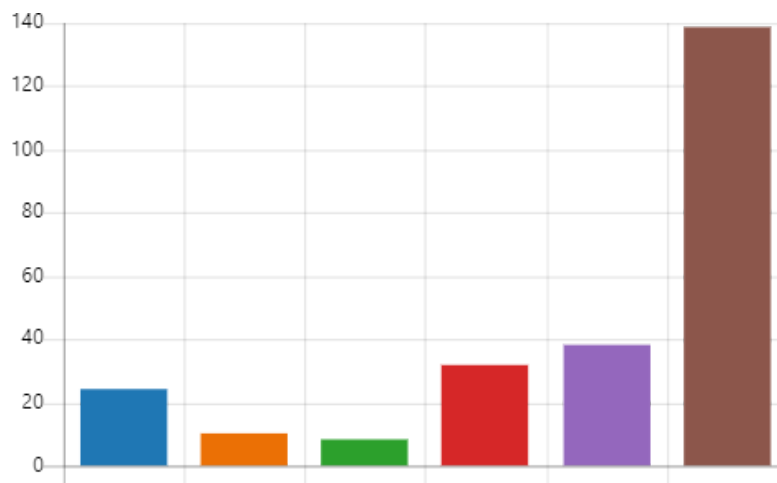
### 18. How safe do you feel using special transportation or on-call services?

- Very safe. 67
- Somewhat safe. 122
- Not very safe. 50
- Not at all safe. 20
- I don't know or don't use them. 238
- Other 1



19. If you answered "not very safe" or "not at all safe" about using special transportation or on-call services, which option below most often makes you feel this way?

- I don't have confidence in the ... 24
- I can't communicate with the ... 10
- My mobility device doesn't fit ... 8
- I can't count on reaching my d... 32
- I can't find enough informatio... 38
- Other, or none of these. 139



20. Lastly, ODOT would like your opinion on how its transportation funds should be spent. Please indicate whether it is very important, somewhat important, or not at all important for ODOT to spend its funding on each item listed. (Check one for each item)

Very important   Somewhat important   Not at all important   Don't know

Local public transportation/transit services within cities

Bus services between cities

Transportation services for aging or individuals with disabilities

Adding sidewalks and bike lanes to existing streets

Protecting fish and wildlife habitat

Conserving and protecting the environment

Reducing greenhouse gas emissions

Amtrak Cascades passenger rail service between cities

Maintaining the highways, roads, and bridges Oregon has now

Expanding and improving Oregon's major highways, roads, and bridges

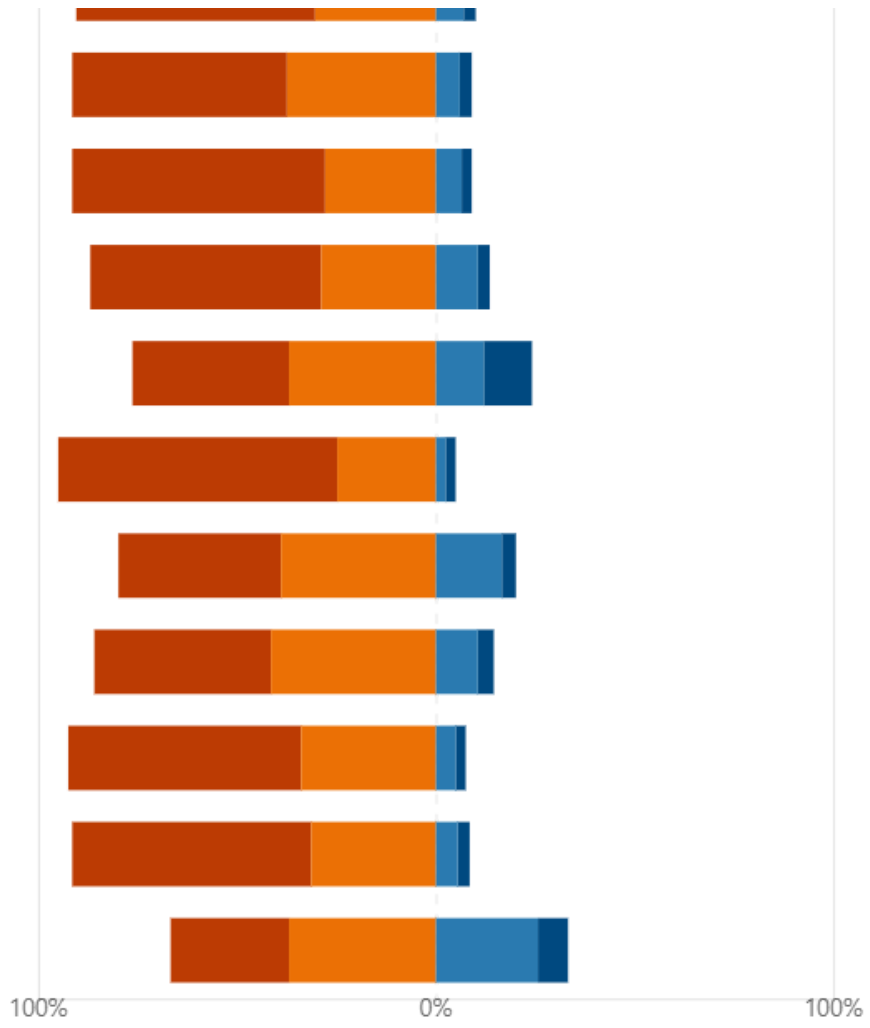
Reducing traffic congestion

Improving safety features of roadways (such as guardrails, hazard signs, lighting, warning signs,...)

Seismic improvements on bridges to help them withstand a major earthquake

Expansion of public electric vehicle (EV) charging stations along corridors or within communities





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## APPENDIX E

# SUMMARY OF ADVISORY COMMITTEE COMMENTS

### ODOT'S ADA TRANSITION PLAN ADVISORY COMMITTEE

#### **Monthly Meetings: June 23 through October 27, 2022**

ODOT convened a committee to assist with interpretation of the ADA survey results as well as to provide additional insights based on their experiences. Members included those who have lived experience with a variety of disabilities, either personally or as caretakers or service providers. Experiences with disabilities included mobility, Deaf, Blind, developmental, cognitive and other health-related disabilities. This group met monthly from June through October 2022 to hear an overview of ODOT's ADA program, review the ADA survey results and then provide comment on elements of the pedestrian way, safety, public transit, ADA parking, and all aspects of communication and engagement. The group had opportunities to raise any other issues or questions. Please see Section 5 of the ADA Transition Plan for a list of committee members.

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## SUMMARY OF TOPICS AND COMMITTEE COMMENTS BY MEETING

### Meeting #1, June 23, 2022

#### **Topics of Discussion**

- » Getting to know committee members.
- » ODOT overview:
  - Organization.
  - Jurisdiction.
  - Budget and Funding.
  - ADA Program.

#### **Summary of Staff Comments:**

- » Zoom is a highly useful platform for accessible interaction.
- » Two ASL interpreters and a CART transcriber (essentially closed captioning) ensured effective communication on the Zoom platform.
- » Continue to make every effort that notes and files related to this meeting, and subsequent meetings, will be accessible.

The Get-to-Know-You session in meeting #1 gave every participant a chance to introduce themselves, share personal info as they chose and to reveal their interests and struggles for accessibility. Representative points were (comments supported or made by multiple committee members are shown in bold italics and a note at the end of the comment):

- » More public transportation needed.
- » Need more than audible announcements when using public transportation.
- » Universal design/access should be the norm (multiple comments).
- » Safety concerns:
  - Don't feel safe when using bike lanes (multiple comments). *For example, consider a bicyclist who can't hear traffic approaching from behind them.*



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- Lack of sufficient lighting to ensure being seen, particularly during shorter, darker days and rainy weather causing glare on wet roads.
  - Potential lack of van accessible parking on safety shoulder and inability to communicate during a breakdown.
  - » Disability parking.
    - Including insufficient van accessible parking and insufficient enforcement.
  - » Want to see more ODOT/government interaction with those with disabilities.

## **Meeting #2, July 28, 2022**

### ***Topics of Discussion:***

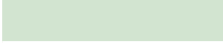

- » Finish ODOT overview.
- » Summaries of responses to ODOT's ADA Survey.

### ***Summary of Committee Comments – most related to ADA Survey results:***

- » Who is responsible for accessibility and maintenance of curb cuts when road is not owned by ODOT and what accountability?
- » Accessible parking – availability and enforcement when inappropriately used (multiple comments).
- » Requirements for railroad tracks in pedestrian way?
- » Strive versus Thrive – stress of travel likely makes many limit their trips and prioritize critical destinations instead of destinations that allow disabled individuals to thrive.
- » Survey did not include enough on communication barriers.
- » Future surveys should include versions in other languages.
- » Question responses that included an “other” option related to not feeling safe may be related to crime, aggressive behavior, paratransit vehicles being painfully uncomfortable, and discomfort with new technology.
- » Requested response analysis regarding comparison of where respondents live versus responses to pedestrian safety question (please see graphic below).

**Reasons for Pedestrians Feeling Unsafe by Type of Place Lived**

Place You Live	Drivers not seeing at crossings	Fear/ experience - others' behaviors	Sidewalks/ curb ramps incomplete or missing	Not enough time-crossing	Too many unknown obstacles	Other
Dense Urban	22%	16%	32%	11%	9%	9%
Small/Medium City <i>Access to Services</i>	20%	19%	25%	6%	13%	18%
Small/Medium City <i>Limited Services</i>	17%	17%	29%	12%	8%	17%
Rural Residential	32%	15%	23%	5%	7%	18%
Very Rural	8%	25%	25%	17%	0%	25%
Average of Total Responses	21%	17%	27%	9%	9%	16%

 More than 3 percentage points above average.  
 More than 3 percentage points below average.

- » Requested response analysis regarding Blind or low vision, Deaf or hard of hearing, or DeafBlind people using public transportation (Coming in September).

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## Meeting #3, August 25, 2022

### **Topics of Discussion:**

- » Elements of the pedestrian way.
- » Great Streets Pilot Program (Robin Wilcox).
- » Priorities for September committee discussion.

### **Committee Members Point from Discussion:**

- » Accessible sidewalks – declining condition, gaps, etc. present a significant hardship (multiple comments).
- » Accessible pedestrian signals – 6 inch-12 inch protrusion at base of pole can make it difficult to impossible for some to access the button to cross; advocate for automated pedestrian signals (multiple comments).
- » Priority locations from survey should guide ODOT efforts.
- » Level crosswalks.
- » Considerations for those with disabilities should be routine when designing upgrades and improvements.
- » ADA standards may not equate to universal access – have experienced accessible locations that weren't accessible for 3-4 in a group.
- » Inconsistencies in time to cross creates stress and concerns for safety; visual and other information should be better, especially when crossing is in proximity of other modes like rail.
- » Sometimes "improvements" don't improve, but make it less safe, i.e. ramp added on Farmington Rd.
- » Lack of pedestrian way concerning for drivers.
- » Suggest delay from change to red light and subsequent green light on cross street for safety.

- 
- » Perceive RFBs to make pedestrian crossing more visible and much safer.
  - » ODOT, in general and for Great Streets Program, should reach out to local jurisdictions and citizens for input, local ADA coordinators and planners resources (Multiple comments).
  - » Consider requirement for routine participation of those with lived experience with disability/mobility challenges (Multiple comments).
  - » Support “boots on the ground” approach to CQCRs and appreciate opportunity for input to be heard.

### **Meeting #4, September 22, 2022**

#### ***Topics of Discussion:***

- » Safety.
- » Accessible parking, availability and enforcement.
- » Public transit, service and accessible stops.

#### ***Committee Members Points from Discussion:***

##### *Regarding Safety:*

- » Many safety concerns stem from infrastructure that lacks sufficient clearance for mobility devices, is in poor condition (for example, degraded or discontinuities in existing panels) or is simply missing. This can force people into bike lanes or too near vehicle travel lanes where those other transportation users often travel at higher speeds and often fail to even look for others, especially travelers with a disability (Multiple versions of similar comments).
- » Missing or insufficient pedestrian infrastructure is significant concern in locations with increased development and significantly increased traffic volumes. The absence of cues that even limited infrastructure can provide, make navigating these segments very stressful, particularly for those who use a service animal and/or are sight impaired.

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This stress, and other such stress, sometimes forces people with a disability to find other, more limiting options for mobility...or to significantly reduce their efforts for mobility altogether (Multiple comments).

- » Temporary Pedestrian Access Routes (TPAR) through a work zone are often too narrow or otherwise inaccessible (multiple comments).
- » Temporary obstacles in pedestrian way present barriers to those using mobility devices like wheelchairs or canes. These include homeless camp impacts, sandwich boards and bikes or scooters some cities make available and allow to be left anywhere. There is support for the option of these bikes and scooters, but these programs need better management so the devices don't impede accessibility (Multiple comments).
- » Want more opportunities for conversations across jurisdictions and those with disabilities.
- » Various comments regarding safety on public transit:
  - Security at stops is nice, but much needed on board vehicles.
  - Position on vehicle can make fast stops or starts feel unsafe in a wheelchair.
  - Need more or better lighting at transit stops for safety.

*Regarding accessible parking, availability and enforcement:*

- » Not enough parking under current guidance (Requirement prior to updated rule was four out of 100 spots should be for disabled, one of which should be van accessible, based on guidance from the U.S. Access Board per Evan Manvel, Division of Land Conservation and Development).
- » If current guidance resulted in insufficient parking, new guidance should take that into account to bump up the number of spots, as a net result, to effectively provide for a growing population who need them.
- » Context might be a critical consideration for availability of accessible parking. Increases in accessible parking at high use locations, like healthcare facilities, other human

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services, pharmacies and grocery stores could ensure better availability of such parking for those who need it.

- » Enforcement is a significant concern; much abuse observed which means spots are used by those who don't qualify and leave those with real need without. Volunteer enforcement, with common approach, training and procedures, might help because law enforcement is understaffed. Education suggested as first effort to inform those who have a parking placard of its appropriate use. Legislation might be necessary to further other efforts that ensure availability of parking for those who need it. Approaches by other countries was noted – some offer parking for those who are pregnant or elderly and then wider spot for wheelchair users.

*Regarding public transit services and stops:*

- » Short time that vehicles stop at each transit stop can mean that a person with a disability does not have sufficient time to get on or off, especially if button to activate ramp is difficult or not operating correctly.
- » Elevators aren't reliably operational at stops that need them for accessibility. They often appear to be very unsanitary, even smelling like urine.
- » Communications about each stop – at the stop and on the vehicle – should be presented using accessible means of communications. For example, those with sight impairments or who can't read for other reasons, cannot make use of reader boards while those with hearing impairments can't hear verbal announcements (sometimes true for hearing as well). This includes training for staff on how to effectively communicate.
  - **NOTE:** hearing loops should be considered as a helpful communication option (most hearing aids include this technology).
- » Disability awareness training would be helpful for staff who sometimes call law enforcement for someone with an intellectual disability. These riders may just need a little extra assistance or assurance to help them navigate transit. Law enforcement is often no better trained to help in this situation so – when a brief pause to understand



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and help would be a simple solutions – these situations can sometimes escalate unnecessarily.

*Requested response analysis regarding particular questions in ODOT's ADA Survey and responses from particular demographics:*

- » 58 identified as blind or low vision and/or Deaf or hard of hearing:
  - Of these, 36% live in an urban setting, 38% live in a city with services, 16% live in a city with limited services, 9% live in rural residential setting, 0% live in a very rural setting and 1 responder left it blank.
  - 22, or 38%, included public transportation as one of their options used for mobility.
    - » Of these 22 respondents, 14 feel a level of safety when using public transportation and 8 do not.
      - Of the 8 who feel somewhat or very unsafe, 6 feared actions by others, 1 could not find the information or support needed to navigate and 1 finds transit stops inaccessible.

## **Meeting #5, October 27, 2022**

### ***Topics of Discussion:***

- » Communications – projects, work zones and in general.
- » Stakeholder engagement.
- » ADA survey.
- » Ad Hoc ADA Advisory Committee.
- » Last thoughts and suggestions.

### ***Committee Members Points from Discussion – generally all supported the following:***

#### *Communications:*

- » Inadequate in general AND in relation to projects and work zones.

- 
- A few, on their own initiative, had discovered ways to be informed about construction projects and/or other topics of interest, but most felt uninformed and did not know where to even start.
  - Many said they did not receive notices and did not have any opportunity to provide input, construction projects and other topics.
- » Work zones are still found to be insufficient for accessibility and information; advance notice advised so individuals are able to plan around it.
- » Suggestions:
- Create accessible “one stop shop” for collection of mobility-related information, notifications and other topics interest, i.e., website with links to Tripcheck, Project Tracker, etc.
  - Develop an app with helpful mobility information and navigation aids.
  - Include information in the updated Transition Plan on how to sign up for notifications.

*Stakeholder Engagement:*

- » Members felt engaged and heard as part of the committee, but most said that members of their stakeholder community did not feel the same. This was the case in general and in relation to local ODOT-related business. Most do not know how to connect and engage with ODOT.
- » Follow through, follow-up and proactive efforts were felt to be important for engagement – do not see sufficient amount of any.
- An example of this are the proposed route cuts by TriMet – is ODOT aware, considering how this will impact disabled community members who rely on public transit to get to critical destinations, and looking for solutions?

*ADA Survey:*

- » Very satisfied with outreach effort, accessibility, stakeholder representation and responses.

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» Recommended improvements:

- Advance notice of upcoming survey via partners and other means – maybe the month before.
- Consider offering an ASL version (in addition to option to contact AskODOT for assistance).

*Ad Hoc ADA Advisory Committee:*

- » Strong recommendations that this committee process was a model for others.
  - ODOT's ADA work group would benefit from same; maybe evolve to this?
- » Process ensured all had opportunity for input/comments and this was appreciated.
- » Members learned a lot; liked approach to topics.
- » Recommendations for next time:
  - Make it a permanent committee!
  - Increase advance notice of meetings and advance preparation for topics.
  - Develop process to engage and mentor new committee members to build a larger pool of engaged and informed stakeholders.

**Last thoughts:**

- » Keep building collaborative partnerships and stakeholder engagement.
  - Current partnerships developed through this effort are positive start.
  - DHS's Disability Resource Centers are ready to engage and collaborate with ODOT.
  - Add and share more.
- » Advertise more to communicate more, like on buses, and continue to look for other ways to communicate.
- » Be sure to include DMV services when looking to improve accessibility.
- » Consider disabled parking placard holders as a possible mixed stakeholder group.
- » Consider including performance/quality measures in the Transition Plan.

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## APPENDIX F

# LIST OF REPORTED BARRIERS REQUIRING LONGER-TERM SOLUTIONS

ODOT typically receives 80-100 barrier reports or other ADA inquiries each year (please see Section 5 for more information on ODOT's ADA Comments, Questions, Concerns and Requests process). About 70% of these are resolved or mitigated within the same year through incremental improvements or other accommodations. However, approximately five percent of reported barriers involve multiple elements of infrastructure, a significant length of highway, or other challenges at the site.

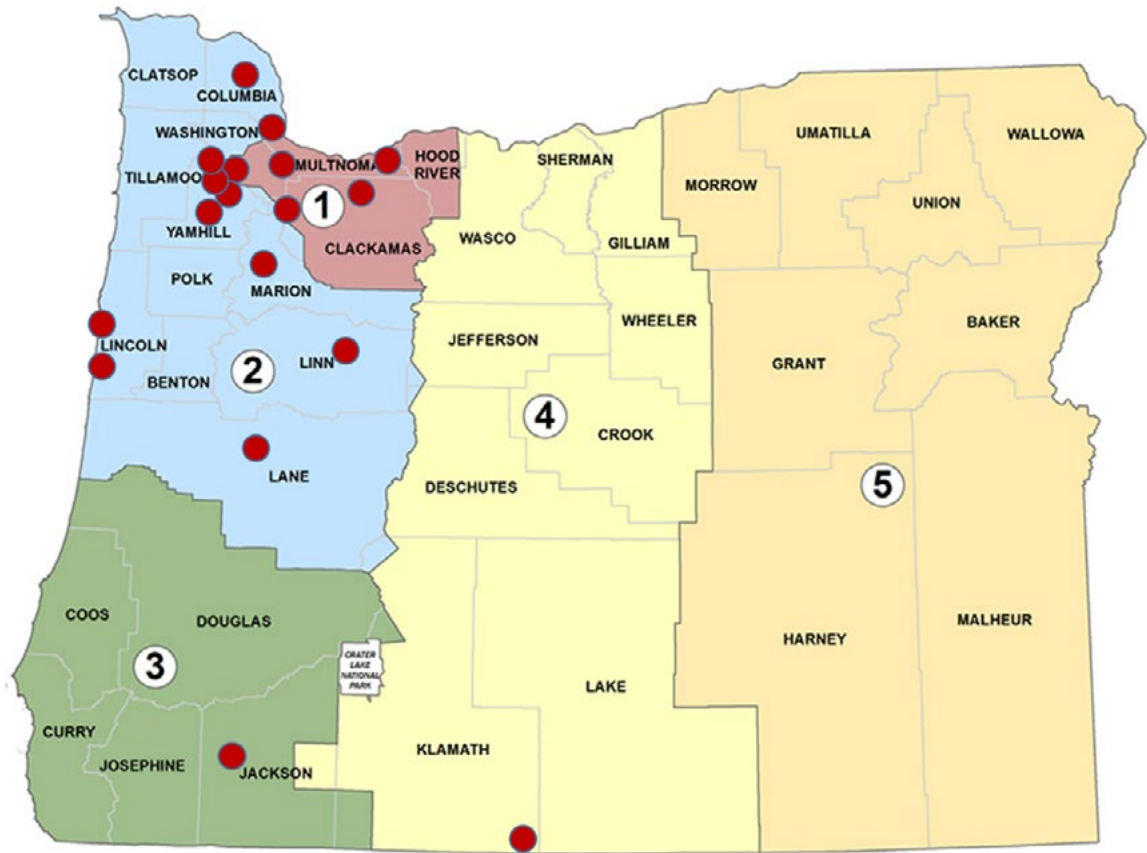
A request for a wider pedestrian way on the Yaquina Bay Bridge is an example of a complex barrier. This historic signature bridge is hundreds of feet long. While addressing the pedestrian width could be possible, it would require significant engineering and long-term planning to address.

The following is a list of all reported barriers since 2017 that have been determined to require a major project to solve.

<b>Location</b>	<b>Issue Description</b>
Newport (Yaquina Bridge)	Yaquina Bridge pedestrian sidewalks on both northbound and southbound lanes in not wide enough and lacks rails in spots on the last stretches of the bridge.
Eagle Creek Staircase	Staircase is a barrier to people who use mobility devices.
Ashland – Siskyou Blvd	Need remaining pedestrian improvements not completed as part of ADA curb ramp work.
Durham – 99W	Correct inaccessible curb ramps and sidewalk.
Depoe Bay 101	Sidewalks not wheelchair accessible.
Vernonia – Hwy 47	Need crosswalks and curb ramps improvements at Grant Ave and East Ave.
Happy Valley – SE 82nd Ave (OR213) & Johnson Creek Blvd	Need to correct narrow sidewalks in high use area.
Scappoose – Hwy 30	Sidewalk and R/R crossing on Hwy 30 at Columbia and Maple inaccessible due to poor condition.
OR10 Farmington Rd/SW 176th in Aloha/Beaverton	Need to fill sidewalk gap at Farmington and SW 176th (south side of Farmington).
Hillsboro – Tualitin Valley Hwy	Need sidewalk - use shoulder due to lack of sidewalk.
OR99E in Downtown Canby	Sidewalk needs to be re-replaced.
Portland – Hayden Island & Center Ave	Correct uneven pavement in crosswalk (a large bump) and flooding/pooling of water at the bottom of the curb ramp.
Hillsboro – OR8 & NW 334th	Need safe crossing for disabled son on TV Highway to get to the bus stop.
Springfield – OR126 & 14th St	Need safe crossing with time to complete crossing (safety issue from drivers pull into crosswalk before turning onto 14th).
Merrill OR39 & Elm	Need safe crossing across Hwy 39 at Elm in Merrill.
Salem – Liberty St NE at Academy/Columbia	Need audible Pedestrian Signal, curb ramps, sidewalk repairs and other pedestrian fixes on Liberty St NE between Academy and Columbia.
Lebanon Pedestrian Crossing – Hwy 34 at 2nd St	Need safe crossing at Hwy 34 and N 2nd St with rapid flashing beacons.
Newberg Wheelchair Navigation – OR99W	Multiple intersections on 99W are difficult to navigate using a wheelchair; sidewalk repairs needed.

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## Map of Reported Barriers Deferred for Longer-Term Projects



*Approximate Locations of Long-Term Fix CQCRs around Oregon.*

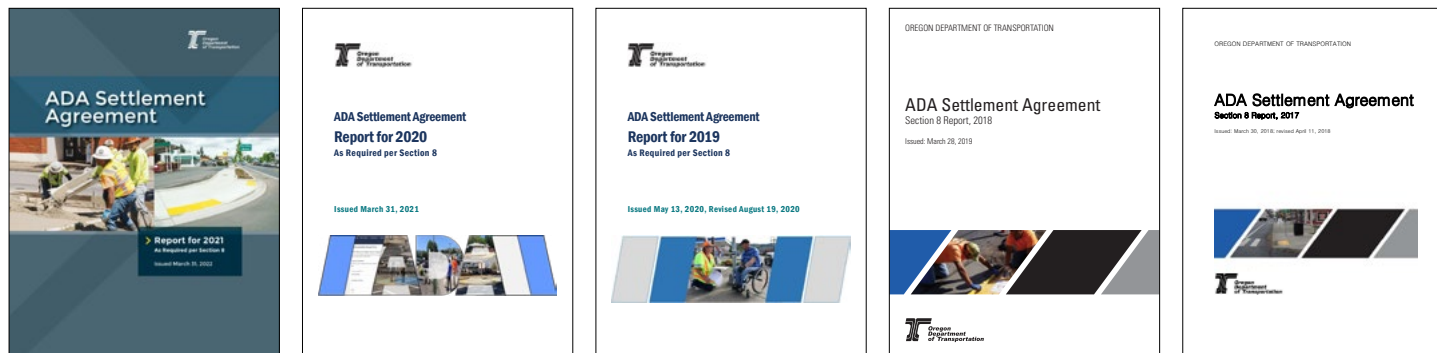
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# APPENDIX G

## SETTLEMENT AGREEMENT & ANNUAL REPORTS

The Oregon Department of Transportation (ODOT) and the Association of Oregon Centers for Independent Living, et al. (AOCIL) settled a lawsuit regarding the installation and modification of curb ramps and pedestrian signals on ODOT-managed roads and highways. The parties entered into a 15-year Settlement Agreement on November 2, 2016 to make these roads more accessible through remediation of over 25,000 curb ramps.



- » **ODOT-AOCIL 2016 ADA Settlement Agreement:** The Settlement Agreement includes milestone quantities to demonstrate progress on this remediation. Specific numbers for milestones for 2022, 2027 and 2032 were established upon a 2018 baseline inventory of curb ramps. Remediation of pedestrian signals is occurring, but milestones for this progress have not yet been established. Section 8 of the Settlement Agreement requires ODOT to report annually about its progress.
- » ODOT-AOCIL Settlement Agreement Annual Reports





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APPENDIX H  
**ODOT'S TITLE II ADA POLICY**

<b>Oregon Department of Transportation</b>  <b>POLICY</b>	NUMBER <b>ADM 22-01</b>	SUPERSEDES
	EFFECTIVE DATE <b>3/16/23</b>	PAGE NUMBER <b>1 OF 4</b>
	VALIDATION DATE <b>3/16/26</b>	
	REFERENCE Title II of the Americans with Disabilities Act of 1990, as amended (42 U.S.C. §§ 12131-12164); Rehabilitation Act of 1973, Sections 504 (29 U.S.C. §794) and 508 (29 U.S.C. §794d).	
SUBJECT <b>TITLE II OF THE AMERICANS WITH DISABILITIES ACT (ADA) AND RELATED FEDERAL REGULATIONS</b>	APPROVED SIGNATURE 	

**PURPOSE**

The purpose of this policy is to establish Oregon Department of Transportation’s (Department) objectives related to the Americans with Disabilities Act (ADA) and related law. The Department is responsible for and committed to complying with all pertinent ADA requirements.

**BACKGROUND**

The Americans with Disabilities Act was passed by Congress in 1990. Title II of the ADA prohibits disability discrimination by state and local governments. Access to public transportation programs and infrastructure is a key component for the independence and civil rights of persons with disabilities. Smart, attentive implementation of the ADA advances actual accessibility and ensures federal compliance, fosters equity for marginalized communities, and adds value to agency investments of state resources. This accessibility is guided by Section 504 of the Rehabilitation Act of 1973 (Section 504) (29 U.S.C. §794) and Title II of the Americans with Disabilities Act of 1990, as amended, (ADA) (42 U.S.C. §§ 12131-12164). Additionally, Section 508 of the Rehabilitation Act of 1973 (Section 508) (29 U.S.C. § 794d) guides accessibility of related and all other public communications by the Department. These laws work together to outline expectations for accessibility and compliance.

**POLICY**

The Department shall ensure no qualified individual with a disability is excluded, solely based on their disability, from participation in any of its programs, services, public access facilities, transportation infrastructure or related activities. Furthermore, the Department will ensure that communications are compliant with accessibility requirements.

The Department will make every effort to ensure its programs, activities, communications, maintenance, or modifications to state-managed infrastructure, regardless of the funding source used, will be accessible to people with disabilities.

The Department shall ensure provisions for compliance with these ADA requirements are incorporated into all agreements with other governmental entities when the Department disperses federal funds to subrecipients. The Department shall monitor these agreements for compliance according to contractual provisions and federal requirements.

## **DEFINITIONS**

Access:	Means of approaching, entering, using and/or leaving Department infrastructure or public access facilities; means of obtaining or using Department programs, services, or products; means of obtaining or using Department information and communications.
Accommodation:	Permanent, temporary, or partial remediation of a condition or conditions that would enable a person with a disability to access Department infrastructure, public access facilities, programs, or communications.
Barrier:	A condition or conditions that prevents a person with a disability to have equivalent access to Department infrastructure, public access facilities, programs, or communications
Communication access:	Conditions that allow any person, including persons with a disability, to review, consume or submit Department-related information.
Disability:	Condition or conditions that impede or limit a person's ability to navigate Department infrastructure, public access facilities, programs, or communications.
Personal mobility device:	Any assistive device that facilitates mobility for persons with a disability. Examples include manual and powered wheelchairs, walkers, and canes. Non-standard personal mobility devices are occasionally used by persons with a disability, but such use is not necessarily allowable unless reviewed for safety of the user with a disability and others who may access Department infrastructure.
Public access facilities:	Department facilities that are commonly or occasionally visited by members of the public. These facilities do not include those where access by the public is not permitted.
Transition plan:	Department's public promise to assess and remove barriers to accessibility. It should include a current assessment and subsequent list of barriers, methods to remove or mitigate barriers and improve accessibility, schedule for

implementation of these methods and the person responsible for this implementation.

**GUIDELINES**

**RESPONSIBILITY    ACTION**

Provide the public with access to programs, services, public access facilities, and infrastructure.

- Mitigate barriers that restrict accessibility.
- Review existing programs, services, public access facilities, and transportation infrastructure for accessibility.
- Adhere to principles and best practices that ensure accessibility across Department business lines and support functions.
  - Incorporate ADA compliance functions in topic or modal planning and subsequent Statewide Transportation Improvement Program (STIP) development.
  - Comply with ADA standards for pedestrian systems, highway design, construction, alterations, maintenance, and work zones.
  - Foster accessible and sufficient public transportation, intermodal connections, and paratransit alternatives for individuals with disabilities.
  - Offer accessible options for non-commercial and commercial driver licensing, regulation, and vehicle registration programs.
  - Include considerations of people with disabilities in transportation safety programs, educational outreach and collaborations on enforcement.
  - Ensure communications, outreach, procurement, and recruitment processes related to the Department’s programs, services, and transportation infrastructure provide accessibility to all individuals.

Maintain a Transition Plan to monitor, improve and maintain accessibility to programs, services, and infrastructure.

- Identify physical obstacles in the Department's facilities that limit the accessibility of its programs or activities to individuals with disabilities.
- Ensure access by individuals using mobility assistance devices in accordance with current ADA standards.
- Provide a process for the public to notify the Department of access barriers, accommodation requests, or to request consideration for approved use of a non-standard personal mobility device on or in a facility under ODOT’s jurisdiction.
- Monitor emerging issues and solutions for accessibility so these can appropriately be included in proactive planning and practices for accessibility.

**RESPONSIBILITY**    **ACTION**

Maintain an accessible communication program and allow the public to request access to information, programs, services, and transportation infrastructure.

- Communicate routinely using accessible written, spoken, and other alternative communication formats.
- Present accessible content on all externally facing internet platforms, software, and applications.
- Develop, procure, fund, maintain or use Information and Communication Technology (ICT) that adheres to Section 508 of the Rehabilitation Act standards.

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## APPENDIX I

# COMMUNITY-BASED ORGANIZATIONS FOR PLAN DISTRIBUTION

Disability community input has been an important aspect of the development of ODOT's ADA Transition Plan throughout the update process, including through ODOT's ADA Survey and through the ADA Advisory Committee. The final aspect of this participation is in the review of the updated plan. Many individuals, transit organizations and other public entities received ODOT communications promoting the opportunity to review and comment, including the following Community-Based Organizations that are materially involved in service and/or advocacy for disability communities. All comments were reviewed and considered. This final version of ODOT's 2023 updated ADA Transition Plan reflects ODOT staff consideration of these community inputs.

### ORGANIZATION/AFFILIATION:

- » AARP Oregon
- » Access Technologies
- » Advocates for Disabled Americans
- » Albina Vision Trust
- » American Council for the Blind
- » Abilitree
- » Association of Oregon Centers for Independent Living (AOCIL)
- » Handicap Awareness and Support League (HASL)
- » Independent Living Resources (ILR)
- » Lane Independent Living Alliance (LILA)
- » Spokes Unlimited
- » ARCHES - Mid Willamette Valley Community Action Agency
- » Asian Health and Service Center
- » Catholic Charities of Oregon
- » Center for an Accessible Society
- » Central Oregon Coalition for Access

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- » Community Alliance of Tenants
  - » Disability Services Advisory Committee
  - » Disabled American Veterans
  - » Disability Rights Oregon
  - » Eastern Oregon Center for Independent Living (EOCIL)
  - » Epilepsy Foundation of Oregon
  - » Family and Community Together
  - » Hadley School for the Blind
  - » Hull Park and Retreat Center for the Blind and Low Vision
  - » Independent Living Network Open Forum
  - » Jackson County Transportation Impacts Committee
  - » Interfaith Disability Network of Oregon
  - » Living Opportunities
  - » Malheur Council on Aging and Community Services
  - » Mobility International USA
  - » National Federation of the Blind
  - » Northwest ADA Center
  - » On the Move Community Integration
  - » Opportunity Foundation of Central Oregon
  - » Oregon Commission for the Blind
  - » Oregon Disabilities Commission
  - » Oregon Health and Outdoors Initiative
  - » Oregon Walks
  - » Partners in Diversity
  - » Pedestrian Safety Action Coalition
  - » Safe Routes Partnership
  - » Southern Oregon Aspire
  - » Star of Hope
  - » Street Trust
  - » The Arc of Lane County
  - » Umpqua Valley disAbilities Network
  - » United Community Action Network
  - » White Bird Clinic