

ADA Title II Public Right of Way Transition Plan Summary

Overview

The Portland Bureau of Transportation's (PBOT) ADA Title II Public Right of Way Transition Plan was adopted by Portland City Council on July 21, 2021.

The Americans with Disabilities Act (ADA) Title II requires any state or local government with 50 or more employees to have a transition plan.

A transition plan must include these elements:

- Identify barriers to all PBOT activities in streets and on sidewalks
- Identify budget and schedule for implementing the plan
- Provide a public complaint process
- Identify the person responsible to implement the plan
- Provide access to all PBOT programs

PBOT is committed to a transportation system that is accessible to all users. When we invest in transportation infrastructure, we do so in a way that supports more and better access for communities of color, low-income communities, and people with disabilities.

In Portland, PBOT is responsible for providing accessible:

- curb ramps,
- pedestrian signals,
- sidewalks,
- parking, and
- transit stops for the Aerial Tram and the Portland Streetcar.

Transit stops for buses and the light rail are generally the responsibility of TriMet but the roads or sidewalks to reach them are PBOT's responsibility. PBOT will work with TriMet on transit stop compliance.

Making Portland More Accessible

The Transition Plan has just been adopted and implementation is formally starting. However, PBOT incrementally advances the transportation system to be more accessible with almost every project. Programs such as Fixing Our Streets, Central City in Motion, Neighborhood Greenways, Safe Routes to Schools and other projects update transportation elements to make the system more

accessible. PBOT Maintenance work also improves accessibility by building compliant curb ramps during paving projects, for example. Finally, projects by private developers (and some utility work) often makes the transportation system more accessible.

Additionally, PBOT is responsible for making policies, procedures, and practices accessible. One example is managing accessible parking spaces to ensure accessibility. Another is by using intentional contract language requiring contractors or vendors to provide activities, services, and programs in accordance with ADA. PBOT will continue to review and adjust policies, procedures, and practices as necessary. Community members will be involved to provide input when appropriate.

Accessibility Programs

There are programs that allow community members to request accessibility improvements for curb ramps, audible pedestrian signals, and sidewalks.

The Ramps by Request program offers Portland residents the ability to submit locations where adding curb ramps can help create access for themselves or family members with disabilities in their neighborhoods. This is the link to that program.

[Curb Ramp Request Form](#)

Community members can request the installation of an audible pedestrian signal via this link.

[Audible Pedestrian Signal Request Form](#)

Community members can call 503-823-SAFE (7233), to report unsafe sidewalk or street locations.

There is also a formal and separate complaint process. This is the link to those procedures.

[Filing an ADA Title II Complaint](#)

Transition Plan Outreach

The draft plan was released in August 2020. It was provided directly to over 150 community organizations that support and serve people with disabilities and culturally specific organizations. A transition plan website provided a narrated video describing the plan. It also included the plan, a summary of the plan, and a survey each of which was translated into 10 languages. PBOT hosted 6 virtual open houses and presented to 13 other community organizations or meetings.

Implementation and Next Steps

This is a 20-year plan which will be updated at least every 5 years. PBOT will publish an annual progress report to the transition plan website. PBOT projects and other work will be regularly changing the transportation system to make it more compliant. Other work in the early years of the implementation will include a broad evaluation of what is non-compliant to better inform the plan going into later years.

Funding in PBOT projects, maintenance work, work by utilities, and construction by developers will often include sidewalk, curb ramp, pedestrian signal, parking, and transit stops work. Additionally, there is dedicated budget for curb ramp construction through 2032 related to a separate agreement.

These are the links to the final plan.

[ADA Title II Public Right of Way Transition Plan in English](#)

[ADA Title II Public Right of Way Transition Plan in Spanish](#)

[ADA Title II Public Right of Way Transition Plan in Chinese](#)

[ADA Title II Public Right of Way Transition Plan in Vietnamese](#)

[ADA Title II Public Right of Way Transition Plan in Russian](#)

Questions or comments can be emailed to
ADATransitionPlan@portlandoregon.gov