

2021

CITY OF PORTLAND
BUREAU OF TRANSPORTATION

Annual Report

ADA Title II

Public Right of Way Transition Plan Update



PBOT
PORTLAND BUREAU OF TRANSPORTATION



Background

In July 2021, the Portland City Council adopted PBOT's ADA Title II Public Right of Way Transition Plan by Resolution 37544. The resolution included a requirement that PBOT prepare and post an annual report by the end of March each year. This is the first annual report.

While the transition plan wasn't adopted until more than halfway through the 2021 calendar year, the information presented in the report represents work from the entire 2021 calendar year to the extent we could identify it. Because this is the first time PBOT has been required to report on discreet transportation system elements such as pedestrian signals and sidewalks, we will likely be underreporting the amount of work completed.

Over the next couple of years, we will identify more comprehensive data collection steps making this report of accessibility improvements in the public right of way (PROW) more thorough.

Curb Ramps

Curb Ramps are covered not only in the Transition Plan but under the 2016 consent decree, a legal agreement, between the Civil Rights Education and Enforcement Center (CREEC) and PBOT. Under that agreement, PBOT is installing or remediating (fixing) 1500 curb ramps per year through 2030. In 2021, there were 1543 curb ramps remediated. These will be listed in the 2021 PBOT CREEC ADA Annual Report, to be released in the next few months. Here is the link to the 2020 report.

[2020 PBOT CREEC ADA Annual Report](#)

As identified in the transition plan, curb ramps are remediated through different kinds of work. This is the breakdown of how the 1543 curb ramps were rebuilt in 2021.

- Capital Projects – 543
- Maintenance Projects – 530
- Developer or Permit Projects – 307
- Curb Ramp Projects, including Ramps by Request. – 163

These photos show corners with curb ramps that were rebuilt to be compliant. Each is from a different kind of project.



The corner of N Smith & N Ida was rebuilt as a part of a capital project. Source: PBOT.



This is the corner of SE 17th & Brooklyn which was rebuilt as part of a PBOT maintenance project. Source: PBOT.



This is the corner of NE 30th & Klickitat where the corner which was a Ramps by Request location and delivered by a curb ramp only project. Source: PBOT.



A developer rebuilt the corner of SW 2nd & SW Columbia through a permit as a part of their construction project. Source: PBOT.

Pedestrian Signals

As the schedule in the adopted transition plan identified, PBOT did not expect to make measurable progress on pedestrian signals in the first year. We are working to identify which pedestrian signals are currently compliant, adding pedestrian signals in some projects, and continue to take requests for audible pedestrian signals.

Through capital projects, PBOT added 7 new pedestrian signals in 2021. Pedestrian signals are sometimes added or upgraded when signalized intersections are modified. Adding pedestrian signals is not an ADA requirement but they do enhance the pedestrian network. New pedestrian signals are routinely added when signalized intersections are upgraded.

Accessible Parking

In calendar year 2021, there were 20 new accessible parking spaces installed on Portland public right of way. These were requested by a community member with a disability to be able to park near their home or business.

PBOT is updating its accessible parking policy. Part of that policy includes guidance to project teams about adding accessible parking spaces during other construction. Project planning considered this in 2021 and will result in additional accessible parking spaces as project work proceeds this spring and summer.

Sidewalks

Most Portland sidewalks will be made compliant by adjacent property owners whose home or business abuts the sidewalk. These sidewalk compliance actions were taken in 2021.

- Properties inspected for sidewalk hazards – 2,437
- Sidewalk repair notices created – 1,198
- Sidewalk repairs as a result of 2021 notices – 401
- Sidewalk repairs as a result of earlier notices – 301

These are before and after photos of a sidewalk repaired under the sidewalk posting program.

Some of the capital projects that rebuilt curb ramps also added sidewalks. Adding sidewalks, or sidewalk infill, is not an ADA requirement but does improve safety for all pedestrians, including those with disabilities. There were over 2 miles of new, compliant sidewalks added as a part of PBOT projects in 2021.



Before: Side View. Source: PBOT.



After: Side View. Source: PBOT.



This is the corner of SE 130th & Morrison. Sidewalk was added beyond the corner for approximately 150'. Source: Google Maps

Transit Stops

As the Transition Plan identified, some transit stops are the responsibility of TriMet, or other transit provider, some are the responsibility of PBOT, stops for the streetcar, for example, and some are a shared responsibility. Where accessibility needs to be improved at transit stops, PBOT will work with TriMet or other relevant transit provider, to identify any modifications required in the PROW. Accessibility modifications required to transit stops on city streets will be identified through the Transit Stop Inventory task in the Transition Plan's remediation schedule, in consultation with TriMet or other relevant transit providers.

PBOT and TriMet started meeting regularly in 2021 to develop a shared work plan for Accessible Transit Stops. The key elements of this work plan will be:

- Form working group with both PBOT and TriMet staff.
- Build an inventory of bus stops with ADA barriers and types of barriers
- Prioritize bus stops for implementation.
- Remediate barriers incrementally.
- Report.

We are actively remediating barriers at bus stops while we develop the plan. In 2021, TriMet improved 14 transit stops and removed barriers to accessibility with support from PBOT. The improvements included a combination of removing on-street parking by PBOT and improving boarding areas by TriMet. Parking removal allows buses to pull up to the curb to serve passengers directly from the sidewalk. This is critical for deploying the bus ramp so people who use wheelchairs, scooters or other mobility devices can have access to and from the sidewalk. It also allows all riders access without navigating or moving through parked cars. The level concrete pads provide an accessible boarding, landing and waiting area.

The following table lists the improved locations:

Table 1. Improved Transit Stop Locations

[Note to NVDA and JAWS users: you can use Tab or Alt + Control + arrow keys to navigate the table]

STOP ID	STOP LOCATION
14177	NE Stanton at 121st, eastbound stop
5385	NE Stanton at 121st, westbound stop
6559	NE 111th at Morris, northbound stop
6506	NE 102nd at Beech, northbound stop
6514	NE 102nd at Fremont, northbound stop
6515	NE 102nd at Fremont, southbound stop
14181	NE Killingsworth at 57th, eastbound stop
3209	NE Killingsworth at 57th, westbound stop
3147	NE Killingsworth at 64th, westbound
507	SW Boones Ferry at Arnold, northbound stop
2196	N Greeley at Going, southbound stop
10952	SW Capitol at Huber, southbound stop
11825	N Columbia Blvd at Oregonian, westbound stop
11835	N Columbia Blvd at Oregonian, eastbound stop



Before photo of transit stop #6559 at NE Morris & 111th. The area adjacent to the transit sign is grass and dirt. Source: Google Maps.



After photo of transit stop #6559 at NE Morris & 111th. The area adjacent to the transit sign is now smooth, level concrete. Source: Google Maps.



This is a transit stop #3209 at NE Killingsworth & 57th where the sidewalk was extended to allow the bus to get directly next to the curb for boarding and exiting the vehicle. Source: TriMet.

Outreach

In 2021, PBOT engaged community members in multiple surveys, events, and forums. Examples include 1) connecting people with disabilities to planning efforts for the Earthquake Ready Burnside Bridge and the Interstate Bridge Replacement projects; 2) taking temporary bus platform and signalized mid-block crossing concepts to TriMet's Committee on Accessible Transportation for their input; 3) hosting a White Cane Walk as part of Oregon Walks STEPember events; 4) holding two focus groups with accessible parking users to get their guidance on PBOT's accessible parking policy development; and 5) hosting visits to project sites with blind and low vision pedestrians.

In addition to specifically taking information to community members and organizations, we connect with and hear from community members with disabilities in a number of other ways. We facilitate meetings of the Pedestrian Safety Action Coalition (PSAC). PBOT staff regularly attend meetings of the Parks Accessibility Advisory Committee (PAAC), Multnomah County's Disability Services Advisory Council (DSAC) and Action Communities for Health, Innovation, and Environmental Change (ACHIEVE), the State Independent Living Council (SILC), and TriMet's Committee on Accessible Transportation (CAT). We regularly share information with multiple organizations that support and serve people with disabilities and are led by people with disabilities, in addition to culturally specific organizations that also have community members with disabilities.

Updating Policies

PBOT updated its complaint process in 2021, including new guidance, new information on our website, and a new form. This is the link to the page.

File a PBOT Discrimination Complaint

While not complete, PBOT began updating its accessible parking policy, including hosting two focus groups with accessible parking users. The final policy is expected to be available in 2022.

Schedule

The schedule in the Transition Plan didn't identify that any progress would be made in the first year of the plan's implementation. As this report reflects, PBOT has made modifications in the public right of way to make it compliant with the ADA. However, the changes made are too small to warrant adjusting the schedule after only one year. Therefore, the schedule in the adopted version of the plan remains unchanged. It is reprinted here for ease of reference.

Table 2. Transition Plan 20-Year Target for Barrier Removal

[Note to NVDA and JAWS users: you can use Tab or Alt + Control + arrow keys to navigate the table]

	2021 - 2022 FIRST FIVE YEARS	2022 - 2023 FIRST FIVE YEARS	2023 - 2024 FIRST FIVE YEARS	2024 - 2025 FIRST FIVE YEARS	2025 - 2026 FIRST FIVE YEARS	2026 - 2031 SECOND FIVE YEARS	2031 - 2036 THIRD FIVE YEARS	2036 - 2041 FOURTH FIVE YEARS
CURB RAMP INVENTORY	10%	20%	20%	20%	20%	10%		
CURB RAMP REMEDIATION & INSTALLATION	1500	1500	1500	1500	1500	7500	750/*	*
PEDESTRIAN SIGNAL CONDITION COLLECTION		10%	10%	20%	20%	40%		
PEDESTRIAN SIGNAL REMEDIATION		5%	5%	10%	10%	20%	25%	25%
ON-SYSTEM ACCESSIBLE PARKING INVENTORY	25%	25%	25%	25%				
ON-SYSTEM ACCESSIBLE PARKING REMEDIATION					10%	30%	30%	30%
IDENTIFY POLICIES NEEDING MODIFICATION	100%							
POLICY MODIFICATIONS		25%	25%	25%	25%			
TRANSIT STOP INVENTORY		25%	25%	25%	25%			
TRANSIT STOP REMEDIATION					10%	30%	30%	30%
INVENTORY SIDEWALKS ALONG CITY-OWNED FRONTAGE	100%							
CITY FRONTAGE SIDEWALK REMEDIATION					25%	25%	25%	25%
ENHANCE SIDEWALK ENFORCEMENT & REMEDIATION		10%	10%	10%	10%	20%	20%	20%

If you have questions about PBOT's
ADA Title II Public Right of Way
Transition Plan or this report of the first
year of implementation, please contact
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