

2022

Annual Report

**ADA Title II
Public Right of Way
Transition Plan Update**



PBOT

PORTLAND BUREAU OF TRANSPORTATION



INTRODUCTION AND OVERVIEW

INTRODUCTION

In July 2021, the Portland City Council adopted PBOT's ADA Title II Public Right of Way Transition Plan by [Resolution 37543](#). The resolution included a requirement that PBOT prepare and post an annual report by the end of March each year. This is the second annual report. It is for the 2022 calendar year. The report provides information on our progress to make the transportation system more accessible, our outreach efforts, and policies, practices, and procedures updates to make the way we do our work more accessible.

ABOUT PBOT

Mission Statement

The Portland Bureau of Transportation (PBOT) is a community partner in shaping a livable city. We plan, build, manage, and maintain an effective and safe transportation system that provides

people and businesses access and mobility. We keep Portland moving.

Core Goals

1. Safety: Make Portland streets safe for everyone.
2. Moving people and goods: Provide transportation options for a growing city.
3. Asset management: Deliver smart investments to maintain our transportation system.

Transportation Justice

As we work towards these goals, we also want to make sure that our efforts contribute to a Portland that is more equitable and that has a smaller carbon footprint. This is why we will ask ourselves these two fundamental questions as we pursue each goal:

- Will it advance equity and address structural racism?
- Will it reduce carbon emissions?



TRANSPORTATION SYSTEM ELEMENTS

SIDEWALKS

According to **Portland Code 17.28.020** the owners of land abutting any street in the City are responsible for constructing, reconstructing, maintaining and repairing the sidewalks immediately adjacent to their property. PBOT inspectors respond to reports of sidewalk hazards and notify property owners of needed repairs. As a part of **Sidewalk Repair Program**, these actions were taken in 2022.

- 1,019 new sidewalk reports were received.
- 4,786 reports are currently in the queue for inspection.
- 2,146 properties were inspected for hazards.
- 1,115 sidewalk repair notices were generated from those inspections.
- 772 reports were cleared (closed, re-categorized, or forwarded).
- 25 sidewalk repairs were undertaken by a city contractor.



Photos of two different sidewalks that were repaired to make them compliant.

PBOT began reviewing sidewalks around its properties to make needed repairs for accessibility. In 2022, these are the actions we took.


- Inspected 66% of sidewalk segments around PBOT properties.
- Found 28% of the inspected sidewalks compliant, requiring no modifications.
- Of the 72% that need some type of repair or modification, 13% have been addressed. This is the work that was completed for those repairs.
 - 1,419 square feet of sidewalk has been replaced.
 - 71 lineal feet of curb has been replaced.
 - Multiple sidewalk panels received minor repairs or adjustments.
- Of that same 72% that need some type of repair or modification, 25% are scheduled for the needed work.



Sidewalk infill and curb ramp installation at SE 162nd Ave and SE Taylor St.

PBOT is also adding sidewalks where segments are missing. Adding sidewalks, or sidewalk infill is not an ADA requirement, but it does improve safety and accessibility. PBOT added nearly five miles of compliant sidewalks as part of other project work in 2022.

To report a sidewalk issue, please call or email PBOT with the information.

 (503) 823-1711

 SidewalkRepair@PortlandOregon.gov

PEDESTRIAN SIGNALS

PBOT updates pedestrian signals to provide audibility as part of construction projects and through community member requests. In 2022, the PBOT and TriMet projects on SE Division made several pieces of pedestrian infrastructure accessible. This work updated 10 pedestrian signals along Division. The SW Naito Fixing Our Streets project updated two pedestrian signals. Maintenance activities updated signals at five intersections. Maintenance projects updated signals at four other intersections.

One of the four maintenance projects that updated pedestrian signals was at NE 33rd & Alberta where curb ramps were being upgraded. The pedestrian signals there were updated at the same time.

Portland has many audible pedestrian signals (APS) because that has been the city standard for more than 10 years. New audible pedestrian signals can be requested by using the [APS Request Form](#). One of the APS requested locations in 2022 was at NE MLK and NE Morris Street.



Before and after photos at NE 33rd Ave and NE Alberta St.

ACCESSIBLE PARKING SPACES

PBOT is adding accessible parking spaces in commercial areas of the city both as part of projects that give us the opportunity to adjust parking and proactively in recognition that there are fewer accessible parking spaces on our right of way than are needed.

In 2022, PBOT added at least 73 new accessible parking spaces by request and as part of projects. For instance, the **SE Hawthorne Pave & Paint Project** added 12 accessible parking spaces along Hawthorne between SE 23rd and SE 50th. These spaces benefit accessible parking permit users and businesses along this corridor.


As said above, PBOT knows it has added at least 73 accessible parking spaces in 2022. We continue to develop better tracking for all types of accessibility improvements. This will provide more thorough reports in the future.




An accessible parking space on SE Hawthorne Ave.

If you know of a location in the city where an accessible parking space is needed, please take our **On-Street Accessible Parking Survey**.

If you are a disability parking permit holder and need an accessible parking space near your home or place of work, please call or email PBOT with your request.

 (503) 823-7275

 PBOTParkingControl@PortlandOregon.gov

CURB RAMPS

Under the 2016 consent decree, a legal agreement between the Civil Rights Education and Enforcement Center (CREEC) and PBOT, PBOT is installing or remediating (fixing) 1500 curb ramps per year through 2030. In 2022 there were 1571 curb ramps remediated.

Curb ramps are fixed or remediated through different kinds of projects. This is how the 1571 curb ramps in 2022 were delivered.

- 653 Capital Projects
- 374 Maintenance Work
- 372 Developers and other bureaus
- 172 ADA Ramp Team (includes RBRs)

Details of the 1571 curb ramps will be listed in the 2022 PBOT CREEC ADA Annual Report, to be released in the next few months. For information on curb ramp progress, see the [2021 Curb Ramp Annual Report](#).

The Ramps by Request Program provides 100 of the 1500 curb ramps each year. The program builds and improves curb ramps that are requested by people with disabilities. Use this link to [Request a Curb Ramp](#).



Before and after photos.

TRANSIT STOPS

Both PBOT and TriMet have responsibilities for transit stops. Some are exclusively one or the others, but many have overlapping responsibility. TriMet's Division Transit Project and PBOT's Outer Division Safety Project is an example where the two agencies' responsibilities overlapped and the agencies collaborated on modifications at transit stops. As a part of the two projects, 11 transit stops were modified to provide direct bus access to the curb meaning direct access for passengers to board and leave the bus without going through parked cars or other obstructions. Modifications were made at these Division Street locations.

- Stop ID 1441 at SE 26th eastbound
- Stop ID 1501 at SE 85th westbound
- Stop ID 1500 at SE 85th eastbound
- Stop ID 1359 at SE 101st eastbound
- Stop ID 1368 at SE 112th eastbound
- Stop ID 1370 at SE 116th eastbound
- Stop ID 1386 at SE 130th eastbound
- Stop ID 1390 at SE 135th westbound
- Stop ID 1396 at SE 142nd westbound
- Stop ID 1400 at SE 148th eastbound
- Stop ID 1408 at SE 157th westbound



Westbound bus stop at SE 135th & Division before and after improvements to prohibit parking adjacent to the stop.

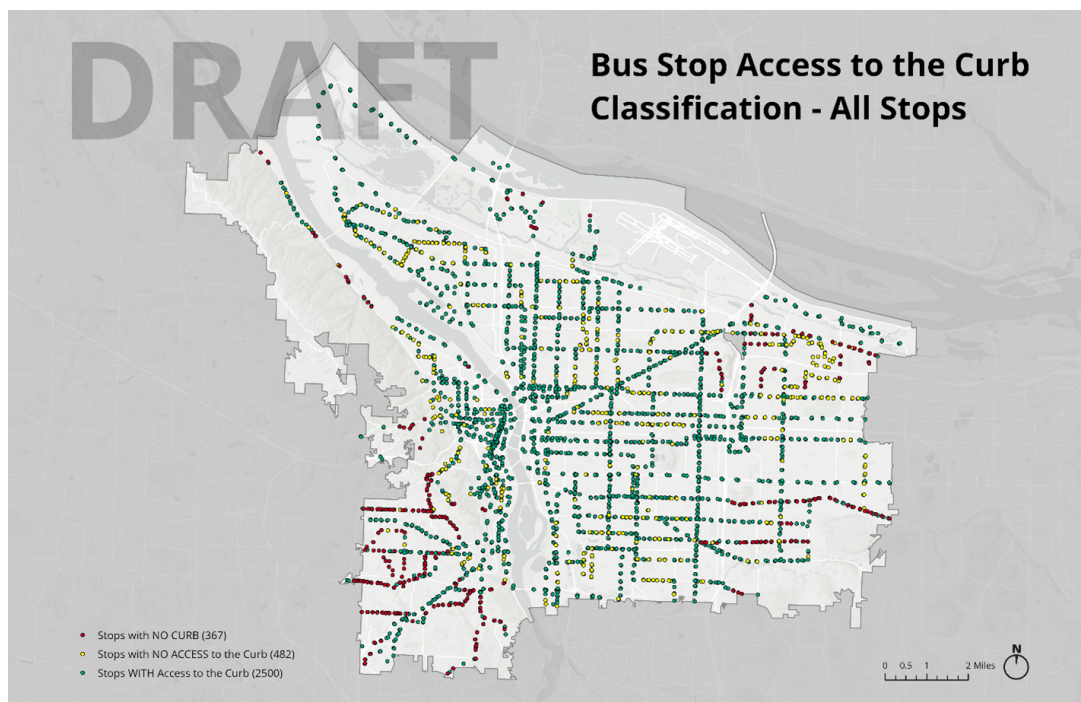
PBOT and TriMet are working together to evaluate which bus stops in the City of Portland lack consistent access to the curb. In addition to evaluating access, the effort also prioritizes bus stops based on a series of community and policy metrics which will help focus remediation efforts when major projects like the Division Transit Project aren't planned along a transit corridor. Currently, approximately 500 of the total 3300+ transit stops in the city allow parking at the bus stop. It should be noted that this work is on-going and will be consistently updated as data im-

proves, stops are remediated, and conditions around the city change. At bus stops where parking volumes are low (i.e., the available parking spaces are only lightly used) transitioning to a no parking zone will be relatively simple. However, areas with more commercial activity may require complex adjustments and may take longer to modify.

While we are finalizing our location evaluation and the prioritization strategy, we have been removing parking at transit stops where a bus driver or community member has told us there is interference. Parking was removed at these 11 locations in 2022.

1. Stop ID 6578 at SE 12th & Division northbound
2. Stop ID 786 at SE 52nd & Burnside eastbound

3. Stop ID 13212 at N Syracuse & Richmond southbound
4. Stop ID 1876 at NE 41st & Fremont eastbound
5. Stop ID 451 at SE 60th & Belmont westbound
6. Stop ID 4016 at SE 14th & Morrison westbound
7. Stop ID 9709 at NE 28th & Glisan westbound
8. Stop ID 2108 at NE 32nd & Glisan eastbound
9. Stop ID 2134 at NE 67th & Glisan eastbound
10. Stop ID 1805 at SE 67th & Foster westbound
11. Stop ID 10196 at SE 63rd & Foster eastbound



PBOT's Rose Lane project is dedicating vehicle lanes for bus and streetcar use, helping more Portlanders get to where they need to go more reliably and quickly. Although not an ADA requirement, some of Rose Lane work also benefits accessibility. The SW Alder Rose Lane Project installed temporary asphalt curb extensions and platforms at sidewalk level to create more space for people to access transit and travel along the sidewalk. The curb extensions allow passengers to board and leave buses without either walking through parked cars or needing to change elevations from the sidewalk. In the second phase of the project, the temporary asphalt will be replaced with more permanent concrete curb extensions.



Asphalt curb extensions that provide a sidewalk-level transit boarding area.



ACCESS + SAFETY IMPROVEMENTS

None of these features are required elements of a transition plan but they are transportation elements that PBOT often installs to provide better and safer pedestrian and cyclist experiences that also benefit accessibility.

RAISED CENTER MEDIANS

These have been installed as part of some PBOT projects. This median serves as a pedestrian refuge in the middle of the crossing. At intersections, the design includes at-grade cut-outs that align with the legal crossing. The cut-out included detectable warnings on each end. The Outer Division Safety Project includes 15 cut-outs through raised center medians. In partnership with TriMet, the feature was used on N. Vancouver Way to establish a new bus stop serving Bus Line 6.

PEDESTRIAN REFUGE ISLANDS

Sometimes referred to as Floating Curb Extensions near Curb Ramps, pedestrian refuge islands were also installed as a part of some projects. These traffic separators serve as vertical protection for the bike lanes and protect pedestrians, improve visibility, and shorten crossing distances.



A new raised center median with a pedestrian refuge island on N Vancouver Way.



CROSSWALKS

As a part of many projects, PBOT enhances crosswalks to increase visibility and safety. This benefits all pedestrians, including those with disabilities.

- ▲ *High visibility crosswalks across NE Halsey St at NE 106th Ave*
- ▼ *Tactile treatment on Blumenauer Bridge separating the ped and bicy- cle/micromobility halves of the bridge.*

TACTILE GUIDANCE

PBOT work on some shared use paths has provided tactile warning strips to separate pedestrian and bicycle users and provide a detectable surface for someone using a white cane.

In July 2022 PBOT opened the Congressman Earl Blumenauer Bicycle and Pedestrian Bridge spanning the seven lanes of I-84 traffic. The 24-foot-wide bridge has a 10-foot-wide pedestrian path and a 14-foot wide path for two-way bicycle traffic. The pedestrian and bicycle uses are separated by a 12-inch bright yellow tactile warning strip as guidance to each type of user.





OPERATIONAL UPDATES

The bureau updates policies, practices, procedures, standards, and plans on both scheduled or planned basis and as needed. Some of the operational updates we made in 2022 that specifically promote accessibility are listed below.

The **Portland Pedestrian Design Guide** update was adopted by Administrative Rule on May 12, 2022. It became effective as guidance on July 1, 2022. The Pedestrian Design Guide serves as the City's primary guidance on how sidewalks should be built throughout Portland to ensure they are context-appropriate and accessible to everyone. The Guide was previously updated in 1998.

The Civil Design Guide for Public Street Improvements was updated in April 2022. This document provides guidance for the design of new construction and reconstruction of public streets within the City of Portland. It provides design guidance for sidewalks, curb ramps, intersections, and more.

Many businesses took operations outside during the pandemic. PBOT was instrumental in permitting use of the public right of way to allow businesses to survive and allow community members safe access to those services. Those outdoor operations remain really popular, so PBOT is formalizing the uses with new guidance and permits. Part of that guidance was the creation of our **Making Healthy Business Spaces ADA Compliant** webpage.

The city and county jointly operate temporary shelters during extreme weather events. The entities have written shelter operating policies that include procedures for appropriately transporting and accommodating people with disabilities at shelters. After 2021/22 winter weather events, the need for a Durable Medical Equipment (DME) policy was identified. PBOT lead the drafting of the DME to identify what types and quantities of equipment would be provided at each shelter to support community

members with various types of disabilities.

Updates to standard drawings for various elements of the transportation

system happen as needed when there is new information or PBOT learns of a better approach. Several standard drawings used for construction of accessible curb ramps were updated in 2022.



OUTREACH AND ENGAGEMENT

PBOT staff engage with community members in a variety of ways from open houses to tabling at community events to community bike rides and more. PBOT staff routinely attend meetings of organizations lead by or that support and serve community members with disabilities including the Transportation Equity Advisory Committee (TEAC), TriMet Committee for Accessible Transportation (CAT), Multnomah County's Disability Services Advisory Committee (DSAC), Parks Accessibility Advisory Committee (PAAC), State Independent Living Council (SILC), Hearing Loss Association of America (HLAA), and Portland Community College Disability Townhall.

PBOT's ADA Coordinator also facilitates the Pedestrian Safety Action Coalition (PSAC) meetings from March through November. PSAC members are blind or low vision community members and advocates from throughout the state. Their focus is safety for users of white canes and community members with guide dogs.

Throughout the year, conversations, focus groups, and site visits have been held related to specific topics or projects. These are the 2022 highlights.

○ **January** – PBOT designers and engineers met with Orientation and Mobility Specialists from Portland Public Schools (PPS) to discuss intersection and crossing designs that best serve students who are blind or low vision. PBOT also invited people with disabilities to talk to us about urban freight movement on city streets as a part of our 2040 Freight Plan update.

○ **February** – A similar group of PBOT staff met PPS staff, students, and parents at the intersection of SE 148th & Division to experience and discuss recent intersection and crossing upgrades.

○ **March** – We invited community members with disabilities to a focus group where we discussed active public plazas and how to make those plazas accessible and welcoming to people with disabilities. We also released an **On-Street Accessible Parking Survey** to gather user feedback about where to add more accessible parking spaces. Community members can still provide input using the link above.

○ **May** – PBOT staff joined TriMet's Committee on Accessible Transportation (CAT) for an ad hoc meeting about floating bus platforms. PBOT has been piloting different designs around the city to allow buses to stop in the travel lane to pick up and drop off passengers and to allow passengers access to the buses without moving through parked



The gathering at SE 148th Ave & Division to discuss intersection upgrades.

cars. The comments, questions, and concerns from CAT members provided PBOT better information on how these platforms can benefit or negatively impact users with disabilities.

○ **June** – Portland Sunday Parkways welcomed several organizations that are led by and/or support and serve people with disabilities. PSAC had a booth for white cane safety education. Another booth was hosted by the Children Healing Arts Program (CHAP) and offered accessible art creation. Biketown brought its adaptive bike fleet to the streets for users to try.

○ **August** – Portland Sunday Parkways again included white cane safety education and the Children Healing Arts Program (CHAP). In addition, Every Body Athletics demonstrated accessible exercise at Lincoln Park. The White Cane Safety booth participants talked to several event attendees about blindness and white cane use.

○ **December** – PBOT is developing a policy for the placement of electric vehicle (EV) charging stations in the public right of way. To understand the needs, priorities and concerns of community members with disabilities, we invited several to a focus group in December. We shared the draft policy in advance of the session. We had specific questions and also time for general discussion of the policy.



The white cane safety education booth at Sunday Parkways.



SCHEDULE

The schedule on the following page has been slightly modified from the one provided in the adopted Transition Plan. As the report above articulates, PBOT has made ADA compliance improvements to the public right of way in all areas identified in the schedule. We have made more progress than anticipated in areas such as transit stop remediation and city frontage sidewalk remediation. We also realized that making measurable progress in some areas like pedestrian signal remediation and policy modifications will take longer.

Note: NVDA and JAWS users may use the Tab or Alt + Control + arrow keys to navigate the table.

Table 1: Transition Plan 20-Year Target for Barrier Removal

		First Five Years							
		2021–2022	2022–2023	2023–2024	2024–2025	2025–2026	2026–2031	2031–2036	2036–2041
Curb ramps	Inventory	10%	20%	20%	20%	20%	10%		
	Remediation & installation	1500	1500	1500	1500	1500	0	750	
Pedestrian signals	Condition collection			10%	25%	25%	40%		
	Remediation		5%	5%	10%	10%	20%	25%	25%
On-system accessible parking	Inventory		25%	25%	25%	25%			
	Remediation/addition		5%	10%	10%	20%	25%	30%	
Policies	Identify those needing modification	20%	20%	20%	20%	20%			
	Modifications		10%	10%	20%	25%	25%	10%	
Transit stops	Inventory			20%	30%	30%	20%		
	Remediation		5%	10%	10%	10%	30%	25%	10%
Sidewalks	Inventory (along City-owned frontage)		66%	20%	14%				
	Remediation (along City-owned frontage)		5%	10%	25%	25%	25%	10%	
	Enforcement & Remediation			10%	10%	10%	20%	20%	30%

If you have questions about PBOT's ADA Title II Public Right of Way Transition Plan or this report on the second year of implementation, please contact PBOT ADA Coordinator Lisa Strader.



Lisa.Strader@PortlandOregon.gov



(503) 823-5703

2022 Annual Report

ADA Title II Public Right of Way Transition Plan Update



PBOT
PORTLAND BUREAU OF TRANSPORTATION