

# CLACKAMAS COUNTY BOARD OF COUNTY COMMISSIONERS

## Study Session Worksheet

**Presentation Date:** 03/10/20    **Approx Start Time:** 2:30 pm    **Approx Length:** 30 minutes

**Presentation Title:** 2019 Annual Report: Americans with Disabilities Act (ADA) Transition Plan for Public Rights-of-Way

**Department:** Transportation and Development (DTD) – Long-Range Transportation Planning

**Presenters:** Mike Bezner, Assistant Director, DTD; Steve Williams, Principal Transportation Planner

**Other Invitees:** Karen Buehrig, Long-Range Planning Manager, DTD

### WHAT ACTION ARE YOU REQUESTING FROM THE BOARD?

No action requested at this time.

### EXECUTIVE SUMMARY:

In 2017, the Board of County Commissioners adopted an updated ADA Transition Plan for the Public Rights-of-Way. The plan sets forward an “Action Plan for the Next Five Years” describing the steps that should be taken to improve ADA accessibility. The ADA Transition Plan also calls for an annual report to the Board of County Commissioners that describes annual progress in moving towards full ADA compliance. Achieving full ADA compliance is a large task that will take years to complete. On-going monitoring and annual reports have been identified as a best practice that helps local governments focus attention on steady progress toward goal achievement over the long-term. This is the second ADA annual report and describes DTD accomplishments over the course of 2019 compared to the “Action Plan for the Next Five Years” in the adopted ADA Transition Plan. During the past year, DTD made a great deal of progress on items identified in the ADA Transition Plan Action Plan. Highlights include:

- 67 fully compliant curb ramps were improved or added through county capital projects or development projects.
- There are also 13 curb ramps that DTD inspectors determined were not compliant. In each case the contractor has been informed that the curb ramp, as built, was not compliant and will be required to bring it into full compliance before the project is accepted.
- The traffic signal at the intersection of Sunnyside Road and 117<sup>th</sup> Ave was upgraded with new Pedestrian Signals (walk/don't walk) on one corner and new audible pedestrian signal (APS) push buttons.
- The traffic signal at the intersection of Oak Grove Blvd and Oatfield Rd was upgraded with new audible pedestrian signal (APS) push buttons on all four corners at the request of a vision impaired member of the community.
- New employees were required to attend ADA training courses offered by Oregon Department of Transportation.
- Temporary Pedestrian Access Routes - Availability of Temporary Pedestrian Access Routes (TPAR) during construction is a very important issue for improving access by those with disabilities. If pedestrian access routes are blocked for the period of construction it either creates a barrier to movement for those with disabilities or forces them to take a less direct route. In the past year the department has adopted full standards for temporary pedestrian access in cases where pedestrian access is temporarily obstructed during construction. Plans for TPAR are now required as a standard item with construction plans. The department has also

provided training to project managers for reviewing those plans. Inspectors have been trained in inspecting TPAR including wayfinding signs and safety techniques to ensure that the TPAR is correctly implemented.

- Crosswalk Closures - In some situations it is not safe to provide a cross-walk due to traffic issues. Under Oregon statutes, the county can close crosswalks at such locations, but must provide approved signs and barriers and an alternate pedestrian route that is easily accessible to those with disabilities. Over the past year a staff group representing Traffic Safety, Capital Projects, Development Services and the ADA Coordinator has developed standards for determining when a cross-walk should be closed and the process that is undertaken to review and approve such a closure. Standards have also been developed for the signs and barrier that should be installed when a crosswalk is closed.

Attachment A is the full report and provides additional detail regarding the department's accomplishments in the past year. Also included in the annual report is the department's ADA work program for this fiscal year.

**FINANCIAL IMPLICATIONS (current year and ongoing):**

There are no financial implications.

**STRATEGIC PLAN ALIGNMENT**

How does this item align with your Department's Strategic Business Plan goals?

- Provide plan development, analysis, coordination and public engagement services to residents; businesses, local, regional and state partners, and County decision-makers so they can plan and invest based on a coordinated set of goals and policies that guide future development

How does this item align with the County's Performance Clackamas goals?

- Supports the Policy Perspective of "Healthy and Active Lifestyle, guiding housing, transportation and land use policies and decisions."

**LEGAL/POLICY REQUIREMENTS:**

It is federal requirement to have an ADA Transition Plan.

**PUBLIC/GOVERNMENTAL PARTICIPATION:**

None at this time.

**OPTIONS:**

None at this time.

**RECOMMENDATION:**

This is an information item for the Board, and there are not recommendations at this time.

**ATTACHMENTS:**

Attachment A: Department of Transportation and Development FY19-20 ADA Annual Report

**SUBMITTED BY:**

Division Director/Head Approval \_\_\_\_\_

Department Director/Head Approval \_\_\_\_\_

County Administrator Approval \_\_\_\_\_

*For information on this issue or copies of attachments, please contact Steve Williams @ 503-742-4696*



# 2019 ADA Annual Report

Department of Transportation and Development

The following describes progress by the Clackamas County Department of Transportation and Development in improving ADA accessibility through actions identified in the ADA Transition Plan “Action Plan for the Next Five Years.”

## **Improvements to Accessible Features within the Public Rights-of-Way**

There are four types of ADA accessibility features within the public rights-of-way for which the county has primary responsibility: Curb ramps, traffic signals, medians/traffic islands, and crosswalks. The accepted guidance for ADA compliance of these facilities includes specific standards for each part of these four types of accessibility features. Under DTD’s adopted procedures, any accessibility feature that is new or altered is inspected by DTD staff for compliance with the standards, and the results of the inspection are documented on an inspection form. The following describes the ADA facilities that have been altered to achieve compliance as well as new facilities that have been added during the course of capital improvement projects or development projects.

### Curb Ramps:

- 67 new fully compliant curb ramps were created by new developments or capital projects.
- 13 new curb ramps were installed that are not yet fully compliant. County staff is working with the builders to ensure that these curb ramps are brought into full compliance before acceptance by the county.

### Traffic Signals:

- As part of a development project the traffic signal at the intersection of Sunnyside Road and 117<sup>th</sup> was upgraded with two new Pedestrian Signals (walk/don’t walk) on one corner and new audible pedestrian signal (APS) push buttons.
- Following a request from a vision impaired member of the public the pedestrian push buttons on all four corners of the intersection of Oak Grove Blvd and Oatfield Rd were upgraded to audible pedestrian signal (APS) push buttons.

### Medians/Traffic Islands:

- No new or altered medians or traffic islands were created during the past year.

### Crosswalks:

- No new marked crosswalks were created during the past year.

## **Improvements in DTD Procedures**

The department's policies and procedures are one of the most important aspects of achieving accessibility. Due to the importance of policies and procedures, DTD management and staff has placed a strong focus on this area. Two areas of emphasis in 2019 were:

- Temporary Pedestrian Access Routes – Availability of Temporary Pedestrian Access Routes (TPAR) during construction is a very important issue for improving access by those with disabilities. If pedestrian access routes are blocked for the period of construction it either creates a barrier to movement for those with disabilities or forces them to take a less direct route. In the past year the department has adopted full standards for temporary pedestrian access in cases where pedestrian access is temporarily obstructed during construction. Plans for TPAR are now required as a standard item with construction plans. The department has also provided training to project managers for reviewing those plans. Inspectors have been trained in inspecting TPAR including wayfinding signs and safety techniques to ensure that the TPAR is correctly implemented.
- Crosswalk Closures - In some situations it is not safe to provide a cross-walk due to traffic issues. Under Oregon statutes, the county can close crosswalks at such locations, but must provide approved signs and barriers and an alternate pedestrian route that is easily accessible to those with disabilities. Over the past year a staff group representing Traffic Safety, Capital Projects, Development Services and the ADA Coordinator has developed standards for determining when a cross-walk should be closed and the process that is undertaken to review and approve such a closure. Standards have also been developed for the signs and barrier that should be installed when a crosswalk is closed.

## **ADA Work Program for 2020**

The Department will continue to take steps to improve ADA accessibility within the county's public rights-of-way, and also agency procedures.

- The Department will move forward with construction of two projects that will benefit ADA compliance. The Clackamas Regional Center Mobility Project is beginning construction this year. The Clackamas Regional Center area is the highest use pedestrian area in Clackamas County, and also the highest use area for those with disabilities. The project will replace about 75 non-compliant ADA facilities and provide a major benefit for pedestrians of all abilities.
- The Department will also move forward with the Oak Grove Boulevard Curb Ramp Project. This project will bring 18 curb ramps to full compliance and is the first project to move forward using the budgeted curb ramp improvement fund.
- The Department is currently in the early design stages for projects to bring all curb ramps on Sunnyside Road into compliance.