

Executive Summary

Washington County's mission is to provide excellent and cost-effective services that support accessible, equitable, healthy, peaceful, safe, and sustainable communities; and encourage meaningful participation in community activities and County governance.

The Americans with Disabilities Act (ADA) became a nation-wide law in the United States on January 26, 1992. The goal of the ADA is to ensure equal access to life activities by people with disabilities. Title II of the ADA requires state and local governments to make their programs, services, and activities accessible to persons with disabilities by improving physical access to public facilities such as buildings, parks, and sidewalks.

Washington County has an ADA Transition Plan that was completed in 1997. The 1997 plan addressed accessibility to public buildings but did not address deficiencies in the public right-of-way (PROW) such as lack of ramps at intersections or out of date ramp designs. This 2024 Public Right-of-Way ADA Transition Plan Phase I is a supplement to the 1997 ADA Transition Plan and continues the effort towards fulfilling the ADA Title II requirements.

The Department of Land Use & Transportation (LUT) is responsible for the ongoing maintenance and improvement of the transportation network within public right-of-way owned and managed by Washington County.

This plan outlines LUT's strategy and working plan for removing barriers and providing access for all residents and visitors, including those living with disabilities, to pedestrian facilities within the County's right-of-way. Specifically, this Phase I of the County's Public Right-of-Way ADA Transition Plan focuses on curb ramps and pedestrian islands within the public right-of-way. The plan addresses roadways in urban and rural unincorporated areas of Washington County and roads within cities (including Hillsboro, Beaverton, Tigard, etc.) that are maintained by Washington County. Future plan phases are listed at the end of this Executive Summary.

ADA accessibility requires that all members of the community, regardless of the nature of their physical abilities, speech, hearing, or vision impairments have equal access to all services offered by the County and that policies employed by the County do not discriminate against those with a disability.

The County's ADA Transition Plan must include a clear identification of insufficient conditions of facilities, policies, and procedures. The ADA Transition Plan shall include the following aspects:

- An assessment, or self-evaluation, to identify facilities that create barriers to accessibility.
- Prioritization, guidance, budget estimates, timeline, and progress tracking for the removal of accessibility barriers.
- Designation of a responsible, qualified individual to serve as the County's ADA Coordinator.
- Designation of a responsible, qualified individual to serve as the County's Public Right-of-Way Coordinator (working in cooperation with the ADA Coordinator). The County Engineer is currently serving as the Public Right-of-Way Coordinator.
- A grievance process that outlines how members of the public can notify the County of

accessibility deficiencies and request specific accommodations.

As described below, the required self-evaluation of curb ramps and pedestrian islands was completed in 2019 by a local engineering company. The engineering company used the following standards to identify barriers within the County's rights-of-way.

- United States Department of Justice ADA 2010 Standards
- 2010 Oregon Structural Specialty Code (OSSC) Chapter 11 Accessibility
- 2011 Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (2011 PROWAG)
- 2009 Manual on Uniform Traffic Control Devices for Streets and Highways (2009 MUTCD)

In June 2019, Century West Engineering (CWE) coordinated with County staff to estimate the amount of effort that would be needed to assess barriers in the County's rights-of-way. Using information obtained from the County's Geographic Information System (GIS), along with a desktop review of a sample of intersections within the project limits, CWE estimated the number of existing curb ramps within the urban areas of the County. (In most cases, the County does not anticipate providing curb ramps in the rural road network due to a lack of existing sidewalks.) The estimated number of existing curb ramps under the jurisdiction of Washington County is over 24,000.

Due to the size of the data collection effort that would be required to inspect 24,000 curb ramps and the anticipated length of time to complete the data collection at all estimated ramp locations, the County elected to complete data collection in sub-areas that comprised nearly 10% of the County roadways. The Federal Highway Administration (FHWA) was consulted to verify this approach would be acceptable. The results from the data collection in the sub-areas were used to estimate the current County-wide number of barriers.

Two sub-areas within Washington County were selected for the self-assessment data collection: the Bethany and Aloha neighborhoods. The sub-areas were selected as representative of Washington County for their diverse collection of roadway classifications (ranging from arterials and collectors to local streets), and their mix of land use based on zoning. Approximately 10% of curb ramps on the County roadways were evaluated, with the results then used to estimate the number of curb ramps that are not compliant with current ADA standards which the County will need to upgrade.

The ADA Transition Plan chapters go into detail regarding the:

- Assessment of County pedestrian facilities
- Compliance with applicable ADA requirements
- Prioritization method for improvements to non-compliant facilities
- Anticipated cost for the removal of the identified barriers

The proposed prioritization method is to first address pedestrian facilities leading to institutional and government buildings including the pathways from nearby public transit stops. Next in priority is to address facilities along major roadways (arterials and collectors). The third priority is to evaluate facilities leading to industrial and commercial employers. The lowest priority was

assigned to all remaining areas. In addition, the County has adopted a process for individuals to request upgrades at specific locations.

The anticipated cost in 2024 funds for the removal of the identified barriers within the County's rights-of-way is nearly \$440 million. Due to the magnitude of these costs, the County will use multiple funding sources to upgrade curb ramps over a duration of up to 40 years, which equates to spending approximately \$11 million per year towards curb ramp barrier removal. The County will focus on ramps identified on the short-term priority list within the next 19 years. The County may take advantage of opportunities to replace ramps identified on the mid-term or long-term priority list if they can be included in nearby projects as part of the County's capital improvement and maintenance programming.

In addition to the removal of physical barriers, the County made the following process and policy changes to respond to community access needs and to ensure future improvements within the County's rights-of-way are free of barriers. These process changes include the following:

- Developed an inspection process and checklists for all pedestrian facilities within the County's rights-of-way.
- Updated County standard drawings in the Road Design and Construction Standards to reflect current accessibility requirements. The Road Design and Construction Standards apply to all work within the County's rights-of-way including private development.
- Developed a process for tracking annual improvements to pedestrian facilities.
- Assigned a PROW ADA Coordinator to track and address ADA Title II issues.

As part of the self-evaluation and transition plan requirement per Title II of the ADA, public entities are required to engage in meaningful public participation as part of the ADA Transition Plan drafting and adoption process. More specifically, public entities must accept comments from the public on the ADA Transition Plan and are strongly encouraged to consult with individuals with disabilities and organizations that represent these individuals to assist in the Transition Plan process.

Once the Public Right-of-Way ADA Transition Plan Phase I is adopted, future phases will be developed and scheduled into the department's work plan to inventory and estimate the cost and time needed to reach compliance. Future phases will follow the same steps as Phase I including using the latest national standards publications, public outreach, and adoption by the Board of County Commissioners. The facilities to be addressed in future phases include, but are not limited to, the following and are proposed to begin by the dates listed below:

- Phase II: Pedestrian push buttons and signalized intersections (December 2025)
- Phase III: Parks, park facilities, and trail crossings in the public the right-of-way (December 2026)
- Phase IV: Sidewalks (December 2027)