TRANSPORTATION ADVISORY COMMITTEE (TrAC)

AGENDA

Wednesday, September 25, 2019

5:15pm	Dinner (Committee/Staff)	**Goodpasture Room**
5:45pm - 7:35pm	**Public Meeting Session**	**3050 North Delta Hwy, Eugene, OR 97408**

I. Introductions / Agenda Review – *Chair, Kevin Woodworth*, **5 min.**

II. General Public Comment, **5 min.**

III. Lane County Americans with Disabilities Act (ADA) Transition Plan for the Public Right-of-Way – *Danielle Stanka,* **40 min.**

Staff will provide an overview of the draft ADA Transition Plan and seek feedback.

IV. Draft 2020/2021-2024/2025 Capital Improvement Program (CIP) **Public Hearing and Action** – *Sasha Vartanian,* **15 min.**

Staff will provide a brief review of changes to the projects proposed for funding in the five-year CIP. Then the public hearing will be held. Once the public hearing is closed the TrAC will deliberate and make a formal recommendation to the County Board of Commissioners.

V. Local Access Roads (LARs) Policy Discussion Update – *Sasha Vartanian,* **20 min.**

Staff will provide an update on the inventory of LARs and next steps and seek feedback on potential policy changes.

VI. Traffic Calming Pilot Program – *Becky Taylor,* **20 min.**

Staff requests TrAC feedback on a proposed traffic calming program, including the application process, approval criteria, and funding considerations.

VII. Info Share / Next Steps, – *All*, **5 min.**

Attachments:

- Draft Lane County ADA Transition Plan for the Public Right-of-Way (Page 2-77)
- Draft CIP 2020/2021-2024/2025 (Page 78-86)
- Local Access Roads – list of LARs proposed for physical inventory (Page 87-88)
- Traffic Calming memo and draft program (Page 89-93)
- TrAC 12 Month Calendar (Page 94)

LANE COUNTY

AMERICANS WITH DISABILITIES ACT TRANSITION PLAN FOR THE PUBLIC RIGHT-OF-WAY

2019

LANE COUNTY PUBLIC WORKS DEPARTMENT
ENGINEERING & CONSTRUCTION SERVICES DIVISION
3040 N DELTA HWY
EUGENE, OR 97408

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AKNOWLEDGEMENTS:

The ADA Transition Plan was developed with the help of many individuals including those listed below.

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Thank you to all of the community members who have provided input!

Glossary of Terms and Acronyms

The following terms have been defined to provide additional context and understanding for the reader. Sources for the definitions include the Lane County Public Works department and the United States Access Board.

Accessible Pedestrian Signal: A device that communicates information about the pedestrian walk phase in non-visual formats such as audible tones, vibrotactile features or auditory announcements.

ADAAG: ADA Accessibility Guidelines define the scope and technical requirements for accessibility to buildings and facilities by individuals with disabilities under the American with Disabilities Act (ADA) of 1990. These requirements were to be applied during the design, construction, and alteration of buildings and facilities covered by the ADA.

Alteration: A change to an existing facility that affects or could affect pedestrian access, circulation, or use. Alterations include, but are not limited to, resurfacing, rehabilitation, reconstruction, historical restoration, or changes or rearrangement of structural parts or elements of a facility.

Barrier: Physical elements of a facility that impede access by people with disabilities.

Blended Transition: A raised pedestrian street crossing, depressed corner, or similar connection between the pedestrian access route at the level of the sidewalk and the level of the pedestrian crossing that has a grade of 5% or less.

Clear Space: The minimum unobstructed ground space required to accommodate a single, stationary wheelchair and occupant, usually located below the bottom grade break of a ramp. Clear space provides a location for a wheelchair user to approach and make use of an element. This clear space must be within the pedestrian street crossing (crosswalk) and wholly outside of any vehicle travel lanes. Refer to Appendix E for more clarification.

Combination Curb Ramp: Any combination of two curb ramps placed perpendicular to the centerline of the roadway that share a common landing. Most common is a combination of a parallel and perpendicular ramp. Refer to the combination curb ramp figure on page 29 for a visual.

Complaint: A complaint is a claimed violation of the ADA.

Cross Slope: The slope that is perpendicular to the intended direction of travel. Refer to Appendix E for more clarification.

Crosswalk: An unmarked part of a roadway at an intersection that is included within the extensions of the lateral lines of the sidewalk on opposite sides of the roadway, measured from the curb line or, in the absence of curbs, from the edge of the roadway, or in the absence of a sidewalk on one side of the roadway, the part of the roadway included within the extension of the lateral lines of the sidewalk at right angles to the centerline as defined in ORS 801.220. Refer to Appendix E for more clarification.

Curb: A vertical or rolled transition from the roadway or gutter to the sidewalk or planting strip. Refer to Appendix E for more clarification.

Curb Line: A line at the face of the curb that marks the transition from the roadway or gutter to a sidewalk or planting strip. Refer to Appendix E for more clarification.

Curb Ramp: Sloped areas at any intersection having curbs or other barriers to entry from a street level pedestrian walkway. Curb ramps types can be perpendicular, parallel, or a combination of parallel and perpendicular ramps.

Curb Ramp Limits: Reference Appendix E in this ADA Transition Plan.

Cut-Through Island: Raised islands at crossings have either cut-through walkways or curb cut ramps.

Detectable Warnings/Truncated Domes: Distinctive surface pattern of flat-topped domes detectable by cane or underfoot that alert people with vision impairments of their approach to street crossings and hazardous drop-offs. Refer to Appendix E for more clarification.

Disability: The term disability means, with respect to an individual:

- A physical or mental impairment that substantially limits one or more of the major life activities of such individual
- A record of such impairment
- Being regarded as having such impairment

Discrimination on the Basis of Disability: Discrimination on the basis of disability means to:

- Limit, segregate, or classify a resident in a way that may adversely affect opportunities or status because of the person's disability
- Limit, segregate, or classify a participant in a program or activity offered to the public in a way that may adversely affect opportunities or status because of the participant's disability
- Participate in a contract that could subject a qualified resident with a disability to discrimination
- Use any standards, criteria, or methods of administration that have the effect of discriminating on the basis of disability
- Deny equal benefits because of a disability
- Fail to make reasonable accommodations to known physical or mental limitations of an otherwise qualified individual unless it can be shown that the accommodation would impose an undue burden on the County's operations
- Use selection criteria that exclude otherwise qualified people with disabilities from participating in the programs or activities offered to the public
- Fail to use tests, including eligibility tests, in a manner that ensures that the test results accurately reflect the qualified applicant's skills or aptitude to participate in a program or activity

Facility: All or any portion of structures, improvements, elements, and pedestrian or vehicular routes located in the public right-of-way. For this ADA Transition Plan, facilities are specifically curb ramps and pedestrian signals.

Grade: The degree of inclination of a surface. See "Slope definition". In the public right of way, grade is the slope parallel to the direction of pedestrian travel; usually expressed as a percentage. Refer to Appendix E for more clarification.

Grade Break: The line where two surface planes with different grades meet. Refer to Appendix E for more clarification.

Gutter Counter Slope: The gutter is the part of the street that borders the curb. The gutters slope is parallel to the ramp and perpendicular to the curb. Refer to Appendix E for more clarification.

Landings: The area of the Pedestrian Access Route at the top or bottom of a curb ramp. Also referred to as the "Turning Space". Refer to Appendix E for more clarification.

Lane County Public Right-of-Way: Right-of-Way which is part of the Lane County Road System and is maintained by the County.

Maintenance: Routine or periodic repair of all pedestrian facilities to restore them to the standards to which they were originally designed and built. Maintenance does not change the original purpose, intent, or design of public sidewalks, shared-use paths, curb ramps, crosswalks, pedestrian islands, or other public walkways.

Manual on Uniform Traffic Control Devices (MUTCD): Issued by the Federal Highway Administration (FHWA) as a standard for designing, installing, and using traffic signs, road surface markings, and signals.

Marked Crosswalk: Any portion of a roadway at an intersection or elsewhere that is distinctly indicated for pedestrian crossing by lines or other markings on the surface. Refer to Appendix E for more clarification.

ODOT: Oregon Department of Transportation

Parallel Curb Ramp: A system of two sloped ramps that run parallel to the curb line from a common lower landing that typically acts as a flush transition with the road surface.

Pedestrian Access Route (PAR): A continuous and unobstructed path of travel provided for pedestrians with disabilities within or coinciding with a pedestrian circulation path. Refer to Appendix E for more clarification.

Pedestrian Circulation Path: A prepared exterior or interior surface provided for pedestrian travel in the public right-of-way.

Pedestrian Push Button: Buttons that are installed at traffic lights that possess a dedicated pedestrian signal. Depressing the button is intended to alert the traffic signal of the presence of a pedestrian, which should in turn provide the pedestrian with an indication when it is lawful to cross the roadway.

Perpendicular Curb Ramp: A curb ramp with a main slope running perpendicular to the curb line. May include one or more flared side slopes.

Public Right-of-Way (ROW or R/W): Public land or property, usually in interconnected corridors, that is acquired or dedicated to the Public for transportation purposes.

Public Right-of-Way Accessibility Guidelines (PROWAG): Used by Lane County as its primary design standard for accessibility design within Lane County public right-of-way. PROWAG is the proposed guidelines for pedestrian facilities in the public right-of-way compiled by the United States Access Board to clear confusion regarding ADA compliance in the public right-of-way.

Ramp Lip: The lip refers to any kind of drop-off between the end of the ramp and the beginning of the roadway pavement, including, drop-offs as small as ¼ inch.

Receiving Ramps: A curb ramp that receives pedestrians at the far end of a crosswalk.

Running Slope: The grade that is parallel to the direction of pedestrian travel; usually expressed as a percentage. Refer to Appendix E for more clarification.

Slip Resistant: A surface texture that provides the frictional force necessary to keep a shoe heel, crutch tip, or wheelchair from slipping on a walking surface under conditions likely to be found on the surface. A coefficient of friction (COF) of 0.5 is recommended as a guide to achieve proper slip-resistance.

Slope: Angle or grade of an incline. See "Grade" definition. Slope can be upward or downward. Slope is typically expressed as a percent, and corresponds to the amount of rise, or vertical distance, divided by the run, or horizontal distance. Percent means per 100.

Sidewalk: On a corner curb ramp, the minimum sidewalk is defined as the beginning of radius to the end of radius. When applicable, the additional sidewalk length is from the beginning or end of the radius to the grade break. For a parallel curb ramp, the sidewalk is defined as the point of grade break on one end to the point of grade break on the other end. Refer to Appendix E for more clarification.

Transitions: Transitions on and off the curb ramp are the points where the gutter meets the bottom of the ramp lip and where the top meets the sidewalk. See "Ramp Lip" definition. Transitions are required to be flush and cannot have any abrupt changes.

Turning Space: An area at the top or bottom of a curb ramp, providing a space for pedestrians to stop, rest, or change direction. Refer to Appendix E for more clarification.

Width: Width of the ramp section of the curb ramp.

EXECUTIVE SUMMARY

The American with Disabilities Act (ADA) of 1990 is a civil rights statute to protect persons with disabilities against discrimination in all areas of public life. The Lane County ADA Transition Plan for the Public Right-of-Way (ADA Transition Plan) documents Lane County's goals and objectives in order to ensure that existing and future pedestrian facilities within the public right-of-way are accessible for all.

Lane County has prepared this ADA Transition Plan based upon self-evaluation findings, public outreach, and collaboration with citizens and stakeholders throughout the County. This ADA Transition Plan identifies barriers to pedestrian facilities within the Lane County public right-of-way, recommends potential mitigations, estimates funding requirements, and provides a schedule to implement the mitigations.

The self-evaluation effort, which inventories curb ramps and pedestrian signals within Lane County public right-of-way and identifies facilities that are not accessible according to the standards found in the ADA, began in August 2017 and is still ongoing. 3,437 intersections in Lane County have been inventoried and of these 3,005 intersections have no pedestrian facilities. Of the 432 intersections with pedestrian facilities, an estimated 1,297 curb ramps and 63 pedestrian signals will need to be upgraded to be ADA compliant. Preliminary cost estimates to mitigate identified ADA barriers have been developed along with a prioritization methodology. It is estimated that Lane County will upgrade an average of 44 curb ramps and 3 pedestrian signals each year. Lane County anticipates completing ADA upgrades for curb ramps and pedestrian signals within a 35 year period. The work will be prioritized with an emphasis on the areas that provide access to the public and pedestrian facilities that create a safety hazard.

This ADA Transition Plan is meant to be a working document that remains flexible in terms of execution. Its implementation will be monitored by the ADA coordinator and documented in an annual report.

CHAPTER 1: INTRODUCTION

Lane County seeks to develop a pedestrian system that is safe and accessible to everyone. This Lane County Americans with Disabilities Act Transition Plan for the Public Right-of-Way, referred to as the ADA Transition Plan, focuses specifically on the Lane County public right-of-way. The purpose of the ADA Transition Plan is to develop a strategy, timeline, and budget to bring intersections within Lane County public right-of-way into compliance with ADA standards. The ADA transition planning effort evaluates ADA compliance with two distinct lenses: as a legal requirement and as a major customer service priority.

1.1 Overview

The regulatory framework for this project is defined by Section 504 of the Rehabilitation Act of 1973, and by the Americans with Disabilities Act of 1990. Section 504 of the Rehabilitation Act makes it illegal for the federal government, federal contractors and any entity receiving federal financial assistance to discriminate on the basis of disability. Title II of the ADA establishes requirements that pertain to state and local government agencies with 50 or more employees. It sets forth regulations regarding public participation, design standards, inventory of existing conditions, a self-evaluation process, and prioritizing improvements for implementation. Consistent with these aspects of Title II compliance, the elements that an ADA Transition Plan should contain are as follows:

1. The name of the designated public official responsible for implementation of the improvements
2. A process for the public to report problems and request improvements to the public entity's facilities, including grievance procedures
3. A list of physical barriers in a public entity's facilities that do not or may not meet the requirements of the ADA regarding the accessibility of its programs, activities, or services to individuals with disabilities
4. A detailed outline methods for removing physical barriers to make facilities accessible
5. A schedule and budget necessary steps to achieve compliance with Title II. If the time period for achieving compliance is longer than one year, the ADA Transition Plan should identify the interim steps that will be taken during each year of the transition period
6. A program to monitor the implementation and mitigate gaps

1.2 Major Customer Service Priority

Lane County's mission is: to responsibly manage available resources to deliver vital, community-centered services with passion, drive, and focus. The core purpose of the Lane County Public Works Department is: to maintain and enhance the livability and sustainability of Lane County's natural and built environments by providing safe and cost effective public infrastructure. To meet the needs of its residents, Lane County identified four strategic priorities which are:

- **Safe, Healthy County:** Protect and enhance the safety and health of Lane County residents with a focus on enhancing and managing resources, improving access to, prevention programs, and collaborative initiatives.
- **Vibrant Communities:** Manage equitable services for urban and rural residents to enhance opportunities and access by embracing efficient systems and processes, collaboration with partners, and innovative approaches to solving problems.
- **Robust Infrastructure:** Focus on strategic infrastructure maintenance and investments that have the highest return for safety, vibrant communities, and long term environmental benefit.
- **People and Partnerships:** Provide a safe, healthy, and inclusive work environment that attracts and retains a diverse, highly skilled workforce with a deeply embedded commitment to delivering value and service to the residents of Lane County through operational effectiveness, fiscal resilience and partnerships.

The creation and implementation of the ADA Transition Plan supports these strategic priorities by removing barriers within Lane County's public right-of-way and providing a richer mobility experience to the maximum extent feasible, to those with disabilities.

The ADA Transition Plan documents the strategy to identify improvement needs and establish methods to bring right-of-way into compliance, and creates a timeline and budget for achieving compliance with the ADA. The ADA Transition Plan will also include annual performance measures to ensure Lane County's public right-of-way become fully accessible. The ADA Transition Plan will meet the requirements for compliance with Title II of the ADA.

CHAPTER 2: APPLICABLE LAWS

Lane County has a legal mandate to provide equal access to pedestrian facilities for those with disabilities. Provided below is a summary of the enacted laws and regulations, and related documents that most closely relate to the funding, design, construction, and alteration of pedestrian facilities within the public right-of-way as well as an expansion of the specific requirements of an ADA Transition Plan.

2.1 Legislative Mandate

Federal

The Americans with Disabilities Act (ADA), enacted on July 26, 1990, is a civil rights law that prohibits discrimination against individuals on the basis of disability. The fundamental goal of the ADA is to ensure people with disabilities have the same rights as everyone else. The Act consists of five titles (or sections) that relate to different areas of public life. Title II of the ADA is companion legislation to two previous Federal statutes and regulations: the Architectural Barrier Acts of 1968 and Section 504 of the Rehabilitation Act of 1973.

The Architectural Barriers Act of 1968 requires that facilities designed, built, altered or leased with funds from the United States Federal Government be accessible to the public. This Act is one of the first efforts to ensure access to the built environment.

Section 504 of the Rehabilitation Act of 1973 made it illegal for the federal government, federal contractors and any entity receiving federal financial assistance to discriminate on the basis of disability. Title II of the ADA extended this coverage to all state and local entities, regardless of whether they receive federal funding or not.

Title II of the ADA sets out the steps that state and local governments must take to make transportation facilities accessible to those with disabilities. The administrative process that must be followed includes requirements of self-evaluation in which the public entity must develop a grievance procedure, designate an individual to oversee Title II compliance, develop an ADA Transition Plan to achieve compliance, and retain the self-evaluation. For the purposes of this ADA Transition Plan, Lane County's public right-of-way is the sole focus.

On July 26, 2011 following Title II of the ADA, the United States Access Board released the revised edition of the Public Right-of-Way Accessibility Guidelines (PROWAG). Although not yet officially adopted as standards by the Department of Justice, these proposed guidelines contain the currently recommended best practices to be utilized when planning, designing and constructing within the public right-of-way. PROWAG provides minimum standards for newly designed and constructed public streets and sidewalks that are governed by the ADA and several other statutes. Alterations to existing infrastructure within the public right-of-way will also be subject to PROWAG standards. PROWAG defines alterations as: "a change to a facility in the public right-of-way that affects or could affect pedestrian access, circulation, or use".

State

Oregon Revised Statutes (ORS) Chapter 447.310 outlines the standards for the construction of curb ramps and specifies that those standards shall apply whenever a curb or sidewalk is constructed or replaced at any point in a block which gives reasonable access to a crosswalk.

2.2 Development of the ADA Transition Plan

As a requirement of Title II of the ADA, an ADA Transition Plan is required. Development of an ADA Transition Plan can be challenging for counties due to their large geographic extent and diversity of facilities.

An ADA Transition Plan at minimum must include:

- Identification of physical barriers in the public entity's facilities that limit the accessibility of its programs or activities to individuals with disabilities
- Detailed descriptions of the methods used to make the facilities accessible
- A schedule for taking the necessary steps to achieve compliance, and if the time period is longer than one year, identify what will occur each year until compliance issues do not exist (requirement for curb ramps specifically)
- Identification of the public officials responsible for the implementation of the ADA Transition Plan

Agencies generally follow an outline similar to the one below:

1. Designate an ADA coordinator and individual responsible for implementing the ADA Transition Plan for Lane County's public rights-of-way
2. Provide public notice about the ADA requirements
3. Establish and publish ADA grievance procedure
4. Develop the required self-evaluation to identify physical barriers in the County's facilities that limit the accessibility of its programs, activities, or services to individuals with disabilities
5. Develop an outline of the methods to be used to remove these barriers and make the facilities accessible
6. Adopt a schedule and budget for taking the steps necessary to achieve ADA Title II compliance
7. Monitor progress on the implementation for removal of the ADA Transition Plan
8. Provide a process for the public to report problems and request improvements to the County road system, including grievance procedures

ADA Coordinator and Implementing Official

As required by the ADA, public agencies with 50 or more employees must designate at least one responsible employee to coordinate ADA compliance and investigate complaints. This individual is responsible for reviewing potential violations of the ADA and addressing ADA concerns from the general public and from other departments and employees of the public entity.

The designated ADA Coordinator for Lane County's public right-of-way is the:

Transportation Planning Supervisor
3040 N. Delta Hwy, Eugene, OR 97408
Telephone: 541-682-6598

The Transportation Planning Supervisor serves as the primary contact for the ADA policies, practices, and procedures that relate to Lane County's public right-of-way. Requests for information, questions, complaints, or grievances should initially be directed to the ADA Coordinator.

The Implementing Official has a broader scope of responsibility and can recommend policy or budget actions necessary to implement provisions of the ADA Transition Plan.

The ADA Implementing Official for Lane County's public right-of-way is the:

County Engineer
3040 N. Delta Hwy, Eugene, OR 97408
Telephone: 541-682-6990

Public Notice about the ADA requirements

Under ADA requirements, each public entity is responsible for providing public notice regarding the rights of the public. In addition to meeting ADA requirements, public involvement will serve the fundamental requirements of Oregon Statewide Land Use Planning Goal 1. Lane County will provide public notice of the ADA Transition Plan via an accessible web page on the Lane County website. Providing notice is an on-going responsibility. Staff will notify the public of any ADA Transition Plan updates and will provide a PDF version of the ADA Transition Plan on the website. Annual Performance Reports will also be available on the website.

The web page will contain an interactive map showing the status of all ADA accessibility features within Lane County's public right-of-way. The map will allow the public to monitor the progress of the County in removing barriers to accessibility. The map will show each of the ADA ramps that have been previously inventoried with an associated color (red, yellow, and green). Red notifies the public that the ADA Ramp is non-compliant, green notifies the public that the ADA ramp is compliant, and yellow notifies the public that ADA ramp is to be brought into compliance based upon its prioritization, as discussed later in this ADA Plan.

Public Involvement [Section will be updated pending completion of the Transition Plan]

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 during the drafting and adoption process of the ADA Transition Plan. Public entities must accept comments from the public on the Plan and are strongly encouraged to consult with individuals with disabilities and organizations that represent these individuals to assist in the transition plan process.

This self-assessment phase includes creating and distributing information about the development of the Plan to encourage the public, advocacy groups, and other stakeholders to provide input and identify areas of concern.

The primary means of obtaining public input for the ADA Transition Plan was with the use of a questionnaire that was distributed to different organizations who work with seniors and people with disabilities. The survey was sent to these stakeholders via email, with a link posted on the Lane County ADA Transition Plan website, posted on Lane County social media, and publicized in the newspaper, radio, and television. The questionnaire contained questions for the public to answer regarding the prioritization of ADA ramps and traffic signal locations in Lane County that needed to be improved. Appendix A contains a copy of the questionnaire.

The input received from the questionnaire will be evaluated to identify the concerns, needs and priorities of those with disabilities and the general public. The information from the questionnaire will be used to shape this Plan and contributes to the prioritization for removal of barriers to accessibility. A draft version of the Plan will be made available to the public and feedback will be evaluated. The Plan will then be modified as deemed appropriate by the Plan's development team.

Lane County's primary goals for conducting public outreach on the Plan are to inform the public about the County's plan and processes regarding removal of barriers to accessibility within the Lane County public right-of-way and to identify gaps in the proposed Plan.

A draft of the ADA Transition Plan will be distributed and presented at an open house on September 19, 2019. The draft will also be published on the County's website. Lane County will provide a 30-day public comment period from September 3, 2019 to October 1, 2019. Comments received during this time will be retained by the County as required by Law.

Grievance Procedure

The Grievance Procedure included in this plan may be used by anyone who wishes to file a complaint alleging discrimination on the basis of disability in the provision of services, activities, programs, or benefits by Lane County.

Step 1: File a Complaint Form

The complaint should be in writing and should contain specific information about the alleged discrimination including the name, address, and phone number of the complainant, as well as the location, date, and description of the alleged discrimination.

The complainant or their designee should submit the complaint to Lane County as soon as possible, but not later than 60 days after the alleged discrimination occurred. It is important to note that the complaint should only be for ADA issues in the Lane County public right-of-way. Lane County has provided paper copies of the complaint form, available at Lane County's Customer Service Center located at 3050 N. Delta Hwy, Eugene, Oregon, to assist with filing complaints. A copy of the grievance form is shown in Appendix B. An online copy of the

grievance form is found on the ADA Transition Plan's website at: Lane County ADA Transition Plan. In addition to submitting a complaint via a paper copy or online, the complainant can also email the Transportation Planning Section with the complaint. All complaints should be submitted to Lane County's Transportation Planning Team at:

Lane County
Transportation Planning Section
3040 N. Delta Highway,
Eugene, Oregon 97408
(541)-682-6995
Email: ADACoordinator@co.lane.or.us

Step 2: An Investigation is conducted

A notice of receipt will be mailed to the complainant via registered mail within 10 days of the receipt of the complaint. Within 15 calendar days after receiving the complaint, the Transportation Planning Section will start to perform an investigation on the merits of the complainant. If necessary, the Transportation Planning Section or an authorized representative may contact the applicant directly to obtain additional facts or documentation relevant to the complaint. If the complainant does not wish to be contacted personally, the complainant should indicate it on the complaint form.

Step 3: A Written Decision is Prepared and Forwarded to the Applicant

Within 30 calendar days of the receipt of the complaint, the Transportation Planning Section will prepare an Investigative Report. The report must include a narrative description of the incident, identification of the persons interviewed, findings, and recommendations for disposition. A written report will then be sent to the County Engineer to review and determine appropriate action.

Once the Investigative Report has been completed and appropriate action determined, the complainant will receive a copy of the investigative report and a statement of the appropriate action.

Step 4: An Applicant May Appeal the Decision

If the complainant is not satisfied with the decision, that person may appeal the decision to the Lane County Director of Public Works no later than 30 days from the date the decision was mailed. The appeal must contain a statement of the reasons why the complainant is dissatisfied with the written decision and must be signed by the complainant, or by someone authorized on the complainant's behalf. A notice of receipt shall be mailed to the complainant by registered mail within 5 days of the receipt of the appeal. The Public Works Director shall act upon the appeal no later than 30 days after receipt, and a copy of the Public Works Director's written decision shall be mailed to the complainant by registered mail. The decision of the appeal review shall be final.

CHAPTER 3: SELF EVALUATION

Title II of the ADA requires that all public entities complete a self-evaluation to identify barriers to accessibility to those with disabilities.

There are different types of facilities for public access within Lane County public right-of-way, including curb ramps and pedestrian signals. The following describes the County's responsibility for each type of public access facility.

- **Curb Ramps** – Curb ramps within the County-maintained Lane County public right-of-way are completely under County control and have been included in this self-evaluation.
- **Pedestrian Signals** – The self-evaluation of pedestrian signals was carried out only for pedestrian signals owned and maintained by the County. There is one pedestrian signal that Lane County owns, but the City of Springfield maintains. This signal has already been upgraded and was not included in this self-evaluation.

3.1 Inventory Process

Completing an inventory of all existing pedestrian facilities is the most significant component of the self-evaluation process. For this self-evaluation, all locations on County roads are currently being evaluated for compliance with ADA accessibility standards within the Lane County public right-of-way and under County control. The data collected from the self-evaluation allows us to determine whether any individual facility meets ADA design standards. The information is used to quantify the severity of defects which impact a facility's accessibility. Understanding existing defects, combined with priorities expressed by the public, will ultimately serve as the basis to identify and prioritize locations that need accessibility improvements.

The inventory of all existing pedestrian facilities includes curb ramps located at all intersections, as well as curb ramps that are located mid-block and end of walks. It is important for Lane County staff to clearly identify mid-block or end-of-walk pedestrian facilities as they can easily be overlooked. Curb ramps are required at all mid-block pedestrian crossings where curbs and sidewalks are present. End-of-walk curb ramps are where the sidewalk ends at locations that are not intersections.

Following PROWAG standards, Lane County uses ODOT methodology for inspections of ADA curb ramps and other features such as pedestrian signals.

In August 2017, Lane County began collecting the data for the ADA ramp inventory. To complete the initial inventory of ramps, Technology Services' Land GIS section at Lane County created a web based mapping app which shows the locations of all ramps in the County. This mapping app was created based on intersection data from the internal geographic information system (GIS) for Lane County. After creating the mapping app and having an inventory of intersections, each intersection was inspected via desktop using either Google Street View or Lane County Road Image Viewer. After these high-level inspections were complete, field

inspections began on August 29, 2017. As a result of the high amount of intersections with curb ramps and pedestrian facilities within the County, field inspections cannot be completed before adopting this Transition Plan. Lane County has been continuously inspecting the intersections and will continue until all intersections have been inspected. Paper forms are used to fill out specific criteria regarding the condition of a curb ramp and pedestrian signal. These paper forms are then uploaded via the Survey123 app. The Survey123 app allows users to fill out a smart form where field data can be transferred directly to GIS. The user can easily insert the Survey123 form and a dot at the inspected curb ramp position into GIS. Users can then view completed forms along with photos at any completed curb ramps or pedestrian signals.

Lane County plans to complete this inventory by December 31, 2021. Once inspection is completed, each curb ramp and pedestrian signal will be evaluated and prioritized based on their barriers. A summary of the inspected curb ramps and pedestrian signals will be provided in an annual report. The summary will include data on why the curb ramps and pedestrian signals have failed and how they were prioritized.

3.2 Curb Ramps

Curb ramps are defined as, “sloped areas having curbs or other barriers to entry from a street level pedestrian walkway.” Curb ramps provide critical access between the sidewalk and the street for people with mobility impairments. Curb ramps allow a person in a wheelchair to navigate from the sidewalk to the street, or vice versa, without the barrier of a curb. For those who are visually impaired, curb ramps guide their movements in a complex environment so that they can choose their path using non-visual cues and receive warnings of hazards.

Any location where pedestrians are required to cross the curb where there is no curb ramp, where the curb ramp is blocked, or where the curb ramp fails to meet adopted standards, is a barrier to accessibility under the ADA and represents a safety hazard for sidewalk users.

Lane County staff members are trained on how to field inspect curb ramps in accordance with ODOT procedures and forms. Lane County uses ODOT curb ramp inspection forms to determine ADA compliance for ramps and push buttons. The ODOT Inspection Forms for each type of ramp can be found in Appendix C. The different types of curb ramps inspected include perpendicular, parallel, combination, blended transition, cut through island, end of walk, and unique designs. The ODOT inspection process verifies if the following standards were achieved and the ramp meets compliances if:

- Ramp running slope of 8.3% or less
    - Exceptions: For a Parallel curb ramp, the running slope of the main ramp run is 2% or less. For Blended Transition and Cut Through Island curb ramps, the running slope of the main ramp run is 5% or less
- Cross slope of 2.0% or less
- Counter slope of 5% or less
- Ramp has Truncated Domes
- Minimum width/clear space of 48 inch

- Minimum turning space of 48 inch x 48 inch
- Individual curb ramp for each direction of pedestrian travel, typically 2 curb ramps (diagonal ramps allowed only with a design exception) per corner
- Ramp Lip height at Street Transition of ¼ inch or less
- Ramp run length less than or equal to 15 feet

Curb Ramp Inventory Findings

There are 3,437 intersections within Lane County's public right-of-way. Of those intersections, 3,005 have no pedestrian facilities (i.e., no curb, gutter or sidewalk). There are 432 intersections with pedestrian facilities. Of these intersections, 311 have already been physically inspected to determine whether the existing facilities meet ADA standards. The remaining 121 intersections that need to be inspected will be completed by December 31, 2021. The inspection and inventory process is on-going and Lane County continues to make progress. During the summer of 2019 alone, staff inspected 154 intersections which equates to 460 individual curb ramps.

Of the 121 intersections that have yet to be inspected, the number of actual individual ramps is unknown. There could be upwards of 8 curb ramps (2 per corner) for each intersection. However, we have observed an average of 4 curb ramps per intersection. For the purposes of this ADA Transition Plan, Lane County will plan a minimum of 484 (121 x 4) curb ramps needing inspection and replacement.

Of the 311 intersections that have been inspected, there are a total of 910 individual curb ramps. Of these 910 individual curb ramps, 813 ramps failed to be completely ADA compliant.

The total number of curb ramps that need to be replaced is estimated to be 1,297 (484 + 813).

3.3 Pedestrian Signals

The self-evaluation of pedestrian signals for ADA accessibility is complex. Some of the ADA accessibility requirements for pedestrian signals can be found in the PROWAG standards, but others are in the Manual of Uniform Traffic Control Devices (MUTCD), which is incorporated into the PROWAG standards by reference. The PROWAG standards only establish standards for reach distance, either forward reach or side reach. The MUTCD establishes other standards for features such accessible landings, location of pedestrian buttons, use of APS push buttons, and types of "ped heads" (the electronic warning signs that inform when the pedestrian cycle is occurring).

The self-evaluation of pedestrian signals was completed by Lane County staff in September 2017. Using the same process as the initial assessment for the curb ramps, preliminary data was collected from the Lane County staff to identify signal locations, and information on the signal system phasing and number of crosswalks. Pedestrian push buttons were the primary features of signal systems which Lane County measured and evaluated for accessibility. Lane County staff measured the height of the center of the buttons above the ground, the reach, and the clear space. Pedestrian signals were also evaluated to determine whether they comply with ADA standards for accessible pedestrian signals (APS) as detailed in the MUTCD. According to

standards in the MUTCD, buttons must relay audible messages, have a percussive tone, contain tactile information, and be easy to activate.

Lane County owns and maintains 68 pedestrian signals. Of these 68 pedestrian signals, 5 are currently APS-compliant. The remaining 63 pedestrian signals are considered to have failed inspection because they are not APS. They will be updated to APS standards.

3.4 Summary of Self-Evaluation

The self-evaluation demonstrated that Lane County must make considerable progress to achieve the goal of equal access within the Lane County public right-of-way. Considering our findings and assumptions regarding uninspected facilities, more than 2,275 curb ramps and 63 pedestrian signals must be improved or replaced to provide complete equal access per the requirements of the ADA. Chapter 4 will describe the steps Lane County plans to take to achieve that goal.

Lane County will complete the Self-Evaluation Inventory and continue to implement the necessary modifications with the resources available to remove all barriers perceived by individuals with disabilities.

3.5 Safe Harbor Provisions

The 2010 ADA Regulations introduced the concept of “safe harbor”, which allows facilities built prior to March 15, 2012 that comply with the 1991 ADA Standards to remain as-is until a public entity plans an alteration to the structural feature. The exception applies to elements that might otherwise have to be modified under: 1) the program access requirement for public entities; 2) the readily achievable barrier requirement for places of public accommodation; or 3) the path of travel requirement for any alteration that affects the usability of a primary function area in any covered facility.

If pedestrian facilities such as curb ramps were built or altered in the past 20 years to become compliant with the 1991 ADA Standards, no further changes to those elements are mandated until the structural feature is altered, even though the 2010 standards have different requirements. However certain exceptions to “safe harbor” do exist; for example roadway alterations as described in the *State and Federal Requirements for Removal of Barriers* section in the next chapter are required to bring all of the curb ramps up to the current standard and “safe harbor” does not apply.

Pedestrian signals are not included in the 1991 or 2010 ADA Standards, but are addressed in the United States Access Board’s 2011 *Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way* and the previous documents from 2005 and 2002. Unlike the “safe harbor” concept contained within 2010 ADA Standards, the proposed guidelines do not require modifications to existing facilities.

All newly constructed facilities, altered portions of existing facilities, and elements added to existing facilities for pedestrian circulation and use located in the public right-of-way shall comply with the requirements in this document (United States Access Board, 2011 Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way).

CHAPTER 4: PEDESTRIAN-ACCESSIBLE RIGHT-OF-WAY

As described in Chapter 2, ADA provisions require local governments to provide the same access to all public facilities for people with disabilities that is provided for those without disabilities. This requirement can be challenging to meet, due to the number of barriers to accessibility in Lane County public right-of-way and the County's limited funds. Reaching a state of full compliance, including facilities built before the ADA was enacted, will require many years. This chapter describes the steps that Lane County will take to achieve full accessibility within the Lane County public right-of-way by focusing on three areas: the schedule and budget for the removal of barriers; the development of internal standards, specifications, and procedures; and monitoring progress on the implementation of the Plan.

When developing a schedule and budget for the removal of barriers to ADA accessibility, several related issues are considered. These include:

- The state and federal laws and regulations that determine when removing barriers to ADA accessibility must be incorporated in projects
- County programs that support accessibility improvements to facilities within the Lane County public right-of-way
- The rate of removing barriers to accessibility in an average year
- An approach to prioritizing the removal of barriers

4.1 Removing Barriers

For local governments like Lane County, many of the improvements to ADA accessibility will be part of other transportation system maintenance and public improvement projects. The following state and federal statutes provide direction regarding removing barriers to ADA accessibility when other improvements are taking place.

Oregon Revised Statutes Chapter 447 – Standards and Specifications for Access by Persons with Disabilities – Section 447.310 sets minimum standards for curb ramps whenever a curb or sidewalk is constructed, replaced or altered at any point in a block which gives reasonable access to a crosswalk.

28 Code of Federal Regulations 35.151 – Requires that whenever streets, roadways or highways are altered, local governments shall provide curb ramps where street level pedestrians cross the curb.

On July 8, 2013, the U.S Department of Justice and the U.S. Department of Transportation issued a Joint Technical Assistance Memo further explaining the requirements to provide curb ramps when streets are altered through resurfacing projects. The Memo explains that an alteration is a change that affects or could affect the usability of all or part of a building or facility. Alterations of streets, roads, or highways include activities such as reconstruction,

rehabilitation, resurfacing, widening, and projects of similar scale and effect. Maintenance activities on streets, roads, or highways, such as filling potholes, are not alterations and do not trigger barrier removal. The Joint Technical Assistance Memo and corresponding glossary can be found in Appendix D.

4.2 County Programs Supporting Accessibility Improvements

In addition to the State and Federal requirements, Lane County has several of its own programs and guidelines for providing new or altered ADA accessibility features to the community. Although not required by PROWAG and the MUTCD, Lane County plans to upgrade all pedestrian signal push buttons to APS regardless of whether they meet the lower requirements applicable when they are installed. PROWAG only requires installing APS push buttons on new projects or when the signal controller and software are altered on existing push buttons.

As well as upgrading all pedestrian signal push buttons to APS, Lane County has several programs that can result in new or altered ADA accessibility features in the Lane County public right-of-way including:

Land Management Division
Transportation regulations are part of the review process for development applications in Lane County's Land Management Division (LMD). These Transportation regulations consist of implementing Chapter 15 and Chapter 16 of the Lane Code when reviewing development applications. In particular, the review process can account for providing ADA facilities within the Lane County public right-of-way. Development plans submitted for land use and construction permitting approval are reviewed for the access improvements that must be provided on any public sidewalk or multi-use path proposed as part of the project. Any ADA improvements required must be built to PROWAG standards and accepted by the County as an addition to public infrastructure. This process can result in new ADA accessibility features on new roads or facilities, the addition of ADA accessibility features where required, and in some cases, improvement of existing ADA accessibility features on existing roads to full compliance with Lane County and PROWAG standards.

Lane County evaluates a number of factors for development proposals when determining whether to require receiving ramps:

- Is the development on an existing road or are they building a new road on the frontage?
- Are there facilities (curb or curb and sidewalk) across the street to go along with the ramp? If not, then a receiving ramp may not be required.

Road Maintenance Division
The Road Maintenance Division is responsible for maintaining the integrity and safety of the entire County transportation system, including roads, bridges, signs, and curb ramps. Sidewalk maintenance is the responsibility of the abutting property owners. Road Maintenance projects do not typically trigger ADA accessibility improvements because maintenance and preservation activities does not alter the road. However, the Engineering and Construction Services Division

designs and contracts out road enhancement projects which may include ADA accessibility improvements.

Engineering and Construction Services Division
Engineering and Construction Services (ECS) designs and constructs road improvement projects annually that trigger requirements for ADA facility upgrades within the Lane County public right-of-way. ADA improvements are only required in locations with existing pedestrian facilities or when pedestrian facilities are added. In such locations, curb ramps and accessible traffic signal features are required to be added or brought up to PROWAG standards. The number of curb ramps improved on an annual basis through ECS depends on the type of road improvement. Roads in rural areas generally do not include sidewalks or curb ramps, which results in a small number of ADA features being added or improved. On the other hand, when ECS focuses on roads in the urban areas of the County, the number of ADA upgrades can be very large.

In addition to County road projects, Facility Permits issued to other agencies and developers work within the Lane County public right-of-way can also trigger the need for ADA improvements. Particularly, when that work is in or near intersections within Lane County's public right-of-way. For example, utility work requiring reconstruction of sidewalk and curb and gutter would require implementing current design standards, which in turn may mean providing ADA improvements. Since each situation is unique, the requirement for ADA improvements is evaluated by ECS staff on a case-by-case basis.

ECS is also responsible for the development of five-year Capital Improvement Program for its roads and bridges. Lane County's Capital Improvement Program currently allocates $250,000 (6.25% of its capital program) annually toward ADA improvements in addition to road enhancement projects that trigger ADA facility upgrades.

Summary of County Programs
Across the three County programs described above, an average of 44 curb ramps are built or altered in Lane County each year. The 63 pedestrian signal systems under County jurisdiction requiring improvement that will be addressed in different County projects.

4.3 Prioritization of ADA Improvements

The primary goal of the ADA Transition Plan is to identify and remove all barriers in the facilities operated by Lane County and within the Lane County public right-of-way. While it is critical to remove barriers and provide accessibility to all individuals with disabilities, it is simply not feasible to immediately eliminate all barriers. Therefore, it is necessary to have a system for prioritizing needed improvements to best utilize available resources.

It is important to the County to remove all barriers efficiently. Below are several guidelines that should be primary considerations for ADA improvements:

- When Lane County has a project taking place in a specific location, it should evaluate the accessible route deficiencies at intersections within the limits and include any needed ADA upgrades as part of the overall project scope.
- Identify roads or sections of roads where Lane County wants to transfer jurisdiction to a city, and work with that city to ensure ADA improvements are made.
- If other agencies have projects in an area where Lane County has identified a need for ADA improvements, Lane County should coordinate with those agencies to include the ADA improvements with the existing project.

It is assumed that as curb ramps are evaluated in greater detail as part of future projects and complaints, a percentage of ramps will fall within the "safe harbor" provisions. These "safe harbor" ramps will help to reduce the deficient ramp inventory.

Below is a description of priority levels for removing barriers.

Priority A: Public Input Request Evaluated

Upon receiving a public input request, an evaluation of the location and determination of needed construction or reconstruction will begin. If a curb ramp is requested, the evaluation shall include not only the requested curb ramp but the entire intersection where the curb ramp is located. Any existing curb ramp will be evaluated to determine the safe, usable path of travel through that intersection. Lane County will assess the ramp and its intersection accordingly. After the internal assessment, the curb ramp will be prioritized for improvement based on the degree to which it creates a barrier in Lane County's public right-of-way.

Priority B: Local Governmental and Public Use

Priority B areas are those within the Lane County public right-of-way that are located adjacent to or serve public and governmental agencies and offices, and include the following:

1. State, County, and local governmental buildings
2. Public hospitals, health clinics, medical clinics, mental health clinics and therapy centers
3. Public housing projects and public homeless shelters
4. County parks
5. Public Schools, including the following but not limited to: community colleges; high school, junior high, and elementary school programs with magnet programs for children with disabilities; and all other schools
6. State or local district offices with high public traffic, beginning with, but not limited to transportation hubs and major corridors and routes; access to shared use paths; Department of Motor Vehicles offices; state parks, and prisons

It should be noted that the areas under Priority B are generally located in urban areas, yet, Lane County will also take into account the unincorporated urban areas throughout the County.

Priority C: Public Accommodations

Priority C areas are those within the Lane County public right-of-way that are located adjacent to or serve places of public accommodations that are privately owned, including, but not limited to the following:

1. Private hospitals, doctor's offices, medical and mental health offices
2. Senior facilities
3. Major shopping malls
4. Large housing complexes
5. Major employment sites
6. Supermarkets
7. Retail strip centers
8. Small apartment facilities
9. Services sites of disability organizations
10. Rehabilitation facilities

Priority D: Low Density Residential and Other Uses

Priority D areas are those within the Lane County public right-of-way that are located adjacent to or serve:

1. Single-family residential areas
2. Industrial areas
3. Areas not described in any of the above groups

The information on the following pages illustrates the prioritization criteria for curb ramp and pedestrian signal barrier removal projects in Lane County's public right-of-way. Each facility will be assigned a rank based on its barrier priority and category according to a matrix. The priority assigned is based on the information described above and the barrier category is based on the condition of the facility. The descriptions for each category are provided after each matrix.

The highest priority facilities are shaded in red, medium ranked in orange, and lower ranked in yellow. The facilities with no barriers or access deficiencies are shaded green, meaning they have been inspected and are ADA compliant. The columns in each matrix indicate the assigned priority and are in order of importance from left to right, with the left column having the highest importance. The rows indicate the category of condition assigned to each facility during the evaluation process, with the top row having the highest importance. Note that categories are hierarchical: higher level categories (i.e. one and two) may include lower level category conditions (i.e. three and four), but lower level categories cannot include higher level category conditions.

Curb Ramps

Priorities (Categories)	Category Description	ADA Geospatial Proximity Priority			
		A	B	C	D
		Public Input Request*	Local Governmental & Public Use	Public Accommodations	Low Density Residential & Other Uses
1	Major Barrier	A1	B1	C1	D1
		High Priority----------			
2	Intermediate Barrier	A2	B2	C2	D2
3	Minor Barrier	A3	B3	C3	D3
			Medium Priority----------		
4	Slight Barrier	A4	B4	C4	D4
				Low Priority----------|	
5	No Barrier	A5	B5	C5	D5

* The Public Input Request will immediately be reviewed; however, Lane County will evaluate each request and prioritize based on the Barrier category.

Curb Ramp Barrier Descriptions

Category 1

- Existing sidewalk with no curb ramp access or where there is an obstruction to accessing the curb ramp.
- The curb ramp has no detectable warning (truncated domes).
- The curb ramp directs pedestrians into the vehicle travel lane i.e. located outside of a crosswalk (Refer to glossary for crosswalk definition).

Note: Appendix E illustrates the elements of a curb ramp.

Category 2

- Diagonal curb ramp design with existing physical constraints*.
- The curb ramp's surface is not firm, stable, and/or slip resistant.
- The curb ramp has a lip or vertical discontinuity of greater than ½ inch.
- Width of ramp is less than 36 inches.
- Turning space is less than 2-by-2 feet and/or the slope exceeds 4%.
- The curb ramp detectable warning is not located within marked crossings (when present).
- Clear space at the bottom of the ramp outside of the travel lane is less than 2-by-2 feet.

Category 3

- Parallel curb ramp with constrained turning space on two or more sides is less than 4-by-5 feet.
- Turning space is less than 4-by-4 feet.
- Clear space at the bottom of the ramp outside of the travel lane is less than 4-by-4 feet.
- Running slope of ramp exceeds 8.33%, or 5% for a blended transition.
- Cross slope of ramp exceeds 3%.
- Counter slope of ramp is greater than 5%.
- The curb ramp has a lip or vertical discontinuity equal to or between ¼ inch and ½ inch.
- Grade break is not perpendicular to ramp.
- Diagonal curb ramp design without existing physical constraints*.

Category 4

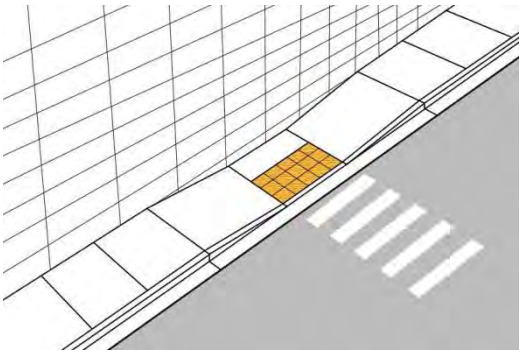
- The curb ramp has a lip or vertical discontinuity greater than ¼ inch.
- The detectable warning surface does not meet ADA Accessibility Guidelines or PROWAG standards.
- Cross slope of ramp exceeds 2%.

Category 5

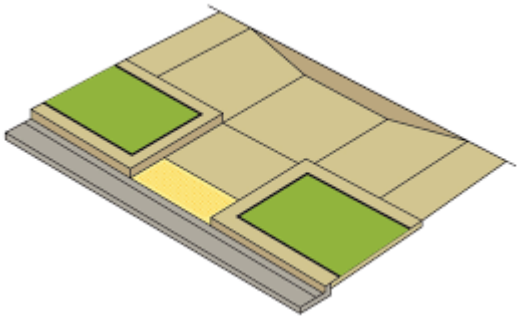
- No deficiencies identified.

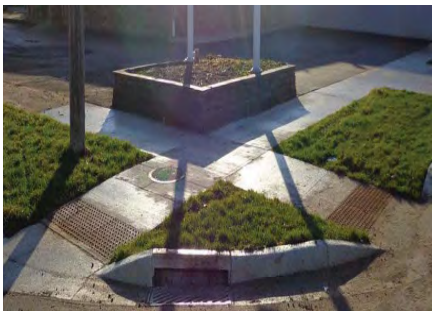
*Existing physical constraints include, but are not limited to: obstruction, steep running slope or cross slope, non-compliant clear space or turning space, non-compliant width or lip height, etc.

Parallel Curb Ramps



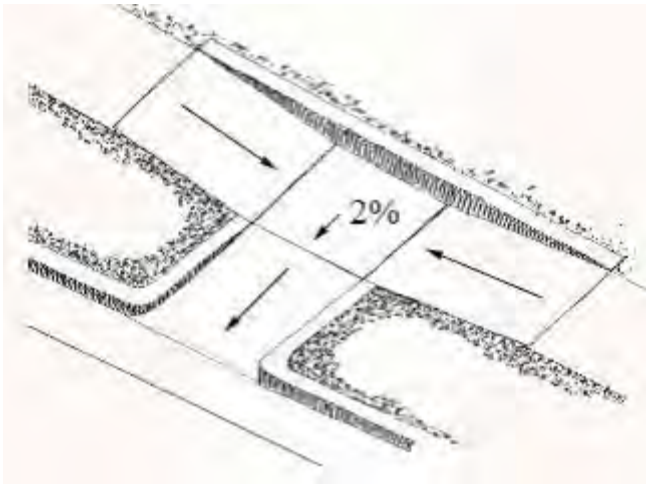
Perpendicular Curb Ramps



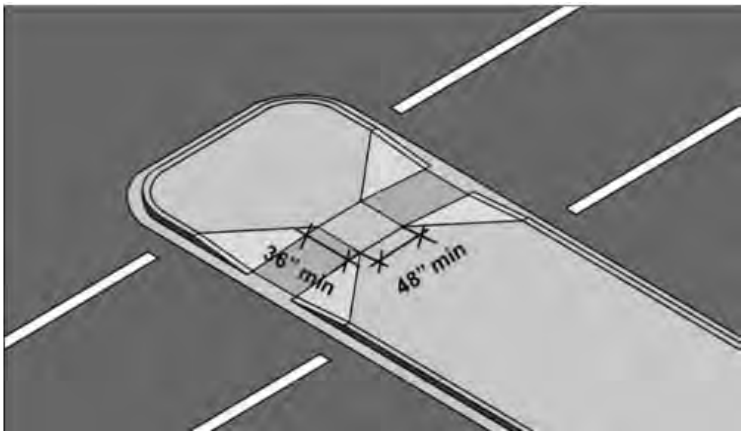


Blended Transition Curb Ramp

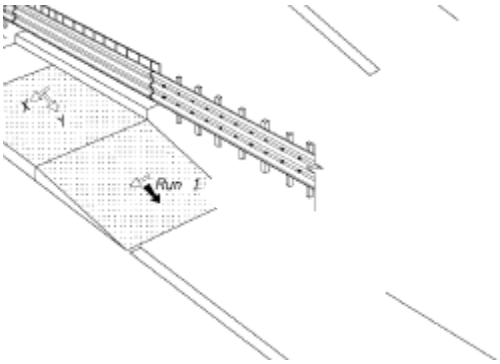
Combination Curb Ramp



Cut Through Island



End of Walk



Pedestrian Signals

Priorities (Categories)	Category Description	ADA Geospatial Proximity Priority			
		A	B	C	D
		Public Input Request*	Local Governmental & Public Use	Public Accommodations	Low Density Residential & Other Uses
1	Major Barrier	A1	B1	C1	D1
2	Intermediate Barrier	A2	B2	C2	D2
3	Minor Barrier	A3	B3	C3	D3
4	No Barrier	A4	B4	C4	D4

High Priority----------|

Medium Priority----------|

Low Priority----------|

* The Public Input Request will immediately be reviewed; however, Lane County will evaluate each request and prioritize based on the Barrier category.

Pedestrian Signal Barrier Descriptions

Category 1

- Accessible pedestrian signal (APS) is not provided.

Category 2

- Level clear space at push button is not provided.
- Reach to push button from clear space is obstructed or greater than 10 inches.

Category 3

- Push button is located more than 10 feet from curb, shoulder, or pavement.
- Push button is farther than 5 feet from the crosswalk line farthest from the intersection (when applicable).
- Push button height is not within 42 to 48 inches above the ground.

Category 4 (Maintenance)

- The push button does not have a sign adjacent to or integral with the push button.
- Push button sign does not clearly indicate which crosswalk signal is actuated.
- A locator tone is not provided.
- A tactile arrow is not provided.
- Push button locator tone activates at incorrect time.
- Push button locator tone duration and intensity needs adjustment.
- Audible features of accessible pedestrian signal needs adjustment.
- Speech walk message of accessible pedestrian signal needs adjustment.
- Extended push button press feature needs adjustment.
- Push button and arrow are not parallel with the direction of travel.

Category 5

- No deficiencies identified.

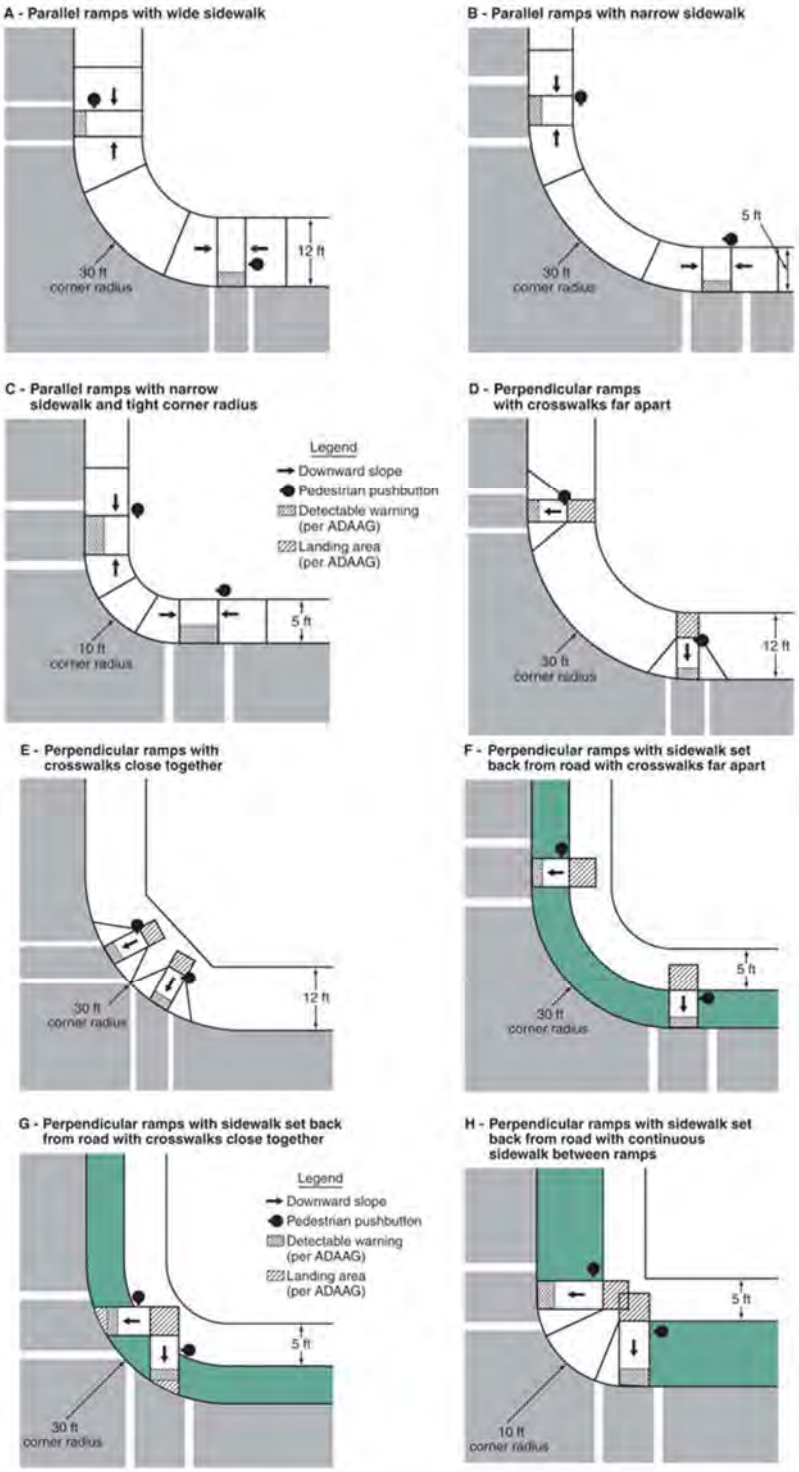


Figure 1 – Pedestrian push button locations of Parallel and Perpendicular Ramps (from MUTCD)

4.4 Schedule and Budget

Title II of the ADA specifically requires a schedule for elimination of barriers to accessibility due to curb ramps. Lane County's ADA Transition plan schedule focuses on both curb ramps and pedestrian signals.

Barriers identified in the County's facilities will be removed systematically based on established program priorities. The self-evaluation described in Chapter 2 concluded that there were an estimated 1,297 curb ramps and 63 pedestrian signals within the Lane County public right-of-way that must be replaced or altered to remove barriers to ADA accessibility. Setting the schedule for removal of these barriers is largely dependent on the funding that will be available for transportation maintenance and preservation, and improvements. Lane County reserves the right to modify priorities to allow flexibility in accommodating community requests, petitions for reasonable modifications from persons with disabilities, changes in County programs, and funding opportunities and constraints.

Lane County's Capital Improvement Program currently allocates $250,000 annually toward improving pedestrian facilities. This is 6.25% of its entire Capital Improvement Program funding. It is important to note that as the economy changes; the budget to upgrade these pedestrian facilities will change as well. Lane County is committed to using at least 6.25% of the Capital Improvement Program annually toward upgrading pedestrian facilities rather than use a flat rate of $250,000 each year.

After researching costs of curb ramp upgrades on recent Lane County projects, it is anticipated that the costs for the design, right-of-way/property acquisition (if required) and construction for these curb ramp improvements can be completed for roughly $8,500 per ramp. Using the Capital Improvement Program funds, Lane County estimates it will be able to upgrade a minimum of 29 curb ramps per year. In addition to the Capital Improvement Program funds for pedestrian facility upgrades, many of the Lane County overlay and construction projects will result in curb ramp upgrades. Based on the 2020-2025 Capital Improvement Program plan, an average of 15 curb ramps will be improved each year in addition to the 29 curb ramps. Based on the assumption of funding ramps needing replacement, Lane County anticipates completing the ADA upgrades for ramps within 35 years. Performance measures will be used to demonstrate completion within the 35 years.

It costs about $1,000 to upgrade pedestrian signals to be APS. Since 63 pedestrian signals need to be improved, it will cost a total of $63,000. County funds will not be programed toward the improvement of the pedestrian signals. Rather, pedestrian signals will be upgraded as part of future Lane County improvement projects. On average there will be 2 to 3 pedestrian signals upgraded each year.

CHAPTER 5: DESIGN STANDARDS, SPECIFICATIONS, AND PROCEDURES

Having consistent standards, specifications and procedures in place that ensure compliance with PROWAG standards is a high priority.

5.1 Design Standards

New ADA ramps shall be designed in accordance with the 2012 ODOT Highway Design Manual and ODOT ADA Curb Ramp Standard Drawings. ODOT ADA Curb Ramps Standard Drawings can be found at:

http://www.oregon.gov/ODOT/HWY/ENGSERVICES/pages/roadway_drawings.aspx#Roadway_700_-_curbs,_etc.

The ODOT ADA Curb Ramp Standard Drawings include:

- RD710 Accessible Route Islands
- RD755 Sidewalk Ramp Details
- RD756 Sidewalk Ramp Placement Options Small Radii
- RD757 Sidewalk Ramp Placement Options Large Radii
- RD758/759 Detectable Warning Surface Details and Placement Locations

Design Exceptions

Where existing physical constraints make it impracticable for the proposed facilities to fully comply with new construction requirements, compliance is required to the extent practicable within the scope of the project. Examples of potential physical constraints described in the Notice of Proposed Rulemaking (NPRM), a part of PROWAG, include, underlying terrain, public right-of-way availability, underground structures adjacent developed facilities, drainage, or the presence of notable natural or historic feature. Cost alone is not considered a constraint. The Department of Justice regulations have deemed, “the additional cost of alterations to provide an accessible ‘path of travel’ to the altered area disproportionate when it exceeds 20 percent of the cost of the alteration to the ‘primary function’ area. (See 28 CFR 35.151(b)(4)(iii)).” (2011 NPRM Section by Section Analysis page 21).

Following ODOT standards, a design exception request must clearly state the reason that building the facility is not feasible and, in all cases, accessibility is still required to the extent practicable. Requests must be submitted for review via the Design Exception Form, found in Appendix H, including justification for the request. The County Engineer then approves or denies the design exception.

Crosswalk Closures

Under Oregon law crosswalks exist at all locations where crosswalk markings indicate a pedestrian crossing and at all intersections (whether marked or unmarked), unless closed by official action. If pedestrian crossing is prohibited at certain locations, "Crosswalk Closed" signs should be provided along with detectable features, such as grass strips, landscaping, planters, chains, fencing, railings, or other barriers. It is important to note that the cost of meeting ADA requirement is not a factor to be considered for crosswalk closure. Conditions that may support closing a crossing:

- If pedestrian safety is a concern
- Where there is no existing curb
- Where sidewalk or pedestrian intended facilities do not exist
- Rural signals (no pedestrian infrastructure)
- Closely spaced crossings of offset T-intersections
- Crossings within intersection maneuvering or storage lengths, such as multiple turn lanes with high volumes or closely spaced intersections
- Crossing not fully visible within minimum stopping sight distance
- A physical barrier that prevent crossings:
    - Landscaped median
    - Guardrail
    - Concrete Barrier
    - Traffic Separator
    - Drainage swale or ditch

The crosswalk closure request must clearly state the reason that building the facility is not feasible and, in all cases, accessibility is still required to the extent practicable. Requests must be submitted for review via the Crosswalk Closure Request Form, found in Appendix H, including justification for the request. The County Engineer then approves or denies the design exception.

5.2 Specifications

Lane County shall use the ODOT Standard Specifications for Construction for all public improvement projects.

5.3 Procedures

Engineering and Construction Services currently evaluates each public improvement project for ADA compliance. Regardless of strict compliance, projects may add ADA ramps on the receiving end of an intersection to improve the safety of the Pedestrian Access Routes.

When a new project includes a signalized intersection, the design of pedestrian push buttons will reference the MUTCD and PROWAG standards.

For new projects with ADA ramps, a staff member will complete the ADA Curb Ramp Design Checklist. The checklist is similar to the inspection forms where criteria for each part of a curb

ramp must be met for overall compliance. A sample of the checklist can be found in Appendix G. Once constructed, the ADA ramp will then be inspected using ODOT ADA Curb Ramp Inspection Forms.

5.4 Training

Employees of Lane County Public Works, particularly those with responsibilities for project management, design review, and field inspection, shall receive training to increase their knowledge of the standards and their application. Identification and training of ADA experts in design review and field inspection will help improve compliance.

CHAPTER 6: PERFORMANCE MEASURES

The Federal Highway Administration (FHWA) identifies the establishment of processes for monitoring removal of barriers to accessibility as a "best practice" for achieving compliance with ADA standards. Achieving full ADA compliance is a large task that will take many years to complete. Lane County has developed annual processes for tracking the progress of ADA compliance. Monitoring allows the process to move forward making best use of existing resources, and enables staff to determine progress towards full compliance, identify issues as they arise, and report progress to the public.

The following activities have been identified as best practices for implementing and monitoring the removal of barriers to ADA accessibility:

1. **Update Inventory** – As projects are completed that include curb ramps or traffic signal accessibility features, those features will be measured to ensure compliance and the data will be added to the GIS mapping system established during the self-evaluation for this ADA Transition Plan.
2. **Update the Online Accessibility Data** – As improvements are made, the Lane County ADA Coordinator will update the online accessibility data to provide information to the public regarding progress in achieving ADA Transition Plan goals. A public interface will be used to provide progress for each of the ADA ramps identified in the County and whether it is in compliance or not.
3. **Annual Evaluation Reports** – The ADA Coordinator should assess and publish an Annual Evaluation Report on the ADA Transition Plan website to provide the public on the progress toward removing barriers to accessibility.
4. **Update Cost of Ramps** – Each year, the ADA Coordinator will re-evaluate the cost per curb ramp based on the projects constructed in Lane County that year.
5. **Review of Requests and Grievances** – The ADA Coordinator will review all requests for ADA improvements or grievances in the Lane County public right-of-way that have been received throughout the year and evaluate responsiveness and decision-making.
6. **Work Programs** – Each fall, a work program should be developed identifying the barriers to accessibility that will be removed in the coming construction season through all programs and funding sources.
7. **Core Teams** – The Core Team that helped in the development of this ADA Transition Plan will continue to meet on a quarterly or as-needed basis. The Core Team will assist in the prioritization of ramps, identifying problems and solutions with ADA improvements, and updates on the ADA Transition Plan.

6.1 Annual Evaluation Report

At the conclusion of each fiscal year, Lane County will publish an Annual Evaluation Report describing the work completed to implement this ADA Transition Plan. The report will summarize the work completed during the previous 12 months and outline a list of projects the County plans to undertake in the coming year to improve the Lane County public right-of-way. The Annual Evaluation Report will include:

1. A summary of any grievances or complaints that were filed during the previous year regarding accessibility within the Lane County public right-of-way. In addition to the original complaint, the summary will provide information on decisions, work completed, costs, and response time.

2. A summary of all costs associated with ADA improvements on Lane County overlay and construction projects from the previous year will be tracked to capture the ongoing investment in improving accessibility.

3. A summary of work completed to ensure access and/or removal of access barriers in conjunction with Lane County overlay and construction projects and other projects completed with the Capital Improvement Program funds.

4. A summary of the total number of ramps inventoried and ramps upgraded to ADA compliance.

5. A summary of the inspected curb ramps and pedestrian signals, including information on why they failed and how they are prioritized.

6. Information on public outreach and any action resulting from the outreach.

7. Information documenting all barrier removal efforts accomplished in conjunction with Third Parties (such as utility companies).

8. A prospective plan of projects for the coming year.

6.2 Key Performance Indicators

Lane County has established the following key performance indicators to measure progress using the Annual Evaluation Report:

- The number of curb ramps and pedestrian signals inventoried
- The number of curb ramps constructed to ADA compliance
- The dollars spent on curb ramp upgrades
- The number of pedestrian signals upgraded to APS standards
- The dollars spent on pedestrian signal upgrades

- The number of curb ramps constructed in conjunction with Lane County overlay and construction projects
- The dollars spent on curb ramps constructed as part of Lane County overlay and construction projects

6.3 Remediation

The key performance indicators will measure the level of progress Lane County is making on bringing curb ramps and pedestrian signals within the Lane County public right-of-way into ADA compliance. Based on these measurements, Lane County will determine if it is on track to meeting ADA compliance within 35 years. If not, a remediation plan will be developed to identify the additional resources that need to be allocated to bringing curb ramps and pedestrian signals within the Lane County public right-of-way into ADA compliance within 35 years.

Appendix A: Questionnaire for Public Involvement

ADA Transition Plan for Lane County Roads

*Please note that Lane County is responsible for all Americans with Disability Act (ADA) curb ramps and push buttons within the public right-of-way of Lane County roads. If an intersection or location is suggested that is not in Lane County jurisdiction, Lane County will refer the suggestion to the appropriate agency.

Which of the public places below are the most important for us to fix problems in Lane County with curb ramps and pedestrian signals? Please rank 1-7, with 1 being the most important and 7 being the least important. *

	1 - Most Important	2	3	4	5	6	7 - Least Important
State, County or Local Government Offices	○ 1	○ 2	○ 3	○ 4	○ 5	○ 6	○ 7
Post Offices	○ 1	○ 2	○ 3	○ 4	○ 5	○ 6	○ 7
Public Libraries	○ 1	○ 2	○ 3	○ 4	○ 5	○ 6	○ 7
Public Medical Places (hospitals, clinics, doctor's office)	○ 1	○ 2	○ 3	○ 4	○ 5	○ 6	○ 7
Transit Centers/Bus Stops	○ 1	○ 2	○ 3	○ 4	○ 5	○ 6	○ 7
Public Schools	○ 1	○ 2	○ 3	○ 4	○ 5	○ 6	○ 7
Parks	○ 1	○ 2	○ 3	○ 4	○ 5	○ 6	○ 7

Are there any other Government owned places that are important for us to fix problems in Lane County with curb ramps and pedestrian signals?

Which of the commercial or private places below are the most important for us to fix problems in Lane County with curb ramps and pedestrian signals? Please rank 1-5, with 1 being the most important and 5 being the least important. *

	1 - Most Important	2	3	4	5 - Least Important
Private Hospitals, doctor's offices, and medical/mental health clinics	○ 1	○ 2	○ 3	○ 4	○ 5
Senior Facilities	○ 1	○ 2	○ 3	○ 4	○ 5
Offices of employment	○ 1	○ 2	○ 3	○ 4	○ 5
Shopping Centers	○ 1	○ 2	○ 3	○ 4	○ 5
Large Housing Complexes/Apartment Facilities	○ 1	○ 2	○ 3	○ 4	○ 5

Are there any other non-Government owned places that are important for us to fix problems in Lane County with curb ramps and pedestrian signals?

Which of the following create the biggest obstacle when using a pedestrian curb ramp? Please rank from 1 to 10, with 1 being the most important and 10 being the least important *

	1 - Most Important	2	3	4	5	6	7	8	9	10 - Least Important
Ramp is too Steep	○ 1	○ 2	○ 3	○ 4	○ 5	○ 6	○ 7	○ 8	○ 9	○ 10
Fixed objects blocking the way (e.g., light pole)	○ 1	○ 2	○ 3	○ 4	○ 5	○ 6	○ 7	○ 8	○ 9	○ 10
Moveable objects blocking the way(e.g., car or newspaper box)	○ 1	○ 2	○ 3	○ 4	○ 5	○ 6	○ 7	○ 8	○ 9	○ 10
No Ramp where one is needed	○ 1	○ 2	○ 3	○ 4	○ 5	○ 6	○ 7	○ 8	○ 9	○ 10
Ramp is too narrow	○ 1	○ 2	○ 3	○ 4	○ 5	○ 6	○ 7	○ 8	○ 9	○ 10
	○	○	○	○	○	○	○	○	○	○

	1 – Most Important	2	3	4	5	6	7	8	9	10 – Least Important
Lack of texture or color contrast	1	2	3	4	5	6	7	8	9	10
Bumpy transition at top and/or bottom of ramp	○ 1	○ 2	○ 3	○ 4	○ 5	○ 6	○ 7	○ 8	○ 9	○ 10
Overgrown plants	○ 1	○ 2	○ 3	○ 4	○ 5	○ 6	○ 7	○ 8	○ 9	○ 10
Ramp has a slippery surface	○ 1	○ 2	○ 3	○ 4	○ 5	○ 6	○ 7	○ 8	○ 9	○ 10
Water collects at the bottom of the ramp	○ 1	○ 2	○ 3	○ 4	○ 5	○ 6	○ 7	○ 8	○ 9	○ 10

Is there any other obstacle when using a pedestrian curb ramp, not identified above?

Are there specific locations with existing sidewalk where curb ramps are missing, inaccessible, or in poor condition? If so, plese provide intersecting street names, location(s), and specific issues.

What issue is most important to address with Accessible Pedestrian Signal (APS) push buttons? *

- ◉ Installed at all locations pedestrians cross traffic and there are traffic signals
- ○ Provide push button with accessible surface
- ○ Provide push button with verbal messages/audible tones and accessible surface
- ○ Provide push button with vibrating surfaces and accessible surface
- ○ Provide push button within user reach with accessible surface

Are there any other important issue to address regarding APS?

Are there specific locations where APS push buttons are missing, out of reach of a curb ramp, not visible or audible, or has too short of timing for a person to cross the street? If so, please provide intersecting street names, location(s), and specific issues.

Some intersections with vulnerable users need a traffic signal that is audible so the user can safely cross the street. Are there any specific areas where such a signal is needed?

Appendix B: Grievance Form

Lane County Public Works
Engineering & Construction Services

Americans with Disabilities (ADA) GRIEVANCE FORM

Instructions: Use this form to initiate an informal complaint procedure to investigate and resolve complaints alleging Lane County has not complied with the ADA.
Return to:

Lane County ADA Coordinator
3040 N Delta Highway
Eugene, OR 97408
541-682-6995
ADACoordinator@co.lane.or.us

Today's Date:
Complainant's Name:
Phone Number:
Home Address:
City, State, Zip:

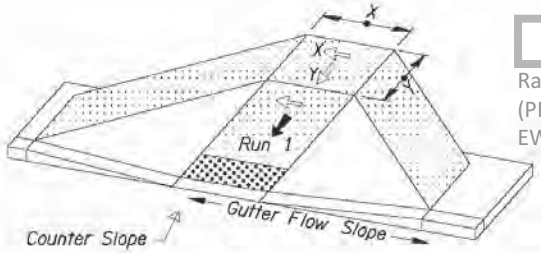
Date of Alleged Violation:
Please provide a detailed description and location of the alleged violation:

Appendix C: Inspection Forms

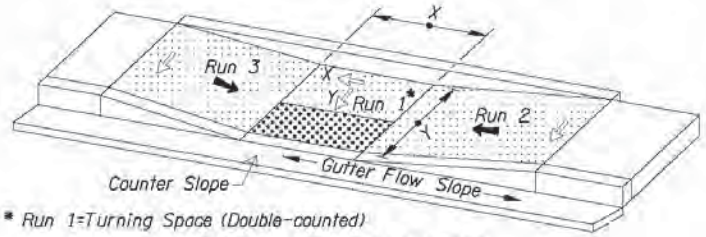
ADA Curb Ramp Inspection Form

Oregon Department of Transportation

Project Name (Section) | Construction Year | Contract No. | Highway No. | MP | Cross Street Name

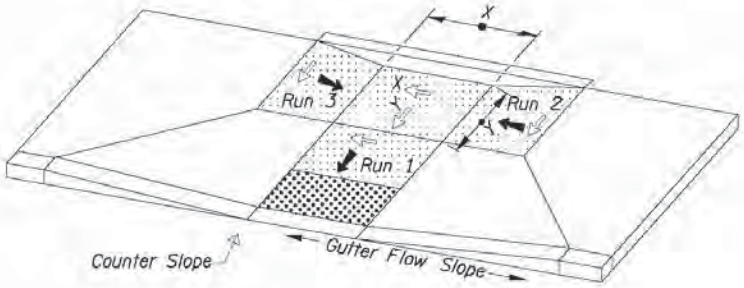


PERPENDICULAR RAMP (PR)



* Run 1=Turning Space (Double-counted)

PARALLEL RAMP (PL)



COMBINATION RAMP (C)

???

UNIQUE DESIGN (UD) - take photo

- Pedestrian Access Route (to measure Clear Width)
- Detectable Warning Surface
- Cross Slope (2.0% max.)
- Running Slope (8.3% max.)
- Counter Slope (5.0% max.)
- Turning Space (X & Y) (2.0% max. / 4' x 4' min.)
- Gutter Flow Slope (as directed)

Ramp Style (PR, PL, C, UD, EW, CT, BT)

Calibration Date (mm/dd/yy)

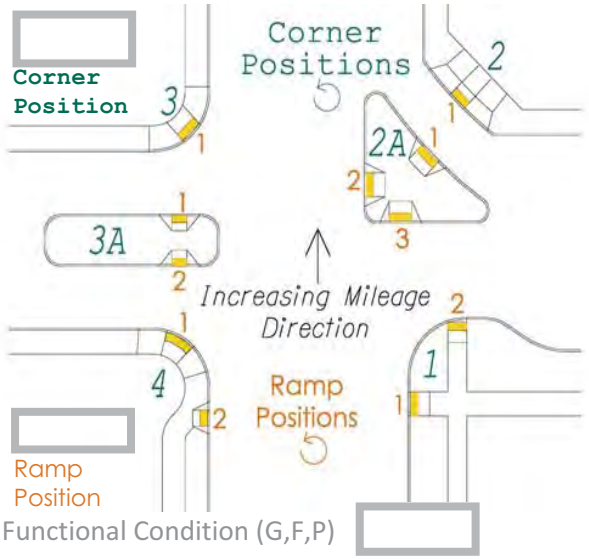
RAMP RUN 1		Pass	Fail
Running Slope 1		≤ 8.3%	> 8.3%
Run 1 Length		≤ 15'	> 15'
Cross Slope 1		≤ 2.0%	> 2.0%
Detectable Warning		(TD, X)	(N)
Lip Height		≤ 1/4"	> 1/4"
Gutter Flow Slope			
Curb Running Slope (avg)		≤ 8.3%	> 8.3%
Counter Slope (+/-)		≤ 5.0%	> 5.0%
Slope Differential			

RAMP RUN 2		Pass	Fail
Running Slope 2		≤ 8.3%	> 8.3%
Run 2 Length		≤ 15'	> 15'
Cross Slope 2		≤ 2.0%	> 2.0%

RAMP RUN 3		Pass	Fail
Running Slope 3		≤ 8.3%	> 8.3%
Run 3 Length		≤ 15'	> 15'
Cross Slope 3		≤ 2.0%	> 2.0%

TURNING SPACE			
Width X		≥ 4'*	< 4'*
Length Y		and	or
Slope X		≤2.0%	>2.0%
Slope Y			

MISCELLANEOUS		Pass	Fail
Clear Width (feet)		≥ 4'	< 4'
Physical Condition (G,F ,P)			
ADA Design Exception (Y,N)			
Design Ex. Control Number			



Functional Condition (G,F,P)

Good (G) = all applicable boxes on left pass
OR Design Exception addresses criteria that do not pass
Fair (F) = all boxes on left pass, except Detectable Warning
Poor (P) = any box fails other than Detectable Warning

See also Standard Drawings RD755 and TM458 to assess provisions not shown: (flares, inlets, alignment, etc.)

Comment:

Inspector's Signature | Date (mm/dd/yy)

Print name clearly | Certification No.

Company/Agency | Crew No. (ODOT)

Oregon Department of Transportation

ADA Push Button Inspection Form

Project Name (Section)	Construction Year	Contract No.	Highway No.	MP	Cross Street Name	Needed (Y/N)	Corner Position	Button Position

PUSH BUTTON DETAILS

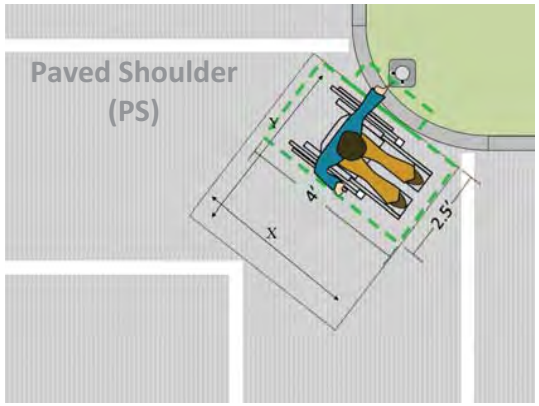
- Indicator (S, B)
- Audible Pedestrian Signal (N, SM, PT)
- Signal Head (CD, PIC, TXT, N)
- Button Type (S, H, Q, O*)
- Reach Range (Ft.)
- Height (Ft.)
- Arrow Surface (TC, FS, VB)

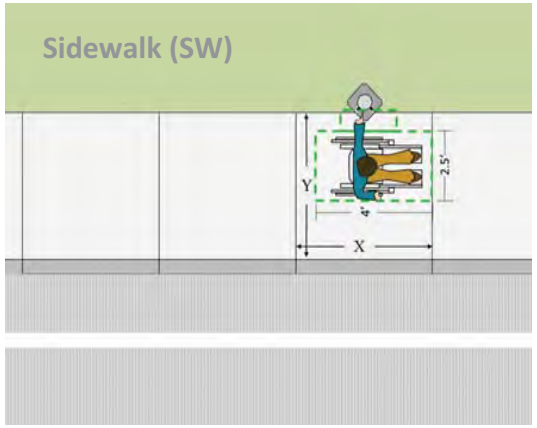
Comments:

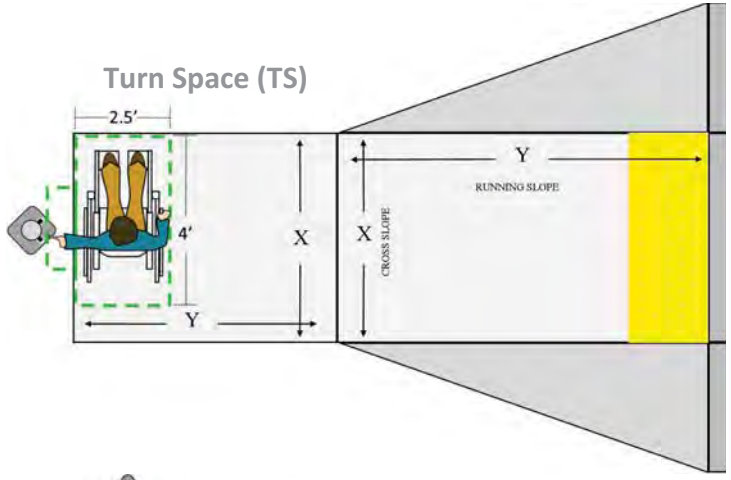
Indicator: S=Signal, B=Beacon
Audible Pedestrian Signal:
N=None, SM=Speech Message, PT=Progressive Tone
Signal Head: CD=Countdown, PIC=Pictogram, TXT=Text, N=None
Button Type: S=Standard, H=H-Frame, Q=Quarter, O=Other
Arrow Surface: TC=Tactile, FS=Flush, VB=Vibrotactile
Surface Type:
RR=Ramp Run, TS=Turn Space, SW=Sidewalk, PS=Paved Shoulder
Distance Between Poles:
ONE=One button, MSP=Multiple Buttons Same pole, LT=Less Than 10 Ft. between poles, GT=Greater Than 10 Ft. between poles

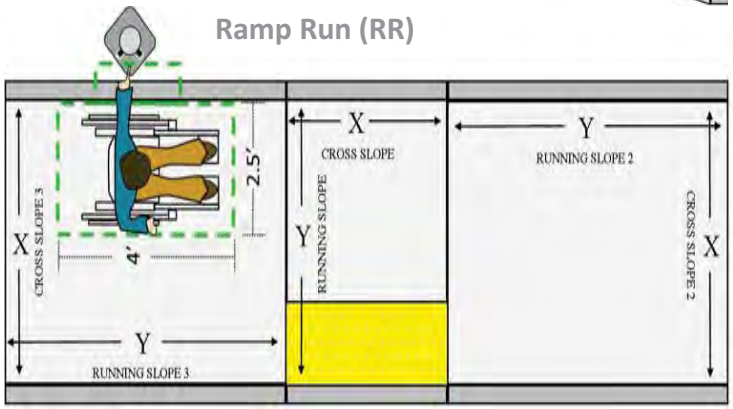
CLEAR SPACE DETAILS

- Surface Type (RR, TS, SW, PS)
- Width X (Ft.)
- Length Y (Ft.)
- Slope X
- Slope Y
- Distance Between Poles (ONE, MSP, LT, GT)









Button Position follows the direction of travel with ADA Curb Ramps

* If Button Type is O please take a picture and attach it on back of form

Functional Condition

Functional Condition Review:

Good(G):
1. Signal is Pre-Timed and Push Button is Not Needed
2.-Height between 1.3 FT. & 4.0 FT.
-Clear Surface Dimensions ≥2.5 FT. X 4.0 FT.
-Reach Range ≤2.0 FT. & both slopes ≤2.0%
3.-Height between 1.3 FT. & 4.0 FT.
-Clear Surface Dimensions ≥2.5 FT. X 4.0 FT.
-Reach Range ≤0.83 FT. & one slope ≤2.0%
IF Clear Space is on RR then Slope Y is ≤8.3%
IF Clear Space is on SW then slopes are ≤5.0% OR match road slope

Fair(F):
-Height between 1.3 FT. and 4.0 FT.
-Clear Space Dimensions ≥2.5 FT. X 4.0 FT.
-Reach Range ≤2.0 FT. & one slope ≤2.0%
IF Clear Space is on RR then Slope Y is ≤8.3%
IF Clear Space is on SW then slopes are ≤5.0% OR match road slope

Poor(P):
-Height below 1.3FT. OR above 4.0 FT.
-Clear Space Dimensions <2.5 FT. X 4.0 FT.
-Reach Range >2.0 FT.
-Slopes >2.0% (>8.3% on RR Clear Surface, >5.0% on SW Clear Surface

Inspector's Signature

Date (mm/dd/yy)

Print name clearly

Certification No.

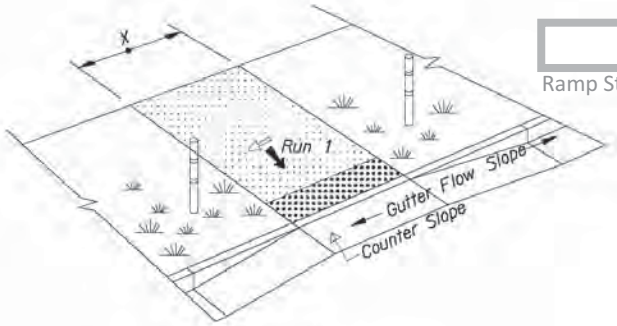
Company/Agency

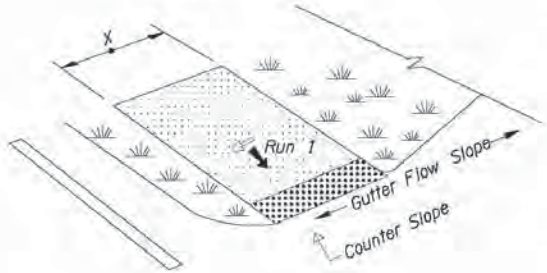
Crew No. (ODOT)

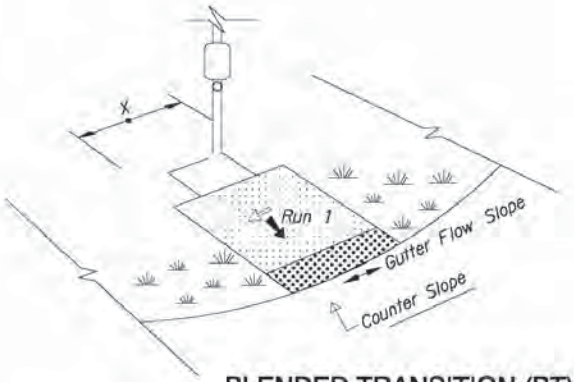
ADA Curb Ramp Inspection Form (Blended Transition)

Oregon Department of Transportation

Project Name (Section) | Construction Year | Contract No. | Highway No. | MP | Cross Street Name







BLENDED TRANSITION (BT)

- Pedestrian Access Route (to measure Clear Width)
- Detectable Warning Surface
- Cross Slope (2.0% max.)
- Running Slope (5.0% max.)
- Counter Slope (5.0% max.)
- Gutter Flow Slope (as directed)

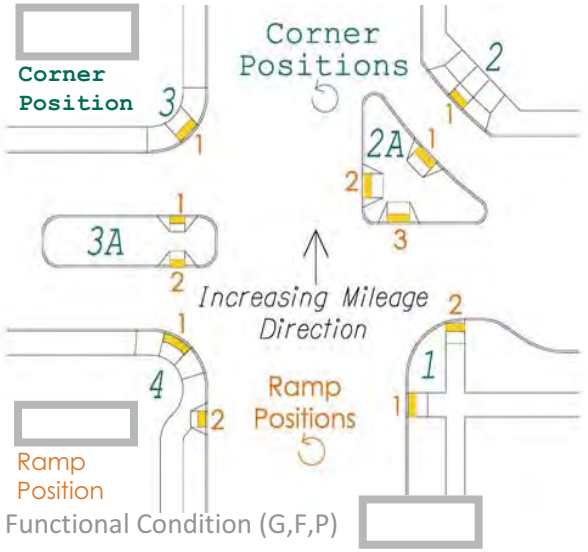
Ramp Style

Calibration Date (mm/dd/yy)

RAMP RUN 1		Pass	Fail
Running Slope 1		≤ 5.0%	> 5.0%
Cross Slope 1		≤ 2.0%	> 2.0%
Detectable Warning		(TD, X)	(N)
Lip Height		≤ 1/4"	> 1/4"
Gutter Flow Slope			
Curb Running Slope (avg)		≤ 8.3%	> 8.3%
Counter Slope (+/-)		≤ 5.0%	> 5.0%
Slope Differential			

Blended Transitions are locations where the pedestrian walkway has one direction of travel and the street crossing intersect at the same plane without the need of a ramp. If the Running Slope is greater than 5.0%, this is not a Bleded Transition and should be inspected using a different inspection form.

MISCELLANEOUS		Pass	Fail
Clear Width (feet)		≥ 4'	< 4'
Physical Condition (G,F,P)			
ADA Design Exception (Y,N)			
Design Ex. Control Number			



Functional Condition (G,F,P)

Good (G) = all applicable boxes on left pass
OR Design Exception addresses criteria that do not pass
Fair (F) = all boxes on left pass, except Detectable Warning
Poor (P) = any box fails other than Detectable Warning
See also Standard Drawings RD755 and TM458 to assess provisions not shown: (flares, inlets, alignment, etc.)

Comment:

Inspector's Signature | Date (mm/dd/yy)

Print name clearly | Certification No.

Company/Agency | Crew No. (ODOT)

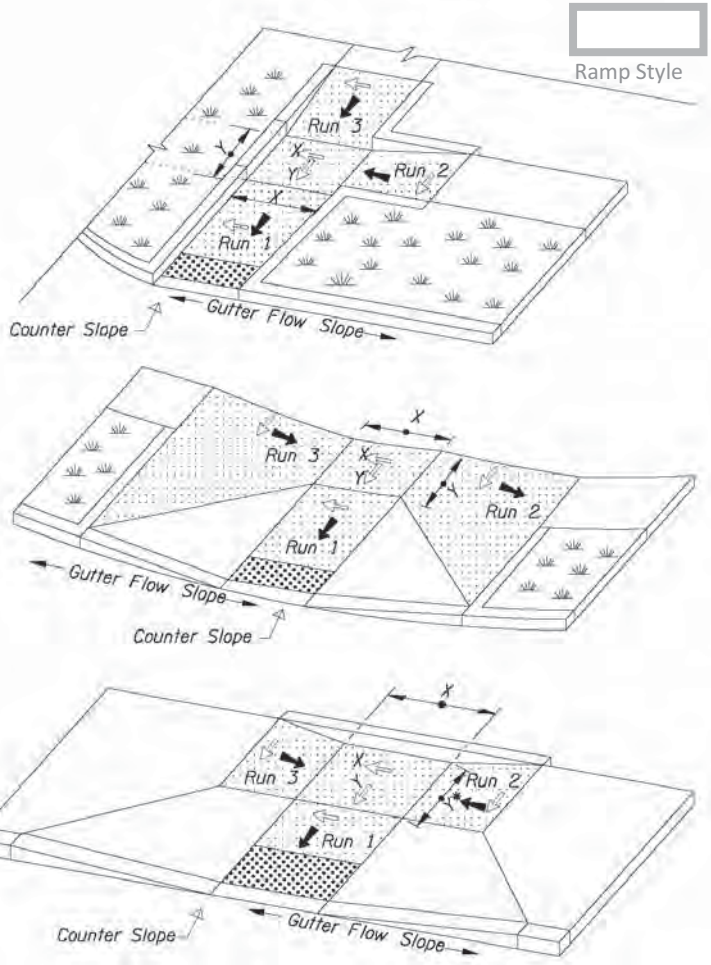
ADA Curb Ramp Inspection Form (Combination)

Oregon Department of Transportation

Project Name (Section) | Construction Year | Contract No. | Highway No. | MP | Cross Street Name

Calibration Date (mm/dd/yy)

Ramp Style



COMBINATION RAMP (C)

- Pedestrian Access Route (to measure Clear Width)
- Detectable Warning Surface
- Cross Slope (2.0% max.)
- Running Slope (8.3% max.)
- Counter Slope (5.0% max.)
- Turning Space (X & Y) (2.0% max. / 4' x 4' min.)* * If constrained at back of walk, min. Y length is 5'.
- Gutter Flow Slope (as directed)

RAMP RUN 1		Pass	Fail
Running Slope 1		≤ 8.3%	> 8.3%
Run 1 Length		≤ 15'	> 15'
Cross Slope 1		≤ 2.0%	> 2.0%
Detectable Warning		(TD, X)	(N)
Lip Height		≤ 1/4"	> 1/4"
Gutter Flow Slope			
Curb Running Slope (avg)		≤ 8.3%	> 8.3%
Counter Slope (+/-)		≤ 5.0%	> 5.0%
Slope Differential			

RAMP RUN 2		Pass	Fail
Running Slope 2		≤ 8.3%	> 8.3%
Run 2 Length		≤ 15'	> 15'
Cross Slope 2		≤ 2.0%	> 2.0%

RAMP RUN 3		Pass	Fail
Running Slope 3		≤ 8.3%	> 8.3%
Run 3 Length		≤ 15'	> 15'
Cross Slope 3		≤ 2.0%	> 2.0%

TURNING SPACE		Pass	Fail
Width X			
Length Y		≥ 4'* and	< 4'* or
Slope X		≤2.0%	>2.0%
Slope Y			

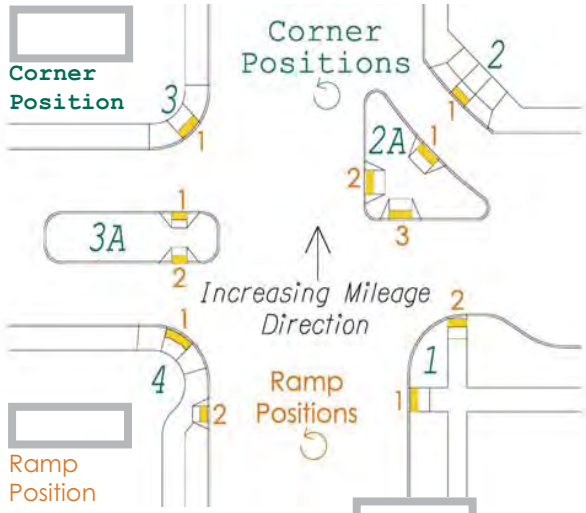
MISCELLANEOUS		Pass	Fail
Clear Width (feet)		≥ 4'	< 4'

Physical Condition (G,F,P)

ADA Design Exception (Y,N)

Design Ex. Control Number

Corner Position



Ramp Position

Functional Condition (G,F,P)

Good (G) = all applicable boxes on left pass
OR Design Exception addresses criteria that do not pass
Fair (F) = all boxes on left pass, except Detectable Warning
Poor (P) = any box fails other than Detectable Warning

See also Standard Drawings RD755 and TM458 to assess provisions not shown: (flares, inlets, alignment, etc.)

Comment:

Inspector's Signature | Date (mm/dd/yy)

Print name clearly | Certification No.

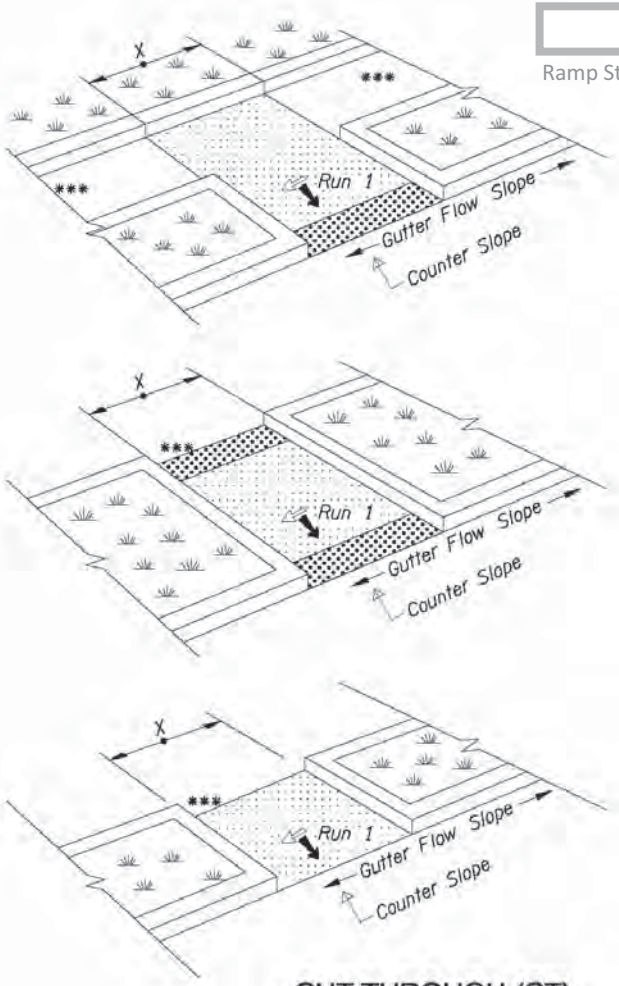
Company/Agency | Crew No. (ODOT)

ADA Curb Ramp Inspection Form (Cut Through Island)

Oregon Department of Transportation

Project Name (Section) | Construction Year | Contract No. | Highway No. | MP | Cross Street Name

Ramp Style



CUT THROUGH (CT)

Pedestrian Access Route (to measure Clear Width)
Detectable Warning Surface
Cross Slope (see note **)
Running Slope (see note *)
Counter Slope (5.0% max.)
Gutter Flow Slope (as directed)

Calibration Date (mm/dd/yy)

RAMP RUN 1		Pass		Fail
Running Slope 1		≤ 5.0%	>*	
Cross Slope 1		≤ **	>**	
Detectable Warning		(TD, X)	(N)	
Lip Height		≤ 1/4"	> 1/4"	
Gutter Flow Slope				
Curb Running Slope (avg)		≤ 8.3%	> 8.3%	
Counter Slope (+/-)		≤ 5.0%	> 5.0%	
Slope Differential				

* If running slope exceeds 5.0%, use curb ramp inspection form.

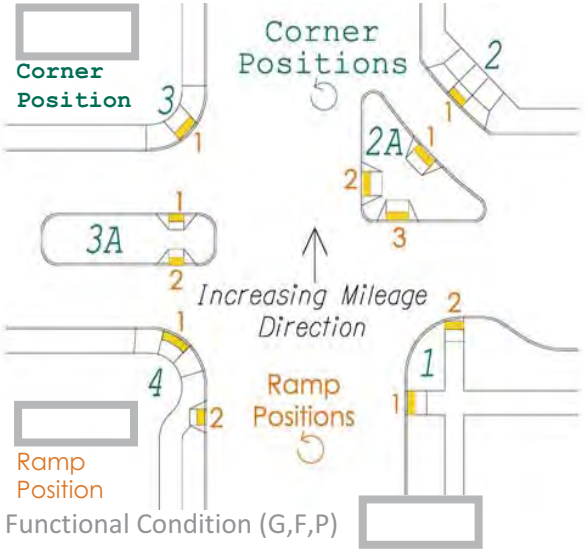
** A stop or yield control approach, Cross Slope shall be 2.0% max. A uncontrolled or signalized intersection , Cross Slope max is 5.0%. If located midblock, Cross Slope allowed to equal grade of adjacent street.

*** Use separate inspection form for each opening of cut-through.

TURNING SPACE		Pass		Fail
Width X		≥ 5'		< 5'
Length Y		and		or
Slope X		≤**		>**
Slope Y				

MISCELLANEOUS		Pass		Fail
Clear Width (feet)		≥ 5'		< 5'
Cut Through Length ≥ 6' (Y,N)				
Physical Condition (G,F,P)				
ADA Design Exception (Y,N)				
Design Ex. Control Number				

Corner Position



Ramp Position

Functional Condition (G,F,P)

Good (G) = all applicable boxes on left pass
OR Design Exception addresses criteria that do not pass
Fair (F) = all boxes on left pass, except Detectable Warning
Poor (P) = any box fails other than Detectable Warning

See also Standard Drawings RD755 and TM458 to assess provisions not shown: (flares, inlets, alignment, etc.)

Comment:

Inspector's Signature | Date (mm/dd/yy)

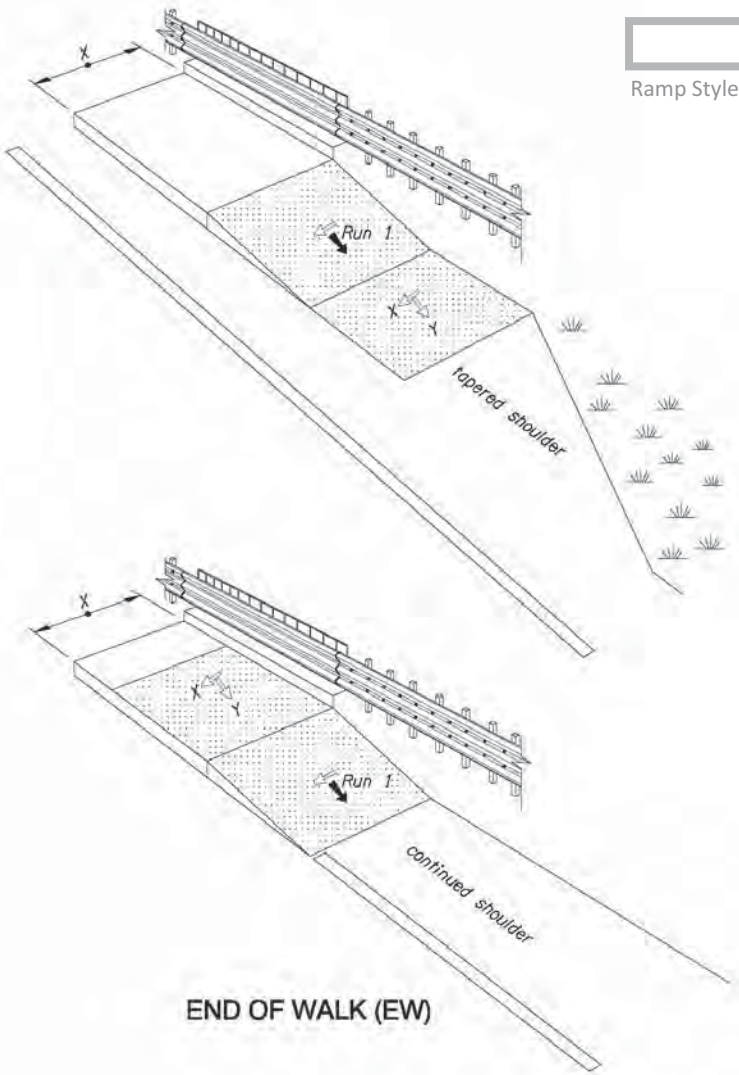
Print name clearly | Certification No.

Company/Agency | Crew No. (ODOT)

ADA Curb Ramp Inspection Form (End of Walk)

Oregon Department of Transportation

Project Name (Section) | Construction Year | Contract No. | Highway No. | MP | Cross Street Name



END OF WALK (EW)

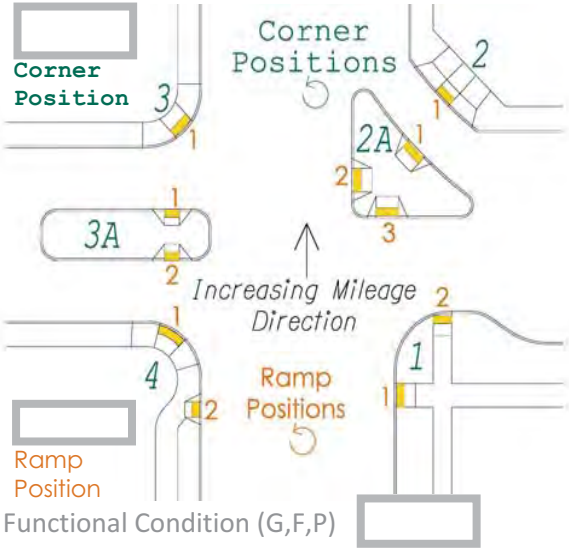
Ramp Style

Calibration Date (mm/dd/yy)

RAMP RUN 1		Pass	Fail
Running Slope 1		≤ 8.3%	> 8.3%
Run 1 Length		≤ 15'	> 15'
Cross Slope 1		≤ 2.0%	> 2.0%
Detectable Warning		(TD, X)	
Lip Height		≤ 1/4"	> 1/4"

Use the End of Walk style inspection form where sidewalk ends at locations that are not intersections.

Turning Space may be measured at either the bottom of the ramp run or at the top.



Functional Condition (G,F,P)

Good (G) = all applicable boxes on left pass
OR Design Exception addresses criteria that do not pass
Fair (F) = all boxes on left pass, except Detectable Warning
Poor (P) = any box fails other than Detectable Warning
See also Standard Drawings RD755 and TM458 to assess provisions not shown: (flares, inlets, alignment, etc.)

TURNING SPACE		Pass	Fail
Width X		≥ 4' and ≤2.0%	< 4' or >2.0%
Length Y			
Slope X			
Slope Y			

MISCELLANEOUS		Pass	Fail
Clear Width (feet)		≥ 4'	< 4'
Physical Condition (G,F,P)			
ADA Design Exception (Y,N)			
Design Ex. Control Number			

Comment:

Inspector's Signature | Date (mm/dd/yy)

Print name clearly | Certification No.

Company/Agency | Crew No. (ODOT)

Pedestrian Access Route (to measure Clear Width)
Cross Slope (2.0% max.)
Running Slope (8.3% max.)
Turning Space (X & Y) (2.0% max. / 4' x 4' min.)

734-5020D (02-23-2017)

http://www.oregon.gov/ODOT/HWY/CONSTRUCTION/Pages/HwyConstForms1.aspx

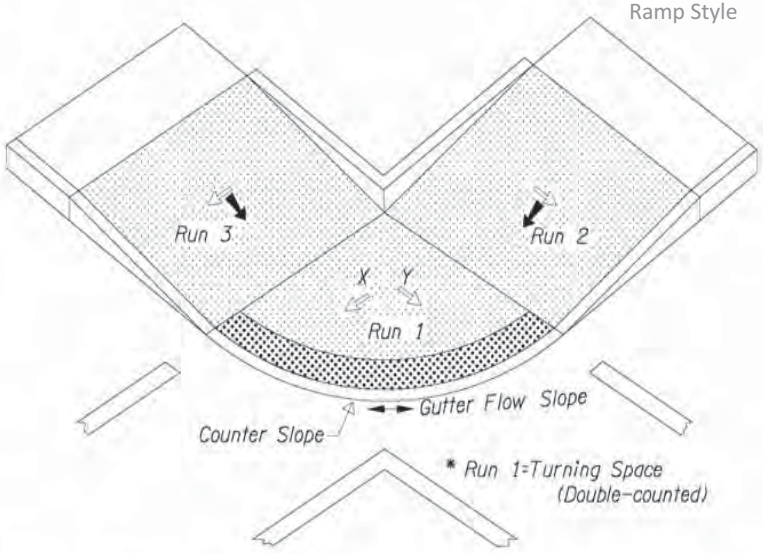
Oregon Department of Transportation

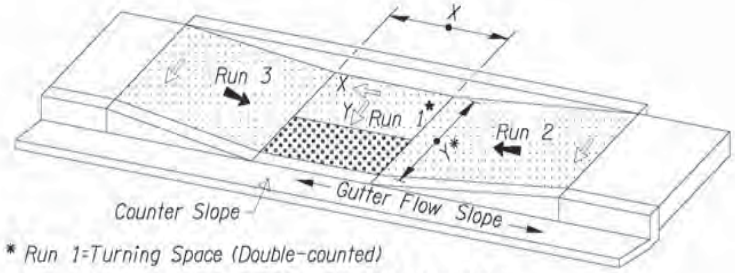
ADA Curb Ramp Inspection Form (Parallel)

Project Name (Section) | Construction Year | Contract No. | Highway No. | MP | Cross Street Name

Ramp Style

Calibration Date (mm/dd/yy)





PARALLEL RAMP (PL)

- Pedestrian Access Route (to measure Clear Width)
- Detectable Warning Surface
- Cross Slope (2.0% max.)
- Running Slope (8.3% max.)
- Counter Slope (5.0% max.)
- Turning Space (X & Y) (2.0% max. / 4' x 4' min.)*
  * If constrained at back of walk, min. Y length is 5'.
- Gutter Flow Slope (as directed)

RAMP RUN 1		Pass	Fail
Running Slope 1		≤ 2.0%	> 2.0%
Cross Slope 1		≤ 2.0%	> 2.0%
Detectable Warning		(TD, X)	(N)
Lip Height		≤ 1/4"	> 1/4"
Gutter Flow Slope			
Curb Running Slope (avg)		≤ 8.3%	> 8.3%
Counter Slope (+/-)		≤ 5.0%	> 5.0%
Slope Differential			

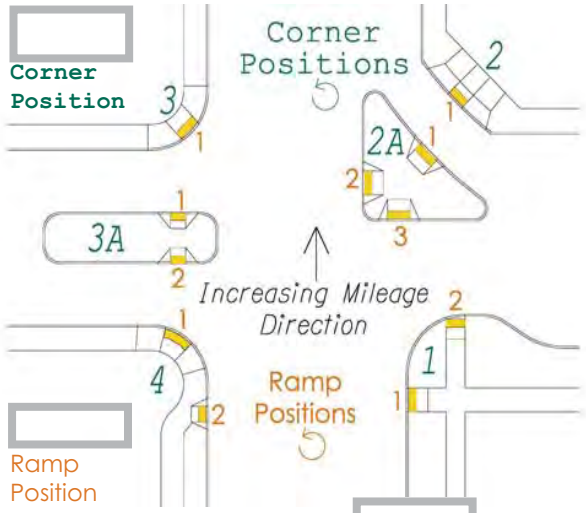
RAMP RUN 2		Pass	Fail
Running Slope 2		≤ 8.3%	> 8.3%
Run 2 Length		≤ 15'	> 15'
Cross Slope 2		≤ 2.0%	> 2.0%

RAMP RUN 3		Pass	Fail
Running Slope 3		≤ 8.3%	> 8.3%
Run 3 Length		≤ 15'	> 15'
Cross Slope 3		≤ 2.0%	> 2.0%

TURNING SPACE		Pass	Fail
Width X			
Length Y		≥ 4'*	< 4'*
Slope X (Cross Slope 1)		and	or
Slope Y (Running Slope 1)		≤2.0%	>2.0%

MISCELLANEOUS		Pass	Fail
Clear Width (feet)		≥ 4'	< 4'
Physical Condition (G,F,P)			
ADA Design Exception (Y,N)			
Design Ex. Control Number			

Corner Position



Ramp Position

Function Condition (G,F,P)

Good (G) = all applicable boxes on left pass
OR Design Exception addresses criteria that do not pass
Fair (F) = all boxes on left pass, except Detectable Warning
Poor (P) = any box fails other than Detectable Warning

See also Standard Drawings RD755 and TM458 to assess provisions not shown: (flares, inlets, alignment, etc.)

Comment:

Inspector's Signature | Date (mm/dd/yy)

Print name clearly | Certification No.

Company/Agency | Crew No. (ODOT)

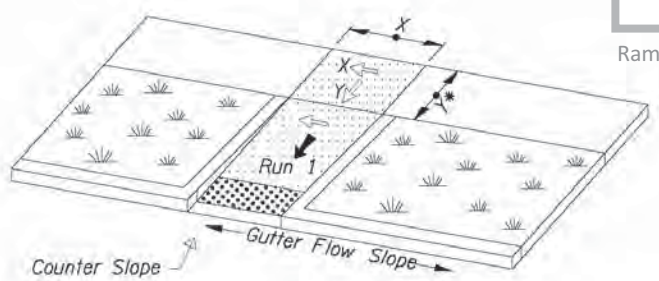
734-5020E (02-23-2017)

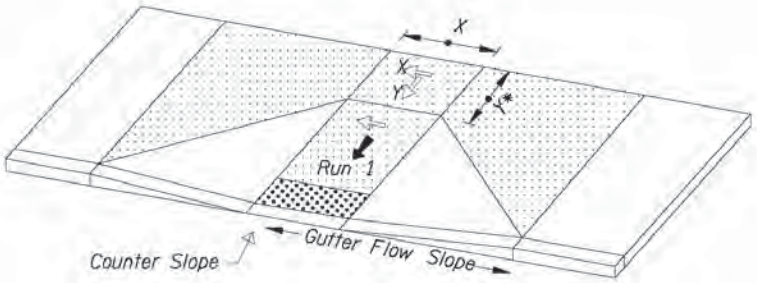
http://www oregon.gov/ODOT/HWY/CONSTRUCTION/Pages/HwyConstForms1 aspx

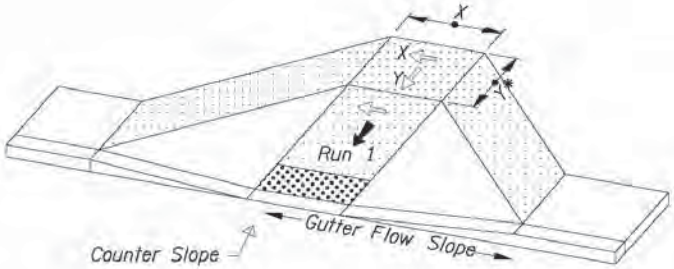
ADA Curb Ramp Inspection Form (Perpendicular)

Oregon Department of Transportation

Project Name (Section) | Construction Year | Contract No. | Highway No. | MP | Cross Street Name







PERPENDICULAR RAMP (PR)

- Pedestrian Access Route (to measure Clear Width)
- Detectable Warning Surface
- Cross Slope (2.0% max.)
- Running Slope (8.3% max.)
- Counter Slope (5.0% max.)
- Turning Space (X & Y) (2.0% max. / 4' x 4' min.)*
  * If constrained at back of walk, min. Y length is 5'.
- Gutter Flow Slope (as directed)

Ramp Style

Calibration Date (mm/dd/yy)

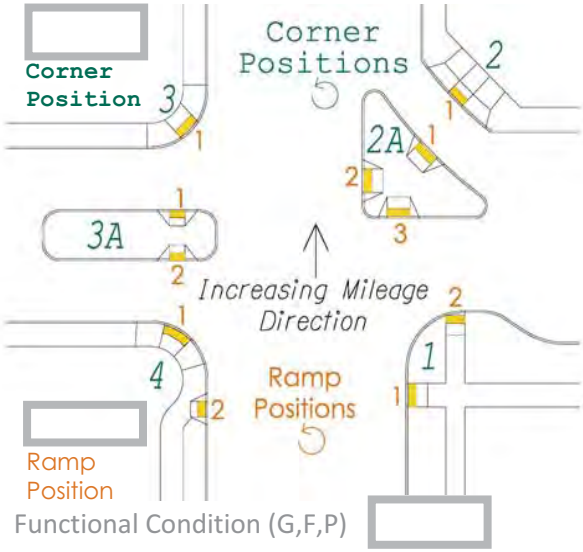
RAMP RUN 1		Pass	Fail
Running Slope 1		≤ 8.3%	> 8.3%
Run 1 Length		≤ 15'	> 15'
Cross Slope 1		≤ 2.0%	> 2.0%
Detectable Warning		(TD, X)	(N)
Lip Height		≤ 1/4"	> 1/4"
Gutter Flow Slope			
Curb Running Slope (avg)		≤ 8.3%	> 8.3%
Counter Slope (+/-)		≤ 5.0%	> 5.0%
Slope Differential			

Where flared sides exist, a 4' wide unobstructed sidewalk is required around the flared sides with cross slope not greater than 2.0%.
If the Running Slope of the sidewalk around the flared sides is more than 5.0%, use a Combination style ramp inspection form.

TURNING SPACE		Pass	Fail
Width X			
Length Y		≥ 4'* and	< 4'* or
Slope X		≤2.0%	>2.0%
Slope Y			

MISCELLANEOUS		Pass	Fail
Clear Width (feet)		≥ 4'	< 4'
Physical Condition (G,F,P)			
ADA Design Exception (Y,N)			
Design Ex. Control Number			

Corner Position



Ramp Position

Functional Condition (G,F,P)

Good (G) = all applicable boxes on left pass
OR Design Exception addresses criteria that do not pass
Fair (F) = all boxes on left pass, except Detectable Warning
Poor (P) = any box fails other than Detectable Warning

See also Standard Drawings RD755 and TM458 to assess provisions not shown: (flares, inlets, alignment, etc.)

Comment:

Inspector's Signature | Date (mm/dd/yy)

Print name clearly | Certification No.

Company/Agency | Crew No. (ODOT)

734-5020F (02-23-2017)

http://www.oregon.gov/ODOT/HWY/CONSTRUCTION/Pages/HwyConstForms1.aspx

ADA Curb Ramp Inspection Form (Unique Design)

Oregon Department of Transportation

Project Name (Section) | Construction Year | Contract No. | Highway No. | MP | Cross Street Name

Ramp Style

Calibration Date (mm/dd/yy)

Click here to add image (pdf)

RAMP RUN 1		Pass	Fail
Running Slope 1		≤ 8.3%	> 8.3%
Run 1 Length		≤ 15'	> 15'
Cross Slope 1		≤ 2.0%	> 2.0%
Detectable Warning		(TD, X)	(N)
Lip Height		≤ 1/4"	> 1/4"
Gutter Flow Slope			
Curb Running Slope (avg)		≤ 8.3%	> 8.3%
Counter Slope (+/-)		≤ 5.0%	> 5.0%
Slope Differential			

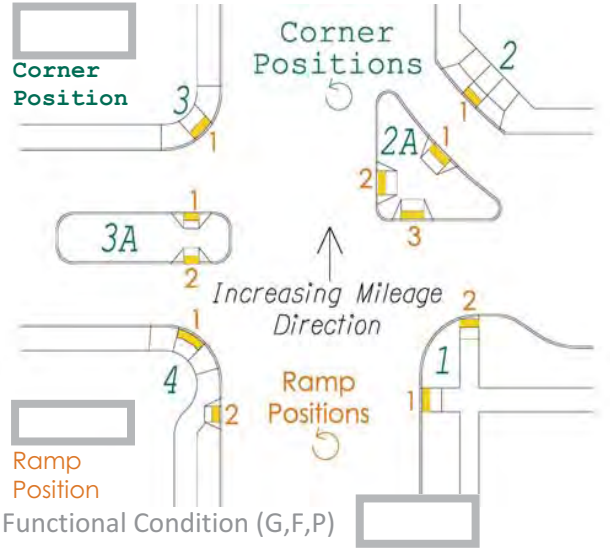
RAMP RUN 2		Pass	Fail
Running Slope 2		≤ 8.3%	> 8.3%
Run 2 Length		≤ 15'	> 15'
Cross Slope 2		≤ 2.0%	> 2.0%

RAMP RUN 3		Pass	Fail
Running Slope 3		≤ 8.3%	> 8.3%
Run 3 Length		≤ 15'	> 15'
Cross Slope 3		≤ 2.0%	> 2.0%

TURNING SPACE		Pass	Fail
Width X		≥ 4' and	< 4' or
Length Y			
Slope X		≤2.0%	>2.0%
Slope Y			

MISCELLANEOUS		Pass	Fail
Clear Width (feet)		≥ 4'	< 4'
Physical Condition (G,F,P)			
ADA Design Exception (Y,N)			
Design Ex. Control Number			

Corner Position



Ramp Position

Functional Condition (G,F,P)

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See also Standard Drawings RD755 and TM458 to assess provisions not shown: (flares, inlets, alignment, etc.)

Comment:

Inspector's Signature | Date (mm/dd/yy)

Print name clearly | Certification No.

Company/Agency | Crew No. (ODOT)

734-5020 (02-23-2017)

http://www.oregon.gov/ODOT/HWY/CONSTRUCTION/Pages/HwyConstForms1.aspx

Appendix D: US DOJ/DOT Joint Technical Assistant Memo

U.S. Department of Justice
Civil Rights Division
Disability Rights Section

U.S. Department of Transportation
Federal Highway Administration

Department of Justice/Department of Transportation Joint Technical Assistance[1] on the Title II of the Americans with Disabilities Act Requirements to Provide Curb Ramps when Streets, Roads, or Highways are Altered through Resurfacing

Title II of the Americans with Disabilities Act (ADA) requires that state and local governments ensure that persons with disabilities have access to the pedestrian routes in the public right of way. An important part of this requirement is the obligation whenever streets, roadways, or highways are *altered* to provide curb ramps where street level pedestrian walkways cross curbs.[2] This requirement is intended to ensure the accessibility and usability of the pedestrian walkway for persons with disabilities.

An alteration is a change that affects or could affect the usability of all or part of a building or facility.[3] Alterations of streets, roads, or highways include activities such as reconstruction, rehabilitation, *resurfacing*, widening, and projects of similar scale and effect.[4] Maintenance activities on streets, roads, or highways, such as filling potholes, are not alterations.

Without curb ramps, sidewalk travel in urban areas can be dangerous, difficult, or even impossible for people who use wheelchairs, scooters, and other mobility devices. Curb ramps allow people with mobility disabilities to gain access to the sidewalks and to pass through center islands in streets. Otherwise, these individuals are forced to travel in streets and roadways and are put in danger or are prevented from reaching their destination; some people with disabilities may simply choose not to take this risk and will not venture out of their homes or communities.

Because resurfacing of streets constitutes an alteration under the ADA, it triggers the obligation to provide curb ramps where pedestrian walkways intersect the resurfaced streets. See Kinney v. Yerusalim, 9 F 3d 1067 (3rd Cir. 1993). This obligation has been discussed in a variety of technical assistance materials published by the Department of Justice beginning in 1994.[5] Over the past few years, state and local governments have sought further guidance on the scope of the alterations requirement with respect to the provision of curb ramps when streets, roads or highways are being resurfaced. These questions have arisen largely due to the development of a variety of road surface treatments other than traditional road resurfacing, which generally involved the addition of a new layer of asphalt. Public entities have asked the Department of Transportation and the Department of Justice to clarify whether particular road surface treatments fall within the ADA definition of alterations, or whether they should be considered maintenance that would not trigger the obligation to provide curb ramps. This Joint Technical Assistance addresses some of those questions.

Where must curb ramps be provided?

Generally, curb ramps are needed wherever a sidewalk or other pedestrian walkway crosses a curb. Curb ramps must be located to ensure a person with a mobility disability can travel from a sidewalk on one side of the street, over or through any curbs or traffic islands, to the sidewalk on the other side of the street. However, the ADA does not require installation of ramps or curb ramps in the absence of a pedestrian walkway with a prepared surface for pedestrian use. Nor are curb ramps required in the absence of a curb, elevation, or other barrier between the street and the walkway.

When is resurfacing considered to be an alteration?

Resurfacing is an alteration that triggers the requirement to add curb ramps if it involves work on a street or roadway spanning from one intersection to another, and includes overlays of additional material to the road surface, with or without milling. Examples include, but are not limited to the following treatments or their equivalents: addition of a new layer of asphalt, reconstruction, concrete pavement rehabilitation and reconstruction, open-graded surface course, micro-surfacing and thin lift overlays, cape seals, and in-place asphalt recycling.

What kinds of treatments constitute maintenance rather than an alteration?

Treatments that serve solely to seal and protect the road surface, improve friction, and control splash and spray are considered to be maintenance because they do not significantly affect the public's access to or usability of the road. Some examples of the types of treatments that would normally be considered maintenance are: painting or striping lanes, crack filling and sealing, surface sealing, chip seals, slurry seals, fog seals, scrub sealing, joint crack seals, joint repairs, dowel bar retrofit, spot high-friction treatments, diamond grinding, and pavement patching. In some cases, the combination of several maintenance treatments occurring at or near the same time may qualify as an alteration and would trigger the obligation to provide curb ramps.

What if a locality is not resurfacing an entire block, but is resurfacing a crosswalk by itself?

Crosswalks constitute distinct elements of the right-of-way intended to facilitate pedestrian traffic. Regardless of whether there is curb-to-curb resurfacing of the street or roadway in general, resurfacing of a crosswalk also requires the provision of curb ramps at that crosswalk.

---

1 The Department of Justice is the federal agency with responsibility for issuing regulations implementing the requirements of title II of the ADA and for coordinating federal agency compliance activities with respect to those requirements. Title II applies to the programs and activities of state and local governmental entities. The Department of Justice and the Department of Transportation share responsibility for enforcing the requirements of title II of the ADA with respect to the public right of way, including streets, roads, and highways.

2 See 28 CFR 35.151(*i*)(1) (Newly constructed or altered streets, roads, and highways must contain curb ramps or other sloped areas at any intersection having curbs or other barriers to entry from a street level pedestrian walkway) and 35.151(i)(2) (Newly constructed or altered street level pedestrian walkways must contain curb ramps or other sloped areas at intersections to streets, roads, or highways).

3 28 CFR 35.151(b)(1).

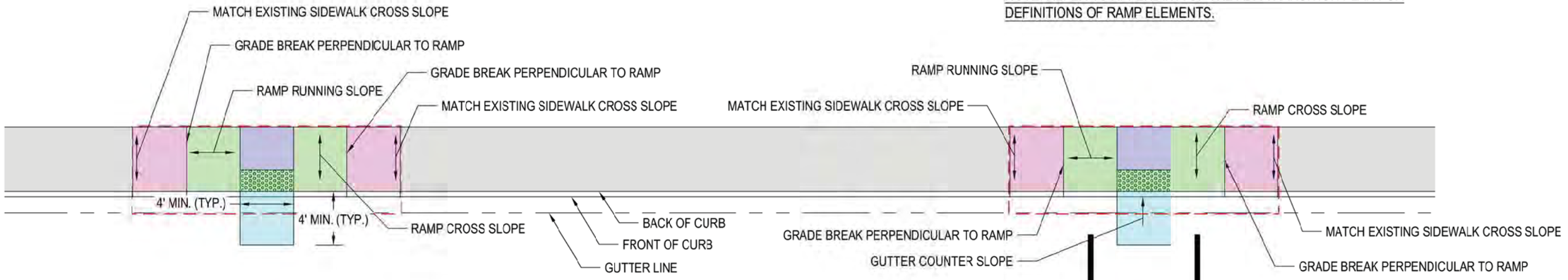
4 2010 ADA Accessibility Standards, section 106.5.

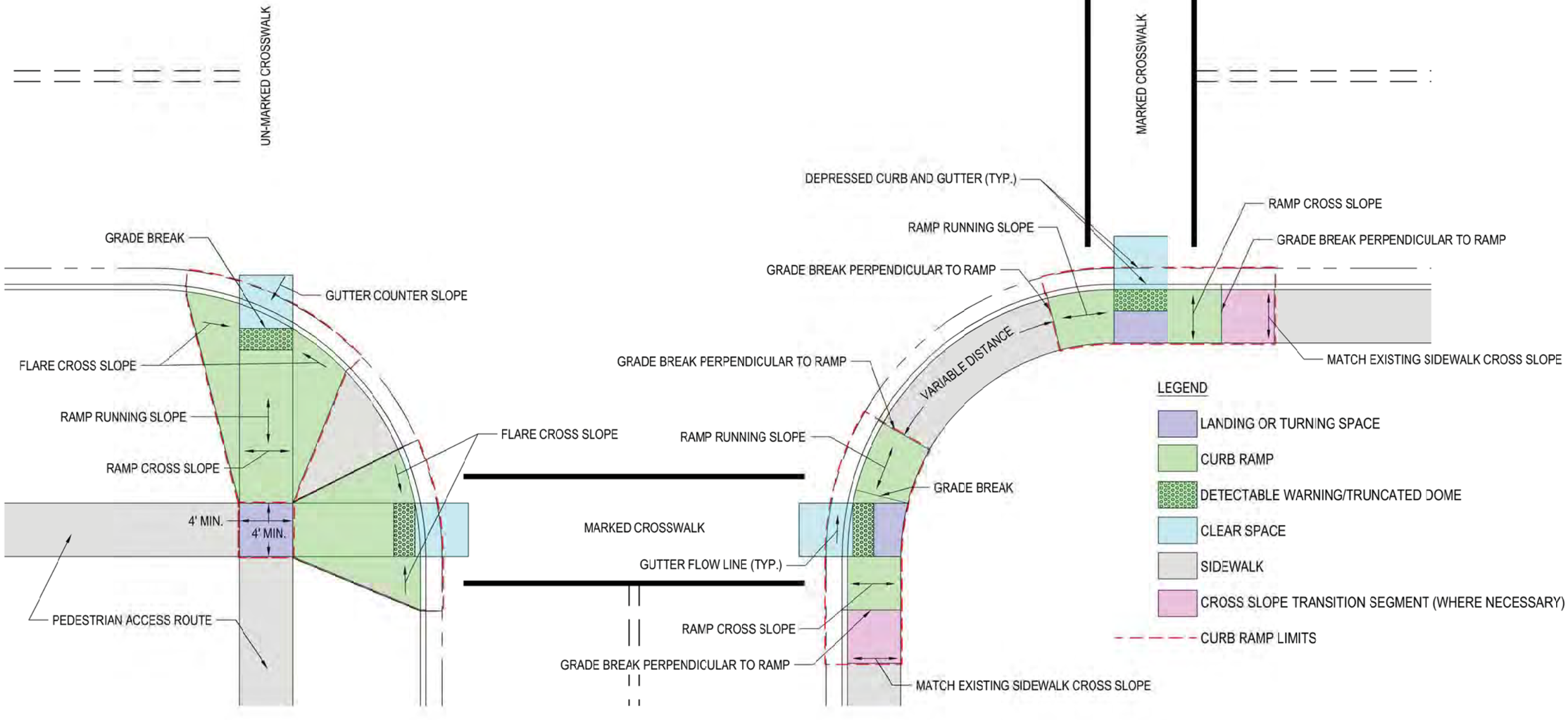
5 See 1994 Title II Technical Assistance Manual Supplement, Title II TA Guidance: The ADA and City Governments: Common Problems; and ADA Best Practices Tool Kit for State and Local Governments: Chapter 6, Curb Ramps and Pedestrian Crossings under Title II of the ADA, available at ada.gov.

July 8, 2013

Appendix E: Curb Ramp Detail

NOTE: REFER TO APPENDIX A OF THE ADA TRANSITION PLAN FOR DEFINITIONS OF RAMP ELEMENTS.





LANE COUNTY
OREGON

LANE COUNTY
DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION

DANIEL M. HURLEY, P.E. PUBLIC WORKS DIRECTOR
PEGGY A. KEPPLER, PE., PLS. COUNTY ENGINEER

REVISION	DATE	APPRD

ADA TRANSITION PLAN
CURB RAMP DETAIL

ROAD NO.
PROJECT NO.
DATE

SHEET NO.

Appendix F: Design Checklist

OREGON DEPARTMENT OF TRANSPORTATION
ADA CURB RAMP DESIGN CHECK LIST
(IF BOX IS NOT CHECKED, ADA DESIGN EXCEPTION REQUEST IS REQUIRED)

Use new check list form for each intersection.
See Exhibit "A" for Curb Ramp Location and Numbering Guidance, and Exhibit "B" for Curb Ramp Style Examples.

Section Name:										Route No.:
Highway Name:										Highway No.:
Intersection MP:										Intersecting Street Name:
Curb Ramp Number										
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	**A.** A separate curb ramp is provided for each pedestrian access route crossing (typically two curb ramps per corner) unless such crossing is officially and properly closed. **Note:** If a crossing is closed, confirm existing State Traffic Roadway Engineer Closure Approval Letter is on file or pursue closure process (ODOT form No. 734-5150). A design exception is not required for a single ramp if closure approval letter is on file.
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	Ramp running slope meets applicable criteria below: **B1.** 7.5 % maximum ramp running slope on all ramp runs. **Note:** When maximum ramp running slope is less than 5% the curb ramp shall be considered a blended transition. **B2.** No longer in use. **B3.** 7.5% maximum curb running slope.
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	Cross slope meets the applicable criteria below: **C1.** 1.5% maximum cross slope on ramp runs. **C2.** At an intersection crossing which includes an island where the roadway is not controlled by a stop or yield sign, maximum cross slope of the island is the adjacent road profile grade, not to exceed 4.5%. **C3.** At an Island at a midblock location, maximum cross slope does not exceed adjacent road profile grade. **Note:** At an intersection crossing where the roadway is not controlled by a stop or a yield sign, perpendicular style ramp-runs shall be allowed to transition cross-slope at an appropriate rate between the 1.5% max turning space to the street or highway grade up to a maximum of 4.5%. 0.5%/ft is a suggested appropriate cross-slope transition rate.
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	Gutter flow slope meets the applicable criteria below: **D1.** Maximum gutter flow slope is 1.5% at bottom of curb ramps where the roadway is controlled by a stop or yield sign. **D2.** At an intersection crossing where the roadway is not controlled by a stop or yield sign, the maximum gutter flow is the adjacent road profile grade, not to exceed 4.5%. **D3.** At midblock crossings, the gutter flow shall be permitted to equal the street or highway grade.

OREGON DEPARTMENT OF TRANSPORTATION
ADA CURB RAMP DESIGN CHECK LIST
(IF BOX IS NOT CHECKED, ADA DESIGN EXCEPTION REQUEST IS REQUIRED)

Use new check list form for each intersection.
See Exhibit "A" for Curb Ramp Location and Numbering Guidance, and Exhibit "B" for Curb Ramp Style Examples.

Curb Ramp Number										Check List Items
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	Maximum counter slope meets applicable criteria below: **E.** Maximum counter slope is +/- 4.0%. The standard applies to gutters and road surfaces within 2' of a curb ramp and shall be measured perpendicular to the curb.
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	Minimum clear width (within the Standard Drawing pay limit) meets the applicable criteria below: **F1.** Minimum clear width through the pedestrian access route (flares and curbs are excluded from pedestrian access route) shall be 4.5' nominal, 4' minimum. **F2.** Minimum clear width through a cut-through island shall be 5.5' nominal, 5' minimum. **F3.** Curb ramps designed for shared use paths shall have a minimum width equal to the approaching path width.
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	Ramp flares or return curbs meet the applicable criteria below: **G1.** Flares are provided with maximum slope of 10%, measured parallel to the curb line; OR **G2.** Side of ramp discourages pedestrian cross-travel with landscaping or an obstruction (If no flares, curb return is used). **G3.** When curb ramps include flares there shall be 1' minimum separation between flares.
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	**H.** No drainage grates within the pedestrian access route.
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	Ramp turning space meets the applicable criteria below: **J1.** 1.5% maximum slope in both directions of travel; AND **J2.** If no constraints at back of walk 4.5' x 4.5' nominal, 4' x 4' minimum; OR **J3.** If constraints at back-of-walk 4.5' x 5.5' nominal, 4' x 5' minimum (5' in crosswalk direction). **Note:** Constraints are objects that prevent a wheel chair footrest from overhanging the edge of the turning spacing, thus requiring a larger area to turn.
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	Pedestrian pushbuttons, if present, meets the criteria below: **K1.** Horizontal reach to pushbuttons shall be 10" maximum from the 4' side of the clear space; AND **K2.** Vertical reach to center of pushbuttons shall be 36" to 48" above the clear space, 42" nominal.

OREGON DEPARTMENT OF TRANSPORTATION
ADA CURB RAMP DESIGN CHECK LIST
(IF BOX IS NOT CHECKED, ADA DESIGN EXCEPTION REQUEST IS REQUIRED)

Use new check list form for each intersection.

See Exhibit "A" for Curb Ramp Location and Numbering Guidance, and Exhibit "B" for Curb Ramp Style Examples.

Curb Ramp Number										Check List Items
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	Surfaces adjacent to pedestrian push buttons meets the clear space criteria below: **L1.** 2.5' x 4' clear space of prepared surface (if constrained on 3 sides a larger clear space is required, see Traffic Signal Design Manual); AND **L2.** 1.5% slope in one direction (recommended 1.5% both directions) **Note:** Reach and height criteria originate from nearest prepared surface. These may include turning space, sidewalk, paved shoulder or ramp run.
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	Bottom of curb ramp meets applicable criteria below: **M.** If 4' x 4' clear space at the bottom of curb ramp is in the roadway it shall be outside of the parallel vehicular path of travel and within the crosswalk.
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	**N.** Between curb ramps, curb exposure height is at least 3".
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	**P.** Parallel style curb ramps shall have a 5' minimum separation from other parallel style ramps.
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	**Q.** Curb ramp falls within the width of the pedestrian street crossing (crosswalk) served and is not blocked by legally parked vehicles.
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	Detectable warning surface meets the criteria below: **R1.** Consists of truncated domes, extending 2' along the full width of the curb ramp. **R2.** At a crossing island, 2' of separation is provided between detectable warning surfaces **R3.** Detectable warning surface meets placement criteria below: • At a parallel curb ramp or blended transition place truncated domes at back of curb • At a perpendicular curb ramp place truncated domes at the bottom of the curb ramp if less than 5' from the back of curb OR at the back of curb if bottom of the curb ramp is greater than 5' from the back of curb. • At a freight rail crossing, closest edge is placed 12' 8" from center of nearest rail. • At a light rail crossing , closest edge is placed 6' from center of nearest rail.
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	**T.** Transitions at all grade breaks in a curb ramp are flush and free of abrupt level changes (no lip or other vertical surface discontinuity). Grade breaks at top and bottom of ramp runs shall be perpendicular to that ramp run.

Appendix G: Design Exception Form

ADA Ramp I.D. #_____

Lane County Public Works
Engineering & Construction Services

ADA CURB RAMP DESIGN EXCEPTION REQUEST

SITE INFORMATION

Road Name:						Road No.:	
County Name:	Lane	Region:	2	Key No.:		Project File #:	
Project Name:							
Begin MP:		End MP:					

PROJECT INFORMATION

Functional Classification:					
Funding Source:					
Current Estimate:		Additional Cost to Meet Standard:			
Federal Highway approval required:	**Yes** ☐ **No** ☐	Design Category	**3R** ☐ **1R** ☐ **4R** ☐ **SF** ☐	**NHS:** **Non NHS:**	☐ ☐

SITE ILLUSTRATION

EXCEPTION DESCRIPTION:

Corner Position	Ramp Position No.	Exception Type & Description

This is a request to not meet the following standards:

AASHTO ☐ PROWAG ☐

Effect on other standards:

Description of Project (from Prospectus):

Compatibility with adjacent sections of road or accessible route:

Mitigation for exception included in design: YES ☐ NO ☐

SIGNATURES

Prepared By: _____ **Date:** _____

(Engineer of Record)

Name:		**Phone:**			
Company Name:					
Company Address:					
City:		**ST:**		**Zip:**	
Email Address:					

Concurred By: _____ **Date:** _____

(Design Section Program Manager)

Kerry Werner, PE

(Print Name)

Concurred By: _____ **Date:** _____

(Lane County Traffic Engineer)

Steve Gallup, PE, PTOE

(Print Name)

Approved By: _____ **Date:** _____

(Lane County Engineer)

Peggy Keppler, PE, PLS

(Print Name)

Engineer of Record, P.E. Stamp

County Engineer, P.E. Stamp

Appendix H: Crosswalk Closure Request Form

Lane County Public Works
Engineering & Construction Services

CROSSWALK CLOSURE REQUEST

LOCATION

Road Name:				Road No.:	
County Name:	Lane	Region:	2	Milepost:	
Posted Speed:		ADT:			
Location Description:					
Functional Classification:					

PROJECT

Project Name:		Key No.:	
Project Scope and Description:			

SURROUNDING PEDESTRIAN NETWORK

Which streets have sidewalks? Are sidewalks located on both sides? Nearest crosswalk?

SURROUNDING LAND USE

Surrounding land use; general character; nearest pedestrian generators. Bus stops? Many older, younger or other vulnerable pedestrians in the area?

CROSSWALK CLOSURE DETAILS

Cross Street:		Milepost:	
Closure Justification (Safety considerations or specific characteristics that support closing crosswalk.)			

SITE ILLUSTRATION

Show the proposed crosswalk to be closed and alternate pedestrian route (photo or sketch), including location and distance to nearest crosswalk on either side.

SIGNATURES

Prepared By: _____ **Date:** _____

(Engineer of Record)

Name:		**Phone:**			
Company Name:					
Company Address:					
City:		**ST:**		**Zip:**	
Email Address:					

Concurred By: _____ **Date:** _____

(Design Section Program Manager)

Kerry Werner, PE

(Print Name)

Concurred By: _____ **Date:** _____

(Lane County Traffic Engineer)

Steve Gallup, PE, PTOE

(Print Name)

Approved By: _____ **Date:** _____

(Lane County Engineer)

Peggy Keppler, PE, PLS

(Print Name)

Engineer of Record, P.E. Stamp

County Engineer, P.E. Stamp

TABLE 6: ANNUAL EXPENSES BY CATEGORY

CATEGORY	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	5-YR TOTAL
PAVING (522524) (See Table 7)							
Identified Overlay & Rehabilitation Paving Projects	$4,609,010	$2,260,956	$1,370,985	$1,000,000	$198,222	$379,615	$5,209,777
Slurry Seals (Roads Identified Annually)	$250,000	$250,000	$35,000	$150,000	$250,000	$250,000	$935,000
Unidentified Paving Funding Available	$500,000	$139,044	$32	$0	$1,778	$570,385	$711,240
Total Paving	**$5,359,010**	**$2,650,000**	**$1,406,017**	**$1,150,000**	**$450,000**	**$1,200,000**	**$6,856,017**
BRIDGES & STRUCTURES (522525) (see Table 8)							
Bridge Preservation & Rehabilitation	$396,772	$600,000	$0	$0	$0	$0	$600,000
Covered Bridge Preservation	$0	$0	$0	$0	$0	$0	$0
Seismic Rehabilitation & Retrofit	$0	$0	$919,000	$0	$648,000	$0	$1,567,000
Culverts	$560,968	$1,108,229	$0	$0	$0	$0	$1,108,229
Unidentified Bridges & Structures Funding Available	$184,620	$357,094	$1,000	$0	$52,000	$700,000	$1,110,094
Total Bridges & Structures	**$1,142,360**	**$2,065,323**	**$920,000**	**$0**	**$700,000**	**$700,000**	**$4,385,323**
RIGHT-OF-WAY (522526) (see Table 9)							
Identified Right of Way Needs	$20,000	$259,755	$123,224	$0	$0	$0	$382,979
Total Right-of-Way	**$20,000**	**$259,755**	**$123,224**	**$0**	**$0**	**$0**	**$382,979**
INFRASTRUCTURE SAFETY IMPROVEMENTS (522527) (see Table 10)							
Pedestrian/Bicycle Improvements	$583,568	$807,227	$1,657,244	$250,000	$250,000	$250,000	$3,214,471
Transportation Safety Actions	$158,004	$581,395	$0	$0	$0	$0	$581,395
Unidentified Infrastructure Safety Improvement Funding Available	$240,520	$157,889	$152,075	$0	$0	$250,000	$559,964
Total Infrastructure Safety Improvements	**$982,092**	**$1,546,511**	**$1,809,319**	**$250,000**	**$250,000**	**$500,000**	**$4,355,830**
GENERAL CONSTRUCTION (522529) (see Table 11)							
Identified General Construction Projects	$2,711,000	$800,000	$850,000	$2,300,000	$5,136,804	$1,300,000	$10,386,804
Unidentified General Construction Funding Available	$123,000	$150,000	$161,328	$0	$46,521	$0	$357,849
Total General Construction	**$2,834,000**	**$950,000**	**$1,011,328**	**$2,300,000**	**$5,183,325**	**$1,300,000**	**$10,744,653**
CONSULTANTS							
Consulting Services - Engineering	$200,000	$200,000	$200,000	$0	$100,000	$100,000	$600,000
Consulting Services - Bridge	$300,000	$300,000	$100,000	$300,000	$100,000	$200,000	$1,000,000
Total Consultants	**$500,000**	**$500,000**	**$300,000**	**$300,000**	**$200,000**	**$300,000**	**$1,600,000**
ANNUAL CIP	**$10,837,462**	**$7,971,589**	**$5,569,888**	**$4,000,000**	**$6,783,325**	**$4,000,000**	**$28,324,802**
Total Revenues- (see Table 14)	$6,587,462	$3,971,589	$1,569,888	$0	$2,783,325	$0	$8,324,802
NET COUNTY CIP COST	**$4,250,000**	**$4,000,000**	**$4,000,000**	**$4,000,000**	**$4,000,000**	**$4,000,000**	**$20,000,000**
TERRITORIAL HIGHWAY IMPROVEMENTS (see Table 12)							
Total Territorial Highway Improvements	**$0**	**$2,000,000**	**$1,000,000**	**$8,390,514**	**$8,950,000**	**$0**	**$20,340,514**
CERTIFIED ON BEHALF OF (COBO) AGREEMENTS (see Table 13)							
Total COBO Agreements	**$879,400**	**$301,771**	**$308,436**	**$891,564**	**$0**	**$0**	**$1,501,771**

TABLE 7: PAVING

PROJECT	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	5-YR TOTAL
Project Specific Paving*							
E Enid Road and Prairie Road Pavement Preservation & Sidewalk Rehabilitation, Key #19914 (County Match $123,937)	$1,534,181						$0
London Road Overlay (County Match $222,165)	$1,358,480						$0
Coburg Road Overlay MP 3.283-4.836 and MP 6.601-7.366 (Eugene MP 3.283-4.163)	$1,716,349						$0
N Game Farm Road MP 0.590-1.690 and Coburg Road MP 4.836-6.601			$728,985				$728,985
Cottage Grove - Lorane Road MP 0.820-12.654			$642,000	$1,000,000			$1,642,000
Clear Lake Road OverlayMP 7.070-8.391 MP and 5.039-7.070		$1,244,079					$1,244,079
Hamm Road MP 2.000-4.360						$379,615	$379,615
Bob Straub Parkway MP 0.000-0.425					$198,222		$198,222
Lorane Highway Overlay: MP 1.850 to MP 4.458		$1,016,877					$1,016,877
Slurry Seal Projects**	$250,000	$250,000	$35,000	$150,000	$250,000	$250,000	$935,000
Unidentified Paving Funds Available for New Projects***	$500,000	$139,044	$32	$0	$1,778	$570,385	$711,240
TOTAL PAVING	**$5,359,010**	**$2,650,000**	**$1,406,017**	**$1,150,000**	**$450,000**	**$1,200,000**	**$6,856,017**

*Pavement Preservation Treatment for Roads are determined annually based on their Pavement Condition Index

TABLE 8: BRIDGES & STRUCTURES

PROJECT	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	5-YR TOTAL
Bridge Preservation & Rehabilitation							
Praire Road Storm Pipe	$396,772						$0
Sweet Creek Bridge Repairs		$600,000					$600,000
Covered Bridge Preservation & Rehabilitation							
							$0
Seismic Rehabilitation & Retrofit							
Marcola Road Bridge #001229 Seismic Retrofit			$919,000				$919,000
Pengra Road Bridge #039C35 Seismic Retrofit							$0
Row River Road Bridge #14964B Seismic Retrofit					$348,000		$348,000
Row River Road Bridge #14965A Seismic Retrofit					$300,000		$300,000
Culverts							
London Road Culverts	$560,968						$0
Row River Deep Culverts		$1,108,229					$1,108,229
Unidentified Fish Passable Culverts							$0
Unidentified Bridges & Structures Funding Available for New Projects* **	$184,620	$357,094	$1,000	$0	$52,000	$700,000	$1,110,094
TOTAL BRIDGES & STRUCTURES	**$1,142,360**	**$2,065,323**	**$920,000**	**$0**	**$700,000**	**$700,000**	**$4,385,323**

TABLE 9: RIGHT-OF-WAY

PROJECT	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	5-YR TOTAL
Yolanda Elementary & Briggs Middle Schools (TSP #155)							$0
Howard Elementary & Colin Kelly Middle Schools (STP-U)		$45,000					$45,000
Row River Deep Culverts	$20,000						$0
Gilham Road Sidewalk & Safety Improvements (KN21385, STBG, Match $22,055)		$214,755					$214,755
Beaver Hunsaker			$123,224				$123,224
TOTAL RIGHT-OF-WAY	**$20,000**	**$259,755**	**$123,224**	**$0**	**$0**	**$0**	**$382,979**

TABLE 10: INFRASTRUCTURE SAFETY IMPROVEMENTS

PROJECT	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	5-YR TOTAL
Project Specific Bicycle/Pedestrian Improvements							
Row River Trail Crossings Safety Improvements (TSP #124d)	$333,568						$0
Beaver Hunsaker Short Term Safety Improvements		$557,227					$557,227
Yolanda Elementary & Briggs Middle Schools (TSP #155)							$0
Lowell Pedestrian Improvements		$250,000	$453,738				$703,738
Gilham Road Sidewalk & Safety Improvements (KN21385) CMAQ & STBG			$627,010				$627,010
Howard Elementary & Colin Kelly Middle Schools			$326,496				$326,496
Junction City SRTS project				$250,000			
ADA Upgrades	$250,000		$250,000		$250,000	$250,000	$750,000
Project Specific Transportation Safety Actions							
Sears Road Fixed Object Removal (TSP #128)	$158,004						$0
Local Road Roadway Departures (Clear Lake Road; London Road; Prairie Road)		$581,395					$581,395
Unidentified Infrastructure Safety Improvement Funding Available for New Projects	$240,520	$157,889	$152,075	$0	$0	$250,000	$559,964
TOTAL INFRASTRUCTURE SAFETY IMPROVEMENTS	**$982,092**	**$1,546,511**	**$1,809,319**	**$250,000**	**$250,000**	**$500,000**	**$4,105,830**

TABLE 11: GENERAL CONSTRUCTION

PROJECT	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	5-YR TOTAL
Mercer Lake Road	$500,000	$800,000					$800,000
Wolf Creek Road Overlay MP 0.000-11.594 (TBD)	$1,500,000						$0
E King Road Realignment			$700,000	$1,300,000			$2,000,000
Fox Hollow Lightweight Fill Repair: MP 9.5	$711,000						$0
Kitson Springs Rd Slide Repair					$3,101,889		$3,101,889
Row River Road Reconstruct: Cottage Grove UGB to Shoreview Drive (TSP #124b)				$1,000,000	$2,034,915		$3,034,915
Cloverdale Road from OR 58 to Hendricks Road (TSP #25)						$1,300,000	$1,300,000
Nelson Mountain Road			$150,000				$150,000
Unidentified General Construction Funding Available for New Projects***	$123,000	$150,000	$161,328	$0	$46,521	$0	$357,849
TOTAL GENERAL CONSTRUCTION*	**$2,834,000**	**$950,000**	**$1,011,328**	**$2,300,000**	**$5,183,325**	**$1,300,000**	**$10,744,653**

TABLE 12: TERRITORIAL HIGHWAY EXCHANGE

PROJECT	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	5-YR TOTAL
OR 200: MP 30.8 & MP 34.9 Slides, Key #18641 (Construction & Utility Relocates) (County Match $147,990)							$0
OR 200: MP 34.9 Slide Repair		$2,000,000					$2,000,000
OR 200: MP 30.8 Slide Repair					$700,000		$700,000
OR 200: Raise & Widen Bridges #4057A & #4058			$1,000,000				$1,000,000
Territorial Highway: Gillespie Corners to Hamm Road (TSP #141b)				$7,000,000			$7,000,000
Territorial Highway: Hamm Road to Lorane (TSP #141c)					$7,500,000		$7,500,000
Territorial Highway/Suttle Road Intersection Improvements (TSP #144e)					$750,000		$750,000
OR200: MP 18.68-19.36 Veneta-Elmira Multi-Use Path (FLAP)				$1,390,514			$1,390,514
TOTAL TERRITORIAL HIGHWAY IMPROVEMENTS	**$0**	**$2,000,000**	**$1,000,000**	**$8,390,514**	**$8,950,000**	**$0**	**$20,340,514**

TABLE 13: Cerified on Behalf of (COBO) Agreements

PROJECT	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	5-YR TOTAL
Springfield - So. 28th Street Dust Mitigation (CMAQ)	$335,000	$290,871	$308,436	$891,564			$1,490,871
Florence - Munsel Creek Trail							$0
Springfield - Glenwood Riverfront Path							$0
Veneta - Veneta/Elmira Multi-use Path	$544,400	$10,900					$10,900
TOTAL COBO AGREEMENTS	**$879,400**	**$301,771**	**$308,436**	**$891,564**	**$0**	**$0**	**$1,501,771**

TABLE 14: PROJECT-SPECIFIC REVENUES

PROJECT	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	5-YR TOTAL
Anticipated One-time funds	$3,084,000	$1,642,000	$150,000				$1,792,000
Annual ODOT Fund Exchange (453115)							$0
E Enid Road & Prairie Road Pavement Preservation & Sidewalk Rehabilitation Project, Key #19914	$1,082,846						$0
Beaver Hunsaker		$500,000	$110,569				$610,569
Row River Deep Culverts FLAP Funds (451751)		$1,050,000					$1,050,000
Row River Trail Crossings Safety Improvements FLAP Funds (451751)	$353,568						$0
London Road Overlay & Culvert Replacement FLAP Funds (451751)	$1,418,524						$0
Yolanda Elementary & Briggs Middle Schools CMAQ Funds (453116)							$0
Howard Elementary & Colin Kelly Middle Schools (STP-U)		$40,378	$292,965				$333,343
Gilham Road Sidewalk & Safety Improvements (STBG & CMAQ)		$192,700	$562,616				$755,316
Local Road Roadway Departures, Key #19797 SFLP Funds (453116)		$546,511					$546,511
Lowell Pedestrian Improvements			$453,738				$453,738
Sears Rd Fixed Object Removal	$148,524						$0
Coburg Road (Eugene MP 3.283-4.163)	$500,000						$0
Kitson Springs Rd MP2.5-2.75 Slide Repair (FLAP Funds					$2,783,325		$2,783,325
TOTAL REVENUES	**$6,587,462**	**$3,971,589**	**$1,569,888**	**$0**	**$2,783,325**	**$0**	**$8,324,802**

Name	Road ID	Length	Parcels	Roads Joined	Primary Road Joined	Dead End/Thru	Other Connections	RoadUse	FireJurisdiction	RoadStatus
SIXTH AVENUE	839200	0.174	4	2	PARK ST	Thru	Lavender Ln	Solely for Residential Use	Junction City RFPD	Undetermined
ELDON SCHAFER DR	875100	0.207	4	1	ELDON SCHAFER DR	Dead End		Services Lane Community College	Goshen RFPD	Paved
EASTWAY DR	814600	0.278	4	1	ELDON SCHAFER DR	Dead End		Services Lane Community College	Goshen RFPD	Paved
PLAZA LP	840800	0.224	5	1	HWY 58	Thru	S. RIDGEWAY RD	Used for Commercial Purposes	Pleasant Hill RFPD	Paved
S. RIDGEWAY RD.	877600	0.11	6	3	HWY 58	Thru	PLAZA LP, POWELL LN	Used for Commercial and Residential	Pleasant Hill RFPD	Paved
CHAPMAN RD (S)	868500	0.04	7	2	VIEW RD	Thru	COLLARD LAKE RD	Solely for Residential Use	Siuslaw Valley Fire & Rescue	Paved
VIOLA ST	860700	0.085	8	2	GLENADA RD	Thru	CEDAR DR	Solely for Residential Use	Siuslaw Valley Fire & Rescue	Paved
MAPLE ST	831600	0.137	9	2	GLENADA RD	Thru	FISK ST, PINE ST	Solely for Residential Use	Siuslaw Valley Fire & Rescue	Paved
ALCORN ST	801200	0.07	10	2	WHITMORE ST	Thru	GREEN LN	Used for Commercial and Residential	Mohawk Valley FD	Paved
02ND PL	881400	0.095	10	1	ALVADORE RD	Dead End		Solely for Residential Use	Lane Fire Authority	Paved
OCEAN VIEW LN	836600	0.17	10	1	VIEW RD	Dead End		Solely for Residential Use	Siuslaw Valley Fire & Rescue	Paved
ALDER DR	801600	0.19	10	2	HWY 101	Dead End	PVT RD	Solely for Residential Use	Siuslaw Valley Fire & Rescue	Paved
WOODSON ST	857600	0.417	10	4	E. 38TH AVE (PVT/LAR)	Thru	CENTRAL BLVD, FIRLAND BLVD, WOODSON LP	Solely for Residential Use	Eugene Fire & EMS Department	Paved
CHISHOLM TRAIL DR	808600	0.76	10	1	TAYLOR BUTTE RD	Dead End		Solely for Residential Use	South Lane County Fire & Rescue	Paved
CHINQUAPIN LP	808500	0.25	11	2	FLECK RD	Thru	CHINQUAPIN LP CUL DE SAC	Solely for Residential Use	Lane Fire Authority	Paved
KELLMORE RD	825800	0.29	11	2	WILLOW CR RD	Thru	OAKDALE DR	Solely for Residential Use	Zumwalt RFPD	Paved
NEEDHAM RD	835200	0.44	11	1	BLANTON RD	Dead End		Solely for Residential Use	Bailey-Spencer RFPD	Paved
LAKE HILLS DR	827500	0.21	11	1	BUTLER RD	Dead End		Solely for Residential Use	Lane Fire Authority	Undetermined
ANN LN	859500	0.26	11	1	HOWARD RD	Dead End		Solely for Residential Use	Mohawk Valley FD	Undetermined
PINE ST	840100	0.08	12	1	LAKEWOOD AVE	Dead End		Solely for Residential Use	Siuslaw Valley Fire & Rescue	Paved
REDTAIL LN	873600	0.25	12	2	SKYHAWK WAY	Thru	HIDDEN MEADOWS DR	Solely for Residential Use	Goshen RFPD	Paved
HORN LN	823800	0.28	12	1	E. SAGINAW RD	Dead End		Solely for Residential Use	South Lane County Fire & Rescue	Paved
HEATHER DR	822100	0.5	12	1	KICKBUSCH LN	Dead End		Solely for Residential Use	McKenzie Fire & Rescue	Paved
VIEW RD	868700	0.28	13	4	CHAPMAN RD (S)	Thru	VIEW LP, CHAPMAN RD (N), OCEAN VIEW LN	Solely for Residential Use	Siuslaw Valley Fire & Rescue	Paved
LURE LN	830400	0.35	13	1	MT VIEW LN	Dead End		Solely for Residential Use	McKenzie Fire & Rescue	Paved
LANES TURN RD	164500	0.445	13	1	LANES TURN RD	Dead End		Used for Commercial and Residential	Coburg RFPD	Paved
WALLING ST	855700	0.132	15	1	MARCOLA RD	Dead End		Solely for Residential Use	Mohawk Valley FD	Paved
LAKEWOOD AVE	827400	0.12	16	3	MERCER LAKE RD	Thru	PINE ST, RHODODENDRON LN	Solely for Residential Use	Siuslaw Valley Fire & Rescue	Paved
MURDOCH ST	834700	0.16	16	1	MARCOLA RD	Dead End		Solely for Residential Use	Mohawk Valley FD	Paved
VALLEY VIEW DR	876200	0.392	16	1	VALLEY VIEW DR	Dead End		Solely for Residential Use	Lane Fire Authority	Paved
WINTER LN	858900	0.432	17	1	SUMMER WAY	Dead End		Solely for Residential Use	Lane Fire Authority	Paved
RIDGE TOP DR	190300	0.564	17	3	SKYHAWK WAY	Thru	EAGLES AERIE RD	Solely for Residential Use	Goshen RFPD	Paved

Name	Road ID	Length	Parcels	Roads Joined	Primary Road Joined	Dead End/Thru	Other Connections	RoadUse	FireJurisdiction	RoadStatus
SKYRIDGE DR	847300	1.05	17	4	BRIGGS HILL RD	Thru	SKYRIDGE DR CUL, SILVER CREST DR, LADY SLIPPER LP	Solely for Residential Use	Lane Fire Authority	Paved
RHODODENDRON LN	843100	0.15	18	1	LAKEWOOD AVE	Thru		Solely for Residential Use	Siuslaw Valley Fire & Rescue	Paved
ERHART RD	815400	0.222	18	4	ERHART RD	Thru	LAKE ST, 03RD ST, SEAVIEW LN	Solely for Residential Use	Siuslaw Valley Fire & Rescue	Paved
SKYHAWK WAY	873800	0.798	18	4	SKYHAWK WAY	Thru	REDTAIL LN, KESTREL LN, RIDGETOP DR	Solely for Residential Use	Goshen RFPD	Paved
NORRIS RD	835700	0.7	18	2	BUTLER RD	Thru	FRIDAY LN (PVT/LAR)	Solely for Residential Use	Lane Fire Authority	Undetermined
ROSS LN	844600	0.35	19	1	MCKENZIE HWY	Dead End		Solely for Residential Use	McKenzie Fire & Rescue	Paved
LYNETTE LN	830500	0.36	21	3	JEANS RD	Thru	SUMMER WAY, WINTER LN	Solely for Residential Use	Lane Fire Authority	Paved
ELK DR	815300	0.5	21	1	BENNETT CR RD	Dead End		Solely for Residential Use	South Lane County Fire & Rescue	Paved
WALNUT LN	870400	0.793	25	1	MELTON RD	Dead End		Solely for Residential Use	South Lane County Fire & Rescue	Paved
COLLARD LAKE WAY	809500	0.2	26	1	COLLARD LAKE RD	Dead End		Solely for Residential Use	Siuslaw Valley Fire & Rescue	Paved
MT VIEW LN	834400	0.58	27	2	MCKENZIE HWY	Thru	LURE LN	Solely for Residential Use	McKenzie Fire & Rescue	Paved
TIMBERLINE DR	851800	0.383	28	3	GIRL SCOUT RD	Thru	CLAY DR, MARINA DR	Solely for Residential Use	Lane Fire Authority	Mostly Paved
COLLARD LP RD	809700	0.39	30	1	COLLARD LAKE RD	Thru		Solely for Residential Use	Siuslaw Valley Fire & Rescue	Paved
VIEW LP	868800	0.32	32	2	VIEW RD	Thru	VIEW CT	Solely for Residential Use	Siuslaw Valley Fire & Rescue	Paved
S. LOFTUS RD	868300	0.501	32	5	HWY 101	Thru	DENTONS WAY, LAZY LADY LN, CEDAR DR, DUNNS LN	Used for Commercial and Residential	Siuslaw Valley Fire & Rescue	Paved

Memorandum Date: September 11, 2019
Meeting Date: September 25, 2019

TO: Transportation Advisory Committee (TrAC)

DEPARTMENT: Public Works

PRESENTED BY: Becky Taylor, Senior Transportation Planner

AGENDA ITEM: Traffic Calming Program

I. ACTION

Staff requests TrAC feedback on a proposed traffic calming program, including the application process, approval criteria, and funding considerations. The creation of a new program will likely compete with other demands of the $500K/year fund earmarked in the Capital Improvement Program (CIP) for safety improvements. Staff will present the proposed application process, including eligibility criteria and application screening. Staff will also share information about recent citizen requests for speed cushions and roadway data being used to shape the new program and identify the best candidate for a pilot project.

II. BACKGROUND

On May 22, 2019, staff introduced the proposed traffic calming program to the TrAC. Traffic calming is the overall term used for enhancements made to residential streets in order to slow speeds for motor vehicles, reduce non-local motor vehicle traffic, reduce traffic crash frequency and severity, and increase the safety and perception of safety for non-motorized users of the road. There are a wide range of physical measures (e.g. pavement markings, curb extensions, and raised crosswalks) that Lane County can consider as part of safety improvement projects which does not require the development of a traffic calming program.

Creation of a traffic calming program is specifically desired to provide a venue for the public to request changes in their neighborhoods. Within this context, the specific traffic calming measure to be considered is speed cushions which are speed humps or speed tables that include wheel cutouts to allow large vehicles, especially emergency vehicles, to pass unaffected, while reducing passenger vehicle speeds. Eligibility criteria are prescribed to ensure safety and effectiveness.

Speed Cushions: North Park Avenue, Eugene

Over the past two years, staff has received citizen requests for speed cushions on residential roads. Notably, all of the requests have been from residents in the River Road – Santa Clara neighborhoods of Eugene. Eugene has a traffic calming program that enables citizen-requested speed cushions to be installed, subject to eligibility and approval criteria. Currently, Lane County is unable to consider similar requests because we do not have a traffic calming program.

Public Works currently responds to neighborhood complaints about speeding by deploying speed feedback signs. Speed feedback signs display the driver's actual speed. These signs have proven to reduce vehicle speeds, but they lose their effectiveness at fixed locations as drivers tend to ignore them over time. To maintain effectiveness, staff rotates speed feedback signs at different locations about every two weeks. Lane County currently has seven speed feedback signs.

In August, Public Works acquired a decommissioned patrol car from the Sheriff's Office which is being deployed on County roads as a decoy tool to reduce speeding. Staff will be testing the effectiveness of this new tool with before and after speed measurements that will be collected with roadway tubular counters. The Sheriff's Office also has a speed trailer that is deployed by volunteers throughout Lane County. Those volunteers are also able to radar speeds and send educational letters to speed violators.

The Sheriff's Office does not have sufficient resources for proactive traffic patrol. They are understaffed, well below national averages, and saturated with emergency response calls. Regionally, there is ongoing attention to overcoming this challenge.

The proposed traffic calming program is one of many tools needed to improve safety. Lane County has made a commitment to reduce fatal and severe-injury collisions. The leading contributing factor in those collisions is excessive speed.

III. RECOMMENDATION / NEXT STEPS

The proposed traffic calming program to be presented by staff was modeled after the City of Eugene's traffic calming program. Staff would like to implement a pilot project in the River Road area of Eugene to test and refine the program before opening up an application process to the public. Staff seeks the TrAC's input on the draft program.

A key consideration for the TrAC is the financial implication. The proposed program would likely compete with other demands of the $500K/year fund earmarked in the Capital Improvement Program (CIP) for safety improvements. The City of Eugene's installation costs have been about $1,680 per speed cushion.

At the November TrAC meeting, staff will present the revised draft program and a proposed pilot project. The TrAC will be asked at the November meeting to provide a formal recommendation to the Board of County Commissioners. A date for the Board's action has not yet been set.

IV. ATTACHMENTS

Draft Traffic Calming Program

Lane County
Traffic Calming Program

DRAFT 9/11/19

Purpose:

Lane County continually strives to reduce fatal and severe-injury collisions and to improve the quality of life of its residents. Speeding traffic is especially hazardous in residential areas where more people of all ages and abilities are walking and wheeling to engage with their neighborhood. The purpose of this program is to provide a venue for the public to request traffic calming in their neighborhoods.

Traffic calming is the overall term used for enhancements made to roads in order to slow speeds for motor vehicles, discourage non-local motor vehicle traffic, reduce traffic crash frequency and severity, and increase the safety and perception of safety for non-motorized users of the road. There is a wide variety of physical measures to calm traffic, such as pavement markings, curb extensions, and raised crosswalks. Other tools to reduce vehicle speeds include enforcement and speed feedback signs.

Scope:

Speed Cushions: North Park Avenue, Eugene

In response to neighborhood complaints about speeding, Lane County will use as many traffic calming tools as practical. The focus of the following procedures is for the public to request speed cushions (also referred to as, but are markedly different from, speed humps, speed bumps, and speed tables) on their neighborhood roads. These are asphalt mounds placed on roadways for the purpose of slowing traffic. Unlike speed bumps which are typically found in parking lots and jar motorists regardless of speed, speed humps and speed cushions have a more gradual slope, forcing motorists to slow down. To reduce impediments to emergency vehicles, speed cushions have wheel cutouts to allow large vehicles to pass unaffected, while reducing passenger vehicle speeds. The following procedures are intended to ensure neighborhood support and appropriate use of speed cushions on a road prior to installation.

Eligibility Criteria:

Staff will screen applications and collect data as necessary to ensure consistency with the following eligibility criteria. These criteria are essential to ensuring public safety. If the following conditions are not met and speed cushions are not feasible, staff will consider other measures to respond to citizen complaints about speeding, such as deploying speed feedback signs.

- Lower-Volume Roads
  - The road must not be classified as an arterial
  - Traffic volumes are between 600 (minimum) and 3,500 (maximum) average daily vehicle trips
- Lower-Speed Roads
  - The posted or statutory speed is no greater than 25 mph (typical of a residential area)
  - More than half of the vehicles are measured as driving above 25 mph
  - The 85th percentile speeds are greater than 5 mph over the posted or statutory speed

Process: Public Requests for Speed Cushions

1. Consult staff prior to submitting an application to discuss the application process and eligibility criteria.

2. Obtain neighborhood support by collecting signatures from at least 25% of property owners and/or residents abutting the affected roadway (see attached petition form). The applicant is also encouraged to present their proposal to the acknowledged neighborhood association at one of their regular meetings.

3. Submit completed application form (see attached application form), including the petition referenced above.

4. Receive confirmation from staff that eligibility criteria (above) have been met. This step may take a couple of weeks for staff to collect traffic data. If the criteria are not met, staff will consider using other traffic calming tools, such as speed feedback signs. If the criteria are met, the application will continue the following process.

5. Staff will refer the application to the affected emergency response providers, city officials, schools, and neighborhood association for comment. These comments may influence the design and location of the speed cushions. The neighborhood association may request a discussion at one of their regular meetings with staff and the applicant.

6. Staff will develop an implementation plan, showing the conceptual plans and location of the speed cushions, in consideration of any comments received and in accordance with engineering judgement. The implementation plan will also include a budget and schedule, taking into consideration available funding and resources.

7. The staff-recommended implementation plan will be presented to the Lane County Transportation Advisory Committee (TrAC) at one of their public meetings. The TrAC

typically meets on the third Wednesday evening of every other month. The TrAC meetings are open to the public and public comments are welcome at the beginning of every meeting. The TrAC will make a recommendation on the proposal which will be forwarded to the County Engineer.

8. The County Engineer makes the final decision on the project and design details. Please note that while the design may be approved, funding constraints may result in delayed implementation.

9. The applicant and other interested parties will be notified of the TrAC meeting (see #6, above) at least two weeks in advance and the final decision (see #7, above).

Lane County Transportation Advisory Committee (TrAC)
Tentative 12-Month Calendar & Agenda Items

January 23, 2019	March 27, 2019	May 22, 2019
• **Nominations / Appointments:** 2019 Chair / Vice Chair LaneACT representative • **LaneACT presentation from Frannie Brindle** • **Begin CIP project prioritization discussion** • **2018 Year-End Report / 2019 Next Steps**	• **Compile and review list of CIP priority projects** • **Transportation Safety Implementation Update** • **Road Maintenance Update**	• **Refinement of CIP priority projects as needed** • **Local Access Roads policy discussion** • **Project Updates: Territorial Hwy**
July 24, 2019	**September 25, 2019**	**October 17, 2019**
• **Refinement of CIP list** • **Territorial Highway Design:** Public Hearing: Review and make recommendation to Board • **Local Access Roads next steps**	• Public Hearing: **FY21-FY25 Capital Improvement Program** • **Local Access Roads Update** • **Traffic Calming Proposal**	• **Road Tour (11:00 a.m. - 3:00 p.m.)**
November 6, 2019	**January 22, 2020**	**March 25, 2020**
• **Review draft of CH 15 updates** • **Local Access Roads** • **Traffic Calming Pilot**		