



2022 ANNUAL ADA EVALUATION REPORT

BACKGROUND & OVERVIEW

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 [2019 Lane County ADA Transition Plan for the Public Right-of-Way](#) (ADA Transition Plan) was prepared in accordance with Title II of the ADA, which prohibits the discrimination against individuals with disabilities in the provision of state and local governments and facilities.

The ADA requires public agencies to perform a self-evaluation of infrastructure and develop a plan for bringing infrastructure into compliance with the ADA. The ADA Transition Plan identifies and removes physical accessibility barriers in pedestrian facilities within the Lane County public right-of-way.

SUMMARY OF WORK COMPLETED

The 2022 Annual ADA Evaluation Report tracks Lane County's progress towards ensuring the public right-of-way becomes fully accessible. This annual evaluation report follows the annual reporting requirements established in the ADA Transition Plan and summarizes the work completed in Fiscal Year 2022 (July 1, 2022 - June 30, 2023) as listed below:

- 1. Summarize any grievances or complaints that were filed during the previous year regarding accessibility within the Lane County public right-of-way.**

There were no grievances or complaints filed.

- 2. Summarize all costs associated with ADA improvements on Lane County overlay and construction projects from the previous year.**

Of the overlay and construction projects completed this past year, the associated costs are in the table below.

	Total ADA Cost (Direct + Indirect)	Total ADA Ramp Cost	Cost Per Ramp
Maxwell Rd ADA Ramps	\$304,286.04	\$159,562.73	\$13,296.89

- 3. Summarize the 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 Plan (CIP) funds.**

In Fiscal Year 2022/2023, one CIP construction project was completed to aid in removing access barriers in the Lane County public right of way.

Maxwell Road ADA Improvements: Maxwell Rd and Hemlock St / Maxwell Rd and Grove St:

Project constructed ADA ramp upgrades at two Maxwell Road intersections. Eight new ADA compliant ramps and eight new push buttons were constructed at the Maxwell Rd and Grove St

intersection. Four new ADA compliant ramps were constructed at the Maxwell Rd and Hemlock St intersection. New curb ramps were constructed to ease in the crossing at each intersection. A total of 12 curb ramps and eight push buttons were constructed to ADA compliance.

Note: Project design began in 2020, and construction was completed Spring 2023.

Maxwell Rd and Grove St



Before



After

Maxwell Rd and Hemlock St



Before



After

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

	FY 2022/2023 Updated Totals
Total Intersections	3,454
Intersections without Pedestrian Facilities	2,990
Intersections with Pedestrian Facilities	463
Inspected Intersections	226
Total Number of Ramps Inventoried (**Includes MISSING ramps – where pedestrian facilities are present and ramps are needed)	1,145
Total Number of Ramps Failing (**Includes MISSING ramps)	2,104

The 2019 ADA Transition Plan estimated 1,297 ramps needed to be upgraded or installed to ADA Compliance. This number was estimated when the tracking and inventory process for Lane County ADA Ramps and Pedestrian Signals was still in the preliminary stages. The inventory of ramps is in the process of being modified and refined to align with actual inspections that have occurred and are continuing to occur in the field. Inspection staff continue to use the winter months as a time to update and coalesce ADA data into a common format allowing for effective data comparison from year to year. The data presented in this report is the most accurate data available at the time of publishing but may be updated prior to next year's report should more accurate data become available to staff. The total number of ramps failing for the 2022 report is 2,104, or roughly double last year's number. This is a result of several factors including how the County classifies ramps, the potential that some ramp inspection forms may be entered twice, new federal guidance, and updated inspections that occurred over the past fiscal year.

Note: the tracking process will continue to be refined over the next few years and the numbers may change to reflect the most updated inspections.

In fiscal year 2022/2023, **12** ramps were updated to meet ADA compliance. These ramps were constructed in the Maxwell Road ADA Improvement Project. No ADA ramps were improved through facility permits for new developments this fiscal year. ADA ramps along Territorial Highway were updated in the City of Veneta and parts of Elmira. This work was done by ODOT and not credited to Lane County, but the completed ramps will change the number of passing ramps. This work was completed during this reporting window but will not be verified or accepted by the County until the upcoming fiscal year.

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

	FY 2021/2022 Updated Totals	FY 2022/2023 Updated Totals
Total Number of Ramps Inventoried (In the field and Desktop, this includes missing ramps)	1,217	2,323
Total Number of Missing Ramps Identified (where pedestrian facilities are present and ramps are needed)	121	554
Total Number of Ramps Passing	203	219
Total Number of Ramps Failing	893	1,246
High Priority	544	*
Medium Priority	132	*
Low Priority	338	*
Total Number of Push Buttons Inspected	142	153
Total Number of Push Buttons Passing	29	31
Total Number of Push Buttons Failing	113	122
High Priority	0	0
Medium Priority	80	81
Low Priority	24	25
Not Evaluated	10	20

* Lane County staff are in the process of updating the criteria regarding how to prioritize failing ramps. The coming years should have more stable data.

554 ramps have been identified in the field as missing and placed as high priority. 1,246 ramps have been identified as failing due to not meeting ODOT's design standards such as high running slopes, cross slopes, and lip heights.

Almost all the push buttons are failing because they are not audible signals. To be ADA compliant, the push button must be an Audible Pedestrian Signal (APS). Inspections of push buttons are expected to increase in the coming fiscal years and should result in both more accurate data and larger changes in the numbers than would be expected from capital improvement projects alone.

6. Provide information on public outreach and any action resulting from the outreach.

Public outreach occurred between July 1, 2022, and June 30, 2023, for two upcoming construction projects: Gilham Road Sidewalk & Safety Improvements and Laura Street Upgrade. Outreach for both projects had occurred prior to the fiscal year this report is based on, but during the current fiscal year outreach included Lane County staff posting project information to the Lane County website, e-updates, public hearing with the Transportation Advisory Committee (TrAC), and distribution of letters to property owners fronting the project limits. The outreach was intended to share updates, next steps of the projects and to give the public an opportunity to provide input on the needs of the projects.

7. Provide a prospective plan of projects for the coming year.

In the year ahead, Lane County has at least three projects planned or in design for removing accessibility barriers for pedestrians in Lane County's public right of way. The three projects include Bob Straub Parkway, Howard Elementary and Collin Kelly Middle School Congestion Mitigation project, and Coburg Road/N Game Farm Rd. Each of these projects involve making pedestrian access safer for the public. Curb ramps will be reconstructed or constructed to ADA standards where needed for each of the projects. It is estimated that 35 curb ramps will be brought to ADA compliance, as well as 22 pedestrian push buttons, and one RRFB signal through these projects.

CONCLUSION

In the 2019 ADA Transition Plan, Lane County's goal is to average 44 curb ramps and 2-3 push buttons would be upgraded to APS and ADA standards each year. With the change in ODOT's design criteria standards, the goal of upgrading push buttons to APS will need to increase to four per year.

The goal of 44 curb ramps was not met while the goal to update four audible push buttons was reached this reporting period (12 ADA ramps and 8 push buttons updated). Each of these targets are a rolling average. The target for updating push buttons was exceeded this year and is projected to be exceeded next year as well. The previous year as with this year the goal for updating ADA ramps was not met but it is anticipated that the following year will exceed the stated goal through a combination of capital improvement projects and facility permits.