



FINAL PLAN | MAY 12, 2015



CITY OF WILSONVILLE, OREGON

PUBLIC RIGHT-OF-WAY & CITY PARKS FACILITIES

ADA Title II Transition Plan



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City of Wilsonville ADA Transition Plan: Public Right-of-Way & City Park Facilities

Final Plan May 12, 2015



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Many individuals were involved with the development of the ADA Transition Plan.

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1.0 Introduction

1.1 Executive Summary

This ADA Title II Transition Plan is being prepared to partially fulfill the requirements set forth in Title II of the Americans with Disabilities Act (ADA). The ADA states that a public entity must reasonably modify its policies, practices, or procedures to avoid discrimination against people with disabilities. This report will assist the City of Wilsonville to identify policy, program and physical barriers to accessibility, and to develop barrier removal solutions that will facilitate the opportunity of access to all individuals.

The Transition Plan described in Chapter 2 is the result of a detailed evaluation of the City of Wilsonville's parks and public rights-of-way where programs, activities and services are available to the public. Facilities include parks, curb ramps, transit stops, and pedestrian signals. Facilities that are not addressed in this ADA Title II Plan include city buildings, private businesses and offices, private schools, County, State or Federal facilities, places of worship or private clubs.

The facility evaluations were conducted using the most recent ADA 2010 Standards, Oregon Structural Specialty Code, Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way and the Manual on Uniform Traffic Control Devices for Streets and Highways. A summary of the facility evaluations is included in the Appendices to this report.

The Transition Plan is intended to provide a framework for the continuous improvement of City facilities for people with disabilities. Barriers in City facilities will be removed systematically based on established program priorities. It is the intent of the City to address and remove barriers to accessibility in public parks and within the rights-of-way based upon on the immediate necessity of programmatic access, degree of complexity, and overall cost. The information contained in Chapter 2 describes the schedule for barrier removal in Wilsonville's parks and rights-of-way. This preliminary schedule represents a 20-year plan for barrier removal.

The City of Wilsonville has designated the City Manager as its primary ADA Coordinator. The ADA Coordinator is responsible for coordinating the efforts of the City to comply with Title II and for investigating any complaints that the City has violated. The ADA Coordinator is also responsible for coordinating the efforts of the City to comply with Chapter 11 of the Oregon Structural Specialty Code and all other applicable State and Federal physical and program accessibility requirements.

A public workshop was held on February 10, 2015 to introduce the project and receive questions and comments related to the ADA Transition Plan. Meeting minutes and presentations materials for all community meetings related to the project are located in Appendix C. After the draft plan was internally reviewed by staff, a work session was held with City Council on April 20, 2015. After incorporating edits from Council, the Draft Plan was shared with the public on April 30th, 2015. A public open house was held on May 7, 2015 to provide an opportunity for the public to ask questions and to comment on the Plan. After the incorporation of public comments the Plan went before Council for adoption on June 1, 2015.

1.2 Legislative Mandate

The American with Disabilities Act (ADA) is a comprehensive civil rights law for persons with disabilities in both employment and the provision of goods and services. The ADA states that its purpose is to provide a "clear and comprehensive national mandate for the elimination of discrimination against individuals with disabilities." Congress emphasized that the ADA seeks to dispel stereotypes and assumptions about disabilities and to assure equality of opportunity, full participation, independent living, and economic self-sufficiency for people with disabilities.

The development of a Transition Plan is a requirement of the federal regulations implementing the Rehabilitation Act of 1973, which requires that all organizations receiving federal funds make their programs available without discrimination toward people with disabilities. The Act, which has become known as the "civil rights act" of persons with disabilities, states that:

No otherwise qualified handicapped individual in the United States shall, solely by reason of handicap, be excluded from the participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. (Section 504)

Subsequent to the enactment of the Rehabilitation Act, Congress passed the Americans with Disabilities Act on July 26, 1990. Title II of the ADA covers programs, activities, and services of public entities. The Department of Justice's Title II regulation adopts the general prohibitions of discrimination established under Section 504 and incorporates specific prohibitions of discrimination for the ADA. Specifically, the City may not, either directly or through contractual arrangements, do any of the following¹:

- Deny persons with disabilities the opportunity to participate as members of advisory boards and commissions.
- Deny persons with disabilities the opportunity to participate in services, programs, or activities that are not separate or different from those offered others, even if the City offers permissibly separate or different activities.

¹ Department of Justice, Title II Regulations Subpart B § 35.130

- In determining the location of facilities, make selections that have the effect of excluding or discriminating against persons with disabilities.

1.3 Discrimination and Accessibility

This section provides an overview of physical and programmatic accessibility and the basic methods of providing access. There are two kinds of accessibility:

- Program accessibility; and
- Physical accessibility

Absence of discrimination requires that both types of accessibility be provided. Program accessibility includes physical accessibility, but also entails all of the policies, practices, and procedures that permit people with disabilities to participate in programs and to access important information. Physical accessibility requires that a facility be barrier-free. Barriers include any obstacles that prevent or restrict the entrance to or use of a facility. Program accessibility requires that individuals with disabilities be provided an equally effective opportunity to participate in or benefit from a public entity's programs and services. Program accessibility may be achieved by either structural or non-structural methods. Non-structural methods include acquisition or redesign of equipment, assignment of aides to beneficiaries, and provision of services at alternate sites.

Programs offered by the City to the public must be accessible. Accessibility includes advertisement, orientation, eligibility, participation, testing or evaluation, physical access, provision of auxiliary aids, transportation, policies, and communication.

The City may achieve program accessibility by a number of methods:

- Structural methods such as altering an existing facility;
- Acquisition or redesign of equipment;
- Assignment of aides; and
- Providing services at alternate accessible sites.

It is required that when choosing a method of providing program access, the City will give priority to the one that results in the most integrated setting appropriate to encourage interaction among all users, including individuals with disabilities. In compliance with the requirements of the ADA, the City must provide equality of opportunity.

1.4 ADA Self-Evaluation and Transition Plan Requirements and Process

The ADA Self-Evaluation and Transition Plan is intended to provide a framework for the continuous improvement of the City programs and facilities for people with disabilities. The Transition Plan is a living document that is regularly updated as programs and services change, and as barriers are removed, and new facilities come under ownership or control of the City. Programs, activities, and services offered by the City of Wilsonville to the public must be accessible for people with and without disabilities. Accessibility applies to all aspects of a programs or services provided by the City, including:

- accessible/adaptive equipment;
- customer service;
- emergency evacuation procedures;
- facilities;
- notice requirements;
- printed information;
- program eligibility and admission;
- public meetings;
- public telephones and communication devices;
- special events on public properties;
- televised and audiovisual public information;
- tours and trips;
- training and staffing;
- transportation services;
- use of consultants for delivering program services; and
- website.

The ADA Self-Evaluation for programmatic access identifies and makes recommendations to correct those policies and practices in the above mentioned programs and services that are inconsistent with Title II requirements and result in limitations on access for persons with disabilities. As part of the Self-Evaluation², the City:

- Identifies the City's programs, activities, and services;
- Reviews the policies, practices, and procedures that govern the administration of the City's programs, activities, and services;
- Provides opportunity for public comment;
- Makes the report available to the public; and
- Correct any programs, activities, and services that are not consistent with the requirements.

² Department of Justice, Title II Regulations Subpart D § 35.105

A Transition Plan is a document that outlines a strategy for the City to progress toward compliance with the Americans with Disabilities Act. The Transition Plan identifies barriers for persons with disabilities and a schedule to remove those barriers over time and must include³:

- A list of the physical barriers in the City's facilities that limit the accessibility of its programs, activities, or services to individuals with disabilities;
- A detailed outline of the methods to be used to remove these barriers and make the facilities accessible;
- A schedule for taking the steps necessary to achieve compliance with the ADA, Title II;
- Provide opportunity for the public to provide comment on the Transition Plan; and
- The name of the individual responsible for the plan's implementation.

This Transition Plan is an assessment of the City's parks and right-of-way facilities to determine if there are barriers to City services, programs, and activities for persons with disabilities. The City has identified which parks, curb ramps, pedestrian signals, and transit stops have access barriers for persons with disabilities and has developed a schedule for barrier removal to comply with Title II of the ADA. The Transition Plan for these facilities is described in Chapter 2 is the result of a detailed evaluation of all City of Wilsonville facilities where programs, activities, and services are available to the public.

1.5 Undue Burden

The City is not required to take any action that it can demonstrate would result in a fundamental alteration in the nature of its program or activity, would create a hazardous condition resulting in a direct threat to the participant or others, or would represent an undue financial and administrative burden.

The determination that an undue burden would result must be based on an evaluation of all resources available for use in the City. For example, if a barrier removal action is judged unduly burdensome, the City must consider other options for providing access to the benefits and services of the program or activity by individuals with disabilities.

1.6 Facility Evaluations

The City of Wilsonville evaluated its outdoor park facilities and public right-of-way facilities in 2014. At the time of the facilities evaluations, the ADA 2010 Standards, 2010 Oregon Structural Specialty Code (OSSC) Chapter 11 Accessibility, 2011 Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG) and the 2009 Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) were used to identify barriers at City facilities. Building codes are revised every few years. The barrier evaluations conducted provide

³ Department of Justice, Title II Regulations Subpart D § 35.150pag

an assessment of current conditions as viewed by current code and provide a baseline for future barrier removal. The barrier assessments for parks facilities were completed by a contracted consultant in the late spring of 2014. The barrier assessments for the right-of-way facilities were completed by City staff between January 2014 and May 2014.

1.7 Public Outreach

A public workshop was held on February 10, 2015 to introduce the project and receive questions and comments related to the ADA Plan. After the draft Plan was internally reviewed by staff and a work session with City Council was completed, the Plan was presented to the Public on April 30, 2015 for comment, and a public open house was held on May 7, 2015. The Final Plan was presented to City Council for adoption on June 1, 2015. Meeting minutes and presentation materials for all community meetings related to the project are located in Appendix C: Public Meeting Minutes.

2.0 ADA Transition Plan

Title II of the ADA requires that public entities having responsibility for or authority over facilities, streets, roads, sidewalks, and/or other areas meant for public use to develop a Transition Plan to make their facilities meet the standards for Program Accessibility. Program Accessibility means that a program, activity and/or service are accessible when viewed in its entirety. Simply put, a Transition Plan transitions inaccessible facilities into environments that are accessible to and functional for individuals with disabilities.

This Transition Plan combines the findings of the Parks facilities and public rights-of-way evaluations. The report does not include the assessment of city owned buildings, city maintained sidewalks, or the self-evaluation of programs and policies. The City's buildings were evaluated as part of the Self-Evaluation and Transition Plan completed June 30, 2001 and this Plan is a continuation of the work already completed by the City in removing barriers to access. Not all of these barriers identified must be removed in order to provide program access. The first priority is to remove those barriers limiting access to City programs.

Transition Plan for Facilities

The Transition Plan for the removal of structural barriers to program access must contain the following information:

- Identification of the barriers to program access;
- Identification of the specific barrier removal action(s);
- Identification of a schedule for barrier removal; and
- Identification of responsibility for ensuring barrier removal.

The park facility barriers reports, available under separate cover from the City, provide the identification of barriers and the specific barrier removal actions. The facility barrier data for the public rights-of-way is maintained by the City in a geospatial format and the structural barriers identified are summarized in this report. The City will accomplish barrier removals based on two strategies: policy and procedure modifications to remove programmatic barriers; and maintenance and construction projects to remove structural barriers. The responsibility for ensuring barrier removal will reside with the City of Wilsonville's ADA Coordinator.

This Transition Plan is divided into two parts: park facilities and the public rights-of-way, which includes curb ramps, pedestrian signals and transit stops maintained by the City. In compliance with the requirements of the ADA, the City will maintain in working order equipment and features that are required to provide access to individuals with disabilities.

Barrier Removal Scheduling

Barriers identified at all of the City's facilities will be removed systematically based on established program priorities. It is the intent of the City to address and remove barriers to accessibility at City facilities based on the need for programmatic access, degree of complexity, and overall cost.

The City of Wilsonville reserves the right to modify barrier removal priorities in order to allow flexibility in accommodating community requests, petitions for reasonable modifications from persons with disabilities, changes in City programs, and funding opportunities and constraints. Interim measures will be explored and implemented in order to provide programmatic access to the public pending the implementation of physical barrier removal projects.

2.1 Park Facilities

A Parks Facility ADA barrier assessment was completed in 2014, which included an evaluation of all portions of exterior features of the park sites used by the public. Buildings within park facilities were not evaluated, except for the Stein-Boozier Barn at Murase Plaza and restroom facilities within parks.

The assessment identified physical barriers in each facility that limit accessibility and compared each facility to the 2010 ADA and 2010 OSSC Standards on accessibility. In addition to the ADA 2010 Standards, park facilities were also evaluated using the Architectural Barriers Act - Accessibility Guidelines for Outdoor Developed Areas (AGODA) adopted in 2013. This included an evaluation of picnic tables, outdoor constructed features and trails. A summary of the barriers identified within the park facilities is included in Appendix A: Parks Barrier Summary.

Facility Evaluations - Parks

The site evaluations were accomplished using a team of accessibility assessors equipped with measuring devices, facility diagrams and evaluation checklists. Diagrammatic sketches of each site were annotated during the evaluation process and were included with the final barrier reports to the City. Additionally, each barrier identified was assigned a planning level cost estimate for removing the barrier. These reports are available under separate cover from the City's Parks Department. The elements included in the exterior parks environment included the following:

- Curb Ramps
- Doors
- Drinking Fountains
- Hazards
- Kitchens
- Other Features
- Parking
- Play Areas
- Ramps
- Restrooms
- Room Elements
- Sports Fields and Courts
- Stairs
- Walks

Priorities for Barrier Removal within Park Facilities

The following prioritization process is referenced in the ADA Title II Regulations. The principle priorities are to ensure basic access to park facilities and amenities, access to activities, and allowing alternatives to structural modifications when appropriate. Translating these priorities into action plans must be accomplished using a programmatic approach. The following guidelines were used by the City to prioritize barriers found within City park facilities:

Priority One

Removing barriers that impede accessibility at the main entrance of a facility, or improving a path of travel to the portion of the facility where program activities take place. Examples:

- Connection to the public rights-of-way
- Parking and passenger loading
- Entrance walks
- Entrance ramps
- Entrance stairs
- Entrance doors

Priority Two

Removing barriers that impede access to program use areas. Examples:

- Transaction counters
- Recreation environments/features
- Public offices
- Public restrooms

Priority Three

Removing barriers that impede access to amenities serving program areas. Examples:

- Drinking fountains
- Public telephones
- Site furnishings
- Vending machines

Priority Four

The fourth priority addresses features that are not required to be modified for accessibility because no public programs are located in this area, or there are nearby duplicate accessible features.

Program Barrier Removal Priorities

A remediation meeting was conducted with Parks staff on February 24, 2015. All outdoor park facilities in which the City provides programs, activities, and services were reviewed and ranked based on the following criteria:

- **Level of use by the public:** Facilities that have a high level of public use can be assigned a higher priority;
- **Program uniqueness:** Some programs are unique to a building, facility, or park and cannot occur at another location. Seasonal availability and programs that emphasize health and wellness can be assigned a higher priority;
- **Geographic distribution:** Selecting a range of facilities that are distributed throughout the City, and considering the proximity of these facilities to public transportation, helps provide maximum accessibility for all residents;
- **Critical nature of the service provided:** Facilities that provide services related to accessibility, health, safety, and the administration of essential City services such as permitting and licensing can be assigned a higher priority; and
- **Identified complaints:** Facilities that have a history of citizen complaints related to accessibility can be assigned a higher priority.

Phasing Schedule for Parks

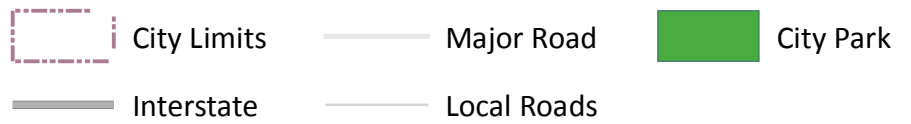
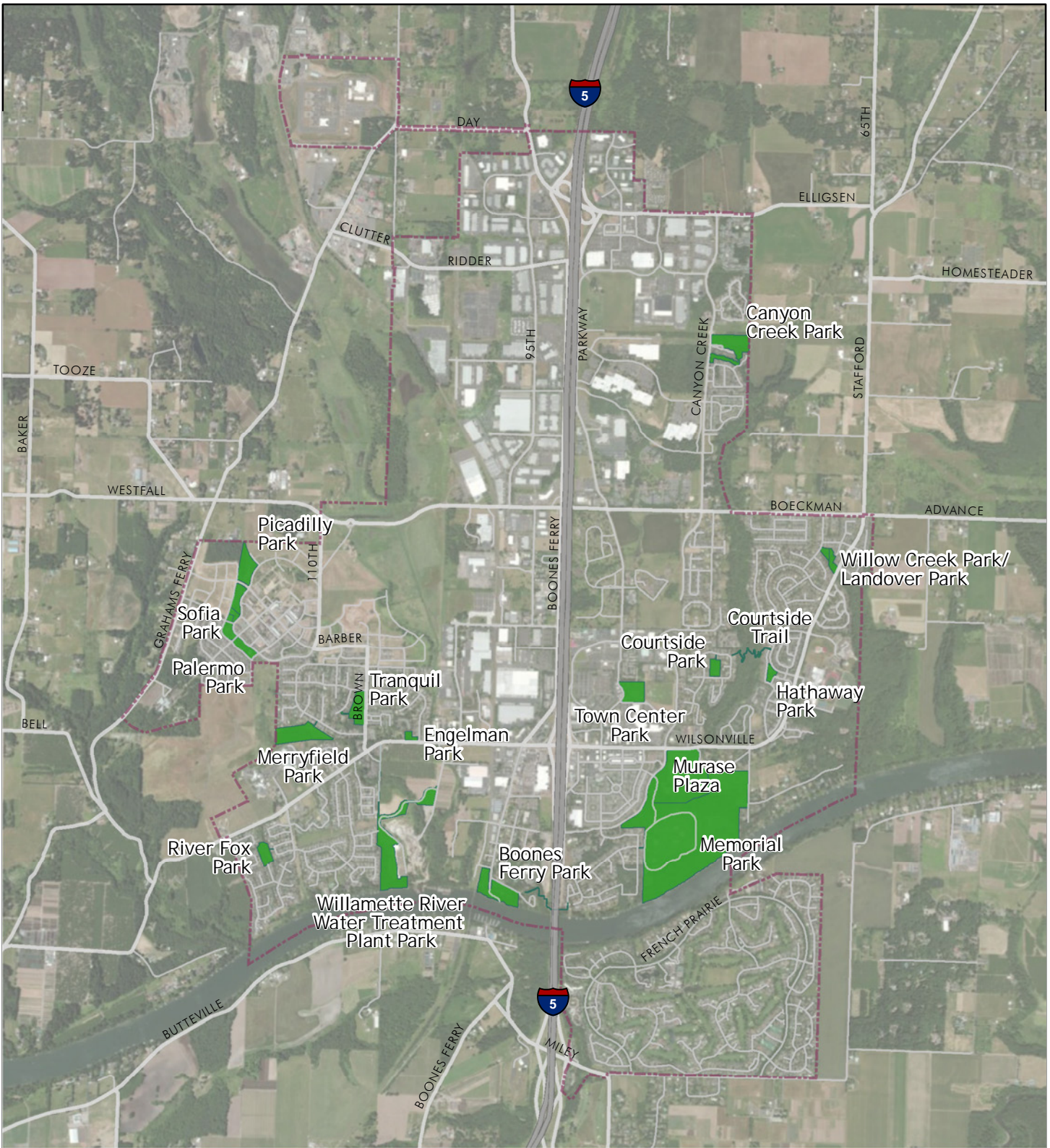
Table 1 on the following page is the schedule for barrier removal in park facilities owned by the City of Wilsonville. This preliminary schedule represents a 10-year plan for barrier removal. The City intends to complete any maintenance projects involving access barriers within the next one to five years. It is the City's intent to review all barriers during the first year of Plan implementation and address those barriers that can be resolved through programmatic modifications and/or new parks projects. The City will then revise the following schedule for removal of the remaining barriers.

Table 1: Parks Transition Plan Schedule

Location	Years 1-2	Years 3-5	Years 6-10	Schedule Subject to Planning
Boones Ferry Park	•	•		•
Canyon Creek Park	•	•		
Courtside Park	•	•		•
Courtside Trail	•	•		
Engelman Park	•	•		
Hathaway Park	•	•		
Memorial Park	•	•		
Murase Plaza	•	•		
Palermo Park	•	•		
Park at Merryfield	•	•		
Piccadilly Park	•	•	•	
River Fox Park	•	•		
Sofia Park	•	•		
Town Center Park	•	•		
Tranquil Park	•	•		•
Willamette River Water Treatment Park	•	•		•
Willow Creek/Landover Park	•	•		

A map of the City's parks is provided on the following page.

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Parks

City of Wilsonville ADA Transition Plan: Public Right-of-Way & City Park Facilities



Source: City of Wilsonville, RLIS
NAD1983 HARN StatePlane Oregon North



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2.2 Public Rights-of-Way (PROW)

The evaluations of the public right-of-way facilities included curb ramps, transit stops, and pedestrian signals. The facilities were evaluated using the 2011 PROWAG and 2009 MUTCD accessibility standards. The site evaluations were completed by City engineering staff equipped with measuring devices, city maps, and evaluation checklists.

Facility Evaluations - Curb Ramps, Pedestrian Signals and Transit Stops

The City's pedestrian signals and transit stops were evaluated for each structural barrier specified within the ADA standards for each site. Due to the volume of curb ramps managed by the City, a ranked category assessment tool was developed to allow for the rapid assessment of these facilities. The categories used to assess the curb ramps are described in detail later in this chapter.

In 2002, the United States Court of Appeals for the Ninth Circuit, whose jurisdiction includes Oregon, held for the first time that sidewalks constitute a service, program or activity of a city, and sidewalks are therefore subject to the ADA's program accessibility regulations⁴. Before the Barden decision, the law was unclear whether municipalities' transition plans should address barrier removal from sidewalks. When originally written, the ADA specifically addressed curb ramps, subsequently the Courts have added sidewalks. Sidewalks were not evaluated as part of this Transition Plan, and will be addressed at a later date.

The public right-of-way data collected was inventoried using point GIS data, and the associated barrier information is included within the GIS data tables. Each barrier has been assigned a barrier removal action and planning level cost for removing them. A summary of the barriers identified within the public right-of-way is included in Appendix B: Public Rights-of-Way Barrier Summary.

Public Rights-of-Way Prioritization

Under Title II Regulation § 35.150(d)(2) the criteria for prioritizing barriers within the public rights-of way are identified.

If a public entity has responsibility or authority over streets, roads, or walkways, its transition plan shall include a schedule for providing curb ramps or other sloped areas where pedestrian walks cross curbs, giving priority to walkways serving entities covered by the Act, including State and local government offices and facilities, transportation, places of public accommodation, and employers, followed by walkways serving other areas.

⁴ Barden v. City of Sacramento, 292 F.3d 1073 (9th Cir. 2002)
2.0 Transition Plan

The City of Wilsonville has included the following in the criteria for prioritizing facilities in the public rights-of-way:

- Locations serving government offices and public facilities;
- Locations serving transportation;
- Locations serving commercial districts and employers; and
- Locations serving other areas.

In addition to the required criteria, the City has prioritized locations of citizen complaints, requests for ADA Title II program access, and locations of identified social need. The application of the criteria is described in the following pages.

Priorities for Barrier Removal - Curb Ramps

Under Title II of the ADA, a City is not necessarily required to construct curb ramps at every point where a sidewalk intersects a curb. Traffic safety considerations may make construction of curb ramps at some locations undesirable. Alternative routes to buildings that make use of existing curb ramps may be acceptable under the concept of program accessibility in the limited circumstances where individuals with disabilities need only travel a marginally longer route. In addition, the undue financial or administrative burden limitation recognized by Title II of the ADA may limit the number of curb ramps that the City is required to provide.

Table 2 on the following page illustrates the application of the prioritization criteria for curb ramps maintained by the City. The highest priority curb ramps are those shaded in dark blue, and medium priority are shaded in light blue. The lowest priority curb ramps are those that have no access deficiencies identified and have no assigned color. The columns in the matrix indicate the assigned criteria 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 curb ramp during the evaluation process, with the top row having the highest importance. The description of each category is provided on the pages following the table.

Table 2: Curb Ramp Priority Matrix for Barrier-Removal Projects

		ADA 35.151(d)(2) Geospatial Proximity Priorities					
		A	B	C	D	E	F
Curb Ramp Installation Priorities (Category)	Priority Description	Locations of Citizen Complaints / Requests (ADA Title II Program Access)	Locations Serving Government Offices & Public Facilities	Locations Serving Transportation	Locations Serving Commercial Districts, Employers	Locations of Social Need	Locations Serving Other Areas
1	Existing curb ramp considered unsafe / has unsafe features	High Priority A1	B1	C1	D1	E1	F1
2	Sidewalk with no curb ramp access	A2	B2	C2	D2	E2	F2
3	Curb ramp has no detectable warning	A3	B3	C3	D3	E3	F3
4	See Category 4 description	A4	B4	C4	D4	E4	F4
5	See Category 5 description	A5	B5	C5	D5	E5	F5
6	See Category 6 description	A6	Medium Priority B6	C6	D6	E6	F6
7	See Category 7 description	A7	B7	C7	D7	E7	F7
8	Curb ramp does not meet standards but in good condition	A8	B8	C8	D8	E8	F8
9	No deficiencies identified	Low Priority A9	B9	C9	D9	E9	F9

Curb Ramp Barrier Descriptions

- **Category 1:** Curb ramps are considered unsafe and have features such as tripping hazards and deteriorated materials.
- **Category 2:** There is a sidewalk with no curb ramp access.
- **Category 3:** The curb ramp has no detectable warning.
- **Category 4:** This category identifies a variety of deficiencies with the three types of curb ramps: perpendicular and parallel curb ramps, and blended transitions. The following are the types of deficiencies present.

Perpendicular Curb Ramp	Parallel Curb Ramp	Blended Transition
Ramp to Street Transition Not Flush (Lip)	Ramp to Street Transition Not Flush (Lip)	Ramp to Street Transition Not Flush (Lip)
No Turning Space	Ramp Running Slope > 8.3%	Ramp Running Slope > 5.0%
Ramp Running Slope > 8.3%	Turning Space Running Slope > 2.0%	Counter Slope > 5.0%
Ramp Base Slope > 5.0%	Counter Slope > 5.0%	Flared Side Slope > 10%
Counter Slope > 5.0%		
Flared Side Slope > 10%		

- **Category 5:** This category identifies a variety of deficiencies with the three types of curb ramps: perpendicular and parallel curb ramps, and blended transitions. The following are the types of deficiencies present.

Perpendicular Curb Ramp	Parallel Curb Ramp	Blended Transition
Portion of Ramp Outside Marked Crosswalk	Portion of Ramp Outside Marked Crosswalk	Portion of Blend. Trans. Outside Marked Crosswalk
Ramp Width ≤ 4.0'	Ramp Width ≤ 4.0'	Blended Transition Width ≤ 4.0'
Turning Space Size ≤ 4' x 4' (Unconstrained)	Turning Space Size > 4' x 4' (Constrain)	
Turning Space Size ≤ 4' x 5' (Constrain)	Turning Space Size > 4' x 5' (Unconstrained)	
Turning Space Slope > 2.0%		

- Category 6:** This category identifies a variety of deficiencies with the three types of curb ramps: perpendicular and parallel curb ramps, and blended transitions. The following are the types of deficiencies present.

Perpendicular Curb Ramp	Parallel Curb Ramp	Blended Transition
Detectable Warning Incorrect Placement Single Ramp for More than One Crossing Bottom Grade Break Cross Slope: <ul style="list-style-type: none"> • 2.0% at Stop or Yield Control • 5.0% at Signal or No Control • Slope of Adj. Road - Mid Block Grade Breaks Not Perpendicular to Ramp Run Ramp not Perpendicular to curb or parallel with street	Detectable Warning Incorrect Placement Single Ramp for More than One Crossing Turning Space Cross Slope: <ul style="list-style-type: none"> • 2.0% at Stop or Yield Control • 5.0% at Signal or No Control • Slope of Adj. Road - Mid Block Grade Breaks Not Perpendicular to Ramp Run	Detectable Warning Incorrect Placement Blended Transition Cross Slope: <ul style="list-style-type: none"> • 2.0% at Stop or Yield Control • 5.0% at Signal or No Control • Slope of Adj. Road - Mid Block Ramp Edges not Parallel to Pedestrian Travel

- Category 7:** This category identifies a variety of deficiencies with the three types of curb ramps: perpendicular and parallel curb ramps, and blended transitions. The following are the types of deficiencies present.

Perpendicular Curb Ramp	Parallel Curb Ramp	Blended Transition
Rough Surface Material (Cobble, Brick, etc.) Portion of Catch Basin Located in Front of Ramp Clear Space $\leq 4' \times 4'$ Detectable Warning Domes Incorrect Dimensions	Rough Surface Material (Cobble, Brick, etc.) Portion of Catch Basin Located in Front of Ramp Detectable Warning Domes Incorrect Dimensions	Rough Surface Material (Cobble, Brick, etc.) Portion of Catch Basin Located in Front of Ramp Detectable Warning Domes Incorrect Dimensions

- **Category 8:** The curb ramp does not meet ADA standards, but it is in overall good condition.
- **Category 9:** No curb ramp deficiencies were identified.

Phasing Schedule for Curb Ramps

Table 3 on the following page summarizes the assigned barrier removal priority for each of City's curb ramps.

- Curb ramps meeting Criterion A: Locations of Citizen Complaints and Requests for ADA Title II Program Access will be evaluated and programmed within one year of the complaint.
- Curb ramps meeting Criterion B: Location Serving Government Offices and Public Facilities will be addressed within the next five to 10 years.
- All other criterion will be addressed in the next 10 to 20 years.

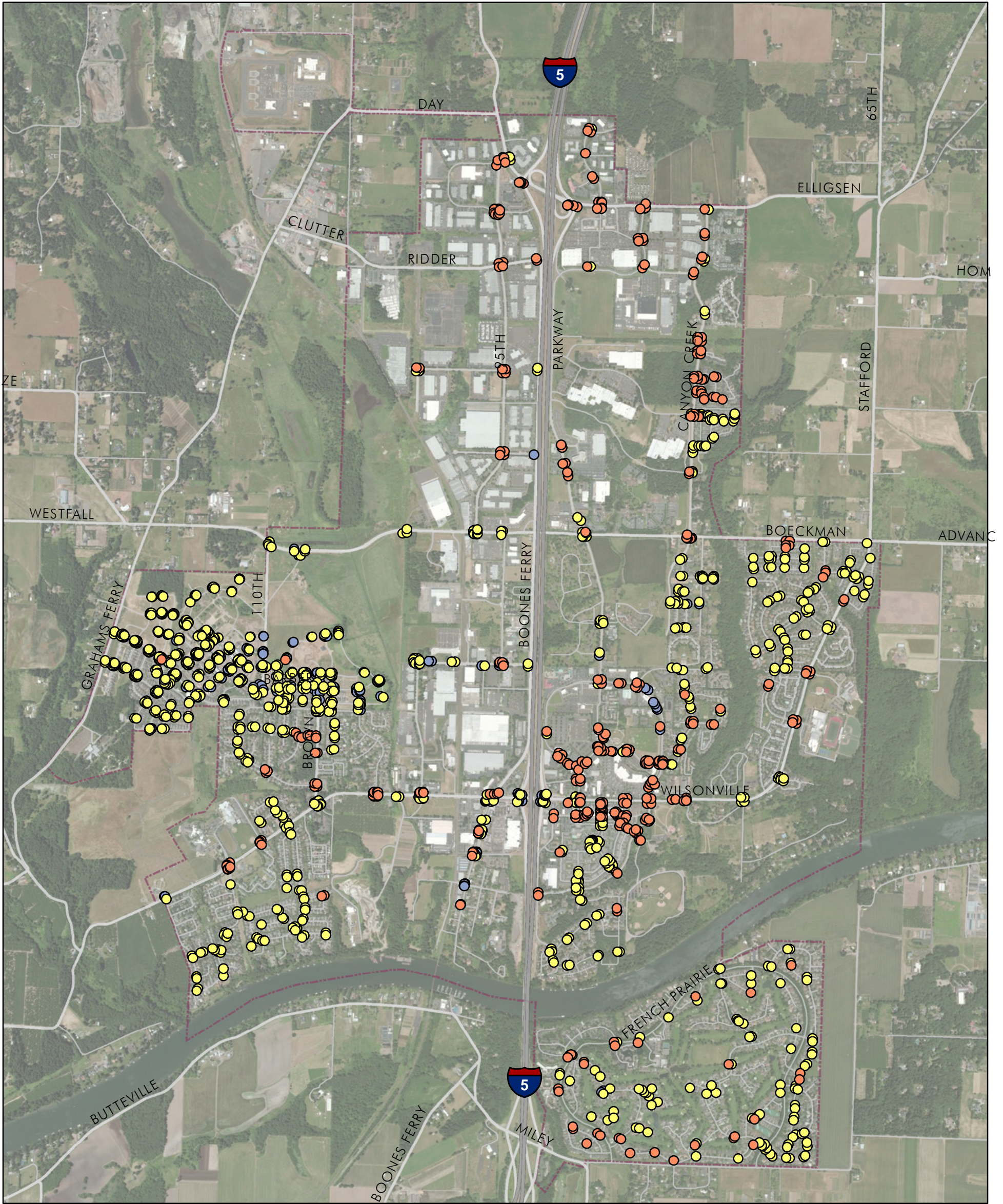
The schedule in this Plan represents a target of 20-years for barrier removal. As previously noted, the City of Wilsonville reserves the right to modify barrier removal priorities in order to allow flexibility in accommodating community requests, petitions for reasonable modifications from persons with disabilities, changes in City programs, and funding opportunities and constraints.

The current schedule includes the removal of barriers at 163 high priority curb ramps and 85 medium propriety curb ramps in the next five to 10 years. In addition to the curb ramps adjacent to government and public facilities, the City intends to remove existing barriers in conjunction with on-going street maintenance and capital improvement projects. 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, as explained later on. These "safe harbor" ramps will help to reduce the deficient ramp inventory. The City will then revise the curb ramp transition plan schedule for the removal of the remaining barriers, update the curb ramp inventory, and revise the transition plan schedule for the removal of remaining barriers on a regular basis.

Table 3: Curb Ramp Transition Plan Schedule

Category	Priority	Total Ramps	Schedule Year	Percent Total
HIGH PRIORITY				
1	B1	6	5-10	0.4%
1	C1	3	10-20	0.2%
1	D1	7	10-20	0.5%
1	F1	26	10-20	1.8%
2	D2	1	10-20	0.1%
3	B3	116	5-10	8.2%
3	C3	34	10-20	2.4%
3	D3	135	10-20	9.6%
4	B4	26	5-10	1.8%
5	B5	15	5-10	1.1%
Subtotal		369	-	26.1%
MEDIUM PRIORITY				
2	F2	7	10-20	0.5%
3	E3	17	10-20	1.2%
3	F3	389	10-20	27.5%
4	C4	4	10-20	0.3%
4	D4	43	10-20	3.0%
4	E4	1	10-20	0.1%
4	F4	26	10-20	1.8%
5	C5	1	10-20	0.1%
5	D5	23	10-20	1.6%
5	F5	14	10-20	1.0%
6	B6	2	5-10	0.1%
6	D6	2	10-20	0.1%
6	F6	1	10-20	0.1%
8	B8	83	5-10	5.9%
8	C8	25	10-20	1.8%
8	E8	25	10-20	1.8%
8	F8	214	10-20	15.1%
Subtotal		877	-	62.1%
LOW PRIORITY				
9	B9	45	-	3.2%
9	C9	12	-	0.8%
9	D9	27	-	1.9%
9	E9	6	-	0.4%
9	F9	77	-	5.4%
Subtotal		167	-	11.8%
Total for All Projects		1,413	-	100%

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City of Wilsonville ADA Transition Plan:
Public Right-of-Way & City Park Facilities

- High Priority
- Medium Priority
- Low Priority
- Interstate
- Major Road
- Local Roads
- City Limits

Curb Ramp Removal Priorities



Source: City of Wilsonville, RLIS
NAD1983 HARN StatePlane Oregon North



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Priorities for Barrier Removal - Transit Stops

Table 4 below illustrates the application of the prioritization criteria for transit stops maintained by the City. The highest priority transit stops are those shaded in dark blue, and medium priority are shaded in light blue. There are no low priority transit stops.

Table 4: Transit Stop Priority Matrix for Barrier-Removal Projects

		ADA 35.151(d)(2) Geospatial Proximity Priorities					
		A	B	C	D	E	F
Transit Stop Installation Priorities (Condition)	Priority Description	Locations of Citizen Complaints / Requests (ADA Title II Program Access)	Locations Serving Government Offices & Public Facilities	Locations Serving Transportation	Locations Serving Commercial Districts, Employers	Locations Serving Social Needs	Locations Serving Other Areas
1	Accessible path of travel to/from transit stop is not provided	High Priority A1	B1	C1	D1	E1	F1
2	No loading zone / loading zone not built to standard	A2	B2	C2	D2	E2	F2
3	Sidewalk cross slope	A3	B3	C3	Medium Priority D3	E3	F3

Transit Stop Barrier Descriptions

- **Category 1:** The transit stop does not have an accessible path of travel leading up to it.
- **Category 2:** The boarding and alighting areas do not have a clear length of eight feet and clear width of five feet with a slope that does not exceed two percent.
- **Category 3:** The slope at the boarding and alighting area exceeds two percent slope.

Phasing Schedule for Transit Stops

Table 5 below summarizes the assigned barrier removal priority for the City's transit stops.

- Transit stops meeting criterion A: Locations of Citizen Complaints and Requests for ADA Title II Program Access will be evaluated and programmed within one year of the complaint.
- High Priority Transit Stops will be addressed within the next ten years.

This preliminary schedule represents a 10-year plan for barrier removal. The City intends to remove existing transit stop barriers during capital improvement projects and annual public works maintenance projects. The City will update the transit stop inventory and revise the transition plan schedule for the removal of remaining barriers on a regular basis.

Table 5: Transit Stop Transition Plan Schedule

Category	Priority	Total Transit Stops	Schedule Year	Percent Total
HIGH PRIORITY				
1	B1	4	1-10	11.1%
1	C1	4	1-10	11.1%
2	B2	19	1-10	52.8%
2	C2	9	1-10	25.0%
Total for All Projects		36	-	1



- High Priority
- Transit Stop with No Deficiencies Noted
- City Limits
- Interstate
- Major Road
- Local Roads



Transit Stops

City of Wilsonville ADA Transition Plan: Public Right-of-Way & City Park Facilities



Source: City of Wilsonville, RLIS
NAD1983 HARN StatePlane Oregon North



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Priorities for Barrier Removal - Pedestrian Signals

Table 6 below illustrates the application of the prioritization criteria for pedestrian signals maintained by the City. The highest priority pedestrian signals are those shaded in dark blue and medium priority are shaded in light blue. There are no low priority pedestrian signals.

Table 6 - Pedestrian Signal Priority Matrix for Barrier-Removal Projects

		ADA 35.151(d)(2) Geospatial Proximity Priorities					
		A	B	C	D	E	F
Pedestrian Signal Installation Priorities (Condition)	Priority Description	Locations of Citizen Complaints / Requests (ADA Title II Program Access)	Locations Serving Government Offices & Public Facilities	Locations Serving Transportation	Locations Serving Commercial Districts, Employers	Locations Serving Social Needs	Locations Serving Other Areas
1	Accessible pedestrian signal not provided	High Priority A1	----- B1	Medium Priority C1	----- D1	----- E1	----- F1

Pedestrian Signal Barrier Descriptions

- **Category 1:** Deficiencies include the location and orientation of the push button.

Push Button Location	Push Button Orientation
Push Button Not Adjacent to Landing Push Button located within curb ramp Push Button More Than 5 feet perpendicular to the crosswalk line Push Button less than 1.5 feet or greater than 6 feet from edge of curb. Where physical limitations, push button greater than 10 feet from edge of curb. Push Buttons less than 10 feet apart, unless where technically infeasible. Push Button is missing from a protected median or island.	Face of Push Button not parallel to the direction of the crosswalk to be used.

Phasing Schedule for Pedestrian Signals

Table 7 below summarizes the assigned barrier removal priority for each of City's pedestrian signals.

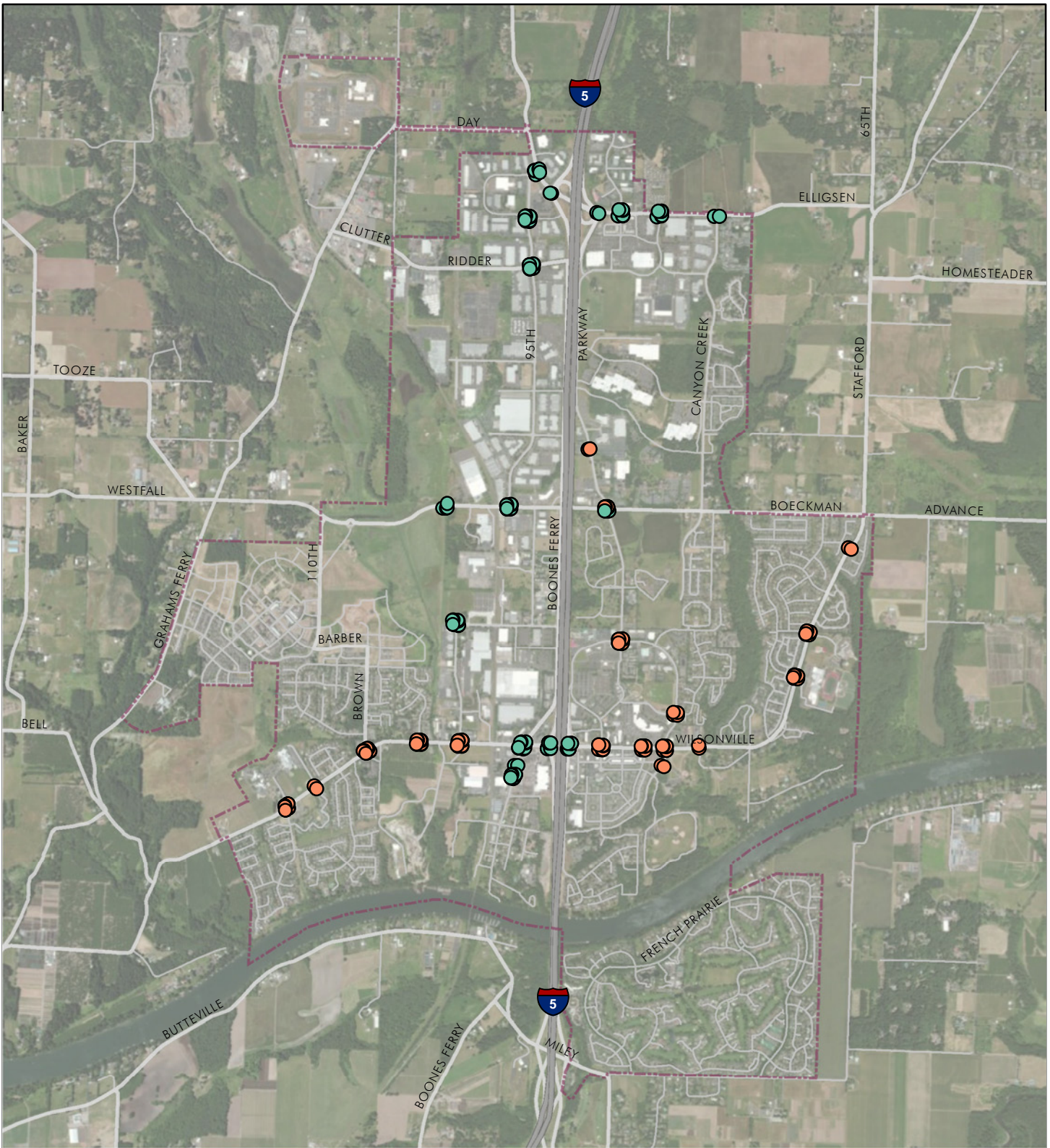
- Pedestrian signals meeting Criterion A: Locations of Citizen Complaints and Requests for ADA Title II Program Access will be evaluated and programmed within one year of the complaint.
- Pedestrian signals meeting Criterion B: Location Serving Government Offices and Public Facilities will be addressed within the next five to 10 years.
- All other criterion will be addressed in the next 10 to 20 years.

This preliminary schedule represents a 20-year target for barrier removal. The schedule includes 96 high priority pedestrian signals in the next five to 10 years. The City plans to use the following guidelines for removing pedestrian signal barriers:

- All new pedestrian signals will include an Accessible Pedestrian Signal (APS);
- Projects to add pedestrian signals to existing signals will include APS;
- Projects that significantly modify pedestrian signals will include APS;
- APS will be scheduled for installation on existing signals when requested by the public; and
- APS will be installed on existing signals on a priority ranking basis per the Transition Plan as funding allows.

Table 7: Pedestrian Signal Transition Plan Schedule

Category	Priority	Total Signals	Schedule Year	Percent Total
HIGH PRIORITY				
1	B1	96	5-10	50.5%
MEDIUM PRIORITY				
1	C1	90	10-20	47.4%
1	D1	4	10-20	2.1%
Subtotal		94	-	49.5%
Total for All Projects		190	-	100.0%



- High Priority
- Medium Priority
- City Limits
- Interstate
- Local Roads



Pedestrian Signals

City of Wilsonville ADA Transition Plan: Public Right-of-Way & City Park Facilities



Source: City of Wilsonville, RLIS
NAD1983 HARN StatePlane Oregon North



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Time Period for Public Rights-of-Way Improvements

The ADA Title II regulations state that if a transition plan will take more than one year to fully implement, it must contain interim steps to provide program accessibility. The City has established a 10 to 20-year strategy for removing public rights-of-way barriers that limit program accessibility. The City reserves the right to modify barrier removal priorities in order to allow flexibility in accommodating community requests, petitions for reasonable modifications from persons with disabilities, changes in City programs, and funding opportunities and constraints. The barrier removal strategy for the next 20 years incorporates flexibility in the process and allows the City to respond to new opportunities as they arise.

Strategies for Funding Barrier Removal

Opportunities for funding the removal of access barriers include:

- Capital projects for new construction;
- Capital projects for roadway alterations;
- Maintenance and repair projects and programs;
- Dedication of a fund for ADA barrier removal, i.e. incorporate curb ramp barrier removal within the street fees;
- Require private developers to remove access barriers when development affects facilities within the right-of-way; and
- Actively seek out and apply for grant funding specific to removal of access barriers when available.

The City currently has in place a Pavement Management Program that schedules out roadway rehabilitation and maintenance over a rolling six year schedule. The City plans to review public rights-of-way barriers during the implementation of this Plan, and address those barriers that can be resolved as part of the on-going pavement maintenance and rehabilitation program. As part of the review, the City will revise the Transition Plan schedule for the removal of barriers. The Transition Plan schedule will also be updated as capital projects for new construction and roadway alterations arise.

Roadway Alterations and Maintenance: Triggers for Barrier Removals

The Department of Justice, in coordination with the U.S. Department of Transportation, specifies that public agencies are required to provide curb ramps or upgrade curb ramps whenever roadways are altered. An alteration is a change that affects or could affect the usability of all or part of a building or facility⁵. Alterations of streets, roads, or highways include activities such as reconstruction, rehabilitation, resurfacing, widening, and projects of similar scale and effect⁶. Maintenance activities on streets, roads, or highways, such as filling potholes,

⁵ Title II Regulation § 35.151(b)(1)

⁶ 2010 ADA Standards, 106.5

are not alterations⁷. The following list distinguishes between roadway alterations versus maintenance activities.

ALTERATION

- Addition of new layer of asphalt
- Cape seals
- In-place asphalt recycling
- Microsurfacing and thin-lift overlay
- Mill and fill / mill and overlay
- New construction
- Open-graded surface course
- Rehabilitation and reconstruction
- Resurfacing of a crosswalk

MAINTENANCE

- Chip seals
- Crack filling and sealing
- Diamond grinding
- Dowel bar retrofit
- Fog seals
- Joint crack seals
- Joint repairs
- Pavement patching
- Painting or striping
- Scrub sealing
- Slurry seals
- Spot high-friction treatments
- Surface sealing

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 the structural feature is altered. 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 removal 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 facility⁸.

If pedestrian facilities such as curb ramps and transit stops 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, roadway alterations as described in the *Roadway Alterations and Maintenance Triggers for Barrier Removals* section of this 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 Boards 2011 Proposed Accessibility Guidelines for Pedestrian Facilities

⁷ July 8, 2013 Department of Justice/Department of Transportation Joint Technical Assistance on the Title II of the Americans with Disabilities Act Requirements to Provide Curb Ramps when Streets, Roads, or Highways are Altered through Resurfacing.

⁸ ADA Safe Harbor Provisions, Evan Terry Associates, August 22, 2013

in the Public Right-of-Way and the previous draft documents from 2005 and 2002. The City has adopted the 2011 Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way by resolution as the design standards for all new construction. Unlike the “safe harbor” concept contained within the 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 document⁹.

PROW City Standard Details

The City's standard drawings and details are included in Appendix D of this document.

⁹ United States Access Board, 2011 Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way , Scope R201.1

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3.0 ADA Policy and Complaint Procedure

If a public entity has 50 or more employees, it is required to designate at least one responsible employee to coordinate Americans with Disabilities Act (ADA) compliance. The City of Wilsonville has designated an ADA Coordinator for coordinating the efforts of the City to comply with Title II, and for investigating any complaints that the City has violated Title II of the ADA. The Coordinator also is responsible for coordinating the efforts of the City to comply with all other applicable State and Federal physical and program accessibility requirements.

3.1 ADA Grievance Procedure

All complaints or grievances submitted to the City of Wilsonville can be in writing or by telephone. The complaint must contain specific information about the alleged violation or discrimination including: name; address; telephone number of the complainant; the location, date, and complete description of the problem and must indicate if the complaint has been filed with the Department of Justice or other Federal or State agencies. Anonymous complaints or grievances will not be accepted.

Complaints or grievances will be kept confidential to the greatest extent possible, unless required to be released by State or Federal law, or ordered released by a court of competent jurisdiction. Alternative means of filing complaints or grievances may be accepted at the discretion of the ADA Coordinator. These may be submitted by telephone, e-mail (confidentiality cannot be assured), letter, personal interview, or tape recording, upon request. However, all complaints or grievances must provide all the information required in the City's ADA complaint form (see Appendix E).

All complaints must be submitted by the complainant or his/her designee to the City of Wilsonville ADA Coordinator. Complaints should be submitted as soon as possible, but no later than 60 calendar days, after the date of the alleged violation or discriminatory act to the following:

City of Wilsonville
ADA Coordinator
29799 SW Town Center Loop E
Wilsonville, OR 97070
503-570-4960
ADACoordinator@ci.wilsonville.or.us

The ADA Coordinator will forward the complaint within seven calendar days to the appropriate Department for investigation and will formally acknowledge receipt of the complaint to the complainant.

The Department assigned will contact the complainant to discuss the complaint or grievance within 30 calendar days after receipt of the complaint or grievance and give the complainant the opportunity to submit evidence relevant to the complaint. Within 30 calendar days of this contact, the assigned Department in coordination with the ADA Coordinator will respond in writing and, where appropriate, in an alternative format accessible to the complainant. The response will explain the position of the City and offer options for substantive and reasonable resolution of the complaint or grievance.

If the response by the assigned Department does not satisfactorily resolve the issue, the decision may be appealed to the City Manager or designee within 30 calendar days following receipt of the response.

Within 30 calendar days after receipt of an appeal, the City Manager or designee will contact the complainant to discuss the complaint or grievance and possible resolutions. Within 30 calendar days of this contact, the City Manager or designee will respond in writing and, where appropriate, in a reasonable format accessible to the complainant, with a final resolution of the complaint or grievance.

Every reasonable attempt will be made by the City of Wilsonville to remedy the disability complaints or grievances in a timely manner subject to staff and budget constraints. Complainant may at any time file a complaint with the Department of Justice or other appropriate State or Federal agency. The City will notify the complainant of this right and will provide the complainant with the appropriate addresses and phone numbers. Use of the City's grievance procedure is not a prerequisite to pursuit of other remedies.

If any ADA or grievance is under the jurisdiction of another public entity, the complainant will be notified that the City of Wilsonville lacks jurisdiction.

The ADA Coordinator shall maintain all records to the complaint filed.

4.0 Definitions

The following is a summary of many definitions found in the ADA. Please refer to the Americans with Disabilities Act for the full text of definitions and explanations (<http://www.ada.gov/>).

4.1 Auxiliary Aids and Services

The term auxiliary aids and services include:

- Qualified interpreters or other effective methods of making orally delivered materials available to individuals with hearing impairments;
- Qualified readers, taped texts, or other effective methods of making visually delivered materials available to individuals with visual impairments; and
- Acquisition or modification of equipment or devices; and other similar services and actions.

4.2 Complaint

A complaint is a claimed violation of the ADA.

4.3 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; or
- Being regarded as having such impairment.

4.4 Discrimination on the Basis of Disability

Discrimination on the basis of disability means to:

- Limit, segregate, or classify a citizen 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 citizen 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 City's operations;
- Use selection criteria that exclude otherwise qualified people with disabilities from participating in the programs or activities offered to the public; and
- 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.

4.5 Having a Record of Impairment

An individual is disabled if he or she has a history of having an impairment that substantially limits the performance of a major life activity; or has been diagnosed, correctly or incorrectly, as having such impairment.

4.6 Physical or Mental Impairments

Physical or mental impairments may include, but are not limited to: vision, speech, and hearing impairments; emotional disturbance and mental illness; seizure disorders; mental retardation; orthopedic and neuromotor disabilities; learning disabilities; diabetes; heart disease; nervous conditions; cancer; asthma; Hepatitis B; HIV infection (HIV condition); and drug addiction if the addict has successfully completed or is participating in a rehabilitation program and no longer uses illegal drugs.

The following conditions are not physical or mental impairments: transvestitism; illegal drug use; homosexuality or bisexuality; compulsive gambling; kleptomania; pyromania; pedophilia; exhibitionism; voyeurism; pregnancy; height; weight; eye color; hair color; left-handedness; poverty; lack of education; a prison record; and poor judgment or quick temper if not symptoms of a mental or physiological disorder.

4.7 Qualified Individual with a Disability

A qualified individual with a disability means an individual with a disability who, with or without reasonable modification to rules, policies, or practices; the removal of architectural, communication, or transportation barriers; or the provision of auxiliary aids and services, meets the essential eligibility requirements for the receipt of services or the participation in programs or activities provided by the City.

4.8 Reasonable Program Modifications

If the individual's disabilities prevent them from performing the essential functions of the program or activity, it is necessary to determine whether reasonable program modifications would enable an individual to perform the essential functions of the program or activity.

Reasonable program modification is any change in program or activity or in the way things are customarily done that enables an individual with a disability to enjoy equal program opportunities. Accommodation means modifications or adjustments:

- To a registration or application process to enable an individual with a disability to be considered for the program or activity;
- To the program or activity environment in which the duties of a position are performed so that a person with a disability can perform the essential functions of the program or activity; and
- That enables individuals with disabilities to enjoy equally the benefits of the program or activity as other similarly situated individuals without disabilities enjoy.

Modification includes making existing facilities and equipment used by individuals readily accessible and usable by individuals with disabilities.

Modification applies to:

- All decisions and to the application or registration process;
- All services provided in connection with the program or activity; and
- Known disabilities only.

Modification is not required if:

- It changes the essential nature of a program or activity of the person with a disability;
- It creates a hazardous situation;
- Adjustments or modifications requested are primarily for the personal benefit of the individual with a disability; or
- It poses an undue burden on the City.

4.9 Regarded as Having a Disability

An individual is disabled if she or he is treated or perceived as having an impairment that substantially limits major life activities, although no such impairment exists.

4.10 Substantial Limitations on Major Life Activities

Individuals are disabled if they have a physical or mental impairment that (a) renders them unable to perform a major life activity, or (b) substantially limits the condition, manner, or duration under which they can perform a particular major life activity in comparison to other

people.

Major life activities are functions such as caring for oneself, performing manual tasks, walking, seeing, hearing, speaking, breathing, learning, and working.

In determining whether physical or mental impairment substantially limits the condition, manner, or duration under which an individual can perform a particular major life activity in comparison to other people, the following factors shall be considered:

- The nature and severity of the impairment;
- The duration or expected duration of the impairment; and
- The permanent or long-term impact (or expected impact) of or resulting from the impairment.

4.11 Undue Burden

The City of Wilsonville shall not provide an accommodation that imposes an undue burden on the operation of the City's business.

Undue burden means significant difficulty or expense incurred in the provision of accommodation. Undue burden includes, but is not limited to, financial difficulty. Undue burden refers to any modification that would be unduly costly, extensive, substantial, or disruptive, or that would fundamentally alter the nature of operation of the business of the City.

Whether a particular accommodation will impose an undue hardship is determined on a case-by-case basis. If a particular modification is determined to cause an undue burden to the City of Wilsonville, the City shall attempt to identify another modification that would not pose such a burden. If cost causes the undue burden, the City must consider whether funding for modification is available from an outside source. If no such funding is available, the City must give the person with a disability the opportunity to provide the modification or to pay for that portion of the modification that constitutes an undue burden.

The following factors shall be considered in determining whether a program modification would create an undue burden: the nature and cost of the modification, the financial resources of the City available to make the modification, the impact the expense of the accommodation will have on the affected City operation, and the permanence of the alterations affecting the site.

5.0 Program Accessibility Guidelines, Standards and Resources

5.1 Introduction

In order to facilitate access to all City programs and departments, the City will maintain the program accessibility guidelines, standards and resources. The information is available to all employees and volunteers. The City will add to these guidelines when necessary to address its needs and include information and technological devices that help staff members and volunteers communicate with individuals with a variety of disabilities. The City will periodically review the components of this section as new technologies are developed, in order to ensure that the best types of modifications are included.

5.2 Federal Accessibility Standards and Regulations

There are both State and Federal regulations for accessible facilities. Below are resources for both the Federal and State of Oregon facility regulations.

U.S. Department of Justice

The U.S. Department of Justice provides many free ADA materials including the Americans with Disability Act (ADA) text. Printed materials may be ordered by calling the ADA Information Line [(800) 514-0301 (Voice) or (800) 514-0383 (TTY)]. Publications are available in standard print as well as large print, audiotape, Braille and computer disk for people with disabilities. Documents, including the following publications, can also be downloaded from the Department of Justice website. <http://www.ada.gov/>

- **ADA Regulation for Title II:** This publication describes Title II of the Americans with Disabilities Act, Pub. L. 101-336, which prohibits discrimination on the basis of disability by public entities. Title II of the ADA protects qualified individuals with disabilities from discrimination on the basis of disability in the services, programs or activities of all state and local governments. This rule adopts the general prohibitions of discrimination established under section 504, as well as the requirements for making programs accessible to individuals with disabilities and for providing equally effective communications. It also sets forth standards for what constitutes discrimination on the basis of mental or physical disability, provides a definition of disability and of qualified individual with a disability, and establishes a complaint mechanism for resolving allegations of discrimination.

http://www.ada.gov/regs2010/titleII_2010/titleII_2010_regulations.htm

- **Title II Technical Assistance Manual (1993) and Yearly Supplements:** The 56-page manual explains in lay terms what state and local governments must do to ensure that their services, programs and activities are provided to the public in a nondiscriminatory manner. Many examples are provided for practical guidance.
<http://www.ada.gov/taman2.html>
- **Accessibility of State and Local Government Websites to People with Disabilities:** The 5-page publication provides guidance on making state and local government websites accessible. <http://www.ada.gov/websites2.htm>
- **ADA Information for Law Enforcement:** This page contains compliance assistance materials to help state and local law enforcement officers understand how to interact with victims, witnesses, suspects and others who have disabilities.
<http://www.ada.gov/policeinfo.htm>

Title II: U.S. Department of Justice Publications

Title II Technical Assistance Manual | Supplement

A 56-page manual that explains in lay terms what state and local governments must do to ensure that their services, programs, and activities are provided to the public in a nondiscriminatory manner. (1993) <http://www.ada.gov/taman2.html>

The ADA and City Governments: Common Problems | PDF

A 9-page document that contains samples of common problems shared by city governments of all sizes, provides examples of common deficiencies and explains how these problems affect persons with disabilities. (2000) <http://www.ada.gov/comprob.htm>

ADA Guide for Small Towns | PDF

A 21-page guide that presents an informal overview of some basic ADA requirements and provides cost-effective tips on how small towns can comply with the ADA. (2000)
<http://www.ada.gov/smtown.htm>

Accessibility of State and Local Government Websites to People with Disabilities | PDF

A 5-page publication providing guidance on making state and local government websites accessible. (2003) <http://www.ada.gov/websites2.htm>

ADA Checklist for Polling Places | PDF

A 39-page checklist used as a self-help survey for voting officials to determine whether a polling place has basic accessible features needed by most voters with disabilities. (2004)
<http://www.ada.gov/votingchecklist.htm>

An ADA Guide for Local Governments: Making Community Emergency Preparedness and Response Programs Accessible to People with Disabilities | PDF

An 11-page illustrated publication that provides guidance on preparing for and carrying out emergency response programs in a manner that results in the services being accessible to people with disabilities. (2006) <http://www.ada.gov/emergencyprep.htm>

Access for 9-1-1 and Telephone Emergency Services | PDF

A 10-page publication explaining the requirements for direct, equal access to 9-1-1 for persons who use teletypewriters (TTYs). (1998) <http://www.ada.gov/911ta.htm>

Commonly Asked Questions About the ADA and Law Enforcement

A 12-page publication providing information for law enforcement agencies in a simple question and answer format. (2006) <http://www.ada.gov/q&a law.htm>

Communicating with People Who Are Deaf or Hard of Hearing: ADA Guide for Law Enforcement Officers | PDF

An 8-panel pocket guide providing basic information for officers about ADA requirements for communicating effectively with people who are deaf or hard of hearing. (2006)
<http://www.ada.gov/lawenfcomm.htm>

Model Policy for Law Enforcement on Communicating with People Who Are Deaf or Hard of Hearing | PDF

A 4-page document serving as a model for law enforcement agencies to adopt policies on effective communication with people who are deaf or hard of hearing. Agencies are encouraged to download and adapt the policy to suit their needs. (2006)
<http://www.ada.gov/lawenfmodpolicy.htm>

Questions and Answers: The ADA and Hiring Police Officers

A 5-page publication providing information on ADA requirements for interviewing and hiring police officers. (1997) <http://www.ada.gov/copsq7a.htm>

U.S. Access Board Publications

The full texts of federal laws and regulations that provide the guidelines for the design of accessible facilities and programs are available from the U.S. Access Board. Single copies of publications are available free and can be downloaded or ordered by completing a form available on the Access Board's website. In addition to regular print, publications are available in large print, disk, audiocassette and Braille. <http://www.access-board.gov/>

Communications & IT

Access to information and communication technology (ICT) is addressed by Board standards and guidelines issued under Section 508 of the Rehabilitation Act and Section 255 of the Telecommunications Act.

- **Section 508 Standards:** <http://www.access-board.gov/guidelines-and-standards/communications-and-it/about-the-section-508-standards>
- **Refresh of the Section 508 Standards and the Telecommunications Act Guidelines:** <http://www.access-board.gov/guidelines-and-standards/communications-and-it/about-the-ict-refresh>
- **Telecommunications Act Accessibility Guidelines:** <http://www.access-board.gov/guidelines-and-standards/communications-and-it/about-the-telecommunications-act-guidelines>

Buildings & Sites

Standards issued under the Americans with Disabilities Act (ADA) address access to buildings and sites nationwide in new construction and alterations.

- **2010 ADA Standards for Accessible Design:** This document contains scoping and technical requirements for accessibility to buildings and facilities by individuals with disabilities under the Americans with Disabilities Act (ADA) of 1990. These scoping and technical requirements are to be applied during the design, construction and alteration of buildings and facilities covered by Titles II and III of the ADA, to the extent required by regulations issued by federal agencies including the Department of Justice and the Department of Transportation. This document must be used in conjunction with Chapter 11 - Accessibility of the Oregon Structural Specialty Code.
- **2010 ADA Standards:** <http://www.access-board.gov/guidelines-and-standards/buildings-and-sites/about-the-ada-standards/ada-standards>

Recreation Facilities

Access to recreation facilities, including play areas, swimming pools, sports facilities, fishing piers, boating facilities, golf courses and amusement rides, is addressed in the ADA standards. The ABA standards address outdoor developed areas guidelines which currently are applicable to Federal facilities and cover access to trails, picnic sites, camping sites and beach access routes.

- **Recreation Facilities:** <http://www.access-board.gov/guidelines-and-standards/recreation-facilities/about-recreation-facilities>
- **Outdoor Developed Areas:** <http://www.access-board.gov/guidelines-and-standards/recreation-facilities/outdoor-developed-areas>

Streets and Sidewalks

New guidelines in development by the Board cover access to public rights-of-way including sidewalks, intersections, street crossings and on-street parking. The Board is also addressing access to shared use paths providing off-road means of transportation and recreation.

- **Public Rights-of-Way:** <http://www.access-board.gov/guidelines-and-standards/streets-sidewalks/public-rights-of-way>
- **Shared Use Paths:** <http://www.access-board.gov/guidelines-and-standards/streets-sidewalks/shared-use-paths/about-this-rulemaking>

5.3 State of Oregon Accessibility Standards and Regulations

Chapter 11 - Accessibility, Oregon Structural Specialty Code

http://www.bcd.oregon.gov/programs/structural/2010_ADA_OSSC_Ch11_Comm_updated_figures.pdf

The State of Oregon has also adopted a set of design guidelines for accessible facilities, which can be found in the Oregon Structural Specialty Code Chapter 11 (OSSC). OSSC contains general building design and construction requirements relating to fire and life safety, structural safety and access compliance. OSSC provisions provide minimum standards to safeguard life or limb, health, property and public welfare by regulating and controlling the design, construction, quality of materials, use and occupancy, location and maintenance of all buildings and structures and certain equipment. The Oregon Building Code Division follows the 2009 International Building Code (IBC) with amendments and provisions specific to the State of Oregon.

Because building codes are updated every few years, the City should have an ongoing program of regularly reviewing changes and updating policies and procedures related to accessibility to ensure compliance with current code.

5.4 Resources

Resources for Providing Accessible Programs and Facilities

- **ADA Document Portal:** This website provides links to an ADA Collection consisting of more than 7,400 documents on a wide range of topics. The ADA Document Portal is supported by the ten ADA & IT Technical Assistance Centers. <https://adata.org/ada-document-portal>
- **American Alliance of Museums:** Accessible exhibit design publications are available for purchase from AAM's website, including Everyone's Welcome (available in a variety of formats), which addresses museum programs and the ADA, The Accessible Museum, which offers model programs of accessibility for older people and people with

disabilities, and What Museum Guides Need to Know to provide access to blind and visually impaired visitors. <http://www.aam-us.org>

- **Beneficial Designs:** Beneficial Designs works toward universal access through research, design and education. Beneficial Designs develops assistive and adaptive technology, performs rehabilitation research, contract design, legal consultation and standards development and serves as a rehabilitation information resource. Contact Beneficial Designs, Inc. at 2240 Meridian Blvd, Suite C, Minden, NV 89423-8628, (775) 783-8822. <http://www.beneficialdesigns.com/>
- **Disability.gov:** The website is a one-stop interagency portal for information on Federal programs, services and resources for people with disabilities, their families, employers, service providers and other community members. <https://www.disability.gov/>
- **National Center on Accessibility:** The Center is a cooperative project between the National Park Service and Indiana University to provide information and technical assistance, primarily on recreation access. An example of the research activities of the NCA is the National Trails Surface Study. This study is primarily the result of questions that NCA receives from organizations, agencies and individuals who desire to make their trails accessible and are interested in an unobtrusive surface that blends, is friendly to the environment and provides a quality trail experience for people with and without disabilities. NCA also publishes 'What is an Accessible Trail?' which summarizes the Federal guidelines for outdoor developed areas and is available for downloading from its website. The NCA website also has information on campground accessibility, accessible picnic tables, access to beaches and inclusion of people with disabilities in aquatic venues. <http://www.ncaonline.org/>
- **National Center on Health, Physical Activity and Disability:** The Center provides information and resources on physical activity to help people with disabilities find ways to become more active and healthier. The Center also provides information on how to provide access to fitness centers, schools, recreation facilities, camps and health and leisure services. <http://www.nchpad.org/>
- **Smithsonian Institution:** The Accessibility Program has developed the Smithsonian Guidelines for Accessible Exhibition Design (1996), which are available for downloading from their website. Further information is available from the Smithsonian Accessibility Program at the Arts and Industries Building, Room 1239 MRC 426, Washington, D.C. 20560 (202) 786-2942. <http://www.si.edu/accessibility>

Resources for Assistive Technologies (General)

The City should utilize the many disability-related resources available through the Internet.

- **The National Institute on Disability and Rehabilitation Research:** This agency of the U.S. Department of Education maintains a national web-based service that provides up-to-date links to assistive technologies and disability-related resources.
<http://www.abledata.com/>
- **Oregon Technology Access Program:** The Oregon Technology Access Program (OTAP) provides training, information, technical assistance and resources regarding the uses of technology for children with disabilities. OTAP services are available to anyone concerned with the needs of Oregon's children with disabilities from birth to age twenty-one. The program is sponsored by the Oregon Department of Education (ODE).
<http://www.otap-oregon.org>

Alternative Format Communications

Resources to produce standardized publications such as applications and registration forms in Braille, audiotape, large-print text and accessible electronic media will be assembled.

Information regarding Braille Services and other accommodations for people with visual disabilities is available by contacting:

- **American Council of the Blind:** ACB is a national organization advocating on behalf of persons who are blind or have low vision. ACB also publishes A Guide to Making Documents Accessible to People Who Are Blind or Visually Impaired, which is available online, in regular print, large print, Braille or on cassette tape. ACB is located at 1155 15th St. NW, Suite 1004, Washington, DC 20005 (800) 424-8666. Email info@acb.org or go to <http://www.acb.org/>.
- **National Center on Accessibility:** NCA publishes 'What are Alternative Formats? How Do They Apply to Programs and Services?' which is available for downloading from their website. <http://www.ncaonline.org/>
- **National Center for Accessible Media:** NCAM is a research and development facility dedicated to the issues of media and information technology for people with disabilities in their homes, schools, workplaces and communities. Developers of Web- and CD-ROM-based multimedia need an authoring tool for making their materials accessible to persons with disabilities. NCAM has developed two such tools, version 1.0 and 2.01 of the Media Access Generator (MAGpie), for creating captions and audio descriptions for rich media. MAGpie is available for downloading from NCAM's website.
<http://ncam.wgbh.org>
- **American Sign Language Interpreters:** A pool of on-call American Sign Language interpreters should be developed. This list should be routinely updated to ensure their

availability. Some programs may need to have a pool of interpreters who are available on a twenty-four-hour basis to handle emergency procedures.

The required qualifications of these interpreters should be established. Many non-certified interpreters provided by local services may have excellent skills and be qualified to handle most circumstances. However, certain circumstances, such as the provision of emergency medical services, may require interpreters who are approved by the courts and can ensure a level of confidentiality.

You may want to contact each agency in advance of a need for services to determine their rates so that you are prepared to cover the communication expenses, should the need arise.

You should always request RID certified interpreters. Only in the event that certified interpreters are unavailable should you rely on non-certified interpreters.

Individuals who are hard of hearing generally do not use ASL interpreters. Always ask the individual requesting an accommodation what type of accommodation works best for them. Determining what accommodation(s) will be provided is an interactive process. Depending on the situation, accommodating an individual who is hard of hearing may include note writing, use of assistive listening devices and/or provision of Computer Assisted Real-Time (CART) captioning.

Assistive Listening Systems and Devices

Systems and devices to amplify sound for persons with hearing disabilities should be available for public meetings and events. Various technologies exist for these devices. Different types of devices are more suitable for different types of hearing disabilities. Devices should be chosen to accommodate the greatest number of individuals.

- See the Assistive Listening Systems Technical Bulletins available on the U.S. Access Board's website. <http://www.access-board.gov/>
- **Closed Caption Machine:** To the extent practical, City departments should have access to a device for encoding closed captioning on films and videotapes used for training and other programs.
- **Optical Readers:** Equipment that can translate printed information into an audio format should be available to the City programs.
- **Text Telephone (TTY):** City programs should have access to a text telephone or have access to a telephone transfer service as required by the law and offered by public telephone companies. See the Text Telephones Technical Bulletin available on the U.S.

Access Board's website. <http://www.access-board.gov/>

- **TDI:** TDI's (formerly known as Telecommunications for the Deaf, Inc.) mission is to promote equal access in telecommunications and media for people who are deaf, hard of hearing, late deafened or deaf blind. TDI's on-line resources include information about telecommunications access such a TTY, pagers, telephony, VoIP and more. <http://tdiforaccess.org/>
- **Video Relay Services (VRS):** Video Relay Service (VRS) is a form of Telecommunications Relay Service (TRS) that enables persons with hearing disabilities who use American Sign Language to communicate with voice telephone users through video equipment, rather than through typed text. Video equipment links the VRS user with a TRS operator – called a “communications assistant” (CA) – so that the VRS user and the CA can see and communicate with each other in signed conversation. Because the conversation between the VRS user and the CA flows much more quickly than with a text-based TRS call, VRS has become a popular form of TRS. www.fcc.gov/guides/video-relay-services
- **Hands on Video Relay Service:** (877) 467-4877 for English, or (877) 467-4875 for Spanish
- **Sorenson Video Relay:** Using a standard telephone, simply call the toll-free number (866)-327-8877. Have the contact information of the deaf or hard-of-hearing individual (i.e. name, videophone number or IP address) ready. Remain on hold until the call is answered by the next available interpreter.
- **Sprint VRS:** (877)709-5776 or <http://www.sprintrelay.com/>

Enlarging Printed Materials

A copy machine capable of enlarging printed materials should be available for staff.

Guide to Disabilities and Disability Etiquette

A guide to disabilities and disability etiquette should be assembled and distributed to staff and volunteers. The guide will ensure that staff and volunteers are familiar with a variety of types of disabilities and sensitive to the abilities and needs of people with disabilities in order not to offend or demean them. The guide should be periodically updated to ensure that it includes current acceptable language for talking about disabilities.

- **Disability Etiquette:** Interacting with People with Disabilities is available on-line at the County of Long Beach's website. http://www.longbeach.gov/hr/ada/disability_etiquette.asp

Resources and Organizations Serving People with Disabilities

- **The Arc:** The Arc (formerly Association for Retarded Citizens of the United States) is the country's largest voluntary organization committed to the welfare of all children and adults with mental retardation and their families. <http://www.thearc.org>

- **American Association of People with Disabilities:** The American Association of People with Disabilities is the largest nonprofit, nonpartisan, cross-disability organization in the United States. <http://www.aapd.com/>
- **American Foundation for the Blind:** The American Foundation for the Blind (AFB) is committed to improving accessibility in all aspects of life—from cell phones to ATMs, on web sites and in workplaces. Services include assistance in making products and services accessible to people with visual impairments. AFB offers expert consulting services and accessible media production. AFB provides objective product evaluations of adaptive technologies through its assistive technology product database. <http://www.afb.org/>
- **Center on Technology and Disability:** Funded by the U.S. Department of Education's Office of Special Education Programs, the Center on Technology and Disability provides a wide range of resources on assistive technology, from introductory fact sheets and training materials to in-depth discussion of best practices and emerging research. <http://www.ctdinstitute.org/>
- **Disability.gov's** online resources for High School: Guidelines for Accessing Alternative Format, inclusion materials, educational technology, a comprehensive list including college preparatory materials, transition issues for children with special needs and more. <https://www.disability.gov/education>
- **Disability Resources, Inc.:** Disability Resources, Inc. is a national nonprofit organization that provides information about resources for independent living. DRI maintains an on-line directory of assistive technology resources. <http://www.disabilityresources.org/>
- **Institute for Human Centered Design:** The Institute (formerly known as Adaptive Environments) is a non-profit organization committed to advancing the role of design in expanding opportunity and enhancing experience for people of all ages and abilities. The organization provides education and consultation to public and private entities about strategies, precedents and best practices that go beyond legal requirements for human centered design for places, things, communication and policy that integrate solutions with the reality of human diversity. <http://humancentereddesign.org/>
- **National Association of the Deaf:** NAD is a national consumer organization representing people who are deaf and hard of hearing. NAD provides information about standards for American Sign Language Interpreters and the Captioned Media Program on its website. <http://www.nad.org/>
- **National Federation of the Blind:** NFB is a national organization advocating on behalf of persons who are blind or have low vision. NFB provides on-line resources for technology for the blind, including a technology resource list, a computer resource list, screen access technology, sources of large print software for computers and sources of closed circuit TV (CCTV's). <http://www.nfb.org/>

- **National Organization on Disability:** The National Organization on Disability promotes the full and equal participation and contribution of America's 54 million men, women and children with disabilities in all aspects of life. NOD maintains an on-line directory of information and links including transportation-related resources. <http://www.nod.org/>
- **Paralyzed Veterans of America:** PVA is a national advocacy organization representing veterans. PVA's Sports and Recreation Program promotes a range of activities for people with disabilities, with special emphasis on activities that enhance lifetime health and fitness. PVA's website provides information on useful sports publications and a list of contacts. <http://www.pva.org>
- **United Cerebral Palsy Association:** UCP's mission is to advance the independence, productivity and full citizenship of people with cerebral palsy and other disabilities, through a commitment to the principles of independence, inclusion and self-determination. UCP's Sports and Leisure Channel is designed for people with disabilities who are interested in sports and other leisure activities and proposes creative ideas for inclusive community recreation programs, including outdoor adventure activities for people with disabilities. Information about the Sports and Leisure Channel is available on UCP's website. <http://www.ucp.org>
- **United Spinal Association:** United Spinal Association is a membership organization serving individuals with spinal cord injuries or disease. Formerly known as the Eastern Paralyzed Veterans Association, the organization expanded its mission to serve people with spinal cord injuries or disease regardless of their age, gender or veteran status. Information on accessibility training and consulting services and recreational opportunities for people with spinal cord injuries or disease is available on their website. <http://www.unitedspinal.org>
- **World Institute on Disability:** WID is an international public policy center dedicated to carrying out research on disability issues. WID maintains an online information and resource directory on technology, research, universal design and ADA. <http://www.wid.org/resources/>

Organizations Serving Oregon, Clackamas County and Washington County

- **Aging and Disability Resource Connection of Oregon:** ADRC is a statewide resource providing information about local public and privately paid services to address aging or disability needs. The organization's trained professional staff can help with immediate needs or planning for the future. <https://adrcforegon.org>
- **The Arc Multnomah-Clackamas:** Since 1953, The Arc of Multnomah-Clackamas has been advocating for, supporting and serving children and adults with intellectual and developmental disabilities and their families. The Arc of Multnomah-Clackamas, serving both Multnomah and Clackamas Counties, offers a wide variety of community programs

for individuals and families, all designed to help children and adults with intellectual and developmental disabilities achieve their greatest potential. <http://thearcmult.org/>

- **Autism Society of Oregon:** This affiliate of the Autism Society, the nation's leading grassroots autism organization, exists to improve the lives of all affected by autism by increasing public awareness about the day-to-day issues faced by people on the spectrum, advocating for appropriate services for individuals across the lifespan and providing the latest information regarding treatment, education, research and advocacy. <http://autismsocietyoregon.org/>
- **Clackamas County Aging Services Advisory Council:** The Council is an advisory group that meets monthly to advise Clackamas County Social Services Division on their programs and services for seniors and persons with disabilities. Members are appointed by the Clackamas County Board of County Commissioners. The group advocates both locally and at the state level on issues related to aging. The Advisory Council has a number of subcommittees devoted to specific issues such as transportation and nutrition. http://www.clackamas.us/socialservices/committee_aaa.html
- **Clackamas County Developmental Disabilities Advisory Council:** The Council, comprised of recipients of service, advocates, professionals, provider representatives and lay citizens, meets monthly to advise the Director of Health Housing and Human Services, Director of Social Services and the DD Program Manager in planning and reviewing programs and recommending policy for developmental disabilities program areas. <http://www.clackamas.us/socialservices/community.html>
- **Family and Community Together (FACT):** Family and Community Together (FACT) is a family leadership organization for individuals and their families experiencing disability, working collaboratively to facilitate positive change in policies, systems, and attitudes through family support, advocacy, and partnerships. <http://factoregon.org/>
- **Imagine Possibilities:** Imagine Possibilities was formerly The Arc of Washington County but disaffiliated from the national and state organizations in 2012. The organization provides services to children and adults with intellectual and developmental disabilities. <http://www.imaginepossibilities.net/wordpress/>
- **Independent Living Resources:** In 1957, Independent Living Resources (ILR) manually transcribed and duplicated Braille textbooks. Eventually expanded services to the blind community included activities such as orientation and mobility, skills training, crafts and recreation. Since 1994 services have been extended to people with all disabilities. ILR helps people to help themselves through the four core services of Advocacy, Information and Referral, Peer Counseling and Skills Training. <http://www.ilr.org>
- **Northwest ADA Center, National Institute on Disability and Rehabilitation Research:** The ADA National Network Centers are a national platform of ten centers comprised of

ADA professionals and experts charged with assisting businesses, state and local governments and people with disabilities as they manage the process of changing our culture to be user friendly to disability and the effect the variety of health conditions can have on society. The Northwest ADA Center is a part of the Department of Rehabilitation Medicine at the University of Washington, and collaborates with the Center for Technology and Disability Studies, a program within the Center for Human Development and Disability and the Department of Rehabilitation Medicine.

<http://nwadacenter.org/>

- **Oregon Department of Human Services, Aging and People with Disabilities:** The mission of the Oregon Department of Human Services, Aging and People with Disabilities is to make it possible for seniors and people with disabilities to become independent, healthy and safe with opportunities for community living, employment, family support and services that promote independence, choice and dignity. <http://www.oregon.gov/DHS/spwpd/Pages/index.aspx>
- **Oregon Disabilities Commission:** Initially formed in 1983 and re-formed in 2005 after a brief hiatus, the Oregon Disabilities Commission (ODC) is a Governor-appointed commission housed in the Department of Human Services. The commission is composed of 15 members broadly representative of major public and private agencies that are experienced in or have demonstrated particular interest in the needs of individuals with disabilities. <http://www.oregon.gov/dhs/spd/Pages/ODCindex.aspx>
- **Ride Connection:** Ride Connection, a non-profit organization, is dedicated to providing responsive, accessible transportation options for those in need. While many customers are older adults and people with disabilities, the organization strives to provide transportation solutions for the community at large. <http://www.rideconnection.org/>
- **State Independent Living Council:** The State Independent Living Council (SILC) is a federally mandated, Governor appointed body, designed to ensure that people with disabilities have a major role in designing Oregon's Independent Living program services. The Independent Living Services Program is a nonresidential, consumer-directed model of peer support, information and referral, skills training and advocacy for people with disabilities. <http://www.oregon.gov/dhs/silc>
- **Washington County Developmental Disabilities Advisory Council:** This Council functions in an advisory capacity the Department of Health and Human Services and the Board of Commissioners on program development, planning, monitoring and funding issues. The council is comprised of 15 members including recipients of service, advocates, professionals in the field, key referral sources, provider representatives and lay citizens. <http://www.co.washington.or.us/HHS/DevelopmentalDisabilities/Advisory-Council.cfm>

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Appendix A: Parks Barrier Summary

The City of Wilsonville's Parks Department manages seventeen parks ranging from small neighborhood parks to larger community parks. This section describes each park site with a summary of barriers to accessibility.

A.1 Accessibility Standards

At the time of the facilities evaluations, the ADA 2010 Standards and the 2013 Architectural Barriers Act Accessibility Guidelines for Outdoor Developed Areas were used to identify barriers with the City's parks facilities.

A.2 Park Sites

The following park locations were evaluated in the spring of 2014:

- Boones Ferry Park
- Canyon Creek Park
- Courtside Park
- Courtside Trail
- Engelman Park
- Hathaway Park
- Memorial Park
- Murase Plaza
- Palermo Park
- Park at Merryfield
- Piccadilly Park
- River Fox Park
- Sofia Park
- Town Center Park
- Tranquil Park
- Willamette River Water Treatment Park
- Willow Creek / Landover Park

Boones Ferry Park

This seven-acre wooded park is located on the Willamette River. It is home to the historic Tauchman House, the former residence of the Boones Ferry operator. Park amenities include a basketball court, gazebo, picnic trails, restrooms and a playground.

Barriers identified include the following features: parking, paths of travel, hazards, doors, drinking fountains, restrooms, play areas and other site features.

Canyon Creek Park

This 1.41-acre park is located in northeast Wilsonville. It is a popular site for picnicking and walking. Other amenities include trails, restrooms, picnic tables and benches.

Barriers identified include the following features: parking, paths of travel, doors, drinking fountains, restrooms and other site features.

Courtside Park

This 1.91-acre park is located in a residential neighborhood, with the back fences of adjacent houses making up three sides. Paths and play equipment for this park were funded through state grants and resident fundraising efforts.

Barriers identified include the following features: paths of travel, hazards, play areas and other site features.

Courtside Trail

This four-tenths of a mile wooded trail has steep topography and is located northeast of Courtside Park.

Barriers identified include the following features: paths of travel.

Engelman Park

This 0.89-acre neighborhood park, formerly known as Montebello Park, has a nature-based play theme. It was completed with the assistance of a state grant and includes amenities such as benches, picnic tables and a playground.

Barriers identified include the following features: paths of travel, drinking fountains and other site features.

Hathaway Park

This 1.15-acre neighborhood park is owned by the City but maintained by a neighboring apartment complex. It includes a basketball court, pedestrian path, picnic tables and a playground.

Barriers identified include the following features: paths of travel, drinking fountains, play areas and other site features.

Memorial Park

This 126-acre park is the oldest and largest park in the City. It includes athletic fields, recreation facilities and picnic areas. The park also has an extensive trail system, Willamette River frontage and is bisected by Boeckman Creek. Other amenities include a community garden, boat dock, restrooms and a playground.

Barriers identified include the following features: parking, paths of travel, hazards, doors, drinking fountains, restrooms, sports fields and courts, play areas and other site features.

Murase Plaza

This space is found within Memorial Park. Amenities include an amphitheater, picnic tables, play areas, an interactive water feature, restroom and trails.

Barriers identified include the following features: parking, paths of travel, hazards, doors,

drinking fountains, room elements, restrooms, kitchens, play areas and other site features.

Palermo Park

This 2.08-acre neighborhood park provides space for a variety of activities. It has both a paved area for basketball and other games and a grassy area for other activities. Other amenities include a pedestrian path and picnic tables.

Barriers identified include the following features: paths of travel, hazards and drinking fountains.

Park at Merryfield

This 9-acre neighborhood park is comprised of nearly 7 acres of wetlands and includes play equipment purchased with a state grant. A bike and pedestrian trail passes through the park, connecting schools and other natural sites.

Barriers identified include the following features: paths of travel, play areas and other site features.

Piccadilly Park

This 3.57-acre neighborhood park is the newest in the City. It has a playground, a large grassy area, a sand volleyball court and horseshoe pits. Other amenities include benches, picnic tables and a pedestrian path.

Barriers identified include the following features: paths of travel and play areas.

River Fox Park

This 2.51-acre neighborhood park features a playground, trails, picnic tables and a water fountain. Paths and play equipment for this park were funded through state grants and resident fundraising efforts.

Barriers identified include the following features: parking, paths of travel, hazards, drinking fountains, play areas and other site features.

Sofia Park

This 1.56-acre neighborhood park includes both a decorative and interactive water feature. Other amenities include benches, trails, restrooms, picnic tables and a playground.

Barriers identified include the following features: paths of travel, drinking fountains, play areas and other site features.

Town Center Park

This 5-acre urban park is home to the Oregon Korean War Veteran's Memorial and the Parks and Recreation Administrative Offices. It has an expansive water feature and hosts public events. Amenities include a stage, restrooms, picnic tables, a basketball court and a playground.

Barriers identified include the following features: parking, paths of travel, drinking fountains, play areas and other site features.

Tranquil Park

This 4.57-acre provides a network of forested walking paths.

Barriers identified include the following features: paths of travel and other site features.

Willamette River Water Treatment Plant Park

This 9.9-acre park was built in conjunction with the City's water treatment plant. It was created through a community design process and includes picnic tables, restrooms and trails. The park also incorporates interpretive and educational elements.

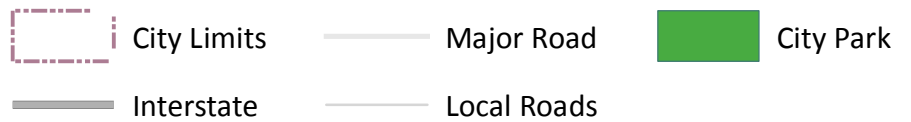
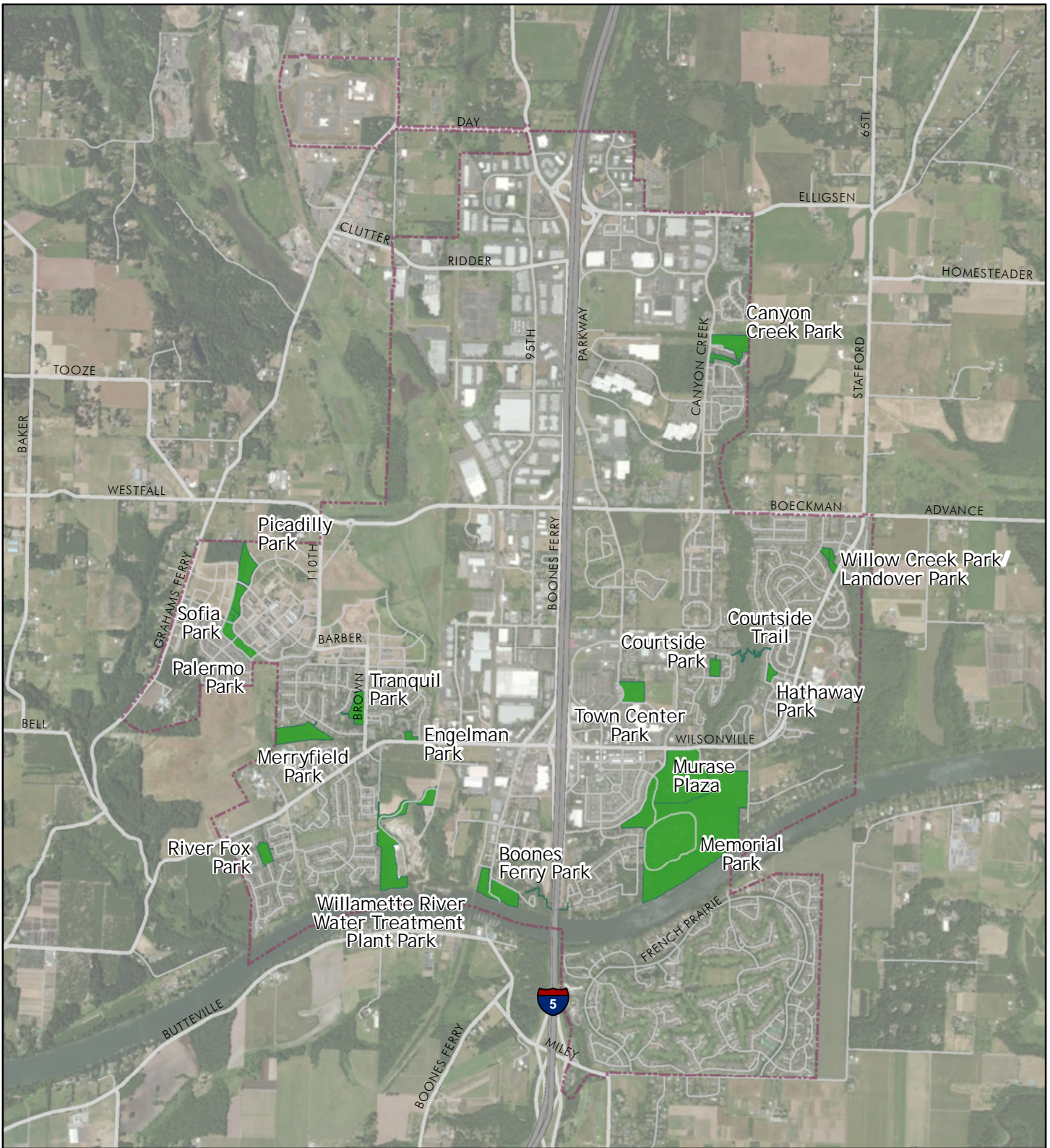
Barriers identified include the following features: parking, paths of travel, doors, drinking fountains, room elements, restrooms and other site features.

Willow Creek/Landover Park

This 1.45-acre neighborhood park is owned by the City but maintained by adjoining neighborhoods. Amenities include a basketball court, picnic tables, trails and a playground.

Barriers identified include the following features: paths of travel, hazards, play areas and other site features.

Tables A-1 and A-2 following the parks map on the next page summarize the types of barriers found at each park.



Parks

City of Wilsonville ADA Transition Plan: Public Right-of-Way & City Park Facilities



Source: City of Wilsonville, RLIS
NAD1983 HARN StatePlane Oregon North



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Table A-1: ADA Accessibility Barrier Types

Location Name	Parking	Paths of Travel	Hazards	Doors	Drinking Fountains	Room Elements	Restrooms	Kitchens	Sports Fields & Courts	Other	Play Areas
Boones Ferry Park	●	●	●	●	●		●			●	●
Canyon Creek Park	●	●		●	●		●			●	
Courtside Park		●	●							●	●
Courtside Trail		●									
Engleman Park		●			●					●	
Hathaway Park		●			●					●	●
Memorial Park	●	●	●	●	●		●		●	●	●
Murase Plaza	●	●	●	●	●	●	●	●		●	●
Palermo Park		●	●		●						
Park at Merryfield		●								●	●
Piccadilly Park		●									●
River Fox Park	●	●	●		●					●	●
Sofia Park		●			●					●	●
Town Center Park	●	●			●					●	●
Tranquil Nature Park		●								●	
Willamette River Water Treatment Park	●	●		●	●	●	●			●	
Willow Creek/Landover Park		●	●							●	●

Table A-2: Accessibility Guidelines for Outdoor Developed Areas Barrier Types¹⁰

Location Name	Picnic Area	Outdoor Constructed Features	Trails
Boones Ferry Park	•		
Canyon Creek Park	•		•
Courtside Park	•		
Courtside Trail			
Engleman Park		•	
Hathaway Park	•		
Memorial Park	•	•	
Murase Plaza	•		
Palermo Park	•		
Park at Merryfield	•		
Piccadilly Park	•		
River Fox Park	•		
Sofia Park	•	•	
Town Center Park	•		
Tranquil Nature Park			
Willamette River Water Treatment Park	•		
Willow Creek/Landover Park	•		

¹⁰ The Architectural Barriers Act Accessibility Guidelines for Outdoor Developed Areas were adopted in 2013 for Federal facilities. The City of Wilsonville evaluated its facilities to these standards in anticipation of changes in the next Americans with Disabilities Act Standards update.

Appendix B: Public Rights-of-Way Barrier Summary

The City of Wilsonville's Engineering and Public Works Departments manage the facilities located in the City's public rights-of-way. This section describes each of the facilities evaluated and summarizes the barrier findings.

B.1 Accessibility Standards

At the time of the facilities evaluations, the ADA 2010 Standards, 2011 Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG) and the 2009 Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) were used to identify barriers with the public rights-of-way.

B.2 Curb Ramps

There are 1,413 curb ramps within the City's public right-of-way. During the assessment of curb ramps, inspectors classified the curb ramps into the following nine categories:

Category 1

The existing curb ramp is considered unsafe and has features such as tripping hazards and deteriorated materials.

- Findings: At present the City has 42 curb ramps (three percent) meeting this criteria.

Category 2

There is a sidewalk with no curb ramp access.

- Findings: At present the City has 8 curb ramps (less than one percent) meeting this criteria.

Category 3

The curb ramp has no detectable warning.

- Findings: At present the City has 691 curb ramps (49 percent) meeting this criteria.

Category 4

This category identifies a variety of deficiencies with the three types of curb ramps: perpendicular and parallel curb ramps, and blended transitions. The following are the types of deficiencies present.

Perpendicular Curb Ramp	Parallel Curb Ramp	Blended Transition
Ramp to Street Transition Not Flush (Lip)	Ramp to Street Transition Not Flush (Lip)	Ramp to Street Transition Not Flush (Lip)
No Turning Space	Ramp Running Slope > 8.3%	Ramp Running Slope > 5.0%
Ramp Running Slope > 8.3%	Turning Space Running Slope > 2.0%	Counter Slope > 5.0%
Ramp Base Slope > 5.0%	Counter Slope > 5.0%	Flared Side Slope > 10%
Counter Slope > 5.0%		
Flared Side Slope > 10%		

- Findings: At present the City has 100 curb ramps (seven percent) meeting this criteria.

Category 5

This category identifies a variety of deficiencies with the three types of curb ramps: perpendicular and parallel curb ramps, and blended transitions. The following are the types of deficiencies present.

Perpendicular Curb Ramp	Parallel Curb Ramp	Blended Transition
Portion of Ramp Outside Marked Crosswalk	Portion of Ramp Outside Marked Crosswalk	Portion of Blend. Trans. Outside Marked Crosswalk
Ramp Width ≤ 4.0'	Ramp Width ≤ 4.0'	Blended Transition Width ≤ 4.0'
Turning Space Size ≤ 4' x 4' (Unconstrained)	Turning Space Size > 4' x 4' (Constrain)	
Turning Space Size ≤ 4' x 5' (Constrain)	Turning Space Size > 4' x 5' (Unconstrained)	
Turning Space Slope > 2.0%		

- Findings: At present the City has 53 curb ramps (four percent) meeting this criteria.

Category 6

This category identifies a variety of deficiencies with the three types of curb ramps: perpendicular and parallel curb ramps, and blended transitions. The following are the types of deficiencies present.

Perpendicular Curb Ramp	Parallel Curb Ramp	Blended Transition
<p>Detectable Warning Incorrect Placement</p> <p>Single Ramp for More than One Crossing</p> <p>Bottom Grade Break Cross Slope:</p> <ul style="list-style-type: none"> • 2.0% at Stop or Yield Control • 5.0% at Signal or No Control • Slope of Adj. Road - Mid Block <p>Grade Breaks Not Perpendicular to Ramp Run</p> <p>Ramp not Perpendicular to curb or parallel with street</p>	<p>Detectable Warning Incorrect Placement</p> <p>Single Ramp for More than One Crossing</p> <p>Turning Space Cross Slope:</p> <ul style="list-style-type: none"> • 2.0% at Stop or Yield Control • 5.0% at Signal or No Control • Slope of Adj. Road - Mid Block <p>Grade Breaks Not Perpendicular to Ramp Run</p>	<p>Detectable Warning Incorrect Placement</p> <p>Blended Transition Cross Slope:</p> <ul style="list-style-type: none"> • 2.0% at Stop or Yield Control • 5.0% at Signal or No Control • Slope of Adj. Road - Mid Block <p>Ramp Edges not Parallel to Pedestrian Travel</p>

- Findings: At present the City has 5 curb ramps (less than one percent) meeting this criteria.

Category 7

This category identifies a variety of deficiencies with the three types of curb ramps: perpendicular and parallel curb ramps, and blended transitions. The following are the types of deficiencies present.

Perpendicular Curb Ramp	Parallel Curb Ramp	Blended Transition
Rough Surface Material (Cobble, Brick, etc.)	Rough Surface Material (Cobble, Brick, etc.)	Rough Surface Material (Cobble, Brick, etc.)
Portion of Catch Basin Located in Front of Ramp	Portion of Catch Basin Located in Front of Ramp	Portion of Catch Basin Located in Front of Ramp
Clear Space ≤ 4' x 4'	Detectable Warning Domes Incorrect Dimensions	Detectable Warning Domes Incorrect Dimensions

- Findings: At present the City has no curb ramps (zero percent) meeting this criteria.

Category 8

The curb ramp does not meet ADA standards, but it is in overall good condition.

- Findings: At present the City has 347 curb ramps (25 percent) meeting this criteria.

Category 9

The curb ramps were evaluated and no deficiencies were identified.

- Findings: At present the City has 167 curb ramps (12 percent) meeting this criteria.

Figure B-1 and Table B-1 on the following page summarize the types of barriers found within the City's rights-of-way

Figure B-1: Curb Ramp Categories by Total Deficiencies

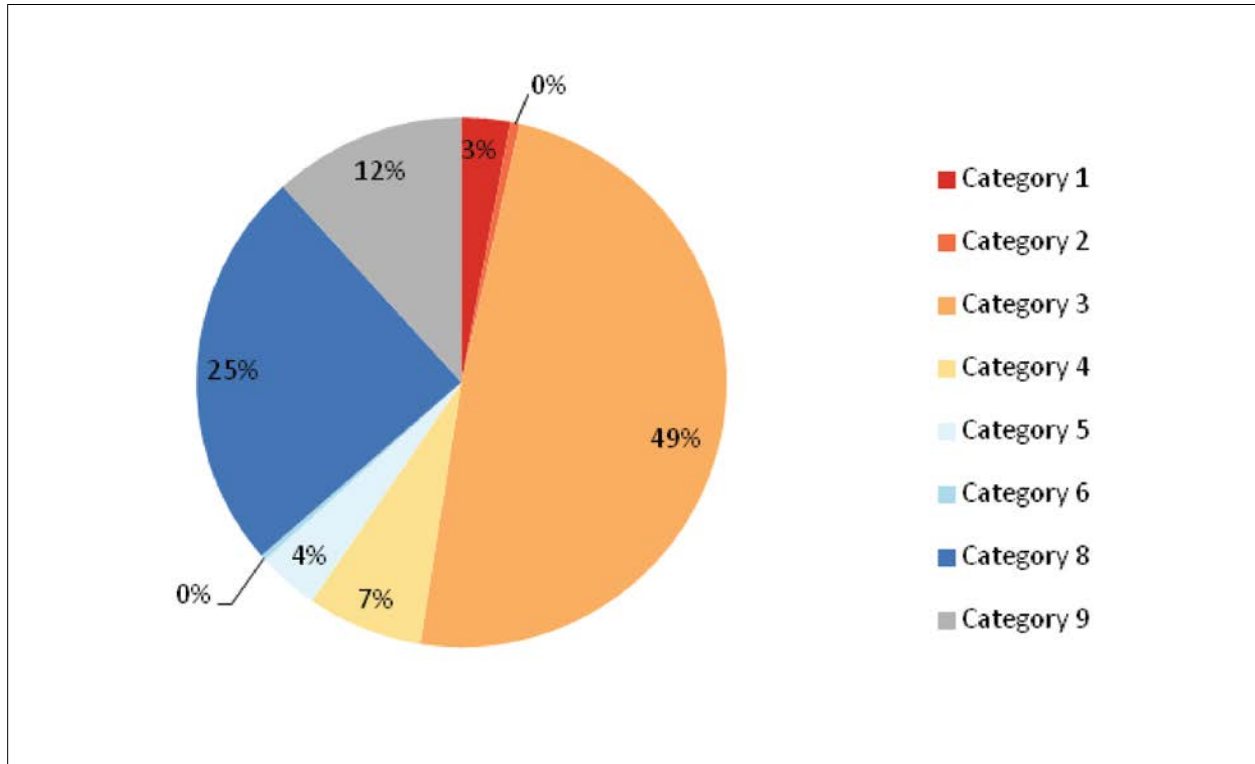
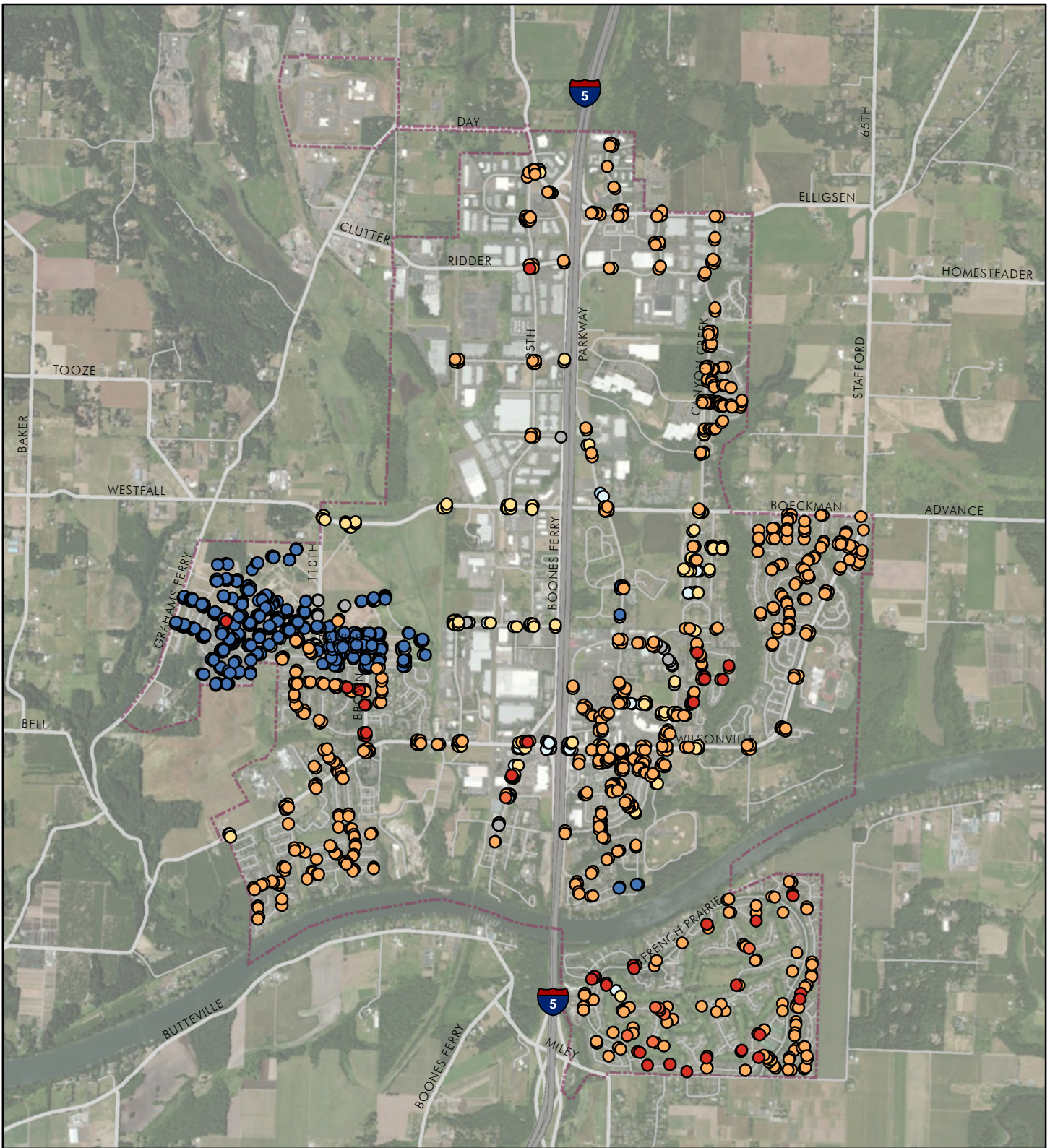


Table B-1: Curb Ramp Categories by Frequency

Category	Frequency
1	42
2	8
3	691
4	100
5	53
6	5
8	347
9	167
Total	1,413

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- Category 1 ○ Category 4 ● Category 8 — Interstate
- Category 2 ○ Category 5 ○ Category 9 — Major Road
- Category 3 ○ Category 6 [] City Limits — Local Roads



Curb Ramps

City of Wilsonville ADA Transition Plan: Public Right-of-Way & City Park Facilities



Source: City of Wilsonville, RLIS
NAD1983 HARN StatePlane Oregon North



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B.3 Transit Stops

The City has a total of 185 transit stops within the City's public rights-of-way. During the assessment of transit stops the loading zone, sidewalk cross slope and the presence of an accessible path of travel to the transit stop were evaluated. A total of 36 transit stops are not ADA compliant, including several with multiple deficiencies.

Accessible Path of Travel to/from Transit Stop is Not Provided

The transit stop does not have an accessible path of travel leading up to it.

- Findings: At present the City has 8 transit stops (five percent) that do not meet the standard.

No Loading Zone/Loading Zone Not Built to Standard

The boarding and alighting areas did not have a clear length of eight feet and clear width of five feet with a slope that does not exceed two percent.

- Findings: At present the City has 31 transit stops (17 percent) that do not meet the standard.

Sidewalk Cross Slope

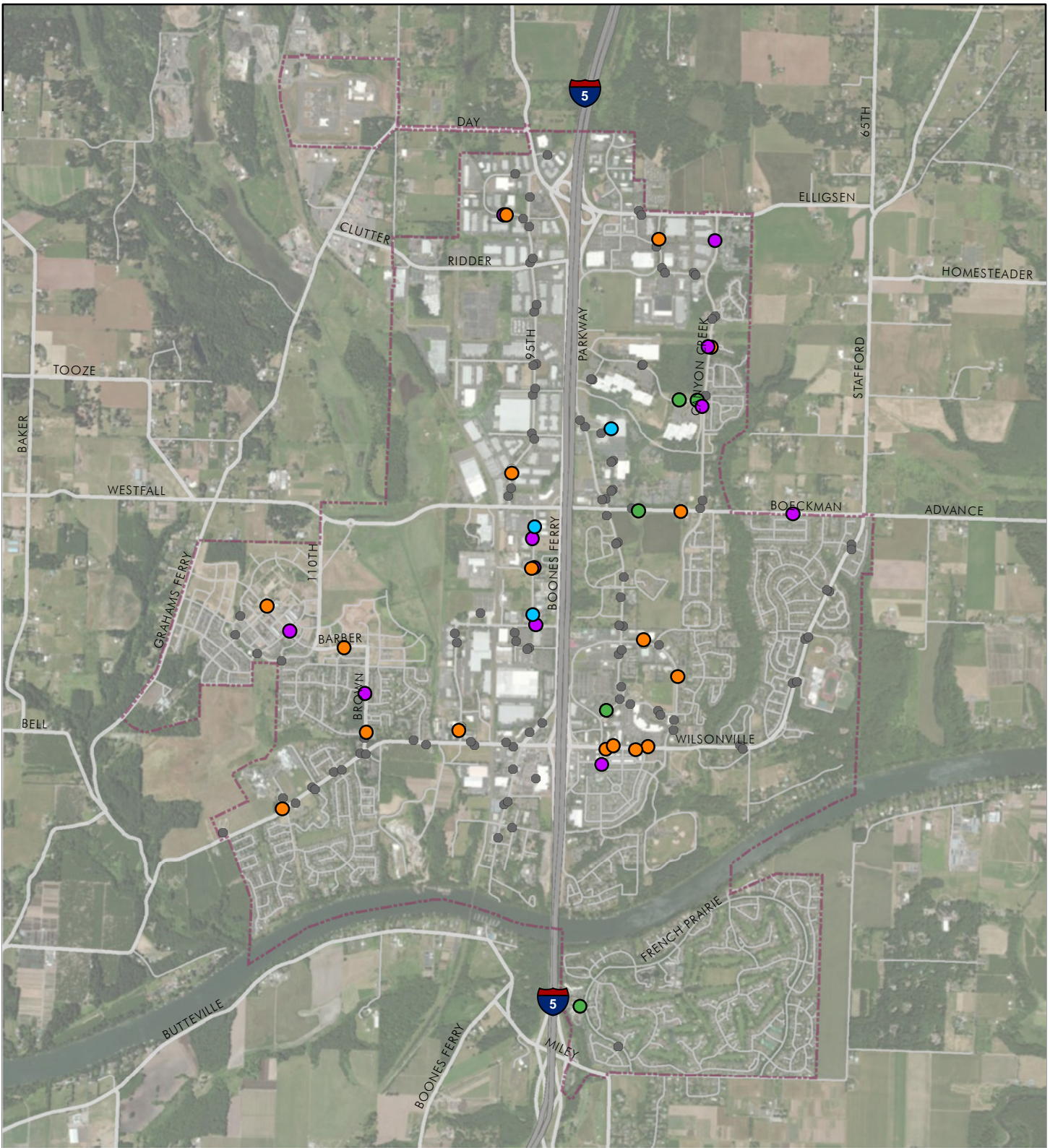
The slope of the sidewalk at the boarding and alighting area exceeds two percent slope.

- Findings: At present the City has 11 transit stops (six percent) that do not meet the standard.
-

Table B-2. Transit Stop Deficiencies

Deficiency	Frequency
Accessible Path of Travel and Loading Zone Deficiency	3
Accessible Path of Travel Deficiency	5
Loading Zone and Sidewalk Slope Deficiency	11
Loading Zone Deficiency	17
Total	36

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- Accessible Path of Travel and Loading Zone Deficiency
- Accessible Path of Travel Deficiency
- Loading Zone and Sidewalk Slope Deficiency
- Loading Zone Deficiency
- Transit Stop with No Deficiencies Noted
- City Limits
- Interstate
- Major Road
- Local Roads



Transit Stops

City of Wilsonville ADA Transition Plan: Public Right-of-Way & City Park Facilities



Source: City of Wilsonville, RLIS
NAD1983 HARN StatePlane Oregon North



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B.4 Pedestrian Signals

The City has a total of 190 pedestrian signals within the City's public right-of-way. During the assessment of the pedestrian signals, the location of the pedestrian signal and the orientation of the push button were evaluated.

Accessible Pedestrian Signal

The evaluation of the pedestrian signal location included the following criteria:

Push Button Location	Push Button Orientation
Push Button Not Adjacent to Landing Push Button located within curb ramp Push Button More Than 5 feet perpendicular to the crosswalk line Push Button less than 1.5 feet or greater than 6 feet from edge of curb. Where physical limitations, push button greater than 10 feet from edge of curb. Push Buttons less than 10 feet apart, unless where technically infeasible. Push Button is missing from a protected median or island.	Face of Push Button not parallel to the direction of the crosswalk to be used.

- Findings: None of the City's 190 pedestrian signals (100 percent) meet the standard.

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- Pedestrian Signal
Does not meet accessibility standards.
- ▭ City Limits
- Interstate
- Major Road
- Local Roads



Pedestrian Signals

City of Wilsonville ADA Transition Plan: Public Right-of-Way & City Park Facilities



Source: City of Wilsonville, RLIS
NAD1983 HARN StatePlane Oregon North



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Appendix C: Public Meeting Minutes

The following pages include the public notices and meeting summaries from the public workshop held on February 10, 2015, and the public open house held on May 7, 2010



meeting notes

date	February 12, 2015
project	City of Wilsonville ADA Transition Plan
meeting	Public Workshop, February 10, 2015
attending	Zach Weigel, Martin Brown, Stephan Lashbrook, Nancy Kraushaar, Stan Sherer - City of Wilsonville Tim Gilbert, Heather Buczek, Ed SanFilippo - MIG Members of the public

The following memo documents the discussion and concerns raised at the Public Workshop held on February 10, 2015 at Wilsonville City Hall from 6-8pm.

1. Meet and Greet

The meeting started with an opportunity for participants to review the maps and boards of ADA barriers in the built environment. Introduction of the agenda was done by City staff, who also provided refreshments.

2. Presentation

MIG staff presented a PowerPoint that described relevant sections of ADA Title II and the purpose of an ADA Title II Transition Plan. An overview of the City's current efforts of evaluating barriers within parks and in the public right-of-way was also provided.

3. Discussion

One participant expressed that there are many places in Wilsonville where the level of public use is in transition and the City needs a way of tracking the level of public usage as it removes barriers to accessibility. The participant also noted that as construction projects happen around the city, spaces with low levels of current public usage might be heavy-traffic areas in six months. These new areas might lack park and public space amenities.

Another participant noted that the plan seems viable, but that the current availability of accessible parking, especially spaces dedicated to wheelchair users,

is believed to be inadequate. As another participant added, “You get there and then you’re stuck.” Suggestions for improvement included the need for more than just the minimum number of accessible spaces, more wheelchair-only spaces and addressing issues in the most used parks first.

Another participant stated that he lived closest to a private park but also spends time in public parks, especially in one where his brother plays baseball. His primary transportation mode was the bus, which he described as “not perfect but pretty good.” He wanted to know whether people were aware of accessible amenities if they had never been to places that have them.

Concerns were also raised about the newest and oldest sections of the city. Old Town, for example, was built prior to the establishment of the ADA. Efforts there were underway, but possibly insufficient. In areas currently in development, concern was expressed over the accessibility of the new sidewalks. City staff clarified that they would be accessible and that this was covered in the Master Plan. When asked if residents can provide details of where curb-cuts are absent, City staff replied in the affirmative.

The final question addressed whether the City has a long-term goal of developing public/private partnerships to fill in the missing sidewalk links. City staff acknowledged that some of these gaps are the result of funding issues. Staff also described the complexity of partnerships due to the lack of an ADA mandate in the private sector (except where remodels and new construction are involved), although the City does attempt to encourage ADA accessibility. MIG staff confirmed that private entities only need to do what is ‘readily achievable.’ A participant noted that the issue with private sector and public sector go hand-in-hand even if it’s technically off-topic from the main discussion.

4. Meeting Closure

The meeting closed with encouragement to the participants to stay engaged with the issue and continue expressing their concerns.

CITY OF WILSONVILLE, ADA TRANSITION PLAN: PUBLIC RIGHT-OF-WAY & CITY PARK FACILITIES

**FEBRUARY 10, 2015
PUBLIC WORKSHOP**

COMMENT CARD

Please list your concerns regarding accessibility of parks, sidewalk curb ramps, transit stops and pedestrian crossings within the City of Wilsonville. If you would like more information on the Transition Plan, or would like to provide comments on the Plan, you can visit the following website: <http://www.ci.wilsonville.or.us/ADA> If you would like to receive communications regarding the Transition Plan please provide your name, email and/or address below in the space provided.

*Sometimes last summer, barriers were
created because all four corners of multiple
intersections were under construction
Liberty - Vet Hospital intersection require
to backup and re-orient multiple vehicles*

Name:
Email:
Address:

Please return this card to the meeting facilitators or mail to the address on the back of this page or email to heatherb@migcom.com

UNDER CONSTRUCTION: COMING SOON

I-5 Corporate Park Building

According to Project Superintendent, Marlin Steenblock, the exterior shell of the I-5 Corporate Park Building, located on SW Parkway just north of the Oregon Tech campus, will be complete by the end of March.

The new 34,500 sq. ft. commercial office building facing Interstate 5 is already attracting interest from tenants who will then complete tenant improvements prior to occupying the two-story building.



Marlin Steenblock



I-5 Corporate Park Building currently under construction.

Crews are currently completing construction of the roof and beginning to install the interior floor supports that will divide the two story building.

When complete the building will have an exterior facade that compliments the nearby buildings.



Barber Street Bridge Update

The contractor for the Barber Street road extension and bridge project completed the pile-driving phase of the project in December, installing 56 in-ground, structural supports, known as pilings, for the new bridge over Coffee Lake Creek/Seely Ditch.

Currently the contractor is capping the pilings with concrete and rebar creating the main support structures for the future bridge's deck.

When complete this fall, the new bridge and road extension links Villebois and Wilsonville's other western residential neighborhoods with the city's larger street network.

The project is making great progress and is currently on time and under budget.



For more information, contact Eric Mende, PE, Capital Projects Engineering Manager, at 503-570-1538; mende@ci.wilsonville.or.us.

City Seeks Feedback on Improving Accessibility and Mobility

The City of Wilsonville invites the public—specifically community members with disabilities and limited mobility—to share their experiences and needs and hear about plans regarding the accessibility of public facilities such as parks, bus stops and sidewalk ramps in Wilsonville.

Over the last year, City staff has inspected all of Wilsonville's park facilities, bus stops and sidewalk ramps and has identified areas where repairs or replacements are needed in order to comply with current Americans with Disabilities Act (ADA) requirements.

In preparation of drafting an ADA Transition Plan, the City first seeks public feedback on which of the identified ADA-required repairs pose the greatest barriers to mobility and should receive the highest priority in the plan.

The ADA Transition Plan workshop is scheduled for Tuesday, Feb. 10, 6-8 pm, at Wilsonville City Hall,

29799 SW Town Center Loop East. At the workshop the public has an opportunity to review the type and location of needed ADA

repairs and to provide feedback on the priorities of proposed improvements.

In April the City intends to hold a follow-up meeting to receive additional public input on a draft of the ADA Transition Plan prior to being submitted and considered by the City Council in the spring.

Interested persons may track the ADA Transition Plan progress, review materials, and submit questions and comments online at www.ci.wilsonville.or.us/ADA. Meeting accommodations, including ASL interpreters, alternative format documents or other modifications are available upon request.

For more information or to request meeting accommodations, contact Zach Weigel, Civil Engineer, at 503 570-1565; weigel@ci.wilsonville.or.us.



Ruthann Duran at the Wilsonville Community Center.

ADA Transition Plan Workshop
• Tue., Feb. 10, 6-8 pm
Wilsonville City Hall, 29799 SW Town Center Loop East

Local Photographer Displays at Regional Gallery

Wilsonville-based photographer Lisa Nead was selected in a competitive process as part of the Artist Exhibit Program of the Clackamas County Arts Alliance. Her nature-focused photography is on display Feb. 3 through June 3 at Providence Milwaukie Hospital Gallery in the Chapel hall-

Artist Exhibit Program of the Clackamas County Arts Alliance
• Tue., Feb. 3 to June 3, 6 - 8 pm
Providence Milwaukie Hospital
10150 SE 32 Ave, Milwaukie

way, 10150 SE 32 Ave, Milwaukie. In accepting the honor of the public exhibit, Nead said, "My photographs are a way of expressing my reverence for the beauty of nature that surrounds me. I am compelled to capture it and my hope is to awaken something in the viewer as well." For more information, see www.LisaNead.com.

You may think that retirement is a time to slow down, sleep in and relax, but local retiree and City volunteer Wes Morris, has no such plans.



After retiring in 2005, Wes got involved in classes and programs at the Wilsonville Community Center and not long after that he was invited to join the Wilsonville Community Seniors, Inc (WCSI) — a non-profit organization that advises the City on matters effecting senior programs, services, and facilities. He accepted the offer to join WCSI, serving as a board member for his two years on the board and now as Chair for the past four years.

Wes grew up in Mason, Washington, a small rural town in north central Washington, and has always enjoyed the outdoors. As a kid he liked to swim, fish, hunt and go boating on and around nearby Lake Chelan.

"Wes is a remarkable volunteer and contributor for the City and WCSI. His calm demeanor

Wes is a remarkable volunteer and contributor for the City and WCSI. His calm demeanor and thoughtful approach make him a very effective leader for the group.

and thoughtful approach make him a very effective leader for the group," said Patty Brescia, Senior Programs Manager for the Parks and Rec-

reation Department. From Wes' point of view he explains, "I joined WCSI to give a voice to local seniors in this community and to make sure they have plenty of options to stay active and engaged in our community."

In reflecting on some of the his accomplishments he explains, "I am proud that our fundraising has helped keep classes affordable for seniors and for the recent work of the Recreation and Aquatic Center Task Force which I was proud to serve on."

Wes is a graduate of Eastern Washington University and has a master's degree from Oregon State University in Industrial Arts. He enjoyed a 34-year career as a vocational education teacher mostly with Molalla High School after spending his first two years teaching in Amity.

Wes, who now cares for his mother, has lived a few miles out town for the past 40 years. He was married to his wife Paula for almost 41 years before she passed away in 2013 after fighting cancer for 22 months. Wes is a proud father of a successful adult daughter, Andrea, who was in the first class to go all four years to the Wilsonville High School.

When not involved in WCSI, Wes is also the Vice Chair of the Wilsonville Community Sharing, the local food bank and emergency assistance organization. He teaches a weekly drop-in Tai Chi class on Wednesday nights 7 - 8 pm at the Wilsonville Community Center and he is active with his church.

Be the First to Know!
Sign up for City e-news:
www.Ci.Wilsonville.or.us/enews
Follow the City on Twitter:
[@WilsonvilleOR](https://twitter.com/WilsonvilleOR)
Like the City on Facebook:
www.Facebook.com/CityofWilsonville

Did you know...
You can ride the
SMART
SOUTH METRO AREA REGIONAL TRANSIT
bus for free anywhere in
Wilsonville!
For more info, see RideSmart.com

ADA Transition Plan Work Shop Notification List

Regional Disability/Mobility Groups

Notice on 1/23/2015, Reminder on 2/6/2015

ALS Association of Oregon & SW Washington

Alzheimer's Association - Oregon Chapter

American Association of Retired Persons

Clackamas County Disability Services

Elders in Action

FACT Oregon

Independent Living Resources

Oregon Commission for the Blind

Oregon's Deaf and Hard of Hearing Services

Ride Connection

Tualatin Valley Fire & Rescue

West Linn - Wilsonville School District

Notice on 2/6/2015

Oregon Veterans Center

VA Portland Health Care System

Homeless Disabled Veterans of the Northwest

Local Care Disability/Elderly Care Facilities

Notice on 1/23/2015, Reminder on 2/6/2015

Brookdale Wilsonville

Charbonneau Country Club

Creekside Woods

Elder Care of Wilsonville

NW Housing Alternatives

Springridge at Charbonneau

The Springs at Wilsonville

Notice on 2/3/2015

Rain Garden Apartments



MEDIA RELEASE

For Immediate Release

January 21, 2015

CONTACT: Jon Gail, Community Relations Coordinator
503-570-1502; gail@ci.wilsonville.or.us

City Hosts Meeting to Plan Accessibility Improvements

WILSONVILLE, OR — The City of Wilsonville is holding a public meeting to obtain community member feedback on the City’s proposed plans to upgrade City outdoor park facilities, bus stops, pedestrian signals and sidewalk ramps in order to comply with current Americans with Disability Act (ADA) standards. The meeting is scheduled for Tuesday, Feb. 10, 6–8 pm, at Wilsonville City Hall, 29799 SW Town Center Loop East.

The City invites the general public — especially community members with disabilities and limited mobility — to attend the meeting, review the proposed list of projects and share feedback. In particular, the City seeks feedback regarding which of the projects provides the greatest benefit to persons with disabilities, and therefore should be considered as a top priority by the City for funding and completion.

Based in part on feedback, consultants then draft an “ADA Transition Plan” — a federally required document that prioritizes and guides local efforts to complete the identified upgrades and charts a course for the City to achieve compliance with current ADA standards.

After inspecting all of Wilsonville’s outdoor park facilities, bus stops, pedestrian signals and sidewalk ramps, City staff prepared a list of proposed projects to be reviewed at the upcoming meeting.

In the spring, the City plans to hold another meeting to receive additional public input on a draft of the ADA Transition Plan prior to consideration by City Council for adoption. A date and time for this second meeting has not been set.

Interested persons may follow the ADA Transition Plan progress, review materials and submit feedback online at www.ci.wilsonville.or.us/ADA. Meeting accommodations, including American Sign Language interpreters, alternative format documents or other modifications are available upon advance request.

Enacted by Congress in 1990, the Americans with Disability Act is a comprehensive, federal civil-rights law that prohibits discrimination based on disability and guarantees equal opportunity for individuals with disabilities in employment, public accommodations, transportation, state and local government services and telecommunications.

For more information on the ADA Transition Plan or to request meeting accommodations, contact Zach Weigel, Civil Engineer, at 503 570-1565; weigel@ci.wilsonville.or.us.

- # # # -

Weigel, Zach

From: Weigel, Zach
Sent: Thursday, January 22, 2015 10:27 AM
To: Moore, Jourdan
Cc: Brown, Martin
Subject: RE: Public Workshop Notification - ADA Transition Plan
Attachments: 20150121 PR Public Workshop Notice-Final.docx

Hi Jourdan,

Attached is the press release for the ADA Transition Plan Public Workshop notice. Jon Gail sent this out yesterday. Please feel free to share with the public, like we discussed.

Also, have you had a chance to see if the community center has an E-news service for subscribers/users of the community center? If so, could you send this press release to those subscribers?

One last thing. Do you think you could send this press release to Wilsonville Senior Advisory Board to help get notice out about the Public Workshop?

Let me know if there is anything I can do to help.

Thank you,

Zach

Zachary J. Weigel, PE
Civil Engineer

City of Wilsonville
29799 SW Town Center Loop E
Wilsonville, Oregon 97070
(503) 570-1565

PUBLIC RECORDS LAW DISCLOSURE: Messages to and from this e-mail address is a public record of the City of Wilsonville and may be subject to public disclosure. This e-mail is subject to the State Retention Schedule.

From: Weigel, Zach
Sent: Tuesday, January 13, 2015 4:27 PM
To: Moore, Jourdan
Cc: Brown, Martin
Subject: Public Workshop Notification - ADA Transition Plan

Jourdan,

Thank you for your help. Attached is a draft of the Boones Ferry Messenger article that will be issued in February that should give you the needed information for the meeting. Please don't share this draft article with the public. Next week I will send you the text of the press release that will be sent out. Feel free to share the press release with the public.

Does the community center have a E-news services that is sends notices to subscribers/users of the community center? If so, would it be possible to send out the press release to those subscribers?

I appreciate your help. Thank you,

Zach

Zachary J. Weigel, PE
Civil Engineer

City of Wilsonville
29799 SW Town Center Loop E
Wilsonville, Oregon 97070
(503) 570-1565

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MEDIA RELEASE

For Immediate Release

January 21, 2015

CONTACT: Jon Gail, Community Relations Coordinator
503-570-1502; gail@ci.wilsonville.or.us

City Hosts Meeting to Plan Accessibility Improvements

WILSONVILLE, OR — The City of Wilsonville is holding a public meeting to obtain community member feedback on the City’s proposed plans to upgrade City outdoor park facilities, bus stops, pedestrian signals and sidewalk ramps in order to comply with current Americans with Disability Act (ADA) standards. The meeting is scheduled for Tuesday, Feb. 10, 6–8 pm, at Wilsonville City Hall, 29799 SW Town Center Loop East.

The City invites the general public — especially community members with disabilities and limited mobility — to attend the meeting, review the proposed list of projects and share feedback. In particular, the City seeks feedback regarding which of the projects provides the greatest benefit to persons with disabilities, and therefore should be considered as a top priority by the City for funding and completion.

Based in part on feedback, consultants then draft an “ADA Transition Plan” — a federally required document that prioritizes and guides local efforts to complete the identified upgrades and charts a course for the City to achieve compliance with current ADA standards.

After inspecting all of Wilsonville’s outdoor park facilities, bus stops, pedestrian signals and sidewalk ramps, City staff prepared a list of proposed projects to be reviewed at the upcoming meeting.

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Enacted by Congress in 1990, the Americans with Disability Act is a comprehensive, federal civil-rights law that prohibits discrimination based on disability and guarantees equal opportunity for individuals with disabilities in employment, public accommodations, transportation, state and local government services and telecommunications.

For more information on the ADA Transition Plan or to request meeting accommodations, contact Zach Weigel, Civil Engineer, at 503 570-1565; weigel@ci.wilsonville.or.us.

- # # # -

From: [Ante-Marandi, Ahsamon](#)
To: [Adam Rahmlow](#); [Brescia, Patty](#); [David Davis](#); [Elaine Swyt](#); [Kate Johnson](#); [Ken Rice](#); [Mary Closson](#); [Scott Starr](#); [Sherer, Stan](#); [Steve Benson](#); [Stevenson, Brian](#)
Cc: [Weigel, Zach](#)
Subject: Public Workshop Notification - ADA Transition Plan
Date: Thursday, January 22, 2015 12:47:10 PM
Attachments: [20150121 PR Public Workshop Notice-Final.docx](#)

Hello Parks and Recreation Advisory Board Members,

On **February 10**, the City is hosting a [public meeting](#) to obtain community input on the City's proposed plans to upgrade City outdoor park facilities, bus stops, pedestrian signals and sidewalk ramps to comply with current ADA standards. The meeting will be at **City Hall** from **6:00 – 8:00 PM**. Please see the attached notice for more information and feel free to pass it along to anyone who might be interested in attending.

Kind Regards,
Ahsamon

Ahsamon Ante-Marandi
Administrative Assistant II

Wilsonville Parks and Recreation
503-570-1530 (office)

ante-marandi@ci.wilsonville.or.us

WilsonvilleParksandRec.com

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MEDIA RELEASE

For Immediate Release

January 21, 2015

CONTACT: Jon Gail, Community Relations Coordinator
503-570-1502; gail@ci.wilsonville.or.us

City Hosts Meeting to Plan Accessibility Improvements

WILSONVILLE, OR — The City of Wilsonville is holding a public meeting to obtain community member feedback on the City’s proposed plans to upgrade City outdoor park facilities, bus stops, pedestrian signals and sidewalk ramps in order to comply with current Americans with Disability Act (ADA) standards. The meeting is scheduled for Tuesday, Feb. 10, 6–8 pm, at Wilsonville City Hall, 29799 SW Town Center Loop East.

The City invites the general public — especially community members with disabilities and limited mobility — to attend the meeting, review the proposed list of projects and share feedback. In particular, the City seeks feedback regarding which of the projects provides the greatest benefit to persons with disabilities, and therefore should be considered as a top priority by the City for funding and completion.

Based in part on feedback, consultants then draft an “ADA Transition Plan” — a federally required document that prioritizes and guides local efforts to complete the identified upgrades and charts a course for the City to achieve compliance with current ADA standards.

After inspecting all of Wilsonville’s outdoor park facilities, bus stops, pedestrian signals and sidewalk ramps, City staff prepared a list of proposed projects to be reviewed at the upcoming meeting.

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Enacted by Congress in 1990, the Americans with Disability Act is a comprehensive, federal civil-rights law that prohibits discrimination based on disability and guarantees equal opportunity for individuals with disabilities in employment, public accommodations, transportation, state and local government services and telecommunications.

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- # # # -



Share Site Tools

City of Wilsonville

eNotify Sign-Up

Contact Us: 503-682-7790

Inside SMART

Services & Programs

Riding Basics

Routes

How Do I...

You Are Here: [Home](#) › News Flash

[Walk SMART Program](#)

Posted on: January 22, 2015

City Hosts Meeting to Plan Accessibility Improvements

The City of Wilsonville is holding a public meeting to obtain community member feedback on the City's proposed plans to upgrade City outdoor park facilities, bus stops, pedestrian signals and sidewalk ramps in order to comply with current Americans with Disability Act (ADA) standards. The meeting is scheduled for Tuesday, Feb. 10, 6–8 pm, at Wilsonville City Hall, 29799 SW Town Center Loop East.

The City invites the general public — especially community members with disabilities and limited mobility — to attend the meeting, review the proposed list of projects and share feedback. In particular, the City seeks feedback regarding which of the projects provides the greatest benefit to persons with disabilities, and therefore should be considered as a top priority by the City for funding and completion.

Based in part on feedback, consultants then draft an "ADA Transition Plan" — a federally required document that prioritizes and guides local efforts to complete the identified upgrades and charts a course for the City to achieve compliance with current ADA standards.

After inspecting all of Wilsonville's outdoor park facilities, bus stops, pedestrian signals and sidewalk ramps, City staff prepared a list of proposed projects to be reviewed at the upcoming meeting.

In the spring, the City plans to hold another meeting to receive additional public input on a draft of the ADA Transition Plan prior to consideration by City Council for adoption. A date and time for this second meeting has not been set.

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- SMART Rider Alerts
- SMART Talk Newsletter
- Walk SMART Program

Interested persons may follow the ADA Transition Plan progress, review materials and submit feedback online at www.ci.wilsonville.or.us/ADA. Meeting accommodations, including American Sign Language interpreters, alternative format documents or other modifications are available upon advance request.

Enacted by Congress in 1990, the Americans with Disability Act is a comprehensive, federal civil-rights law that prohibits discrimination based on disability and guarantees equal opportunity for individuals with disabilities in employment, public accommodations, transportation, state and local government services and telecommunications.

For more information on the ADA Transition Plan or to request meeting accommodations, contact Zach Weigel, Civil Engineer, at 503 570-1565; weigel@ci.wilsonville.or.us.




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City seeks to make facilities more accesable

Created on Wednesday, 28 January 2015 00:00 | Written by [Josh Kulla](#) | 

[0 Comments](#)


City plans to upgrade a variety of facilities to comply with the Americans with Disabilities Act will be the topic of a Feb. 10 meeting at City Hall. The city is especially interested in hearing from residents about which proposed projects would provide the greatest benefit to people with disabilities. Based in part on public feedback, consultants will draft an “ADA Transition Plan,” required under federal law. The plan guides local efforts to complete identified upgrades and chart a course toward full ADA compliance.



After inspecting all of Wilsonville’s outdoor park facilities, bus stops, pedestrian signals and sidewalk ramps, city staff prepared a list of proposed projects to be reviewed at the upcoming meeting.


In the spring, another meeting will allow for further public input on a draft of the ADA Transition Plan prior to consideration by the City Council. Interested persons may follow the ADA Transition Plan progress, review materials and submit feedback online at ci.wilsonville.or.us/ADA.

Meeting accommodations, including American Sign Language interpreters, alternative format documents or other modifications are available upon advance request.

Enacted by Congress in 1990, the Americans with Disability Act is a comprehensive, federal civil-rights law that prohibits discrimination based on disability and guarantees equal opportunity for individuals with disabilities in employment, public accommodations, transportation, government services and more.

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meeting notes

date	May 8, 2015
project	City of Wilsonville ADA Transition Plan
meeting	Public Open House, May 7, 2015
attending	Zach Weigel, Martin Brown, Angela Handran - City of Wilsonville Tim Gilbert, Heather Buczek - MIG Members of the public

On May 7, 2015 at Wilsonville City Hall from 6-8pm, a Public Open House was held to share the Public Review Draft of the Public Right-of-Way & City Parks Facilities ADA Title II Transition Plan and address questions or concerns regarding the plan.

1. Meet and Greet

The meeting started with an opportunity for participants to review maps and boards of ADA barriers in the built environment, and review copies of the ADA Title II Transition Plan.

2. Presentation

MIG staff presented a PowerPoint that described the relevant sections of ADA Title II Regulations, the purpose of an ADA Title II Transition Plan, and an overview of the City's Transition Plan schedule for parks and public right-of-way facilities.

3. Discussion

During the discussion portion of the meeting some specific locations for right-of-way improvements were considered. This was followed by a more detailed discussion of how the City plans to implement the Transition Plan, and an expanded discussion of the applicable standards used for evaluating facilities in the public rights-of-way.

4. Meeting Closure

The meeting closed with encouragement to the participants to stay engaged and to provide comments on the Plan using the City's website and commenting tool.

Community Feedback Needed on Plan to Improve Accessibility and Mobility

The City of Wilsonville invites the public to learn about and comment on a draft plan to improve accessibility and mobility at an Americans with Disabilities Act (ADA) Transition Plan open house on Thursday, May 7, 6 - 8 pm, at Wilsonville City Hall, 29799 SW Town Center Loop East.

At the open house the public is invited to review and comment on the plan that spells out the ADA-required repairs that were given the highest priority and provide feedback on the proposed repair schedule. With this feedback the plan will be updated to incorporate the community's input and then the final draft plan will be submitted and considered by City Council for potential adoption later this spring.

In February the City held a similar workshop where members of the disabled community shared their experiences and needs in order to identify public facilities, such as parks, bus stops, and sidewalk ramps, that pose the greatest barriers to their mobility. Based on the community's feedback, state and

federal standards and other data research, City staff and consultants are working on a draft plan. The main purpose of the plan is to identify, prioritize and schedule repair and replacement of public facilities in order to comply with current ADA requirements.



The ADA Transition Plan aims to make getting to City facilities more accessible.

Interested persons may follow the ADA Transition Plan progress, review materials, and submit questions and comments online at www.ci.wilsonville.or.us/ADA. Meeting accommodations, including ASL interpreters, alternative format documents or other modifications are available upon request. For more information or to request meeting accommodations, contact Zach Weigel, Civil Engineer, at 503-570-1565; weigel@ci.wilsonville.or.us.

COUNCILORS CORNER: CHARLOTTE LEHAN

When I speak with school groups about growing up in Wilsonville, I always make it a point to say I have not lived here all my life and I don't recommend it to them either. Everyone can benefit from living in different places before deciding to put down roots. I have lived in Seattle, Portland, Los Angeles, Lake Oswego, and for a very short time, Corvallis. I am glad to have experienced all these places, but I remain partial to Wilsonville.



I am a sixth generation descendant of the Zumwalts (friends and relations of the Boones) who came from Missouri in 1850 to settle on Corral Creek. Like Alphonso Boone and many of the earliest settlers, John Zumwalt was a riverman who had worked on the great rivers of the Midwest. He owned and operated the *Hoozier*, a steamboat on the upper Willamette. His daughter, Clementine, married John Wallace Graham who started Graham's Ferry and for whom Graham Oaks Natural Area is named.



The Bill Bischof house and barn, now demolished, were south of the Boeckman crossing in the Villebois neighborhood.

I first became involved in local government in 1990 when I was working to protect Graham Oaks (then known as the Wilsonville Tract) from development. The preservation of this large and wonderfully diverse habitat so close to an urban area is still the most satisfying accomplishment of my earlier time on the City Council, but I am also proud of the city our community has built and continues to build.

About 10 years ago I became involved in the preservation and restoration of Pleasant View Cemetery. I am currently the President of the board and webmaster of the website: www.PleasantViewCemetery.org. If you have never been there, I invite you to visit this amazing place that holds so much history for the Wilsonville/Sherwood area. Give me a call at 503-313-8040 and I will be happy to offer a personal tour.

This Memorial Day, May 25, at 11 am we will be dedicating a memorial and medallions for 141 Veterans located there.

Memorial Day/Eagle Scout Event - Medallion Dedication for 141 Vets
 • Mon, May 25, 11 am
 Pleasant View Cemetery,
 14250 SW Westfall Road
www.PleasantViewCemetery.org

This project has been part of an Eagle Scout project reported in newspapers and on television.

My work on local history related to the cemetery has led to other heritage-related pursuits, including serving on the Oregon Heritage Tree Committee, the Oregon Historic Marker Committee, and the Oregon Commission on Historic Cemeteries. It also led to my family's efforts to save the little Bischof House from demolition by moving it to our front yard.

We can't save every old house and barn, but we can do a better job of saving them in photographs. In a rapidly changing place like Wilsonville we continue to lose many structures without creating a photo

archive of their existence. Whether that should be the job of government, a historic society, or individuals can be debated but when these structures are gone they disappear, not only from the landscape, but from our memories if we haven't saved them in photographs. Everyone these days has a camera in their pocket, so let's get busy recording!

Charlotte Lehan, City Councilor

Section of Grahams Ferry Road to Get Bike Lanes and Sidewalk

Grahams Ferry Road between Tooze Road and Barber Street is to be temporarily closed to through traffic in order to widen the road, and add bike lanes and a sidewalk on the east side of the street. City staff is working with the developer, Polygon NW, and a contractor to identify the exact dates and length of time for the street closure; however, work is expected to start this May or June.

During the road closure, access to residential homes on the west side of Grahams Ferry Road between Tooze Road and Barber Street is to be main-

tained at all times, although delays may occur. The City is working with the contractor to minimize how long the street is closed. During the closure a temporary detour route will be established for through traffic.

Dates of the closure and the detour route will be posted as soon as possible on the City's web page at www.ci.wilsonville.or.us/RoadConstruction.

For more information, contact Steve Adams, PE, Development Engineering Manager, at 503-682-4960; adams@ci.wilsonville.or.us.

City Surveying Community Members on Comcast/Xfinity Cable Services

In late April the City mailed a survey to 4,000 randomly selected households in Wilsonville. The survey asks a series of questions about Comcast/Xfinity Cable's services and local access programming such as the City's WGC-TV Channel 30 (Comcast).

Responses from the survey are to be used to shape the Comcast franchise renewal negotiations and impact local programming options in the Wilsonville area for the next decade.

The survey is completely anonymous and all community members, including those who are not Comcast customers, are encouraged to complete the survey.

To learn more about franchise, the renewal process, local access or related information, please visit www.ci.wilsonville.or.us/cable.



Shredding Event Helps Hundreds

In March U.S. Bank and the City of Wilsonville sponsored a Community Shredding event serving over 100 local households by providing free and secure shredding services while raising donations for Wilsonville Community Sharing.



High School Robotics Team Heads to World Championship

The West Linn-Wilsonville high school robotics team, FIRST Team 1425 - Error Code Xero, has qualified and is preparing to compete in the FIRST Robotics Competition (FRC) World Championship, an international robotics competition in St. Louis Missouri in late April. The team qualified for the international competition based on their recent performance in a regional event at Eastern Washington University.

The local robotics team, comprised of 40 high school students mostly from Wilsonville and West Linn High Schools, is supported by grants from the City of Wilsonville and numerous local businesses including Xerox, Maxim Integrated, TE Connectivity, Mentor Graphics, LAM Research, Rockwell Collins, 3D Systems and Oregon Institute of Technology.



MEDIA RELEASE

For Immediate Release

April 20, 2015

CONTACT: Zach Weigel, Civil Engineer
503-570-1565; weigel@ci.wilsonville.or.us

Community Feedback Needed on Plan to Improve Accessibility and Mobility

WILSONVILLE, OR — The City of Wilsonville invites the public to learn about and comment on a draft plan to improve accessibility and mobility at an Americans with Disabilities Act (ADA) Transition Plan open house on Thursday, May 7, 6 - 8 pm, at Wilsonville City Hall, 29799 SW Town Center Loop East. Interested persons may also follow the ADA Transition Plan progress, review materials, and submit questions and comments online at www.ci.wilsonville.or.us/ADA.

At the open house the public is invited to review and comment on draft lists of ADA-required repairs that were given the highest priority and to provide feedback on the proposed repair schedule. After updated to incorporate community input, the final draft plan is to be submitted for City Council consideration later this spring.

In February the City held a similar workshop where members of the community with disabilities shared their experiences and needs in order to identify public facilities, such as parks, bus stops, and sidewalk ramps, that pose the greatest barriers to mobility.

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ADA Transition Plan Open House Notification List

Regional Disability/Mobility Groups

Email on 4/21/2015

ALS Association of Oregon & SW Washington
Alzheimer's Association - Oregon Chapter
American Association of Retired Persons
Clackamas County Disability Services
Elders in Action
FACT Oregon
Independent Living Resources
Oregon Commission for the Blind
Oregon's Deaf and Hard of Hearing Services
Ride Connection
Tualatin Valley Fire & Rescue
West Linn - Wilsonville School District
Oregon Veterans Center
VA Portland Health Care System
Homeless Disabled Veterans of the Northwest

Local Care Disability/Elderly Care Facilities

Email and Mail Notice on 4/21/2015

Brookdale Wilsonville
Charbonneau Country Club
Creekside Woods
Elder Care of Wilsonville
NW Housing Alternatives
Springridge at Charbonneau
The Springs at Wilsonville
Rain Garden Apartments

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Weigel, Zach

From: Brescia, Patty
Sent: Tuesday, April 21, 2015 2:33 PM
To: Weigel, Zach; Moore, Jourdan
Subject: RE: Public Open House Notification - ADA Transition Plan

Hey Zach,
We will share! Thank you,
Patty

Patty Brescia
Recreation Program Manager
Wilsonville Parks and Recreation
Ph: 503-570-1525
Fax: 503-682-9062
brescia@ci.wilsonville.or.us



WilsonvilleParksandRec.com

Disclosure: Messages to and from this email address may be subject to Oregon public records law.

From: Weigel, Zach
Sent: Tuesday, April 21, 2015 2:04 PM
To: Moore, Jourdan
Cc: Brescia, Patty
Subject: Public Open House Notification - ADA Transition Plan

Hi Jourdan,

Attached is a press release for an upcoming Public Open House to gather community feedback on a draft of the City's ADA Transition Plan. This is a follow up meeting from the Public Workshop held in February.

Can you share this press release with patrons of the community center? Also, can you pass this press release onto the Wilsonville Senior Advisory Board to help get notice out about the Open House.

Let me know if you need anything further from me. Thank you for your help.

Zachary J. Weigel, PE
Civil Engineer

City of Wilsonville

29799 SW Town Center Loop E
Wilsonville, Oregon 97070
(503) 570-1565

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MEDIA RELEASE

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April 20, 2015

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Weigel, Zach

From: Ante-Marandi, Ahsamon
Sent: Tuesday, April 21, 2015 3:04 PM
To: Adam Rahmlow; Brescia, Patty; David Davis; Kate Johnson; Ken Rice; Mary Closson; Scott Starr; Sherer, Stan; Steve Benson; Stevenson, Brian; Elaine Swyt
Cc: Weigel, Zach
Subject: Public Open House Notification - ADA Transition Plan
Attachments: 20150420 PR PublicOpenHouseNotice.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Parks and Recreation Advisory Board Members,

On **May 7**, the City is hosting a public open house for the ADA transition plan. This is a follow up meeting to the public workshop held in February. The meeting will take place at **City Hall** from **6:00 – 8:00 PM**. Please see the attached notice for more information and feel free to pass it along to anyone who might be interested in attending.

Kind Regards,
Ahsamon

Ahsamon Ante-Marandi
Administrative Assistant II
Wilsonville Parks and Recreation
503-570-1530 (office)
ante-marandi@ci.wilsonville.or.us
WilsonvilleParksandRec.com

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MEDIA RELEASE

For Immediate Release

April 20, 2015

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Weigel, Zach

From: Marston, Michelle
Sent: Tuesday, April 21, 2015 2:36 PM
To: Weigel, Zach; Massa Smith, Jen
Subject: RE: ADA Public Open House Press Release

I will take care of this.

Michelle

Michelle Marston | Outreach Program Coordinator



City of Wilsonville
503.570.0332 (direct)

From: Weigel, Zach
Sent: Tuesday, April 21, 2015 2:15 PM
To: Massa Smith, Jen
Cc: Marston, Michelle
Subject: ADA Public Open House Press Release

Hi Jen,

Would you mind sending out the attached press release as an e-news article to your transit subscribers similar to what you did with the public workshop back in February. I would be grateful.

Let me know if you need anything additional from me. I appreciate your help with this project.

Zach

Zachary J. Weigel, PE
Civil Engineer

City of Wilsonville
29799 SW Town Center Loop E
Wilsonville, Oregon 97070
(503) 570-1565

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MEDIA RELEASE

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April 20, 2015

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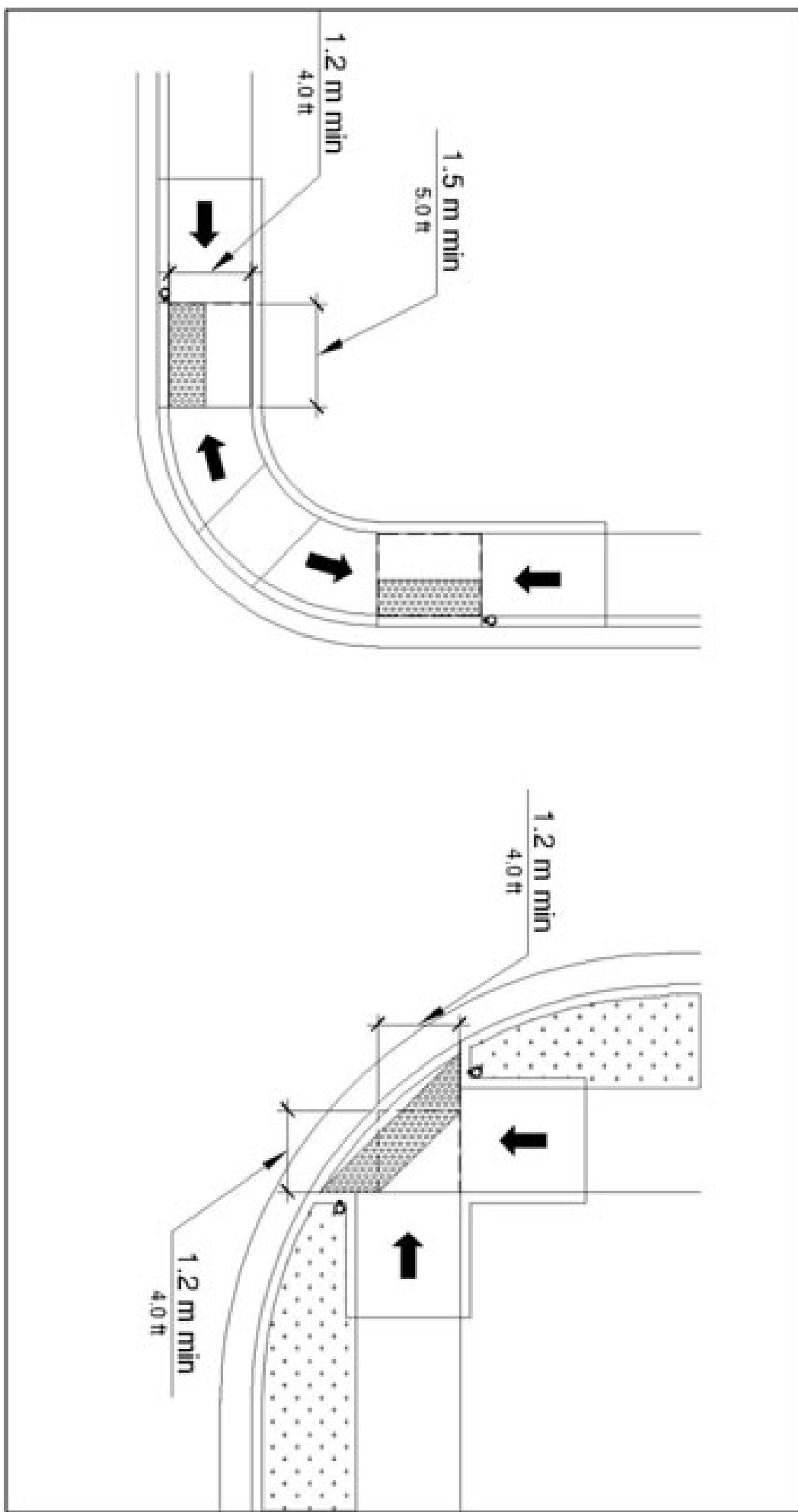
For more information or to request meeting accommodations, contact Zach Weigel, Civil Engineer, at 503-570-1565; weigel@ci.wilsonville.or.us.

Appendix D: Public Rights-of-Way City Standard Details

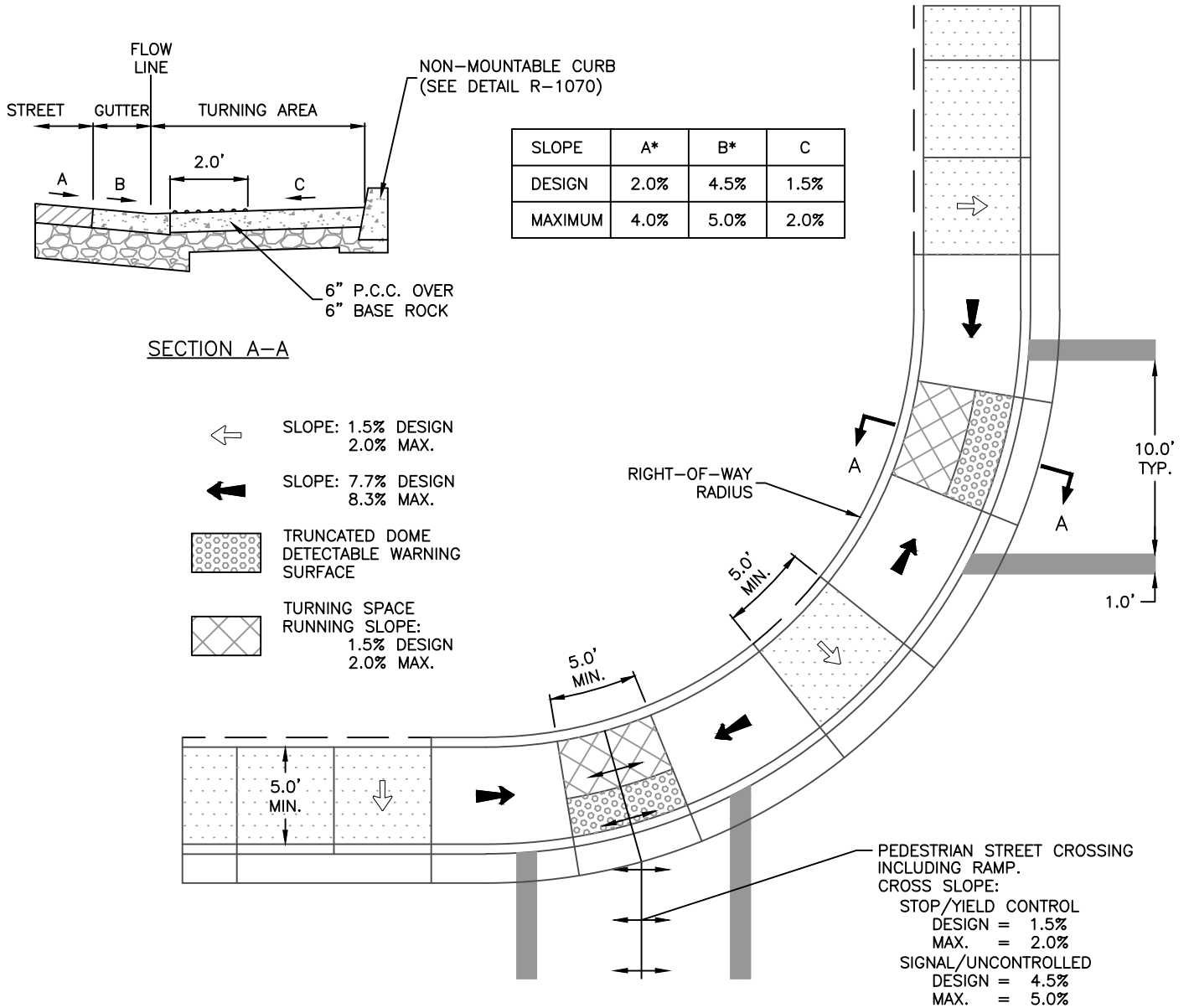
The following pages include the City's details for curb ramps and pedestrian signals.

D.1 Curb Ramps - Parallel

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This Detail Drawing may not be altered or changed in any manner except by the City Engineer. It is the responsibility of the user to acquire the most current version.

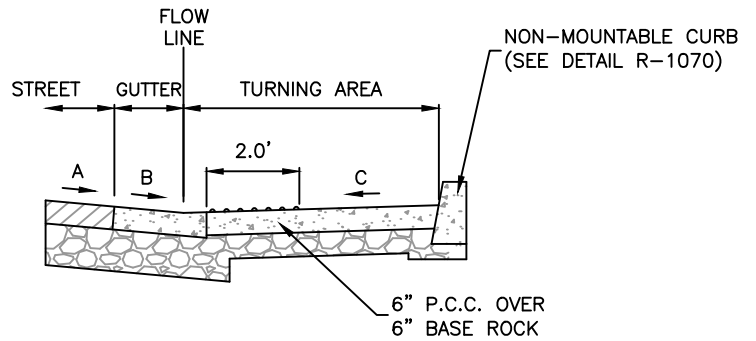
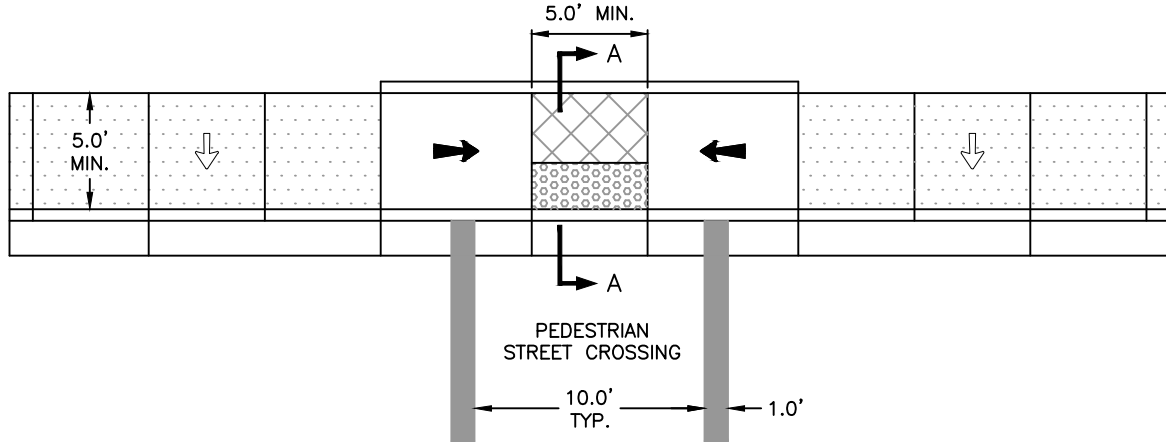


GENERAL NOTES:

1. PARALLEL RAMPS ARE A SPECIAL APPLICATION AND MAY ONLY BE USED WITH PRIOR APPROVAL FROM THE CITY ENGINEER.
2. SIDEWALK RAMPS SHALL BE DESIGNED AND CONSTRUCTED IN ACCORDANCE WITH "PROPOSED ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHT-OF-WAY" (PROWAG), JULY 2011 EDITION.
3. SIDEWALK RAMPS SHALL BE LOCATED TO MINIMIZE OUT-OF-DIRECTION TRAVEL WHILE MAINTAINING PEDESTRIAN VISIBILITY AND MINIMIZING STREET CROSSING DISTANCES.
4. CONCRETE SHALL BE COMMERCIAL MIX, MIN. COMPRESSIVE STRENGTH OF 3300 PSI AT 28 DAYS.
5. BASE ROCK SHALL CONSIST OF 3/4"-0 CRUSHED ROCK COMPACTED TO 95% OF AASHTO T-180.
6. BASE ROCK SHALL BE THOROUGHLY WATERED IMMEDIATELY PRIOR TO PLACEMENT OF CONCRETE WHEN THE MEASURED OR FORECASTED ASCENDING AIR TEMPERATURE IS 80 DEGREES OR GREATER.
7. TRUNCATED DOME DETECTABLE WARNING SURFACE SHALL BE INSTALLED THE FULL WIDTH OF THE TURNING AREA AND CONSIST OF (BLACK) MASCO CAST-IN-TACT & CAST-IN-TACT III OR APPROVED EQUAL.
8. ON STEEP SLOPES, SIDEWALK RAMPS SHALL HAVE A MAXIMUM SLOPE OF 8.3% OR MAXIMUM LENGTH OF 15 FEET CONSTRUCTED AT CONSTANT SLOPE.
9. TURNING SPACES SHALL HAVE A MINIMUM WIDTH OF 5 FEET AND MINIMUM DEPTH OF 5 FEET. WHERE SIDEWALK RAMPS ARE USED TO PROVIDE BICYCLE ACCESS, THE MINIMUM TURNING SPACE WIDTH SHALL BE 8 FEET.


Parallel Sidewalk Ramp			CITY OF WILSONVILLE	
DRAWING NUMBER: R-1076	DRAWN BY: ZW	SCALE: N.T.S.		
FILE NAME: R-1076.dwg	APPROVED BY: SA	DATE: 11/25/13	PUBLIC WORKS STANDARDS	

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- ← SLOPE: 1.5% DESIGN
2.0% MAX.
- ← SLOPE: 7.7% DESIGN
8.3% MAX.
*SECONDARY RAMP LOCATION

 TRUNCATED DOME
DETECTABLE WARNING
SURFACE

 TURNING SPACE
SLOPE: 1.5% DESIGN
2.0% MAX.

CROSS SLOPE OF TURNING AREA AND
PEDESTRIAN STREET CROSSING SHALL NOT
BE GREATER THAN THE SLOPE OF THE
ADJACENT ROADWAY.

SECTION A-A

SLOPE	A*	B*	C
DESIGN	2.0%	4.5%	1.5%
MAXIMUM	4.0%	5.0%	2.0%

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1. SIDEWALK RAMPS SHALL BE DESIGNED AND CONSTRUCTED IN ACCORDANCE WITH "PROPOSED ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHT-OF-WAY" (PROWAG), JULY 2011 EDITION.
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5. BASE ROCK SHALL BE THOROUGHLY WATERED IMMEDIATELY PRIOR TO PLACEMENT OF CONCRETE WHEN THE MEASURED OR FORECASTED ASCENDING AIR TEMPERATURE IS 80 DEGREES OR OR GREATER.
6. TRUNCATED DOME DETECTABLE WARNING SURFACE SHALL BE INSTALLED THE FULL WIDTH OF THE RAMP AND CONSIST OF (BLACK) MASCO CAST-IN-TACT & CAST-IN-TACT III OR APPROVED EQUAL.
7. ON STEEP SLOPES, SIDEWALK RAMPS SHALL HAVE A MAXIMUM SLOPE OF 8.3% OR MAXIMUM LENGTH OF 15 FEET CONSTRUCTED AT CONSTANT SLOPE.
8. SIDEWALK RAMPS SHALL HAVE A MINIMUM WIDTH OF 5 FEET. WHERE SIDEWALK RAMPS ARE USED TO PROVIDE BICYCLE ACCESS, THE MINIMUM RAMP WIDTH SHALL BE 8 FEET.

Mid-Block Parallel Sidewalk Ramp

DRAWING NUMBER: R-1079

DRAWN BY: ZW

SCALE: N.T.S.

FILE NAME: R-1079.dwg

APPROVED BY: SA

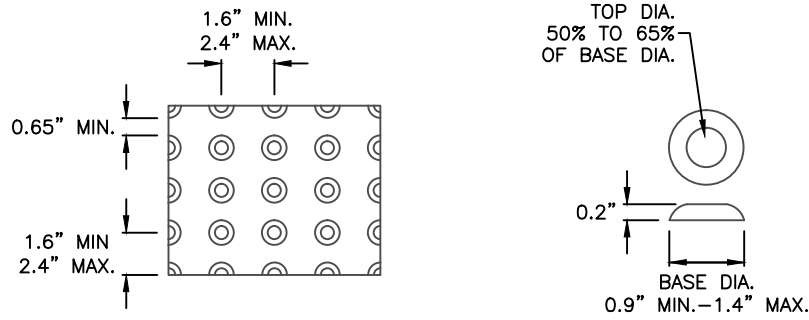
DATE: 11/25/13

CITY OF
WILSONVILLE

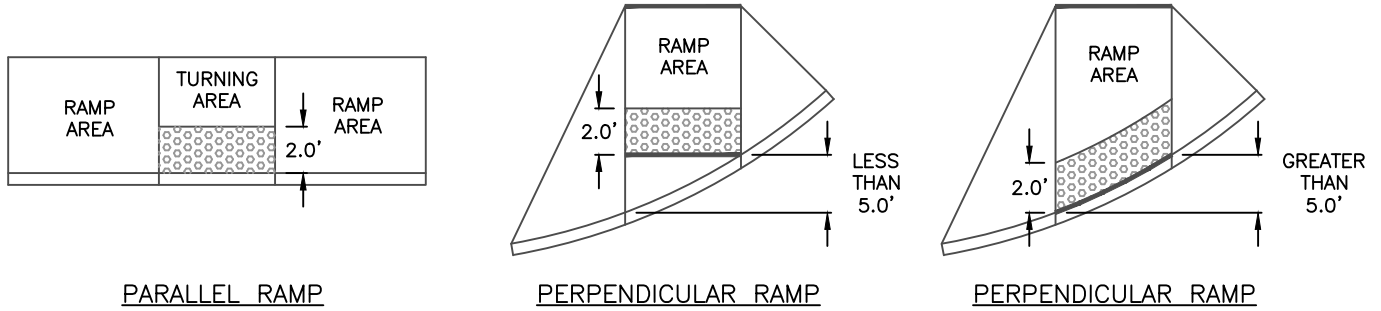


PUBLIC WORKS STANDARDS

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TRUNCATED DOME DETECTABLE
WARNING SURFACE DETAIL



GENERAL NOTES:

1. DETECTABLE WARNING SURFACE SHALL BE DESIGNED AND CONSTRUCTED IN ACCORDANCE WITH "PROPOSED ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHT-OF-WAY" (PROWAG), JULY 2011 EDITION.
2. THE DETECTABLE WARNING SURFACE SHALL EXTEND 2.0 FEET MINIMUM IN THE DIRECTION OF PEDESTRIAN TRAVEL.
3. TRUNCATED DOME DETECTABLE WARNING SURFACE SHALL BE INSTALLED THE FULL WIDTH OF THE TURNING AREA ON PARALLEL RAMPS.
4. TRUNCATED DOME DETECTABLE WARNING SURFACE SHALL BE INSTALLED THE FULL WIDTH OF THE RAMP AREA ON PERPENDICULAR RAMPS.
5. TRUNCATED DOME DETECTABLE WARNING SURFACES SHALL CONSIST OF (BLACK) MASCO CAST-IN-TACT & CAST-IN-TACT III OR APPROVED EQUAL.
6. ARRANGE TRUNCATED DOMES USING SQUARE IN-LINE PATTERN ONLY.

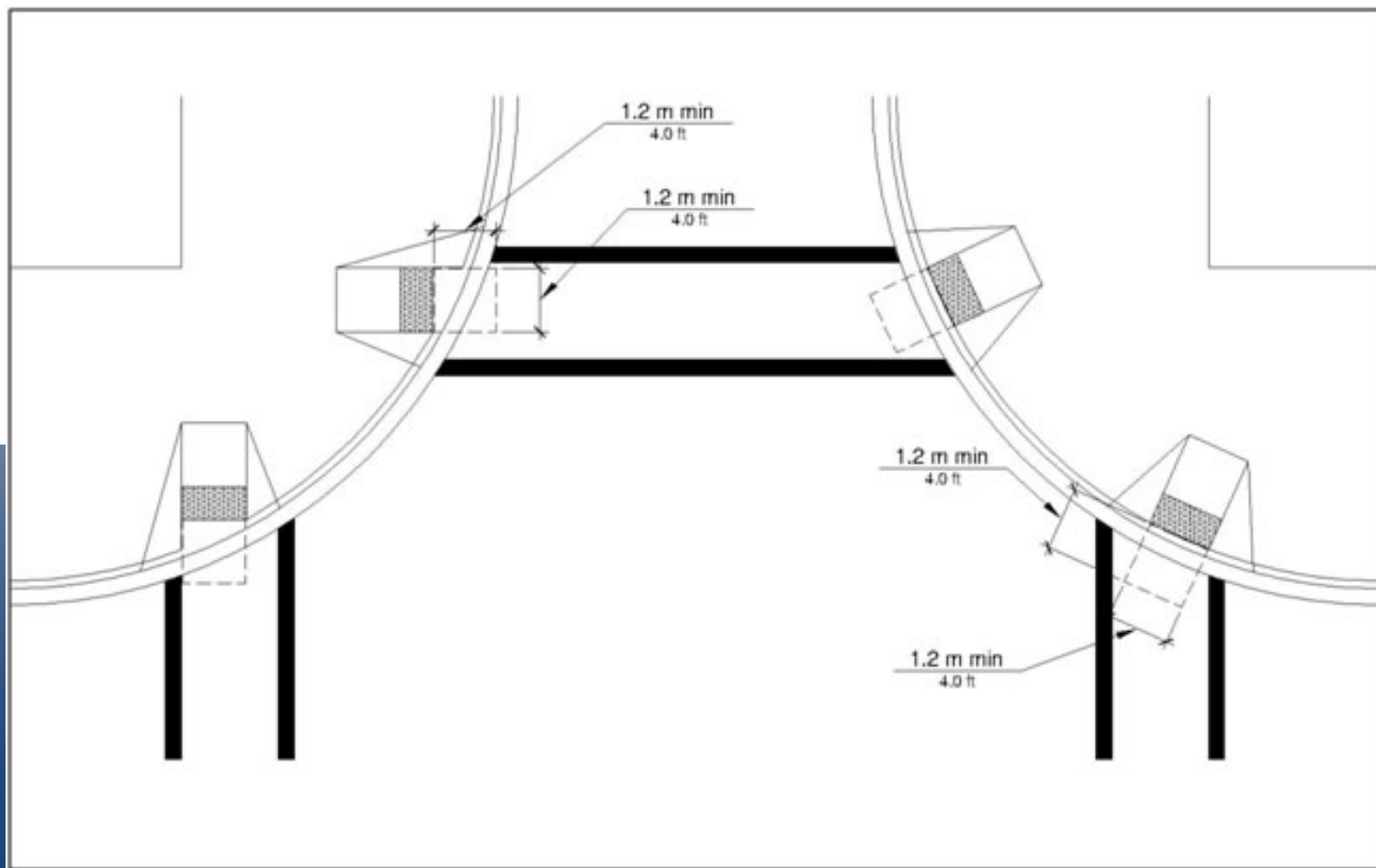
DETECTABLE WARNING SURFACE			CITY OF WILSONVILLE	
DRAWING NUMBER: R-1077	DRAWN BY: ZW	SCALE: N.T.S.		
FILE NAME: R-1077.dwg	APPROVED BY: SA	DATE: 11/25/13	PUBLIC WORKS STANDARDS	

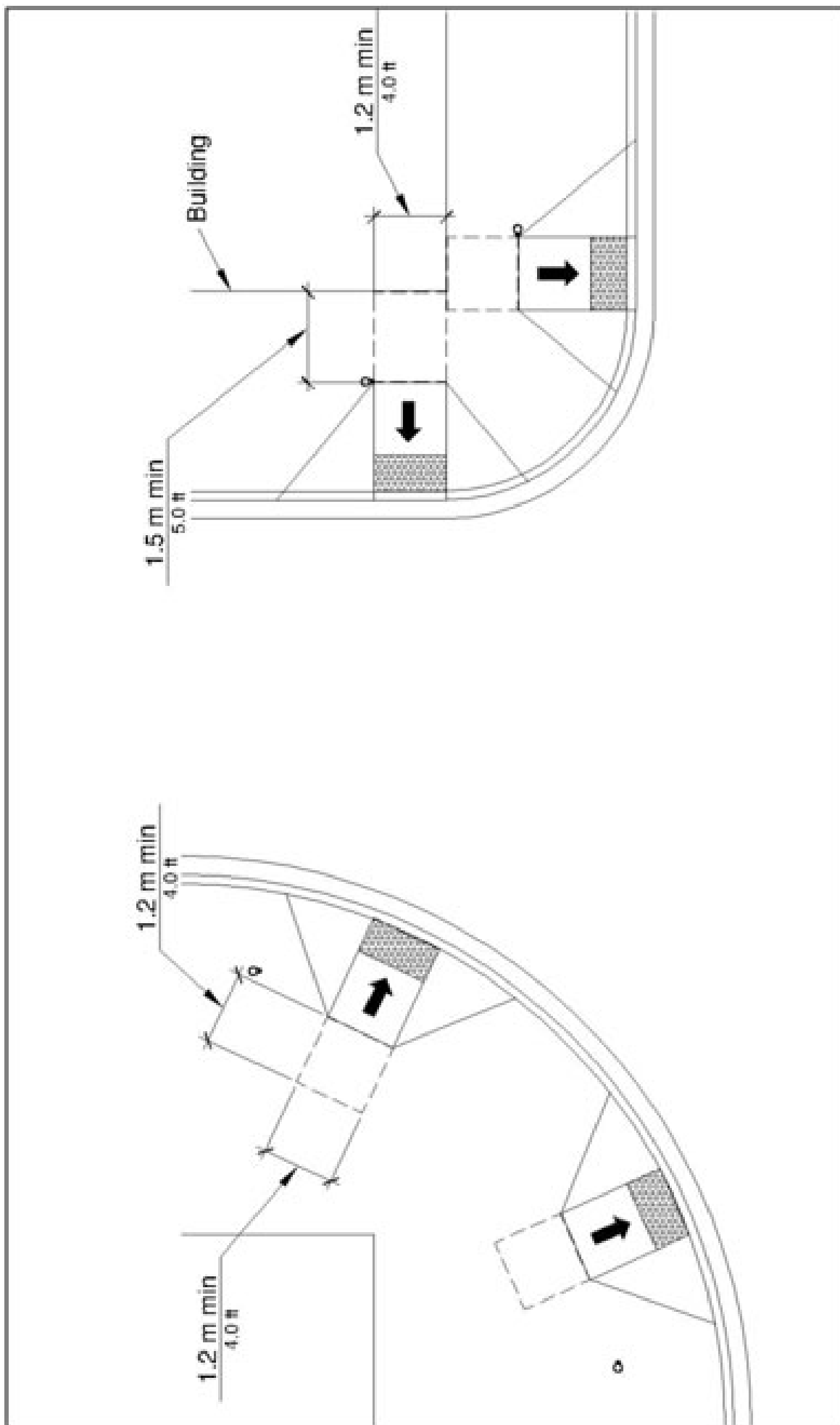
D.2 Curb Ramps - Perpendicular

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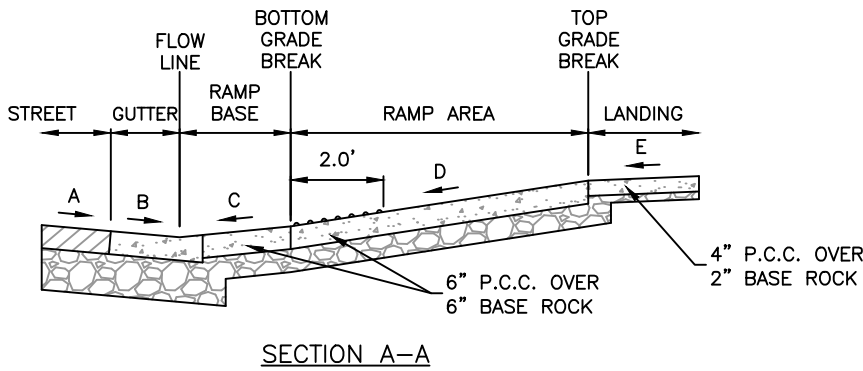
R304.5.5 Clear Space. Beyond the bottom grade break, a clear space 1.2 m (4.0 ft) minimum by 1.2 m (4.0 ft) minimum shall be provided within the width of the pedestrian street crossing and wholly outside the parallel vehicle travel lane.

Figure R304.5.5 Clear Space



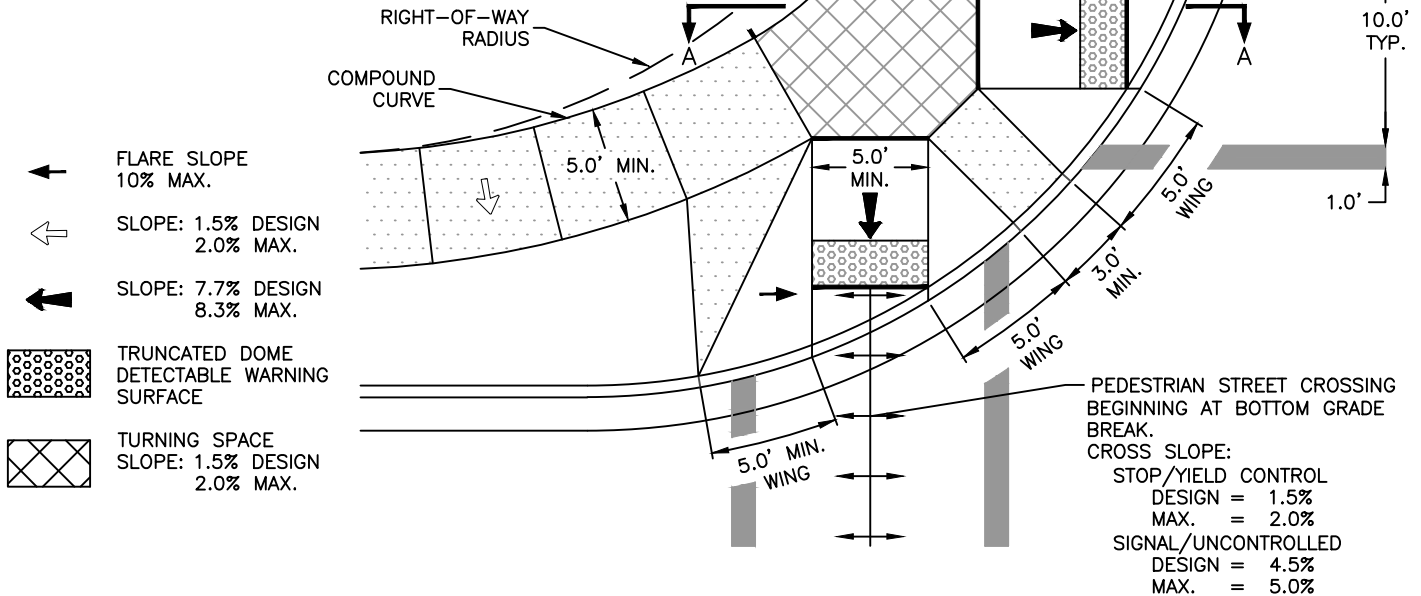


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SLOPE	A*	B*	C	D	E
DESIGN	2.0%	4.5%	4.5%	7.7%	1.5%
MAXIMUM	4.0%	5.0%	5.0%	8.3%	2.0%


*THE ALGEBRAIC DIFFERENCE BETWEEN A & B SHALL NOT EXCEED 13.3%.



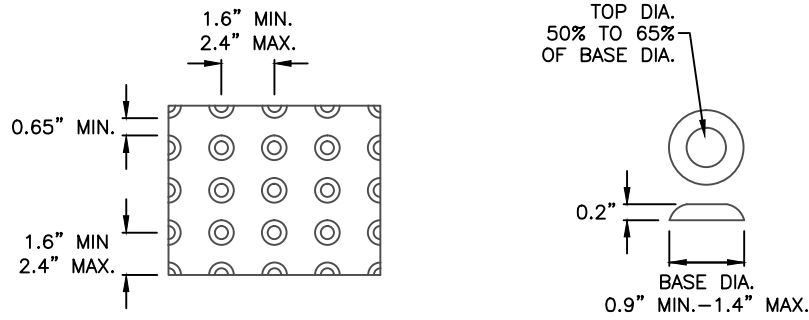
PEDESTRIAN STREET CROSSING BEGINNING AT BOTTOM GRADE BREAK.
 CROSS SLOPE:
 STOP/YIELD CONTROL
 DESIGN = 1.5%
 MAX. = 2.0%
 SIGNAL/UNCONTROLLED
 DESIGN = 4.5%
 MAX. = 5.0%

GENERAL NOTES:

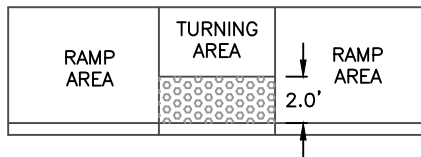
- SIDEWALK RAMPS SHALL BE DESIGNED AND CONSTRUCTED IN ACCORDANCE WITH "PROPOSED ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHT-OF-WAY" (PROWAG), JULY 2011 EDITION.
- SIDEWALK RAMPS SHALL BE LOCATED TO MINIMIZE OUT-OF-DIRECTION TRAVEL WHILE MAINTAINING PEDESTRIAN VISIBILITY AND MINIMIZING STREET CROSSING DISTANCES.
- CONCRETE SHALL BE COMMERCIAL MIX, MIN. COMPRESSIVE STRENGTH OF 3300 PSI AT 28 DAYS.
- BASE ROCK SHALL CONSIST OF 3/4"-0 CRUSHED ROCK COMPACTED TO 95% OF AASHTO T-180.
- BASE ROCK SHALL BE THOROUGHLY WATERED IMMEDIATELY PRIOR TO PLACEMENT OF CONCRETE WHEN THE MEASURED OR FORECASTED ASCENDING AIR TEMPERATURE IS 80 DEGREES OR GREATER.
- TRUNCATED DOME DETECTABLE WARNING SURFACE SHALL BE INSTALLED THE FULL WIDTH OF THE RAMP AND CONSIST OF (BLACK) MASCO CAST-IN-TACT & CAST-IN-TACT III OR APPROVED EQUAL.
- ON STEEP SLOPES, SIDEWALK RAMPS MAY BE PLACED ALONG THE SIDEWALK PRIOR TO THE LANDING AREA. THE RAMP SHALL HAVE A MAXIMUM SLOPE OF 8.3% OR MAXIMUM LENGTH OF 15 FEET CONSTRUCTED AT CONSTANT SLOPE.
- SIDEWALK RAMPS SHALL HAVE A MINIMUM WIDTH OF 5 FEET. WHERE SIDEWALK RAMPS ARE USED TO PROVIDE BICYCLE ACCESS, THE MINIMUM RAMP WIDTH SHALL BE 8 FEET.

Perpendicular Sidewalk Ramp			CITY OF WILSONVILLE	
DRAWING NUMBER: R-1075	DRAWN BY: ZW	SCALE: N.T.S.		
FILE NAME: R-1075.dwg	APPROVED BY: SA	DATE: 11/25/13	PUBLIC WORKS STANDARDS	

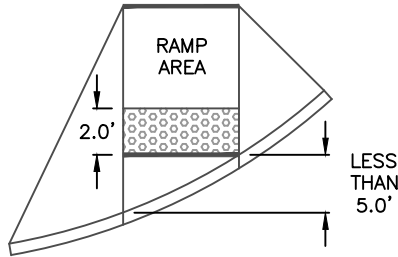
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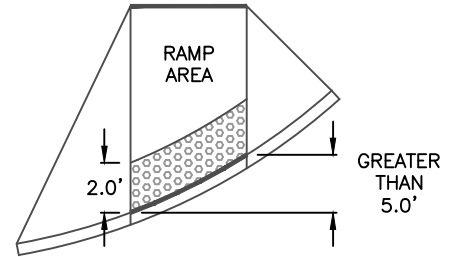
TRUNCATED DOME DETECTABLE
WARNING SURFACE DETAIL



PARALLEL RAMP




PERPENDICULAR RAMP



PERPENDICULAR RAMP

GENERAL NOTES:

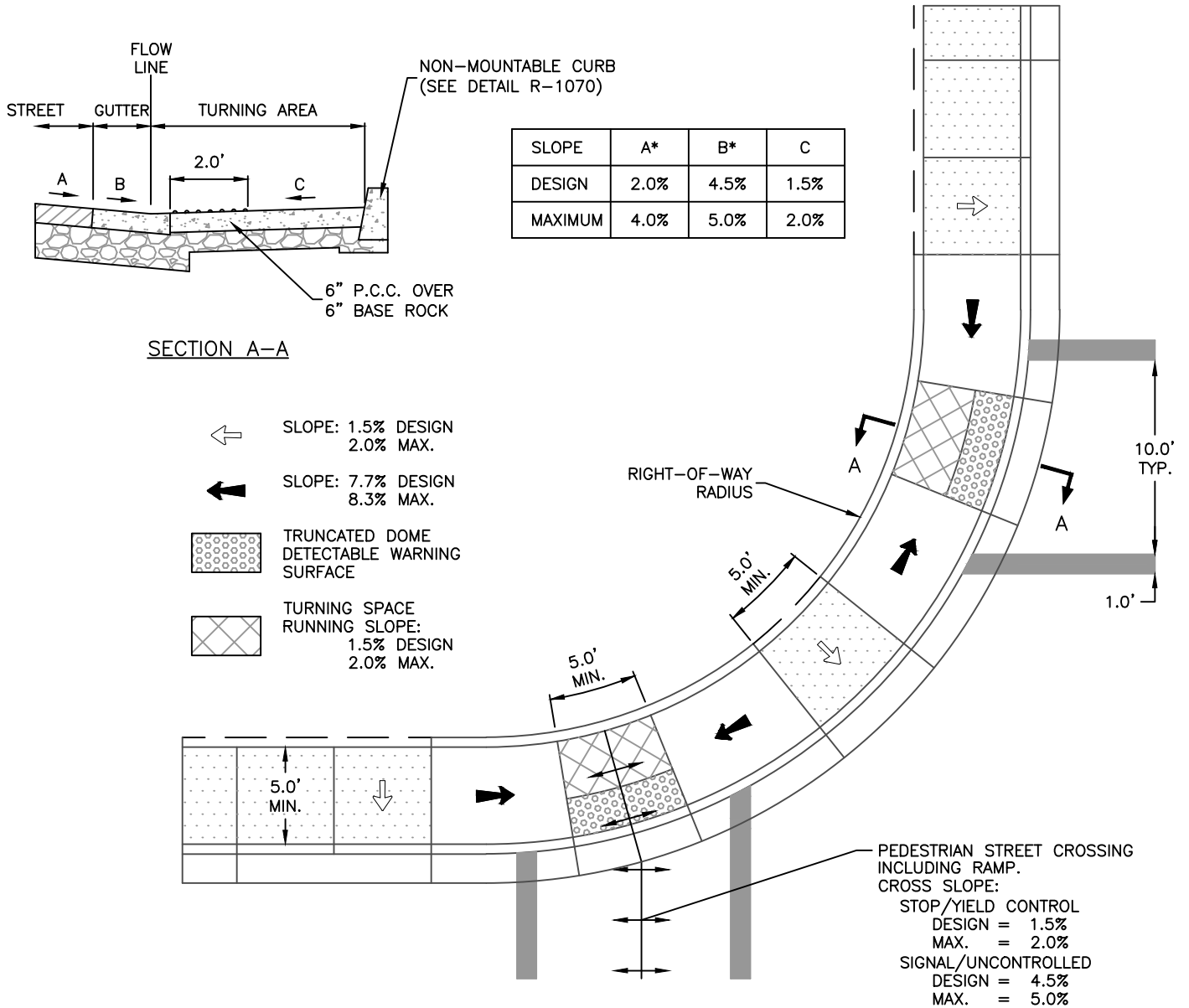
1. DETECTABLE WARNING SURFACE SHALL BE DESIGNED AND CONSTRUCTED IN ACCORDANCE WITH "PROPOSED ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHT-OF-WAY" (PROWAG), JULY 2011 EDITION.
2. THE DETECTABLE WARNING SURFACE SHALL EXTEND 2.0 FEET MINIMUM IN THE DIRECTION OF PEDESTRIAN TRAVEL.
3. TRUNCATED DOME DETECTABLE WARNING SURFACE SHALL BE INSTALLED THE FULL WIDTH OF THE TURNING AREA ON PARALLEL RAMPS.
4. TRUNCATED DOME DETECTABLE WARNING SURFACE SHALL BE INSTALLED THE FULL WIDTH OF THE RAMP AREA ON PERPENDICULAR RAMPS.
5. TRUNCATED DOME DETECTABLE WARNING SURFACES SHALL CONSIST OF (BLACK) MASCO CAST-IN-TACT & CAST-IN-TACT III OR APPROVED EQUAL.
6. ARRANGE TRUNCATED DOMES USING SQUARE IN-LINE PATTERN ONLY.

DETECTABLE WARNING SURFACE			CITY OF WILSONVILLE 
DRAWING NUMBER: R-1077	DRAWN BY: ZW	SCALE: N.T.S.	
FILE NAME: R-1077.dwg	APPROVED BY: SA	DATE: 11/25/13	PUBLIC WORKS STANDARDS

D.3 Curb Ramps - Blended Transition

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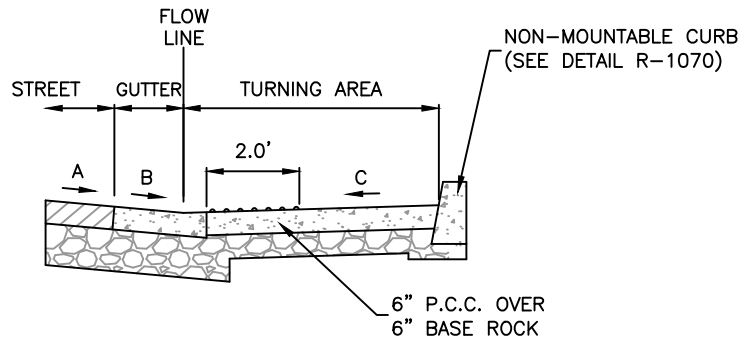
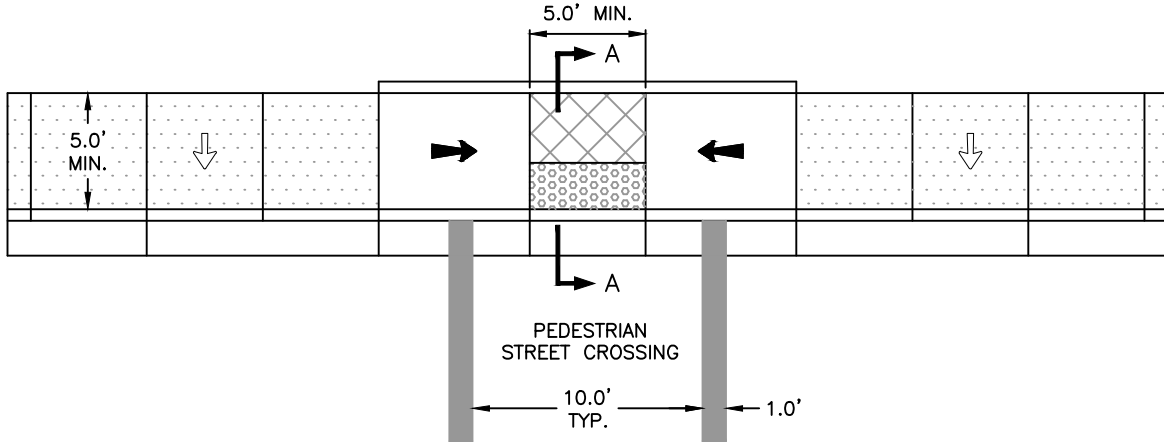


GENERAL NOTES:

1. PARALLEL RAMPS ARE A SPECIAL APPLICATION AND MAY ONLY BE USED WITH PRIOR APPROVAL FROM THE CITY ENGINEER.
2. SIDEWALK RAMPS SHALL BE DESIGNED AND CONSTRUCTED IN ACCORDANCE WITH "PROPOSED ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHT-OF-WAY" (PROWAG), JULY 2011 EDITION.
3. SIDEWALK RAMPS SHALL BE LOCATED TO MINIMIZE OUT-OF-DIRECTION TRAVEL WHILE MAINTAINING PEDESTRIAN VISIBILITY AND MINIMIZING STREET CROSSING DISTANCES.
4. CONCRETE SHALL BE COMMERCIAL MIX, MIN. COMPRESSIVE STRENGTH OF 3300 PSI AT 28 DAYS.
5. BASE ROCK SHALL CONSIST OF 3/4"-0 CRUSHED ROCK COMPACTED TO 95% OF AASHTO T-180.
6. BASE ROCK SHALL BE THOROUGHLY WATERED IMMEDIATELY PRIOR TO PLACEMENT OF CONCRETE WHEN THE MEASURED OR FORECASTED ASCENDING AIR TEMPERATURE IS 80 DEGREES OR GREATER.
7. TRUNCATED DOME DETECTABLE WARNING SURFACE SHALL BE INSTALLED THE FULL WIDTH OF THE TURNING AREA AND CONSIST OF (BLACK) MASCO CAST-IN-TACT & CAST-IN-TACT III OR APPROVED EQUAL.
8. ON STEEP SLOPES, SIDEWALK RAMPS SHALL HAVE A MAXIMUM SLOPE OF 8.3% OR MAXIMUM LENGTH OF 15 FEET CONSTRUCTED AT CONSTANT SLOPE.
9. TURNING SPACES SHALL HAVE A MINIMUM WIDTH OF 5 FEET AND MINIMUM DEPTH OF 5 FEET. WHERE SIDEWALK RAMPS ARE USED TO PROVIDE BICYCLE ACCESS, THE MINIMUM TURNING SPACE WIDTH SHALL BE 8 FEET.


Parallel Sidewalk Ramp			CITY OF WILSONVILLE	
DRAWING NUMBER: R-1076	DRAWN BY: ZW	SCALE: N.T.S.		
FILE NAME: R-1076.dwg	APPROVED BY: SA	DATE: 11/25/13	PUBLIC WORKS STANDARDS	

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- ← SLOPE: 1.5% DESIGN
2.0% MAX.
- ← SLOPE: 7.7% DESIGN
8.3% MAX.
*SECONDARY RAMP LOCATION

 TRUNCATED DOME
DETECTABLE WARNING
SURFACE

 TURNING SPACE
SLOPE: 1.5% DESIGN
2.0% MAX.

CROSS SLOPE OF TURNING AREA AND
PEDESTRIAN STREET CROSSING SHALL NOT
BE GREATER THAN THE SLOPE OF THE
ADJACENT ROADWAY.

SECTION A-A

SLOPE	A*	B*	C
DESIGN	2.0%	4.5%	1.5%
MAXIMUM	4.0%	5.0%	2.0%

GENERAL NOTES:

1. SIDEWALK RAMPS SHALL BE DESIGNED AND CONSTRUCTED IN ACCORDANCE WITH "PROPOSED ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHT-OF-WAY" (PROWAG), JULY 2011 EDITION.
2. SIDEWALK RAMPS SHALL BE LOCATED TO MINIMIZE OUT-OF-DIRECTION TRAVEL WHILE MAINTAINING PEDESTRIAN VISIBILITY AND MINIMIZING STREET CROSSING DISTANCES.
3. CONCRETE SHALL BE COMMERCIAL MIX, MIN. COMPRESSIVE STRENGTH OF 3300 PSI AT 28 DAYS.
4. BASE ROCK SHALL CONSIST OF 3/4"-0 CRUSHED ROCK COMPACTED TO 95% OF AASHTO T-180.
5. BASE ROCK SHALL BE THOROUGHLY WATERED IMMEDIATELY PRIOR TO PLACEMENT OF CONCRETE WHEN THE MEASURED OR FORECASTED ASCENDING AIR TEMPERATURE IS 80 DEGREES OR OR GREATER.
6. TRUNCATED DOME DETECTABLE WARNING SURFACE SHALL BE INSTALLED THE FULL WIDTH OF THE RAMP AND CONSIST OF (BLACK) MASCO CAST-IN-TACT & CAST-IN-TACT III OR APPROVED EQUAL.
7. ON STEEP SLOPES, SIDEWALK RAMPS SHALL HAVE A MAXIMUM SLOPE OF 8.3% OR MAXIMUM LENGTH OF 15 FEET CONSTRUCTED AT CONSTANT SLOPE.
8. SIDEWALK RAMPS SHALL HAVE A MINIMUM WIDTH OF 5 FEET. WHERE SIDEWALK RAMPS ARE USED TO PROVIDE BICYCLE ACCESS, THE MINIMUM RAMP WIDTH SHALL BE 8 FEET.

Mid-Block Parallel Sidewalk Ramp

DRAWING NUMBER: R-1079

DRAWN BY: ZW

SCALE: N.T.S.

FILE NAME: R-1079.dwg

APPROVED BY: SA

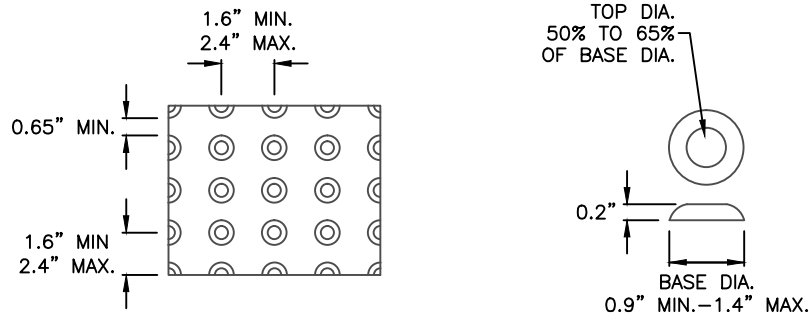
DATE: 11/25/13

CITY OF
WILSONVILLE

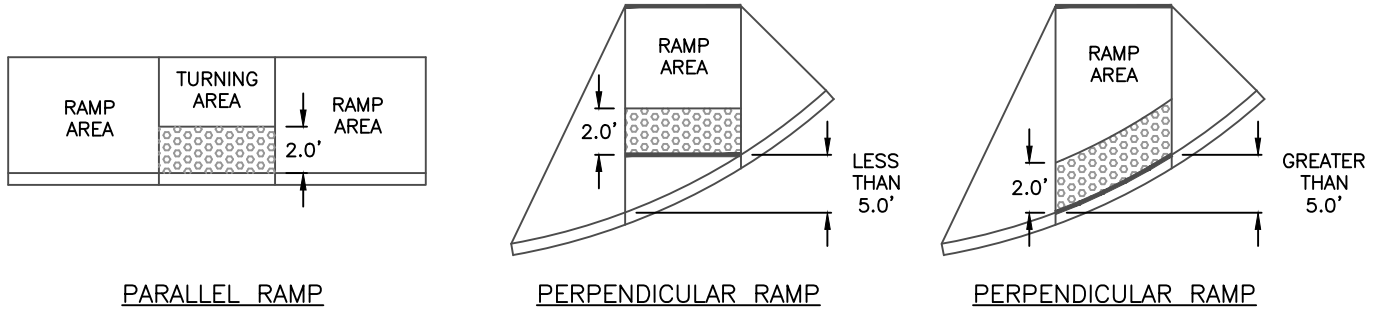


PUBLIC WORKS STANDARDS

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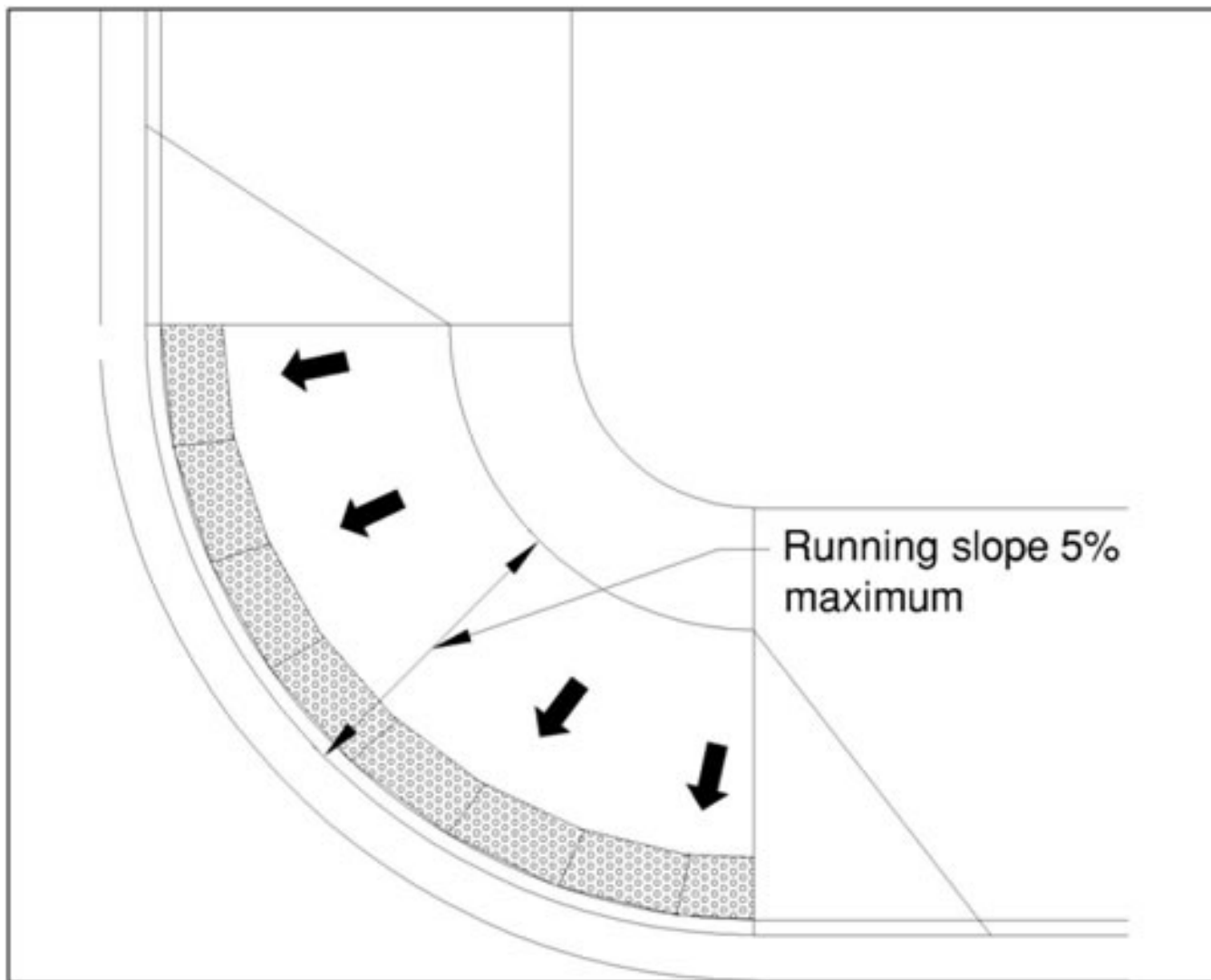
TRUNCATED DOME DETECTABLE WARNING SURFACE DETAIL



GENERAL NOTES:

1. DETECTABLE WARNING SURFACE SHALL BE DESIGNED AND CONSTRUCTED IN ACCORDANCE WITH "PROPOSED ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHT-OF-WAY" (PROWAG), JULY 2011 EDITION.
2. THE DETECTABLE WARNING SURFACE SHALL EXTEND 2.0 FEET MINIMUM IN THE DIRECTION OF PEDESTRIAN TRAVEL.
3. TRUNCATED DOME DETECTABLE WARNING SURFACE SHALL BE INSTALLED THE FULL WIDTH OF THE TURNING AREA ON PARALLEL RAMPS.
4. TRUNCATED DOME DETECTABLE WARNING SURFACE SHALL BE INSTALLED THE FULL WIDTH OF THE RAMP AREA ON PERPENDICULAR RAMPS.
5. TRUNCATED DOME DETECTABLE WARNING SURFACES SHALL CONSIST OF (BLACK) MASCO CAST-IN-TACT & CAST-IN-TACT III OR APPROVED EQUAL.
6. ARRANGE TRUNCATED DOMES USING SQUARE IN-LINE PATTERN ONLY.

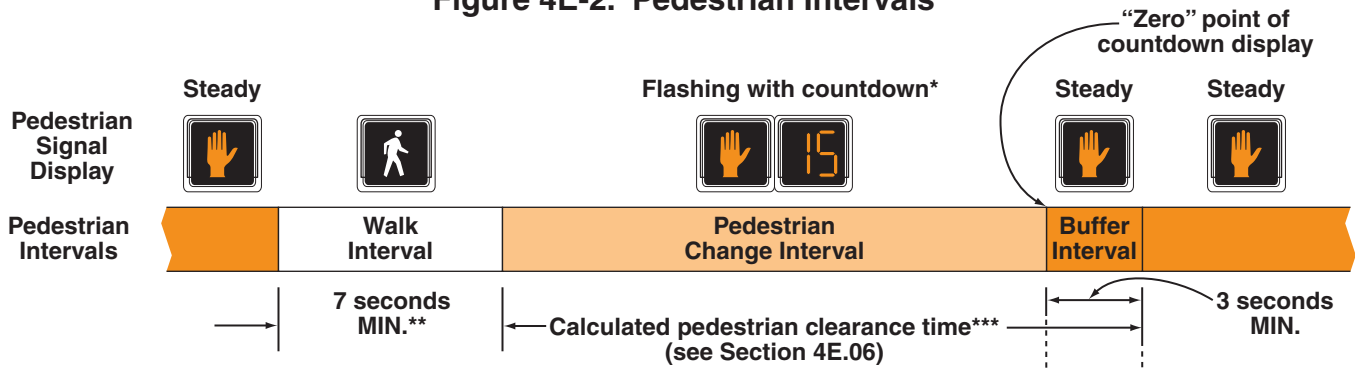
DETECTABLE WARNING SURFACE			CITY OF WILSONVILLE 
DRAWING NUMBER: R-1077	DRAWN BY: ZW	SCALE: N.T.S.	
FILE NAME: R-1077.dwg	APPROVED BY: SA	DATE: 11/25/13	PUBLIC WORKS STANDARDS



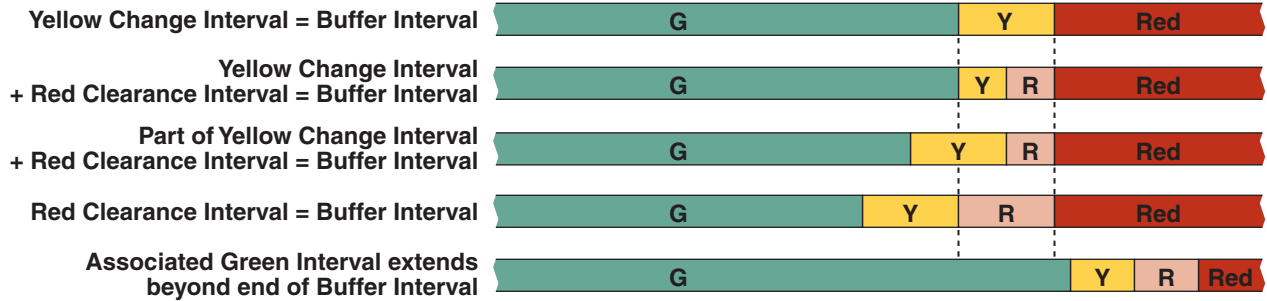
D.4 Pedestrian Signals

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Figure 4E-2. Pedestrian Intervals



Relationship to associated vehicular phase intervals:



Legend

- G** = Green Interval
- Y** = Yellow Change Interval (of at least 3 seconds)
- R** = Red Clearance Interval
- Red** = Red because conflicting traffic has been released

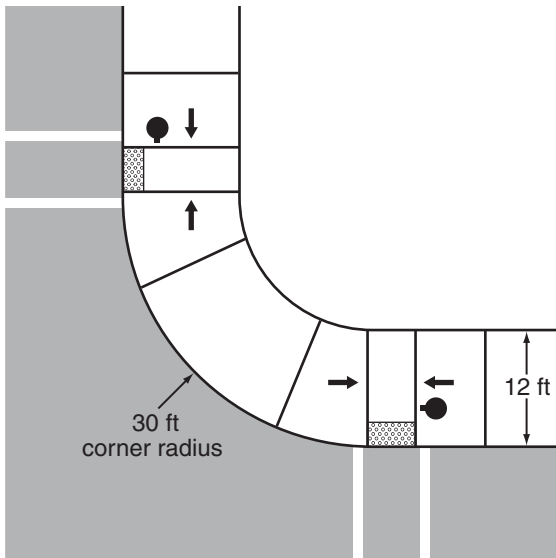
* The countdown display is optional for Pedestrian Change Intervals of 7 seconds or less.

** The Walk Interval may be reduced under some conditions (see Section 4E.06).

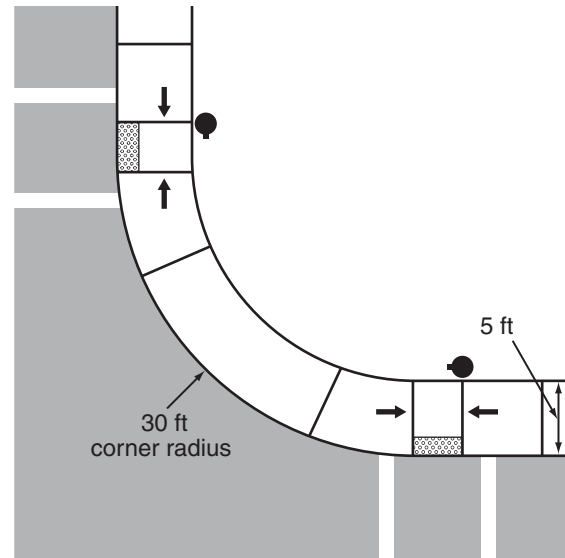
*** The Buffer Interval, which shall always be provided and displayed, may be used to help satisfy the calculated pedestrian clearance time, or may begin after the calculated pedestrian clearance time has ended.

Figure 4E-4. Typical Pushbutton Locations (Sheet 1 of 2)

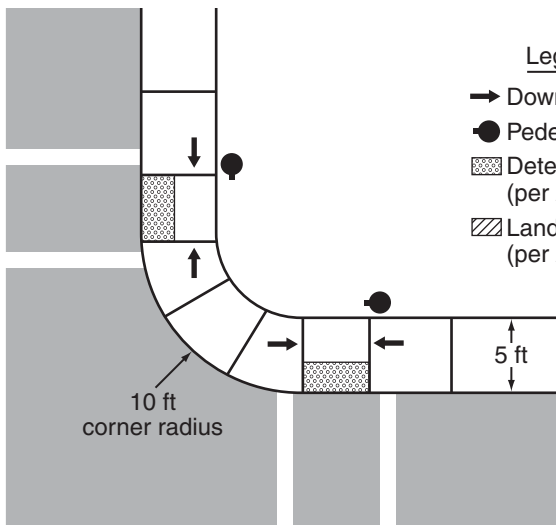
A - Parallel ramps with wide sidewalk



B - Parallel ramps with narrow sidewalk



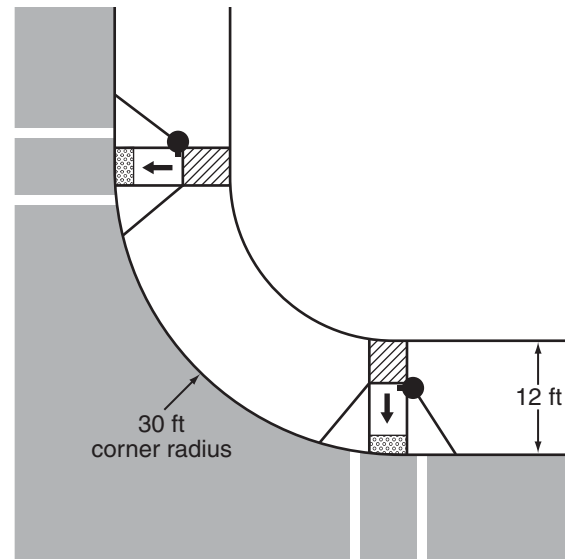
C - Parallel ramps with narrow sidewalk and tight corner radius



Legend

- Downward slope
- Pedestrian pushbutton
- ▨ Detectable warning (per ADAAG)
- ▩ Landing area (per ADAAG)

D - Perpendicular ramps with crosswalks far apart

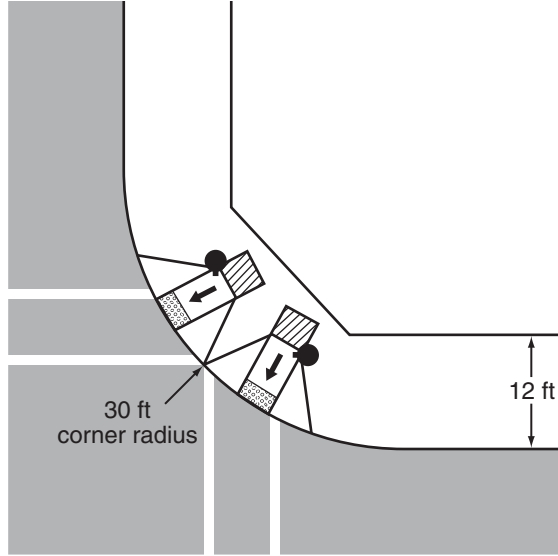


Notes:

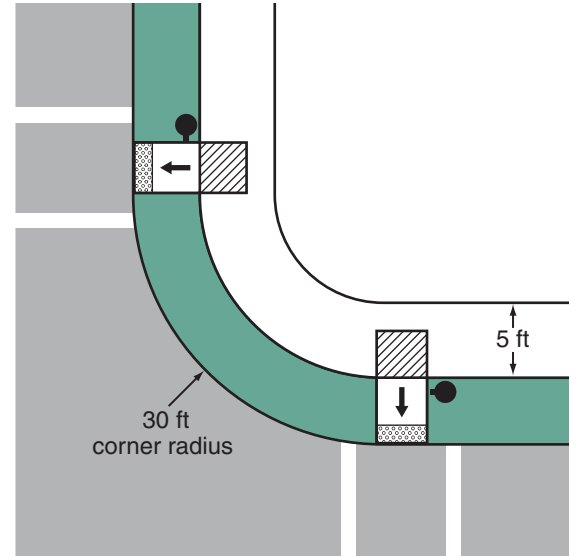
1. This figure is not drawn to scale.
2. These drawings are intended to describe the typical locations for pedestrian pushbutton installations. They are not intended to be a guide for the design of curb cut ramps.
3. Figure 4E-3 shows the recommended area for pushbutton locations.

Figure 4E-4. Typical Pushbutton Locations (Sheet 2 of 2)

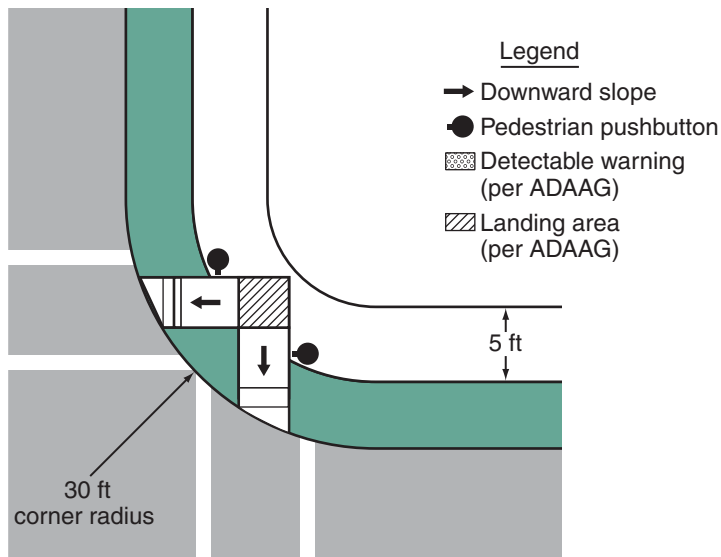
E - Perpendicular ramps with crosswalks close together



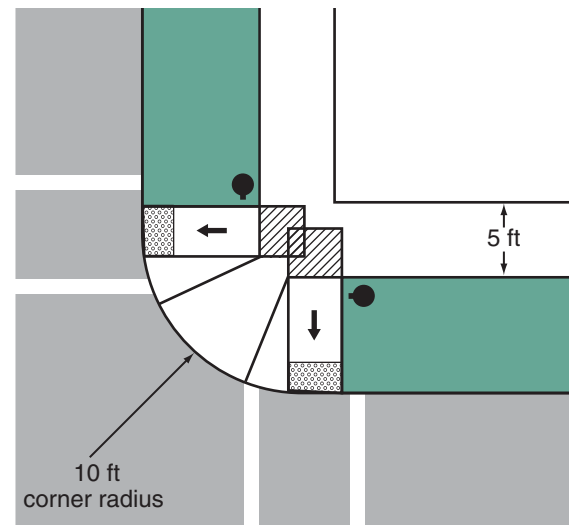
F - Perpendicular ramps with sidewalk set back from road with crosswalks far apart



G - Perpendicular ramps with sidewalk set back from road with crosswalks close together



H - Perpendicular ramps with sidewalk set back from road with continuous sidewalk between ramps



Notes:

1. This figure is not drawn to scale.
2. These drawings are intended to describe the typical locations for pedestrian pushbutton installations. They are not intended to be a guide for the design of curb cut ramps.
3. Figure 4E-3 shows the recommended area for pushbutton locations.



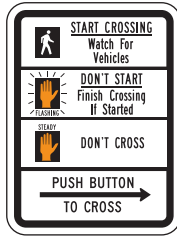
R10-2



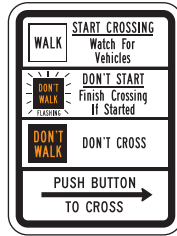
R10-3



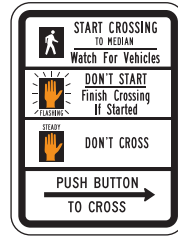
R10-3a



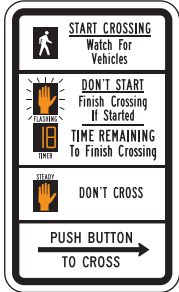
R10-3b



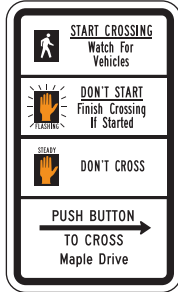
R10-3c



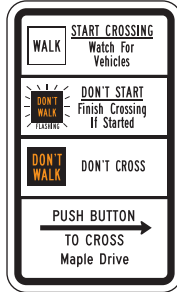
R10-3d



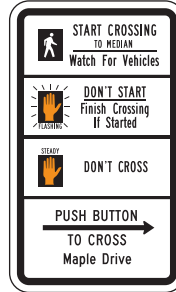
R10-3e



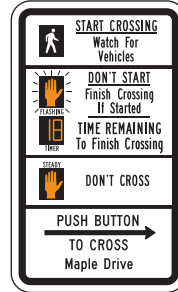
R10-3f



R10-3g



R10-3h

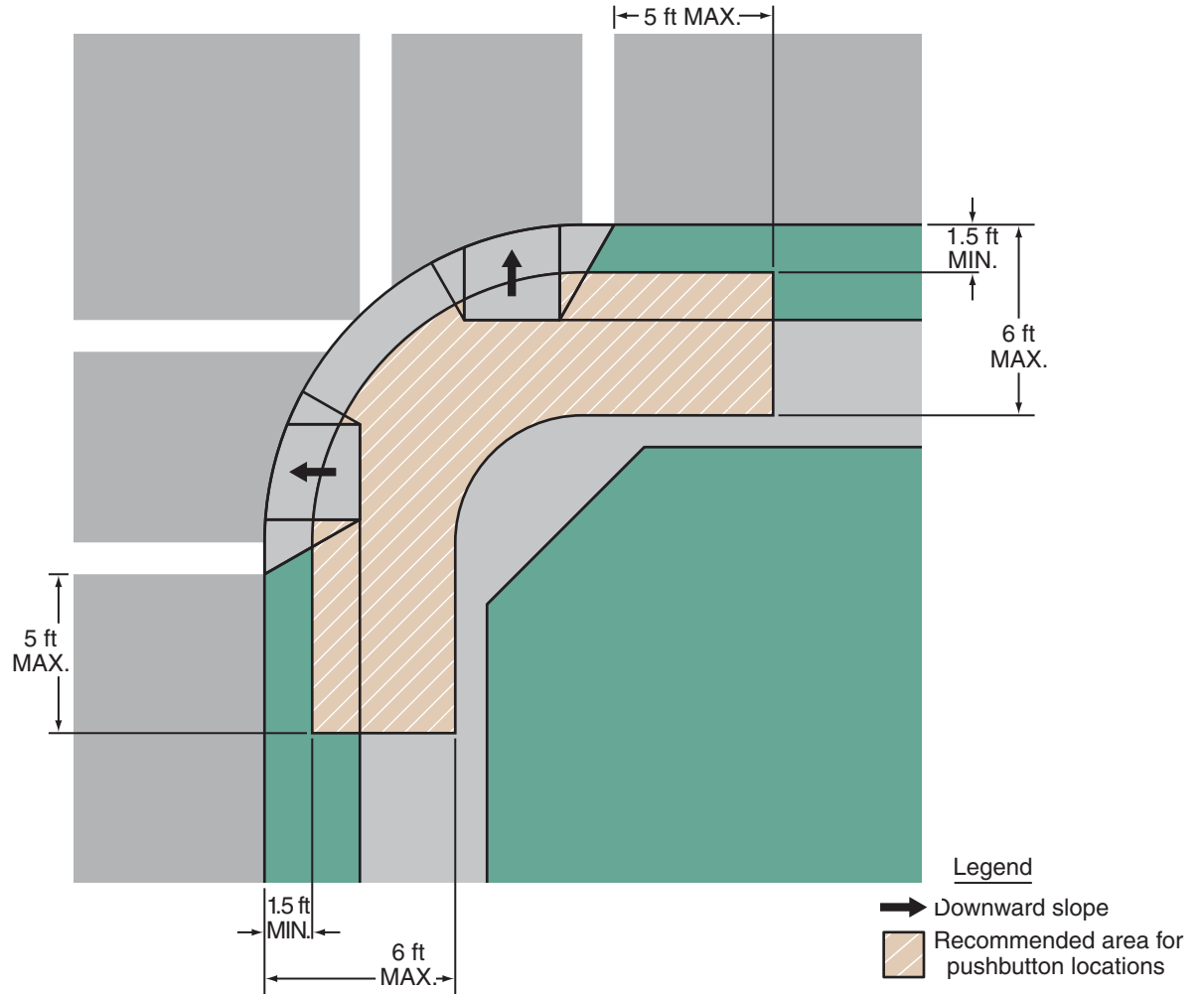


R10-3i



**PUSH
BUTTON TO
TURN ON
WARNING
LIGHTS**

Figure 4E-3. Pushbutton Location Area



Notes:

1. Where there are constraints that make it impractical to place the pedestrian pushbutton between 1.5 feet and 6 feet from the edge of the curb, shoulder, or pavement, it should not be further than 10 feet from the edge of curb, shoulder, or pavement.
2. Two pedestrian pushbuttons on a corner should be separated by 10 feet.
3. This figure is not drawn to scale.
4. Figure 4E-4 shows typical pushbutton locations.

Appendix E: Grievance Form



Americans with Disabilities Act (ADA) Grievance Form

Instructions: Use this form to initiate an informal complaint procedure to investigate and resolve complaints alleging that the City of Wilsonville has not complied with the ADA.

Return to:

City of Wilsonville ADA Coordinator
29799 SW Town Center Loop E
Wilsonville, OR 97070
503-570-4960
ADACoordinator@ci.wilsonville.or.us

Today's Date:
Complainant's Name:
Phone Number:
Home Address:
City / State / Zip:
Date of Alleged Violation:
Please provide a detailed description of the alleged act(s). Where possible, include the name of the person, facility, City Department or program responsible for the alleged discriminatory act and the names and phone numbers of any witnesses. Attach additional pages if necessary.

Please describe the actions or accommodations you believe are appropriate to this alleged discriminatory act.

Has this complaint been filed with the Department of Justice or any other Federal, State, or local civil rights agency or court? If yes, please complete **Section B** on the following page.

Yes

No

Section B	
Date Filed:	
Agency or Court:	
Contact Person:	
Address:	
City / State / Zip:	
Phone Number:	
Signature of (check one): <input type="checkbox"/> Complainant <input type="checkbox"/> Authorized Representative	
Signature:	
Date:	

STAFF USE ONLY
Date Received:
Received by:
Complaint File Number:
Comments: <hr/> <hr/> <hr/>

