



# FY 22/23 ANNUAL ADA TRANSITION PLAN EVALUATION REPORT

Marion County Public Works



## BACKGROUND & OVERVIEW

The Americans with Disabilities Act (ADA) of 1990 is a civil rights statute to protect persons with disabilities against discrimination in all areas of public life. The 2022 Marion County ADA Transition Plan for the Public Rights-of-Way (ADA Transition Plan) was prepared in accordance with Title II of the ADA, which prohibits the discrimination against individuals with disabilities in the provision of state and local governments and facilities.

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

## SUMMARY OF WORK COMPLETED

The Fiscal Year 2022/2023 Annual ADA Transition Plan Evaluation Report tracks Marion County's progress towards ensuring the public rights-of-way become fully accessible. The annual evaluation report follows the annual reporting requirements established in the ADA Transition Plan and summarizes the work started and/or completed in the fiscal year (July 1, 2022 – June 30, 2023).

The report provides an outline of current and future projects the County plans to undertake in the coming year and funding sources. In some instances, the duration of the project may extend beyond the reporting period, however, reporting of completed activities will be included in subsequent yearly reports.

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

There were no Requests for Accommodation or grievances filed in Fiscal Year 22/23.

Marion County Public Works received six sidewalk complaints during the reporting period. These complaints were reviewed and documented in the ADA Transition Plan GIS database for tracking and future prioritization reference. Two of six complaints received in FY 22/23 were resolved by the property owner.

Sidewalk complaints are reviewed and documented; however, repairs are the responsibility of the homeowner in accordance with a Marion County Board Order (dated February 25, 1986) and Oregon Revised Statute 368.910, "the owner of the abutting real property shall maintain and repair the sidewalks or curbs".

Marion County will continue to review and document sidewalk complaints, prioritize, and incorporate repairs into future capital improvements or private developments.

## 2. A summary of the project work and costs associated with ADA improvements on Marion County overlay and construction projects in Fiscal Year 22/23.

In Fiscal Year 22/23, five capital construction projects were initiated to aid in removing barriers in the Marion County public right of way. Two projects have been completed, 1) 39<sup>th</sup> Avenue ADA Improvements and 2) Stayton Middle School Safe Routes to School. The remaining three projects are expected to be completed in Fiscal Year 23/24 or 24/25. All reconstructed or newly installed curb ramps, sidewalks, and push buttons will be added to the ADA GIS inventory upon final inspection and acceptance.

### I. 39<sup>th</sup> Avenue NE ADA Improvements

This project was initiated as result of citizen complaints of missing curb ramps and non-compliant ADA facilities along 39<sup>th</sup> Avenue NE between Stephens St. NE and Ibis St. NE.

Review of the existing barriers in accordance with the barrier removal prioritization matrix outlined in the ADA Transition Plan resulted in a high priority rating for this location. The County dedicates funding on an annual basis for barrier removal. In Fiscal Year 22/23 the County budgeted \$300,000 which was used to fund this project.

Twenty (20) missing or substandard ADA curb ramps on 39<sup>th</sup> Avenue NE were installed or reconstructed. In addition, sections of adjoining section of sidewalk and stormwater conveyance system improvements were also performed.

This project has been completed and inventory of ADA facilities entered into the Transition Plan GIS Application.

Construction cost for completing this project was: **\$259,990** (Curb Ramps and Sidewalks)

### II. Stayton Middle School Safe Routes to School

Marion County received a Safe Routes to School (SRTS) grant from the State of Oregon, through the Oregon Department of Transportation (ODOT), to construct pedestrian safety improvements on Shaff Road at the west entrance to Stayton Middle School.

Improvements included construction of approximately three-hundred (300) lineal feet of sidewalk connecting an existing pedestrian path to Gardner Avenue, ADA compliant curb ramps for the east-west crossing of Gardner Avenue and the north-south crossing of Shaff Road, installation of Rectangular Rapid Flashing Beacons (RRFB) with audible push buttons, signage, and striping for the crosswalk on Shaff Road. A total of four (4) new curb ramps were installed.

These improvements completed the pedestrian facilities along the school and provide enhanced crossing visibility and a much safer pedestrian route for students attending Stayton Middle School.

Construction Cost for completing this project was: **\$269,760** (Curb Ramps, Sidewalk, and RRFB)

### III. Hayesville Drive NE Curb Ramp and Sidewalk Upgrades

Hayesville Drive NE is a two-lane urban collector in the Salem Urban Growth Boundary (UGB) that connects OR 99E, Lancaster Drive, and Cordon Road in northeast Salem. It serves residential housing, two neighborhood parks, and students walking or biking to Stephens Middle School, Hammond Elementary School, Hayesville Elementary School, and Yoshikai Elementary School. There are approximately 2,400 students enrolled in the four schools. Most students live within the walk zone. Hayesville Drive is on a transit route and has several stops in the project area and carries approximately 9,300 vehicles per day. There are limited existing sidewalk segments on both the north and south sides of Hayesville Drive. There are paved shoulders of varying width, which are typically used as a combination walking path and bicycle lane.

This project includes widening Hayesville Drive to accommodate bike lanes, adding curb, gutter, sidewalks, ADA curb ramps, drainage, landscaping, and enhancing the transit stops on both sides of Hayesville Drive from Portland Road NE to the city limits east of Fuhrer Street. The project will tie into existing bike lanes and sidewalks on both ends of the project. The existing signal at Hayesville Drive and Lancaster Drive will be replaced with a signal meeting current standards and a new mid-block crossing Rectangular Rapid Flashing Beacon with push button activation will be installed.

A total of sixty-six (66) new curb ramps will be constructed where previously there were none or non-compliant and approximately 11,000 lineal feet of new sidewalk. Completion of this project will dramatically improve the accessibility and removal of barriers along Hayesville Dr. This project will not be completed until Fall 2024.

The estimated total project cost is: **\$8,400,000**

Estimated costs associated with ADA improvements: (Curb Ramps, Sidewalks, Push Buttons for RRFB or Signals) are: **\$850,000**

### IV. Hollywood Drive NE Upgrades

Hollywood Drive is an urban collector between Sunnyview Road and Silverton Road. It is adjacent to McKay High School in the city, and serves a large residential area, so there are many pedestrian and bicycle trips along the roadway. The county portion is mostly unimproved, with pedestrians on the dirt and gravel shoulder and bicyclists sharing the travel lane.

This segment of Hollywood Drive is an important connection between a major arterial, McKay High School, parks and residential neighborhoods in northeast Salem. It serves an area that is densely developed with both single-family and multi-family housing. The roadway is generally narrow with no bike lanes and only isolated segments of the existing sidewalk. Within the project limits, Hollywood Drive has a high traffic volume along with a high volume of bicyclists and pedestrians.

This project includes widening the existing paved shoulder for bike lanes, adding curb, gutter, ADA curb ramps, sidewalks, drainage, infilling existing walk along portions within the County and City and adding several mid-block crossings.

The project includes a new signalized intersection at Silverton Road and Hollywood Drive and a left turn refuge from Hollywood Drive northbound to Silverton Road westbound. This intersection had a dangerous crash history. These improvements will reduce backup and improve safety for those turning onto Silverton Road.

A total of twenty-four (24) new curb ramps have been constructed where previously there were none and approximately 2800 lineal feet of new sidewalk. The completion of this project has dramatically improved accessibility and removal of barriers along Hollywood Drive.

This project was started in Fiscal Year 22/23 and recently completed in December 2023. ADA facilities have been inventoried and entered into the ADA Transition Plan GIS Application, however, are not included in the Summary Table below. All ADA facilities completed as part of this project will be reported in the Fiscal Year 23/24 Report.

Total Project Cost: **\$2,585,100**

Estimated costs associated with ADA improvements for this project are: **\$528,280**  
(Curb Ramps, Sidewalks, and Push Buttons)

#### V. Lancaster Drive Reconstruction

This project will rehabilitate an older section of Lancaster Drive including reconstruction of sidewalks, bike lanes, driveway accesses, curb ramps, pedestrian signals, and pavement on Lancaster Drive from Center Street south to Monroe Avenue. This is the oldest section of Lancaster Drive with adverse grade differentials affecting commercial driveways. This project includes the following:

- Auburn and Lancaster – Replace existing curb ramps with four (4) new curb ramps and four (4) new phase countdown pedestrian signals with push button audible, raised tactile arrow and instructional detail.
- Roadhouse Grill Parking NW – Install two (2) new curb ramps at the driveway entering the Roadhouse Grill Restaurant.
- Monroe and Lancaster – Replace three (3) existing curb ramps and two (2) new curb ramps located on the west and east side of Lancaster for the mid-block center Island Crossing.
- Mid-Block Center Island Crossing – Install two (2) new curb ramps and a new concrete mid-block center island crossing.
- Reconstruction/installation of approximately 2,360 lineal feet of new sidewalk.

This project has not been completed, and the final inventory of ADA facilities will be entered into the ADA Transition Plan GIS Application upon completion in Fiscal Year 23/24.

The estimated total project cost is: **\$1,860,730**

Estimated costs associated with ADA improvements for this project are: **\$813,580**  
(Curb Ramps, Sidewalks, and Push Buttons for RRFB or Signals)

### 3. A summary of the total number of facilities inventoried and upgraded to ADA compliance.

The ADA Transition Plan reported 2,662 curb ramps that were inventoried in 2018 in accordance with ODOT’s measurement protocol for curb ramps. Since the 2018 inventory, the county has continued to supplement the GIS inventory to include new and reconstructed curb ramps. A total of ninety (90) new curb ramps have been added since the original inventory. A total of forty-one (41) existing (2018) curb ramps have been reconstructed to current design standards.

The following information was obtained from the Marion County ADA Transition Plan GIS mapping application and provides a breakdown of compliance of ramps inspected and accepted as part of county capital projects and private developments.

#### Definitions of Compliance Status

- **Not Existing** = No curb ramp present, no accessible route.
- **Functional** = Ramp is accessible but does not meet current design standards.
- **Not Functional** = Ramp may be difficult to access, and barriers are present which may prevent an easily accessible route.
- **Pass** = Ramp is accessible and meets current design standards.

#### Summary Table

Description	FY 2022/2023 Updated Totals
<b>2018 Curb Ramp Inventory Total</b>	<b>2,662</b>
New Curb Ramps Constructed to ADA compliance through FY 22/23	90
<b>Current Curb Ramp Inventory Total</b>	<b>2,752</b>
Total Number of “ <b>Not Existing</b> ”	1,126
Total Number of “ <b>Functional</b> ”	593
Total Number of “ <b>Not Functional</b> ”	883
Total Number of “ <b>Passing</b> ”	150
Existing Curb Ramps Reconstructed to ADA compliance since 2018 (through Fiscal Year 22/23)	41
Total Number of Push Buttons Inventoried	123
New Push Buttons Installed at RRFB	2



Most of the current push buttons do not meet current standards as they are not audible signals. To be ADA compliant, the push button must be an Audible Pedestrian Signal (APS).

Two (2) new push buttons installed as part of the Stayton Middle School Safe Routes to School project are audible. APS upgrades for Marion County signals will be included in future projects.

**4. Information on public outreach and any action resulting from the outreach.**

Marion County Public Works customer service and contracting staff develop and disseminate project information to the public throughout the development and project construction phases for all projects. In addition, project information is posted to the Marion County Public Works Engineering Projects page and the ADA Transition web page, including a public facing GIS mapping site is maintained on a regular basis.

Public dissemination and outreach efforts include postings of official statements to the Marion County website, e-updates, informational signing at project locations and distribution of letters to property owners fronting the project limits. The outreach is intended to share the initial design of the projects and provide the public an opportunity to comment on the needs of the projects. The county will also schedule periodic in-person meetings for the public.

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

Efforts by third parties, permitted and inspected by Land Development Engineering and Permits (LDEP), included twenty-nine (29) new and six (6) reconstructed curb ramps completed since the 2018 inventory. In addition, new sidewalks have been installed as part of these private land development projects. All work completed through LDEP is entered into the County ADA Transition Plan GIS mapping application and included in the summary total above.

**6. A schedule of proposed barrier removal projects and planned funding projected for the coming year.**

In the year ahead, Marion County has three (3) projects planned to begin construction that will facilitate the removal of accessibility barriers for pedestrians in the Marion County public right of way. The three projects include:

Shaff Road ADA Improvements – Capital Improvement

Up to twelve (12) ADA curb ramps will be constructed along the south side of Shaff Rd. at Fern St., N. Evergreen Ave., and N. Douglas Ave. The final number of ramps will be determined within the design phase as some northbound crossings may be closed and some corners may use combined direction ramps.

This project will be funded through dedicated ADA Transition funds (\$300,000) the County budgets on an annual basis for barrier removal.

Estimated Project Cost:	Engineering	\$100,000
	Construction	\$200,000

#### Safe Routes to School – Four Corners Elementary

These improvements will complete the necessary pedestrian facilities along the east side of Elma Avenue between State Street and Four Corners Elementary School as part of a Safe Routes To School Grant.

The Project is located along various sections of Elma Avenue SE and includes the construction of a pedestrian crossing with ADA compliant curb ramps and Rapid Rectangular Flashing Beacons at State Street; sidewalk infill on the east side of Elma Avenue from State Street to near Marht Avenue; an ADA compliant crosswalk at Marht Avenue; ADA compliant curb ramps at Akin Court; sidewalk infill between Akin Court and Causey Lane; an ADA compliant crosswalk with signage and traffic calming measures at Beck Avenue; and ADA compliant curb ramps with traffic calming measures at Durbin Avenue. Enhanced safety measures such as high visibility signing and striping will also be installed.

The estimated cost for this project is \$600,000 of which \$380,000 is being paid for with grant funds. Marion County is providing the remaining match through a combination of staff time donation and cash match.

#### Central Street (City of Gates) ARPA Improvements

This project is in the City of Gates and includes the construction of four (4) new curb ramps and approximately three hundred (300) feet of new sidewalk. In addition, improvements to the drainage system and street lighting all to be performed on the south side of Central St. between Santiam St. and Oak St.

The estimated cost for this project is \$600,000 and is funded through State ARPA funds.