



June 2020

# ADA TRANSITION PLAN

CITY OF  
GRESHAM

1333 NW Eastman  
Parkway

Gresham, OR 97030



## ADA TRANSITION PLAN

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June 2020

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# 1. INTRODUCTION AND OVERVIEW

## 1.1. Transition Plan Overview

Title II of the Americans with Disabilities Act (ADA) provides that “no qualified individual with a disability shall, by reason of such disability, be excluded from participation in or denied the benefits of the services, programs, or activities of a public entity, or be subjected to discrimination by any such entity.” The City of Gresham is a “public entity” within the meaning of the Act.

Pursuant to the implementing regulations of the ADA, a public entity must develop an ADA Transition Plan that addresses how it will bring existing services, programs and activities into compliance with the Act. Specifically, 28 CFR 150(d)(3) states:

“The plan shall, at a minimum—

- (i) Identify physical obstacles in the public entity's facilities that limit the accessibility of its programs or activities to individuals with disabilities;
- (ii) Describe in detail the methods that will be used to make the facilities accessible;
- (iii) Specify the schedule for taking the steps necessary to achieve compliance with this section and, if the time period of the transition plan is longer than one year, identify steps that will be taken during each year of the transition period; and
- (iv) Indicate the official responsible for implementation of the plan.”

This document serves as the City of Gresham’s ADA Transition Plan in compliance with these requirements. Specifically, this plan:

- identifies physical obstacles (or processes to inventory such obstacles) to existing City buildings, parks, and right of way facilities that limit accessibility by individuals with disabilities;
- identifies policies and practices that limit accessibility of existing City programs, activities, and services to persons with disabilities;
- identifies policies and practices that ensure applicants, participants, and members of the public with disabilities have communication access that is as equally effective as that provided to persons without disabilities;
- describes the methods the City of Gresham will use to make existing City’s facilities, programs, activities and services accessible;
- provides a schedule for making these modifications; and
- indicates the official(s) responsible for implementation of the Plan.

The Transition Plan contains a plan to remove barriers identified in the self-evaluations performed to date, and a schedule for completing self-evaluations that remain to be done. The Transition Plan is not a static document and the City will continue to make and implement updates over time as new evaluation is completed and barriers are identified and removed. An updated version of the Transition Plan will be posted on the City's webpage at <https://greshamoregon.gov/titleii>.

## 1.2. Background of the City of Gresham

The City of Gresham is in Multnomah County, Oregon, located just minutes from iconic Mount Hood, Multnomah Falls and the Columbia River Gorge National Scenic Area, the city of Portland, and Portland International Airport. Gresham is Oregon's fourth largest city and the Portland metropolitan area's second largest. The population as of July 1, 2019 was 111,810 per the Portland State University Population Research Center with a median age of 36.6 according to the U.S. Census Bureau's 2018 American Community Survey. The land mass of the City encompasses 23.4 square miles.

Gresham elected its first Mayor and City Council in 1904 and was officially incorporated as a city in 1905. The City of Gresham operates under a council-manager form of government. The City Council, which consists of the Mayor and six councilors, is elected to be the legislative and policy-making body for the city. The City Council appoints a City Manager, who serves as the administrative head of the government for the City. Gresham is served by three independent school districts along with several private schools. Mount Hood Community College is also located within the city limits.

Gresham is accessed from the west via Interstate 84 and U. S. Route 26 from the east. Mass transit serving the community include TriMet's bus system and the MAX Light Rail Blue Line. Portland's Amtrak station lies 15 miles west of Gresham and offers multiple daily departures.

## 2. ADA PROGRAM INFORMATION

The following sections discuss provisions made to comply with the administrative responsibilities of Title II of the ADA as well as to achieve accessible facilities and programs.

### 2.1. ADA Program Responsibilities and Coordination

The regulations implementing the ADA and Section 504 of the Rehabilitation Act require any public entity with fifty or more employees to designate at least one employee to coordinate ADA/504 compliance (28 CFR §35.107(a)). Federal regulations require public entities to make available to interested persons the name, office address and telephone number of the ADA coordinator (28 CFR §35.107(a)). In addition, Section 35.106 requires a public entity to disseminate sufficient information to applicants, participants, beneficiaries and other interested persons to inform them of the rights and protections afforded by the ADA/504. Furthermore, in providing for notice, a public entity must comply with the requirements for effective communication in Section 35.160.

The City of Gresham’s general ADA Coordinator and Transportation ADA Coordinator have the official responsibility for implementing this Transition Plan. The general ADA Coordinator and Transportation ADA Coordinator are responsible for coordinating the efforts of the City of Gresham to comply with Title II of the ADA and to investigate any complaints alleging violation of Title II or potential discriminatory practices for persons with disabilities.

ADA / Title II Coordinator	Transportation ADA / Title II Coordinator
Toby Hazelbaker	Kate Dreyfus
Facilities and Fleet Manager	Associate Transportation Planner
Email: <a href="mailto:Toby.Hazelbaker@GreshamOregon.gov">Toby.Hazelbaker@GreshamOregon.gov</a>	Email: <a href="mailto:Kate.Dreyfus@GreshamOregon.gov">Kate.Dreyfus@GreshamOregon.gov</a>
Phone: 503-618-2322	Phone: 503-618-2294
Areas of Responsibility: City buildings, City-led public meetings, and City services and programs outside of the public right-of-way	Areas of Responsibility: Public right-of-way, including City-led public meetings related to transportation projects



### 3. LEGAL REQUIREMENTS, POLICIES, PRIORITIES AND FUNDING

#### 3.1. Federal Requirements

Title II of the Americans with Disabilities Act protects qualified individuals with disabilities from discrimination on the basis of disability in the services, programs, or activities of all State and local governments. All facilities designed, constructed, or altered by, on behalf of, or for the use of a public entity must be readily accessible and usable by individuals with disabilities, if the construction or alteration is begun after January 26, 1992.

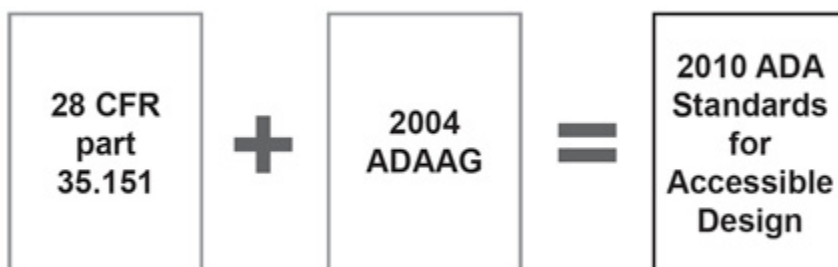
##### 3.1.1. Existing Facilities

Numerous existing facilities, both within and outside the right-of-way, were constructed prior to the enactment of current ADA design standards. Per Federal regulations, the City must develop a plan to bring these facilities into compliance with ADA design standards. As noted above, the regulations found in 28 CFR 35.150(d)(3) require the City to adopt and implement an ADA Transition Plan that will bring City facilities, programs, and services into compliance with current ADA standards.

##### 3.1.2. New Facility Construction and Alteration of Existing Facilities

*Guidelines for Non-Public Right-Of-Way Facilities (for example, Public Access Buildings, Parks, Programs and Services)*

The 2010 ADA Standards for Accessible Design apply to all facilities except public transportation facilities, which are subject to U.S. Department of Transportation (DOT)'s ADA Standards. State and local government facilities must follow the requirements of the 2010 Standards, including the Title II regulations at 28 CFR 35.151 and the 2004 Americans with Disabilities Act Accessibility Guidelines (ADAAG) at 36 CFR part 1191, Appendices B and D. In the few places where requirements between the two differ, the requirements of 28 CFR 35.151 prevail.





### *Guidelines for Public Right-of-Way Facilities (for example, Curb Ramps and Traffic Signals)*

The Public Right-of-Way Accessibility Guide (PROWAG) is the most recent guidance on how to apply the DOT's ADA Standards to the public right-of-way. The initial PROWAG was developed in 2005 and revised editions were released in 2011. In 2013, a supplemental notice of proposed rulemaking (SNPR) proposed to incorporate specific provisions for shared use paths into the proposed PROWAG. The 2011 PROWAG, and the 2013 SNPR, are referred to collectively in this document as PROWAG even though it has not officially been adopted. PROWAG is accepted by FHWA as "best practice" and the City of Gresham follows PROWAG for all alterations and new construction in the public rights-of-way.

28 CFR 35.151 also applies to new construction and alteration of public right-of-way facilities. The U.S. Department of Justice (DOJ) and DOT issued joint technical assistance on Title II of the ADA, which provides guidance on the requirements to provide curb ramps when streets, roads, or highways are altered through resurfacing, within the context of 28 CFR 35.151<sup>1</sup>.

## 3.2. State Requirements

Oregon Revised Statutes (ORS) Chapter 447 outlines requirements related to architectural barriers, curb ramps, and parking requirements. ORS 447.241 provides high-level guidance for how architectural barriers should be removed when existing buildings are renovated, altered or modified. ORS 447.241 requires every building renovation, alteration or modification to areas containing a primary function to include path of travel upgrades serving the area with a cost and scoping requirement of no more than 25 percent of the cost of the alteration. Priority is to be given to accessible parking and entrances, an accessible route to the area being altered, accessible restrooms, drinking fountains, and additional elements such as storage and alarms. The curb ramp requirements, outlined in ORS 447.310, apply to curbs constructed on any city street, whether its construction is funded using state or Federal funds. The parking requirements presented in ORS 447.233 are included in the state building code and apply to off-street parking areas.

Oregon has adopted the 2012 International Building Code (IBC) in the form of a model code.

The Oregon Department of Transportation (ODOT) issues technical bulletins from time to time that address guidance and requirements for curb ramps, sidewalks, pedestrian signals, and other transportation facilities in the right-of-way.

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<sup>1</sup> <https://www.ada.gov/doj-fhwa-ta.htm>, Accessed January 8, 2020.

### 3.3. City Requirements

The City of Gresham Public Works Standards provide a consistent policy under which certain aspects of public facility design shall be implemented. Chapter 6.04 of the Public Works Standards outlines requirements related to curb ramps, sidewalks, and other ADA accessibility features. New and altered construction of public facilities by private development must meet the standards set forth in Section 6.04.02.

## 4. IDENTIFICATION OF BARRIERS

The City of Gresham uses a self-evaluation process to proactively identify and assess physical obstacles, or barriers, that affect the accessibility of City programs and services to persons with disabilities. The self-evaluation process involves City staff or agents performing inspections to create an inventory of data documenting the barriers that exist at City facilities. City staff also receives and documents reports of barriers submitted by citizens.

### 4.1. Self-Evaluation

The City of Gresham has inspected and inventoried, or is in the process of inspecting and inventorying, City facilities to identify structural barriers that limit or preclude full participation at its facilities and in its programs and services. This includes identification of barriers to accessibility to City-owned and operated buildings and facilities open for public use, City parks, including sports fields and shelters, and accessibility on City managed streets, sidewalks and shared use paths.

Section 6 contains the schedule to complete inventories and bring any ADA barriers into ADA compliance.

#### 4.1.1. Public Access Buildings

In 2018, the City of Gresham's Facilities Division retained a consultant to inspect and inventory the two public access buildings that are most visited by the public: City Hall (1333 NW Eastman Parkway) and the Public Safety Building (1331 NW Eastman Parkway). The inventory looked at the following areas in and around the building and identified barriers to ADA accessibility that exist:

- Parking
- Accessible path of travel, approach and entrance
- Access interior routes and spaces
- Public restrooms
- Assembly areas
- Meeting rooms
- Emergency exits, notifications, visible signals and alarms
- Signage
- Drinking fountains
- Service counters
- Public telephones
- Doors

Additional public access buildings will be inspected and inventoried according to the schedule in Section 6.

#### 4.1.2. Parks

The City of Gresham's Parks Division manages 32 parks, 25 of which are developed. For the first phase of this Transition Plan, the City has inspected and inventoried Main City Park to identify if any barriers to accessibility exist. The inventory looked at the following categories:

- Parking
- Buildings
- Public restrooms
- Play areas
- Sports fields
- Shelters

In each category, the following items are evaluated:

- Accessible path of travel, approach and entrance
- Circulation pathways
- Doors
- Interior access
- Signage
- Service counters and concession area
- Seating
- Drinking fountain

#### 4.1.3. Curb Ramps

In 2016, the City of Gresham staff completed an initial inventory of curb ramps within the City of Gresham. Every intersection included multiple street corners and each street corner was evaluated. Data were collected to determine whether a ramp existed and if so, whether it had curb ramps with truncated domes or no truncated domes. These conditions were then categorized as substantially compliant, partially compliant, or deficient, as follows:

- Substantially Compliant: Has PROWAG-compliant truncated domes and substantially meets ADA guidelines (ramp should be usable by most, if not all, people with disabilities).
- Partially Compliant: Has curb ramps without truncated domes and therefore meets some but not all ADA guidelines.
- Deficient: Lacks curb ramps and therefore is not ADA accessible

Since 2017, the City’s process has been to record and store all relevant data for newly constructed or reconstructed ramps to demonstrate their full compliance with ADA standards.

Curb ramps were categorized by area, per 28 CFR 35.150(d), based on their proximity to government services, transportation facilities, and other places of public accommodation. Area 1 is the highest priority area to address curb ramp issues, Area 2 is the second highest priority, and Area 3 is the lowest priority. Areas are established as follows:

- Area 1: Government funded / supported and public service facilities that are open to the public
  - A. City of Gresham facilities
  - B. Multnomah County facilities
  - C. State of Oregon facilities
  - D. Federal facilities
  - E. Metro facilities
  - F. TriMet bus stops and MAX stops
  - G. Schools: Public and private, including college
- Area 2: Places of public accommodation and employment
  - A. Stores, rental establishments, service establishments
  - B. Hotels/motels
  - C. Recreation, leisure, and entertainment venues
- Area 3: Facilities that do not fall into the above priorities.

Ramps are considered appurtenant to the facilities above if they are within a 300’ distance of points/buildings, within 100’ of a linear facility (bus routes or public shared use paths), or within 500’ of a MAX stop.

The following table provides an inventory of curb ramps in the right-of-way by area (as defined earlier), and their level of compliance with ADA standards. The percentages listed represent the portion of ramps within an area that have been field verified as compliant, are substantially compliant, partially compliant, or deficient.

	<b>Area 1</b>	<b>Area 2</b>	<b>Area 3</b>	<b>Total</b>
Field Verified as Compliant	202 (8%)	43 (5%)	338 (8%)	583 (8%)
Substantially Compliant Ramps	855 (33%)	163 (21%)	527 (12%)	1,545 (20%)
Partially Compliant Ramps	1,049 (41%)	395 (50%)	1,528 (35%)	2,972 (39%)
Deficient Ramps / Ramp Areas	464 (18%)	185 (24%)	1,963 (45%)	2,612 (34%)
<b>Total</b>	<b>2,570 (100%)</b>	<b>786 (100%)</b>	<b>4,356 (100%)</b>	<b>7,712 (100%)</b>

On a complaint basis or as resources permit, the City will continue to inspect and inventory the substantially compliant and partially compliant curb ramps surveyed in 2016 to evaluate the running and cross slope of curb ramps, the width and length of curb ramps, the landings, and the conditions of the adjoining crosswalk to identify accessibility barriers which would help prioritize curb ramp improvements.

#### 4.1.4. Traffic Signals

The City of Gresham provides traffic signals at numerous street intersections that control pedestrian traffic as well as vehicular traffic. These signals can be barriers to pedestrians (1) who are unable to see the WALK or DONT WALK indications on the pedestrian signal head, (2) who need to activate a pushbutton while using a mobility device, and / or (3) who need additional time to traverse the crosswalk.

The first barrier can be addressed by using accessible pedestrian signals with integrated pushbuttons. Accessible pedestrian signals and detectors provide information in non-visual formats (such as audible tones, speech messages, and/or vibrating surfaces) to assist pedestrians who are blind or have low vision<sup>2</sup>.

The second barrier relates to the placement of a pedestrian pushbutton relative to curb ramps, turning spaces and sidewalk. While an intersection may have an accessible pushbutton, other parts of the pedestrian area may have one or more barriers to accessibility.

The third barrier allows consideration for adequate crossing time. Providing crossing time that accommodates a pedestrian travel speed of 3.5 feet per second is considered adequate and may require signal timing to be adjusted accordingly.

Two key documents define standards related to accessible pedestrian signals and pedestrian pushbuttons: PROWAG and the Manual on Uniform Traffic Control Devices (MUTCD). The proposed guidelines in PROWAG require accessible pedestrian signals and pedestrian pushbuttons to be provided when new pedestrian signals are installed (see R209.1). For existing pedestrian signals, the proposed guidelines require accessible pedestrian signals and pedestrian pushbuttons to be provided when the signal controller and software are altered, or the signal head is replaced (see R209.2). PROWAG states that accessible pedestrian signals and pedestrian

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<sup>2</sup> To be responsive to early requests while a more robust standard had not been developed, the City added its own audible tone system to pedestrian signals when requested by pedestrians who are blind or have low vision. These have been done on an as-requested basis in close cooperation with the affected individual(s) in order to ensure that the solution improves the citizen's mobility and does not introduce problems for vehicular or pedestrian safety. With recent improvements in accessible pedestrian signal technology, the City will gradually migrate its existing systems toward the standard.

pushbuttons must comply with the referenced MUTCD standards and the technical requirements for operable parts in Chapter R4.

MUTCD is a Federal standard, incorporated by reference in 23 CFR 655 subpart F, for all traffic control devices installed on any street, highway, bikeway or private road open to public travel. Sections 4E.08 and 4E.09 contain standards and guidance specific for accommodating pedestrians at traffic signals, in relation to the location of pedestrian pushbuttons, and the function of accessible pedestrian signals. However, MUTCD does not require accessible pedestrian signals as a standard; instead, these statements are framed as guidance, indicating a statement of recommended but not mandatory practice.

Currently, the City of Gresham has 97 traffic signals with corresponding pedestrian traffic signals, and has started a detailed inventory of pedestrian-related features at all of these traffic signals. The inventory will collect the following information for each individual crosswalk:

- Are truncated domes present?
- Is there an unobstructed and level concrete surface adjacent to the pushbutton?
- Is there a 48" wide accessible route from the pushbutton through the ramp?
- Does it have a vibrotactile pushbutton, or another type?
- Is the pedestrian push button height between 42" to 48"?
- Is the pedestrian push button reach less than 10"?
- Is there at least 10 feet of separation between pedestrian push buttons? If not, do the push buttons have the standard accessibility features called out in MUTCD Section 4E.10?
- Is the face of the pedestrian push button perpendicular to the crosswalk?
- Does the pedestrian push button have a locator tone?
- Is there an audible tone or message for the pedestrian 'WALK' signal?
- What is the pedestrian push button distance from the curb?
- Is the pedestrian push button 5' or less from the far side crosswalk line?

#### 4.1.5. Sidewalks

While the City is not required to furnish new sidewalks to comply with ADA, sidewalks are a key part of the City's transportation infrastructure. Persons with disabilities are better able to participate in City programs, services, and activities and reach their desired destination if the public rights-of-way are accessible. As stated in its 2014 Transportation System Plan, the City of Gresham is "committed to providing pedestrian facilities that ensure safety and convenience of all users." The primary component of these pedestrian facilities is a network of sidewalks located almost exclusively within the public right-of-way.

There are two primary ways in which the sidewalk system might not comply with the goals of an accessible transportation network. First, there may be portions of right-of-way where no



sidewalk exists. These are often referred to as “missing links”. Second, there may be areas where sidewalk does exist, but it does not comply with ADA in one or more areas, such as inadequate width, presence of fixed obstacles (such as utility poles or mailboxes), temporary barriers, improper cross-slope, or unevenness in the terrain.

### *Missing Links*

The Public Works Standards include ADA-compliant requirements when new sidewalk is constructed; however, many parts of the City were developed before these standards were adopted and either lack sidewalks or lack enough right-of-way to accommodate sidewalk.

The City maintains an inventory of streets with adjacent sidewalks and streets without adjacent sidewalks in the City of Gresham. There are approximately 250 miles of streets with adjacent sidewalk on at least one side of the street; there are 65 miles of roadway without any adjacent sidewalks. Completion of missing links is not a requirement for ADA compliance, but will be pursued over time as it does promote greater accessibility and mobility for the community as a whole.

When constructing new facilities or performing major alterations to existing facilities, the City will prioritize accessible sidewalk connectivity to surrounding sites and facilities. In some cases where right-of-way is limited, many communities like Gresham are exploring alternative pedestrian routes like shared facilities, if an engineering evaluation deems it would be appropriate. Such shared facilities would be designed to safely accommodate pedestrians on lower traffic streets through designs that may involve innovative pavement markings and narrowing the drivable portion of the street.

### *Other Barriers to Sidewalk Accessibility*

Other factors may create barriers to sidewalk accessibility, including stationary obstacles that reduce the clear width, settling or heaving of sidewalk sections, and construction and other temporary circumstances. These situations often evolve over time, and as such a point-in-time inventory is inadequate for assessing these types of barriers. The City’s general approach in dealing with these barriers is as follows.

### *Construction and Temporary Circumstances*

Many public and private projects affect the accessibility of the sidewalk system, typically for a short period of time. As part of the City’s traffic control plan requirements, a temporary pedestrian accessible route must be maintained throughout the construction period.

### *Maintenance and Upkeep*

Sidewalk accessibility can be impacted by poorly maintained surfaces, overgrown vegetation, and defects such as heaves, lifts, and cracks. Overhanging vegetation and sidewalk defects are

ever-changing and are the responsibility of the adjacent property owner. Citizens may submit reports of these accessibility issues to the City's code compliance program to address with the adjacent property owner. If the property owner does not repair or remove the barrier, the City may abate the overhanging vegetation or sidewalk defect and charge the property owner for the costs to make the repair. When the City performs maintenance or alteration on its sidewalks, it will remedy any of these issues that exist and bring its sidewalks into ADA compliance.

### Stationary Obstacles

Sidewalk accessibility may also be impacted by obstructions such as utility poles, mailboxes, or other encroachments in the right-of-way. The cost of removing these obstacles can be substantial; consequently, the City will seek to relocate or remove these obstructions or provide alternate access when substantial public or private sector work is being done that includes work on that sidewalk.

#### 4.1.6. Shared Use Paths

A shared-use path serves as part of a transportation circulation system and supports multiple recreation opportunities, such as walking, bicycling, and inline skating. A shared-use path typically has a surface that is asphalt, concrete, or firmly packed crushed aggregate, and is physically separated from motor vehicular traffic with an open space or barrier. Requirements for shared use paths are addressed both through the 2011 PROWAG and through modifications to the PROWAG incorporated as part of the 2013 SNPR. Key requirements that relate specifically to shared use paths include the following:

- The full width of a shared use path must comply with the 2011 PROWAG provisions for grade, cross slope, and surface of pedestrian access routes
- Compliance with grade provisions is to be met to the extent practicable where physical constraints or regulatory constraints prevent full compliance
- Objects are prohibited from overhanging or protruding into any portion of shared use path at or below 8' measured from the finished surface
- Curb ramps and blended transitions are to be equal to the width of the shared use path

The City of Gresham, through the Parks Department, maintains its shared use paths to ensure that vegetation has not encroached into the paths at or below 8' measured from the finished surface. Gresham currently has three, continuous shared use paths: Gresham Fairview Trail, Wy'East Way, and Springwater Corridor. Sections of additional paths are being constructed over time as adjacent land develops.

In 2018, the City of Gresham retained a consultant to inspect and inventory a portion of the Springwater Trail from SW Walters Drive to SE Regner Road. This inventory focused on the presence of shared use paths and includes width, grade, cross slope, and ramps.

#### 4.1.7. Programs and Services

The City of Gresham offers programs, activities and services to residents and visitors of the City of Gresham. The City of Gresham continues to review its policies and practices to ensure that persons with disabilities are not excluded or limited from participation in City programs, activities and services. This ongoing evaluation is performed by staff and incorporates input from citizens and visitors to the City. When policies or practices are identified that might limit or exclude persons with disabilities, the City identifies modifications that must be made to those policies and practices and implements those modifications in a timely manner.

The City has implemented the following policies and procedures to assist citizens and visitors with disabilities access the City's programs, services and activities.

##### *Reasonable Accommodations*

The City provides the opportunity to request a reasonable accommodation to participate in a City program, activity, or service via submitting a form on the City website (<https://greshamoregon.gov/titleii>). Alternate means of requesting an accommodation by email, phone, or in writing are also available. Members of the public may also submit reports of barriers or impediments to the City by completing an online form.

##### *City Council and Other Public Meetings*

With a minimum of five days' advance notice, the City offers amplified sound devices, video sign language interpreters, and in-person sign language interpreters at meetings with staff or public meetings, to assist people with impaired hearing or speech. All public meeting locations are wheelchair accessible with an accessible path of travel, accessible restrooms, accessible parking, accessible signage, and an accessible route from transit stops to the meeting location. When virtual (either using remote or distributed locations) meetings take place, the bottom of the meeting agenda lists how a citizen may request an accommodation to participate.

Though not required for ADA accessibility, City Council meetings are broadcast live and played back the week of the meeting and the following week<sup>3</sup>. The City provides access to upcoming meetings, agendas and minutes online.

##### *ADA Entrance Locations*

A list of City buildings with ADA entrance locations and additional building circulation information can be found on the City website at <https://greshamoregon.gov/titleii> under "More Information", at the "City facilities and ADA access" link.

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<sup>3</sup> Broadcast and recording capabilities may differ based on meeting location, particularly for virtual meetings.

### *Effective Communication*

Persons with disabilities may contact the respective ADA Coordinator to request that written materials such as meeting notices, agendas, and public information documents are available in alternate formats upon request. The City offers communication tools, such as TDD or equally effective telecommunication systems to communicate with individuals with impaired hearing or speech by phone. Requests for large-print documents and accommodations are made available by contacting the City by phone. A TTY number is published on City agendas.

### *Auxiliary Aids and Services*

The City accepts requests for hearing assistance and American Sign Language (ASL) interpretation services. These requests can be submitted by phone, by emailing the ADA Coordinator, or through the City website at <https://greshamoregon.gov/titleii> under “Request for Help”. In addition, agendas often contain contact information for staff who can help to secure accommodations for a particular meeting. Requests for ASL interpretation and hearing impaired communication devices are addressed if the City is notified at least five days in advance.

### *Nondiscrimination Notice*

The City has published a Nondiscrimination Notice on its website and at the reception area of City Hall, the Public Safety Facility, and the Rockwood Public Safety Facility and in contracts used to purchase City goods. The notice lists the ADA Coordinator and states the City will not place a surcharge on persons with disabilities to cover the cost of providing auxiliary aids/services or reasonable modifications of policy, such as retrieving items from locations that are open to public but are not accessible to persons who use wheelchairs.

### *Emergency Evacuation Procedures*

The City has a Risk Management and Safety Manual which outlines procedures for evacuating City facilities during a variety of emergency scenarios. The procedures provide methods for all people to be safely evacuated from the facility, regardless of disability.

The City utilizes various methods of emergency communications to keep residents informed and safe. These methods include updates on the City’s website, email notifications of public alerts, social media, Gresham Emergency Radio and additional radio alert stations, road signs, and direct contact with residents. The City activates its Emergency Operation Center during a large emergency or disaster to coordinate its response.

### *Training*

City staff participates in periodic training regarding the requirements of the ADA for facilities, public rights-of-way and outdoor recreation standards.

## *Employment Opportunities*

City of Gresham employment opportunities are posted online. Both the main Jobs Page on Gresham’s Website (<https://greshamoregon.gov/Human-Resources/>) and individual Job Bulletins have language announcing how to request an accommodation during the application or selection process.

## *Service Animals*

The City has procedures to allow service animals in City facilities during City meetings and public meetings.

## 4.2. Citizen Requests or Grievance Procedure

### 4.2.1. General Citizen Requests

Input from the public is another critical means to identify barriers for people with disabilities. The City of Gresham encourages people who have questions, comments, concerns or requests related to accessibility, such as installation of curb ramps where missing, to contact the department or to submit a formal request that will allow the City of Gresham to respond or correct the issue. A web form that supports submission of requests to the City can be found on the City website at <https://greshamoregon.gov/titleii> under “Request Help”, at the “Request ADA access or report a barrier” link.

### 4.2.2. Citizen Requests to Remove Barriers at Pedestrian Crossings

Citizens may notify the City that a particular signalized location presents difficulties for pedestrians who have disabilities to cross the roadway. If the City receives such a request, an engineering study will be conducted in accordance with MUTCD Section 4(E)09.03, that considers the needs of pedestrians in general, as well as the information needs of pedestrians with disabilities. The engineering study will consider the following factors:

- A. Potential demand for accessible pedestrian signals;
- B. A request for accessible pedestrian signals;
- C. Traffic volumes during times when pedestrians might be present, including periods of low traffic volumes or high turn-on-red volumes;
- D. The complexity of traffic signal phasing (such as split phases, protected turn phases, leading pedestrian intervals, and exclusive pedestrian phases); and
- E. The complexity of intersection geometry.

#### 4.2.3. Grievance / Complaint

Users of City of Gresham facilities and services also have the right to file a grievance if they believe that City of Gresham has not provided reasonable access to City of Gresham-managed buildings and pedestrian facilities. The Grievance Procedure, found on the City of Gresham website <http://greshamoregon.gov/titleii> under “File a Complaint”, provides details on how to file a complaint.

#### 4.3. Public Input

The City solicited public input about accessibility needs through a web-based survey in September 2018. The findings of this survey were incorporated into the Transition Plan, and are summarized in Appendix A.

Another public comment opportunity was provided once a draft version of this plan was finalized in March 2020. Existence of the draft was publicized through social media, the GRESHAM newsletter and the Neighborhood Coalition. Comments were accepted via email and telephone for approximately a month and a half. Issues and concerns raised in this final round of comments have been incorporated into this plan.

## 5. METHODS TO REMOVE BARRIERS

The City of Gresham employs a range of methods to remove identified barriers to accessibility along City streets, in public access building and parks, and in its programs, for persons with disabilities. Below are the methods and avenues for barriers to be removed at City of Gresham facilities and public access buildings, and as identified in its programs and services.

- *Capital Improvement Projects.* The Capital Improvement Program (CIP) is a five-year investment plan that identifies major projects requiring the expenditure of public funds over and above routine annual operating expenses. The CIP incorporates identified barrier removal projects in planned and scheduled projects.
- *Street alteration projects.* These are projects in which pedestrian facilities are incidental or a secondary objective to the project, such as pavement rehabilitation or modifications to a traffic signal. Pursuant to 28 CFR 35.151(b), when a public entity undertakes an alteration project, it must make accessible any pedestrian facilities changed within the scope of the project, to the maximum extent feasible.<sup>4</sup> Alteration projects typically are funded by operating funds (primarily gas tax revenues), grant funds or system development charges (SDCs).
- *Private land development projects.* These are projects which require a property owner to make improvements to street frontage adjacent to their property, including construction or modification of sidewalk and/or curb ramps. Newly constructed sidewalks and driveways must be built to ADA standards. Adjacent land development projects typically are funded by private funds.
- *Code enforcement actions.* Sidewalk improvements may be required in response to code violations identified through citizen complaints. Per city code, adjacent property owners are responsible for repairing defects in sidewalks. When a sidewalk defect affects an area where there should be an ADA-compliant curb ramp, the City often contributes to the cost of the truncated domes that are required for ramp compliance.
- *Citizens' requests for barrier removal.* Citizens may identify barriers in City facilities, parks, or public access buildings and request the barrier be removed. Barriers will be removed based on its priority according to this Transition Plan.
- *Stand-alone projects.* These projects focus primarily on pedestrian facility improvements, including repair or retrofit of ADA ramps. These projects may be initiated by City staff or at a citizen's request and are generally funded by operating funds or grant funds.

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<sup>4</sup> Alteration projects are distinct from maintenance projects, which do not require such accessibility work.



## 6. SCHEDULE FOR ADDITIONAL INVENTORY AND IMPLEMENTATION

Recognizing the City of Gresham has limited funding resources and cannot immediately correct all accessibility deficiencies, the City of Gresham has developed schedules for completing inventories (when required) and addressing all identified deficiencies. The City of Gresham reserves the right to update its barrier removal priorities to allow for flexibility in accommodating changes in programs, community requests, and petitions for reasonable modifications from persons with disabilities.

If no starting year for a schedule is provided, then the start date shall be assumed to be the adoption date of this plan.

### 6.1. Public Access Buildings

The timeline for completing inventories and removing identified barriers at buildings accessed by the public is below<sup>5</sup>.

Facility Name	Address	Timeline to Complete Inventory	Timeline to Remove Barriers
City Hall	1333 NW Eastman Parkway	Complete	15 years
Public Safety and Schools Facility	1331 NW Eastman Parkway	Complete	15 years
Rockwood Public Safety Building	675 NE 181 <sup>st</sup>	2 years	15 years
Wastewater Treatment Plant	20015 NE Sandy Blvd	2 years	25 years
Downtown Parking Lots	Nine locations	2 years	15 years
Operations Center	2123 SE Hogan Road	2 years	25 years
Fire Station 74	1520 NE 192 <sup>nd</sup>	2 years	25 years
Fire Station 73	2301 SW Pleasant View Drive	2 years	25 years
Fire Station 72	500 NE Kane Drive	2 years	25 years
Red Barn at Main City Park	219 S Main Street	Complete	25 years

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<sup>5</sup> The inventory includes facilities constructed or remodeled after the passage of the ADA. Though few areas of ADA non-compliance are anticipated, this more comprehensive approach ensures that all facilities are measured against a common ADA standard, even though different construction standards may have existed when the previous construction work was done.

Facility Name	Address	Timeline to Complete Inventory	Timeline to Remove Barriers
Head Start Building on Yamhill	19309 SE Yamhill	2 years	25 years
Gabbert House <sup>6</sup>	757 SE Gabbert Road	2 years	25 years
Zimmerman House <sup>7</sup>	17111 NE Sandy Blvd	2 years	25 years
Double Wide Main City Park	219 S Main Street	<b>Complete</b>	25 years

## 6.2. Parks

The timelines for completing inventories and removing identified barriers at developed parks is described below<sup>8</sup>.

Park Name	Location	Timeline to Complete Inventory	Timeline to Remove Barriers
Arts Plaza	401 NE 2nd St	2 years	15 years
Aspen Highlands Park	147 NE 24th St	2 years	20 years
Bella Vista Park	401 NW Bella Vista Dr	2 years	20 years
Butler Creek Park	2385 SW 27th Dr	2 years	20 years
Cedar Park	601 NE 8th St	2 years	20 years
Davis Park	322 NE 194th Ave	2 years	20 years
East Gresham Park	237 SE Williams Rd	2 years	20 years
Gradin Community Sports Park	2303 SE Palmquist Rd	2 years	15 years
Hall Park	2727 NE 23rd St	2 years	20 years
Hogan Butte Nature Park	757 SE Gabbert Rd	2 years	20 years
Hollybrook Park	535 SW Birdsdale Dr	2 years	20 years
Kane Road Park	500 NE Kane Dr	2 years	20 years
Kirk Park	1087 NE 188th Ave	2 years	20 years
Linneman Station	3804 W Powell Loop	2 years	20 years
Main City Park	101 S Main Ave	<b>Complete</b>	15 years
Mayor Charles Becker Park	SW 41 <sup>st</sup> and Tegart Sts.	2 years	20 years

<sup>6</sup> May be accessed by the public in the future.

<sup>7</sup> Zimmerman House is not owned by the City, but the grounds are.

<sup>8</sup> The inventory includes parks constructed or which had improvements after the passage of the ADA. As was the case for facilities, this approach ensures that all parks are measured against a common ADA standard, regardless of which ADA standards may have been in place when the previous improvements were made.

Park Name	Location	Timeline to Complete Inventory	Timeline to Remove Barriers
Nadaka Nature Park	17615 NE Glisan St	2 years	15 years
North Gresham Park	1111 SE 217th Ave	2 years	20 years
Pat Pfeifer Barrier-Free Park	424 NE 172nd Ave	2 years	15 years
Red Sunset Park	2403 NE Red Sunset Dr	2 years	15 years
Rockwood Central Park	17707 SE Main St	2 years	20 years
Thom Park	1135 SE 9th St	2 years	20 years
Vance Neighborhood Park	1400 SE 182nd Ave	2 years	20 years
Yamhill Neighborhood Park	19309 SE Yamhill St	2 years	20 years

### 6.3. Curb Ramps

Approximately 5,600 curb ramps are not at least substantially compliant with ADA. As part of its growing pavement preservation and reconstruction programs, the City anticipates constructing or upgrading the following number of ramps per year:

Year	2020-2022	2023-2027	2028-2069	Total
Number of Ramps	200 per year	160 per year	100 per year	5,600

The funds will usually be spent in conjunction with street alteration projects programmed through the City’s Capital Improvement Program. The street alteration projects will be selected based on the condition of the pavement, not the priority level of the adjacent curb ramps, so it is anticipated that not all ramps addressed through these projects will necessarily be in the higher priority areas or will address the most deficient curb ramp locations. For stand-alone projects, however, curb ramps identified as “Deficient” in Area 1 will be the highest priority for the City to address.

### 6.4. Traffic Signals

The City will complete a self-evaluation of the accessibility of pedestrian features at its traffic signals within one year of adoption of this plan. With the inventory complete, the City will be able to establish the relative level of compliance for its signals. Through ongoing maintenance work and response to customer requests, the City will gradually improve the accessibility of specific intersection crosswalks.

Many features related to a signal’s accessibility to pedestrians using mobility devices are generally outside the scope of a lower-budget maintenance project. In these cases, more substantial addressing of ADA-related deficiencies will need to wait until signal reconstruction.

Signals are reconstructed primarily to address deficiencies in capacity and to replace aged infrastructure. During a signal reconstruction project, there is often the opportunity to acquire the right-of-way necessary to address pedestrian accessible routes, pushbutton locations, and similar elements.

The timing of ADA-related improvements that are done in concert with maintenance actions or in response to customer requests is uncertain. However, it is anticipated that the City will reconstruct 1-3 signals per year for the foreseeable future, as shown in the table below. Increased frequency of reconstruction is expected over time as our signal infrastructure ages.

<b>Year</b>	<b>2020-2030</b>	<b>2031-2040</b>	<b>2041-2062</b>	<b>Total</b>
Number of Signals	1 per year	2 per year	3 per year	97

## 6.5. Sidewalks

### 6.5.1. Missing Links

The City is committed to completing missing links and / or establishing appropriate alternatives for pedestrian routing. The City continues to commit substantial resources each year toward accomplishing its goal to improve the continuity of sidewalks / accessible pedestrian routes across the transportation system.

### 6.5.2. Structural and Maintenance Defects

As noted earlier, there may be numerous barriers in the City’s right-of-way which impede pedestrian access routes. Some are seasonal, such as vegetation growth, while others are more permanent, such as structures or utility poles. The City’s approach to address structural and maintenance defects on sidewalks is as follows:

- As utility poles are replaced, the City will work with utility pole owners to try to relocate poles outside of the pedestrian access route.
- When public works projects encounter a structural encroachment to ADA accessibility, the City will seek to relocate the structural encroachments, such as mailboxes, that are barriers to pedestrian access routes. Such relocation efforts may also be pursued when a private development requires significant improvements to the adjacent street frontage.
- Maintenance defects such as overgrown vegetation or heaves, cracks, or lifts, may be reported to the City’s code compliance department. The property owner adjacent to the sidewalk defect is responsible for correcting the maintenance defect per GRC 7.15.040. Once the City receives a complaint from a citizen, the City’s code

compliance department notifies the responsible property owner of the defect and the obligation to correct the defect.

## 6.6. Shared Use Paths

The timelines to complete inventories and remove identified barriers at shared use paths is described below.

<b>Path Name</b>	<b>Length</b>	<b>Inventory</b>	<b>Barrier Removal</b>
Gresham-Fairview Trail	3.3 mi	2 years	20 years
Springwater Corridor	4.4 mi	2 years	20 years
Wy'East Way	2.0 mi	2 years	20 years

## 6.7. Programs and Services

Barriers to City programs and services are addressed on an ongoing basis as they are identified.

# APPENDIX A: 2018 Survey and Summary of Results

The City of Gresham is committed to complying with the Americans with Disabilities Act (ADA), which governs everything from sidewalks to City-owned buildings. As part of this periodic review of our ADA compliance efforts, we're inviting the public to help us prioritize our plan for continuing to make Gresham more accessible to people with disabilities.

1. Please rank the following ADA improvements in order of importance.

	Highly important	Important	Somewhat important	Not important
Accessible pedestrian signals	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Curb ramps	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Completing sidewalks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Multi use paths in parks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other parks improvements	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improvements to public buildings	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Accessibility for services such as public meetings	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Comments

2. Specifically as a pedestrian, please prioritize where the City should invest in improving accessibility.

	Highly important	Important	Somewhat important	Not important
Near where you live	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Near schools	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Near businesses	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Near parks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Near government buildings	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Near medical facilities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Comments

3. Are there any other specific accessibility or barrier concerns you would like to share with the City?

4. Please provide the zip code of your primary residence for assistance in analyzing survey responses.

5. Which of the following best describes you?

Individual with a disability

Family member, friend or caregiver to a person with a disability

Other (please specify)

Thank you for your feedback! Find more information on our ADA program at [www.GreshamOregon.gov/ADA](http://www.GreshamOregon.gov/ADA)



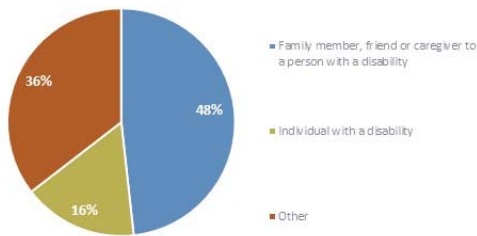
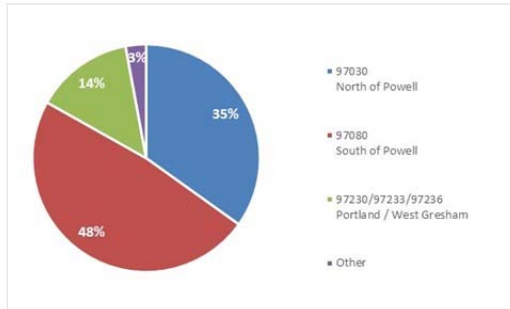
# ADA Assessment Survey

November 2, 2018

## Survey Overview

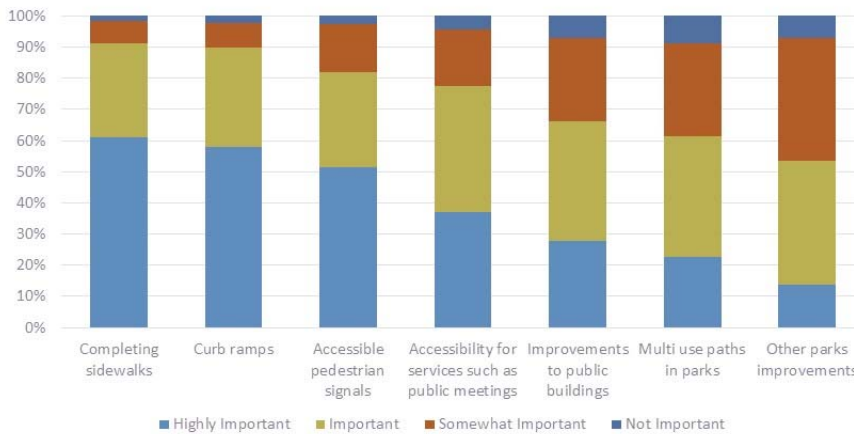
- Web-based survey, notification through social media, GRESHAM newsletter and Community Connection
- Solicited responses over 6 weeks
- 188 respondents, but not all finished all questions

## Who Responded?



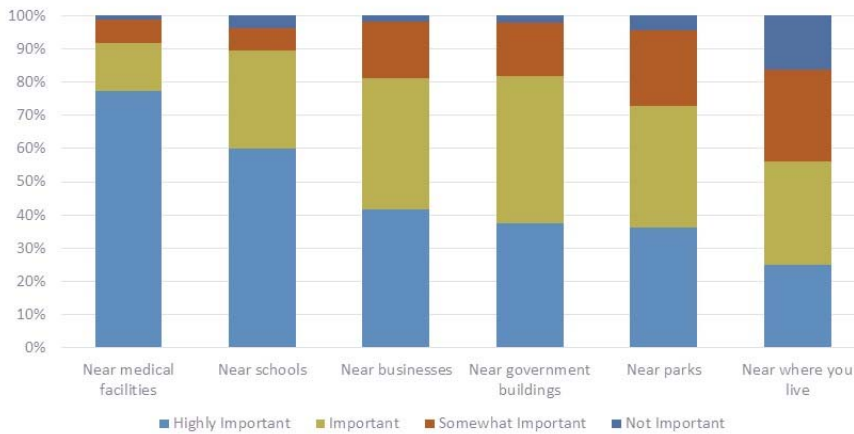
- Most respondents from Gresham zip codes
- About half of respondents reported a disability
- Two-thirds of respondents have a disability or are a family member, friend or caregiver to a person with a disability

## Please rank the following ADA improvements in order of importance



- Pedestrian accessibility features in the right-of-way ranked as the most important
- All were generally rated as more important if the respondent reported having a disability

## As a pedestrian, please prioritize where the City should invest in improving accessibility



- Improvements were more important near the destination rather than near the home
- Individuals with disabilities placed much higher priority on accessibility near their residence

CITY OF GRESHAM

Question 2

5

## Open-Ended Comments

- Sidewalks were frequently cited as a need: both filling in missing links in the network, and ensuring clear, well-maintained pathways are preserved
- Priority on pedestrian improvements seems to be on busier streets, especially where no sidewalks exist or there are obstacles in the existing sidewalk
- Some concern expressed over parking availability downtown

CITY OF GRESHAM

Questions 1, 2 and 3

6

## ADA Transition Plan Community Survey: Summary of Responses to Open-Ended Questions

Question 1: Please rank the following ADA improvements in order of importance.

### Sidewalks (7)

- Enforcement of city codes about vehicles that physically block the sidewalks is pathetic.
- My daughter is 14. She uses a rollator for short distances, manual chair for longer, and ideally, her power scooter for longer yet. However, navigating ANY sidewalk around Gresham is next to impossible. Main Street, while the sidewalks are wider, is impossible to get by, with all the tables extending out, especially if her service dog is with her.
- Sidewalks are a necessity for a safe, walkable city
- There are FAR TOO MANY sidewalks in the commercial and residential neighborhoods that make it extremely unsafe, especially for those with disabilities.
- There are a lot of sidewalks that are too uneven for my husband's wheelchair so if we go out around the block we usually have to walk mostly on the road and it doesn't feel safe.
- Unconnected sidewalks need to be linked so all walkers and wheelchair users don't have to walk in the street and/ or bike lanes.
- We need more completed sidewalks in Gresham!

### Curb Ramps (2)

- Curb cut ramps need to have areas without yellow bumps for visually impaired. These bumps are high risk for those using canes, crutches and 3 wheeled motorized scooters
- Many curb ramps are below grade and street water covers some of the ramp, pools and wheelchair users have to go through the water. Many are poorly engineered. That needs to be corrected.

### City Buildings (2)

- Better and more handicapped parking at City Hall. It can be a long way to walk or roll a chair
- My disabled teen sister and future voter would greatly appreciate her right to civic engagement through her use of public indoor and outdoor spaces. Thank you!

### Parks & Open Spaces (1)

- Battery powered wheelchairs and ADA scooters should be permitted on Springwater trails

### Other Public Accommodations (2)

- Also need to improve access for disabled citizens to private buildings
- The #1 ADA improvement that is needed in Gresham is ON-STREET parking in the downtown area!

#### General Comments (6)

- Anything you can make more accessible, do so. Even able-bodied people break bones and utilize the ADA standards without realizing it. We will all get old and if we want to use public facilities, we'd be grateful. Making public spaces more accessible to all makes for a better community.
- I am disabled and my main focus is on the things I enjoy doing, walking, going to parks, using the Springwater Trail. It's important that buildings are accessible also but I am not using a wheelchair or walker. Still, being able to continue to take my grandkids and dog to parks and neighborhood walks scores much higher for my quality of life!
- I am fortunate that I don't need these accommodations, but they are important for people to be able to maintain their independence. I think they should be implemented at a reasonable pace as can be afforded without drastically impacting other priorities.
- It's hard to prioritize when each item is important. I don't have a disability, but note that people in wheelchairs are sometimes forced to travel in the street because of lack of sidewalks or sidewalk ramps. I don't ride a recumbent bike sometimes and cannot reach the crosswalk signals on the Springwater without standing up, which requires extra effort when clipped into the pedals. In addition, barrier-free parks and recreation areas must be considered when creating new park spaces.
- Priority should be given to survey responses from people who use ADA facilities. Ask American Legion and other veteran groups for their specific input.
- We have two children with severe disabilities. We think that Gresham does a good job. It would be nice for our son (who is blind) to have an easier way to get downtown to access other transportation. We live on 1st street off of Towle. He had trouble crossing Powell, but after one call to City of Gresham, the men came out and placed a better signal situation. We were impressed and appreciate your quick response.

Question 2: Specifically as a pedestrian, please prioritize where the City should invest in improving accessibility.

#### Sidewalks (7)

- I feel strongly about safety first for pedestrians. Parks and residences are nice having sidewalks but, grocery stores, medical and schools are a higher priority.
- It would be great to connect the sidewalks on the south side of Division east and west of Bella Vista Place.
- Many major streets with high traffic volumes and high speeds do not have sidewalks. Also, the city has allowed curb-tight sidewalks which are not safe on those types of streets. There needs to be a planter street buffer for safety. Need to quit doing things on the cheap.
- Pine Street needs sidewalks!
- Towle needs a sidewalk that runs the entire length of Towle on one side of the street. People are forced to cross over or walk in the street the farther up the hill you go. Cars have to cross midline to pass, or slow down to not hit pedestrians and dog walkers. And all bus line routes should have complete sidewalks as a requirement to be able to safely navigate to a bus stop from any residential area it serves.
- Would really like to have sidewalks installed in the areas where they are hit and miss.
- Throughout the urban areas of Gresham, safe pedestrian pathways for all citizens is essential for quality of life.
- Sidewalks on Division to Grocery Outlet in Gresham. No sidewalks on either side of street from Birdsdale street to grocery outlet. No way to go to store in wheelchair or walker.

#### Medical Facilities (3)

- I believe that the burden of accessibility for medical facilities should be shouldered by the facility itself - I believe that building/planning requirements & permitting/licensing in the city should reflect that kind of mandate - enough responsibility falls on the public sector and if you wish to provide a service in the City of Gresham, then you too must be able to provide accessibility to that said service (obvious exclusions for small independently owned business with revenues of less than a predetermined amount should be applied).
- I often have trouble finding handicapped parking at medical facilities.
- Medical facilities we go to anyway are pretty accessible and the sidewalks near are accessible.

#### Other Buildings (2)

- Schools... don't get me started. She attends MEWA, and have you noticed the ramp that goes IN is opposite where the parking is? She has to go all the way around. As far as businesses, that new taco place across from Gresham High School has blocked their accessible door, making disabled somehow go upstairs. No matter how hard my daughter stares at the stairs, she cannot get up them!
- The DMV (Sandy) was almost impossible to get my husband's chair in the door. Lots of doors are too narrow for his chairs.

#### Parks and Open Spaces (3)

- Jenne Butte Park has no access for anyone to walk in let alone someone with a disability; it is a forgotten neighborhood park.
- Our kids play sports at Barlow but the field isn't really accessible either.
- Parks are doing a decent job too, except the dog park.

#### General / Other Comments (5)

- I think my neighborhood is reasonably accessible now. i.e. sidewalks. Path from pond to park could be a little more accessible, but would like to see it done without impacting the habitat or encouraging campers.
- Increased enforcement of disabled parking spaces at businesses . It's sad to see young teens plugging the spaces up while they buy a pack of smokes.
- It's all very important. People who experience disabilities are more likely to be pedestrians than normally abled people.
- Suburbs, where I live, should have to comply with ADA accessible standards for new builds and any renovations until the inner core catches up with their upgrades. Service the most people first, build out from there
- With disabilities, our family, and blind friends move around Gresham just great.



Question 3. Are there any other specific accessibility or barrier concerns you would like to share with the City?

#### Sidewalks, Problems with Existing (14)

- All city sidewalks need repaired!
- Don't bother with curb ramps if there are telephone poles in the sidewalks. A wheelchair/ stroller can't fit so we just walk in the street.
- Homeowners should be encouraged to keep bushes & trees that extend onto/over sidewalks be trimmed as well as trees, especially if they block streetlights - 1st NW & Norman Ave.
- Hedges, bushes, and utility poles and mailboxes in the actual sidewalk area need relocated, or in case of vegetation, pruned back regularly.
- It would be nice to take a walk without risking life and limb.
- Keep the sidewalks for pedestrians – motorized scooter operators need to obey the rules of the road & operate their scooters defensively – no crossing any intersection without looking for oncoming traffic
- Many sidewalks on SE Roberts are not wheelchair safe so you have to use the street. When your choice is fall over from a cracked sidewalk or be hit by yet another car ignoring the 25 MPH limit, it's a devil's choice to make on which is the safer path.
- More enforcement of code controlling vegetation overgrowth and illegal parking @ intersections & crosswalks
- Once again, day after day where I live vehicles block the sidewalk and repeatedly block fire hydrants. Calling in code enforcement violations does nothing. Limited police don't have the time and code enforcement only works business days/business hours.
- Sidewalks are blocked by shrubbery overgrowth
- Sidewalks in the 900 block of SE 27th Street have mailboxes that are on posts set into the sidewalks. This makes it difficult to use a walker or wheelchair on that block. Also, citizens seem to need reminders that bushes, trees, and berry bushes should not be hanging over or blocking sidewalks.
- Street trees don't have enough room to grow in medians. We need 10' planting strips for large street trees. The sidewalks buckle, people trip. Also, the sidewalks in place need ramps at least. Not only do they help people in wheelchairs, they help moms pushing strollers or kids with wagons from using people driveways and walking in the streets, instead of cruising at the intersection, where drivers expect people to be entering streets
- Telephone poles in the middle of sidewalks makes accessibility challenging

- The sidewalks on Main, down across from the Trophy place, she has nearly ended up face first, due to roots or something lifting the sidewalk. Telephone poles in the center of sidewalks on Roberts are also an annoyance.

#### Sidewalk, Need for New Connections (14)

- ...and sidewalks need improvement in that they are incomplete along NW 212<sup>th</sup>.
- Don't be awful to residents when requiring new sidewalks or curb ramps. You should give them adequate time and maybe loans. The cost of a new sidewalk/curb ramp is enough to put some families under.
- Emphasis on sidewalks and curb ramps!!!
- I have a hard time accessing my community mailbox - bad idea
- Lack of sidewalks in some neighborhoods not only puts people and wheelchairs in the street, it also means they often must go around parked cars.
- Mailbox accessibility may be a problem on streets with no sidewalks. Need a way to insure handicapped access to mailboxes.
- Not having sidewalks near schools is one of the biggest areas of concern I see.
- Sidewalks in missing areas
- Sidewalks on Birdsdale. Do you know what it's like to walk in the street with a walker or cane?
- Sidewalks on Division.
- Sidewalks where we have been waiting for them in our neighborhoods for years! We still are waiting I've lived here all my life still waiting.... why?
- There is no sidewalk off SW Towle & 14th either uphill or downhill unless you cross to the West side of Towle but traffic is becoming very heavy. The bus stop at this location is in the grass/dirt since there is no sidewalk.
- Too many streets – even busy arterials – have no sidewalks. This barrier to everyone should be fixed first
- We need sidewalks around Gordon Russell Middle School and Powell Valley Elementary School. I see kids walking along Powell Valley Rd. to get to school, and they are walking right by cars driving on the road. It's so unsafe.

#### Curb Cuts / Crossing Enhancements (8)

- Add more crosswalks with pedestrian-friendly signals
- Also, there should be more "blinking" safety crosswalks installed on our busiest streets that have limited intersection crosswalk opportunities, especially for streets that are on main bus routes (ex. Stark, Division, Burnside, Powell, 202nd/Birdsdale, 212th, 223rd, etc.)
- Curb cuts at EVERY residential corner is too much
- Curb cuts most important.

- Longer pedestrian crossing lights at major intersections. Some people can't cross streets as quickly as others.
- Many area bus stops are not near protected crosswalks (lights, signage, signals). Protected crosswalks tend to be spaced far apart (except in the few blocks of Downtown business district) leaving pedestrians to cross illegally/unsafely or to walk well out of their way.
- This is an older neighborhood and many of the streets do have sidewalks and many don't. The curbs are "old style" and many of the street corners have high curbs when they would be better to have the ramps so that folks with disabilities could more easily navigate the sidewalks when out walking.
- Walking across busy streets with no crosswalk access

#### Parks & Open Spaces (4)

- I have visited all the Parks in the greater Gresham area, most have good access. What I see is that the best nature types of parks appear not to have good trail maintenance and a frequent homelessness occupation which means I don't want to use the park with my grandkids because I can't protect them even when walking with my huge (150 lbs.) dog. There must be a way to prevent homeless camps being setup, and provide a quick response to eliminate any that appear. I realize that would require daily monitoring and cleanup costs but you already have a link with the recovery programs perhaps you could add monitoring to part of the programs process. Just having a recovering addict to guide the homeless to programs at all them not to settle in the park may be enough to reduce the danger felt by myself and others.
- There should be playgrounds for kids with disabilities.
- Need more benches in city parks.
- We have a park that has 3 -4 possible entrances into the park. It would be a great benefit to have access from all road access surrounding the East Gresham Park.

#### Parking (5)

- Having apartment complexes provide parking for their tenants is important in ensuring that other streets do not become so cramped that a person with a wheelchair or other assistive device cannot safely navigate between vehicles on streets with no sidewalks, which is extremely common in the Rockwood area of Gresham.
- More disabled parking spots in city lots in central downtown. Very limited spots now.
- Once again, strict handicapped parking enforcement at businesses.
- Some business in the surrounding area and downtown historical Gresham don't seem to provide many disabled parking slots
- The city has designated ADA parking spots in the public parking lots in downtown Gresham but no designated on-street ADA parking spaces. If you are a handicapped

pedestrian it may be (or it is in my case) totally impossible to walk from one of the city parking lots to, for example, Frenzi or Nicholas.

#### Other Public Accommodations (4)

- At Barlow High School it would be nice to have a paved area to get to the football fields bleachers.
- Buildings not being "no-scent"
- Some restaurant tables block sidewalks in downtown. Local Cow in particular added a couple tables and even though we are able bodied we had a hard time walking around and not falling off the curb. The City needs to remind business owners how much clearance there needs to be on the sidewalks.
- There should be enough room for wheelchairs in all restaurants.

#### Public Information (1)

- There is not enough information provided for people with print disabilities. Less than 9% of people who experience blindness can read Braille.

#### General Comments (5)

- ADA accessibility around Powell and 181st - Highland area.
- I have a friend who gets around in a wheelchair. Truthfully, I am not thinking about accessibility unless I happen to be with someone who requires ramps, wide doors and similar devices. My guess is that the majority of ambulatory individuals are not sensitive to barriers unless they work with or live with those who have to meet these challenges.
- Sidewalks, parks, schools are important.
- Sorry to say that is not so much on my radar, but I'm sure there are some. From what I can tell, though, it seems like the City is doing a reasonable job.
- You are doing great!

#### Other Community Concerns (5)

- Also, I know it's not a part of this survey, but lowering residential street speeds to 20 MPH would increase safety for all, including ADA needs citizens.
- Any chance more parking could be added on top of Hogan Butte?
- For those of us where sidewalks are not really an option, it seems for safety, speed bumps (which I know could negatively impact ADA requirements), it would create safety against cars cutting through residential areas driving too fast.
- Hours of operation of public restrooms.
- I don't deal with this, so I'm not a good one to ask. Seems like access to critical services would be most important.