

Americans with Disabilities Act Transition Plan

Public Comment Period Results

INTRODUCTION

Disability community input throughout the update process is an important aspect of ODOT's ADA Transition Plan development. ODOT communicated with many individuals, transit organizations and other public entities to promote the opportunity to review and comment on ODOT's ADA programming broadly and the transition plan specifically.

Public engagement activities included:

- **ADA Survey.** ODOT administered a survey in May and early June 2022 to gain insight and input in preparation for this update. The survey was open to anyone with lived experiences with disabilities and barriers to their mobility.
- **ADA Advisory Committee.** ODOT convened a committee five times in 2022. Members assisted with interpretation of the ADA survey results and provided insights based on their experiences. Members included people with lived experience with a variety of disabilities, including personal experience and experience as caretakers or service providers.
- **Public Comment Period.** ODOT hosted an online virtual open house from April 26 through June 2, 2023, for individuals to access and comment on the new plan. ODOT also offered outreach presentations as requested by disability organizations, as well as two online public listening sessions on May 22 and 25, 2023.

Engagement activities featured a variety of communication methods for universal access, including sign language interpretation, meeting captioning, online document accessibility, alternative document formats, and multiple methods for contacting ODOT. Staff at ODOT reviewed, considered, and retained the comments received through these engagement activities. Considerations of these community inputs are reflected in the final version of ODOT's 2023 updated ADA Transition Plan.

SUMMARY OF PUBLIC COMMENTS

Most comments received during the public comment period were shared by people who identified as having lived experience with disability or other interest in ADA issues, but three came from general interest respondents. Those with experience or interest in disabilities and ADA said they "support" or "somewhat support" the new 2023 ADA Transition Plan. Three Oregon residents, who all identified as having a general interest in transportation, responded that they "somewhat did not support" the updated plan.

COMMENTS RECEIVED

Comments from respondents who support the plan:

- Thank you for doing this.
- I strongly believe that this is only going to get better and better, giving people in the community a platform to provide their input is vital. Thanks for doing the work!

Comments from respondents who support the plan, continued:

- Understandably, it seems like there are a lot of intricacies for which projects are prioritized (pages 18 and 19). It would've been really useful to see these all in one place, maybe as an infographic. Although it made the plan longer, I appreciated the additional context provided. I also thought the table for status of practice (pages 20 and 21) and section 2 were especially helpful.
- I think the people in charge should all take a day and ride and use ODOT's systems in a wheelchair because their views would completely change of how to improve things.
- On the question of accessible routes of travel during road repair and renovation, having a notice at the site of how people can raise concerns with a responsible party would be helpful for individuals who experience difficulties. Thanks for this plan and presentation!
- It was very informative to know what ODOT is working on to make communities more accessible for everyone. The survey was very simple and it was informative and well created. Thanks for doing the work!
- As a person on SSDI, I just need sidewalks everywhere! My disability limits my working which limits my income. I mostly use public transit and walk so I and my support animal need sidewalks. Sometimes it is my own neighborhood that is most dangerous. There are not even sidewalks to the public park 3 streets away. Thank you for requesting comments.
- This is impressive. This touches all the right points, destinations and issues of segmented routes. I like the links in the Index too.
- I agree about the highlighting of the issue of coordination between ODOT and local jurisdictions.
- Don't forget about cultural and recreational sites. These are important too. I know these involve other departments beside ODOT, but transportation is part of how we get to recreation.
- Parking enforcement continue to be an issue. People without placards parking in ADA spaces.
- I think everything looks fantastic, nothing else to add other than I strongly support this... and thank you for all the hard work you all have done to make this happen. I am looking forward to hearing more updates as things progress.
- This looks great to me and thank you very much for your leadership throughout this process.
- I strongly support the plan. Great work!
- This looks great. I felt it captured most of everything. I'm giving it Strongly Support.

Comments from respondents who "somewhat do not support" the plan:

- While I am pleased to see that "transit stops" is included. I do not see an enforcement mechanism to force TriMet to comply; nor is there any discussion on Oregon's intercity transit system which is generally lacking as a whole, and how people who require additional needs but cannot drive themselves have often few to no options to get around Oregon. ODOT seems to think that two Amtrak trains a day servicing the wealthy Pearl District, an industrial area of Oregon City, the State Capitol and Willamette University, an out-of-the-way area of Albany, and downtown Eugene, is sufficient intercity mobility for ALL of Oregon. There needs to be a full review and investment of intercity transportation options for ALL Oregonians, regardless of where one lives or how much money one has. ODOT serves all Oregonians, not just wealthy rail riders.
- I'm not really sure what the "plan" is. This seems to be more of a summary of what ODOT is currently doing, but there is little to no specific information on the way ahead. This document is so generic, there is no tangible benefit.
- Please stop greenwashing and ADA washing car projects. ODOT does not stand for Oregon Department of Highways.

For more information, please contact:

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