

From: [LaJune Thorson](#)
To: [Council Clerk – Testimony](#)
Subject: written testimony regarding ADA Transition Plan
Date: Sunday, July 18, 2021 2:39:59 PM
Attachments: [letter of support.docx](#)

Please find my letter attached in support of the ADA Title II Public Right of Way Transition Plan.

To: Mayor Wheeler, and Commissioners Ryan, Hardesty, Rubio, and Mapps

I am writing in support of the ADA Title II Public Right of Way Transition Plan. Lisa Strader and others have developed a very well-researched plan of action. She did an excellent job of public outreach. I have seen her presentation twice, once for the Pedestrian Advisory Committee and once for the Land Use & Transportation Committee of the Downtown Neighborhood Association.

I especially appreciate the plan's commitment to pedestrian safety. As the plan states on page 40,

"Pedestrians can move using their own legs, a wheelchair, walker, scooter, cane or other mobility device. PedPDX ensures walking is a safe, accessible, and attractive experience for everyone in Portland by putting pedestrians at the forefront of City policy, investments, and design. It prioritizes sidewalk and crossing improvements, along with other investments to make walking safer and more comfortable across the city."

It is so important that people of all abilities be able to get outside and get themselves around all parts of the city independently without fear of encountering a barrier and without fear of unexpected dangers. This plan provides a way to reach that goal.

I encourage you to adopt this plan. And I congratulate Lisa Schrader for an excellent job. She is an invaluable ambassador for the City of Portland.

LaJune Thorson,

Long-time Portland Resident



CIVIL RIGHTS EDUCATION
AND ENFORCEMENT CENTER

July 20, 2021

Via Email

Portland City Council

**RE: Letter of Support for PBOT Accessibility Program's
Implementation of Consent Decree in *Hines et al. v. City
of Portland***

Dear Members of the Portland City Council:

As counsel for the Plaintiff class in *Hines et al. v. City of Portland*, Case No. 3:18-cv-00869-HZ, we write to express our appreciation of and support for the Portland Bureau of Transportation Accessibility Program's (PBOT) commitment to implementation of the requirements set out by the consent decree. Since entry of that decree in September 2018, PBOT has worked with us in a robust collaborative manner to increase accessibility of Portland's public right-of-way through installation of curb ramps which are compliant with federal accessibility requirements and remediation of existing ramps which do not already meet those requirements. Specifically, since 2018 PBOT has increased accessibility of the public right-of-way by installing and remediating 3,848 curb ramps, nearly 100 more than required by the consent order for this three-year period.

PBOT's submission of its proposed ADA Title II Public Right-of-Way Transition Plan Update to the City Council this month timely fulfills another requirement of the *Hines* consent decree. *Hines* requires that PBOT install/remediate 18,000 curb ramps by 2030; the proposed transition plan ensures that PBOT will continue remediation to address the remaining noncompliant curb ramps after the consent decree has ended.

We appreciate PBOT's ongoing commitment to ensuring an accessible public right-of-way through compliance with *Hines* and beyond. We also are pleased with PBOT's engagement with people with disabilities and other

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Tim Fox | tfox@creeclaw.org

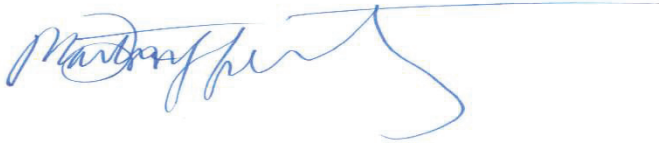
525 Royal Parkway, No. 293063, Nashville, TN 37229 | 615-913-5099
Martie Lafferty | mlafferty@creeclaw.org

We Challenge Discrimination

stakeholders to obtain input for the plan's goals regarding the entirety of Portland's public right-of-way program including those for accessible curb ramps.

Sincerely,

CIVIL RIGHTS EDUCATION
AND ENFORCEMENT CENTER

A handwritten signature in blue ink, appearing to read "Martie Lafferty", with a long horizontal line extending to the right.

Martie Lafferty
Tim Fox

GOLDSTEIN, BORGES, DARDARIAN & HO
Linda Dardarian

DISABILITY RIGHTS OREGON
Matthew Serres

From: [Strader, Lisa](#)
To: [Council Clerk – Testimony](#)
Subject: FW: Downtown Neighborhood Association (DNA)
Date: Tuesday, July 20, 2021 2:26:42 PM
Attachments: [2021.7.20.endorse PBOT ADA Title II ROW Plan.letter.City Council.pdf](#)
[ATT00001.htm](#)

From: Walter Weyler <walter_weyler@sequenceusa.com>
Sent: Tuesday, July 20, 2021 2:23 PM
To: Hardesty, Jo Ann <JoAnn.Hardesty@portlandoregon.gov>; Commissioner Mapps <MappsOffice@portlandoregon.gov>; Commissioner Rubio <Comm.Rubio@portlandoregon.gov>; Commissioner Ryan Office <CommissionerRyanOffice@portlandoregon.gov>; Wheeler, Mayor <MayorWheeler@portlandoregon.gov>
Cc: Rahm Wendy <wwrahm@aol.com>; Strader, Lisa <Lisa.Strader@portlandoregon.gov>
Subject: Downtown Neighborhood Association (DNA)

Commissioners, this is a letter from the DNA of support for the ADA Title II Public Right of Way Transition Plan.....all the best.....Walter Weyler, DNA board chair



DATE: July 20, 2021

TO: Mayor Wheeler, Commissioners Hardesty, Mapps, Rubio and Ryan

SUBJECT: ADA Title II Public Right of Way Transition Plan

The Downtown Neighborhood Association (DNA) and its Land Use Transportation Committee (LUT) support the ADA Title II Public Right of Way Transition Plan.

PBOT'S Lisa Strader gave a clear presentation to the DNA LUT to explain details of the draft ADA Title II Right of Way Transition Plan and to answer questions. We strongly endorse the plan's commitment to pedestrian safety, since the principal form of transportation in the downtown is walking, per the Central City 2035 policy. This Draft Plan reinforces that policy:

Pedestrians can move using their own legs, a wheelchair, walker, scooter, cane or other mobility device. PedPDX ensures walking is a safe, accessible, and attractive experience for everyone in Portland by putting pedestrians at the forefront of City policy, investments, and design. It prioritizes sidewalk and crossing improvements, along with other investments to make walking safer and more comfortable across the city. (P.40)

Pedestrian safety for all users of downtown sidewalks and crossings is a high priority for the DNA and therefore is happy to encourage you to adopt this Plan. We would also like to thank Lisa Schrader for all her hard work.

Sincerely,

Walter Weyler
Chair, DNA Board

Wendy Rahm
Vice Chair, DNA Board; Chair LUT

Cc: Lisa Strader [Lisa.Strader@portlandoregon.gov]

From: [Izzy Armenta](#)
To: [Council Clerk – Testimony](#)
Subject: Testimony ADA Title II Public Right of Way Transition Plan
Date: Wednesday, July 21, 2021 8:32:33 AM
Attachments: [ADA Title II Transition Plan Testimony.pdf](#)

Hello,

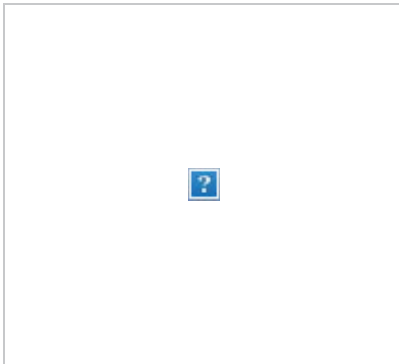
I would like to submit my testimony for 7/21/21 Council hearing on ADA Title II Public Right of Way Transition Plan.

Please see attached.

Thank you.

--

Izzy Armenta
Transportation Justice & Communications Manager
Pronouns: he/him/his



www.oregonwalks.org

PO Box 2252, Portland, OR 97227



**PROTECTING YOUR
RIGHT TO ROAM**

July 21, 2021

Portland City Council

ADA Title II Public Right of Way Transition Plan

Mayor and City Council

Oregon Walks is the state's pedestrian advocacy organization and we work to ensure that walking and rolling is safe, convenient and accessible for everyone.

The ADA Title II Public Right of Way Transition Plan being presented today is an important tool to make our city truly accessible for everyone. A fully accessible transportation system shouldn't just be an aspirational goal but rather a basic right for everyone, and this plan can help us get there.

There are many great components laid in this plan that will literally remove barriers, review police and practices that limit access, and improve safety. As this plan notes, 23% of people living in Multnomah County have a disability, this plan can improve access and safety not just for people with disabilities but for everyone. This plan will benefit everyone.

We applaud that the plan is not just focused on infrastructure but also will also work to improve policies, programs and activities offered to the public.

One part of the plan we do believe needs some improvement is the current complaint based system of addressing sidewalks. Simply it's not equitable, both in how sidewalk issues are reported but also how they are repaired. The burden to report deficient sidewalks relies on the community to report it and this complaint based system offends prioritizes not where the need is most but whoever knows the system exists in the first place and has capacity to make a complaint. Also the repair of sidewalks as it currently stands falls on the homeowner, these costs can be high and can be a major financial burden for many homeowners especially for those that are low-income. The city should work to identify ways to expand support for low-income homeowners or even better identify ways to fund sidewalk repair.

This plan along with the other initiatives the city currently has in place, including PedPDX, Adaptive Cycling Program, PDX WAV will go a long way to enhancing accessibility and removing barriers in our city. Oregon Walks supports this plan and encourages the council to adopt it.

Sincerely,

Izzy Armenta

Oregon Walks Transportation Justice and Communications Manager

Oregon Walks | PO Box 2252 | Portland, OR 97208 | www.oregonwalks.org