

## Appendix D: Policy Documents/Guidelines/Manuals

As discussed in this plan, the City relies upon the policy documents and manuals listed below, along with others, in implementing accessibility improvements in the public right-of-way.

### Policy Documents

Comprehensive Plan (including the Transportation System Plan)

Active Transportation Plan

Capital Improvement Plan

Guidelines/Manuals

- Curb Ramp Guidelines
- Engineering Design Manual

### Design Standards

The City has Public Rights-of-Way Accessibility Guidelines (PROWAG), as adopted by the Oregon Department of Transportation (ODOT), as its design standard. A copy of this document is available upon request from the ADA Coordinator. Contact information is listed in Appendix F.

The City also follows the Traffic Signal and Policy Guidelines, adopted by the ODOT, with respect to pedestrian signals.

### Design Procedures

The City has developed a guide for contractors called Americans with Disabilities Act Ramp Guide which specifies the design standards and procedures for curb ramps being constructed or upgraded. A copy of this document is included in the following pages of this appendix.

### Intersection Corners

Curb ramps or blended transitions will attempt to be constructed or upgraded to achieve compliance within all capital improvement projects. There may be limitations which make it technically infeasible for an intersection corner to achieve full accessibility within the scope of any project. Those limitations will be noted. Regardless of if full compliance can be achieved or not, each intersection corner installed or retrofitted shall be made as compliant as possible to ADA standards in accordance with the judgment of City staff.

### Sidewalks/Trails

Sidewalks and trails will attempt to be constructed or upgraded to achieve compliance within all capital improvement projects. There may be limitations which make it technically infeasible for segments of sidewalks or trails to achieve full accessibility within the scope of any project. Those limitations will be noted. Regardless of whether

full compliance can be achieved, every sidewalk or trail constructed or upgraded shall be made as compliant as possible to ADA standards in accordance with the judgment of City staff.

### **Traffic Control Signals**

New traffic control signals will attempt to be constructed or upgraded to achieve compliance within all capital improvement projects. There may be limitations which make it technically infeasible for individual traffic control signal locations to achieve full accessibility within the scope of any project. Those limitations will be noted. Regardless of if full compliance can be achieved or not, each traffic signal control location installed or upgraded shall be made as compliant as possible to ADA standards in accordance with the judgment of City staff.

### **Transit Facilities**

Transit facilities are present within the limits of the City of Beaverton. Those facilities fall under the jurisdiction of TriMet. The City will work with TriMet, to the extent reasonably possible, to ensure that those facilities meet the applicable accessibility standards.

Other policies, practices and programs

Policies, practices and programs not identified in this document will follow the applicable ADA standards.