

Criteria for Prioritizing ADA Corner Ramp Construction

Corner Ramp Prioritization for Maintenance Activities

January 2013

Goal:

Bring all existing corners into compliance with the American with Disabilities Act (ADA), consistent with the City of Portland ADA Transition Plan.

Objectives:

- On an annual basis, the City targets re-constructing between 700-1000 corners to provide ADA complaint curb ramps, to systematically and incrementally advance towards this goal. PBOT Maintenance Operations builds a significant portion of these corner upgrades to help achieve this target.
- Use categories and criteria, to target and prioritize locations where Maintenance Operations will re-construct corners, that will maximize the benefit to people with disabilities, maximize usage and the return on investing public resources, while also considering an equitable distribution of the benefits.
- Primarily focus Maintenance Operations systematic corner upgrades on rebuilding corners that lack any curb ramp. However, also address the need to rebuild corners with ramps that are hazardous, in disrepair and/or considerably non-compliant with current ADA design guidelines/standards.

PBOT Maintenance Operations will construct the curb ramps from a prioritized list developed based upon the criteria below. The list will be updated each year with new focus areas. The remaining corners that were not constructed will be carried over to the following year.

The recommended work scheduling priority is provided to Transportation's Maintenance Operations by the Active Transportation Group as a guide. There may be programming or other factors not anticipated by the Active Transportation Group that Maintenance Operations uses to determine the order in which these maintenance priorities are undertaken.

| | Prioritized Category | Description |
|---|---|--|
| * | Citizen ADA requests for curb ramps made by people who use mobility devices | Address requests that are received through the PBOT Citizen ADA Request Curb Ramp Program, from citizens who use mobility devices, or on their behalf, to provide specific accessible routes based on their location and travel needs. Priority given to providing access to one's residence, place of work, government offices and facilities, places of public accommodations and transit. |
| * | Existing curb ramps that present a hazard or barrier to passage | Address existing curb ramps reported, by inspectors or citizens, and posted as trip and fall hazards or barriers to safe passage by people who use mobility devices. These locations will be filled in on an as-received basis. They may also be incorporated into the work orders for routes identified in the categories below if along the route or in the nearby vicinity. |

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| 1. | High pedestrian crash locations | <p>Build curb ramps in areas where there are clusters of pedestrian related crashes, especially marked crosswalks without ramps.</p> <p>Map data illustrates where these locations exist</p> |
| 2. | High Pedestrian Use Areas | <p>Proxy measures:</p> <ol style="list-style-type: none"> 1. Central Business District. 2. Other Central City sub-districts. 3. Pedestrian Districts Citywide. 4. Arterial streets with any commercial zoning, high density zoning or Central Employment (EX) zoning. 5. Transit routes (bus and fixed rail): <ul style="list-style-type: none"> > 300 trips 150 – 300 trips 75 – 150 trips 6. Routes leading to High Capacity Transit stations. <p>Map data illustrates where these locations exist (tied to the pavement layer and streets of citywide significance)</p> |
| 3. | Places with higher concentration of people with disabilities | <p>Measures:</p> <ol style="list-style-type: none"> 1. Areas along fixed-route transit lines with elevated number of monthly bus ramp deployments. 2. Locations where services are provided to people with disabilities. 3. Where greater numbers of seniors and people with disabilities reside based on US Census data, location of accessible housing units, and other sources. 4. Frequent service destinations for TriMet LIFT or other para-transit, particularly if curb ramps will remove the barrier to people using fixed-route transit instead of TriMet LIFT and other para-transit service. |
| 4. | Fill in remaining gaps in the priority pedestrian network to serve key destinations | <p>Provide accessible routes from point A to B around the following locations:</p> <ul style="list-style-type: none"> • local and state government offices and facilities • places of public accommodation** • places of worship • senior centers • business/commercial centers • neighborhood greenways with pedestrian traffic <p>Map data illustrates where these locations exist</p> |
| | Equity (Racial, Under-served populations and Geographic) | <p>While the above categories and criteria shall first inform curb ramp location priorities, consideration should then be given to equitably distributing curb ramps. First address curb ramp disparities in areas with higher concentrations of people of color and other historically under-served populations. Then, consider an equitable distribution in terms of serving all districts of the City.</p> |

* These categories will be addressed first as they respond to community requests and safety issues. After those corners are constructed, the remaining corners will be built based upon the prioritized outlined.

** Title III of the Americans with Disabilities Act define “places of public accommodation” as private entities that own, operate, lease to places of public accommodation. Places of public accommodations include, but are not limited to restaurants, hotels, theaters, convention centers, retail stores, shopping malls, dry cleaners, laundromats, pharmacies, doctors' offices, hospitals, museums, libraries, parks, zoos, amusement parks, private schools, day care centers, health spa and bowling alleys.