

CREEC

ADA CURB RAMP

PERFORMANCE

2019 REPORT

PBOT

PORTLAND BUREAU OF TRANSPORTATION

May 18, 2020

Report Contributors

Special acknowledgement to the PBOT CREEC Squad (ADA Ramp Crew), and the Data Validation and GIS Teams for your contributions in developing this 2019 ADA Curb Ramp Performance Report.

ADA Curb Ramp Performance 2019 Report

Table of Contents

1. Introduction
2. 2018 Curb Ramp Performance Update
3. 2019 Curb Ramp Performance
4. Continuous Improvements
5. Appendices

1. Introduction

As part of the CREEC/Portland Settlement Agreement, the City of Portland is required to provide 1,500 new or remediated ADA compliant curb ramps during the January 1, 2019 through December 31, 2019 timeframe. The purpose of this report is to document the City's performance installing or remediating the required 1,500 curb ramps. This report also provides (a) corrections to the 2018 report as identified during the City's ramp count reconciliation process; (b) a description of continuous improvements made during 2019 to the City's curb ramp program; and (c) a summary of the ramps built during the 2019 reporting period.

As part of PBOT's ADA Curb Ramp Quality Assurance Program, members of the City's CREEC Squad (ADA Ramp Crew) independently verified the inspection results of each curb ramp constructed during the reporting period. Only those ramps that were found compliant ("ensured") by the City's CREEC Squad are counted toward the CREEC Settlement agreement count. Ramps not found compliant by the City's CREEC Squad will receive corrective action during the next reporting period; upon acceptance by the CREEC Squad, these ramps are eligible to count toward the next year's count.

2. 2018 Curb Ramp Performance Update

In 2018, curb ramp delivery was tracked using a variety of methods to identify ramp contributions by the various ramp sources: Maintenance Operations, Capital Improvement Projects, Permitting and CREEC Squad Contractors. During 2019, PBOT moved to a common reporting portal to notify the CREEC Squad when a ramp was ready for final inspection. PBOT also conducted a thorough reconciliation of ramp performance by source in furtherance of moving toward a fully electronic ramp inspection and inventory system. As a result of this work, five duplicate records in the 2018 count were identified, reducing the 2018 ramp count from 823 ramps to 818, for a result of accomplishing the 750-ramp target for 2018 and 68 ramps going toward the ramp surplus bank. The reconciliation effort also identified 11 curb ramp descriptions requiring corrections. See Appendix 1 for ramp records affected.

3. 2019 Curb Ramp Performance

One thousand five hundred and twelve (1,512) ADA compliant ramps were accepted (“ensured”) by the CREEC Squad during the January 1, 2019 through the December 31, 2019 reporting period. Since 1,500 curb ramps was the target for the subject time period, 12 ramps are applied to the surplus ramp bank for the 2019 reporting period.

- a. 71 Remediated ramps were accepted by the CREEC Squad.
- b. 1,441 Installed (newly constructed) ramps were accepted by the CREEC Squad.

The following table provides a summary of the number of ramps Installed and Remediated by each construction source and a breakdown of which quadrants in the City this work occurred.

Ramp Source		Count	Count by Quadrant				
GIS Code			N	NE	NW	SE	SW
Work Order	Maintenance Operations	583	70	213	26	258	16
Permit	UCI Permitting (private developer, BES, PWB, etc.)	410	54	78	79	137	62
Capital Project	Capital Improvement Program	421	56	158	32	139	36
Other	CREEC Squad	98*	39	34	1	22	2
Total		1,512	219	483	138	556	116

*The CREEC Squad was the only source that reported curb ramp remediations in 2019. The CREEC Squad performed 71 remediations and 27 installations during 2019.

A complete list of the locations of all curb ramps ensured by the CREEC Squad is attached to this report as Appendix 2.

4. Continuous Improvements

Consistent with the continuous improvement goal described in the 2018 Performance Report, during 2019 the CREEC Squad has moved from a manual inspection reporting process to electronic recording of ramp elements using Survey 1-2-3 which is compatible for direct transfer into the City’s geographic information system (GIS).

In addition, PBOT issued a new standard drawing providing for 2’ wide flat gutters at the bottom of ramps as a tool to alleviate extensive grade breaks at the ramp to street conform. See Appendix 3.

APPENDICES

Appendix 1: 2018 Curb Ramp Performance Update

1. Remove five (5) ramps from 2018 count due to duplicate identifiers.

	Remove Duplicate Record	Keep Record
1	2018M-0309	2018M-0005
2	2018M-0326	2018M-0126
3	2018M-0409	2018M-0196
4	2018C-0106	2018M-0408
5	2018C-0107	2018M-0195

2. Correct the location descriptions of eleven (11) ramps in 2018 Report

Inspections were performed on these ramps, but the location information was incorrectly reported in the 2018 ramp index. There are corresponding inspection records and photos for these ramps that provide the correct street 1, street 2, and/or ramp identification. The table below includes the supporting information describing the corrections to the descriptions of the ramps.

	Acceptance ID	Street 1	Street 2	(Corner ID)
1	2018P-0074	SW Taylor St NOT E Burnside St	SW 16th Ave NOT NE Grand Ave	NE1 Not NW1
2	2018P-0075	NW Flanders St NOT E Burnside St	NW 10th Ave NOT NE Grand Ave	SW2 NOT NW2
3	2018P-0076	NW Savier St NOT E Burnside St	NW 23rd Ave NOT NE MLK Jr. Blvd	SE2 NOT NE2
4	2018P-0077	NW Savier St NOT E Burnside St	NW 23rd Ave NOT NE MLK Jr. Blvd	SE1 NOT NE2
5	2018P-0008	-	-	NE1 NOT SE1
6	2018P-0030	-	-	SWC NOT NW1
7	2018P-0087	-	-	NE2 NOT SE2
8	2018P-0099	-	SE 62nd Ave NOT SE 61 st Ave	-
9	2018P-0104	NW Vaughn St NOT NW Northrup St	-	-
10	2018P-0105	NW Vaughn St NOT NW Northrup St	-	-
11	2018M-0126	-	-	SEC NOT SE2

Appendix 2: 2019 Curb Ramp Performance Locations



Appendix 2 - 2019 Curb Ramp Performance



Appendix 2 - 2019 Curb Ramp Performance

Appendix 3: 2' Wide Gutter Option to Alleviate Grade Breaks at Ramp to Street Standard Drawing

