

East County Curb Ramp Upgrades

Bicycle and Pedestrian Citizen Advisory Committee
May 13th, 2020
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Multnomah County Transportation
Road Engineering- Engineer 1



What is a Curb Ramp, why upgrade?



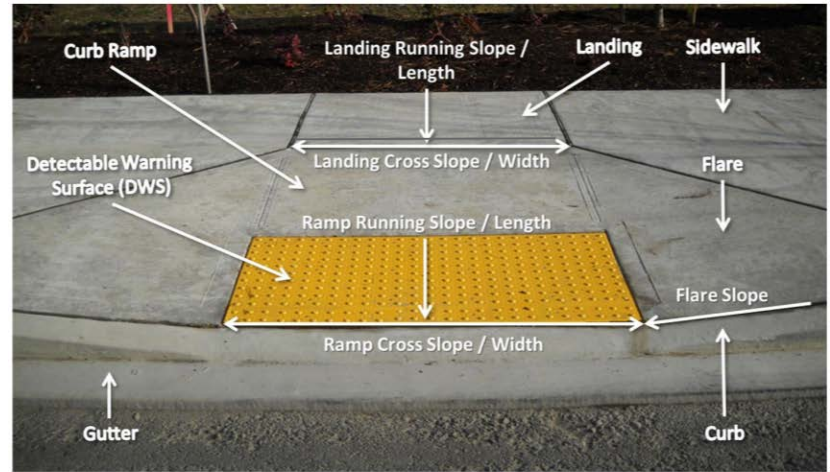
- Approximately 54% of disabled Americans are visually or hearing impaired. (30.6 million)
- Americans with Disabilities Act (ADA) passed in 1990, prohibits discrimination and promotes equal opportunity for people with disabilities in accessing employment, government services and public transportation.
- Nearly everyone uses curb ramps daily to cross streets, however, those with mobility impairments depend on them the most.

Design of Curb Ramps

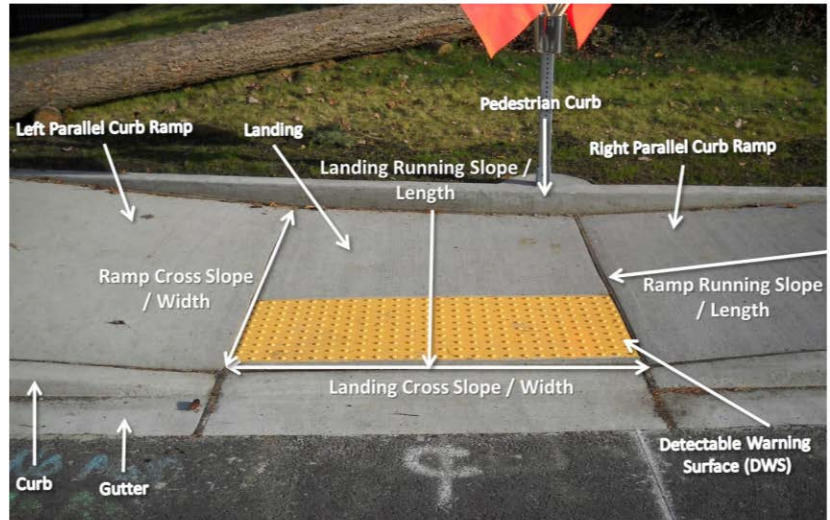
- 'Traversable slopes'
- Adequate 'Turning Space'
- Detectable warning surfaces to indicate a crossing



Turning space



Perpendicular Curb Ramp



Parallel Curb Ramp

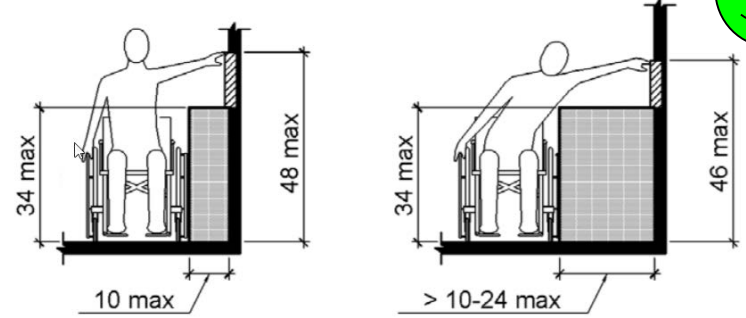
Unacceptable

- Push buttons out of reach
- Extreme slopes
- No detectable warning surfaces
- Worn crosswalks



Upgrades

- Push buttons within reach
- Audible crossings
- Proper slopes and spacing
- Marked crosswalks



Multnomah County ADA Transition Plan



- Multnomah county has draft transition plan for ADA ramp upgrades that closely follow ODOT standards.
- Survey based on proximity to essential locations

Number of Curb Ramps Surveyed: 950

Tier 1 Score (19-30): 163

Tier 2 Score (16-18): 183

Tier 3 Score (12-15): 164

Tier 4 Score (8-11): 172

Tier 5 Score (3-7): 160

Tier 6 Score (1-2): 108

- 2 phases

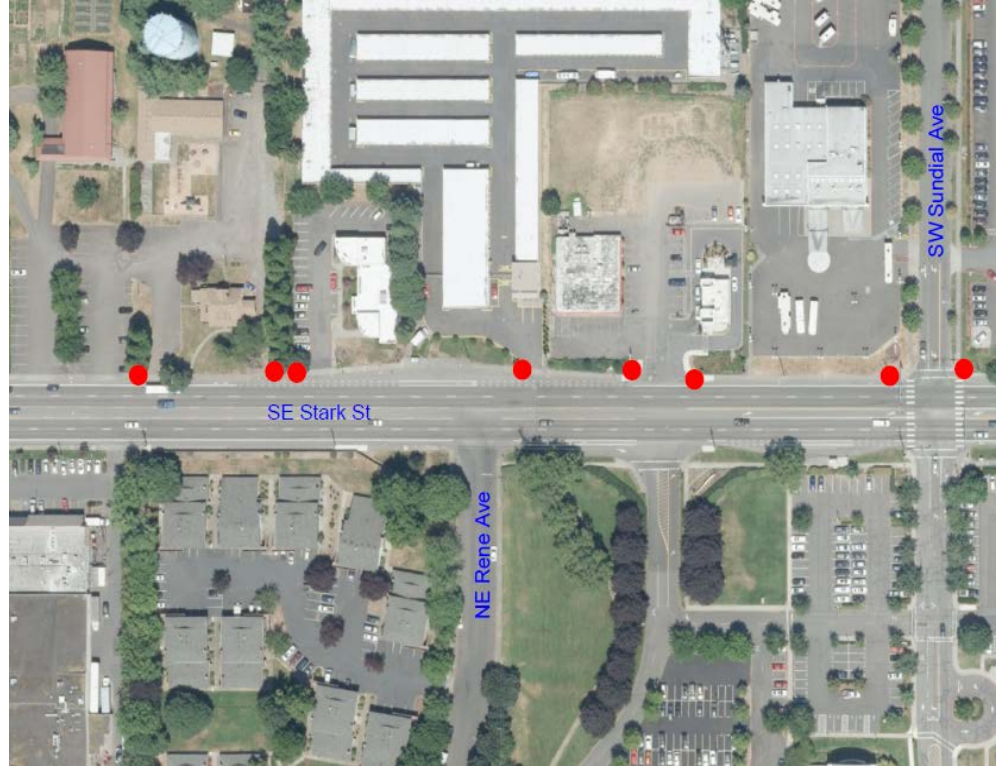
2 Ramps at NE Glisan St.



24 Ramps at NE Halsey



8 Ramps at SE Stark St



20 Ramps at S. Buxton Rd



Thank you!



NDDOT
North Dakota
Department of Transportation