



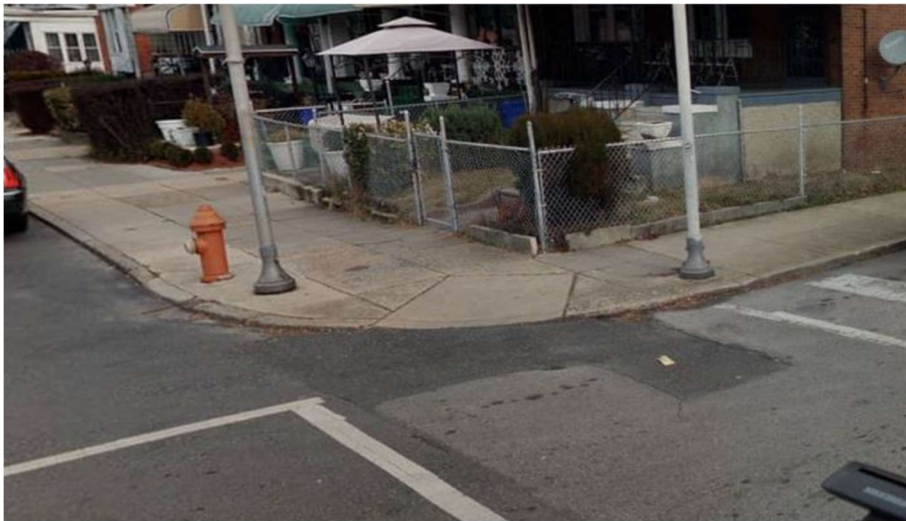
PHILADELPHIA ANNUAL ADA CURB RAMP SETTLEMENT REPORT

Fiscal Year 2024

BACKGROUND & OVERVIEW

The ADA Curb Ramp Lawsuit Settlement requires the City of Philadelphia to install 10,000 compliant ADA curb ramps during the period of May 1, 2023 to April 30, 2038. This includes five milestones of 2,000 ramps every 3 years. The first milestone will be due April 30, 2026.

This purpose of this report is to document the City's performance towards those milestones during Fiscal Year 2024 (July 1, 2023 through June 30, 2024). The report includes: 1) Planned Curb Ramp Installation or Upgrades 2) Constructed or Upgraded ADA Ramps Deemed Compliant 3) CS-4401 and Technically Infeasible Forms (TIFs) for the Constructed or Upgraded ADA Ramps Deemed Compliant and 4) Ban Treatments.



Before and After of Compliant ADA Curb Ramp at 57th Street and Larchwood Avenue

SUMMARY OF WORK COMPLETED

Planned Curb Ramp Installation or Upgrades. The Philadelphia Streets Department’s ADA Review Team approved designs for, or “released for construction,” 1,605 ADA curb ramps in FY24. The designs are submitted by utilities, developers, and designers for public works projects. The ADA review team reviews the submissions and plans, coordinates with City and PennDOT staff, and submits comments to the designer. Only when the plan meets standards set in City, State and Federal regulations and guidelines, can the submission be approved. Given the complexity of Philadelphia’s infrastructure, land use and transportation network, multiple revisions can be necessary to maximize compliance with existing regulations. When the built environment does not allow for complete compliance with the current standards, a Technically Infeasible Form (TIF) may be approved to provide access to the maximum extent possible as determined by sound engineering judgment.

Please note that not all ADA curb ramps that are released for construction are built immediately. As utilities and developers change project scopes, some of the ADA curb ramps that are submitted and approved may be removed from their project. If the project scope is altered such that the ADA curb ramp is no longer triggered, it will not be built by the developer or utility that submitted the plan.

Constructed or Upgraded ADA Ramps Deemed Compliant. A total of 845 ramps were constructed and deemed compliant during FY24. ADA curb ramps are delivered through three methods: 1) work orders from utilities or developers 2) City Capital Public Works Projects funded through the City’s Capital Program and 3) Federally Funded Public Works Projects. Below is a summary of the ADA curb ramps constructed and deemed compliant:

| Delivery Method | Ramps Constructed |
|-----------------------------------|--------------------------|
| Work Order | 399 |
| City Capital Projects | 344 |
| Federally Funded Capital Projects | 102 |
| Total | 845 |

All ADA curb ramps constructed during FY24 were upgrades to existing conditions. No ADA curb ramps were constructed as part of new sidewalk construction.

Combined with the 104 ADA curb ramps deemed compliant from the first report that covered the period from May 1, 2023 to June 30, 2023, progress toward the overall commitment of 10,000 ramps is 9.5%. Completion toward Milestone #1 is 47.5%

| Report Year | Constructed Ramps | Cumulative Total | Percent Complete | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------------|-------------------|--|------------------|-----|-----|-----|------|-----|-----|-----|------|-----|-----|-----|------|-----|-----|-----|------|-----|-----|-----|------|-----|-----|-----|------|-----|-----|-----|------|-----|-----|-----|------|-----|-----|-----|
| FY23 | 104 | 104 | 1.0% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FY24 | 845 | 949 | 9.5% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FY25 | TBD | TBD | TBD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FY26 | TBD | TBD | TBD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FY27 | TBD | TBD | TBD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FY28 | TBD | TBD | TBD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FY29 | TBD | TBD </tr <tr> <td>FY30</td> <td>TBD</td> <td>TBD</td> <td>TBD</td> </tr> <tr> <td>FY31</td> <td>TBD</td> <td>TBD</td> <td>TBD</td> </tr> <tr> <td>FY32</td> <td>TBD</td> <td>TBD</td> <td>TBD</td> </tr> <tr> <td>FY33</td> <td>TBD</td> <td>TBD</td> <td>TBD</td> </tr> <tr> <td>FY34</td> <td>TBD</td> <td>TBD</td> <td>TBD</td> </tr> <tr> <td>FY35</td> <td>TBD</td> <td>TBD</td> <td>TBD</td> </tr> <tr> <td>FY36</td> <td>TBD</td> <td>TBD</td> <td>TBD</td> </tr> <tr> <td>FY37</td> <td>TBD</td> <td>TBD</td> <td>TBD</td> </tr> <tr> <td>FY38</td> <td>TBD</td> <td>TBD</td> <td>TBD</td> </tr> | FY30 | TBD | TBD | TBD | FY31 | TBD | TBD | TBD | FY32 | TBD | TBD | TBD | FY33 | TBD | TBD | TBD | FY34 | TBD | TBD | TBD | FY35 | TBD | TBD | TBD | FY36 | TBD | TBD | TBD | FY37 | TBD | TBD | TBD | FY38 | TBD | TBD | TBD |
| FY30 | TBD | TBD | TBD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FY31 | TBD | TBD | TBD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FY32 | TBD | TBD | TBD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FY33 | TBD | TBD | TBD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FY34 | TBD | TBD | TBD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FY35 | TBD | TBD | TBD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FY36 | TBD | TBD | TBD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FY37 | TBD | TBD | TBD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FY38 | TBD | TBD | TBD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |



Before and After of Compliant ADA Curb at Luzerne St and Ormond Street

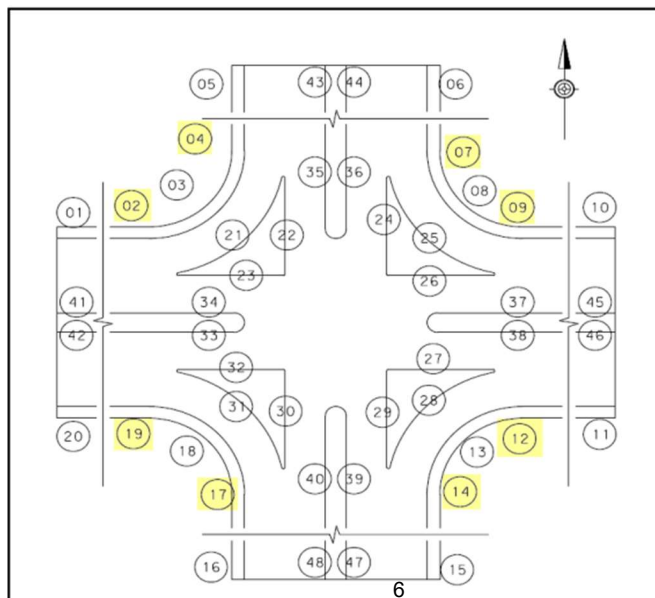
CS-4401 and Technically Infeasible Forms (TIFs) for the Constructed or Upgraded ADA Ramps Deemed Compliant. To be deemed compliant, the utility, developer or contractor must submit a CS-4401. The constructed ADA curb ramp is then inspected and if the ramp meets the standards approved in the design, the ramp is approved and deemed compliant. The CS-4401 forms and any corresponding TIFs are included in this report.

The City uses PennDOT District 6-0's CS-4401 forms. There are two types of CS-4401 forms: the Design CS-4401 and the Construction/Inspection CS-4401. For the City's Public Works projects, an internal policy was put in place to use the Design CS-4401 form to document the constructed ramp. The Design form is used as opposed to the Construction/Inspection form to allow the City to capture extra information in the inspections that are not documented in the Construction/Inspection form. For example, one of the more critical criteria captured during the inspection is the ramp angle. The ramp angle with the crosswalk field is only captured in the Design CS-4401 and not in the Construction/Inspection CS-4401. The Ramp coordinates are also only captured in the Design CS-4401 and not the Construction/Inspection CS-4401.

The Construction submission can be determined by looking at the Construction Phase being checked for "Constructed" and also by looking at the upgraded ADA curb ramps on the picture page of the form.

This policy only applies to the City Public Works projects, the CS-4401s delivered through the Work Order process by utilities and developers may use either CS-4401 form.

The Ramp ID Number indicates on which corner of intersection that the ADA curb ramp is situated. The City uses PennDOT District 6-0's numbering system which can be seen below. The yellow highlighted locations are the most frequently utilized at standard four way intersections, though more complex intersections may utilize the other Ramp ID numbers.



State Routes are indicated on the CS-4401 form and in the Constructed or Upgraded ADA Ramps Deemed Compliant report as well.

Ban Treatments. At certain locations, pedestrian crossings are banned. This is primarily at locations that lack a controlled crosswalk and where there is one within 300 feet. In FY24, 84 ban treatments were installed to indicate that the pedestrian crossing is banned at that location. Treatments consist either of a grass strip or an aggregate concrete treatment.



Before and After of Compliant ADA Curb Ramp at Drumore Drive and Modena Drive