

2023 CURB RAMP REASSESSMENT

Danielle Huerta, GIS Technician, Idaho State University, GIS Training and Research Center
Keith Weber, GISP, GIS Director, Idaho State University, GIS Training and Research Center

Following completion of the ISU GIS TReC's Technical Report: 2023 Curb Ramp Field Data Collection, new ADA ramp standards were released¹. These standards state that a ramp is not considered ADA compliant unless a painted crosswalk is also present. In addition, ramps must be leading directly to that crosswalk. This means ramps must be considered perpendicular or parallel to the street. Ramps that are considered *combined* would no longer be considered ADA compliant. A combined ramp is where its orientation or direction does not point in the same direction as the ramp on the other side of the crosswalk/intersection, but rather faces diagonally into the intersection (**Figure 1**).



Figure 1 Type of ramp from left to right. Perpendicular, parrallel, and combined.

A reassessment of curb ramps collected for the cities of Chubbuck and Pocatello was completed in light of these new regulations. To complete this reassessment, a Bannock County sidewalk network dataset layer was used. The sidewalk network dataset was originally created using National Agricultural Imagery Program (NAIP) aerial imagery (2021) to identify where crosswalks were present in Pocatello and Chubbuck. The current ramps layer (updated during the summer of 2023) was also used to determine whether a ramp lead directly to a painted crosswalk. Curb ramp data was collected in the field by mapping technicians over the past few years with one criterion being whether the ramp was oriented perpendicular or parallel to the street intersection, or if it was a combined ramp.

ArcGIS Pro was used to complete this reassessment. First, the `Select by Attribute` tool was used to select all crosswalks with in the `Sidewalks` layer. With crosswalks selected, the `Select Layer by Location` tool was used with the input feature set to `Ramps`, selecting features set to `Sidewalks`, and the search distance was set to 2 meters. This process selected all ramps where a cross walk was present. A new field was then created indicating the presence of a cross walk using a Boolean a yes or no.

Once this was completed, the `Select by Attribute` tool was used again. This SQL expression selected ramps with the presence of a crosswalk (yes), where the curb ramp type was NOT combined, and the original compliance was yes for other criteria. Again, a new field was created and populated based on the `Select by Attribute` statement resulting in a yes, no, or unknown for new compliance.

Out of 4,940 ramps in inventory, only 66 were found to be fully compliant based on this reassessment (**Figure 2**). Furthermore, one will see that only 729 ramps have crosswalks present. Ramps that are considered combined constitute a total of 2,831 ramp, or 57% of all ramps in inventory. This leaves 2,109 ramp that are either perpendicular, parallel, or unknown. Even though less than half of the ramps aren't combined, the primary limiting factor was the presence of a crosswalk. Adding a painted

¹ Cf. <https://www.federalregister.gov/documents/2023/08/08/2023-16149/accessibility-guidelines-for-pedestrian-facilities-in-the-public-right-of-way>

crosswalk to ramps that are not combined and were considered complaint before the new standards were set, these ramps would be considered.

Painting crosswalk designations may sound like a simple remedy to increase compliance. However, this is likely very costly (materials and labor) and would require continued maintenance by the cities.

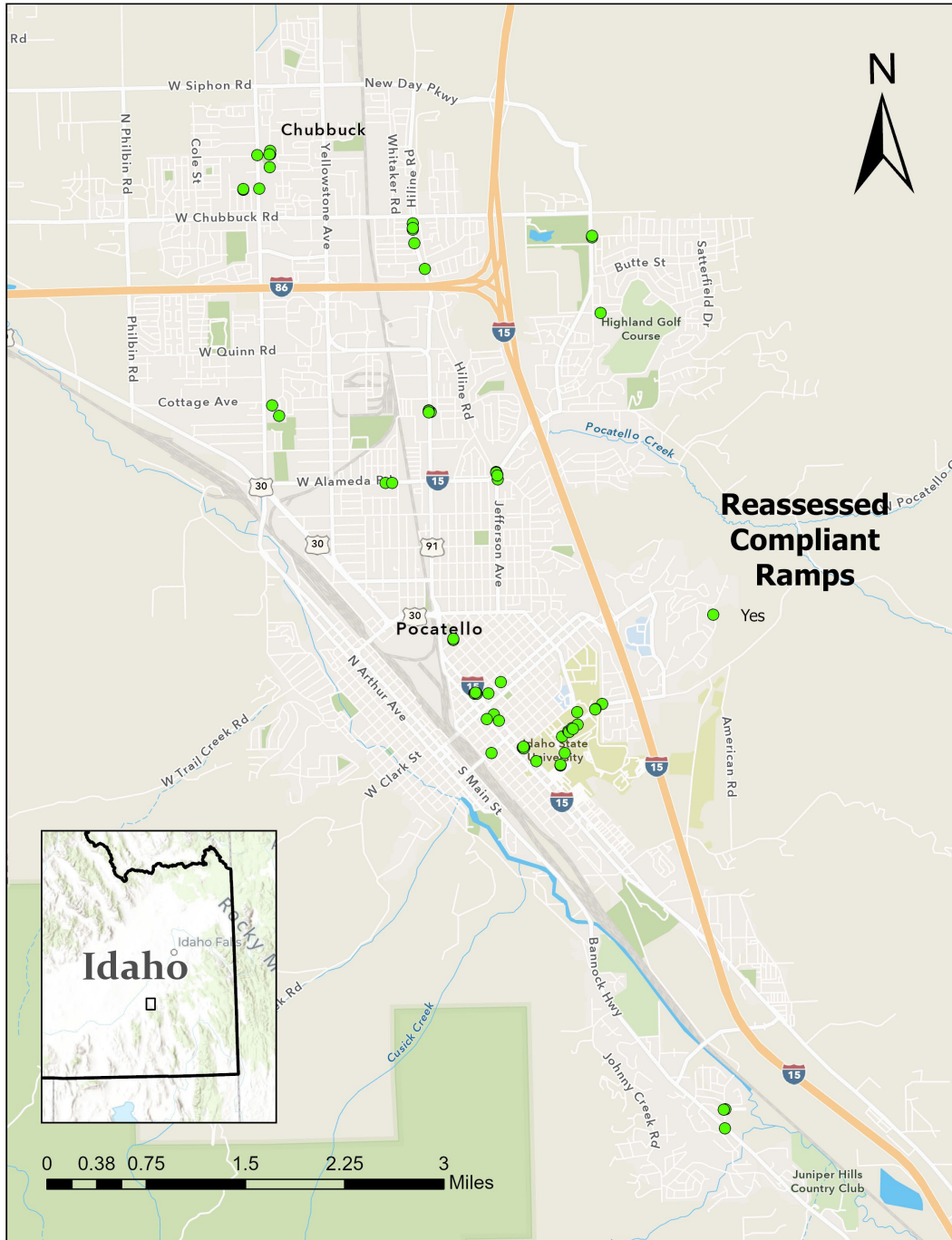


Figure 2 Ramp compliance based on reassessment.