



PHILADELPHIA ANNUAL ADA CURB RAMP SETTLEMENT REPORT

Fiscal Year 2025

BACKGROUND & OVERVIEW

The ADA Curb Ramp Lawsuit Settlement requires the City of Philadelphia to install 10,000 compliant ADA curb ramps during a fifteen year period beginning May 1, 2023. This includes five milestones of 2,000 ramps every 3 years.

This purpose of this report is to document the City's performance towards those milestones during Fiscal Year 2025 (July 1, 2024 through June 30, 2025). Tracked items include: 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) Banned Crossings. These are available upon request.



ADA Curb Ramp with smart level

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,” 3,332 ADA curb ramps in FY25. 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 judgement.

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 1,696 ramps were constructed and deemed compliant during FY25. 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:

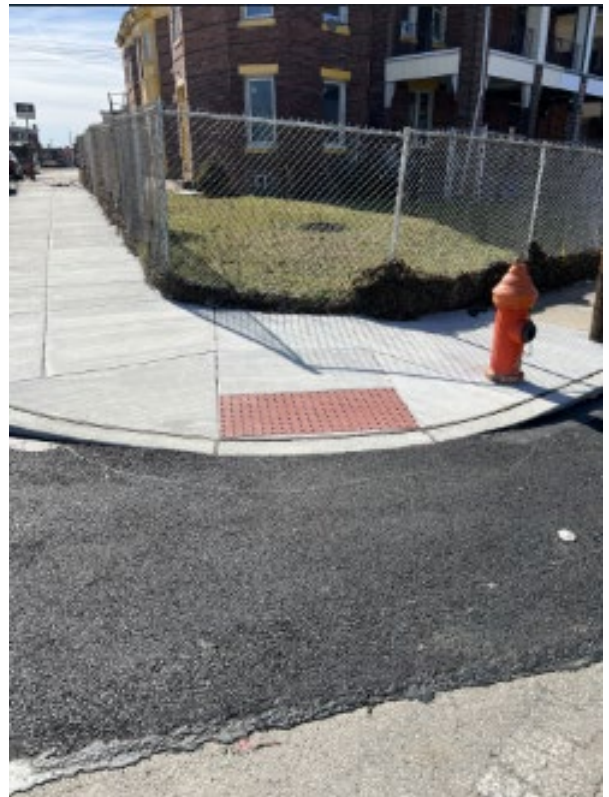
Delivery Method	Ramps Constructed
Work Order	537
City Capital Projects	648
Federally Funded Capital Projects	511
Total	1696

All ADA curb ramps constructed during FY25 were upgrades to existing conditions. No ADA curb ramps were constructed as part of new sidewalk construction.

There were 104 ADA curb ramps deemed compliant from the first report that covered the period from May 1, 2023 to June 30, 2023 and 845 ramps deemed compliant in the second report that covered the period July 1, 2023 through June 30, 2024. The addition of 1,696

ADA ramps deemed compliant in FY25, brings the overall total to 2,645. This represents 26.5% of the overall commitment of 10,000 ramps and surpasses the 2,000 ramp Milestone #1 requirement .

Report Year	Constructed Ramps	Cumulative Total	Percent Complete
FY23	104	104	1.0%
FY24	845	949	9.5%
FY25	1696	2645	26.5%
FY26	TBD	TBD	TBD
FY27	TBD	TBD	TBD
FY28	TBD	TBD	TBD
FY29	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



ADA Curb Ramps at various locations

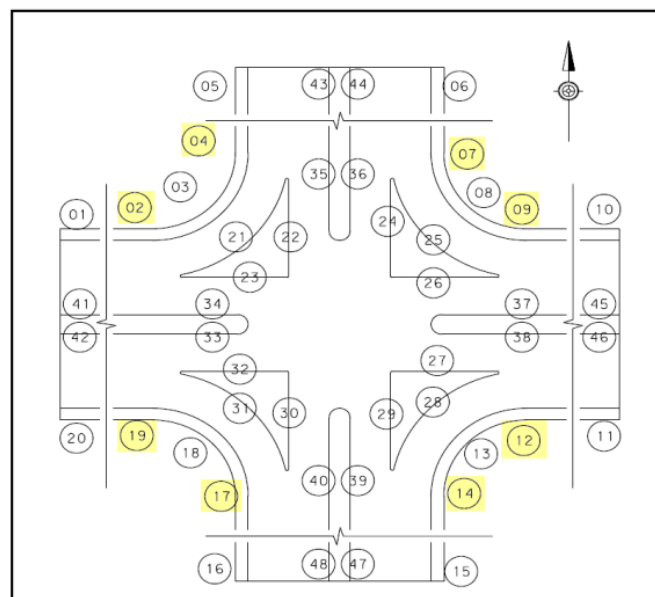
CS-4401 and Technically Infeasible Forms (TIFs) for the Constructed or Upgraded ADA Ramps Deemed Compliant. To be deemed compliant, the utility, developer or contractor must submit a CS-4401. The constructed ADA curb ramp is then inspected and if the ramp meets the standards approved in the design, the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

The 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 (roads in Philadelphia that are maintained by PennDOT). are indicated on the CS-4401 form and in the Constructed or Upgraded ADA Ramps Deemed Compliant report as well.

Banned Crossings. 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 or where the roadway geometry does not allow for a safe crossing. In FY25, 1605 locations were designated as banned crossings.



ADA curb ramp in the forefront, with a grass area as crossing ban treatment to the right of the curb ramp.