



CITY OF OAKLAND

MEMORANDUM


TO: HONORABLE MAYOR &
CITY COUNCIL

FROM: Josh Rowan
Director, Department of
Transportation

SUBJECT: Annual Curb Ramps Program (July
2024 to June 2025)

DATE: January 28, 2026

City Administrator
Approval


Justin Johnson (Feb 26, 2026 18:57:58 PST)

Date: Feb 26, 2026

INFORMATION

This memo reports on curb ramp construction activities in the City of Oakland (City) over the last fiscal year (FY): July 1, 2024, to June 30, 2025 (FY25).

GENERAL OVERVIEW

The Oakland Department of Transportation (OakDOT) receives and investigates curb requests through OAK311 and through the ADA Curb Ramp Request Program, designs and constructs compliant curb ramps to standards of the Americans with Disabilities Act (ADA) Title II requirements, and maintains citywide curb ramp data that is up-to-date and accessible.

The City installed 1190 curb ramps in FY25. During this fiscal year, OakDOT received 42 service requests for curb ramp repair or installation and an additional 7 requests through the City's ADA Access Program.

BACKGROUND

In 1976, the City began installing curb ramps to conform to Section 504 of the 1973 Rehabilitation Act, which prohibited discrimination against people with disabilities in programs receiving federal funding. After the ADA was signed in 1990, the City launched the On-Call Curb Ramp Program, tasked with installing curb ramps from requests submitted by people with disabilities.

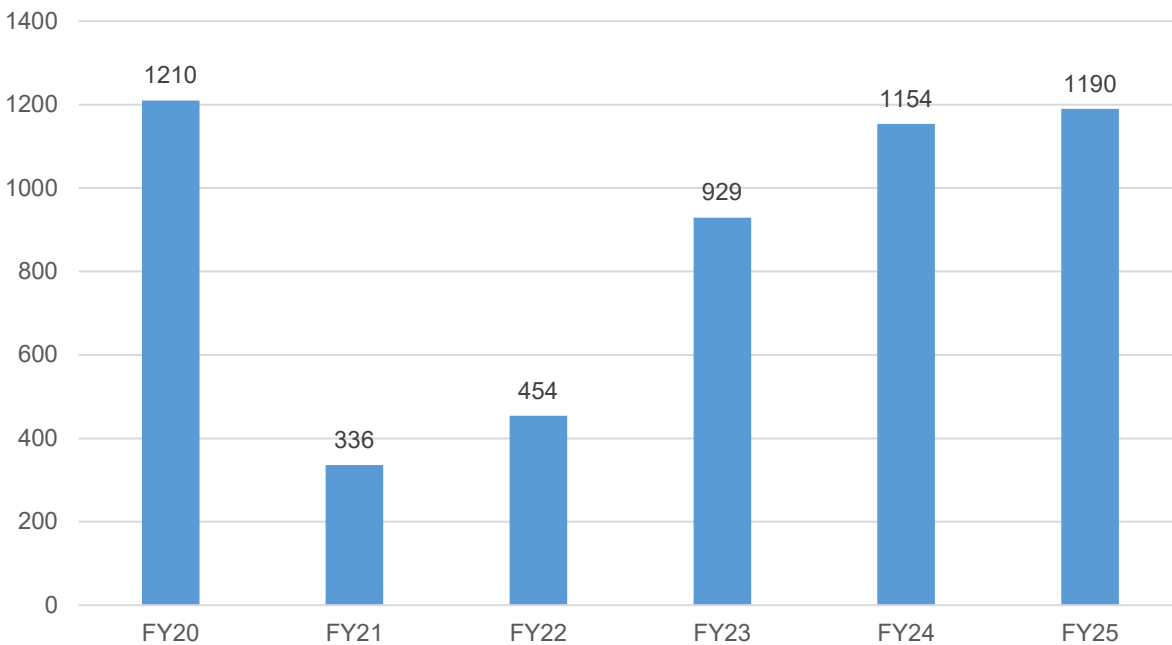
In 2009, the City adopted the City ADA Curb Ramp Transition Plan, formalizing the process of prioritizing the construction of compliant curb ramps across the entire city. Curb ramps are considered compliant when they follow the current City's Curb Ramp Standards and Specifications and are accepted by the City's ADA Programs Manager. The City's Curb Ramp Standards are modeled after the Caltrans Curb Ramp Standards, utilize the Public Right-of-Way Accessibility Guideline's (PROWAG) best practices, and have been molded to fit the City's

environment and needs while still adhering to ADA standards. Under the transition plan, key locations identified for prioritization include curb ramps near transit, schools, medical centers, and city buildings.

SUMMARY

In FY25, the City constructed 1190 curb ramps, making it the most productive year on record since FY20 (Figure 1).

Figure 1: Annual Curb Ramp Construction (FY20-FY25)



Curb ramps are primarily constructed through OakDOT’s pavement management and curb ramp capital improvement programs. Federal guidelines require improvement of curb ramps within the project limits of pavement rehabilitation projects; as such, OakDOT’s paving program is responsible to improve a significant number of ramps each year. Similarly, any project that is performing pavement rehabilitation or other significant alterations to the roadway must improve ramps within the project limits. Therefore, ramps are also constructed as part of OakDOT traffic engineering and streetscape improvement projects, public facilities projects built by Oakland Public Works (OPW), and private development and utility projects.

In FY25, 79% (937/1190) of all ramps constructed citywide derived from OakDOT’s pavement management capital improvement program (**Table 1**).

Table 1: Curb Ramp Construction by Capital Improvement Program (CIP)

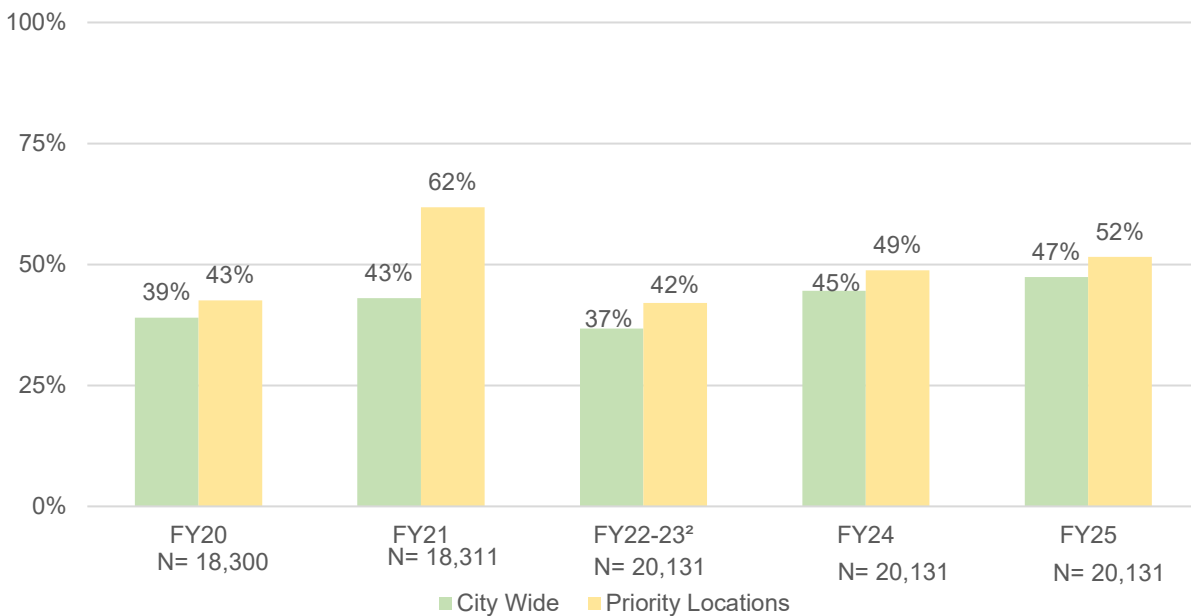
	FY22	FY23	FY24	FY25
Curb Ramp CIP	168	69	0	143
Pavement Management CIP	252	759	1077	937
Other DOT CIP	0	26	37	89
DOT Crews	29	29	1	0
Private Development Projects	5	46	39	21
TOTAL	454	929	1154	1190

CURB RAMP DATA

The City currently has 20,131 curb ramp locations recorded in its asset management database, Cityworks. A curb ramp location refers to a location in which curb ramp(s) may be placed and may represent zero ramps, if none have been constructed, or may represent 1 or more constructed curb ramps. Curb ramp locations are generally at street intersections or mid-block.

Figure 2 presents the percentage of compliant ramps citywide since FY20¹. It also provides the percentage of compliant ramps adjacent to key priority locations each year since FY20. As of FY25, 47% of citywide curb ramp locations in Oakland are now ADA compliant, up 2% from FY24.

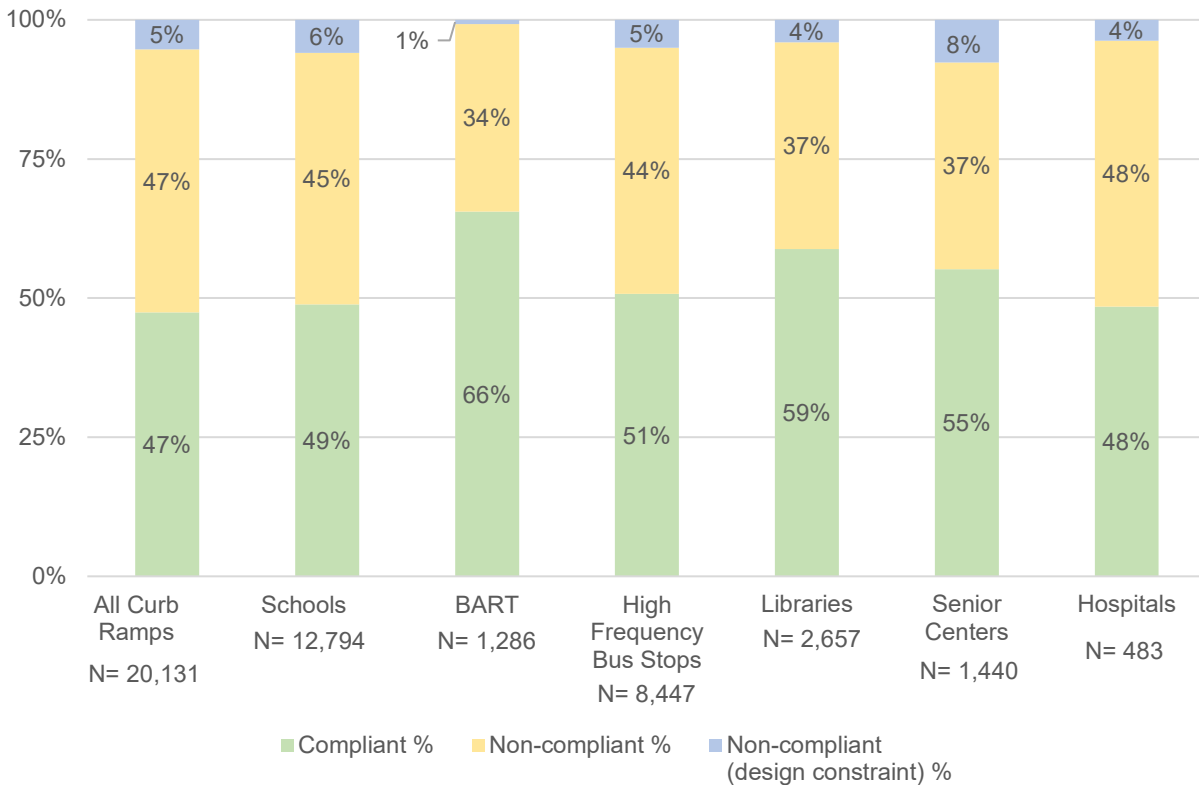
Figure 2: Percentage of Compliant Citywide and Priority Compliant Curb Ramp Locations (FY20 - FY25)



¹ The apparent decrease in the percentage of compliant ramps for both citywide and priority locations between FY21 and FY23 reflects incorporation of a 2023 citywide survey which identified new potential locations for curb ramps and incorporated new requirements that made previously compliant ramps non-compliant. The 2023 survey identified almost two thousand new curb ramp locations; these were added to the City's curb ramp location database, as indicated in the total number of curb ramps per FY in the below chart.

² FY22 and FY23 curb ramp data was combined into single a bi-annual curb ramp report.

Figure 3: Percent of Curb Ramp Compliance by Priority Location in FY25

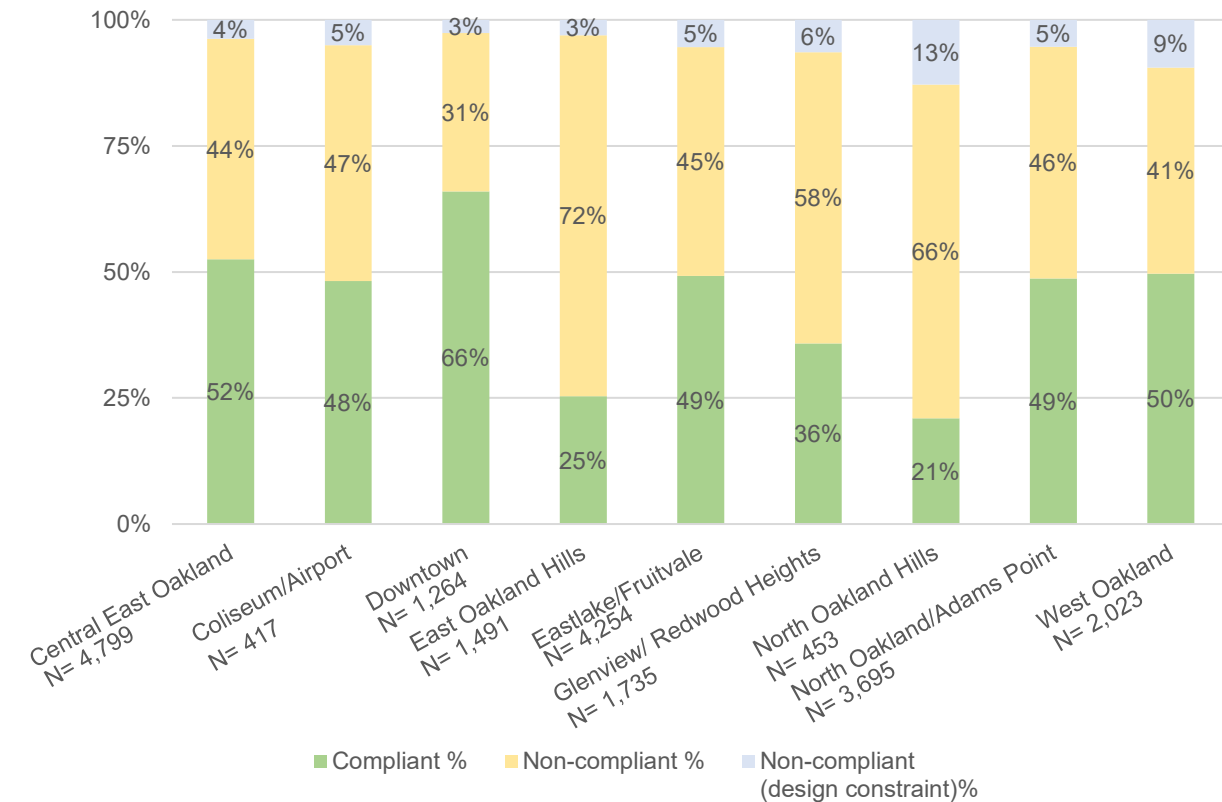


Priority locations are those identified in the City’s ADA Curb Ramp Transition Plan, including curb ramp locations that are within ¼ mile of BART stations, high-frequency bus stops, libraries, senior centers, and hospitals.

As shown in **Figure 3**, the percentage of compliant curb ramps at priority locations is slightly better or better than the citywide rate (47%). As a result of investments over the past two decades in BART housing projects and interagency capital projects around BART stations, curb ramp locations near BART stations have the highest compliance rate at 66%. Ramp locations around high-frequency bus stops, library branches, senior centers, and hospitals range from 48% to 59% compliant (**Figure 3**). Compared to FY24, there has been a range from 1-3% increase of compliant curb ramps in each category, with the construction of 1190 new curb ramps in FY25.

Figures 3 and 4 also present the percentage of ramps citywide and by priority location that may have design constraints toward construction of a fully standard compliant ramp, such as sub-sidewalk basements.

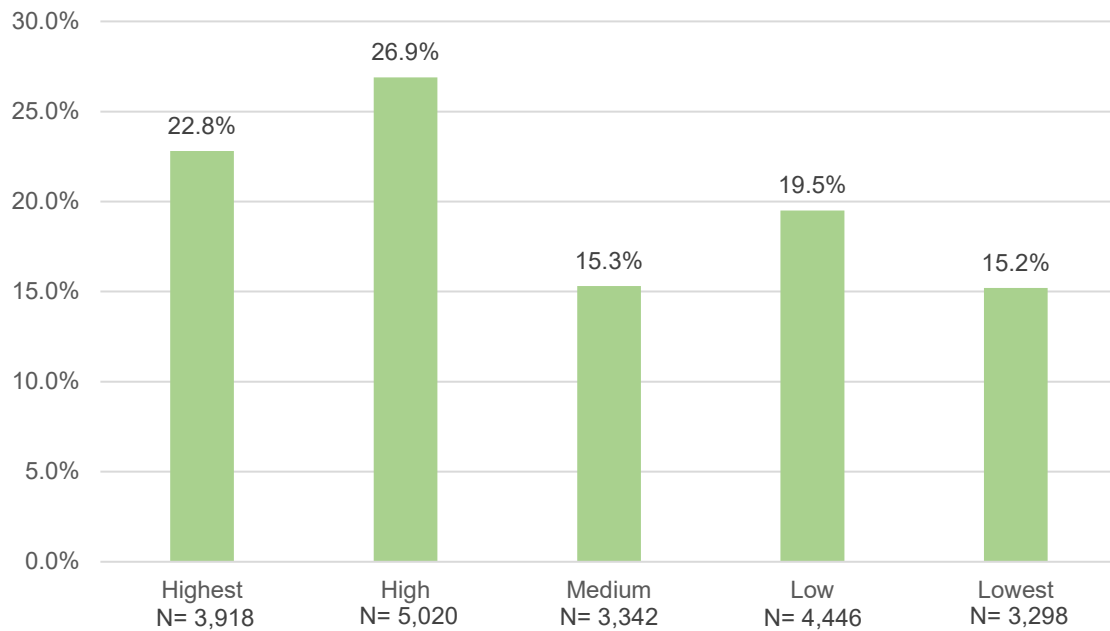
Figure 4: Percentage of Curb Ramp Compliance by Planning Area in FY25



Compliance rates by planning area reflect other trends across the city (**Figure 4**). Downtown has the highest rate of compliance (66%) in large part due to the density of BART and high-frequency bus stops, as well as numerous developments and paving projects which have built curb ramps recently. Central East Oakland, Coliseum/Airport, Eastlake/Fruitvale, North Oakland/Adams Point, and West Oakland also have higher rates of compliance (48%-52%) in comparison to other planning areas due to recent City projects to upgrade curb ramps in these neighborhoods over the years. The three planning areas that have fewer locations identified as priority areas are located within the Oakland hills (East Oakland Hills, Glenview/Redwood Heights, and North Oakland Hills), and have the lowest rates of compliance (25%, 36%, and 21%, respectively). However, since FY24, it is notable that Glenview/Redwood Heights and East Oakland Hills have seen the most growth in compliant curb ramps (11% and 7%, respectively) this year (data not shown).

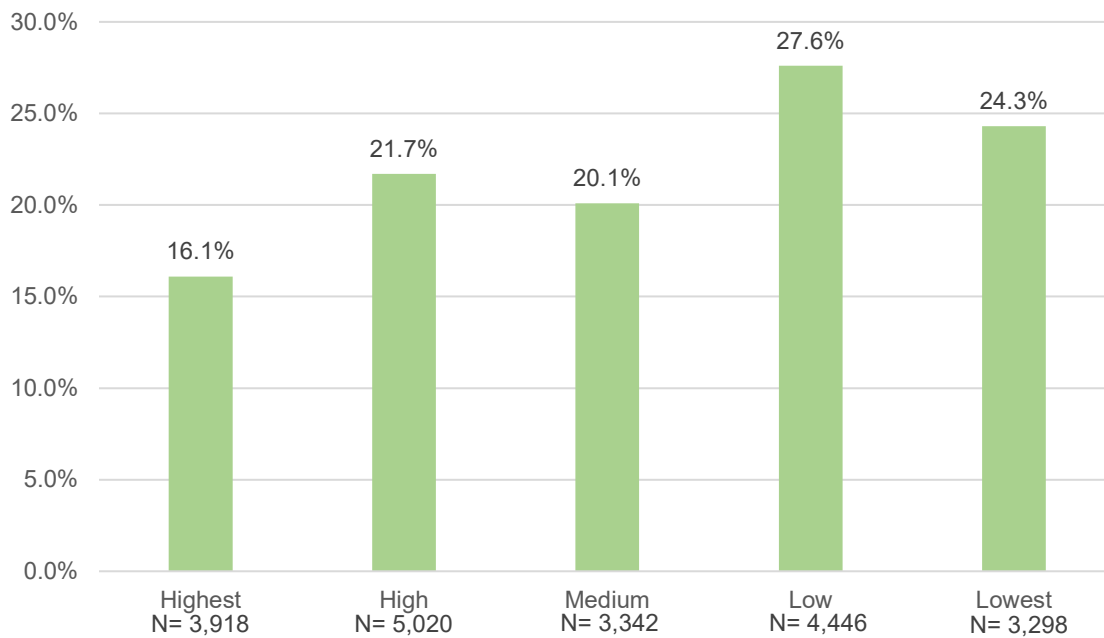
In addition to focusing on curb ramp improvements at priority locations, the Curb Ramp Transition Plan promotes curb ramp improvements in priority neighborhoods. Each census tract in Oakland is scored, ranging from Highest Priority to Lowest Priority, based on seven demographic factors and depicted graphically in the [Oakland DOT Geographic Equity Tool Box](#). As a result of the prioritization efforts, 49.7% (**Figure 5**) of the City’s compliant ramps are located in a neighborhood that has been designated either Highest or High Equity Priority.

Figure 5: Percentage of Curb Ramp Compliance by Equity Priority Area



The following figures present information regarding corners with no ramps, or “missing curb ramps.” These locations present accessibility barriers. Overlaying these locations with other factors, such as equity priority and adjacency to key community locations, enables staff to identify and develop projects that address multiple priorities. **Figure 6** illustrates that the highest priority equity areas in Oakland have the fewest missing ramps by percentage.

Figure 6: Percentage of Missing Curb Ramps By Equity Priority



With nearly one-fifth of ramps within ¼ mile of schools (20.4%) and high frequency bus stops (17.1%) missing, these sites represent locations where OakDOT will be focusing future curb ramp projects to improve access to key community sites and transportation systems (Figure 7).

Figure 7: Percentage of Missing Curb Ramps Within ¼ Mile of Priority Location

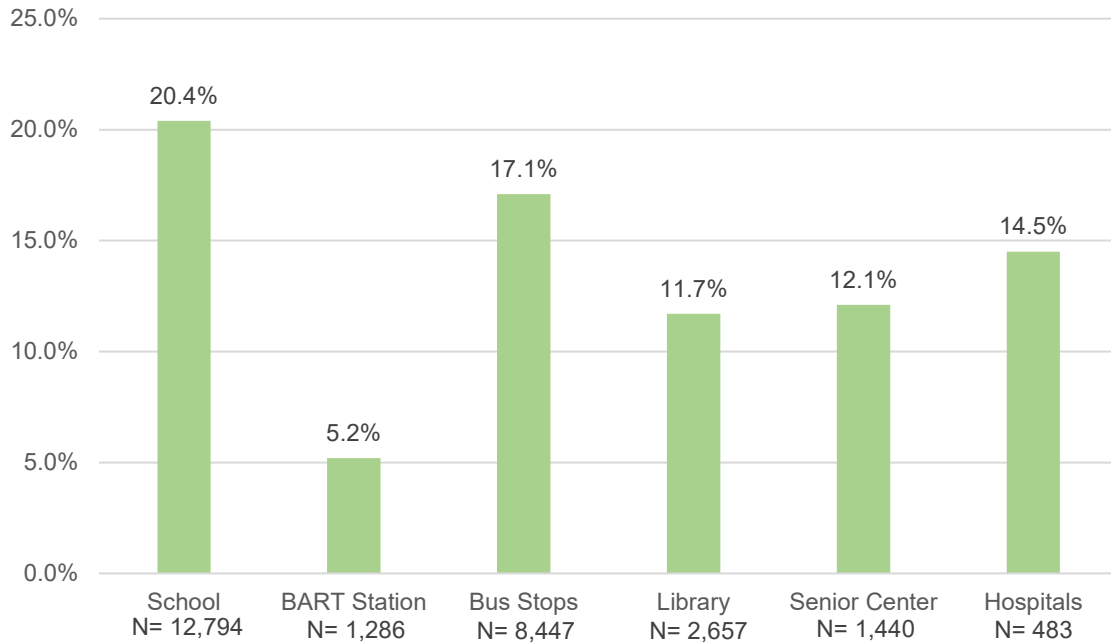
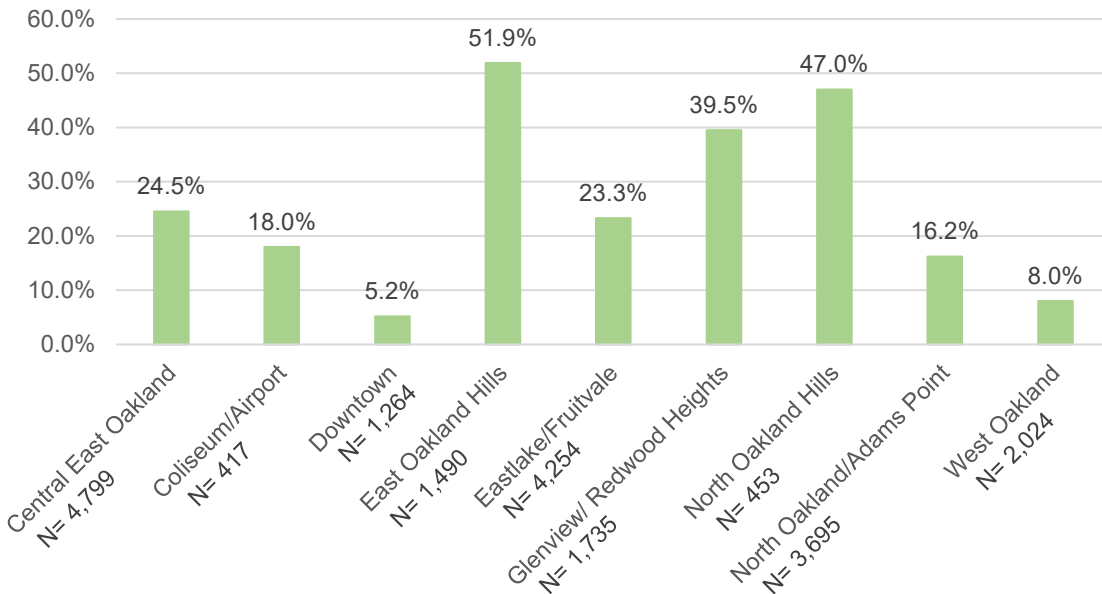


Figure 8 shows that the top 3 neighborhoods with the greatest percentage of missing ramps are East Oakland Hills, North Oakland Hills, and Glenview/Redwood Heights. However, these planning areas have relatively smaller total numbers of ramps than other planning areas (1,490, 453, and 1,735 ramps, respectively).

Figure 8: Percentage of Missing Curb Ramps by Planning Area



PROJECTS & PROGRAMS

ADA Curb Ramp Request Program

The City’s Access Program expedites necessary repairs of curb ramps upon request for qualified individuals with disabilities as defined by the ADA. In FY25, OakDOT received 7 applications through the Access Program. These requests are being constructed in Project 1006308: Citywide Curb Ramps Construction 2024-2025.

Service Requests for Curb Ramps

OakDOT processes requests for curb ramp installations that are received by OAK311, Oakland’s call center for city services. OakDOT responds to each service request with an inspection and determination of whether the curb ramp will be constructed by in-house city concrete crews or added to a contract for a city contractor to complete. In FY25, OakDOT received 42 new service requests for curb ramp inspections with 3 service requests marked complete.

Project 1006308: Citywide Curb Ramps Construction 2024-2025

Typically, the curb ramp program prepares a large curb ramp contract every 1-2 years. Project 1006308: Citywide Curb Ramps Construction 2024-2025 (Project) was awarded in June 2024, and construction commenced in November 2024, addressing priority curb ramp locations and Access Program requests. To date, the Project has constructed 155 curb ramps throughout the city and multiple bus landing pads at new bus stop locations in collaboration with AC Transit. The Project is expected to complete construction by the end of FY26.

Project 1007892: West Oakland STEP Pedestrian Improvements Project

The City and partner non-profit organizations applied for and were awarded a California Air Resources Board (CARB) grant to improve infrastructure in West Oakland. One facet of this grant includes more than \$3M for sidewalk and curb ramp improvements. To date, the WOSTEP Project has constructed 113 curb ramps, and also repairing sidewalks and extending

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and creating new tree wells throughout West Oakland. The WOSTEP Project is expected to complete construction by the spring of 2026.

Recruitment Efforts

The following vacant staff positions that work on the planning, design, construction, and inspection of curb ramps are in the queue for recruitment.

Position Title	Vacant FTEs	Recruitment Status As of November 2025
Construction Inspector Supervisor II	1	Active referral
Senior Construction Inspector	1	Active referral
Construction Inspector	2	Active referral
Arboricultural Inspector	1	New list required
Supervising Civil Engineer	1	New list required
Transportation Planner III	1	Active referral
Assistant Engineer II	2	Active referral

Upcoming Activities

The following are activities underway in FY26 for the curb ramp program:

Compliance with Curran v. City of Oakland Federal Consent Decree

FY26 will be the first year of performance and reporting under a new federal consent decree regarding pedestrian right-of-way accessibility. The consent decree was finally approved on December 4, 2025. More information can be found at [Curran v. City of Oakland Settlement Notice](#).

Project Development

The next Citywide Curb Ramp and Sidewalk project is in the scoping phase and will be advertised in early 2026. The project will incorporate priority designated locations and Access Program requests.

PUBLIC INFORMATION

Information, web-maps, and reports related to the curb ramp program are maintained on the City's website².

For questions, please contact Teresa Peterson, Acting Supervising Civil Engineer.

Respectfully submitted,



Josh Rowan (Feb 23, 2026 12:48:03 PST)

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³ "City of Oakland | Curb Ramps" <http://www.oaklandca.gov/topics/curb-ramps>