



ASK Transit

Inquiry on Wheelchair Ramp Slope

Information compiled on May 25, 2010

The Question: Does your system have a policy that specifies a maximum slope for wheelchair ramps that operators will assist wheelchair users up?

Asotin County PTBA says... We currently have no policy for maximum slope.

Columbia County Public Transportation says... We do not have such a policy.

Community Transit says...No, Community Transit does not have a policy to this effect.

Everett Transit says... We use the ADA guidelines:

- *An ADA ramp is 1 ft in length for every inch of height (8 inch step needs an 8' long ramp)
- *A 1 inch tall edge along the sides of the ramp to prevent wheelchair from going off the edge.
- *Non-skid surface
- *Made of solid material (no old doors or plywood with no support underneath) It should not have any sag with weight on it.
- *Solidly attached to bldg/house/porch.

When it is brought to our attention by a driver, we will go out and check the ramp out. Which includes actually walking on it to see if it is solid enough to support the wt of the rider in the chair and the operator.

Grays Harbor Transit says... No, Grays Harbor Transit does not have a policy regarding maximum slope, drivers are instructed to call for assistance if they feel the ramp is too steep for them to negotiate safely.

Intercity Transit says... We do not currently have a policy, but are doing research of what other systems policies are. King Co Metro (Bob Sahn) and C-Tran (Walt Gordon) have utilized some L & I studies to arrive at a 268 lb limit for what is reasonable for an operator to push. They may be willing to share the findings of these studies. In circumstances where a client exceeds this limit, they provide curb to curb service vs. door to door and request a PCA either travel with the client, or meet the client at the origin and destination to provide assistance from there.

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We are receiving more frequent complaints from drivers who are concerned not only about the pitch of ramps, but the increasing weight of our passengers. This will continue to be an issue as we transport heavier clients.

Island Transit says...No , not at this time.

Kitsap Transit says... Kitsap Transit **does not** have a policy (related to the incline or slope of ramps) that limits operators from assisting customers up the ramp. So far, there has not been a demonstrated need to institute such a policy. Bus Stops on our current route structure do not incur unusual inclines or steep slopes that would prevent customers from boarding our buses that utilize ramps.

Mason Transit says... At this time we have not had a problem with ramp slope and we do not have a policy for ramps. We refer to the ADA guidelines for ramps if necessary. If the slope of a ramp came into question we would look at the individual ramp for steepness.

Pierce Transit says... We try to stay as close to the ADA regulation of a 12% grade as possible, however we look at each situation on a case to case basis. We would not necessarily deny a passenger operator escort if the grade is slightly over 12%. We would consider all contributing factors such as mobility device type, terrain, passenger size, and composition and length of ramp.

Pullman Transit says... No, we don't have a policy for this. If the driver feels a drop off is to difficult to maneuver they tell the Customer service supervisor and he does and one by one evaluation.

Skagit Transit says....We don't have a policy regarding the maximum slope our drivers will assist someone in a wheelchair.

Spokane Transit says...As our policy we basically follow the ADA guidelines of 1 inch per 12 inches of rise.

Valley Transit says... We follow the ADA guidelines for maximum slope for wheelchair ramps.

Yakima Transit says...We do not have such a policy.

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