

Pedestrian Ramp Program

Fiscal Year 2023 Semi-Annual Progress Report



Issued August 14, 2023

Covering January 1, 2023 – June 30, 2023

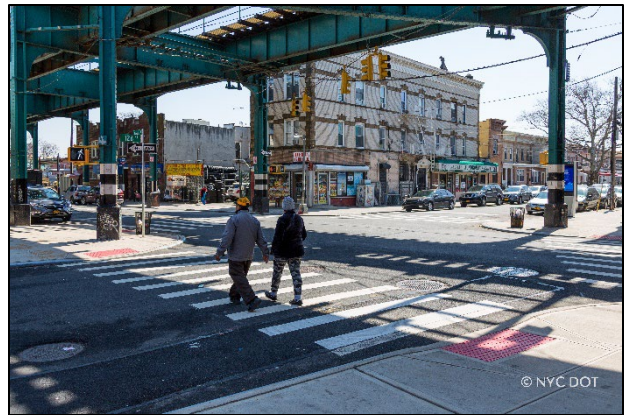


www.nycpedramps.info

Overview

The New York City Department of Transportation (NYC DOT) maintains the City's 12,760 miles of sidewalks and approximately 185,000 corners. Pedestrian (curb) ramps are an integral component of the sidewalk network.

Pedestrian ramps provide access on and off our streets and sidewalks and are an essential tool for all pedestrians, especially aging New Yorkers and persons with disabilities.



Pedestrian Ramp Upgrades and Modifications

NYC DOT developed a program dedicated to upgrading and installing new pedestrian ramps and is committed to making pedestrian space safe and accessible for all road users. Existing pedestrian ramps must comply with the 2010 Americans with Disabilities Act Standards for Accessible Design (ADA). New and upgraded pedestrian ramps will be constructed to comply with the latest version of NYC DOT's Highway Rules, Standard Specifications, Standard Details of Construction, and the Americans with Disabilities Act (ADA), and will include a detectable warning surface in a color that contrasts with its surroundings to help guide persons who are blind or have low vision.

In addition, NYC DOT completed collecting data on all pedestrian ramps throughout the city. This effort will aid in the evaluation of existing conditions, support compliance analysis of ramps, and guide the development of a prioritization model that will determine areas with greater need throughout the five boroughs.



NYC DOT currently addresses pedestrian ramp installations and upgrades through the following efforts:

- When streets are resurfaced;
- During the implementation of Street Improvement Projects;
- When addressing sidewalk defects (Prior Notice Contracts);
- As part of capital projects; and
- Through a formalized complaint process.

Beyond these efforts, NYC DOT is also monitoring the work performed by private utilities, developers and contractors working on behalf of other City agencies.



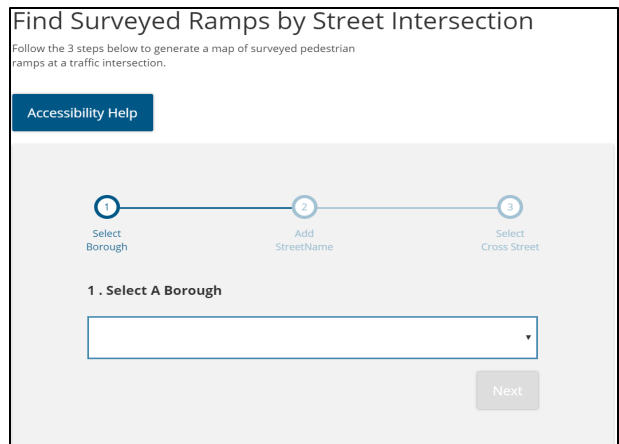
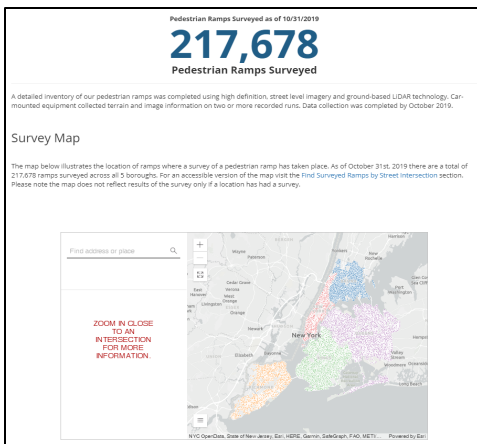
Pedestrian Ramp Survey

The City of New York, through NYC DOT, undertook an important effort to collect data on pedestrian ramps located throughout the city at corners, mid-block crossings and medians.



This collection utilized mobile technology to capture high definition, street level imagery and ground-based LiDAR data. The data was analyzed through an automated process to extract the measurements of each ramp. The locations and assessment results are available on the [Pedestrian Ramp Program Website](#). There are a total of 217,678 ramps in the five boroughs.¹ A map of program progress is also available in the [Program Progress](#) section of the website.

An evaluation of the data obtained from the survey will be used to identify the areas of greater need in each borough, to enhance NYC DOT's current pedestrian ramp maintenance program, and continue to provide safe and accessible corners compliant with ADA accessibility requirements.



¹The information shows locations with existing, surveyed pedestrian ramps. If a dot is not shown, the location was not surveyed or has no pedestrian ramps. DOT's continued quality assurance work on the survey data may change the number of ramps published to date.

Planned Pedestrian Ramp Construction Schedule

NYC DOT has doubled the number of contracts registered annually and has increased the number of in-house crews constructing pedestrian ramps. The pedestrian ramps constructed for this fiscal year's reporting period for each construction type and construction origin are presented under the progress report section.

An **installation** is a pedestrian ramp installation at a corner where a ramp does not exist.

An **upgrade** is a repair, replacement or other improvement to one or more elements of an existing pedestrian ramp that will bring the ramp into compliance with the ADA.

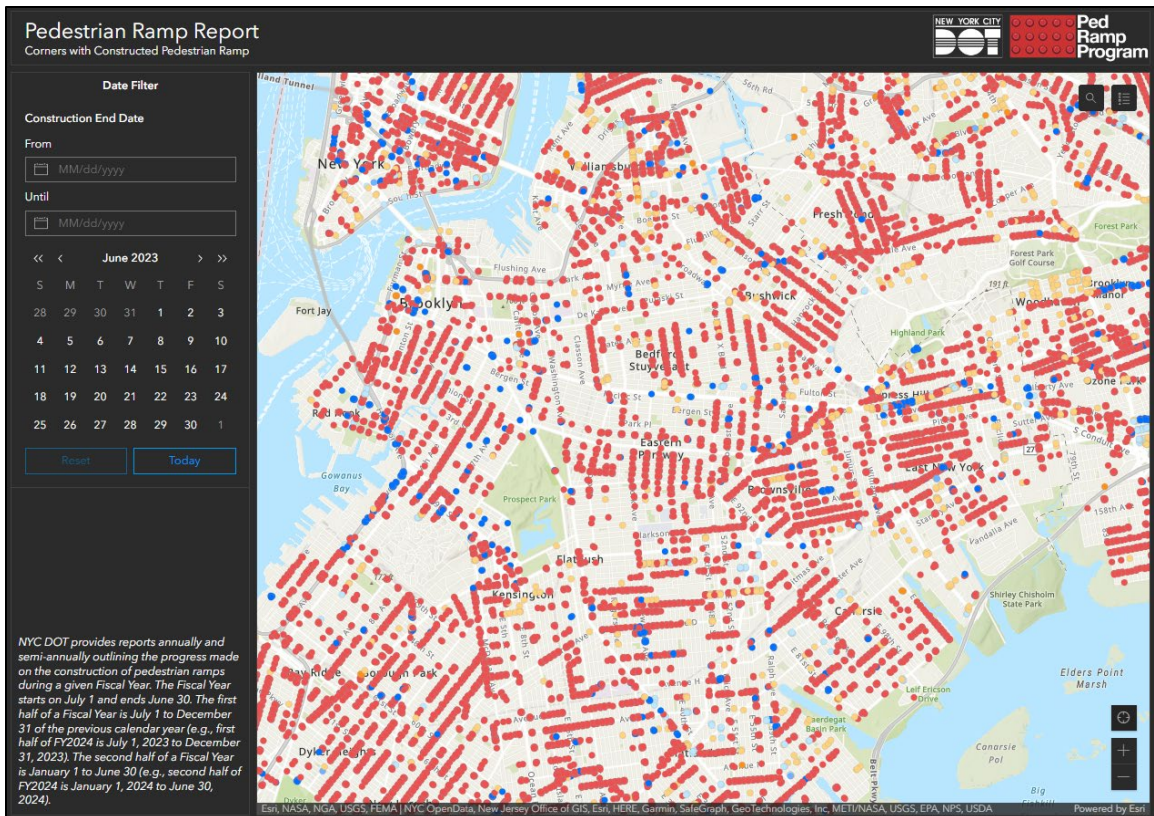
A **standard corner** is one that does not require structure or utility relocation or that may not require a unique design drawing.

A **complex corner** is one that requires a unique design drawing to be prepared in order to install or upgrade a pedestrian ramp due to an unusual site condition.



Progress Report: January 1, 2023 – June 30, 2023

NYC DOT provides reports semi-annually outlining the progress made on the construction of pedestrian ramps. DOT developed a GIS color-coded map as part of each report posted on NYC DOT's Pedestrian Ramp Program Website, which can be [accessed directly through this link](#).



The following charts provide information covering January 1, 2023 through June 30, 2023:

1. Total number of corners installed.
2. Total number of corners upgraded.
3. Total number of corners constructed in connection with resurfaced stretches (known as “resurfacing”).
4. Total number of corners constructed in response to complaints.
5. Total number of corners constructed through priority-based work.

Corners Constructed: January 1, 2023 – June 30, 2023 and July 1, 2017 – June 30, 2023

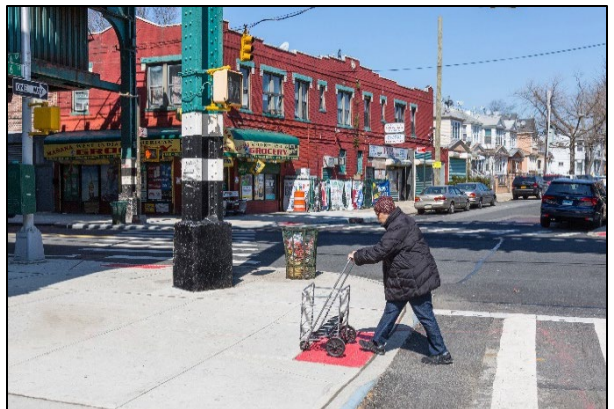
	FY23			FY18 - FY23		
	JANUARY 2023 – JUNE 2023			JULY 2017 – JUNE 2023		
	Standard	Complex	Total	Standard	Complex	Total
Installations	91	1	92	1,828	964	2,792
Upgrades	2,471	5	2,476	38,968	718	39,686
TOTAL	2,562	6	2,568	40,796	1,682	42,478

	FY23			FY18 - FY23		
	JANUARY 2023 – JUNE 2023			JULY 2017 – JUNE 2023		
	Standard	Complex	Total	Standard	Complex	Total
Resurfacing	2,420	5	2,425	35,915	1,024	36,939
<i>Installations</i>	58	0	58	1,307	650	1,957
<i>Upgrades</i>	2,362	5	2,367	34,608	374	34,982
Complaints*	28	0	28	186	5	191
<i>Installations</i>	5	0	5	21	1	22
<i>Upgrades</i>	23	0	23	165	4	169
Priority-Based**	N/A	N/A	N/A	N/A	N/A	N/A
<i>Installations</i>	N/A	N/A	N/A	N/A	N/A	N/A
<i>Upgrades</i>	N/A	N/A	N/A	N/A	N/A	N/A
Other***	114	1	115	4,695	653	5,348
<i>Installations</i>	28	1	29	500	313	813
<i>Upgrades</i>	86	0	86	4,195	340	4,535
TOTAL	2,562	6	2,568	40,796	1,682	42,478

* Complaints received for locations along resurfacing stretches are counted under Resurfacing

** See Priority-Based Work explanation in report

*** Includes stand-alone installation contracts, and work done by private developers, utility companies and other agencies



Corners Constructed Through Priority-Based Work

**After addressing corners following resurfacing and complaints, NYC DOT will combine the survey data with additional geographic and demographic information to determine priority-based work locations. With the information obtained from this analysis, NYC DOT will prioritize locations in the five boroughs with the intent to supplement the program.

NYC DOT is committed to the successful implementation of this program, and towards this goal, is addressing pedestrian ramp installations and upgrades throughout the five boroughs.

