

Pedestrian Ramp Program

Fiscal Year 2020 Semi-Annual Progress Report



Issued August 11, 2020

Covering January 1, 2020 – June 30, 2020

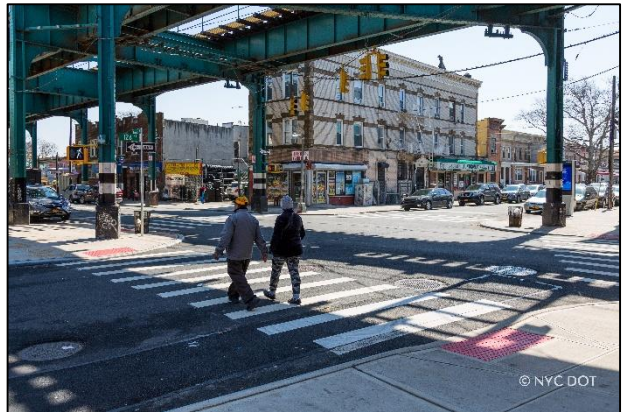


www.nycpedramps.info

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 ramps (curb ramps) are an integral component of the sidewalk network.

Pedestrian ramps are a critical component in providing for safe and accessible means of travel throughout New York City. 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, Standards Details of Construction, and the Americans with Disabilities Act (ADA), and will include a detectable warning surface in a color that contrasts with surroundings to help guide persons who are blind or have low vision.

In addition, NYC DOT recently completed a survey of all pedestrian ramps throughout the city to create a comprehensive inventory and an assessment of current conditions is currently underway. This effort will aid in the evaluation of existing conditions and help in the development of a prioritization model that will determine areas with greater need throughout the five boroughs.



NYC DOT is committed to the successful implementation of this program and towards this goal is addressing pedestrian ramp installations and upgrades through the following efforts:

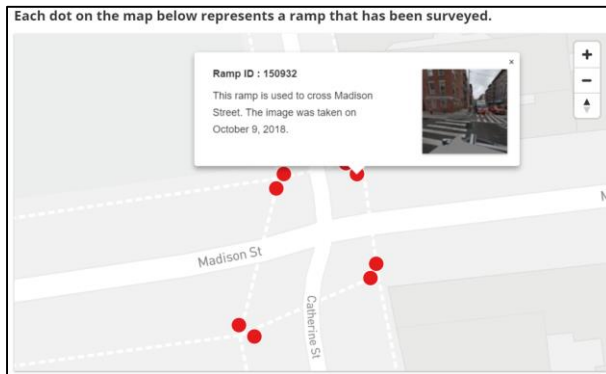
- When streets are resurfaced;
- During the implementation of Street Improvement Projects;
- When addressing sidewalk defects (Prior Notice Contracts);
- As part of capital projects;
- Through a formalized complaint process.

Beyond these efforts, NYCDOT 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 survey pedestrian ramps located throughout the city at corners, mid-block crossings and medians.



This survey 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 initial survey locations are available as a map on the [Pedestrian Ramp Program Website](#). As of October 31, 2019, there are a total of 217,679 ramps surveyed across all five boroughs.¹ For an accessible version of the map visit the [Find Surveyed Ramps by Street Intersection](#) section.

The data obtained from the survey (supplemented by a thorough evaluation) 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.

Pedestrian Ramps Surveyed as of 10/31/2019

217,679

Pedestrian Ramps Surveyed

A detailed inventory of New York City's pedestrian ramps has been completed as of October 2019. We used high definition, street level imagery, ground-based LiDAR technology, and car-mounted equipment to collect terrain and image information on two or more recorded runs for the data collection.

How Are We Going to Use This Data?

NYC DOT is now in the process of assessing the data extracted from LiDAR and imagery data collected for each pedestrian ramp. We will determine whether a ramp needs an upgrade based on design standards of the Americans with Disabilities Act. We will start with ramps that are on newly resurfaced streets and ramps in connection with complaints. Next, we will combine survey data with demographic information to determine where to continue our work on a priority basis. We will complete the full assessment by October 2020. DOT's continued assessment and quality assurance work on the survey data until October 31, 2020 may change the number of ramps published at the survey end date.

Survey Map

The map below illustrates the location of ramps where a survey of a pedestrian ramp has taken place. As of October 31st, 2019 there are a total of 217,679 ramps surveyed across all 5 boroughs. For an accessible version of the map visit the [Find Surveyed Ramps by Street Intersection](#) section. Please note the map does not reflect results of the survey only if a location has had a survey.

Each dot on the map below represents an intersection with at least one surveyed ramp.

Find Surveyed Ramps by Street Intersection

Follow the 3 steps below to generate a map of surveyed pedestrian ramps at a traffic intersection.

Accessibility Help

- 1 Select Borough
- 2 Add Street Name
- 3 Select Cross Street

1. Select A Borough

Next

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. The full compliance assessment is underway. DOT's continued quality assurance work on the survey data may change the number of ramps published to date.

Planned Pedestrian Ramp Construction Schedule

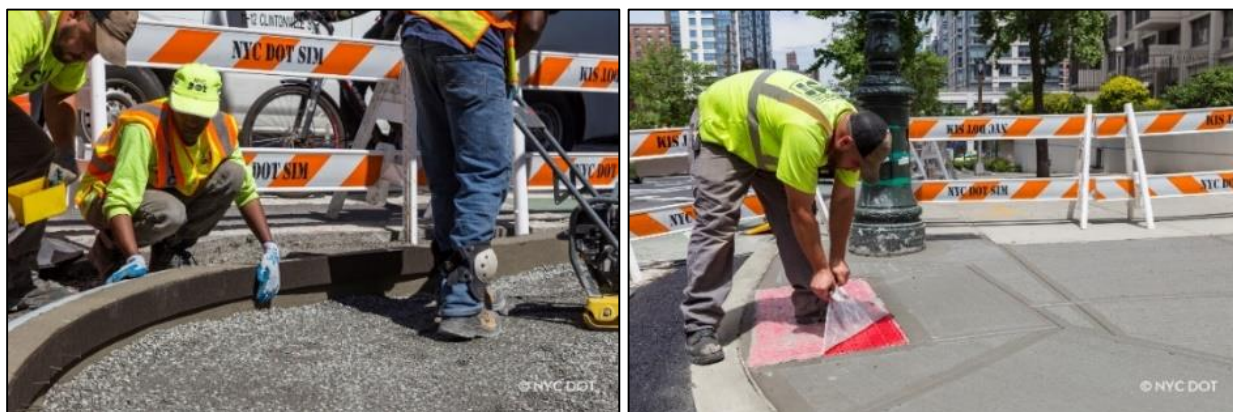
NYC DOT has doubled the number of contracts registered annually and expects to triple the number of in-house crews constructing pedestrian ramps. The pedestrian ramps constructed for this fiscal year's reporting period for each construction type and construction origin are presented under the progress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

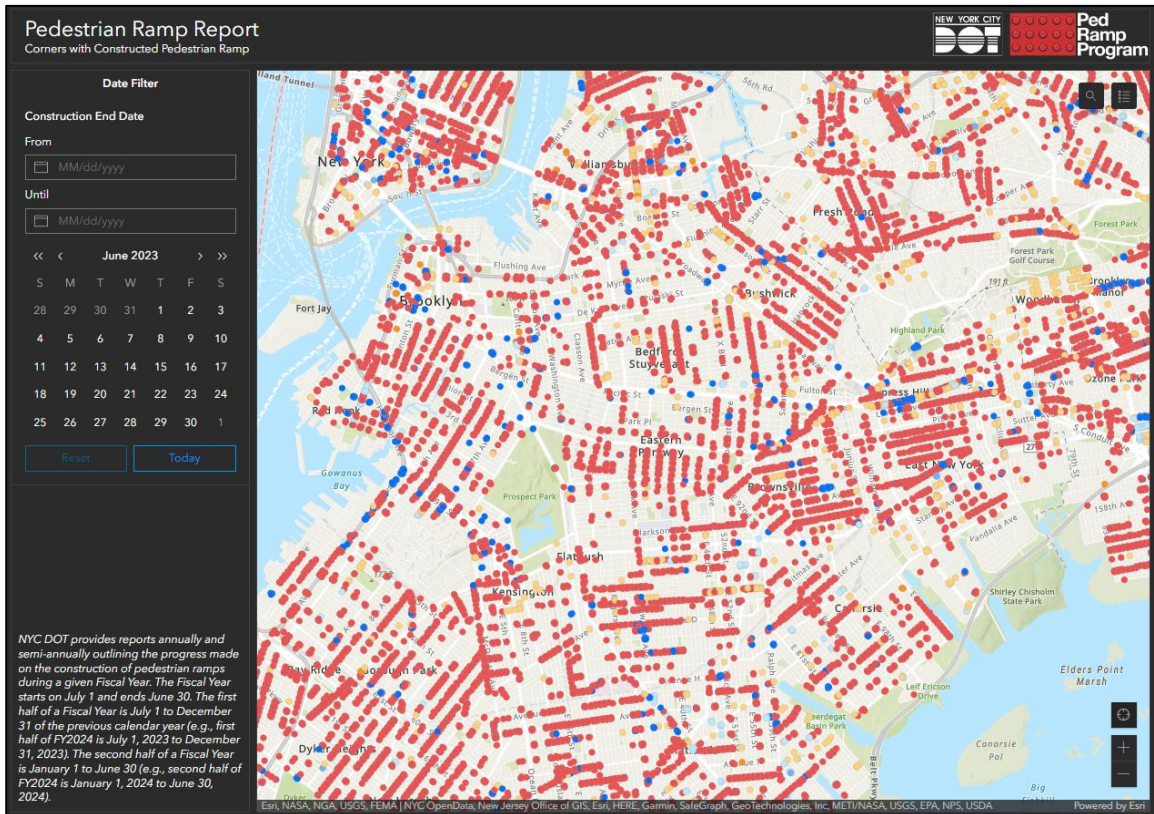
A **standard corner** is one that does not require structure or utility relocation or that may not require a unique design drawing.

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, 2020 – June 30, 2020

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, 2020 through June 30, 2020:

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

Pedestrian Ramps Constructed: January 1, 2020 – June 30, 2020

CONSTRUCTION TYPE / ORIGIN	PEDESTRIAN RAMPS CONSTRUCTED
1. INSTALLATIONS	112
2. UPGRADES	5,721
3. RESURFACING	5,122
4. COMPLAINTS*	82
5. PRIORITY BASED**	N/A

*If a complaint falls along a resurfacing stretch it is counted under resurfacing.

Pedestrian Ramps 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 where to begin our priority-based work. The results of this prioritization will be published on the NYC DOT’s Pedestrian Ramp Program website by approximately December 2020.

With the information obtained from this analysis, NYC DOT will prioritize locations in the five boroughs with the intent to supplement the program. Until the analysis is complete, NYC DOT will schedule pedestrian ramp work based on factors other than the prioritization model.

