CID-NY

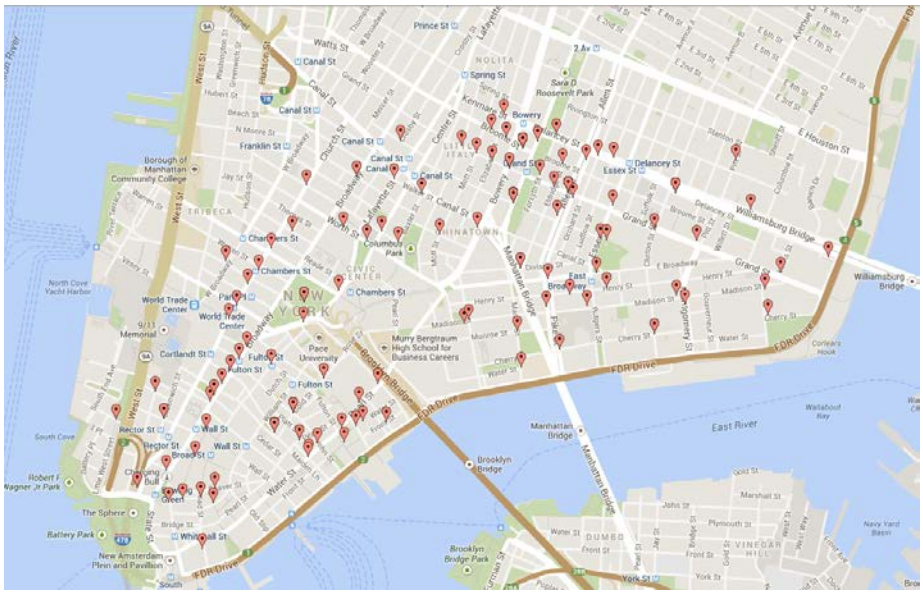
Manhattan
841 Broadway
Suite 301
New York, NY 10003
212/674-2300 Tel
212/254-5953 Fax
646/350-2681 VP

Queens
80-02 Kew Gardens Rd
Suite 107
Kew Gardens, NY 11415
646/442-1520 Tel
347/561-4883 Fax
347/905-5088 VP

www.CIDNY.org

Center for Independence of the Disabled, NY

Curb Cut Survey Report:
Analysis of June 4, 2014 Curb Cut Surveys in Lower Manhattan



June 4, 2014 Curb Cut Survey Report

CIDNY staff and volunteers from the National MS Society fanned out across downtown Manhattan to conduct curb cut surveys on June 4, 2014. Surveyors evaluated the curb cuts at 157 intersections using a survey instrument that took into account major features of the Americans with Disabilities Act requirements for accessible curb cuts.

At these 157 intersections, 1066 possible sites where a curb cut was needed were documented, including center islands in roadways that spanned intersections. Of these 1066 corners, 824 corners had measurable intersections for evaluation of accessibility. Of the 1066 possible sites, 242 had no curb cut at all.

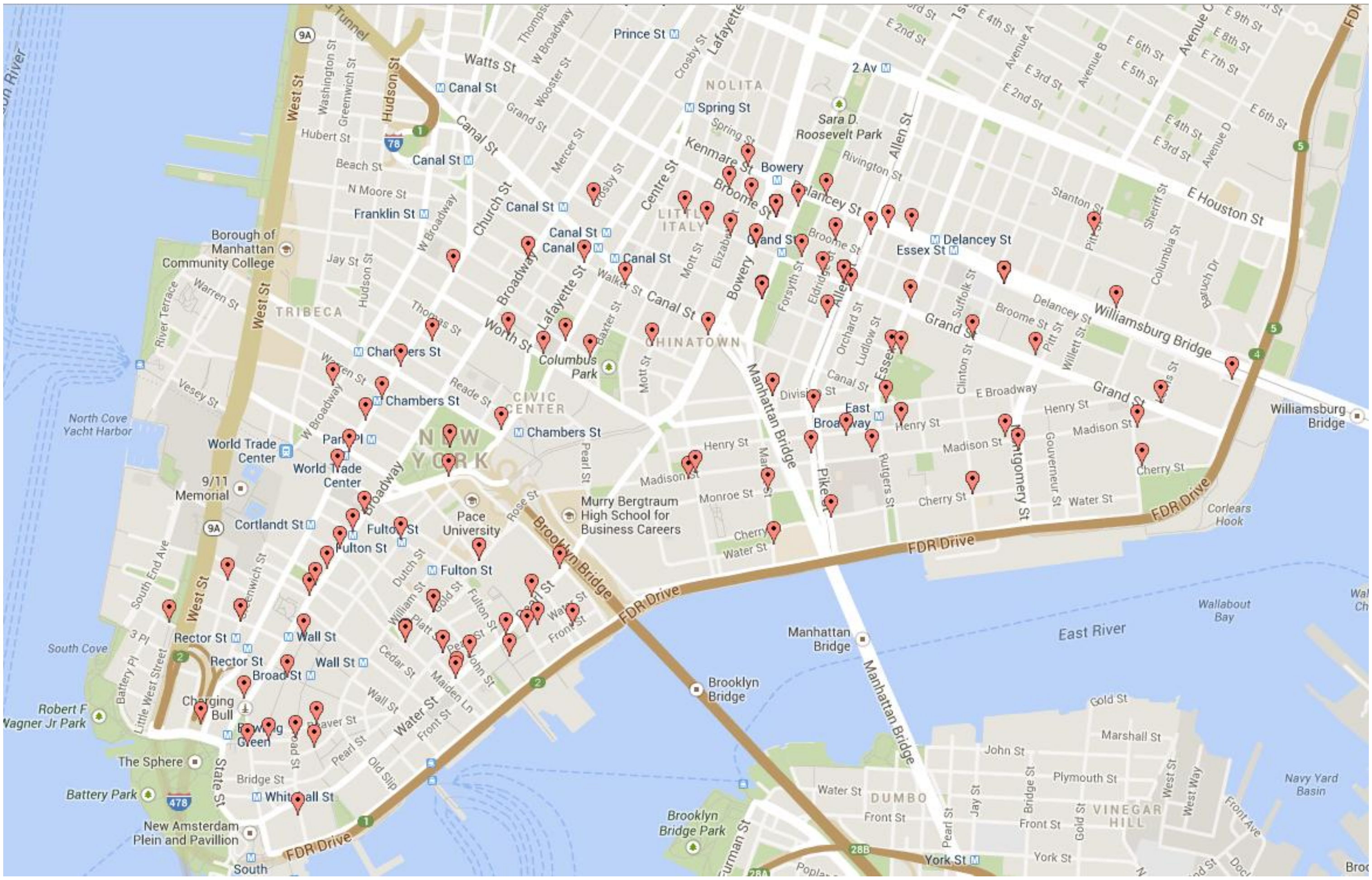
CIDNY's survey looked at curb cut width, degree of slope, detectable warnings as well as the conditions of the cuts – including issues like crumbling concrete; barriers on the curb cut; and pot holes directly in front of the curb cut. As a result of our surveys, we found that 68.4 percent of the measurable curbs had barriers that would prevent safe passage for people with disabilities.

June 4, 2014 Curb Cut Survey

	No. of Sites	**% of sites**
No Cut	**242**	**22.7%***
Incorrect Slope	**230**	**28.0%**
Ramp Width less than 36in	**22**	**2.7%**
Lip at Cut	**171**	**20.8%**
No Detectable Warning	**444**	**53.9%**
Crumbling Concrete	**93**	**11.3%**
Led to Pot Hole	**51**	**6.2%**
Object Obstructing Cut	**50**	**6.1%**
Barrier in Pathway to Curb Cut	**19**	**2.4%**
Total Measurable Inaccessible Curbs	**564**	**68.4%****
Total Inaccessible Curbs	**806**	**75.6%*****

*Percentage is calculated by dividing the number of curbs with no cut out of the total curbs surveyed, including those where no cut existed and there should have been a curb present. Total curbs surveyed were 1066.
**Percentage is calculated by dividing the number of measurable curbs with one or more issues making it inaccessible by the total number of measurable cuts, excluding curbs where there was no cut. The total measurable cuts were 824.
***Percentage is calculated by dividing the total number of cuts that were inaccessible, including curbs where a cut was not present and it should have been and curb cuts with one or more issue making it inaccessible, by the total number of surveyed curb cuts. Total curbs surveyed were 1066.

CIDNY Curb Cut Survey Locations

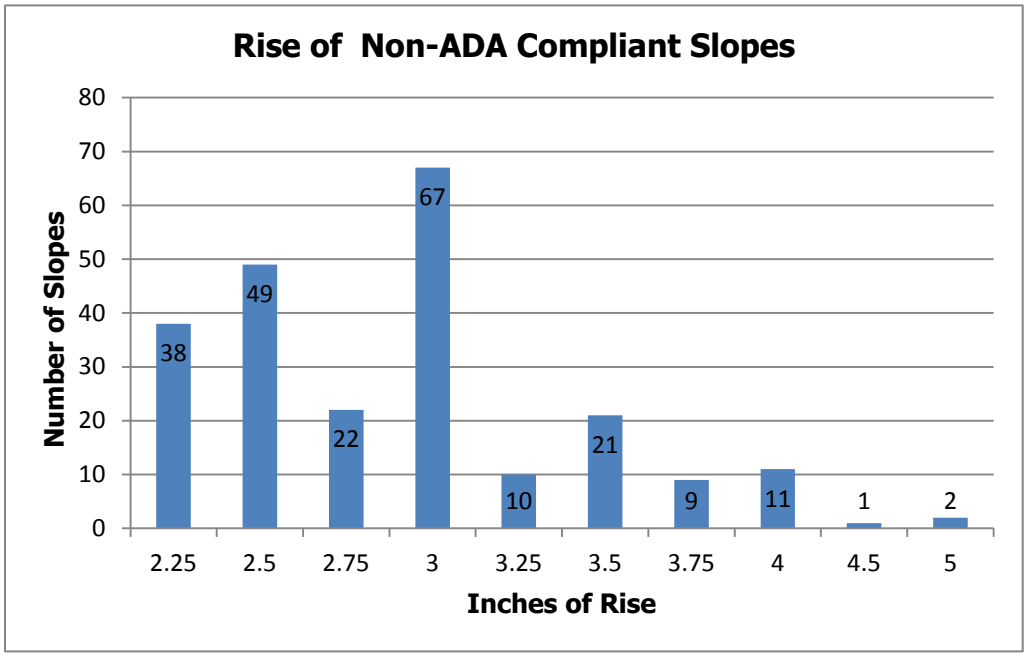


No Cut Existed – Of the 1066 surveyed curb cuts, 22.7 percent or 242 curbs did not have a curb cut at a corner of the intersection. Without a curb cut, people would either need to be able to step up to the curb, navigate the road side until locating a cut in the pavement, navigate a circuitous route, or not be able to cross the street.

Delancey Street, Lewis Street
No curb cut.

Pearl Street, Beekman Street
No curb cut.

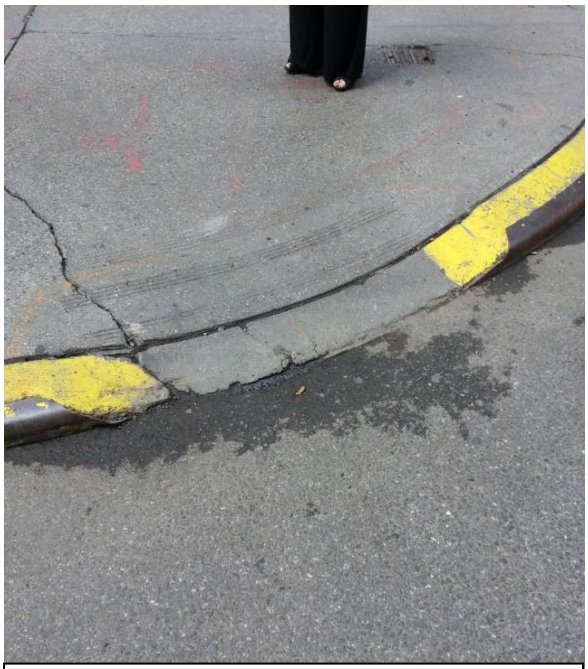
Slope – Of the 824 measurable curb cuts, 28 percent or 230 curbs slope were too steep and did not meet ADA requirements of 1 inch of rise for every 12 inches of length.



South Street, Fulton Street
Slope ratio – 3":24".

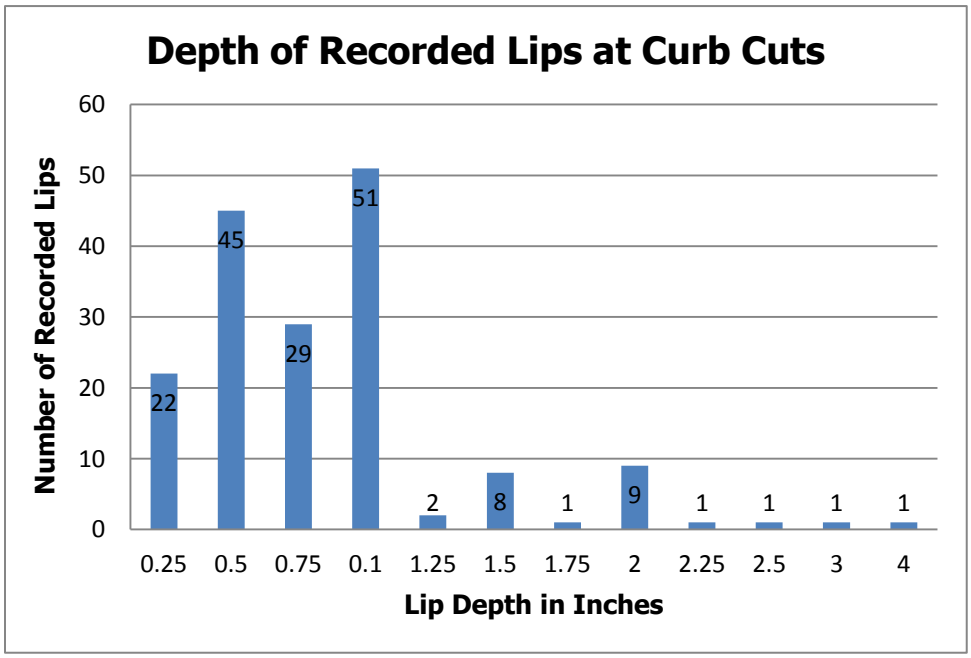
Ramp Width – Of the 824 measurable curb cuts, 2.7 percent or 22 ramps did not meet the ADA standard of 36 inch width or greater for accessible curb cuts. In addition to finding ramps that were less than 36 inches wide, we also saw curb cuts where there was no discernible ramp.

Eldridge Street, Canal Street
No Real Cuts.



Broad Street, Stone Street
Cut is 36" wide, but does not have a level 36in cut.

Lip – Of the 824 measurable cuts, 20.1 percent or 171 had a lip where the curb cut met the ground. The ADA requires that there is a smooth transition from roadway to curb cut. In some places, large puddles pooled at the bases of curb cuts making lips difficult to measure and making the path of travel difficult to navigate.



Delancey Street, Lewis Street
0.5 inch lip.

Grand Street, Ludlow Street
Large puddle pooled at curb cut;
Lip at curb cut.

Crumbling Concrete and Led to Pot Hole – Of the 824 measurable curb cuts, 11.3 percent or 93 curbs had crumbling surfaces and 6.2 percent or 51 curbs led directly into a pot hole. These deteriorating surfaces in addition to curbs leading directly into grates and manhole covers make navigating the curb cut difficult for people using wheelchairs, walkers, or canes and people who are blind or low vision. These uneven surfaces put pedestrians at danger of injury from falls and trips. Surveyors observed and documented instances in which asphalt or cement was used to patch deteriorating surfaces. These patches did not effectively solve accessibility issues and in some cases exacerbated surface issues.

Broome Street, Ludlow Street
Severely deteriorated concrete causing depression in curb cut surface and 4 inch lip.

Grand Street, Essex Street
Cracks in concrete surface, deteriorated concrete at base of ramp, and manhole cover in curb cut.

Baxter Street, Bayard Street
Grate at base of curb cut that leads directly to pot hole.

Clinton Street, Delancey Street
Asphalt used to cover deteriorating surface.

Rutgers Street, Madison Street
Crumbling concrete leading to pot hole and pooled water.

No Detectable Warnings – Out of the 824 measurable curb cuts, 53.9 percent did not meet ADA requirements for accessible curb cuts by having detectable warnings. In fact, 444 had no detectable warnings (truncated domes). In some cases detectable warnings were present, however, these warnings were deteriorating.

Pike Street, East Broadway
Crumbling truncated domes.

John Street, Pearl Street
Missing plate of truncated domes.

Object Obstructing Curb Cut – Of the 824 measurable curb cuts, 6.1 percent or 50 had an object(s) that obstructed use of curb cuts. These obstructions ranged from bikes and garbage cans to construction barriers, boxes of produce, and cars parked at curb cuts. These barriers reduce clearance space of ramps, make paths from one corner to the next impassible, and reflect a lack of understanding of how these objects reduce accessibility.

South Street, Beekman Street
Construction in barrier completely blocking passage of curb cut.

Ludlow Street, Hester Street
Bike locked to street sign pole, narrowing clearance of curb cut ramp.

Forsyth Street, East Broadway
Merchants' products placed on street, providing no clearance at cut.

Water Street, Peck Slip
Construction cone placed in curb cut.

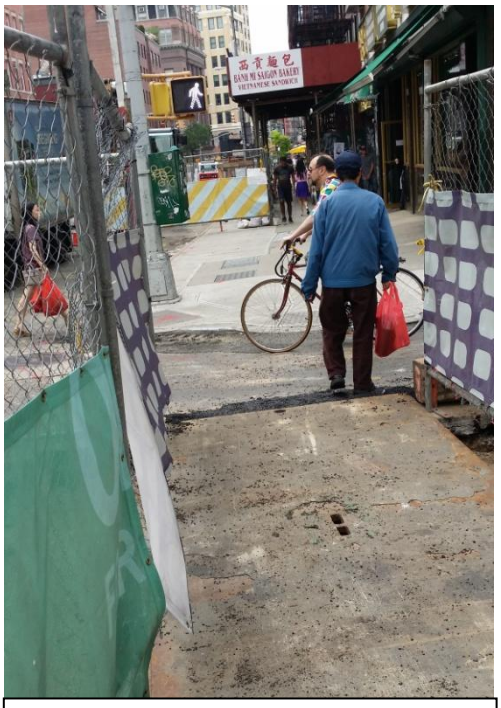
Forsyth Street, Canal Street
Cars parked at curb cut extend into path of travel narrowing cut at one corner and making impassible at opposite corner.

Barriers in Curb Cut Pathway – Out of the 824 measurable curb cuts, 2.4 percent or 19 cuts had barriers leading to the curb that made navigating to the curb cut difficult or in some cases inaccessible. These barriers include temporary barriers such as scaffolding, fences for street fairs, and construction barriers to permanent structural barriers.

Orchard Street, Broome Street
Café sandwich board sign and planters obstruct route to curb cut.

Front Street, John Street
Scaffolding and construction narrow pathway on sidewalk. Bikes locked to scaffolding further narrow the pathway.

Allen Street, Canal Street – Center Island
Bike lane crosses directly in front of curb cut opening.



Mulberry Street, Grand Street
Temporary pathway with uneven surface in middle of street between path from one cut to the next.

Mulberry Street, Grand Street – Fences from street fair block access to curb cut and street.

Centre Street, Chambers Street
Concrete pillars block access to curb cut. These types of pillars were reported at several curb cuts.