

Preliminary ADA Assessment at New York Central Park



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Major ADA Violations Found at Every Location Assessed

- Accessible route too narrow
- Obstructions in the accessible route
- Missing curb ramps
- Non-compliant curb ramps
- Missing signalized crossing (at island crossing)
- Missing automated pedestrian signals (APS)
- Missing detectable warnings
- Ramps too steep
- Missing handrails
- Non-complaint handrails
- Missing level landings
- Visual only signage with no complementary audio (look both ways, etc.)

Attempting to gain access to Central Park using the Transverse



- Walkway used frequently by walkers, runners and people with disabilities but when you get to the bottom of the hill the pathway is so narrow and non-compliant, the pathway is impassible for many due to the narrow distance to the retaining wall
- The pathway narrows to 29 inches wide at the fire hydrant
- Room is available on the retaining wall to make the pathway wider and compliant to the ADA, the ADA requires 32 inches wide (minimum)

Attempting to gain access to Central Park using the Transverse



Next barrier encountered reduced the width of the path of travel to 28 ½ inches wide at the sign post



Attempting to gain access to Central Park using the Transverse



Large sections of missing concrete at various locations along path of travel

Attempting to gain access to Central Park using the Transverse



- Various sections with excessive cross slope along path of travel; 6 degrees of cross slope measured in several locations
- **6 degrees = 10.51% slope**
- **ADA Maximum allowable cross slope = 2%**

Attempting to gain access to Central Park using the Transverse



- Large sections of missing concrete at various locations
- Leaves and debris along entire path of travel makes the path even narrower
- No option to turn around, no option to get off the sidewalk down to street level

Attempting to gain access to Central Park using the Transverse



- Reduced width of the path of travel at post, less than 20 inches of clear width due to post/fire hydrant and debris, etc., makes passing difficult for some and impossible for others
- No curb ramp and/or crosswalk to get off the sidewalk, down to street level

ADA requires:

- 32 inch minimum clear width
- Level change device when vertical distance exceeds 5/8 inch
- When curb ramps are used they must include a detectable warning
- Crosswalks must be provided when pedestrian traffic crosses an active roadway
- Signalized crossings should be provided when no vehicle traffic, higher speeds, curves, inclines, etc.
- When signalized crossings are provided as new construction or alteration, automated pedestrian signals shall be provided

Attempting to gain access to Central Park using the Transverse



- **Missing curb ramp along the street that connects to the accessible route**
- **No curb ramp along entire curb face**

Attempting to gain access to Central Park using the Transverse



- **Missing curb ramp across the street that connects to the accessible route**
- **No curb ramp along entire curb**

Ramp/stair to enter Park



- ADA requires maximum allowable slope 1:12 (8.3%), level landing along the ramp every 30 inches of rise and compliant handrails both sides



- Looking down ramp, excessive and non-compliant slope on ramp, excess of 10 degrees slope = 17.6 % slope, non-compliant handrail, missing handrail on left side (looking down)

Stair (new) and Ramp Inside Park



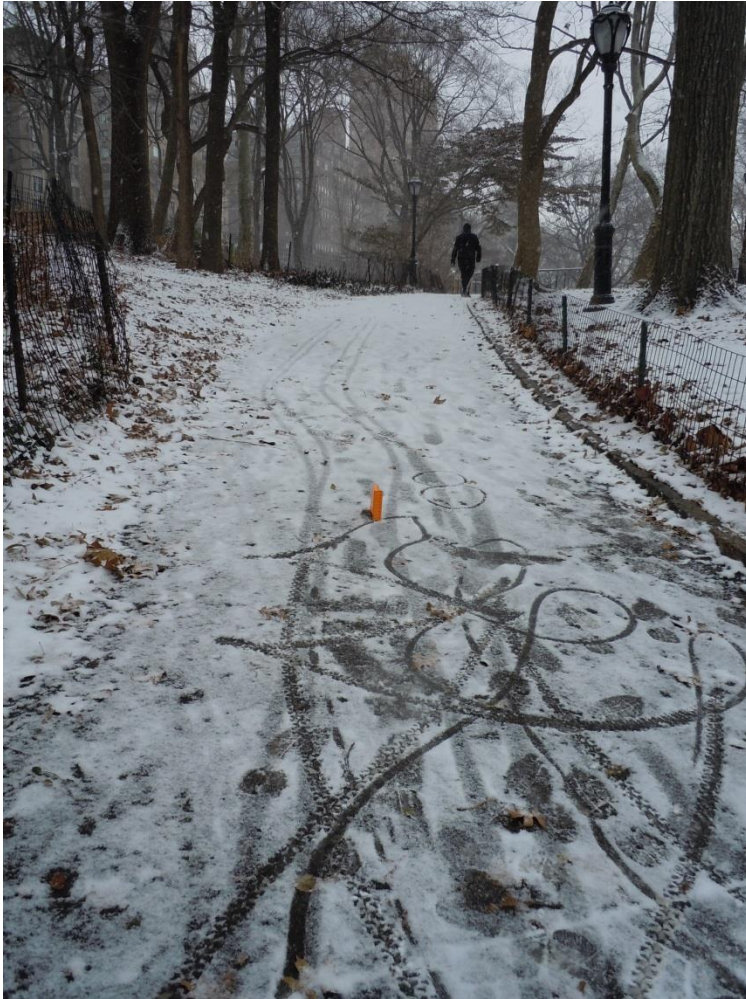
New lumber

Entrance to Park



- **Crosswalk missing curb ramps and detectable warnings on both sides of street**
- **Vertical elevation changes at curb line exceed maximum allowable (compliant curb(s) ramp would eliminate non-compliance)**

Ramp Inside Park



- Ramp rise exceeds 30 inches
- Lack of level landings every 30 inches of rise
- Lack of handrails both sides
- Slope exceeds maximum allowable
- Measured 8 degrees = 14.05 %
- ADA requires a maximum slope of 1:12 (8.33%)

Signalized Street Crossing and Cross Walk Inside Park



- Crosswalk is missing curb ramps
- Missing detectable warnings
- Missing automated pedestrian signals

Signalized Street Crossing and Cross Walk Inside Park



- Sign informs pedestrians to look both ways before crossing street
- How do pedestrians who are blind or vision impaired safely cross the street?

Signalized Street Crossing and Cross Walk Inside Park



Elevated concrete in the crosswalk with no curb ramps or detectable warnings

- **Crosswalks missing curb ramps and detectable warnings on both sides of street**
- **Vertical elevation changes at curb line exceed maximum allowable (compliant curb(s) ramp would eliminate non-compliance)**
- **Missing Automated Pedestrian Signals**

Ramp Inside Park



- Excessive slope in excess of 10 degrees slope = 17.6 % slope
- Missing handrail left side (looking down)
- Missing level landings (required every 30 inches of vertical rise)

Signalized Crosswalk to Enter Park



- Curb ramp excessive slope, in excess of 10 degrees slope = 17.6 %
- Missing detectable warning
- Missing automated pedestrian signal (APS)

Signalized Crosswalk in Park



- **Crosswalk missing curb ramps and detectable warnings on both sides of street**
- **Vertical elevation changes at curb line exceed maximum allowable (compliant curb(s) ramp would eliminate non-compliance)**
- **Police car ran red-light during picture and bicycles ignore signalized crossing(s) making crossing very dangerous**

Signalized Crosswalk in Park



- **Police cars, Bicycles, etc. Ignore signalized crossing(s) making crossing very dangerous**
- **ADA Required Automated Pedestrian Signals would make crossings much safer**

Signalized Crosswalk in Park



- **Crosswalk missing curb ramps and detectable warnings on both sides of street**
- **Vertical elevation changes at curb line exceed maximum allowable (compliant curb(s) ramp would eliminate non-compliance)**
- **All Signalized Crossings Assessed are Missing Automated Pedestrian Signals (APS)**

Signalized Crosswalk in Park



Missing Detectable Warnings

- **Crosswalk missing curb ramps and detectable warnings on both sides of street**
- **Vertical elevation changes at curb line exceed maximum allowable (compliant curb(s) ramp would eliminate non-compliance)**
- **All Signalized Crossings Assessed are Missing Automated Pedestrian Signals (APS)**

Signalized Crosswalk in Park with Island

Missing Crossing Signal



- **Crosswalk missing curb ramps and detectable warnings on both sides of street**
- **Vertical elevation changes at curb line exceed maximum allowable (compliant curb(s) ramp would eliminate non-compliance)**
- **Missing Signal for this Crossing (no signal) and Missing Automated Pedestrian Signals (APS)**

Signalized Crosswalk in Park with Island



- **Missing Signal for this Crossing (no signal) and Missing Automated Pedestrian Signals (APS)**
- **Missing curb ramps, missing detectable warnings**

Signalized Crosswalk in Park with Island



- **Missing Signal for this Crossing (no signal) and Missing Automated Pedestrian Signals (APS)**
- **Missing curb ramps and missing detectable warnings**

Signalized Crosswalk in Park



Missing Curb Ramps and Detectable Warnings

- **Missing Automated Pedestrian Signals (APS)**
- **Missing curb ramps and missing detectable warnings**

Signalized Crosswalk in Park



Missing Curb Ramps and Detectable Warnings

- **Missing Automated Pedestrian Signals (APS)**
- **Missing curb ramps and missing detectable warnings**