Making New York City a Great Place to Roll, Walk and Ride for People with Disabilities.
Why is getting around, walking, rolling, biking...so important?
Getting together with others, walking and riding are important for our health.

When asked whether they are in good health:*
- 90% (nondisabled) 56% (disabled)

When asked about 0 days when health was not good:*
- 69% (nondisabled) 38.9% (disabled)

* 2016 BRFSS NYC
More at risk than people with no disability...

- Obesity 35% (disabled) 21.5% (nondisabled)
- Depressed 20% (disabled) 5% (nondisabled)

...Diabetes and pre-diabetes, a history of heart problems and some other conditions.

* 2010 BRFSS NYS
Why are buses, subways, paratransit or taxis so important?
Getting around is critical to finding and keeping jobs and increasing income.

Less than 1 in 3 people with disabilities is employed.

More than 1 in 3 people with disabilities is poor.

Lack of planning for inclusion, violations of law.

- Public spaces (like green markets) are not accessible to people who need a drop off point and curb cuts to enter.
- Curb cuts are missing or broken and often dangerous.
- Only 20% of the subways are accessible.
What do we do to make things work better?
We organize. We share our stories, learn skills, study issues, advocate...

- Identify issues that affect us.
- Survey people, places and things.
- Tell our stories to policymakers & media.
- Share views on issues and policy ideas.
- Hold demonstrations.
- Become plaintiffs.
We make sure that people know their rights and understand how things work...

- Workshops
  - Know your rights.
  - Storytelling.
  - Learn how change happens.
  - **Talk with the media**—Get the word out.
We make sure we know what we’re talking about... **Research**

- Conduct surveys to see where barriers can be removed.
- Work with researchers to develop statistical portraits.
- Write up data, stories & recommendations for change and share...
The Economic Toll of New York's Inaccessible Subway

If you can’t do stairs, half the city’s neighborhoods are transit deserts, according to a new report.

When Monica Bartley got off the New York City subway at Union Square, she found the station didn’t have an elevator for her wheelchair. So she took the 4 train all the way uptown to Grand Central Station, 28 blocks away, where she knew there’d be an elevator.

It was broken... “By the time I got to my office in the afternoon, my spirit was broken,” said Bartley, a community outreach organizer with the Center for Independence of the Disabled in New York.

28 Years After ADA’s Passage, Subway Accessibility Still ‘Disgraceful,’ Experts Say

By Jeanmarie Evelly | July 30, 2018

https://www.wsj.com/

Flaws Cited in MTA Program for Disabled Travelers

New York City’s Access-A-Ride system doesn’t adequately handle customer complaints, city comptroller said

By Corinne Ramey

Updated Jan. 21, 2018 3:09 p.m. ET
MTA threatens to cut number of NYC subway stations made accessible to the disabled

Talk is cheap, but it’s all the MTA can afford to make stations accessible, sources told the Daily News.
We educate lawmakers.

We visit lawmakers.

We collect and tell them our stories.

We bring them our comments on bills.

We testify at hearings.
Disability Community Campaigns for Access to Public Spaces, Sidewalks and Transit
Fresh Food, Fresh Air, Fresh Start, 2014-2015

Rollable/Walkable Space. 
Social opportunity. 
Good nutrition. 
Green markets. 
No drop off points for paratransit. 
No map of curb cuts to get in and out.

We map Green Market for drop off points, curb cuts, navigation. 
Green Market puts on website.

How Do I Get to a Greenmarket with Access-A-Ride?

Do you want to get farm fresh food? CIDNY’s survey provides addresses you can give to Access-a-Ride when scheduling a drop-off to your local greenmarket! Please check Grow NYC for the time of the year, dates, and times these markets are open.
Curb Cuts 2015-2019...

We heard complaints from people in the community. We developed a survey to see how widespread the problem was. We recruited volunteers and staff to survey every sidewalk and curb in lower Manhattan.

We found that 68% of NYC curb cuts were unusable, not in compliance with ADA.

We sought to negotiate with the City to bring about compliance. Negotiation wasn’t possible. In 2015, we sued so that people can cross the street.
Board, staff and community members complain about subway access. We collect stories.

Only 18-24% subway stations have even one elevator. **We map where people live and where elevators are.**

Inaccessible transportation is one of top two reasons for 29% employment of the disabled.

MTA refuses to negotiate over making subways accessible.
What’s the status of our efforts?

The Greenmarket has maps of each site showing where people can be dropped off and enter the market.

The Settlement agreement with the City of New York on Curb Cuts is before the Court for approval.

Subways...the campaign is still underway...
About CIDNY

Founded in 1978, the Center for Independence of the Disabled, NY is a leading advocate for the civil rights of people with disabilities in New York City. We work one-on-one with individuals to create a roadmap to achieve their goals. We educate people with disabilities about our civil rights and the public to deepen understanding of disability.

In 2018, we reached more than 100,000 individuals. 52,310 individuals worked with us one-on-one to get the information they need and to create individualized roadmaps designed to reach their goals. In addition, 47,717 participated through online education and advocacy efforts. Finally, our media stories in prominent outlets reached an additional audience of 37,266,141 individuals.
Center for Independence of the Disabled, NY

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