

Accessible Pedestrian Signals Town Hall Meeting

December 22, 2022



Agenda

- Meeting Logistics
 - Edmund Asiedu – Accessibility Coordinator
- Introduction
 - Joshua Benson – Deputy Commissioner, Traffic Operations
- APS Instruction
 - Rev. Eugene Bourquin & Lukas Franck – Orientation & Mobility Specialists
- APS Program Update
 - James Celentano – Chief of Special Projects, Traffic Operations
- Q & A

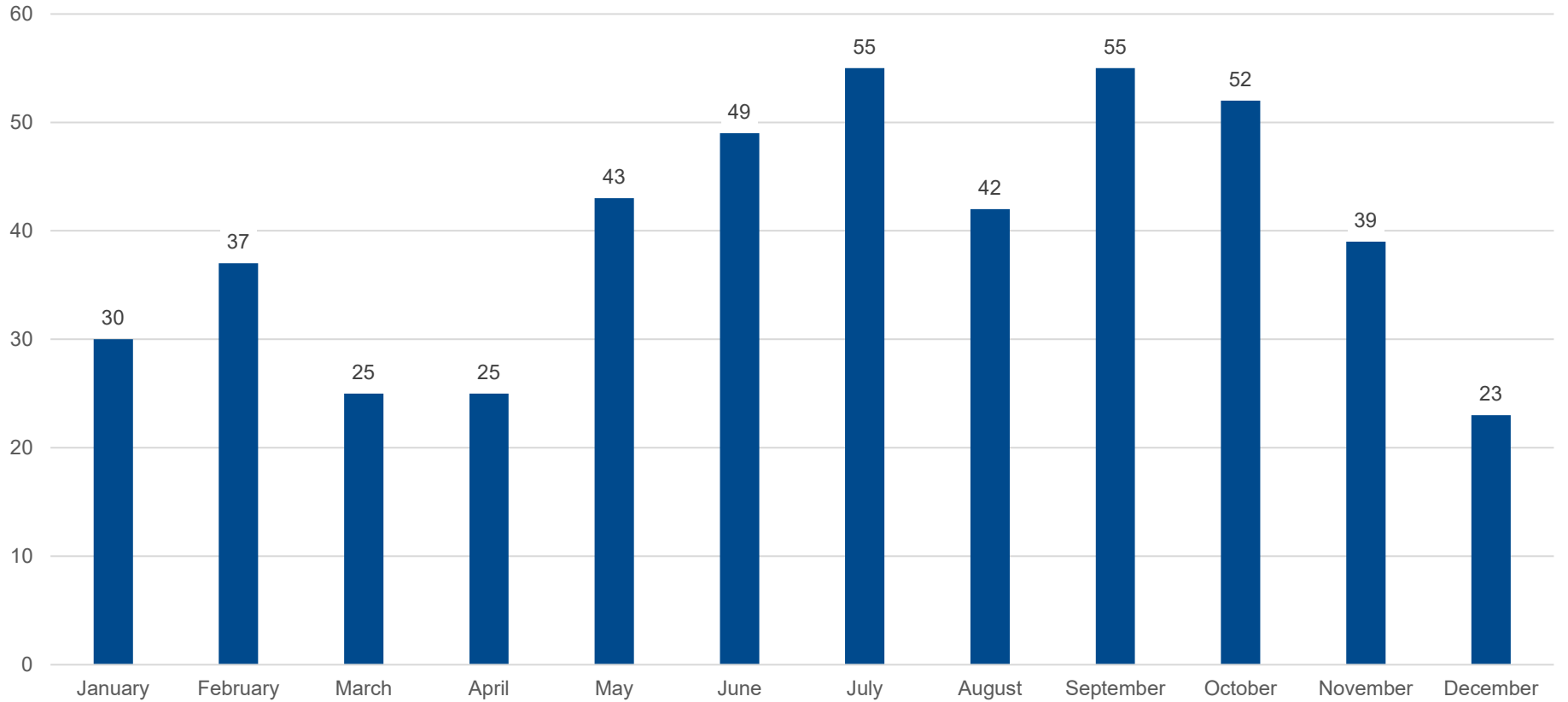
Federal Court Mandate

- October 2020: Court found NYC in violation of the ADA for not providing meaningful access to the City's pedestrian grid by failing to install APS at the majority of signalized intersections
- December 2021: Court ordered City to install APS at signalized intersections in two Phases
 - Phase 1: By the end of calendar year 2031, NYC must equip at least 10,000 signalized intersections with APS according to the below annual targets:
 - 2022: Install APS at 400 intersections
 - 2023: 500 intersections
 - 2024: 700 intersections
 - 2025 – 2026: 900 intersections/year
 - 2027 – 2031: between 1,000 to 1,200 intersections/year
 - Phase 2: Between 2032 through the end of calendar year 2036, City must equip all remaining signalized intersections with APS

2022 Installation Statistics

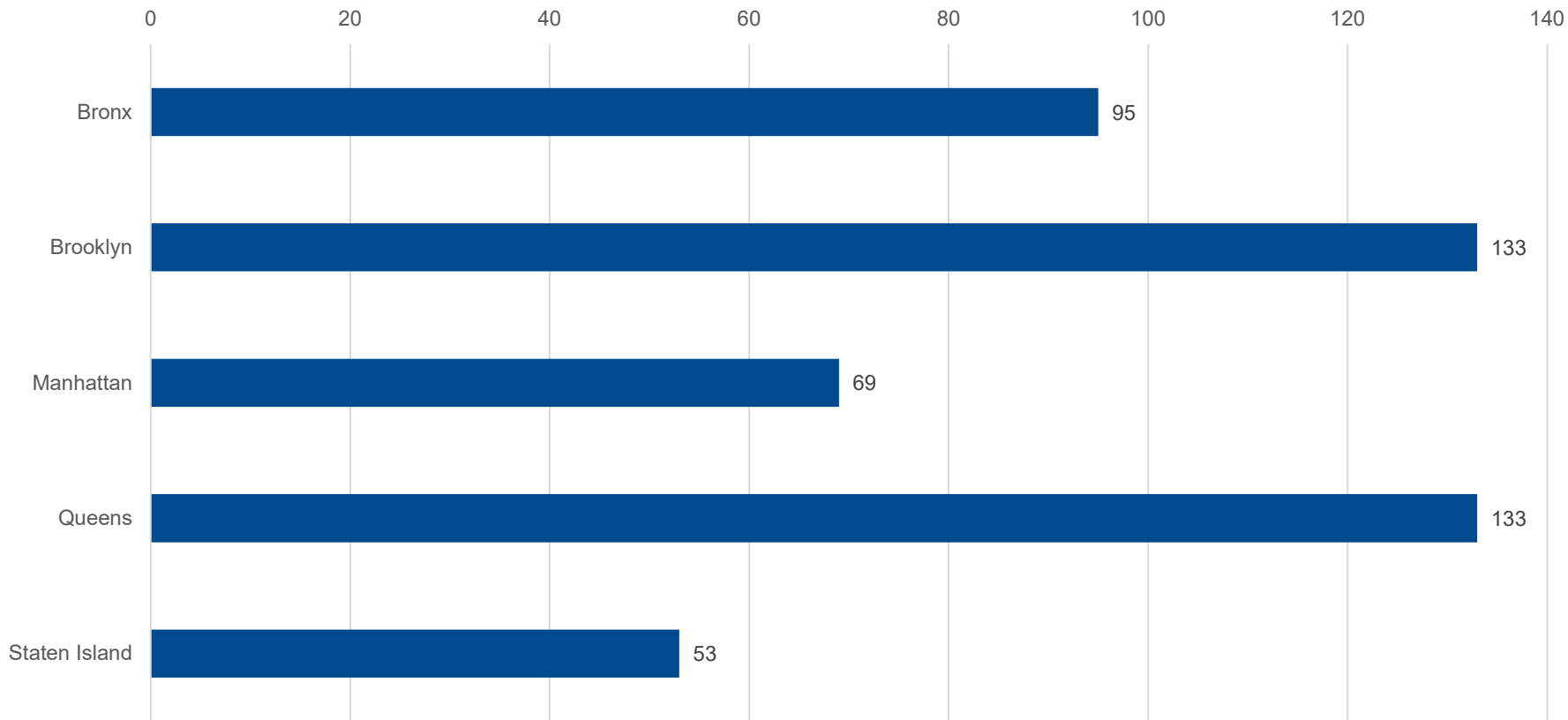
- As of December 16, 2022:
 - 481 intersections retrofitted with APS in 2022
 - 120% of 2022 target
 - 122 were public requests
 - 237 have a Leading Pedestrian Interval
 - 64 have an Exclusive Pedestrian Phase
 - 108 were completed by “in-house” staff, meaning no digging was required
 - 373 were completed by contractors
 - 64 intersections were newly signalized, which include APS as a standard feature
 - 1,420 intersections city-wide are equipped with APS

2022 APS Installs by Month



*As of December 16, 2022

2022 APS Installs by Borough



*As of December 16, 2022

Current Installation Methods

- New Signal Construction: Every intersection that has a traffic signal installed for the first time includes APS.
- Street Improvement Projects: Certain NYCDOT bike lane, plaza, and sidewalk projects which impact traffic signals trigger APS construction.
- Capital Projects: Certain projects by other agencies or private developers which impact traffic signals trigger APS construction.
- “In-House” Staff: For locations where no digging and/or sidewalk work is required, a dedicated team of NYCDOT staff electricians will install APS.
- APS Contract: Outside contractor dedicated to retrofitting existing signalized intersections with APS.

Future Installation Methods

- New Signal Construction
- Street Improvement Projects
- Capital Projects
- “In-House” Staff: expected to be a smaller component
- APS Contract:
 - Will be split into 5 borough-based contracts.
 - Each contract will be responsible for at least 100 installations per year, scaling up to meet court mandated targets.
 - Low-bidders may win up to two boroughs.
 - Contract is awaiting final NYC Office of Management and Budget approval.
 - Slated to begin in early 2023.

Q & A

1. Previously submitted questions
2. Questions entered via chat
3. Verbally asked questions

Thank You!



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