

Accessible Pedestrian Signals Town Hall Meeting

May 14, 2025



Agenda

- Meeting Logistics
 - Edmund Asiedu – Accessibility Coordinator
- Introduction
 - Joshua Benson – Deputy Commissioner, Traffic Operations
- APS Program Update
 - James Celentano – Deputy Executive Director of Signals and Street Lighting, Traffic Operations
- APS Tutorial
 - Lukas Franck – Member, APS Advisory Committee
- 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: 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

Overall APS Installation Statistics – 1

As of April 30, 2025:

- 2025 – 219 thus far, target of 900
- 2024 – 862, target of 700
- 2023 – 887, target of 500
- 2022 – 520, target of 400

2025 Installs by Borough:

- Bronx – 46
- Brooklyn – 57
- Manhattan – 31
- Queens – 44
- Staten Island – 41

Overall APS Installation Statistics – 2

As of April 30, 2025:

- 25% of all intersections completed (13,861 total)
- 79% of all public request intersections completed (586 total)
- 23% of all LPI intersections completed (6682 total)
- 80% of all EPP intersections completed (801 total)

Installations by Borough:

- Bronx – 36% complete
- Brooklyn – 17% complete
- Manhattan – 23% complete
- Queens – 23% complete
- Staten Island – 67% complete

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:
 - Split into 3 borough-based contracts.
 - Each contract is responsible for at least 100 installations per year per borough, scaling up to meet court mandated targets.

APS Tutorial

Lukas Franck – Member, APS Advisory Committee

Q & A

1. Questions received via email
2. Questions entered via chat
3. Verbally asked questions

Thank You!



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