



# New York City's Progress on Universal Access

Remarks to UNDESA/DSPD  
Forum on Disability  
Inclusion and Accessible  
Urban Development

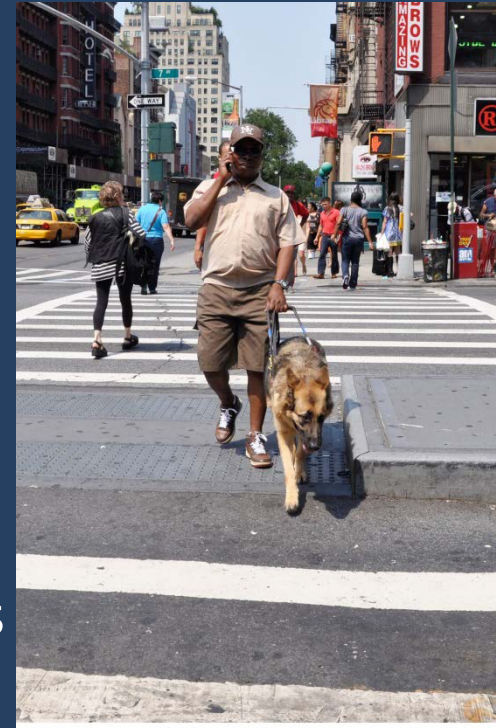
Michael Replogle &  
Quemuel Arroyo

October 29, 2015



# Over 800,000 New Yorkers with Disabilities facing:

- High rates of poverty
- Exclusion and invisibility
- Inequitable access to:
  - education
  - employment
  - health care
  - legal and support systems





# Sustainable Transport Paradigm

**Avoid:** minimize unnecessary trips

**Shift:** to more efficient modes

**Improve:** vehicle fuel network

- “Avoid-shift-improve”
- Protected road space for pedestrians, cyclists and public transport
- Rail or bus rapid transit in high density corridors
- Transit oriented development
- Design for universal access
- Subsidies for public transport
- Smart management of curb space, traffic, urban freight and vehicle emissions



# Putting Pedestrians and Cyclists First:

NYC's Queens Boulevard:

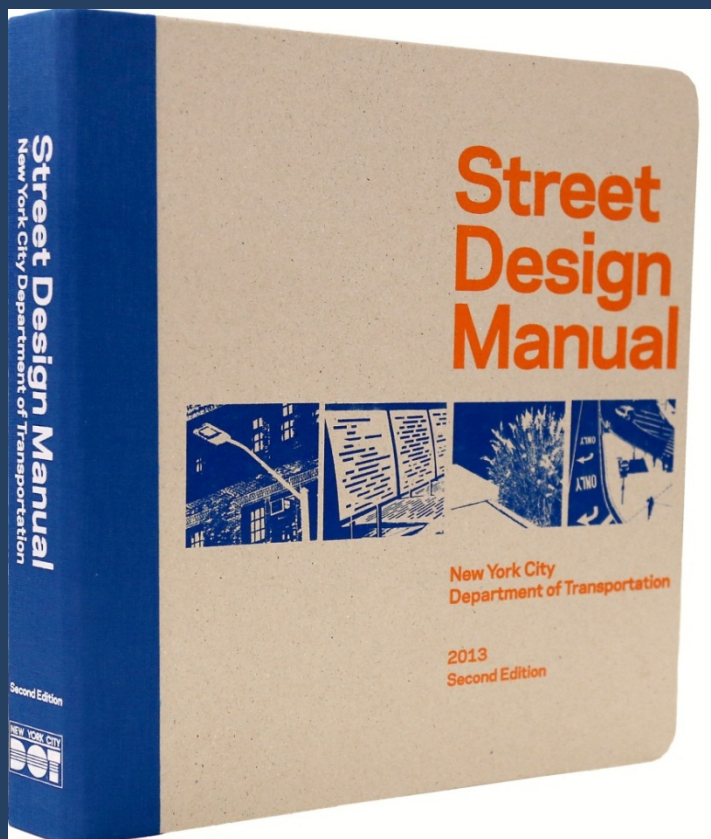


Bogota's Ciclovias:





## GREAT STREETS STRONG NEIGHBORHOODS



### INTRODUCTION: STREET DESIGN POLICY

### Organization

## Organization

The *Street Design Manual* is structured with six chapters and two appendices. Chapters 2 through 6 contain the bulk of the Manual's design guidance.



ed to match adjacent  
Street, Brooklyn



Fourth Avenue community workshop: Brooklyn



Operational safety enhancement: Louis Nine  
Boulevard, Bronx



Concrete pigmen  
bluestone: Pacific

### Materials

Materials with  
for use and  
appropriate

### Chapter 1: Process

How DOT projects are conceived,  
planned, designed, and implemented.

### Chapter 2: Geometry

A "toolbox" of geometric street  
treatments to enhance safety,  
mobility, and sustainability.

### Chapter 3: Materials

Specific materials  
recommendations  
references to  
specifications



Brooklyn



Planted median: 253rd Street, Queens



Cobra Head fixture on Octagonal pole: Pearl  
Street, Manhattan



CityBenches: Court Street,

Chapter 6: Landscape  
General guidelines on plant selection,  
design, installation, and maintenance

public

visual quality criteria.

Chapter 4: Lighting  
Street and pedestrian lights that meet  
energy efficiency, technical, and

franchise.

Chapter 5: Furniture  
Standard outdoor furniture  
DOT's coordinated street

for typical applications in the public  
right-of-way (ROW).

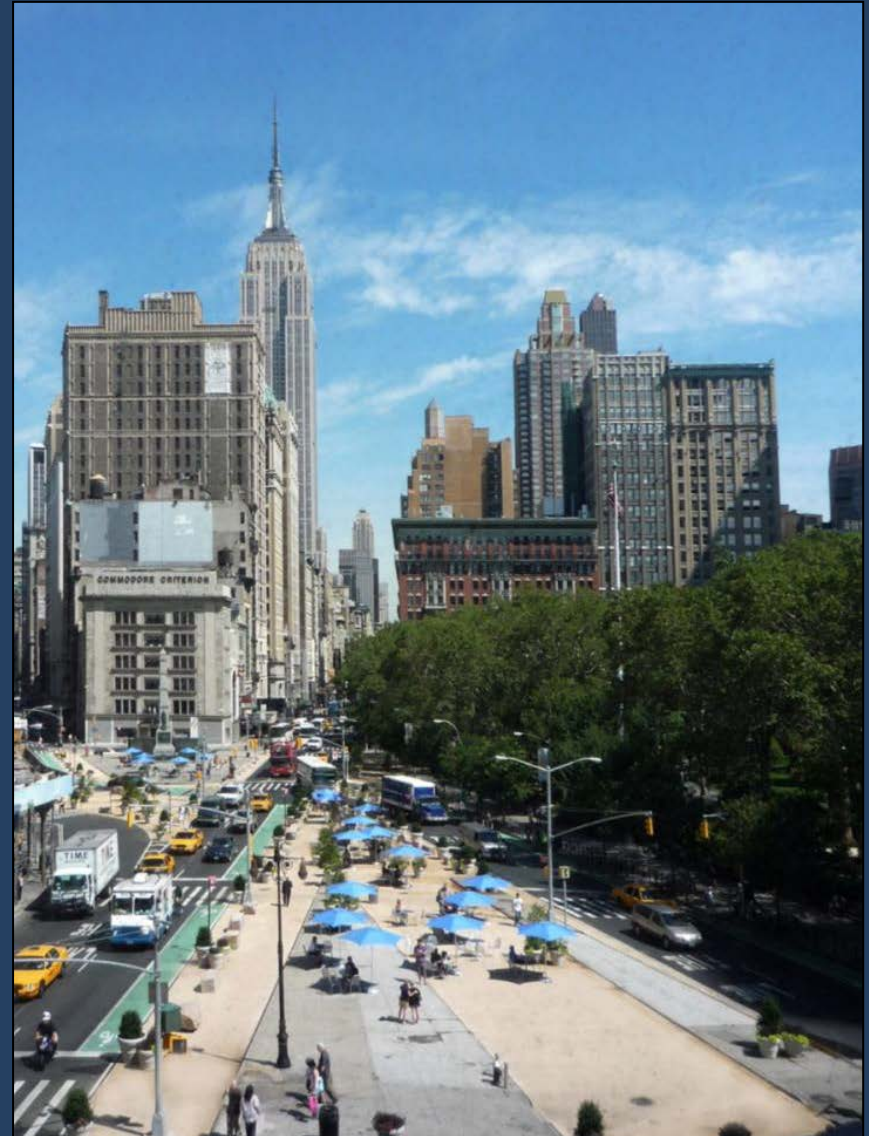
### Glossary

Definitions of frequently used terms  
and abbreviations.

### Appendix B: Legal & Design Guidance References

Reference to laws, regulations, and  
reference sources.

# Madison Square Plaza





# Madison Square Plaza

Before



After





# Pedestrian Ramps



97% Citywide





# Select Bus Service



7 Corridors in NYC,  
More to come



Improving:

- Access
- Reliability
- Speed



# City Bench



**1,500 Benches  
Installed City-Wide**



**World's First City-  
Wide Bench Program**





# Accessible Transportation



- 88 of the 468 train stations in NYC are accessible
- By 2020, MTA hopes to have 120 accessible stations



# Bus Stop Under the Elevated





# Accessible Pedestrian Signals



APS help visually impaired pedestrians safely cross the streets

Working with the advocacy community, the City recently tripled the number of APS it installs annually to **75** intersections per year

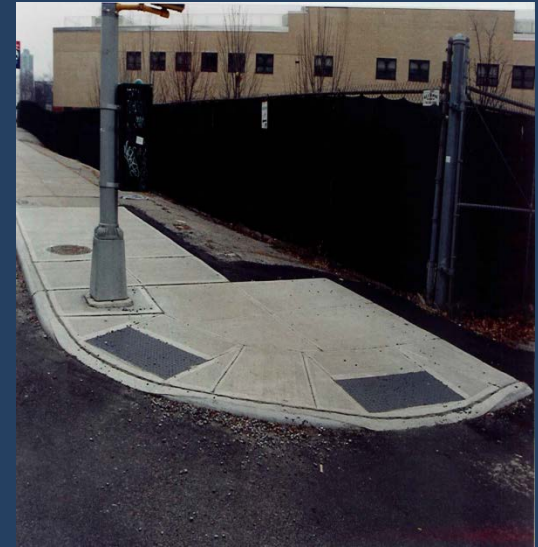


# Sidewalk Repair Program

Before

After

Over **1 million**  
square feet of sidewalk  
repaired per year



To ensure our sidewalks remain accessible to all users:

- DOT proactively repairs defects in sidewalks throughout NYC
- Property owners with defected sidewalks can also request to have DOT to make repairs on their property



# Our Goals

## Sustainable Development Goal (SDG) Target 11.2\*

*By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons.*

## OneNYC Plan:

*It is our goal to expand the accessibility of the City's transportation network to people with disabilities. We hope to achieve that by:*

- *Increase accessibility of the pedestrian network to people with disabilities*
- *Improve accessibility to bus services for transit users with disabilities*
- *Improve convenience and reliability of modes of transit for New Yorkers with disabilities*





# Raising Awareness : Internal & External Engagement





# Next Steps

- Measure status & progress on walking, cycling and universal access indicators
- Strengthen collection, analysis and reporting on mobility for persons with disabilities
- Invest in and promote best practices in system design & management to accommodate those with disabilities
- Include persons with disabilities in transport planning & implementation





As If They Were  
**YOUR FAMILY**



Let's Respect Seniors,  
Persons with Disabilities and  
all Our Passengers

