

Questions for Visions Zero DOT subdivision

Pedestrian Safety and Elderly New Yorkers (Engineering and Planning)

1. In the Action Plan, the Department of Transportation (DOT) committed to extending protected crossing times, such as leading Pedestrian Intervals (LPIs), for all feasible existing LPIs within Senior Pedestrian Zones. This extension typically involves prolonging LPIs from seven to ten seconds and installing new LPIs at all feasible intersections along Priority Corridors within Senior Pedestrian Zones. The initiative is slated for completion by the end of 2024.
 - a. How is progress on this initiative? Will it be completed by the established date?
 - b. Furthermore, as part of this plan, all new LPIs citywide will adhere to a new standard of extended pedestrian-only phases mid-day, where feasible. What does this new standard entail for extended pedestrian-only phases mid-day?
2. As part of NYC DOT's commitment to doubling the Turn Calming Program, the agency is committed to install senior-targeted turn calming treatments at 50 intersections per year within the Senior Pedestrian Zones.
 - a. What is the timeline for this program?
3. Street Improvement Projects (SIPs) are intended to use NYC DOT's toolkit of street treatments to increase safety for all street users. These interventions can include road diets, bike lanes, pedestrian islands, curb and sidewalk extensions, Turn Calming, LPIs, as well as many other treatments and project types. NYC DOT will implement at least 10 Vision Zero (safety-focused) SIPs annually at locations with documented histories of senior pedestrian injuries.
 - a. What treatments and project types are included in NYC DOT's Street Improvement Projects (SIPs) beyond road diets, bike lanes, pedestrian islands, curb and sidewalk extensions, Turn Calming, and Leading Pedestrian Intervals (LPIs)? Are there any interventions among these treatments/projects specifically aimed at increasing safety and facilitating navigation for persons with visual impairments?
 - b. What is the timeline for this program?
4. The Bus Stops Under Elevated Trains (BSUE) initiative targets safety improvements to bus stop locations under elevated rail structures through the construction of bus boarding islands or concrete bus bulbs. NYC DOT is committed to make improvements at these locations by: i) constructing bus boarding islands and bus bulbs at existing bus stop locations under elevated

trains; ii) removing travel lanes or service road areas between the columns and the curb; and iii) enhancing bus operations by increasing visibility, expediting pick up and drop off, and increasing the predictability of vehicle and pedestrian movements. NYC DOT, in coordination with New York City Transit, plans to continue to make improvements at these locations in the coming years.

- a. Could you provide further details on the structure and design of bus boarding islands and bus bulbs as part of the BSUE initiative?
 - b. How does NYC DOT practically intend to enhance visibility, streamline pick up and drop off processes, and improve the predictability of vehicle and pedestrian movements at bus stop locations under elevated trains?
 - c. Is there a specific timeline outlined for the continuation of improvements under the BSUE initiative, considering the coordination between NYC DOT and New York City Transit?
5. Midtown Manhattan accounts for one of the densest concentrations of pedestrians (and senior pedestrians) killed or severely injured in New York City. Because of these unique conditions, NYC DOT has implemented extensive pedestrian plazas at Times Square and Herald Square, many miles of protected bike lanes on iconic Manhattan avenues such as 1st, 2nd, 6th, 8th and 9th, crosstown protected lanes such as 52nd and 55th Streets, and bus lanes on 3rd, 5th and Madison Avenues, as well as on 42nd St, spanning across most of Manhattan.
 - a. Extensive pedestrian plazas help in reducing pedestrians killed or severely injured in car crashes, however they may include hazards for persons with vision, mobility or other impairment. Do you plan on further improving the safety of these areas to make them more accessible to people with different impairments?
 - b. If so, what specific interventions do you plan to implement to address hazards and make these areas more accessible to people with vision, mobility, or other impairments?

Pedestrian Safety and Elderly New Yorkers (Education and Marketing)

6. NYC DOT is committed to continue to reach out to older New Yorkers at senior centers each year, targeting locations in Senior Pedestrian Zones. NYC DOT Safety Education Office will continue to make sure that seniors in New York City continue to receive regular education on pedestrian safety by whatever means available, including remote presentations to senior centers, digital print copies of NYC DOT's magazine for older New Yorkers. Streetwise, as well as online access to digital publications. In addition to NYC DOT's work, NYPD also conducts outreach to older New Yorkers at places of worship and Naturally Occurring Retirement Communities (NORCs). Working through the NYC

Department of Health and Mental Hygiene, NYC DOT will provide instructional materials to physicians and other medical providers to assist them in training older New Yorkers on how to continue using NYC's streets smartly and safely.

- a. Are there plans for NYC DOT to extend outreach efforts to organizations and communities representing individuals with visual, mobility, or other impairments?
 - b. If so, how does NYC DOT intend to collaborate with these organizations and communities to ensure that pedestrian safety education efforts are inclusive and accessible to all residents?
7. Vision Zero View is presented as an interactive tool deployed in the city that shows detailed monthly information on traffic injury and fatality crashes in New York City, as well as highlighting Vision Zero safety efforts. NYC DOT will add a new feature to the tool to allow users to map and quantify senior pedestrian injuries and fatalities, similar to the way the current tool handles bicycle and motor vehicle injuries and fatalities.
 - a. Is Vision Zero View primarily intended for community boards, local elected officials, and stakeholders within the new Senior Zones to advocate for initiatives aimed at improving the safety of areas with high risks for senior pedestrians? Or does it also serve to inform the general public about particularly hazardous locations?
 - b. As part of the regular education on pedestrian safety program, does the NYC DOT provide information about Vision Zero View and offer instructions on how to efficiently utilize this tool to enhance awareness of traffic injury and fatality data, including incidents involving senior pedestrians?