



NYC ENHANCED CROSSINGS

PEDESTRIAN DEMAND VS CAR CULTURE

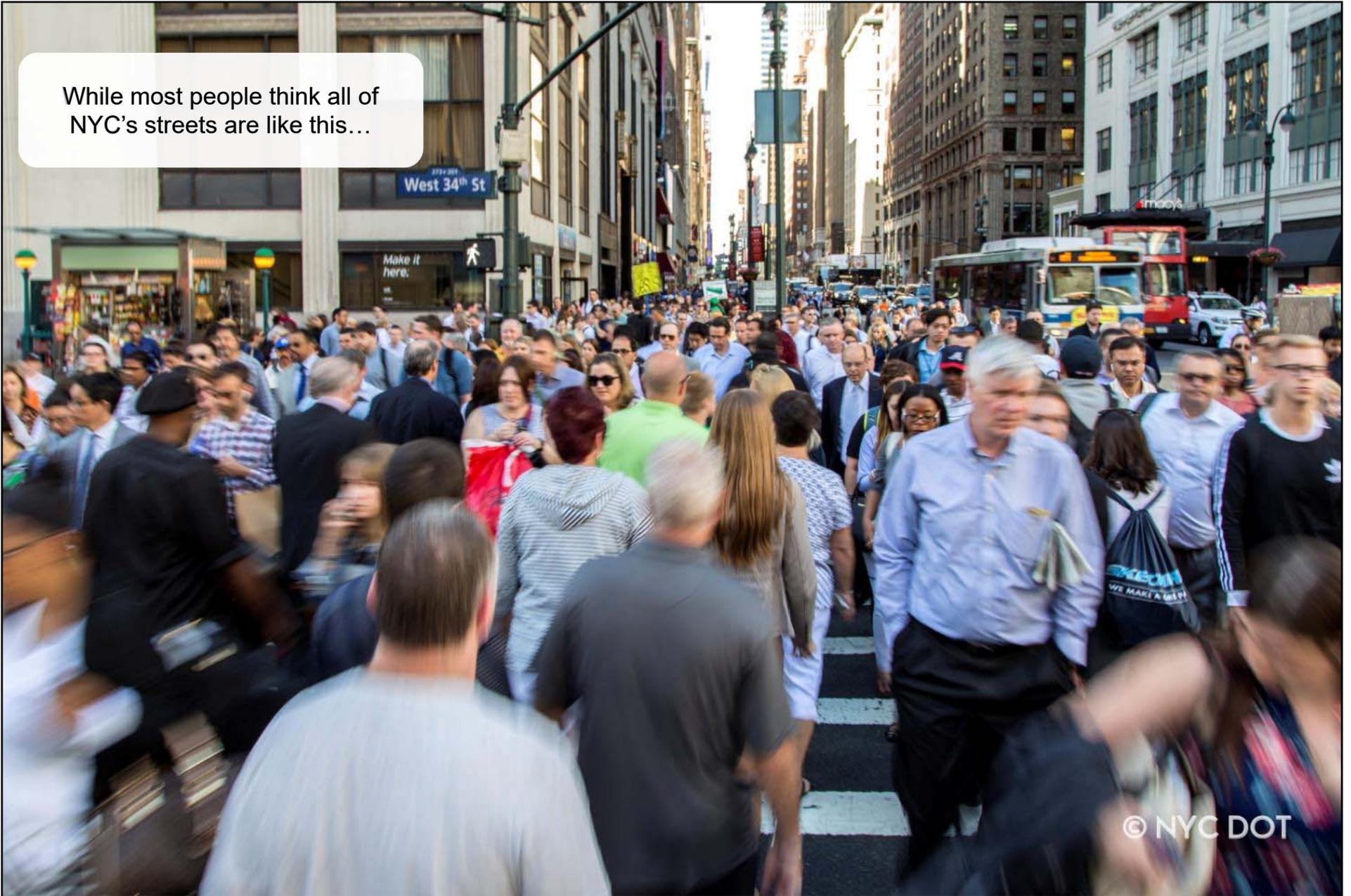
APBP Conference 2019: Portland



Enhanced Crossings Background

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While most people think all of NYC's streets are like this...



© NYC DOT



Many are like this...a significant number of pedestrian but not enough to meet a warrant for a controlled crosswalk based on national standards

PEDESTRIAN DEMAND

- Because most New Yorkers are pedestrians, they expect to find pedestrian facilities wherever they go
- NYC DOT receives ~2,500 requests for traffic controls per year
- NYC has ~40,000 intersections; ~13,000 are signalized



ENHANCED CROSSING BACKGROUND

- Uncontrolled marked crosswalks, are a common treatment outside of NYC
- Prior to 2013, uncontrolled marked crossings were not an accepted treatment by NYC DOT
- First Enhanced Crossings (ECs) were piloted in 2013 to help satisfy the overwhelming public demand for marked crossings
- Criteria developed based on MUTCD, but more conservative



PRIORITIZATION

- Observations, including in larger projects
- Community requests
- T-intersections
- Starting a Pedestrian Master Plan



Before Street Improvement Project



After Street Improvement Project, with EC



After Street Improvement Project, no EC

COMMUNITY RESPONSE

- 176 ECs installed over six years has allowed us the opportunity to observe their success
- NYC doesn't have a culture of yielding!
- Driver and enforcement confusion about the pedestrian signage
- ECs don't always satisfy the community's desire for a safe crossing
 - Many requests to do further work at EC locations
 - 9 ECs have been upgraded to a control
 - Multiple instances where community has been upset with loss of parking due to daylighting



Criteria and Design

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CRITERIA: VOLUMES

- Average Daily Travel (ADT) under 8,000, or 12,000 if two way street has median
- Minimum peak hourly pedestrian volume is 60, unless the distance between the two nearest controlled crossings is 1000' or greater, in which case the minimum peak hourly pedestrian volume is 30
- Community request for a marked crosswalk



CRITERIA: ROAD DESIGN

- No more than one travel lane in each direction (including turn lanes)
- Location is 250 ft. or more from the approach to a traffic signal
- Distance between nearest controlled crossings is equal to or greater than 500'
- Clear visibility (no obstructions such as curves or hills)



CRITERIA: SAFETY

Must include the installation of a traffic calming device where: there is existing speeding; or, there have been crashes with severe pedestrian injuries



Speed Bumps/Raised Crosswalks



Medians



Neckdowns

DESIGN

- Neckdowns should be considered to improve visibility and shorten crossing distances on one-way streets wider than 30' and two-way streets wider than 40'
- Where neckdowns are installed, signage should be placed within neckdowns to increase visibility of signage



DESIGN

Signage should be placed on both sides of the road on one-way streets; and on the sidewalk and median, where they exist, on two-way streets



One-way street



Signage on median on two-way street

Studies and Policy

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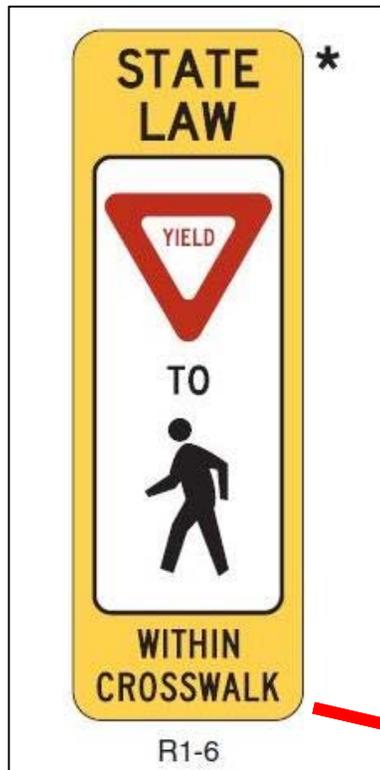
EDUCATION AND POLICY

- 2018 study tested an alternative to the typical pedestrian sign to test the impacts on yielding rates
- While results varied by site, the alternative/test signage did not result in a clear improvement in yielding behavior. In some instances it resulted in decreased yielding



STUDIES

Next Step: studying the impact of different design interventions on driver yielding behavior:



In-road pedestrian warning signage on two-way streets



On-street pedestrian warning markings approaching ECs



EDUCATION AND POLICY

- Website/social media, including educational video
- Outreach events with Safety Education and NYPD
- Working toward changing city law from “Yield to Pedestrians” to “Stop for Pedestrians”
- Further consider signage changes, working with MUTCD
- Refine criteria used for approval of controls to better address pedestrian need



THANK YOU!

Questions?



<https://www1.nyc.gov/html/dot/html/pedestrians/enhanced-crossings.shtml>



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