

Pedestrian Traffic Study

2018



This report fulfills the requirements of Local Law 95 of 2017, requiring the NYC Department of Transportation to conduct a pedestrian traffic study. As part of the study, the department identified seven locations with significant pedestrian traffic and developed strategies for enhancing pedestrian safety and traffic flow at each location. Before and after photos show implementation of such strategies.

7th Avenue, 34th Street to 42nd Street

Traffic Calming and Sidewalk Widening

Manhattan, 2018

- Highly congested corridor between Penn Station and Times Square
- Large volumes of pedestrians accessing subway stations, commuter rails, midtown offices, retail, and tourist destinations

Issues:

- Limited pedestrian space, causing pedestrians to walk in the street
- Walking and parking/loading in PM peak bus lane along curb
- Long crossings across 7th Avenue

Solutions:

- Expanded sidewalk in temporary materials
- Lined pedestrian space with concrete blocks and planters
- Converted parking lane to pedestrian space
- Added 2 bus boarding islands
- Removed duplicative bus stop at 7th Avenue / W 39th Street
- Added morning rush hour regulation on west curb



W. 32nd Street

Sidewalk Extension

Manhattan, 2018

- A vital pedestrian connection between Penn Station and Herald Square
- A multi modal transit interchange between rail, subway, PATH and bus services
- Extremely high pedestrian volumes

Issues:

- Overcrowded sidewalks
- Vast numbers of pedestrians walking in the roadway

Solutions:

- Wider sidewalk
- Safer, shorter, and more direct pedestrian crossings



Park Row and Broadway

Pedestrian Improvements

Manhattan, 2018

- Multiple pedestrian generators near this highly congested intersection: Woolworth Building, City Hall Park, World Trade Center, Brooklyn Bridge
- Express busses and 8 subway stations in the area service large volumes of commuters, tourists, and residents

Issues:

- Limited pedestrian space
- Long pedestrian crossing because of 5-legged intersection

Solutions:

- Concrete pedestrian refuge islands for safer and shorter crossings
- Painted curb extensions to support high volumes of pedestrians



Flatbush Ave and Atlantic Ave Pedestrian Improvements

Brooklyn, 2018

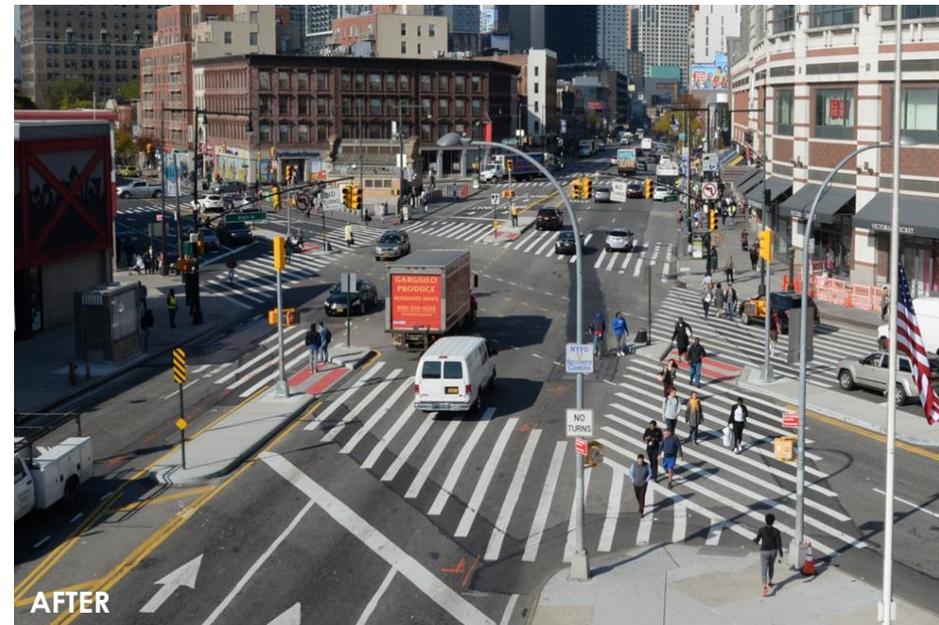
- Highly congested commercial, retail, and residential area in Downtown Brooklyn
- Transportation hub, shopping mall, and Barclays Center draw large volumes of commuters and consumers

Issues:

- Long pedestrian crossings due to diagonal nature of avenues
- Heavy turning conflicts between pedestrians and vehicles
- Heavy curbside drop-off demand

Solutions:

- Concrete pedestrian refuge islands and neckdowns for safer and shorter crossings
- Simplified turns and reduced turning conflicts
- Expanded crosswalks to improve visibility and support large crowds
- Added Leading Pedestrian Interval (LPI) to signal timing to provide crossing time without vehicular conflicts



Bedford Ave and Nassau Ave

Pedestrian Improvements

Brooklyn, 2018

- Bustling commercial, retail, and residential area near McCarren Park
- Close proximity to G train station expected to see increase in commuters due to L train shutdown

Issues:

- Limited pedestrian space
- Long pedestrian crossings
- Gaps in pedestrian network

Solutions:

- Painted curb extensions to support high volumes of pedestrians
- Safer, shorter, and more direct pedestrian crossings



Queens Blvd, Van Dam St to 33rd St

Pedestrian Safety and Accessibility Improvements

Queens, 2018-2019

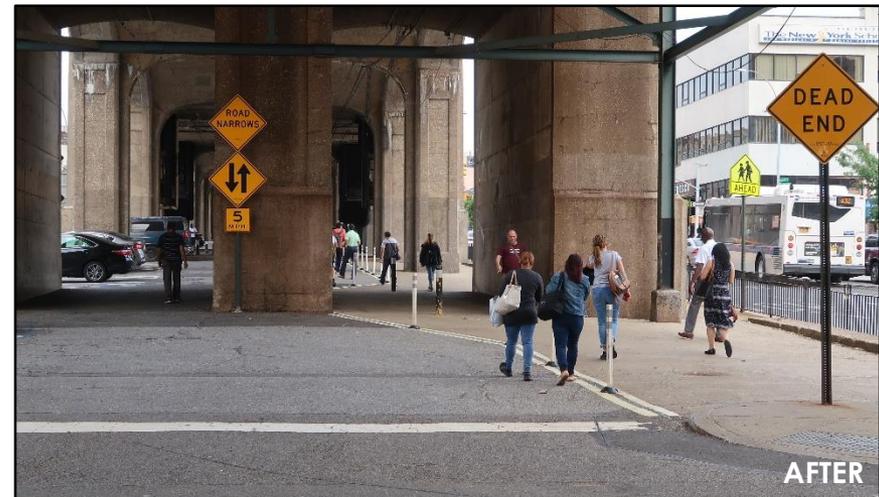
- Highly congested corridor in vicinity of educational/commercial/institutional campus
- Large volumes of pedestrians accessing subway station

Issues:

- Limited pedestrian space within an active parking lot
- Limited designated crossings within major traffic interchange

Solutions:

- New pedestrian crossings with signal infrastructure, markings, and ADA ramps
- Converted parking space to pedestrian space
- Additional routes and options for pedestrians accessing the 7 train, overall dispersing pedestrian congestion



Hillel Place Plaza

Plaza

Brooklyn, 2018

- A Vision Zero priority intersection
- At a major intermodal hub
 - multiple bus lines run through the intersection
 - the terminus of the 2/5 trains
- At the Performing Arts Center entrance to Brooklyn College
- Large volumes of pedestrians

Issues:

- High-crash location due to overtaking vehicles
- Overcrowded sidewalks
- Overcrowded crossing waiting areas

Solutions:

- Shorter pedestrian crossings
- Enhanced signal timing
- Increased pedestrian space

