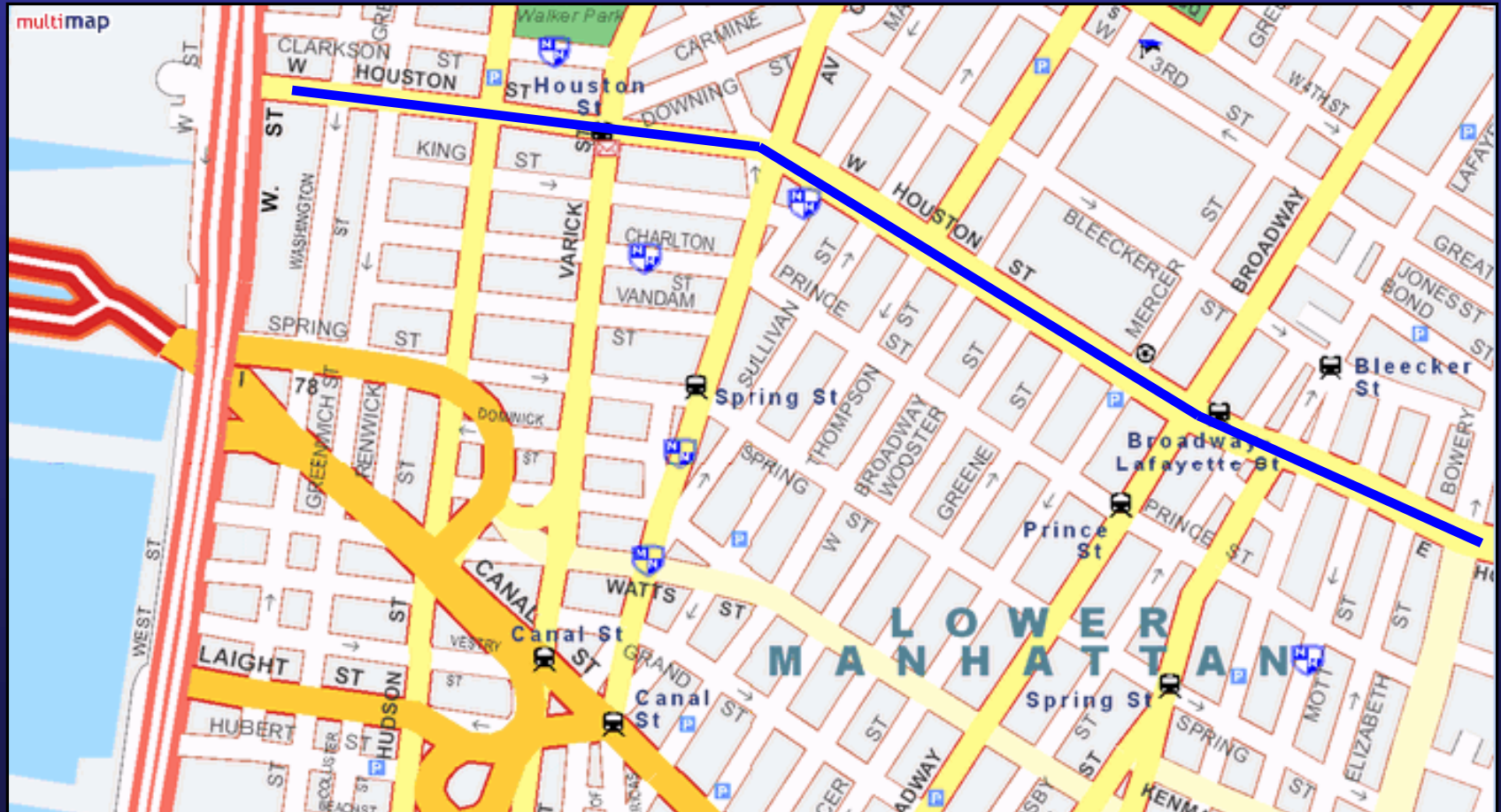


Pedestrian Safety: A Tale of Two Streets



Transportation
ALTERNATIVES

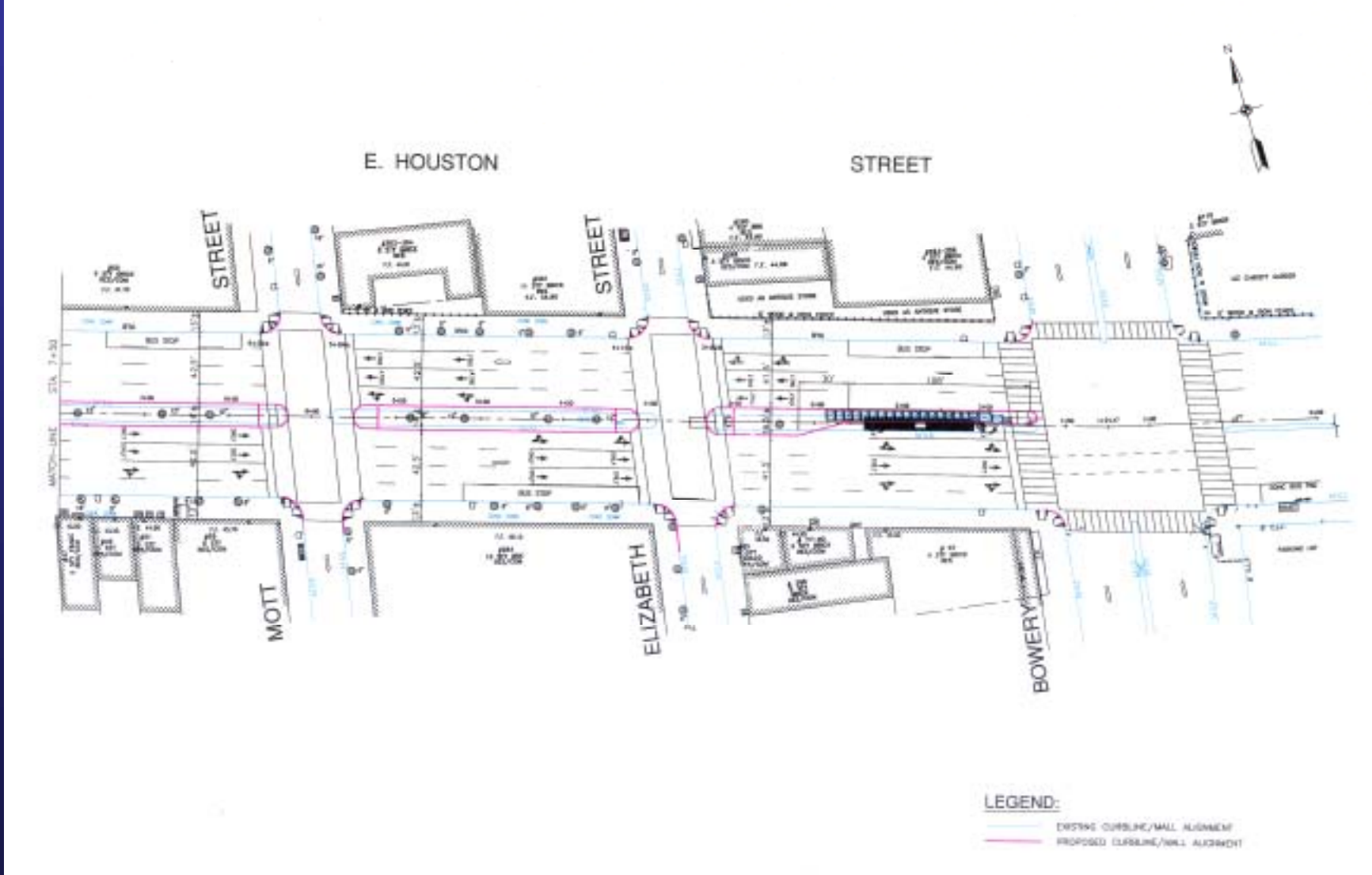
Houston Street Reconstruction Boundaries



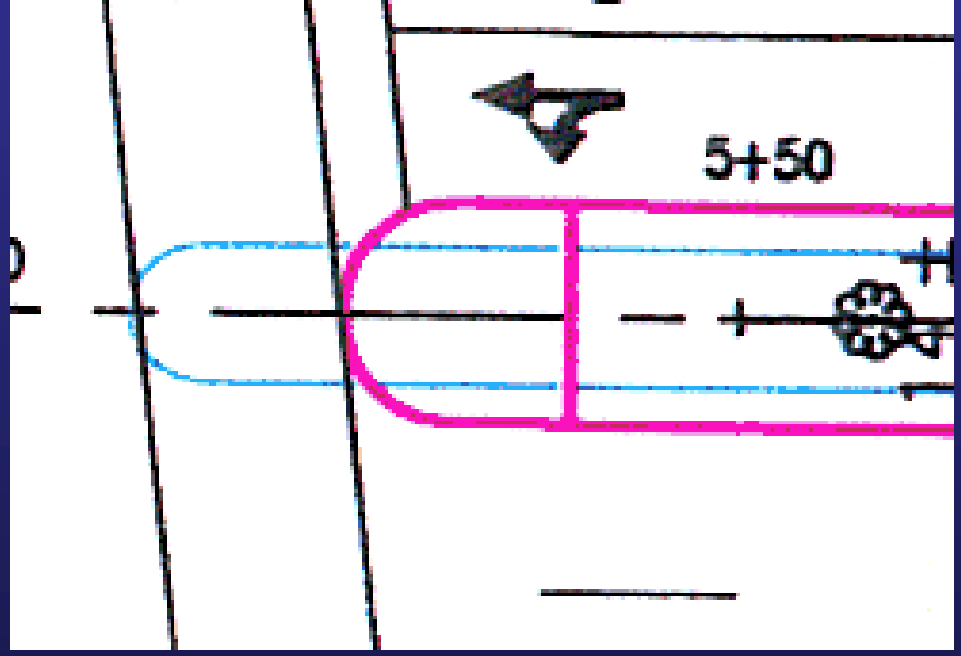
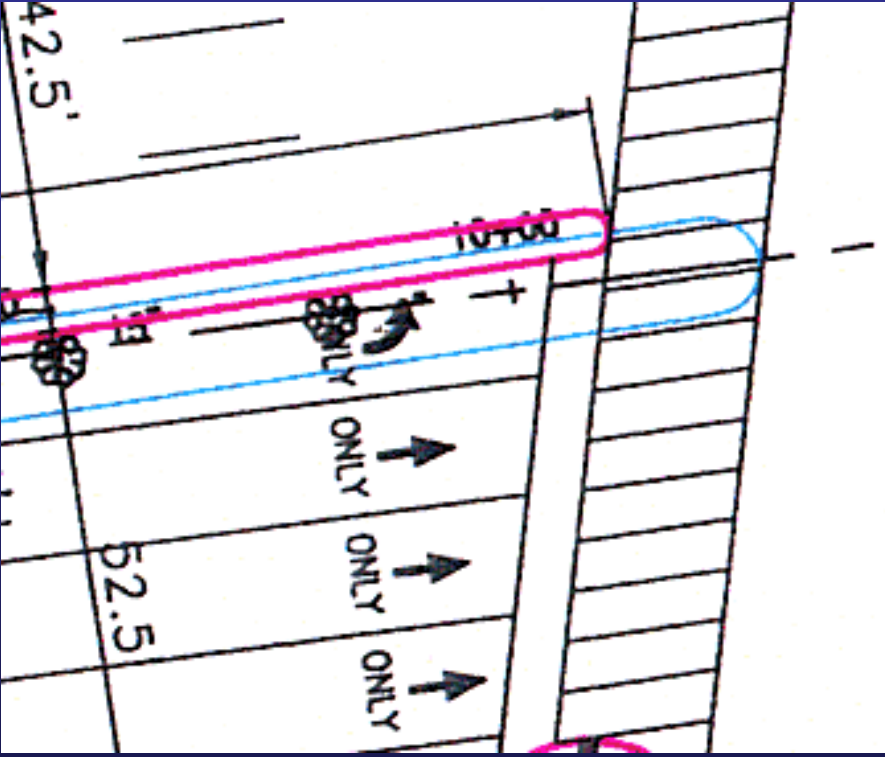
Houston St. Proposals – Jan. 2004

- Two-foot raised and landscaped medians.
- Addition of left hand turn bays at select intersections.
- Removal of select median tips.
- Widening sidewalks between 6th Avenue and West Broadway on the south side of Houston.
- Redesign of Houston and 6th Avenue.
- Redesign of the intersection of Houston and Bowery: proposed double left turn lane and the minimal median.
- Width changes on Houston Street west of 6th Avenue.

Houston St. Schematics



Details: Left Hand Turn Lanes, Loss of Median Tips



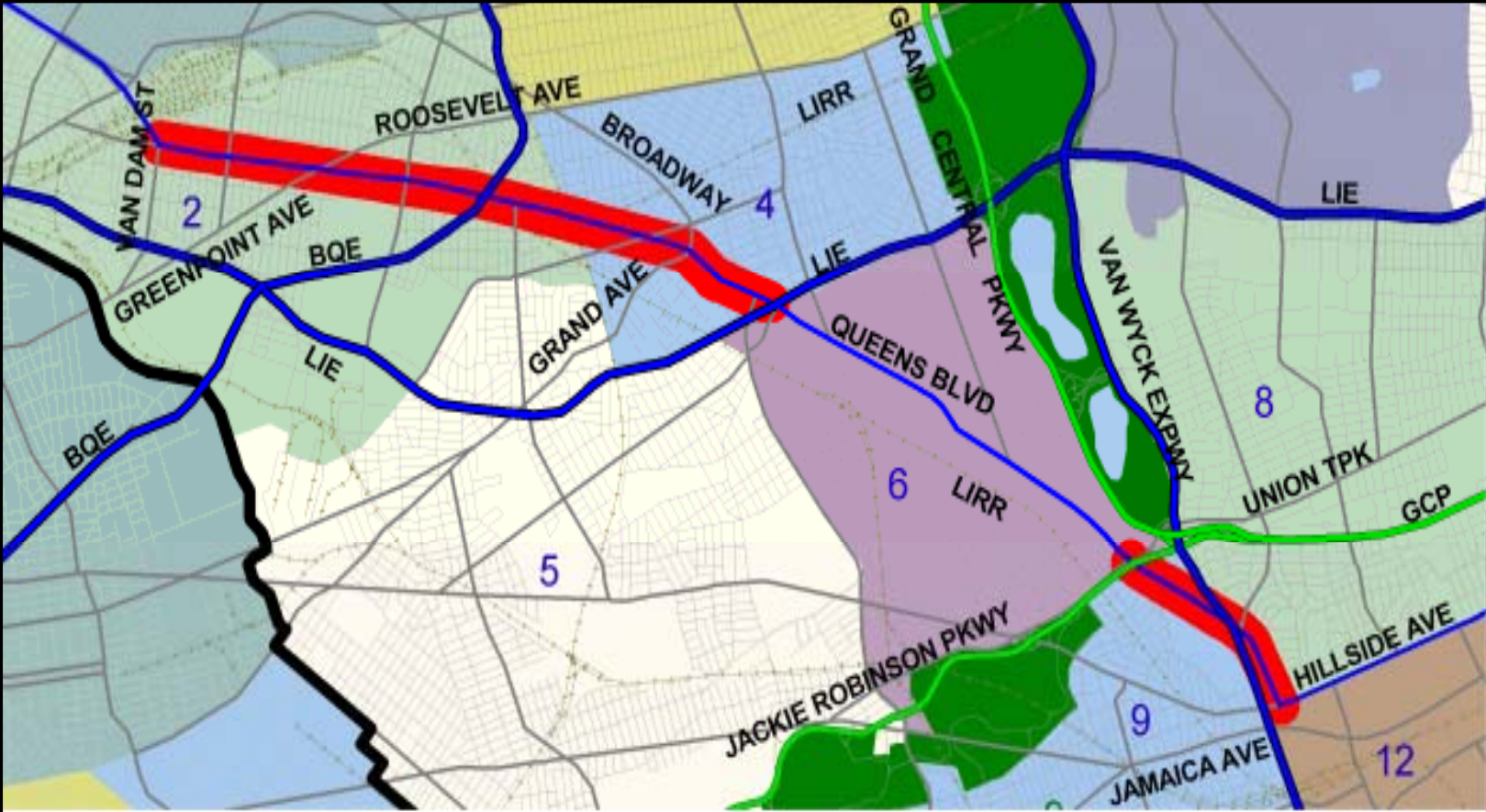
Current Median Tips With Bell Bollards



Loss of Median Tips: New Turning Movement



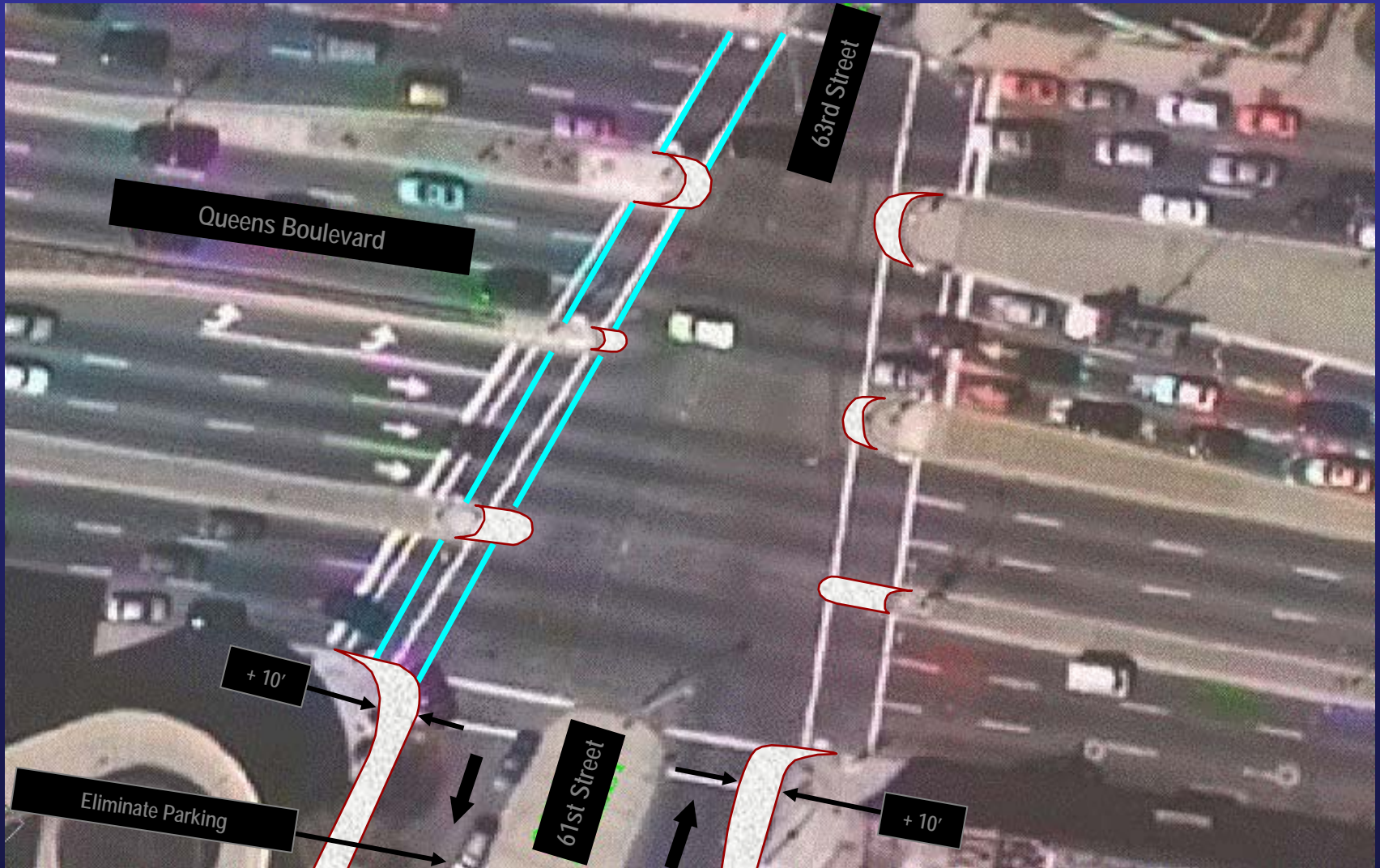
Queens Blvd. Study Area Limits

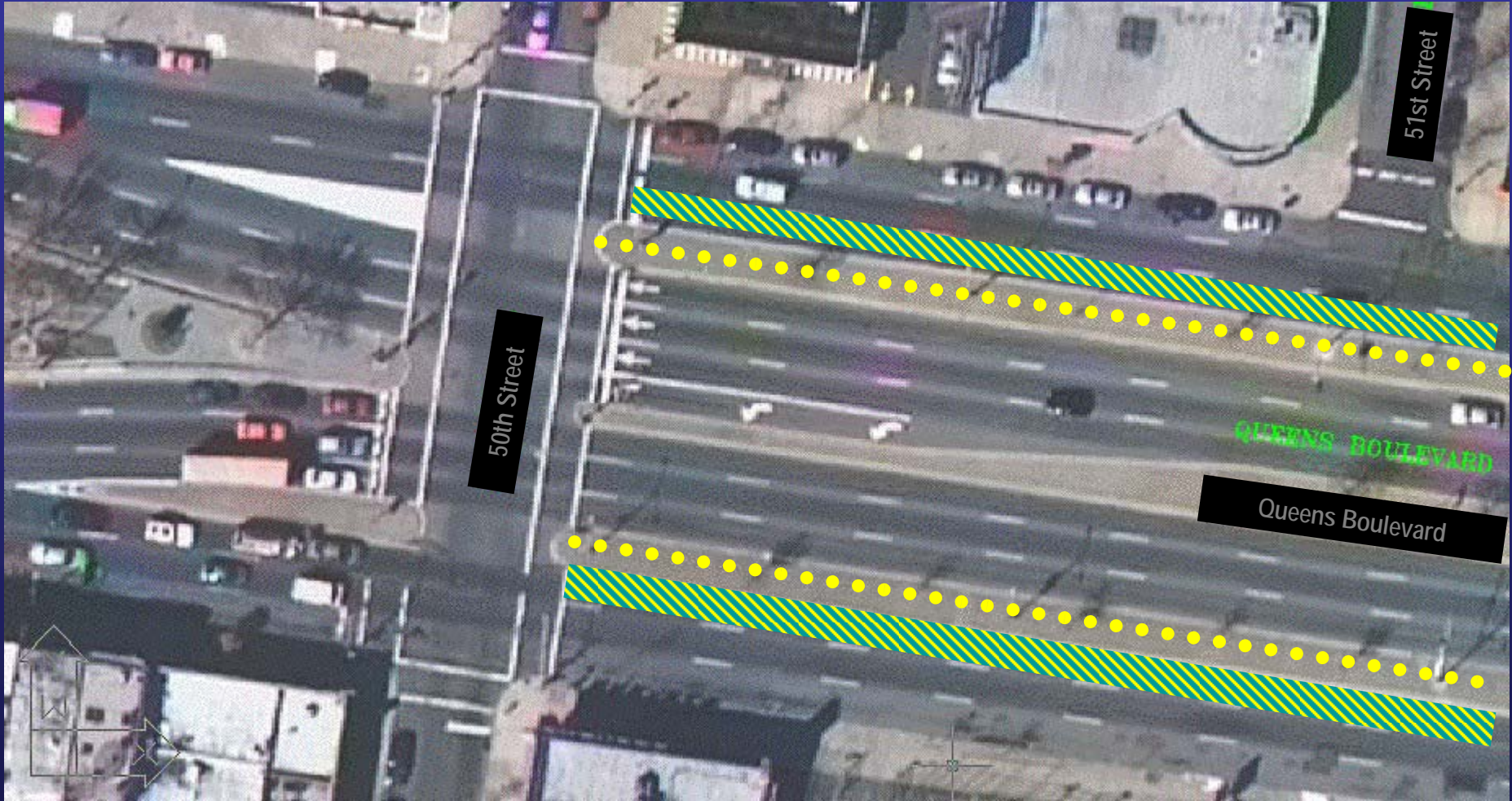


Queens Boulevard: Proposed Phase Two Improvements

- Adding pedestrian crossing time.
- Implementation of 18 Leading Pedestrian Intervals.
- Extending medians through crosswalks, and protecting them with bollards or barriers.
- Prohibit left-turn movements at several intersections.
- Adding neckdowns (aka sidewalk extensions).
- Adding pedestrian space around subway stops, and reducing vehicle conflicts.
- Narrowing the service roads and side roads.
- Installation of pedestrian fencing.
- Lane and intersection restriping.

Proposed Intersection Redesign



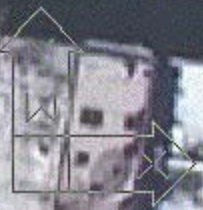


50th Street

51st Street

Queens Boulevard

QUEENS BOULEVARD













CLOSE PARKING ACCESS







New Queens Boulevard Medians: Forest Hills

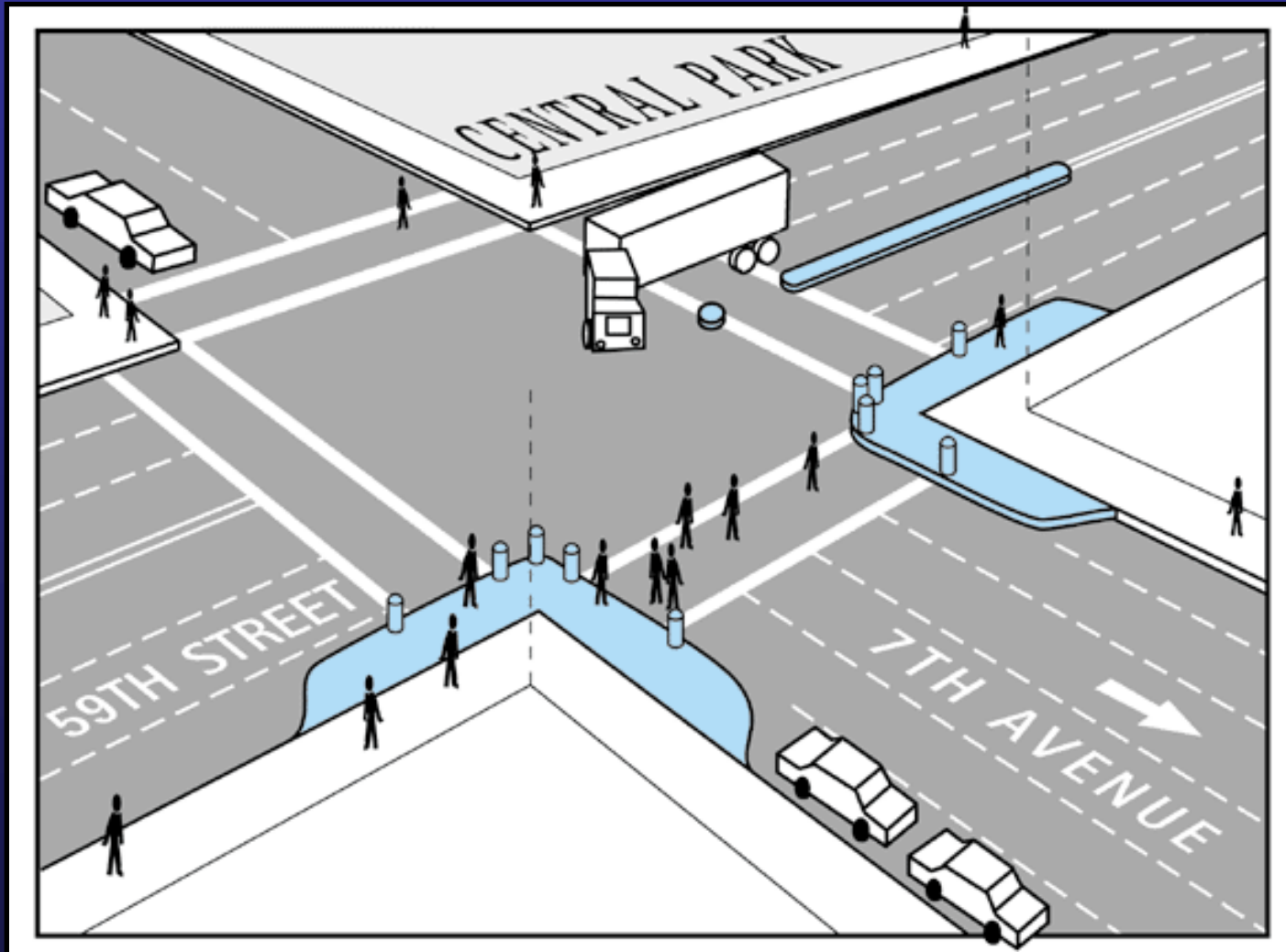




Example: Leading Pedestrian Interval



Neckdowns and Median Tips



Upper Broadway Medians





Houston Street

- The DOT: “Moving cars comes first”
- Remove tips of pedestrian islands
- Remove bollards
- No Leading Pedestrian Intervals
- Shrink median island to create turn lanes
- No change in pedestrian crossing times
- Limited sidewalk widening
- New, raised, planted median
- New anti-jaywalking fence

Queens Boulevard

- The Mayor: “Pedestrian safety comes first”
- Install new tips on pedestrian islands
- Install bollards
- More Leading Pedestrian Intervals
- Expand median island for pedestrian
- Increase in pedestrian crossing times
- Extensive sidewalk widening
- New, raised, planted median
- New anti-jaywalking fence

T.A. Houston St. Recommendations

- Retain all median tips.
- No new left hand turn lanes.
- Add pedestrian crossing times.
- Sidewalk widening where possible.
- Neckdowns at selected corners.
- Leading Pedestrian Intervals, especially at 6th Avenue, Broadway, Bowery.

Houston Street – Up to Standard?

- There are no national, state or city standards that would require removing the pedestrian safety islands. The Federal Highway Administration (FHWA), in its book “Flexibility in Highway Design,” strongly suggests that local traffic engineers should pay close attention to the needs and safety of pedestrians.
- The FHWA book contains an entire chapter on Manhattan’s Route 9A, which it holds up as a model of “world class design,” and which highlights the importance of “accommodating pedestrian movements” and keeping pedestrian crossing distances short.

