

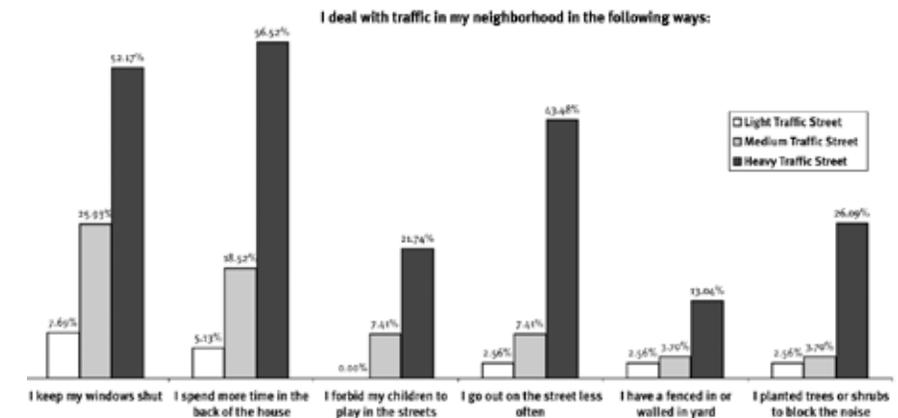
Around the Boroughs

New T.A. Studies Show Traffic Effects on Neighbors, Parents

Neighbors and Traffic Study

THIS SUMMER, TRANSPORTATION Alternatives' researchers combed through Astoria, Queens, interviewing residents on three streets about life on their block. This study is a follow-up to Donald Appleyard's famous Livable Streets Study from the late 1960s in San Francisco, which found that people who lived on streets with high volumes of motorized traffic interacted less with their neighbors. But will the same hold true for New York City in the year 2005? Eighty-nine residents shared their opinions about traffic and other environmental factors on their block with T.A. Here is what we found.

Astoria residents on these three blocks are aware of and concerned with some of the most common traffic problems, such as speeding, illegal truck traffic and the abundance of through traffic on their blocks. Residents on the block with medium traffic density (250-300 cars per hour passing through during morning and evening peak periods) unanimously expressed concern and dislike for the driving behavior and traffic caused by drivers traveling to the Con Edison facilities. Sixty



percent of residents on the block with heavy traffic density (600-1,000 cars per hour during peak periods) identified "too much traffic!" as the first thing that comes to mind when thinking about their street.

The preliminary data also suggest that residents living on the street with heavier peak period volumes are at least 23% more likely to say they are bothered "often" when eating meals at home, sleeping and watching television than residents living on the street with light peak period volumes (less than 100 cars per hour during morning and evening peak periods). In addition, there appears to be a sig-

nificantly greater proportion of residents living on the heavy traffic street who keep their windows shut, close their curtains and drapes, live more in the back of their house and even go out on to the street less often. At least 40% more residents of the heavy traffic street indicated that they take one or more of these actions than residents of the light traffic street.

T.A. will continue to test these conclusions in the coming months and their significance throughout New York City as our researchers go out and interview more residents in Highbridge, The Bronx, Chinatown, Manhattan and Brooklyn Heights. □

The first ever NYC Stroller Report Card

THE RESULTS ARE IN. STROLLER pushers want safer streets. According to the roughly 1,000 people who have taken the survey sidewalk and street conditions can definitely be improved; but dangerous, inconsiderate drivers are what really get their blood boiling.

Until now, not much attention has been given to the stroller pusher's experience. Transportation Alternatives at the request of several stroller moms, dads and nannies asked hundreds of New Yorkers to describe what it is like to push a stroller around city sidewalks and streets. We have begun compiling results for the first ever New York City Stroller Report Card. The full report card will be released in early 2006, here are some individual responses.

"There is relatively little traffic enforcement, so I face [drivers making] illegal U-Turns EVERY time I walk with my stroller. They are highly dangerous, as are red-light



Many parents must put themselves between their children and dangerous turning drivers to cross the New York City's streets such as here on Varick Street in Manhattan

runners, stop sign runners, illegal turners, etc. Police need to take neighborhood traffic law enforcement seriously because the drivers don't anymore." Sunset Park, Brooklyn.

"Holland Tunnel-bound traffic on Broome is notoriously aggressive. They cut off pregnant women, strollers and children without a thought, even against the light." SoHo, Manhattan.

"Turning drivers are the number one problem in this area, particularly delivery trucks and busses on 23rd Street. My son's stroller was actually hit by a driver who was trying to cross the intersection (23rd Street and 7th Avenue) after blocking the box. I was already in the crosswalk and did not have time to get out of the way. Chelsea is a terrible neighborhood for street crossings." Chelsea, Manhattan

Over the years, as street design has grown more accommodating to speeding drivers, these drivers have become increasingly disrespectful to a list of other street users, including babies and small children.

Moms, dads and other care givers can share their experiences on New York City's sidewalks and streets by taking our stroller survey at transalt.org/stroller. Transportation Alternatives will use the data gathered from the NYC Stroller Report Card as a baseline to ask the Department of Transportation to make the streets and sidewalks safer and more accessible to all New Yorkers. □