

# Bergen St & Boerum Pl

Enhanced Crossing

2015



New York City Department of Transportation

Presented by Pedestrian Projects Group on September 17, 2015 to Community Board 2 Transportation Committee

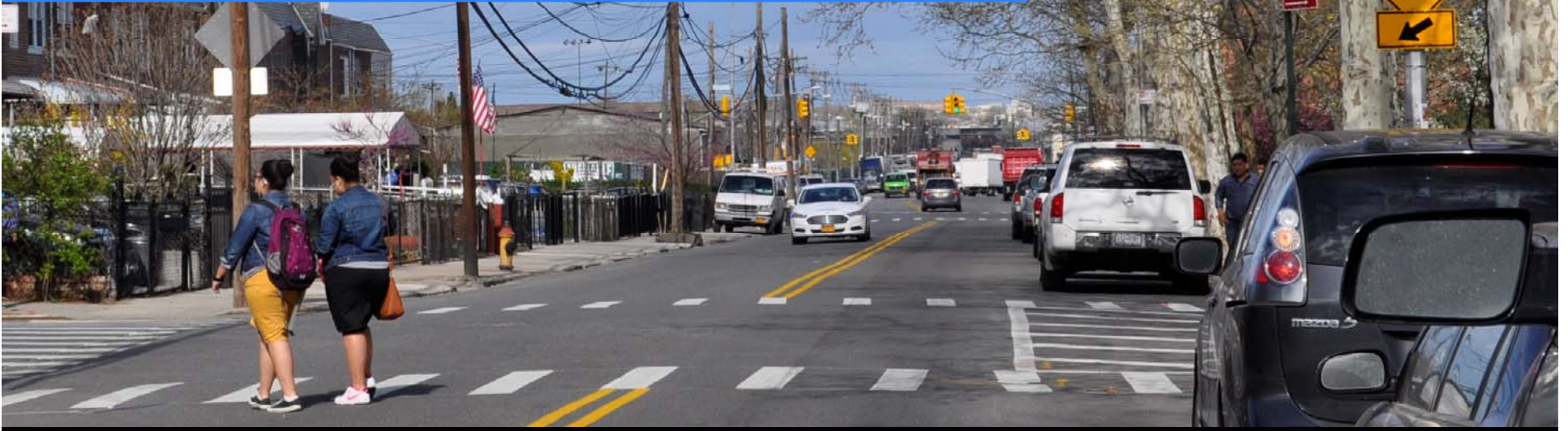
# Enhanced Crossing Background

- Prior to 2014, NYCDOT only marked crosswalks at locations that met federal guidelines for traffic controls
- Traffic controls include: Signals, STOP signs or crossing guards
- There are many locations in NYC where there is a strong desire to cross but pedestrians feel uncomfortable crossing because there are no traffic controls



*STOP controlled crossing, Bennett Ave, Manhattan*

# Enhanced Crossing Background



*Enhanced Crossing, Maspeth Ave, Brooklyn*

- The NYCDOT Pedestrian Projects Group (PPG) recognized the need to improve pedestrian crossings away from traffic controls and researched best practices for marking crosswalks at uncontrolled locations
- The Federal Highway Administration (FHWA) published the study, “Safety Effects of Marked vs. Unmarked Crosswalks at Uncontrolled Locations,” with guidelines for marking crosswalks at uncontrolled locations
- In 2014, NYCDOT updated its Traffic Operations Manual to include “Enhanced Crossings,” a standard and acceptable treatment for marking crosswalks at uncontrolled locations based on PPG research, and the FHWA study and Manual on Uniform Traffic Control Devices

# Enhanced Crossing Policy

## Criteria:

- Distance between the intersection and nearest intersection is greater than 500 ft.  
*OR*
- The intersection is adjacent to a land use that generates substantial pedestrian activity  
*AND*
- The street is only one lane in each direction  
*AND*
- The number of daily vehicles is less than 8,000

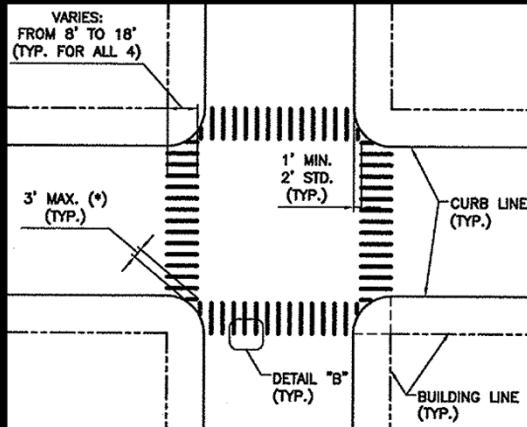
Where possible, additional traffic calming, such as: speed humps, pedestrian refuge islands or curb extensions are included with each crossing

# Enhanced Crossing Policy

ADA Compliant  
Pedestrian Ramps

## Treatment:

High-visibility crosswalk



Pedestrian Warning Signs

OR

School Crossing Signs if within 700' of school



# Benefits

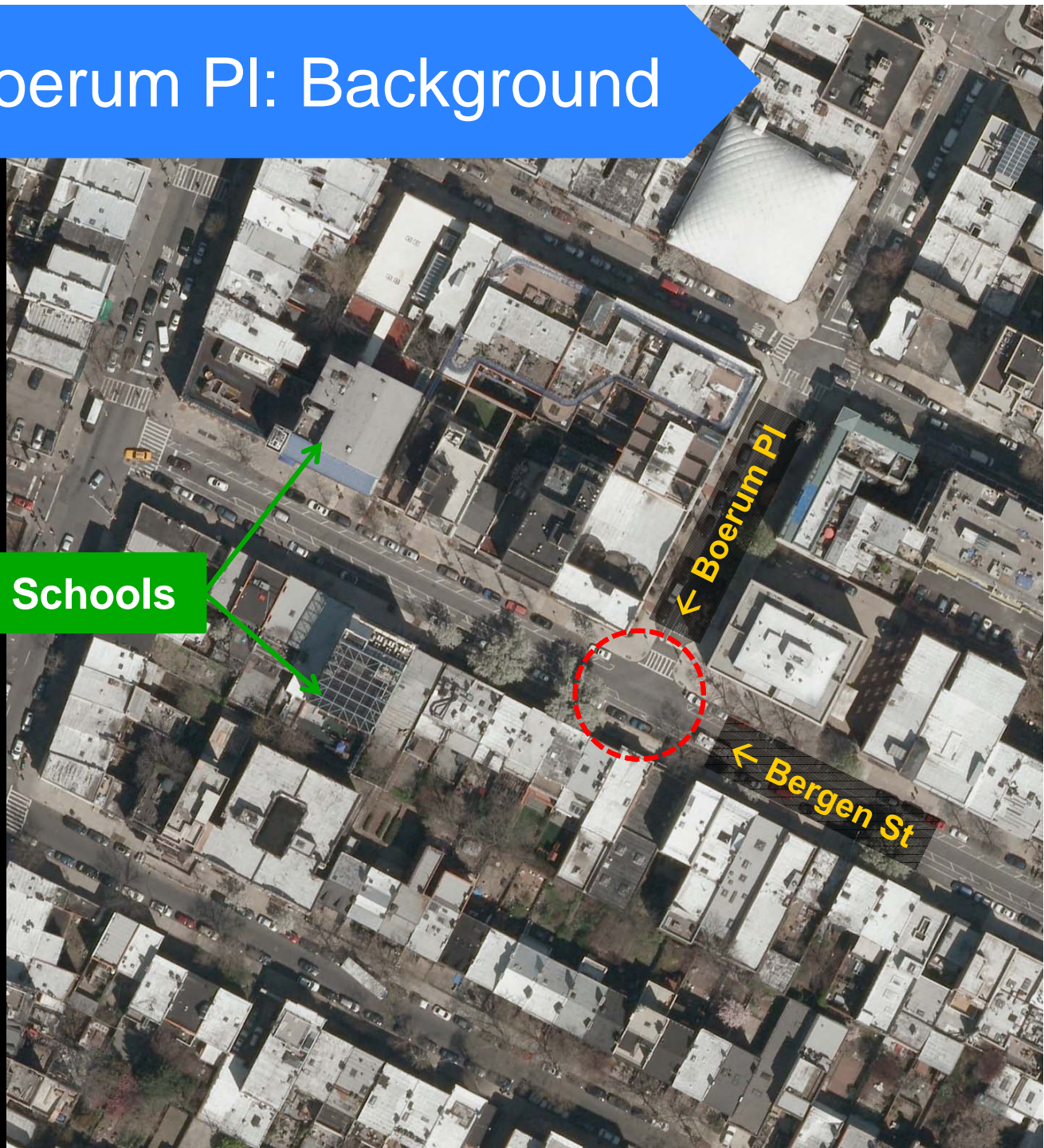
- Delineates preferred pedestrian paths
- Shortens distances between crossings
- Increases accessibility
- Expands the pedestrian network
- Makes crossing pedestrians more visible to approaching vehicles
- Increases predictability of pedestrians for drivers
- Marked lines enhance feeling of comfort for pedestrians



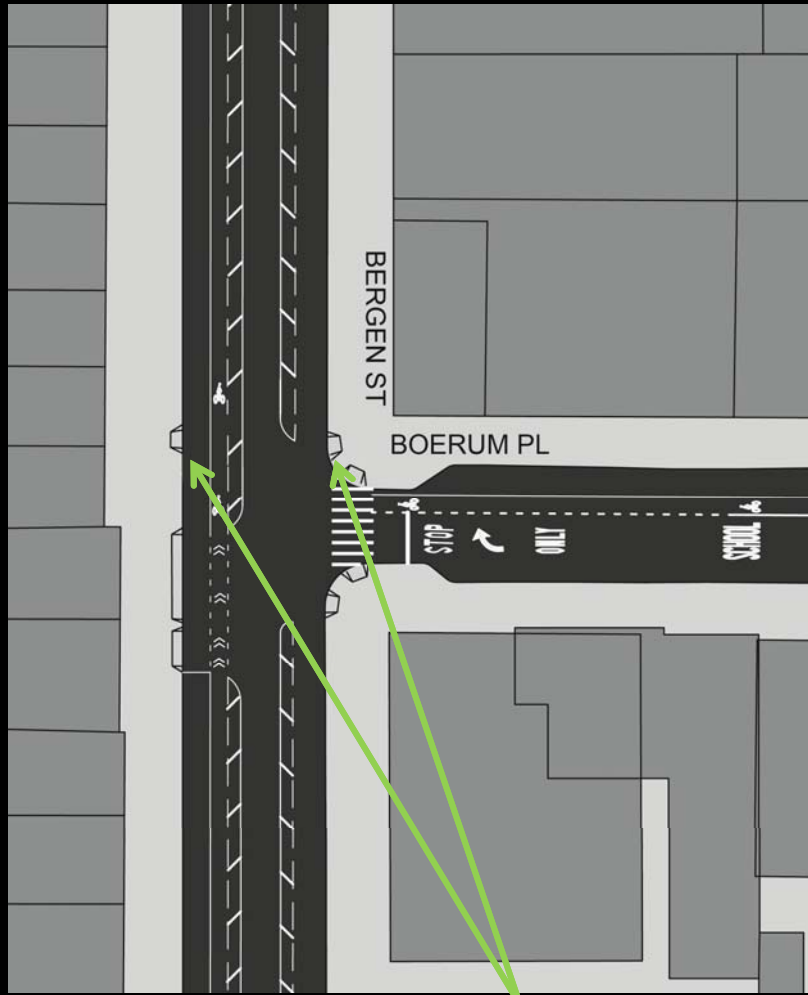
*Enhanced Crossing, W 8<sup>th</sup> St, Manhattan*

# Bergen St & Boerum Pl: Background

- Community request for additional traffic controls and new marked crossing
- Determined not to meet the warrant for all-way-stop in March 2014
- Meets criteria for enhanced crossing
  - Low vehicle volumes
  - Bergen St is only one-way
  - Two nearby schools



# Existing Conditions



Existing pedestrian ramps



Existing sign installed by community



# Proposal

High-visibility crosswalk

School warning sign

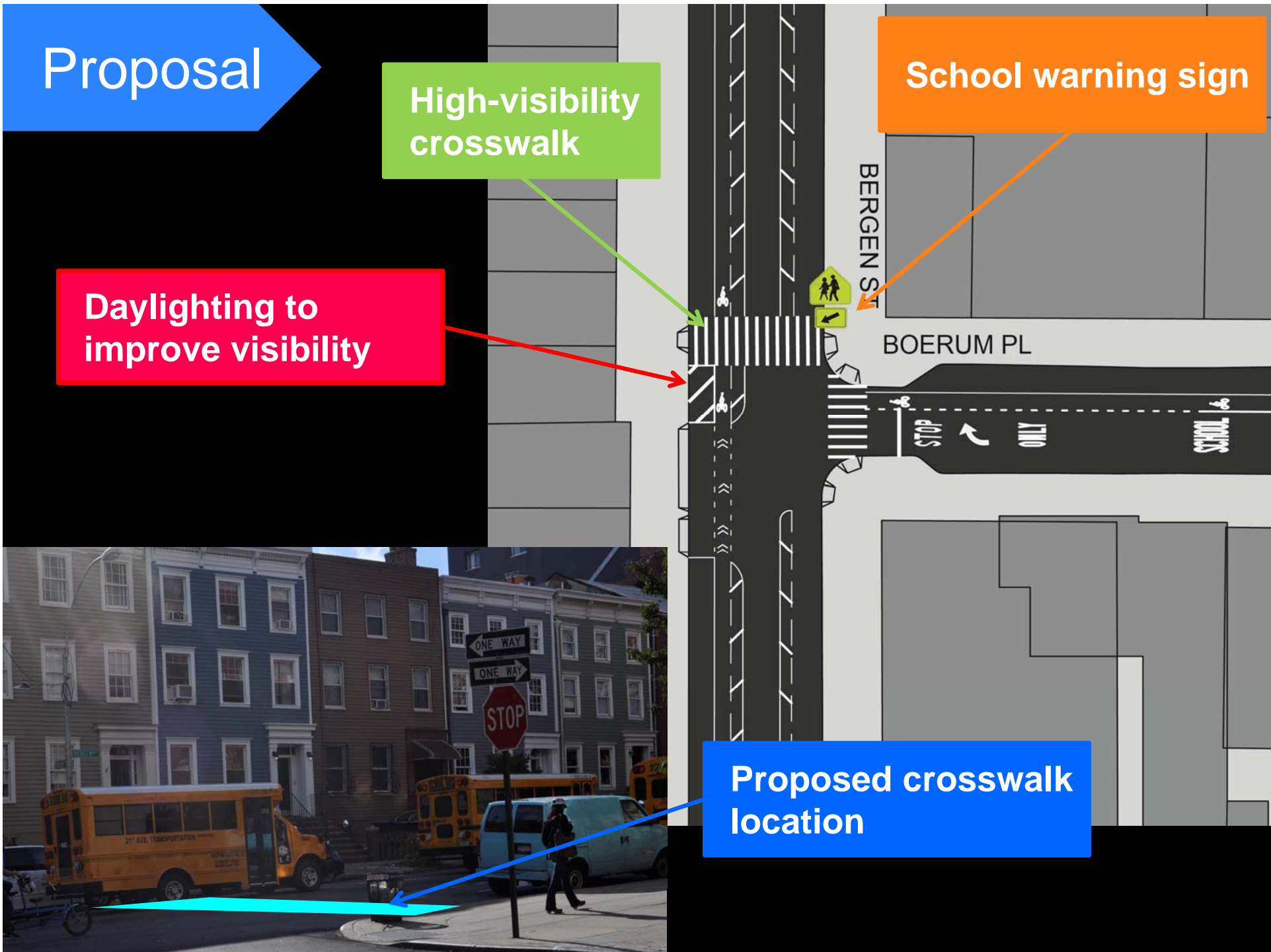
Daylighting to improve visibility

BERGEN ST

BOERUM PL

STOP ONLY

Proposed crosswalk location



Questions?

