COLUMBIA STREET AND STANTON STREET

Pedestrian Projects Group to Community Board 3
Transportation, Public Safety, & Environment Committee
April 9, 2019
Background
58 pedestrians crossing at the peak hour
Near NYCHA housing pedestrian path
Near school entrance

Peak hour is 5-6pm Study was taken on April 20, 2018
EXISTING CONDITIONS – COLUMBIA ST

- More than 350’ from a crossing
- More than 50 ft wide for pedestrians to cross
PROPOSAL
ENHANCED CROSSING TREATMENT

Americans with Disabilities Act (ADA) Compliant Pedestrian Ramps

High-Visibility Crosswalks

Pedestrian Warning Signs

11 Ft. wide painted pedestrian space

Example Enhanced Crossing at 37th St Between 9th Ave and 10th Ave
COLUMBIA ST - PROPOSAL

1. High visibility crosswalks
2. Upgrade Pedestrian Ramps
3. Painted Pedestrian Space
4. Install Parking Lane Line
**EXISTING**

- **23 spaces**
- 3 spaces
- 3 spaces

**PROPOSED**

- **7 spaces**
- **3 spaces**
- **3 spaces**
- **3 spaces**
- **3 spaces**

Legend:
- Red arrow: Dept of Ed Parking
- No: Regular Parking
- Purple arrow: Standing Anytime
- Regular Parking
SUMMARY

- Install high visibility crosswalk
- Paint pedestrian space in front of school entrance and NYCHA pedestrian path
- Install parking lane line
- Upgrade pedestrian ramps

8th St and Greene St, Manhattan
BENEFITS

- Shortens pedestrian crossing
- Improves pedestrian/vehicle visibility
- Calms traffic
- Expands pedestrian network

6 ½ Ave and W 54 St, Manhattan
THANK YOU!

Questions?
WHY NOT ALL-WAY-STOP (AWS) SIGNS?

• AWS controls are installed to determine who has right-of-way at an intersection; not to control speeding

• DOT investigation shows there is enough time between vehicles traveling on these streets to allow traffic and pedestrians on side streets to cross or for vehicles to enter the main traffic-flow

• Unnecessary stop signs can increase the frequency of rear-end crashes

• Stop signs can add significant delays to travel along corridor during peak hours