NYC DOT - Pedestrian Projects Group

• increase safety • simplify intersections • create complete streets • maximize use of space •
• green streets • provide gathering spaces • enhance communities •

NEW YORK CITY DOT

Typical Implementation Process

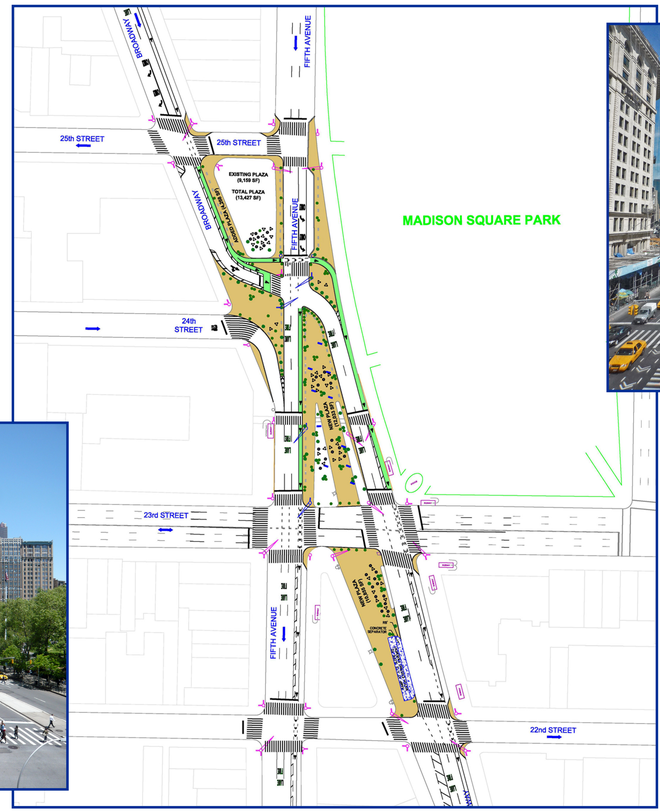
MADISON SQUARE

NEED

- Community Request
- High Accident Location
- Geometric Need
- Underutilized Roadbed
- Long Crosswalk
- Complicated Signal Phasing
- Uninviting
- Fulfilling Vision of NYCDOT's:
  - World Class Streets
  - Sustainable Streets
  - Street Design Manual
- Meet PlaNYC Goals

PLANNING and IMPLEMENTATION

- Data Collection
- Traffic Analysis
- Community Outreach
- Intra-Agency Coord.
- Purchasing
- Engineering
- Inter-Agency Coord.
- Scheduling

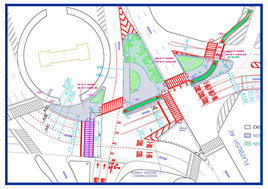


- Construct Concrete
- Landscape
- Place Furniture
- Make Signal Adjustments
- In-House-Implementation
- Create Plazas
- Hang Signage
- Install Markings

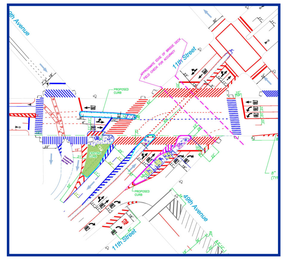
RESULT

- 41,700 Sq. Ft. Repurposed from Underutilized Roadbed
- Complete Street for All Modes
- Simplified Signal Phasing
- Doubled Vehicle Capacity of 5th Avenue
- Reduced Crossing Distances
- Shortened Bus Routes
- Class I and II Bicycle Facilities
- Green Amenities
- Plaza furnishings
- Strong Maintenance Partner

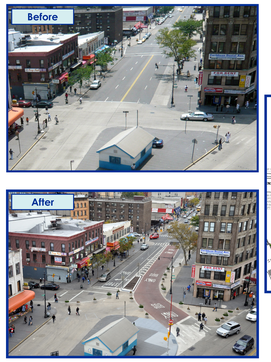
Grand Army Plaza

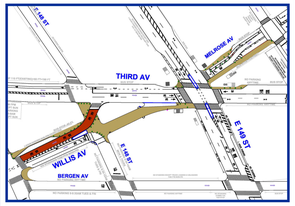


Jackson Avenue



Bronx Hub





TOOLBOX

Refuge Island

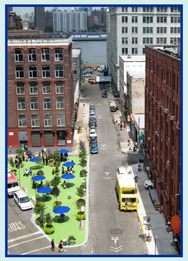
- Accommodating Cut-Through
- Bollards
- Trees
- Concrete Refuge Area

Triangles

- Pedestrian Ramps
- Bollards
- Large Planting Beds
- Seating Area

Road Diet

- Flush Malls
- Refuge Islands
- Left-Turn Bays
- Bike Lanes



Plazas

- Edge Defining Elements
  - Planters
  - Granite Blocks
  - Bollards
- Surface Treatments
- Landscaping
- Furniture
- Programmable Space

Full Median

- Extended Ped Refuge Design
- Numerous Landscaped Beds
- Parking Areas (if appropriate)