



# COLUMBIA STREET AND STANTON STREET

Pedestrian Projects Group to Community Board 3  
Transportation, Public Safety, & Environment Committee  
April 9, 2019

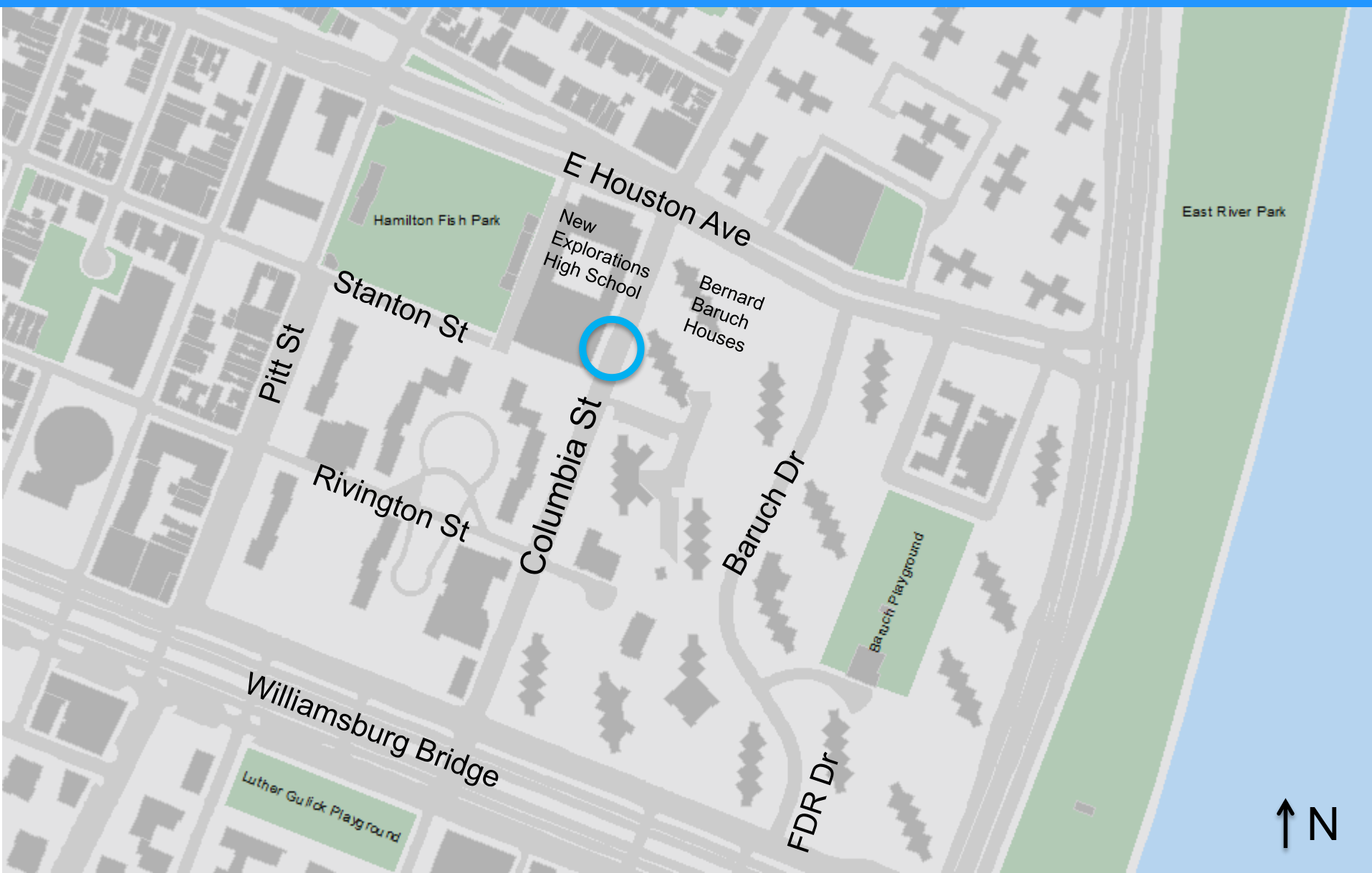


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# Background

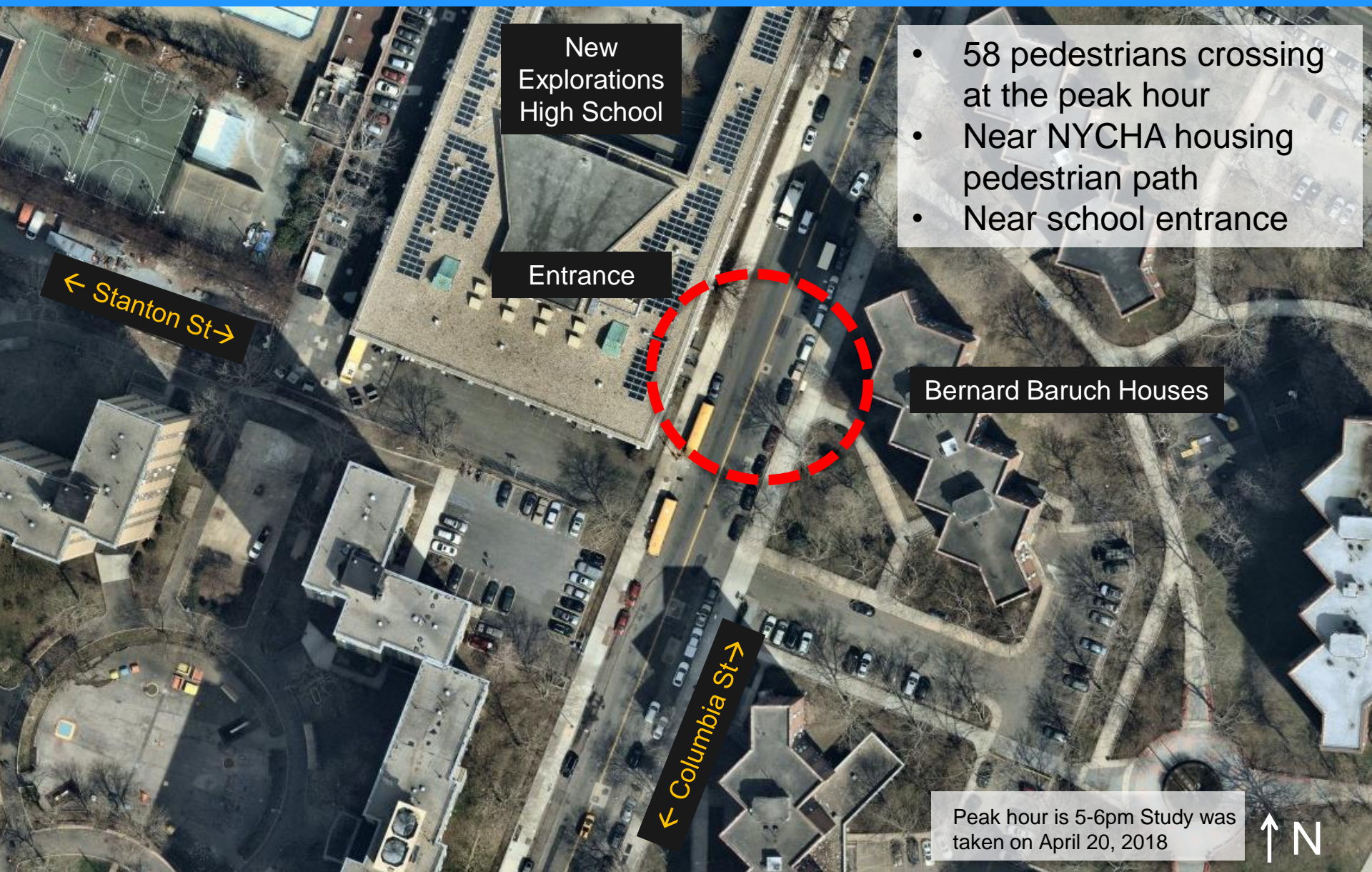
# 1

# PROJECT AREA



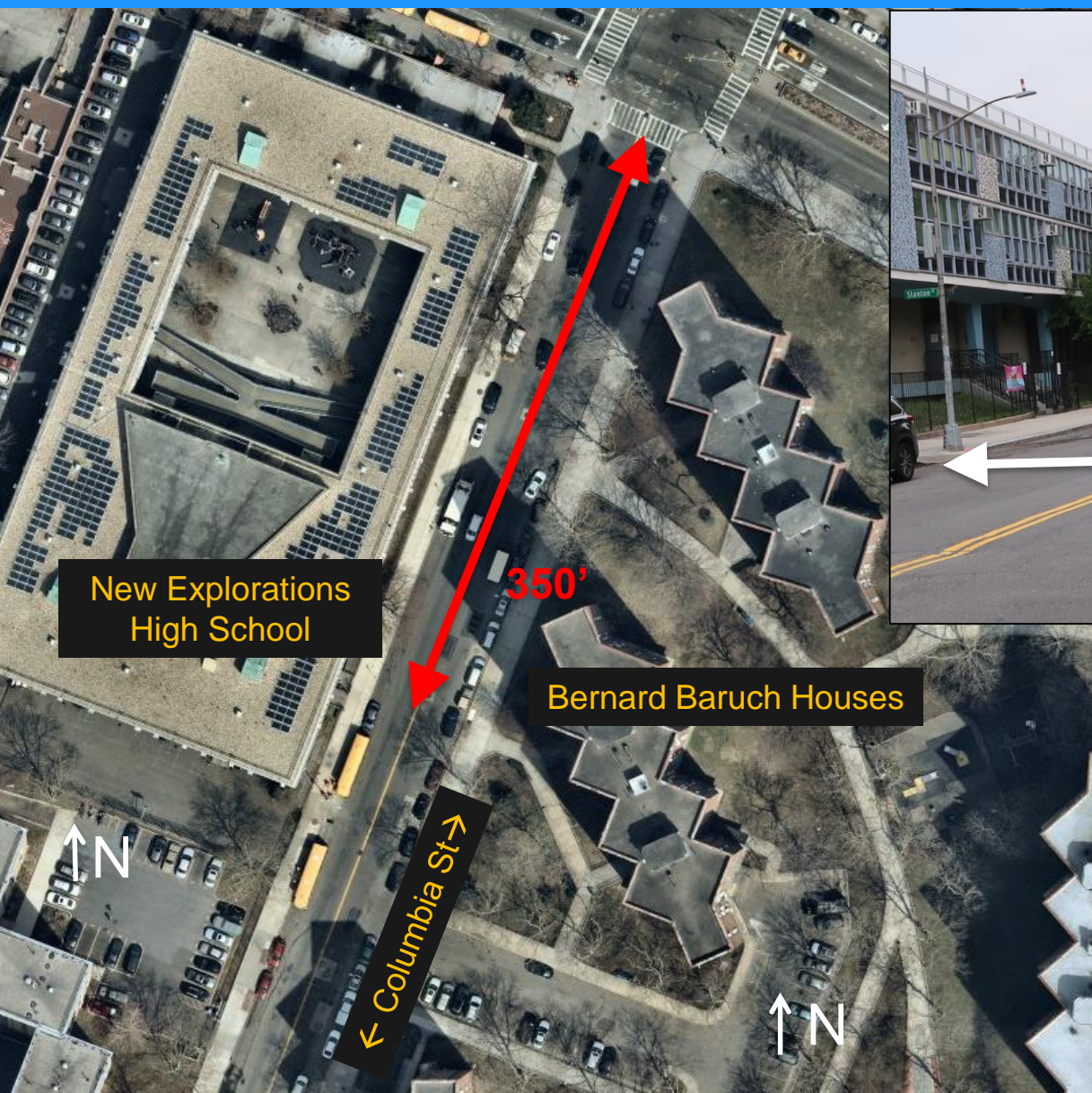


# PROJECT AREA





# EXISTING CONDITIONS – COLUMBIA ST



- More than 350' from a crossing
- More than 50 ft wide for pedestrians to cross

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PROPOSAL

2



# ENHANCED CROSSING TREATMENT

Americans with Disabilities Act (ADA)  
Compliant Pedestrian Ramps



High-Visibility Crosswalks



Pedestrian Warning Signs



W11-2



W16-7P

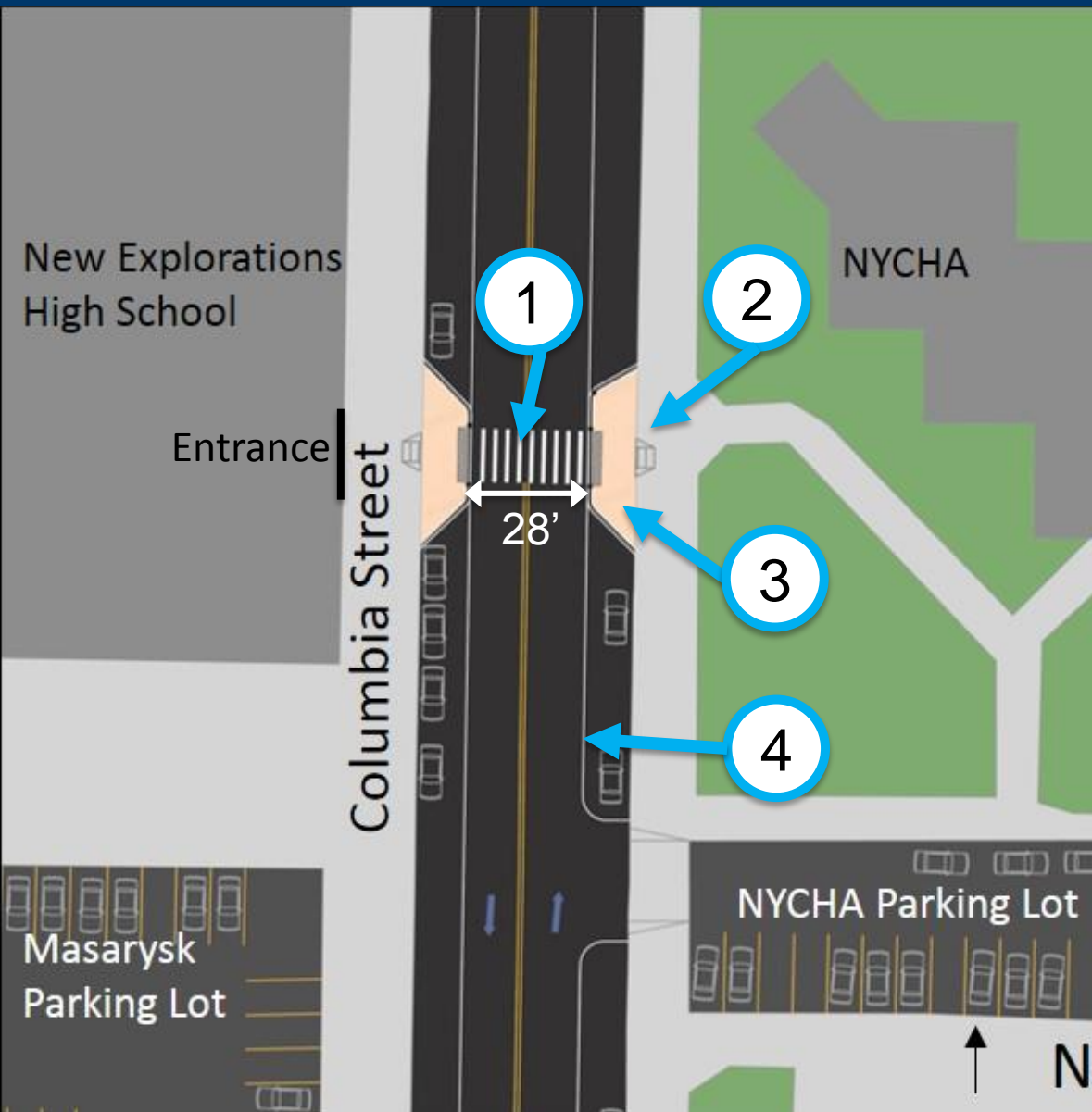
11 Ft. wide painted pedestrian space



*Example Enhanced Crossing at 37<sup>th</sup> St  
Between 9<sup>th</sup> Ave and 10<sup>th</sup> Ave*

© NYC

# COLUMBIA ST - PROPOSAL



1

High visibility crosswalks

2

Upgrade Pedestrian Ramps

3

Painted Pedestrian Space

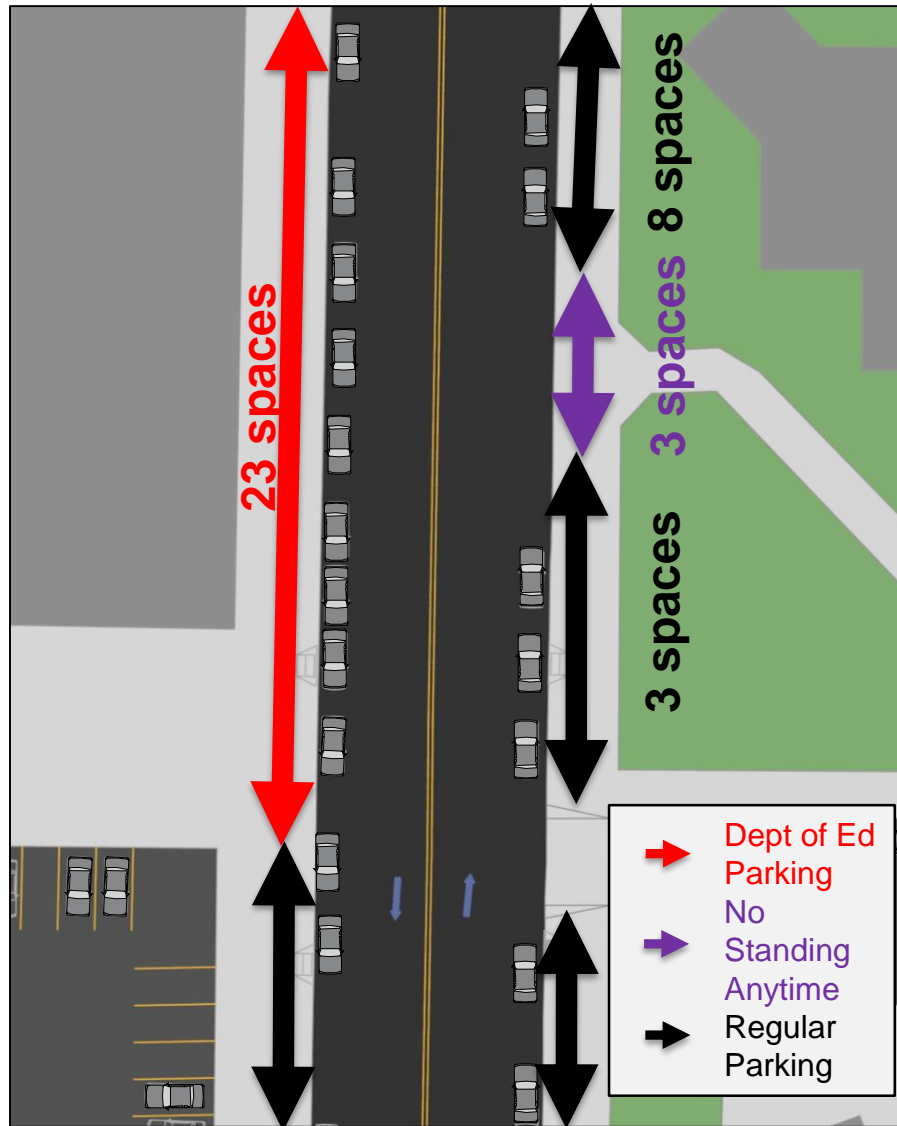
4

Install Parking Lane Line

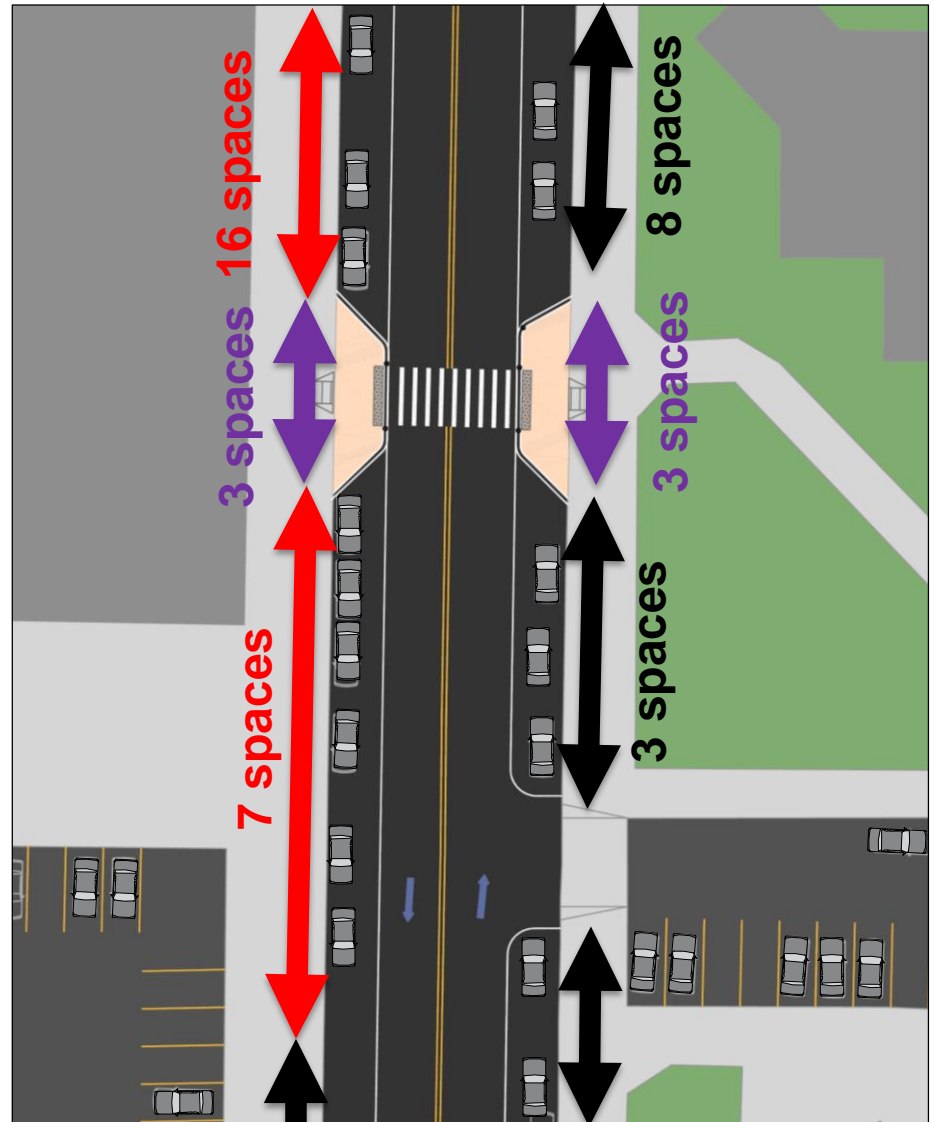


# PARKING REGULATIONS

## EXISTING

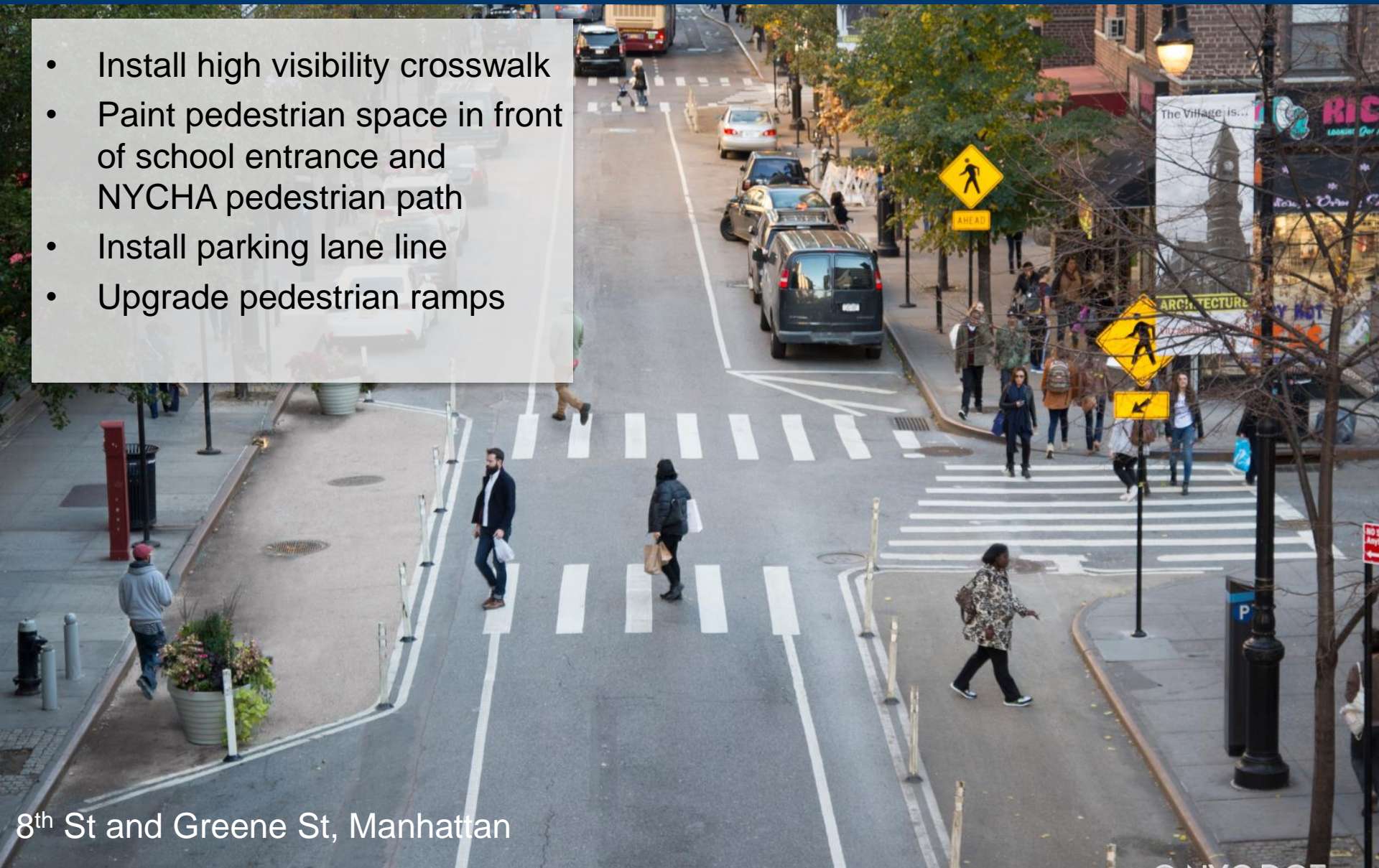


## PROPOSED



# SUMMARY

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



8<sup>th</sup> St and Greene St, Manhattan



# BENEFITS



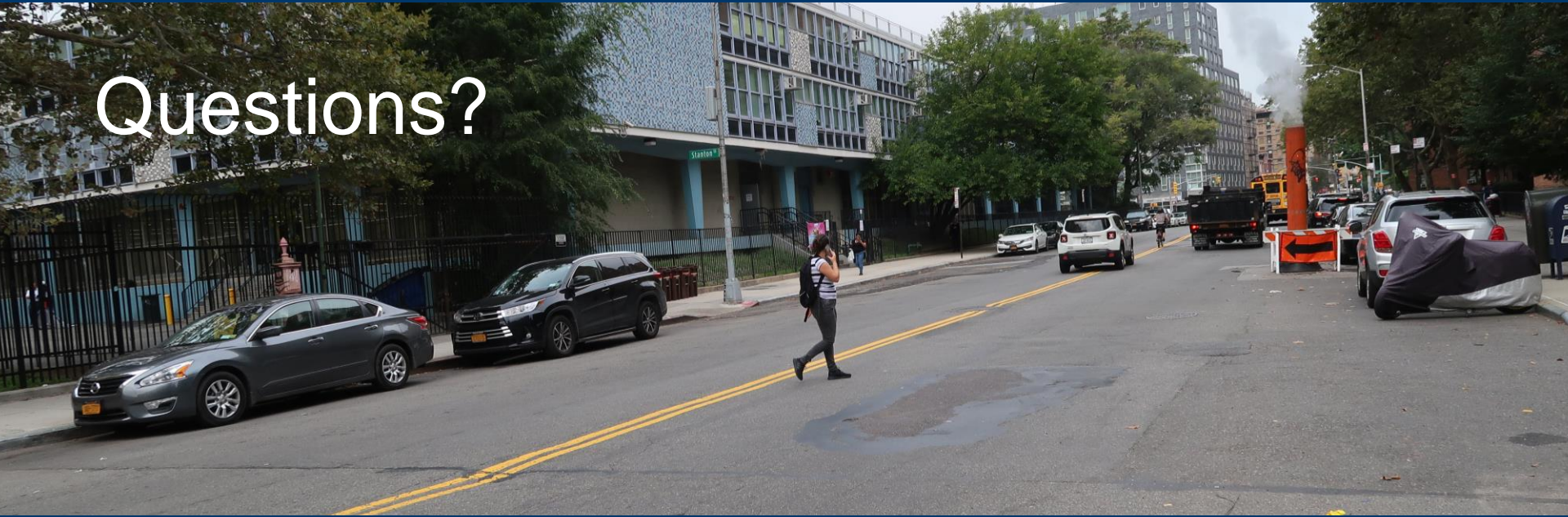
6 ½ Ave and W 54 St, Manhattan

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



# THANK YOU!

## Questions?



NYC DOT



NYC DOT



nyc\_dot



NYC DOT



# 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

