HEY, I’M WALKING HERE!

Heidi Wolf
Deputy Director, Pedestrian Projects Group
New York City has always been a city of walkers
New Yorkers walked to work, for pleasure and out of convenience
Starting in the 1950’s, increased car ownership, highway construction, migration to the suburbs and more crime resulted in wholesale changes to New York’s culture, transportation patterns and use of streets.
STREET DESIGN, FOR CARS ONLY

<table>
<thead>
<tr>
<th>STANDARD NO.</th>
<th>DISTANCE BETWEEN FROM Pt.</th>
<th>FACE</th>
<th>ARROW POINTS</th>
<th>MOUNTING ON-TYPE</th>
<th>SIDE</th>
<th>HEIGHT</th>
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<td>1. From: 33 St.</td>
<td>To: Roosevelt Ave.</td>
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Paint center lane line, and one lane line 11'0 off each side of center lane line.

SUPERSEDES: M-11772
Yields this
In the last ten years, NYCDOT has returned to an emphasis on pedestrian-oriented streets by working to enhance and expand the pedestrian environment to provide opportunities for active transportation, social interaction and improved health outcomes.
Lincoln Center, Manhattan *Complex Intersection*

**Issues:**
- Complex multi-legged intersection
- Destination for culture & theatre
- Significant number of pedestrians crossing

**Solutions:**
- Expanded concrete elements/added painted curb extensions to shorten crossing distances
- Reduced and clarified traffic lanes
- Add crossings & improve pedestrian signal timing
8th Street, Manhattan *Enhanced Crossings*

**Issues:**
- Excessively wide travel lane
- Significant number of pedestrians crossing
- Could not meet warrant for traffic control

**Solutions:**
- Installed yield to pedestrian crosswalks
- Added painted curb extensions to shorten crossing distances and calm traffic
- Installed parking lane stripes
Mt. Eden Ave, Bronx Sidewalk

Issues:
- No sidewalk between residential and major subway stop
- Significant number of pedestrians walking in roadway

Solutions:
- Converted road to one way
- Installed concrete sidewalk
- Added crosswalks
Morningside Ave, Manhattan *Road Diet*

**Issues:**
- Long crossing distances
- Excess capacity
- Limited crossing from residential to park

**Solutions:**
- Installed 4 to 3 road diet with pedestrian refuges and additional crosswalks.
Astoria Boulevard, Queens *New Intersection*

**Issues:**
- Long distances between pedestrian crossings on commercial corridor with bus stops
- Pedestrian desire lines not accommodated
- Speeding vehicles

**Solutions:**
- Installed median tip extensions to provide refuge for pedestrians and calm traffic
- Created new intersections and provided crosswalks to accommodate pedestrian desire lines
From 2007-2017, NYCDOT has converted 1,913,075 sq. feet of former roadbed to pedestrian space. That’s 43.92 acres!

Gains for active transportation + other progressive health policies such as the smoking ban in restaurants and bars have translated into an increase in life expectancy for New Yorkers.
THANK YOU