3rd Avenue at E 60th St
Pedestrian Safety Improvement Project

Commissioner Polly Trottenberg, New York City Department of Transportation
Presented by the Pedestrian Projects Group, January 9, 2014 to Manhattan Community Board 8
Crash History

5 years (2007-2011):
- 28 total injuries
- 12 pedestrian injuries
- 2 pedestrian fatalities (2010 & 2013)
Existing Conditions

Looking North at E 60th St

Wide corridor with long crossings

65’ with 5 moving lanes

Looking North at E 60th St
Existing

Short right-turn only lane (60’) with separate turning phase

Causes congestion in thru lane and pressure for turning vehicles

Traffic Volumes & Pedestrian Volumes
AM Peak (7:30-8:30) / PM Peak (5-6)
Existing Conditions

Vehicles double turning and running red arrow signal

Large trucks exiting the bridge travel through this intersection

Looking West at E 60th St

Looking East at E 60th St
Signal Timing: 60th St

3rd Ave Phase: 41 sec

60th St Thru Phase: 27 sec

60th St Thru & RT Phase: 22 sec

Split phase separating pedestrians from turning vehicles

Limited ability to alter timing due to 3-phase signal

Required crossing time for seniors is 22 seconds (65’ at a 3 ft/sec pace)
Rapid Response Toolkit

- Painted and/or textured surfaces
- Planters with maintenance partner
- Pavement markings
- Flexible delineators
- Sign installation

Sidewalk extensions with and without maintenance partners
Neckdowns decrease crossing distances by 12’

Increased storage for turning vehicles reduces congestion and double turning (200’)

Marking left-turn lane clarifies vehicular movements and allows for neckdown
Example of treatment

Looking north at E 86th St
1. Install “painted” neckdowns with flexible delineators on NW and SW corners
2. Add new left-turn only lane on Third Ave
3. Extend right-turn only lane on E 60th St by 140’
4. Clarify lane assignments with additional markings and peg-a-track
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Thank You