

# **Street Design Safety:** Daylighting

**Brooklyn Community Board 6**

September 14, 2023

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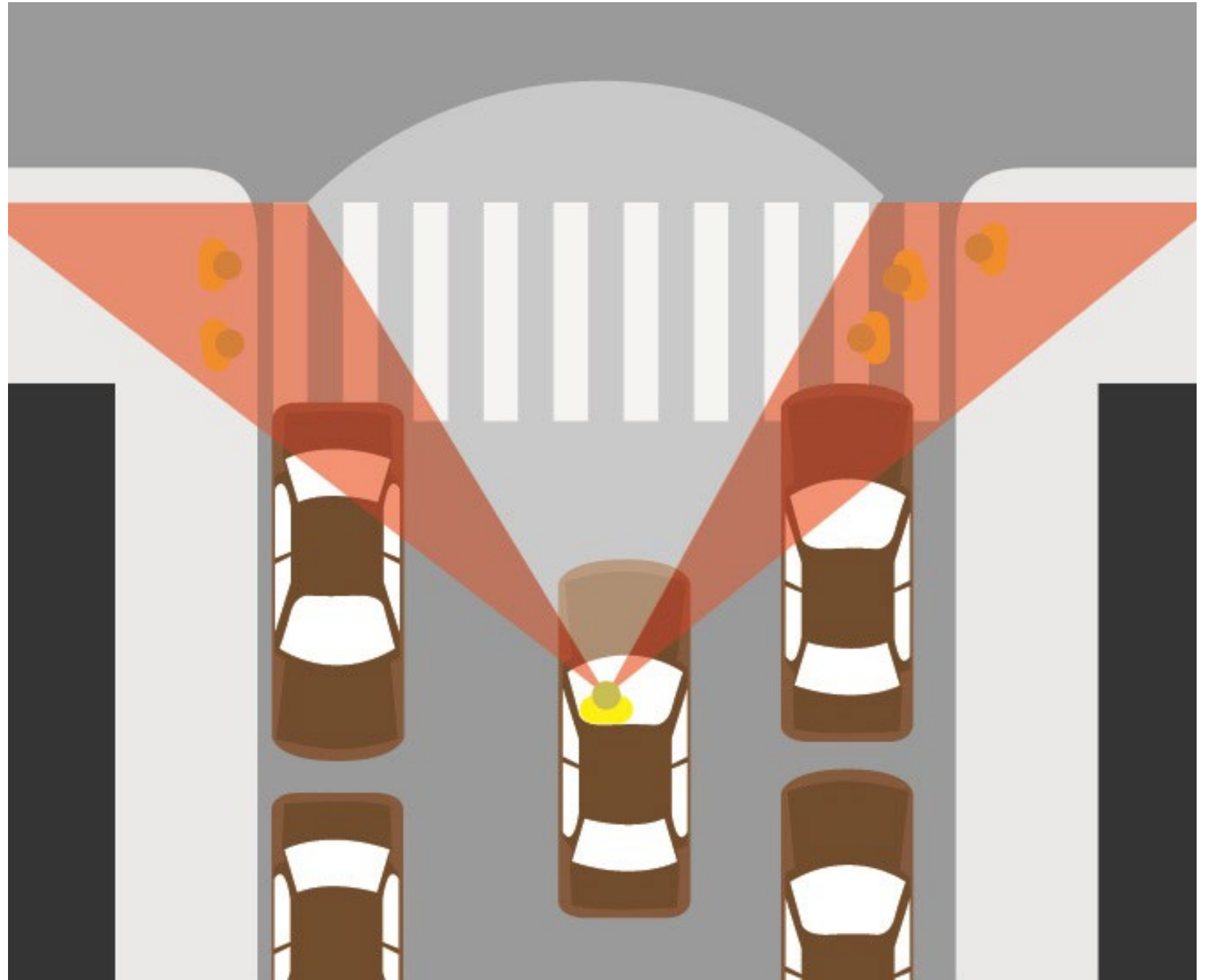
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  - Peer Cities
- **Implementation**
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# Background

# Definition

- **Daylighting**

- A street design intervention whereby visual obstructions closest to intersections are removed to improve visibility for pedestrians, cyclists, and motorists
- In the context of street safety, this design makes pedestrians at crosswalks more visible to drivers, reducing the chance of collisions at intersections



Source: SFMTA

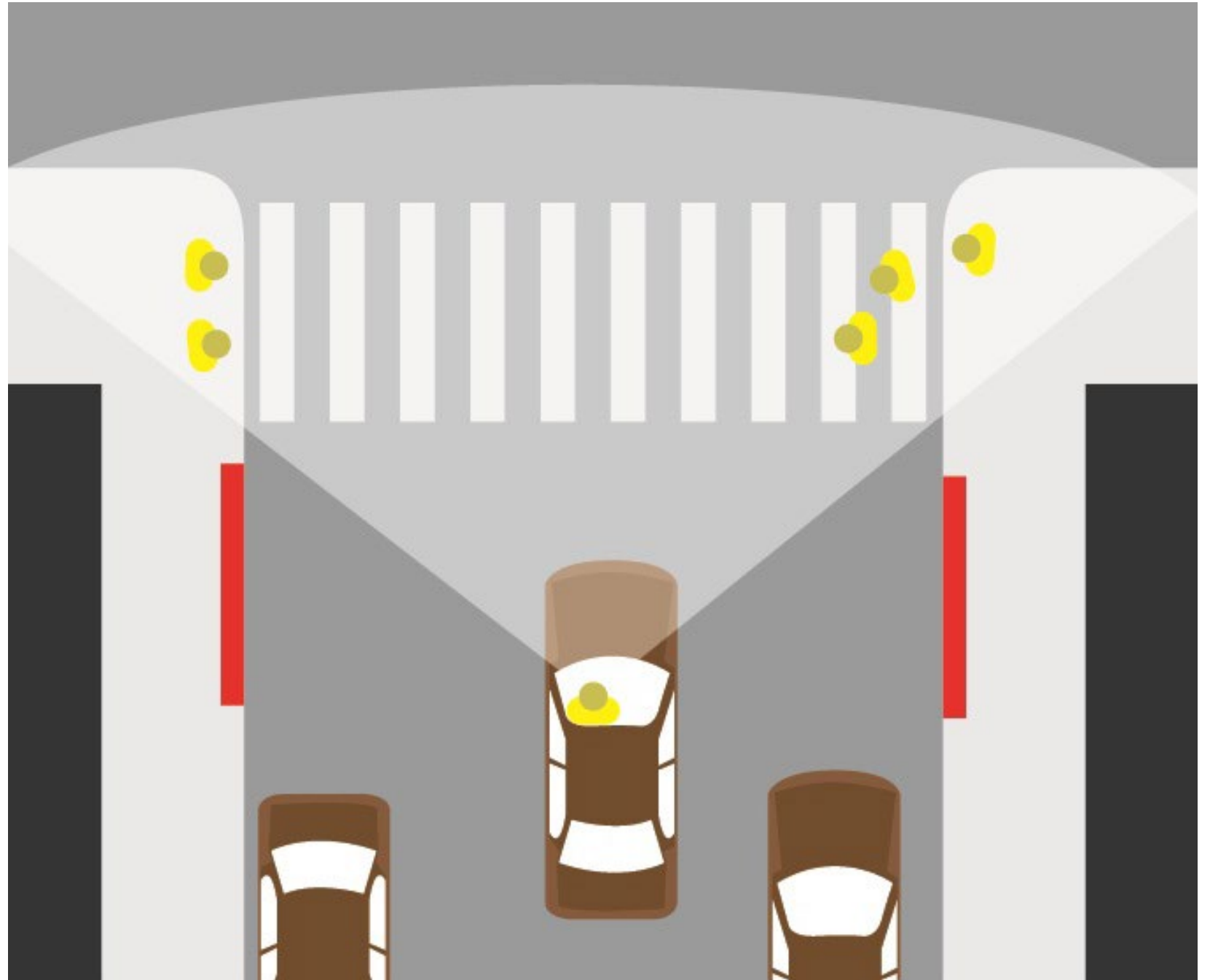
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- **State vs. City Laws**

- NYS law prohibits vehicles parking within 20ft of a crosswalk or intersection
- NYC law only prohibits parking *directly within* a crosswalk or intersection

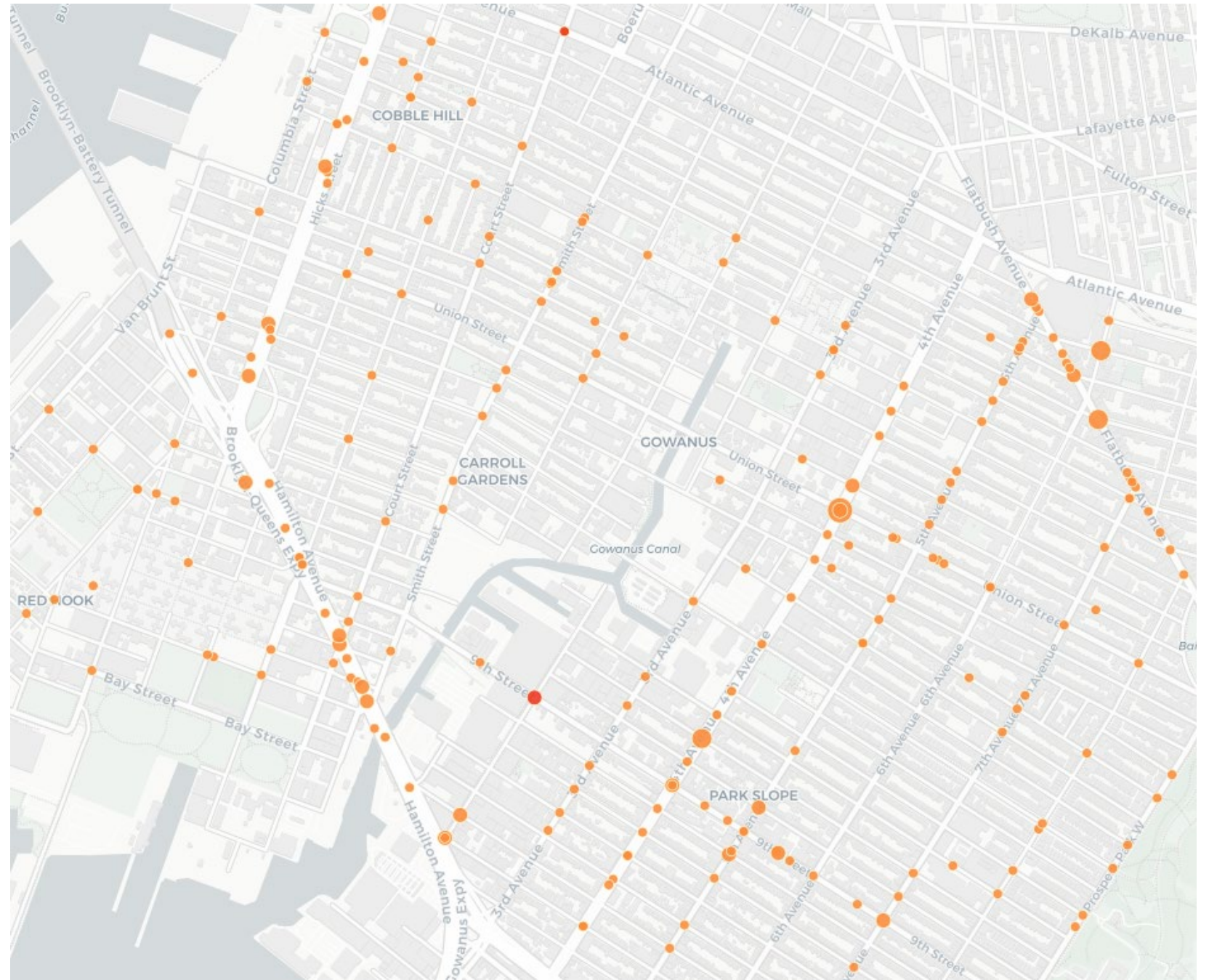


Source: SFMTA

# Street Design Framework

- **Intersections**

- Over half of crashes in New York City occur at intersections, including the vast majority that injure or kill pedestrians
- Intersections have the most conflict points between different road users, and highest volume of pedestrians



**Source:** CrashMapper reported collision data involving an injury (2023)

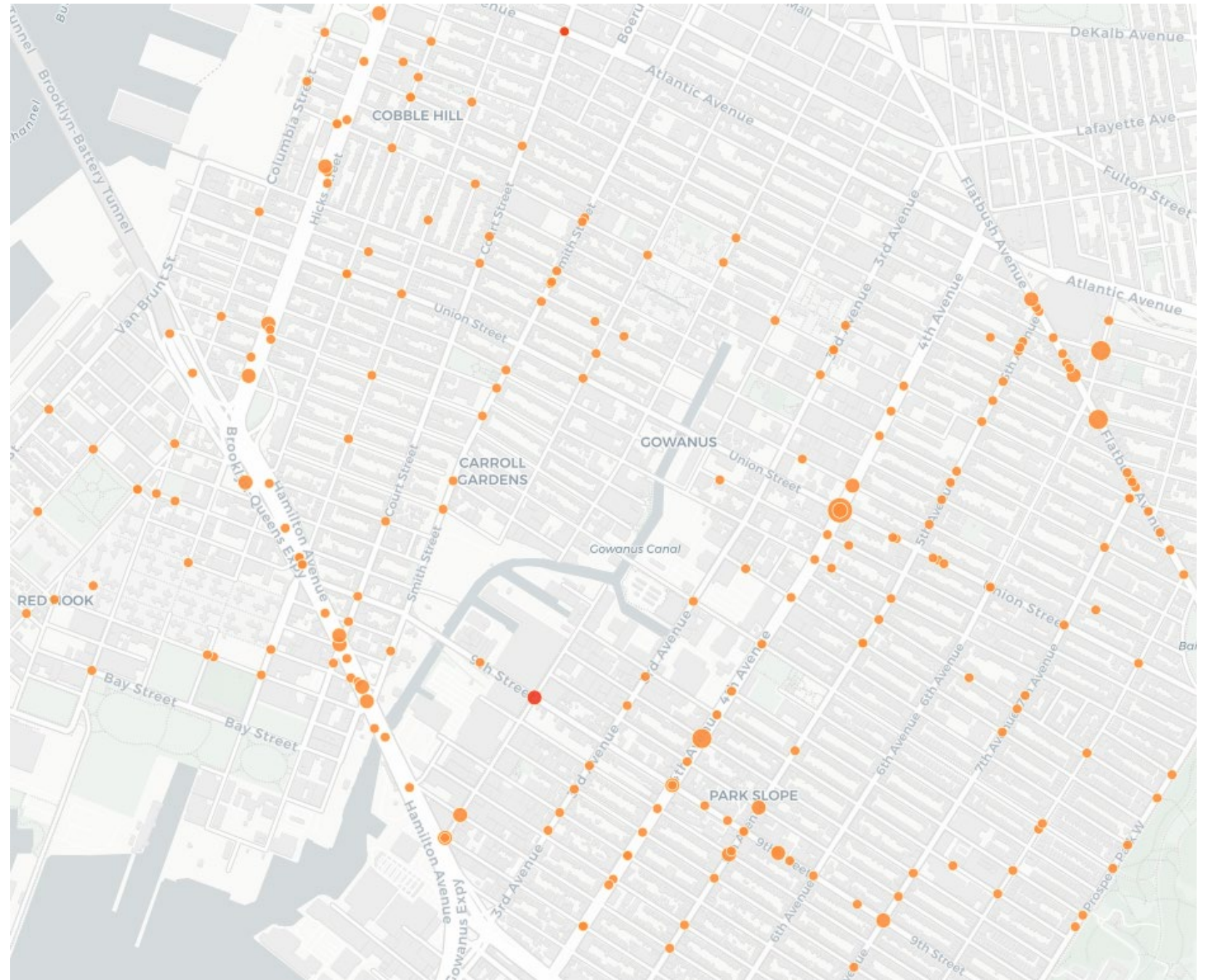
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- **Safe Systems Approach**

- Death and serious injury are unacceptable on our streets
- Humans will make mistakes—minimize the impact of those mistakes
- Humans are vulnerable—always design for the most at-risk groups
- Safety should be proactive
- Redundancy is key



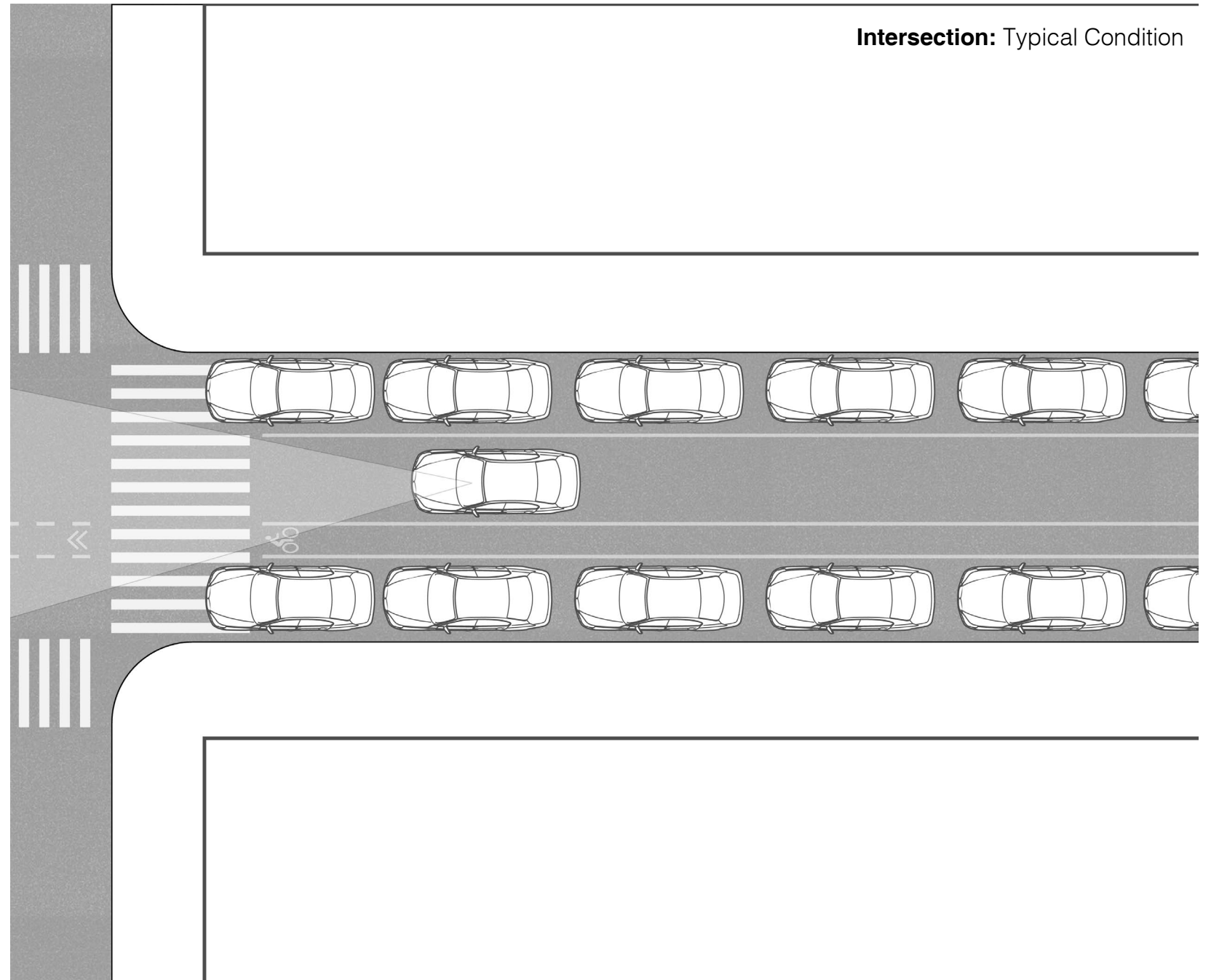
**Source:** CrashMapper reported collision data involving an injury (2023); U.S. DOT Vision Zero Program

# Street Design Framework

- **Daylighting Benefits**

- Increases visibility of pedestrians to motorists
- Increases visibility of vehicles to pedestrians
- Shortens crossing distance for pedestrians
- Protects ADA accessibility
- Reduces crowding at crosswalks
- Provides space for public amenities

**Intersection:** Typical Condition

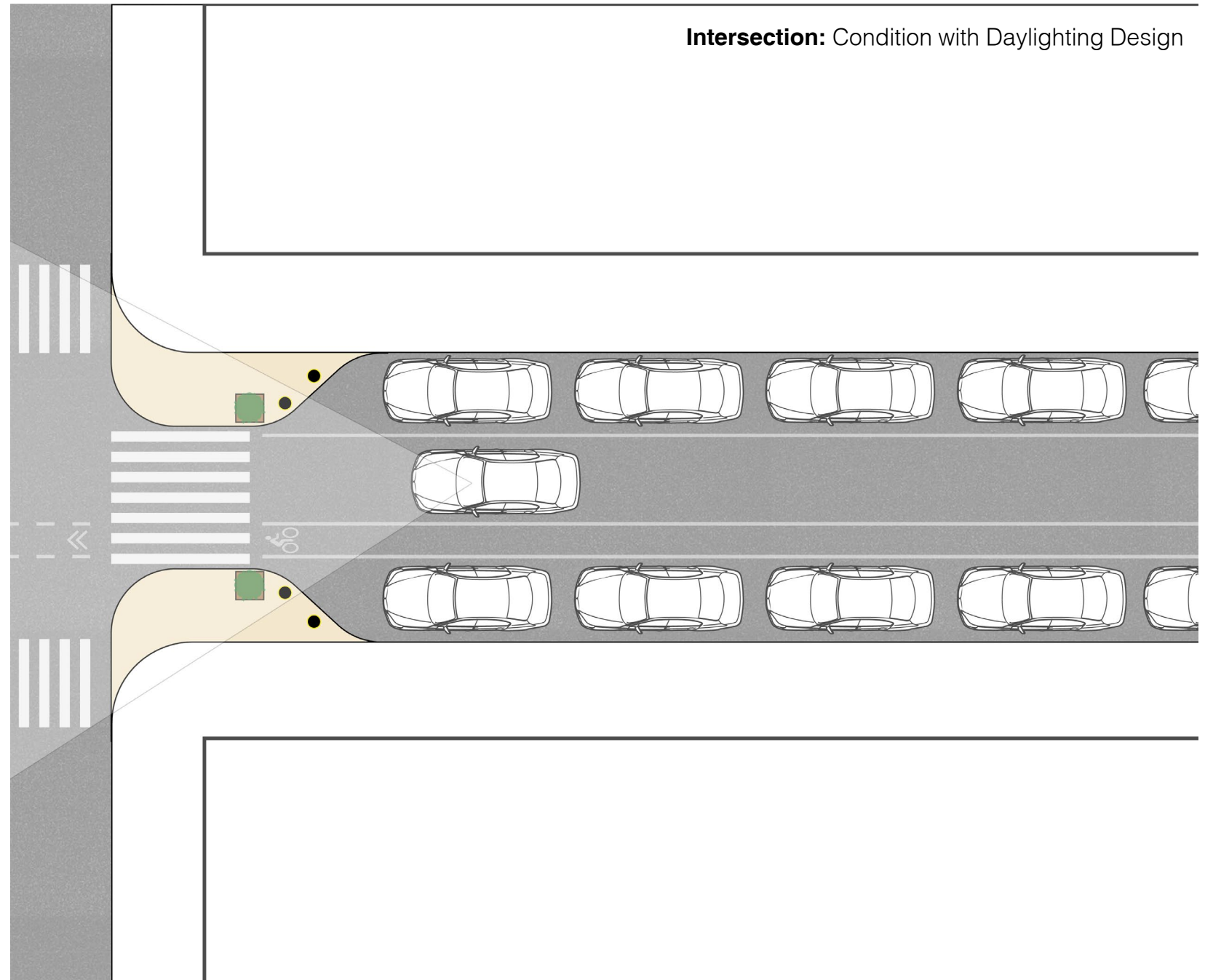




# Street Design Framework

- **Daylighting Benefits**

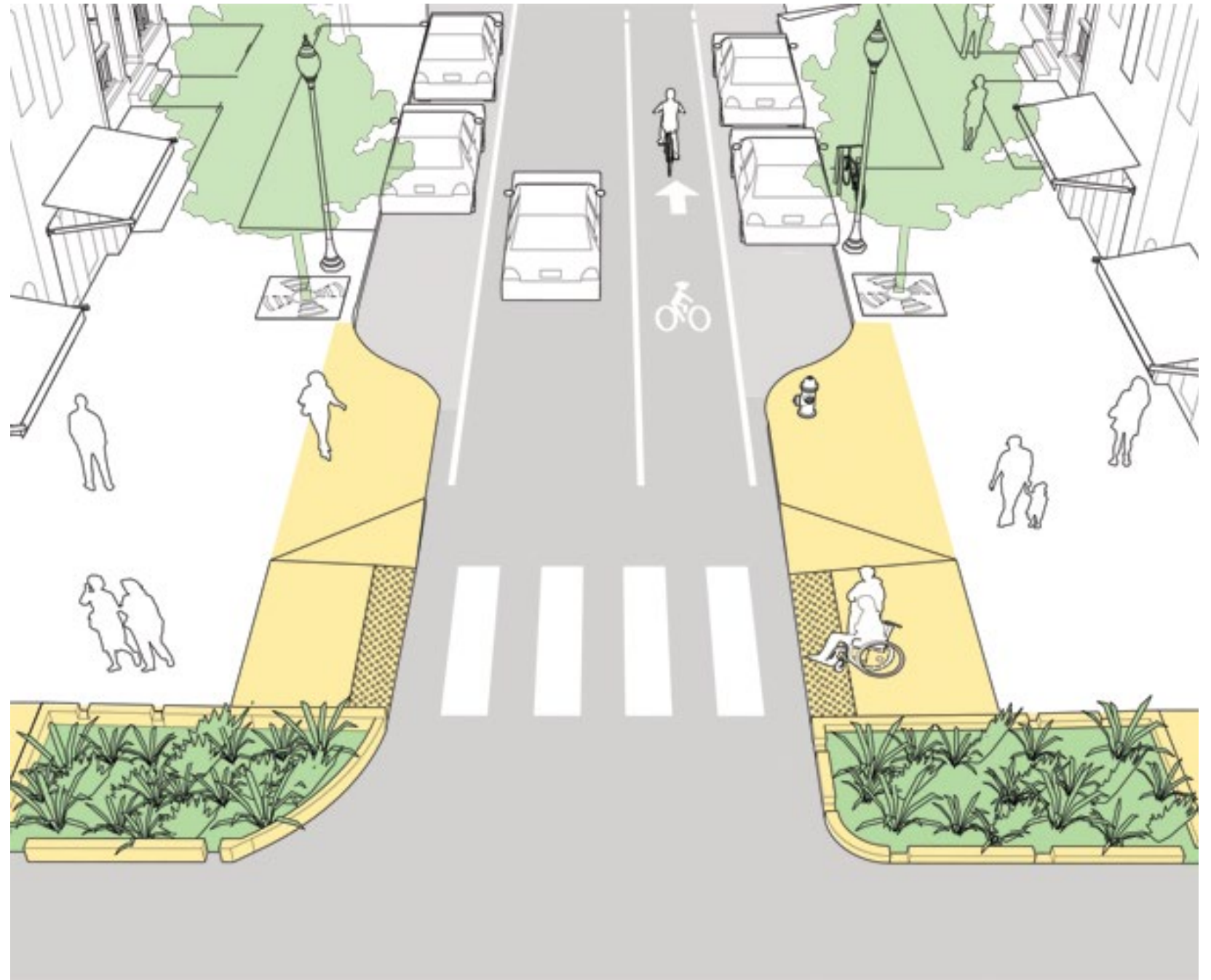
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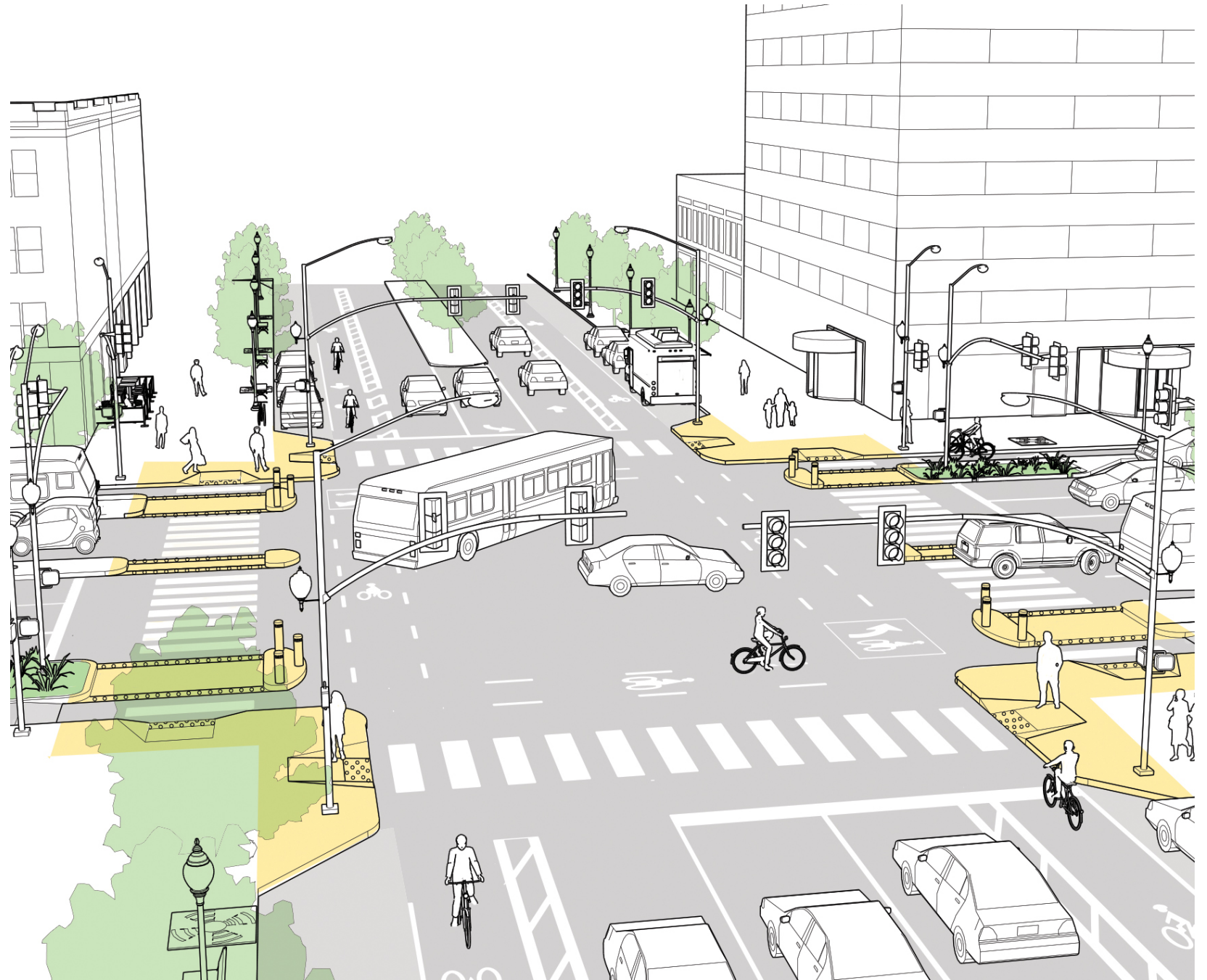


**Source:** National Association of Transportation Officials (NACTO)

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**Source:** National Association of Transportation Officials (NACTO)

# Precedents

# Precedents: New York City



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Source: NYC DOT

# Precedents: New York City



# Precedents: New York City



Source: NYC Street Design Manual



# Precedents: New York City



# Precedents: Hoboken



Source: Curbed; Photo Credit Chris Robbins

# Precedents: Hoboken



Source: City of Hoboken

# Precedents: Hoboken



Source: Tim Evans, New Jersey Future

# Precedents: Chicago



Source: Sam Schwartz Engineering

# Implementation

# Incremental Approach

- **Interim / Pilot**

- Textured paint, lane markings, flex posts, rubber medians, planters, bike racks, granite blocks
- Low cost



Source: NYC DOT

# Incremental Approach

- **Interim / Pilot**

- Textured paint, lane markings, flex posts, rubber medians, planters, bike racks, granite blocks
- Low cost

- **Long-term / Permanent**

- Concrete curb extensions, permanent plantings, bioswales, benches, CitiBike stations, trash/recycling containers, information kiosks
- Moderate cost

