

## PEDESTRIAN and TRANSPORTATION EXPERIENCE

The following are projects supervised by Glynis Berry when employed at NYCDOT:

### Traffic Calming Seminar:

Berry conceived and arranged this two-day event, where experts from the USA and Europe argued the benefits and disadvantages of traffic calming, including its impact on mobility, environmental quality and economic vitality. A second day of workshops focused on specific NYC projects.

### Pedestrian Survey:

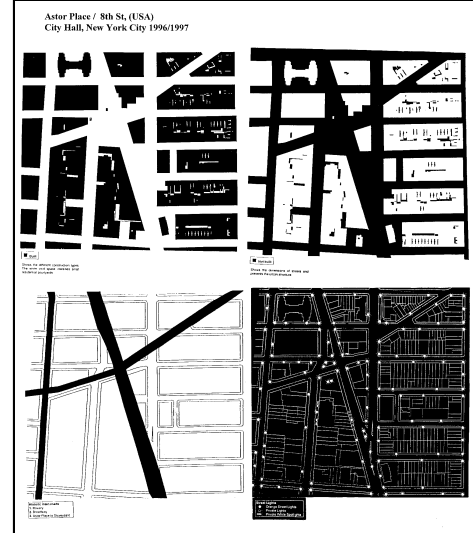
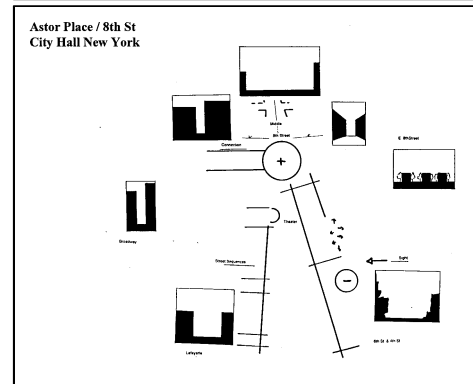
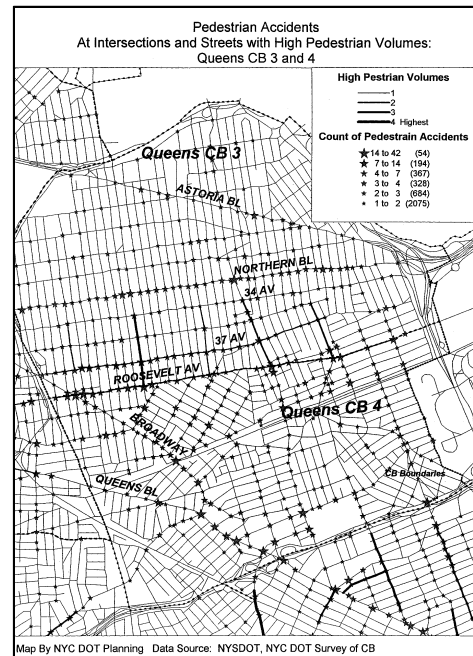
To obtain an understanding of specific pedestrian issues, PPG interviewed all police precincts and community boards in NYC. High pedestrian usage, pleasant streets, important links and a wide range of problems were mapped using GIS. This information was then layered with accident, vehicular and land-use data to give a detailed evaluation of existing conditions affecting pedestrians.

### Evaluation of Pedestrian Behavior:

In addition to in-depth studies of accident data, Berry also evaluated pedestrian behavior for NYCDOT projects. Paths actually taken by pedestrians were recorded, and cyclical variations noted. Corner Levels of Service (LOS) were stressed and types of pedestrian behavior analyzed. Qualitative aspects were included, as well as more typical analyses of traffic and accidents. Examples included Mulry Square, Astor Place/Cooper Square and the Grand Concourse. All resulted in projects that improved conditions for the pedestrian.

### Pedestrian Accidents and Safety:

Berry helped NYCDOT shift its approach to pedestrian safety. Accidents rather than fatalities were analyzed, as the voluminous data helped define patterns and problems more easily addressed by design. An example of this was an intensive study of pedestrian conditions in CB2 in Manhattan. Standard operations were also evaluated for improvements. Resulting programs included the acceptance of Leading Pedestrian Intervals (LPI) and the introduction of a new crosswalk type for areas experiencing frequent pedestrian accidents. Berry has often been called upon to evaluate sites posing pedestrian hazards.



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### Modal Shifts:

In cooperation with the MTA, Glynis started an "Intermodal Nodes" project that introduced surface improvements near transfer points for people using mass transit. Accessibility, efficiency, safety and comfort were stressed. Examples include Myrtle/Wycoff and Broadway Triangle. Pedestrian projects that carefully balanced the needs of competing modes were able to increase pedestrian traffic and economic activity, such as the midday closing of Fulton Street, or numerous weekend closings.

### Traffic Calming:

By developing criteria in an inclusive manner, Glynis was able to introduce traffic calming to a City that had resisted such efforts in the past. The careful execution of tests allowed programs and projects to be accepted, such as the speed hump request program, neckdown policy, and Francis Lewis Boulevard projects.

### Corridor Projects:

By addressing land use, traffic and safety issues, Berry designed acceptable solutions for complex situations. The pedestrian became an important part of the traffic mix. Two examples are Houston Street and the Grand Concourse.

### Pedestrian Lighting:

A prototypical street lighting project in East New York broke with traditional practice by lighting vertical rather than horizontal surfaces, emphasizing what was positive in a neighborhood, and using light as a way-finding marker to selectively emphasize preferred routes.

### Urban Design:

Glynis sought to enliven spaces where possible. Examples include the Lower East Side Artscape project, step streets and the redesign of recaptured roadways as "Green Streets".

### Public Outreach:

In all her projects, Glynis has reached out to communities, often beyond the required presentations. Examples include the yearlong planning and test process for the redesign of Mulry Square, the CB2 master plan, a Traffic Calming Seminar, and the pedestrian survey.

