



NYC JAYWALKING STUDY

Pedestrian Unit

Action Plan



BACKGROUND

- Streetsblog NYC released a report accusing the NYPD of racial targeting of Black and Hispanic people for jaywalking
 - Roughly 90% of tickets went to Black or Hispanic people between 1/1/19 and 9/30/19 (284 out of 316 tickets)

NYC code on jaywalking:

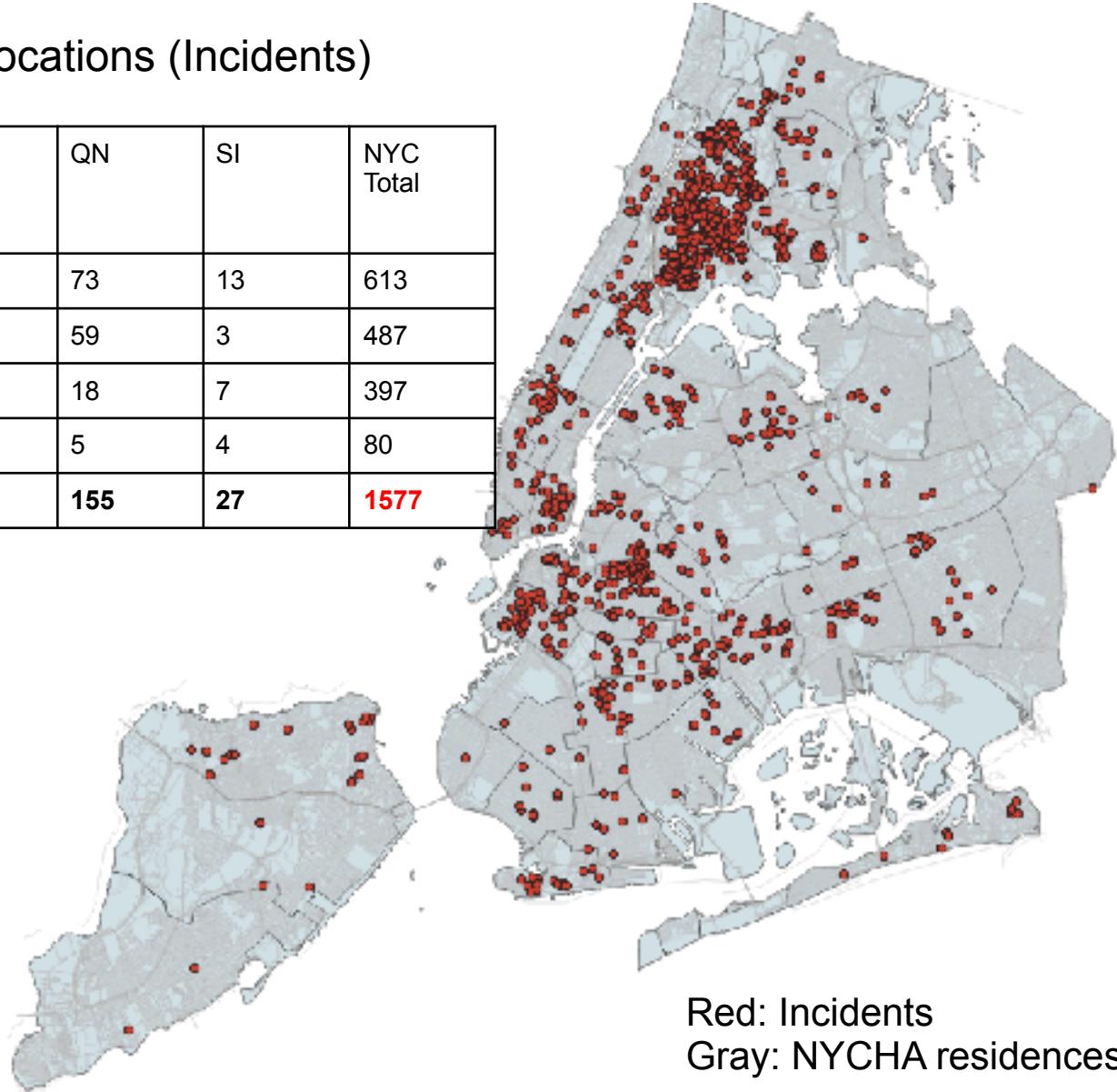
- “No pedestrian shall enter or cross a roadway at any point where signs, fences, barriers, or other devices are erected to prohibit or restrict such crossing or entry,”
- “No pedestrian shall cross any roadway at an intersection except within a cross- walk.”

MAP

Map of Jaywalking Tickets Locations (Incidents)

	BX	BK	MN	QN	SI	NYC Total
2016	312	159	56	73	13	613
2017	232	153	40	59	3	487
2019	205	125	42	18	7	397
2020*	41	19	11	5	4	80
Total	790	456	149	155	27	1577

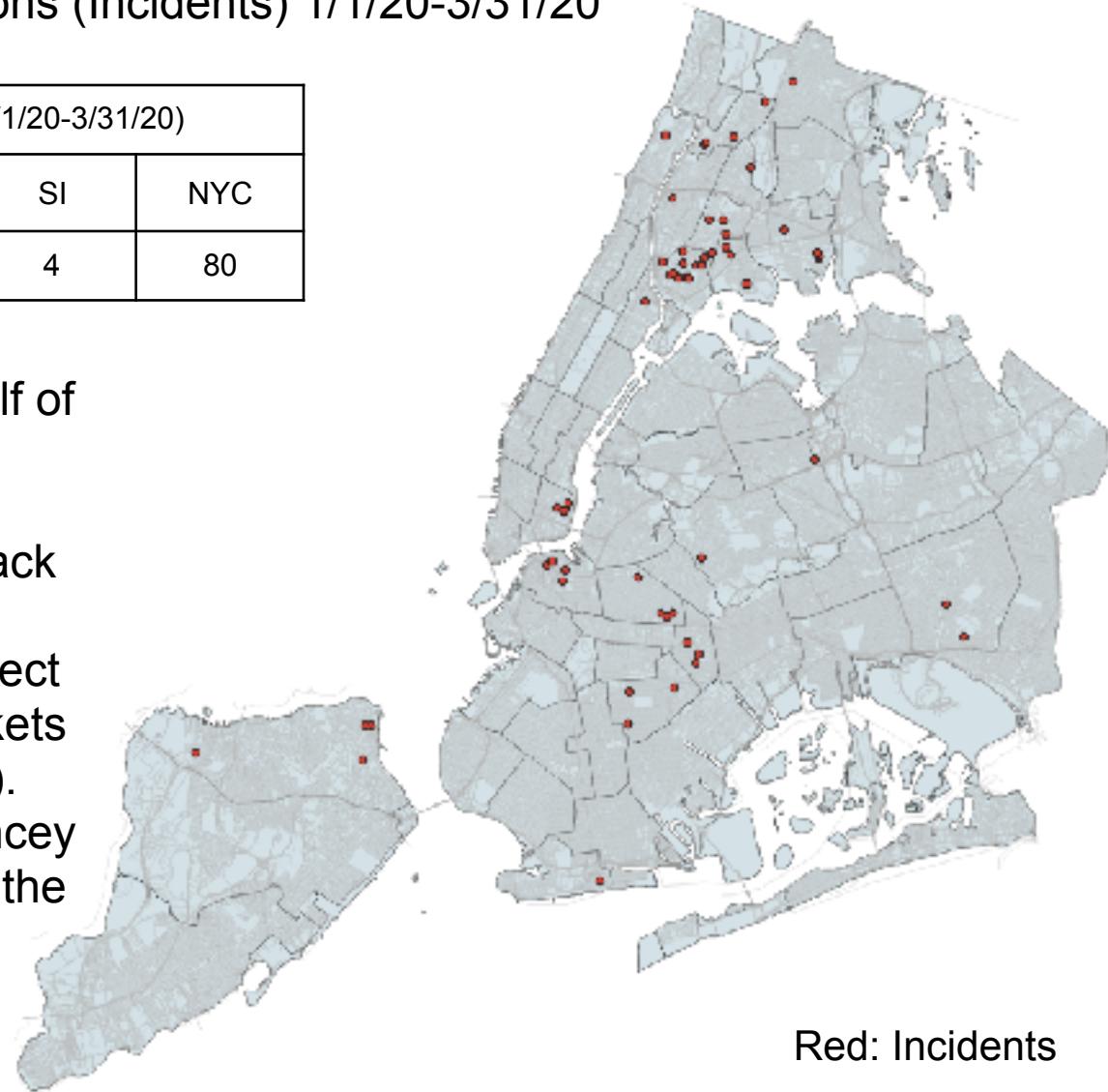
*First three months of 2020



Map of Jaywalking Tickets Locations (Incidents) 1/1/20-3/31/20

Jaywalking Instances 2020 by Borough (1/1/20-3/31/20)					
BX	BK	MN	Q	SI	NYC
41	19	11	5	4	80

- The Bronx accounts for over half of all incidents
- 97.5 % of people receiving summonses were logged as Black or Hispanic
- After NY on Pause went into effect (after 3/22/20), 7 jaywalking tickets were issued (all to Black males).
 - See: Ralph Ave and Chauncey St (BK) – 3 tickets given in the same day (3/26/20)



PURPOSE

- Mayor has expressed concern and called for city investigation into the racial disparities
- NYPD denies racial bias
- Nevertheless, there may be other additional reasons as to why pedestrians are getting tickets for jaywalking, and why a large majority of the tickets have been issued in the Bronx.
 - This may be because of poor design, confusing signals, or a lack of infrastructure, etc.

GOALS AND OUTCOMES

Goal 1: Overall findings on the nature of jaywalking in NYC

- Have a methodology for flagging streets with high incident rates
- Recommendations for better addressing and understanding jaywalking
 - Have a list of potential treatments + how they help
 - Insight into how to prioritize Enhanced Crossings

Goal 2: Have a file that will be updated quarterly with new jaywalking data

- Can be used by PMs for investigating potential SIPs or for reference in a CB Presentation

LIMITATIONS

- Geographic jaywalking data
- Jaywalking data vs. jaywalking summons (incident) data



APPROACHES

1. Approaches:

1. Deep Dive into Bronx Community District 1 (has the most total incidents with 171)
2. Citywide look at jaywalking near NYCHA public housing buildings

APPROACHES

Deep Dive into BX CB1

1. Correlation between the type of control (Signalized, stop, all-way, EC, none) and jaywalking ticketing rates
2. Deeper dive into select corridors
 1. 3rd Ave
 2. E 149th St
3. Average distance between crossings

APPROACHES

Citywide look at jaywalking near NYCHA public housing buildings

1. Percentage of jaywalking tickets given on the block of a public housing facility
2. Percentage of enhanced crossings per neighborhood/ community district and compare to jaywalking map
3. Comparing BX CD1 to another district or area.

Analysis of jaywalking statistics by NYCHA facilities

1

NYCHA FINDINGS

	Jaywalking Bronx	Summons Issued Brooklyn	On the Block Manhattan	of/Corner Staten Island	of a block Queens	NYCHA of NYC	All NYC Housing
Total by NYCHA	271	146	46	2	15	480	
Total in area	749	437	138	23	150	1497	
Pct.	36%	33%	33%	1%	10%	32%	

Based on jaywalking summonses data from 2016, 2017, and 2019 (NYPD/OpenData)

- 32% of all instances happened on the block/corner of a NYCHA resident.
 - NYCHA blocks make up roughly 3% of all blocks in NYC.
- What does this statistic say about what the pedestrian experience is for NYCHA residents?

NYCHA FINDINGS

Example 1:

1.NYCHA Sumner Houses (Bed-Stuy)

1.38 incidents on the block of/corner of the block of

3.No Enhanced Crossings nearby

4.Vision Zero Area

5.NYCHA



NYCHA FINDINGS

Example 2:

NYCHA Butler Houses
(specifically, the area bordered by 3rd Ave, Claremont Pkwy, Webster Ave and 169th St)

1. No Enhanced Crossings nearby
2. Vision Zero Area
3. In three years, 31 incidents
 1. 19 in 2016
 2. 8 in 2017
 3. 4 in 2019
4. SIPs:
 1. Pre-2016: TD added crossings and bus lanes
 2. Early 2017: TD finished building out median on Webster Ave
 3. Early 2017: Curb extensions and island completed at locations below (SS)



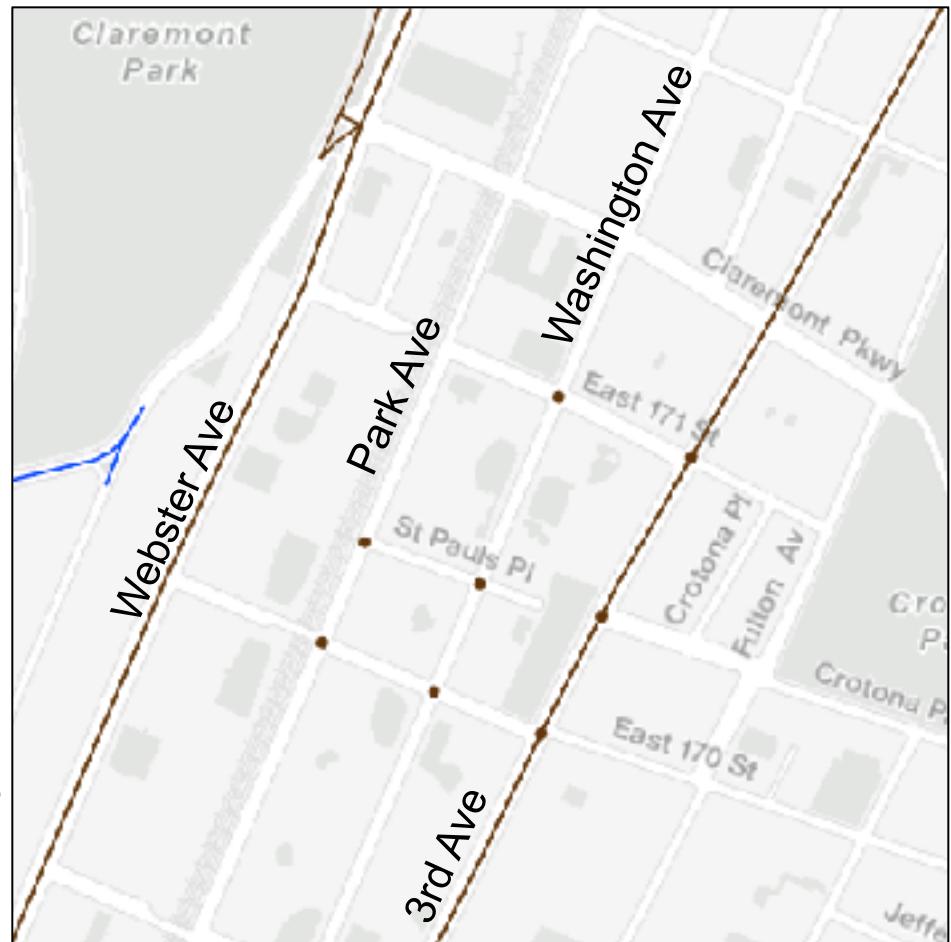
Red: incidents
Gray: NYCHA residences

NYCHA FINDINGS

Example 2:

NYCHA Butler Houses (specifically, the area bordered by 3rd Ave, Claremont Pkwy, Webster Ave and 169th St)

1. No Enhanced Crossings nearby
2. Vision Zero Area
3. In three years, 31 incidents
 1. **19** in 2016
 2. **8** in 2017
 3. **4** in 2019
4. SIPs:
 1. Pre-2016: TD added crossings and bus lanes
 2. Early 2017: TD finished building out median on Webster Ave
 3. Early 2017: Curb extensions and island completed at locations to the right (SS)



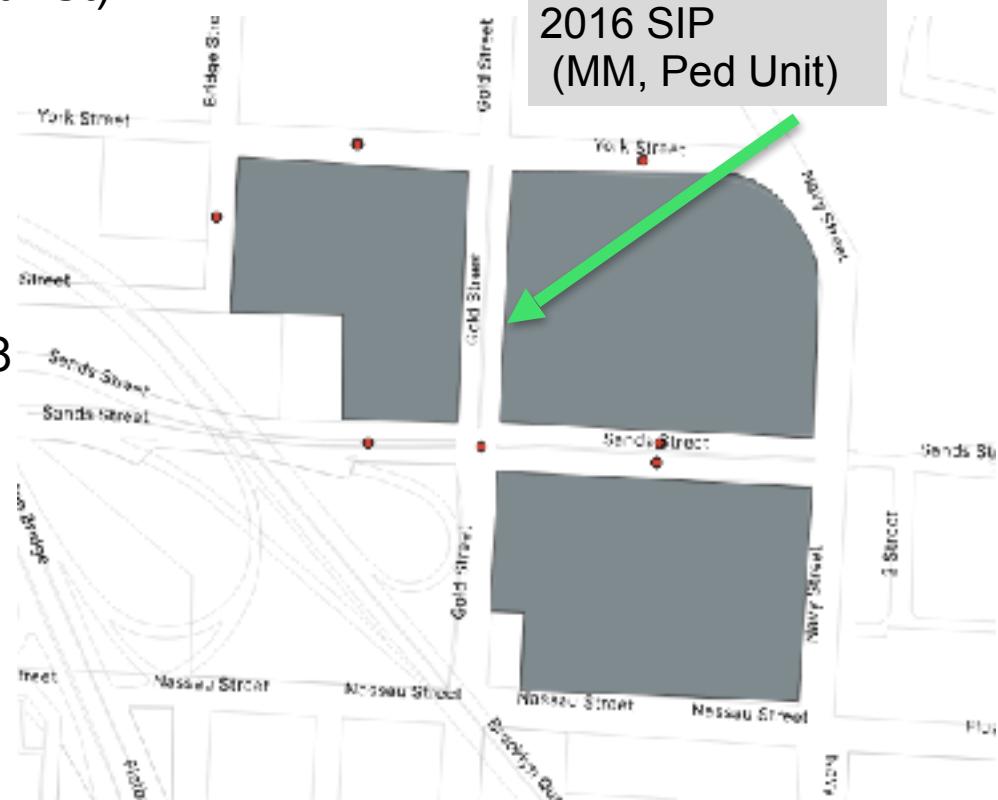
From SIP Portal

NYCHA FINDINGS

Example 4: Farragut Houses

NYCHA Farrgut Houses in DUMBO (specifically, the area bordered by 3rd Ave, Claremont Pkwy, Webster Ave and 169th St)

1. 2016 SIP: Enhanced Crossing on mid block of Gold St, between York and Sands Sts
2. Gold St is a VZ Corridor
3. Incidents on Gold St: 0
4. Incidents on surrounding streets: 18

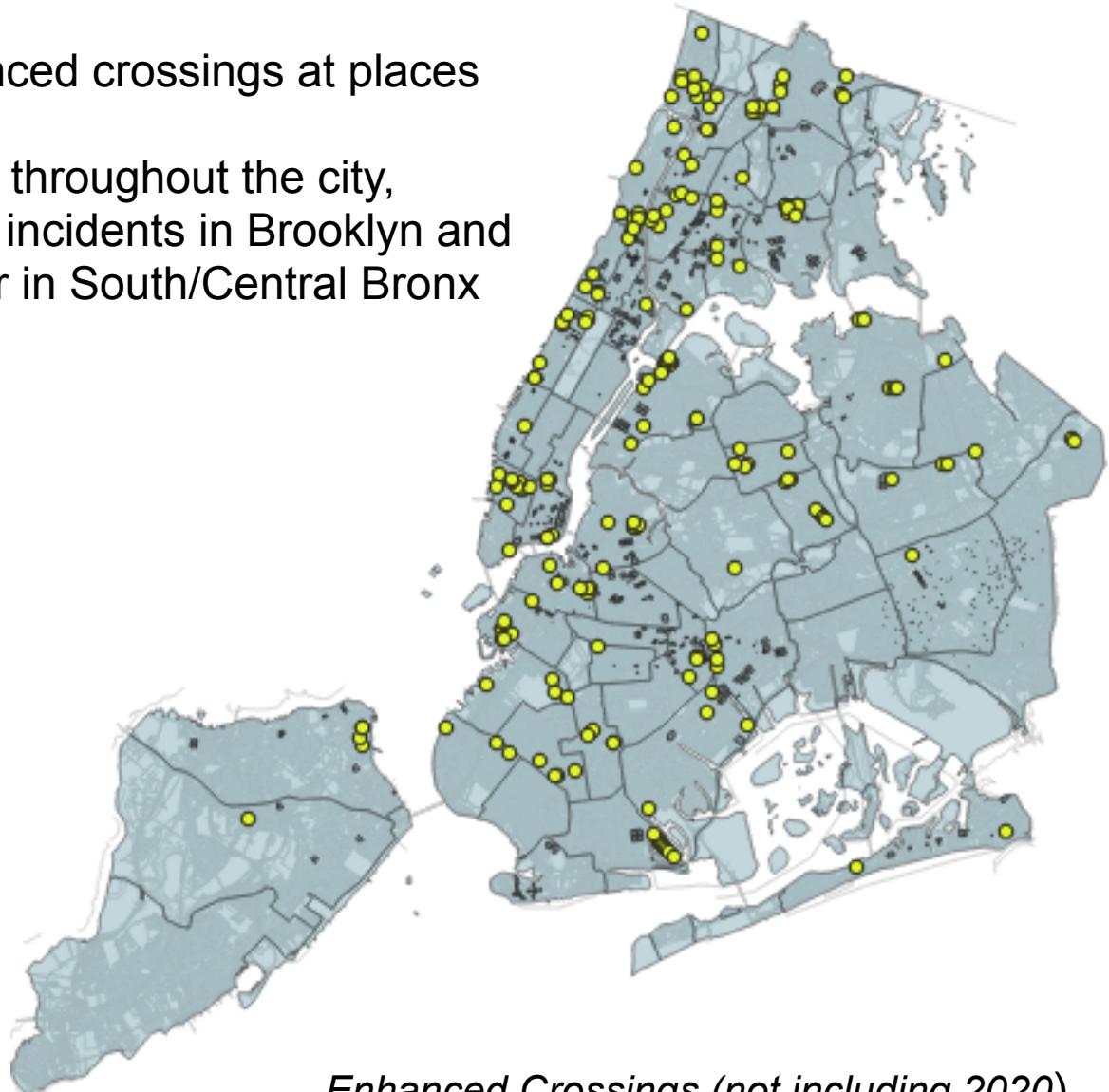


From SIP Portal

ENHANCED CROSSINGS

There doesn't seem to be enhanced crossings at places where incidents happened

- EC spread is somewhat even throughout the city, whereas there are clusters of incidents in Brooklyn and Manhattan and a supercluster in South/Central Bronx
- Bronx Community District 1 had 171 incidents, and only has one EC in the district (far from any of these incidents)

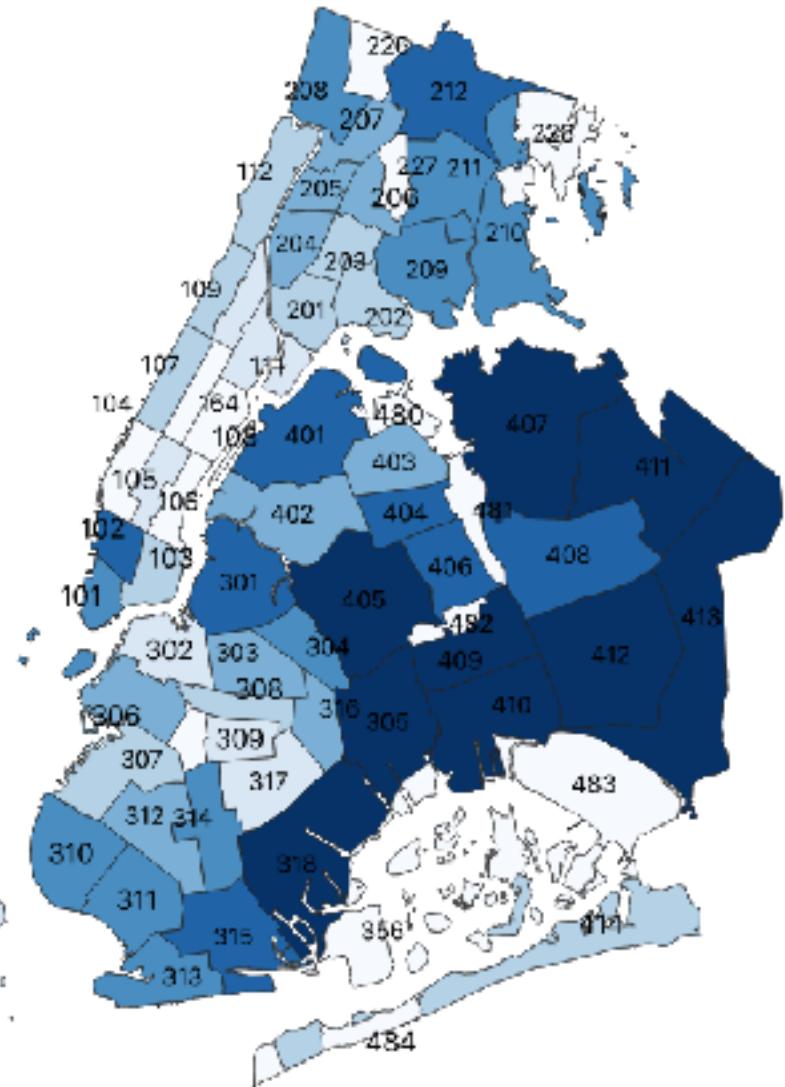
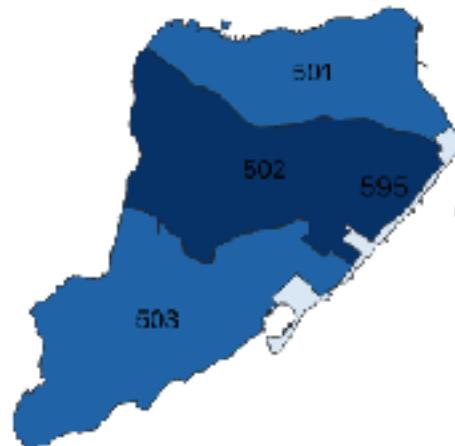


Enhanced Crossings (not including 2020)

ALL-WAY CONTROLS

Similarly, there doesn't seem to be all-way stops at places where incidents happened

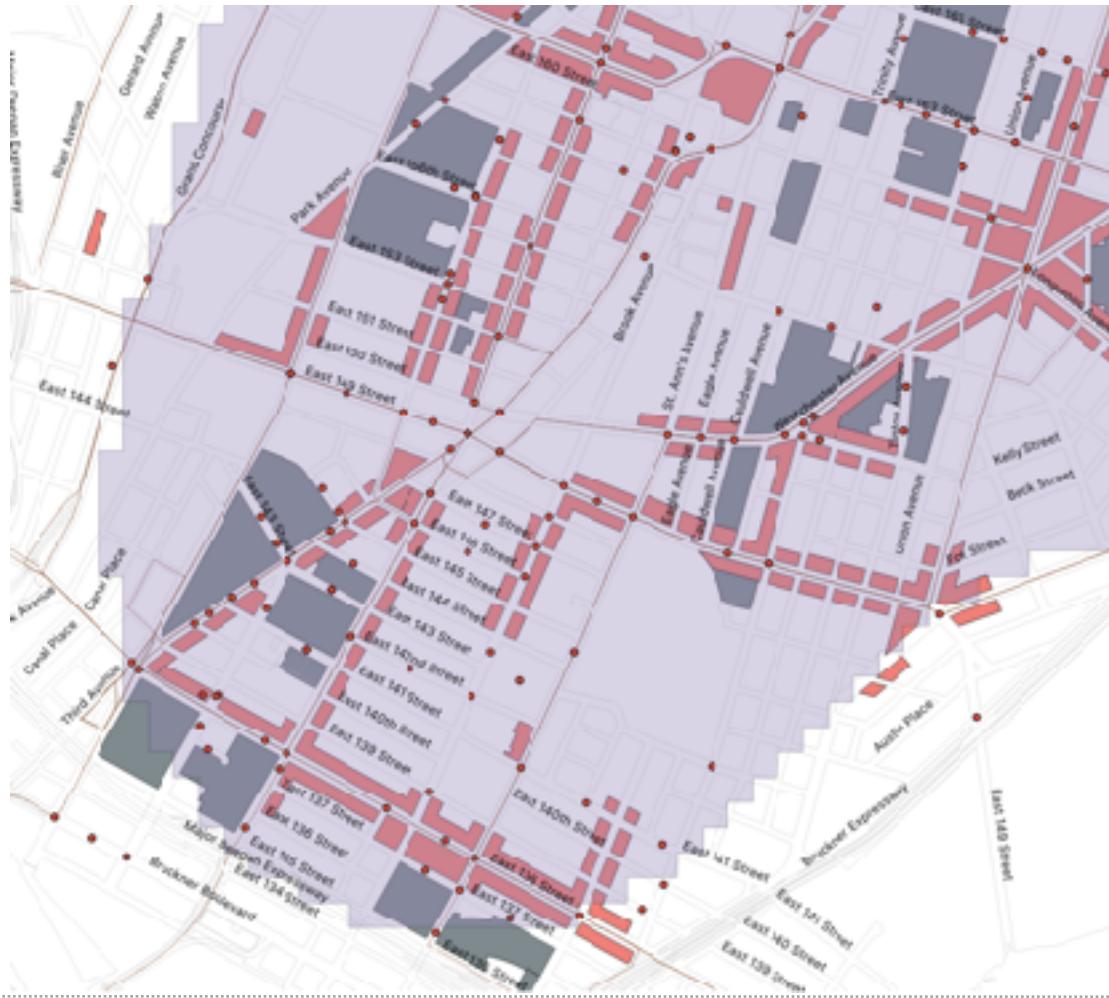
- The community district with the least all-way stops is Bronx CD 1.
- Jaywalking incident numbers are higher in areas where there are less all-way stops and lower in places where there are more.



All-way stops by Community District

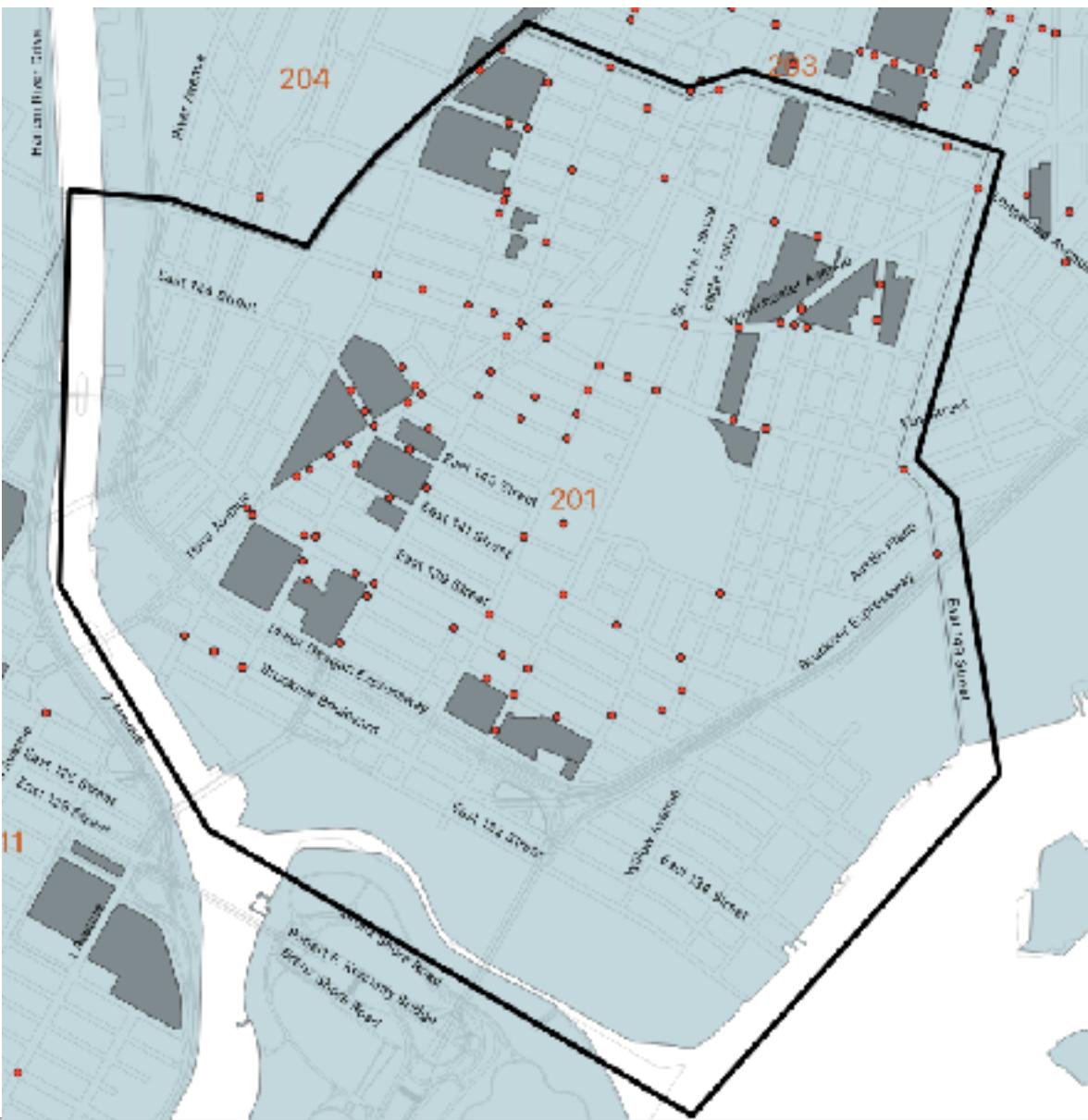
PED GENERATORS

- Jaywalking incidents in Bronx CD1 were common in places with commercial activity or along bus routes
- The incidents not on commercial streets were mostly along NYCHA residences



BRONX CD 1 DEEP DIVE

- 171 incidents over the three years
- Only one Enhanced Crossing in district
- High incident numbers along 3rd Ave and E 149th St



DOT Cam at 3rd Ave and 156th St, on 4/7 from 1:50PM-2:05 PM (15 minutes): 19 crossings outside the crosswalk

BRONX CD 1 DEEP DIVE

- Examining correlations between incidents and:
 - SIPs
 - Types of control (signal, all-way stop, stop, EC)
 - Land Use
 - Transit
 - Vision Zero status
- Comparing data from 2016 and to 2017 and 2019
- Comparing BX CD 1 to another CD
- Investigating by precincts instead of by community district



Corridors

AVENUE D, MN

Avg. Distance between crossings: 288 ft. (high: 439 ft, low: 181 ft)

- Missing three crossings (at 5th St, 7th St, and 9th St)
- NYCHA Jacob Riis/Lillian Wald Houses along eastern side of Ave D
- 21 incidents along this corridor, the most of any corridor in MN
 - More jaywalking tickets given on this stretch than in Times Square

- Roadbed: 46 ft



3RD AVE, BX

- From E 139th St to E 149th St
- 29 instances along the corridor
- Avg. Distance between Crossings: 261 ft (high: 492 ft, low: 198 ft)
- Roadbed: 50ft
- Missing one crossing; missing two crosswalks
- Patterson Houses
- No SIPs (except at intersections of E 143rd St and # 149th St)
 - VZ Priority Corridor



E 149TH ST, BX

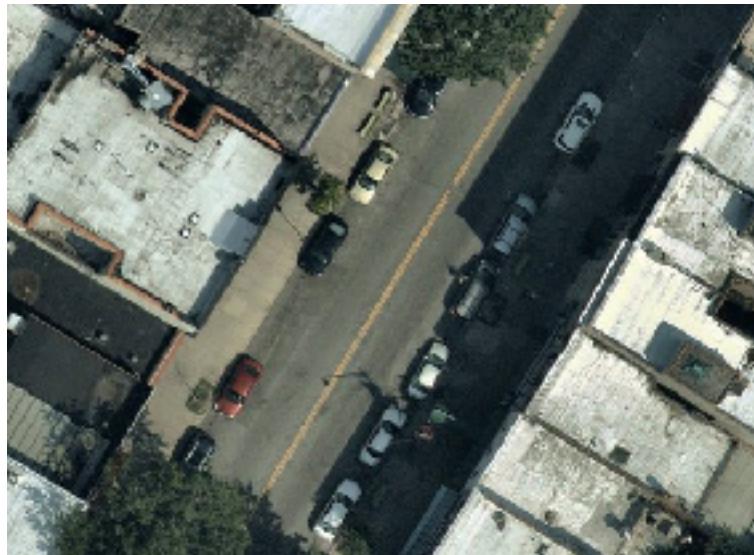
From Morris Avenue to Jackson Avenue

- 35 incidents
- No SIPs
 - VZ Priority Corridor
- Avg. Distance between crossings: 510 ft (high: 870 ft, low: 201 ft)
- Missing four crosswalks along St. Mary's Park
- Roadbed: 60-70ft



STEINWAY, Q

- From 34th Ave to 30th Ave
- Has a subway station entrance at the mid-block between Broadway and 34th Ave
- Roadbed: 44 ft
- 2016, 2017: 4 instances
- 2018 SIP (DW, Ped Unit)
 - Treatments included midblock signals and crosswalks with curb extensions
- No instances since implementation



Pre-SIP (4 Instances)



Post -SIP (No Instances)

Conclusions and Treatments

FINDINGS

- Design/type of control is a factor in the jaywalking data..
 - Thus, we can sometimes use design to mitigate jaywalking issues and to prevent jaywalking tickets from being issued (in certain sites)
- Nevertheless, design/type of control is NOT the only factor that affects jaywalking data, NOR is it the strongest factor
- There is clear evidence that jaywalking incidents happened more in places that were already overpoliced.
 - There were three possible explanations for the disparity:
 - Black and Hispanic people jaywalk more (an explanation that cannot be proved and would be rooted in racism)
 - Poor street design (true in some places, but the design is satisfactory in many places with high incident numbers)
 - Racial bias from NYPD

RECOMMENDATIONS

- Consider jaywalking incidents as deficiencies when evaluating sites for Street Improvement Projects
- Investigate corridors with highest incident rates
- Consider certain community districts as “high-jaywalking zones”
(Perhaps the top ten CDs – See Appendix --)
- Pursue design treatments at sites where a jaywalking ticket could have been prevented/the numbers could be lower

TREATMENTS

Primary Treatments:

- More Crossings (Enhanced, all-way, or signalized)
 - Mid-block crossings
 - Crossings at T-intersections

Secondary Treatments:

- Concrete medians
- Pedestrian Islands
- Shared Streets

FUTURE STEPS

- Examining relationship between jaywalking and signal timing (how much time is given to pedestrians)
 - Correlation with all-ped signal phasing
- Taking jaywalking counts at high-jaywalking areas—sketching desire lines
- Getting better data from PD (perhaps having a drawing of the movement a ped was making when they were jaywalking)

THANK YOU!

Comments/questions/ideas/general feedback?



NYC DOT



NYC DOT



nyc_dot



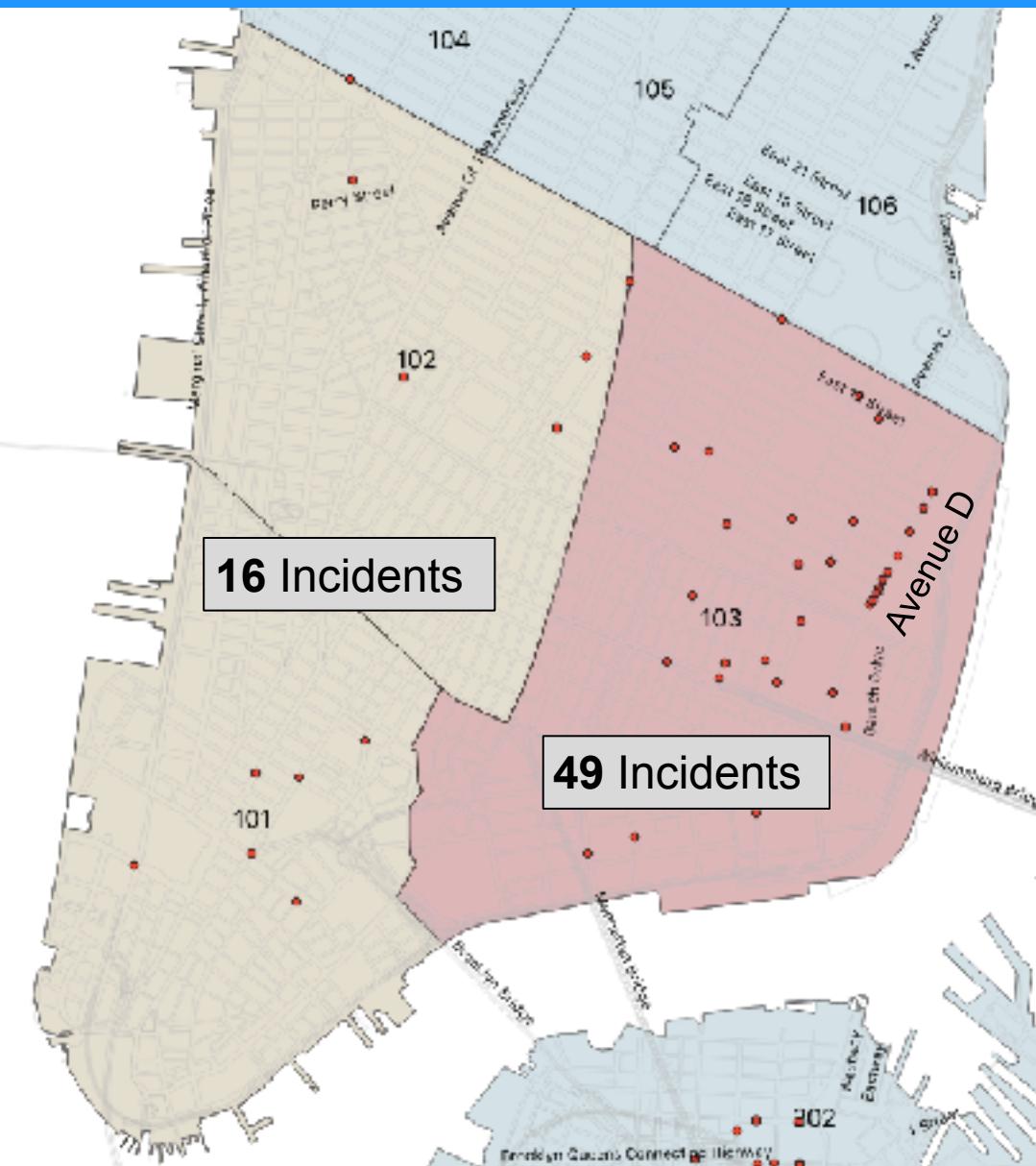
NYC DOT

Appendix

JAYWALKING CD TOP 10

Jaywalking by CD Top 10 (2016, 17, 19, 20)		
Borough	CD	# of Instances
Bronx	1	177
Bronx	4	177
Bronx	3	116
Brooklyn	6	105
Brooklyn	3	95
Bronx	6	83
Bronx	7	57
Bronx	9	57
Bronx	2	56
Brooklyn	2	45

LOWER MANHATTAN DIVIDE



JAYWALKING BY PRECINCT

