



MR PUTTLE'S PEDESTRIAN THEOREM: IMPROVING TRAFFIC FLOW AND PEDESTRIAN SAFETY

by K.O. Kleppert

The constant movement of both traffic and pedestrians is an on-going conflict in New York City, especially with regards to "cross-town" traffic. Intersections are a blockage of metal and flesh vying for supremacy, each hoping the other will yield. To help improve traffic flow and pedestrian safety, I offer a simple adjustment to the pedestrian pattern at each cross walk of intersecting streets and avenues.

Take for example, 22nd Street and Eighth Avenue. Twenty Second Street's traffic flow is one way East bound across Manhattan. Eighth Avenue's traffic flow is one way North bound. At the intersection, pedestrians would ONLY be allowed to cross Eighth Avenue on the South side of the "box". This would allow the East bound traffic, especially those who want to turn left onto Eighth Avenue, unrestricted movement to do so, thereby allowing more traffic to pass both through the intersection and onto Eighth Avenue.

Currently, turning traffic must wait for an opening between trans versing pedestrians to safely pass by and move north. Waiting for their opportunity do so often causes following traffic to remain standing due their inability to continue. Horn honking is often a result of this situation.

Conversely, at the intersection of 22nd Street and Ninth Avenue, (which is one way South), pedestrians would ONLY be allowed to cross on the North side of the intersection, thereby allow turning vehicles unrestricted access to Ninth Avenue.

To assist the pedestrian flow crossing the Avenues, I propose the cross walk pathway be doubled in width to accommodate the additional pedestrians waiting to move.

This system would work best at the intersection of two one way streets as described above, but could also be applied to intersections of a two way street and one way avenue, such as 23rd Street and Eighth Avenue. Pedestrian traffic would need to cross Eighth Avenue on the south side of the intersection.

Inevitably there would be some resistance to this new procedure and the learning curve required for those on foot, but ultimately it would improve traffic flow and public safety simultaneously.

As a former pedestrian resident and current vehicular visitor, I have intimate knowledge of the urban transportation modalities of the city and wish only to make this unique environment more enjoyable for all.

Accompanying this theorem is a diagram depicting the patterns of both vehicles and pedestrians.

Sincerely,
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