Broadway - Amsterdam - West 71st Street
Pedestrian Safety Intersection Redesign

Commissioner Janette Sadik-Khan  New York City Department of Transportation
Office of Research, Implementation and Safety
Presentation given to Community Board 7 August 3, 2011
Project Background

- Elected Officials interest in improving intersection
- Upper West Side Senior Pedestrian focus area
- Upper West Side Transportation Study
- NYPD High Crash Location
- CB 7 requested pedestrian safety improvements
- Community group support
Existing Conditions

- Irregular, multi-legged intersection
- Wide streets with long crossing distances
- High pedestrian volumes due to heavy transit and retail uses
- High percentile of crashes for all modes

Ranked in 94th Percentile for pedestrian crashes

<table>
<thead>
<tr>
<th>On Street from Street to Street</th>
<th>2004-2008 (Five Years)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Total Injuries</td>
</tr>
<tr>
<td>Pedestrian</td>
<td>15</td>
</tr>
<tr>
<td>Bicyclist</td>
<td>4</td>
</tr>
<tr>
<td>Motor Vehicle Occupant</td>
<td>18</td>
</tr>
<tr>
<td>Total Injuries</td>
<td>37</td>
</tr>
</tbody>
</table>

Source Data: NYS Dept. of Motor Vehicles (Injuries and Severity) NYCDOT (Fatalities)

* Percentile of Borough Intersections: Percentage of intersections in the same borough with fewer crashes per year, after accounting for severity of crashes.
Existing Conditions

- Long crossing distances and not enough time to cross the street
- Multiple pedestrian/vehicle conflict points
- Heavy vehicular volumes with numerous trucks and buses

West 71st St. and Amsterdam, facing north

SB Broadway and NB Broadway/Amsterdam, facing north

West 71st St at Broadway and Amsterdam, facing south
Benefits of Proposal

• Shorter, safer pedestrian crossings
• Better street alignment
• Additional pedestrian space
• Additional crossing opportunities
• More time to cross the street
• Reduces pedestrian/vehicular conflicts
• Slows turning vehicles
Proposal

Remove a moving lane on southbound Broadway

Provide granite blocks and other pedestrian protective devices for seating and protection

Extend island and medians to better align and shorten crosswalks and provide more pedestrian space

Provide northbound left turn lane on Amsterdam Ave

Extend subway island to better align and shorten crosswalks and provide more pedestrian space

Provide additional pedestrian crosswalks
Proposal

### Broadway at Amsterdam and West 71st Street

#### Level of Service (LOS) Summary

<table>
<thead>
<tr>
<th>Intersection Approach</th>
<th>Mvmt²</th>
<th>Existing Conditions</th>
<th>Proposed Conditions</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>AM Peak (8:00 - 9:00 am)</td>
<td>MD Peak (1:00 - 2:00 pm)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Delay</td>
<td>Delay</td>
</tr>
<tr>
<td>Broadway at Amsterdam and West 71st Street</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>WB - West 71st Street</td>
<td>TR</td>
<td>0.47</td>
<td>29.3</td>
</tr>
<tr>
<td>NB - Amsterdam Avenue</td>
<td>L</td>
<td>0.53</td>
<td>32.8</td>
</tr>
<tr>
<td>NB - Broadway</td>
<td>T</td>
<td>0.55</td>
<td>30.2</td>
</tr>
<tr>
<td>SB - Broadway</td>
<td>TR</td>
<td>0.63</td>
<td>31.4</td>
</tr>
<tr>
<td>Overall Intersection</td>
<td>TR</td>
<td>0.63</td>
<td>31.4</td>
</tr>
</tbody>
</table>

- Delay for SB Broadway at midday peak would increase by ~10 seconds
- Delay for NB & SB Broadway and NB Amsterdam Ave at PM peak would each increase by ~10-20 seconds
- All other movements remain relatively unchanged
Next Steps

- Implementation
  - Operational: August 29, 2011
  - Capital construction: Anticipated late 2012
Questions?

Thank You

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