

Lincoln Square Bow Tie

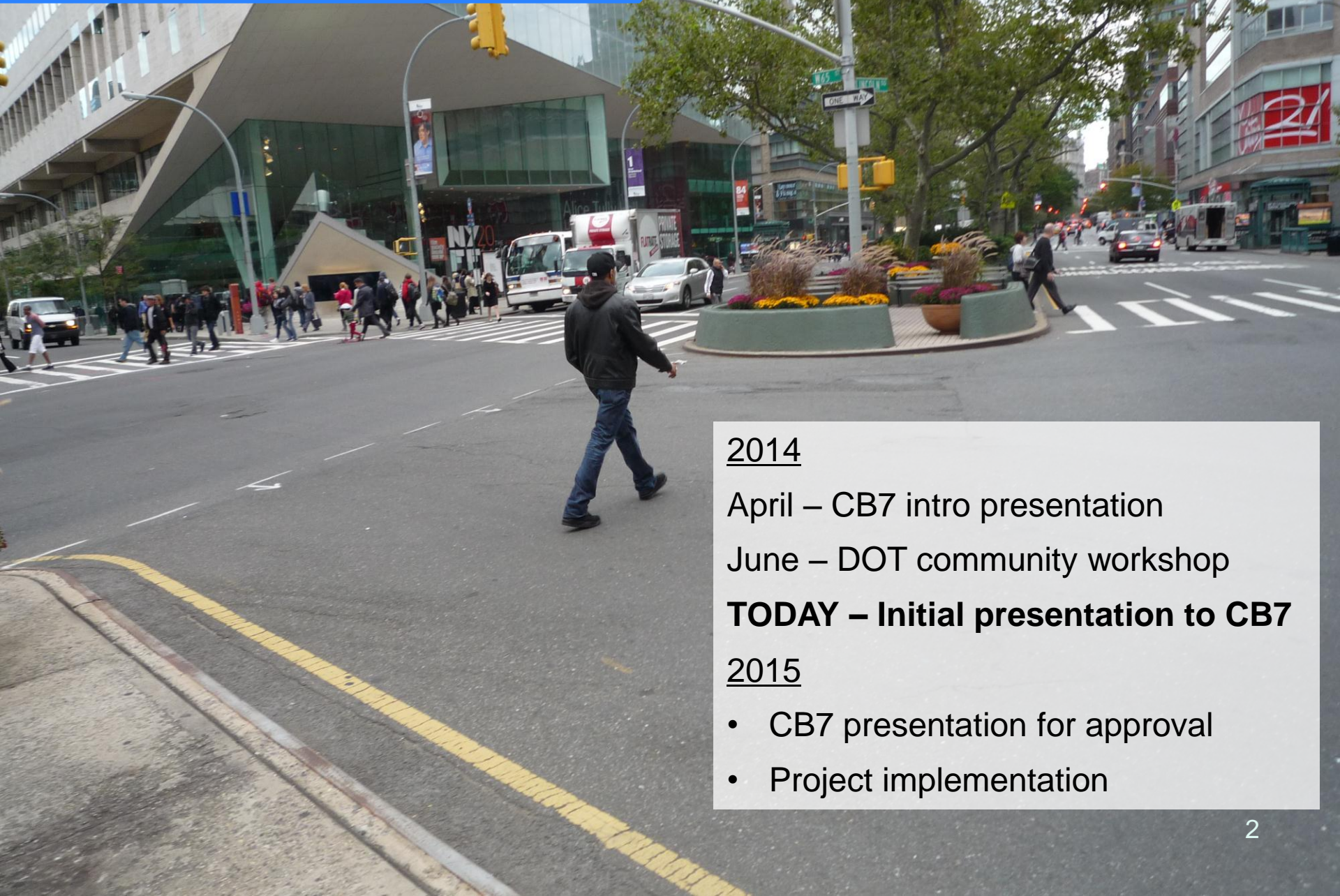
Proposed Pedestrian Safety Improvements

2015



Lincoln Center Bow Tie

Proposed Timeline



2014

April – CB7 intro presentation

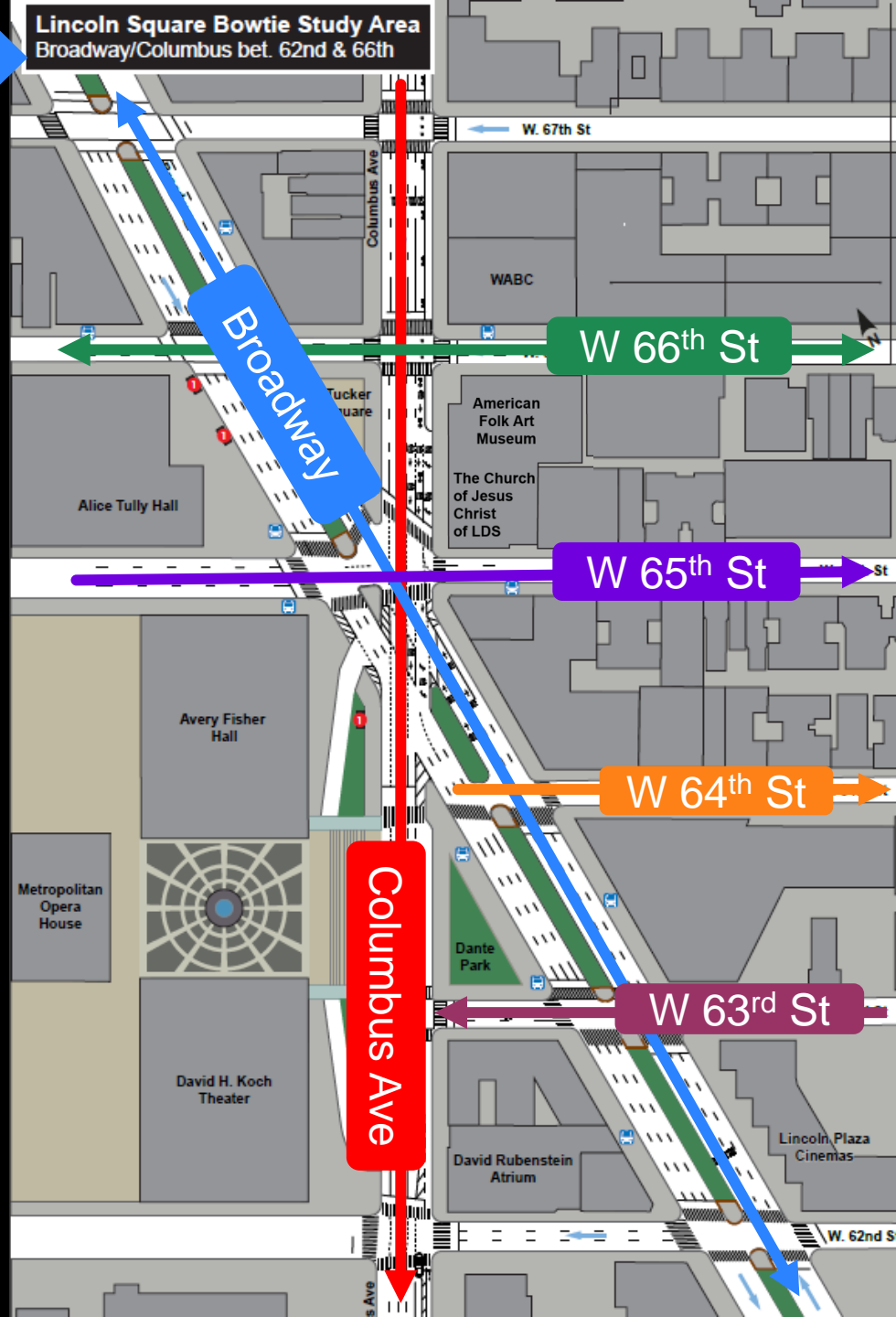
June – DOT community workshop

TODAY – Initial presentation to CB7

2015

- CB7 presentation for approval
- Project implementation

Project Area



Lincoln Center Bow Tie

Why are we here?

BLUEPRINT

FOR THE UPPER WEST SIDE

A roadmap for truly livable streets.



Safe Streets for Seniors

Upper West Side, Manhattan

FINAL REPORT

January 31, 2011



Janette Sadik-Khan, Commissioner



WEST SIDE MANHATTAN TRANSPORTATION STUDY



Technical Memorandum No. 2
Future Conditions & Recommendations
Final Report

May 2013



A Member of
the New York Metropolitan
Transportation Council

Lincoln Center Bow Tie

Why are we here?

Community Workshop co-hosted
by Lincoln Square BID & CB7

June 4, 2014



48 Attendees

Top Issues

As identified in
Public Workshop

1. **Pedestrian Crossings** More direct, more time to cross
2. **Pedestrian Space** Claiming space to shorten crossings and alleviate crowding
3. **Pedestrian Signals** Countdown clocks
4. **Traffic Conflicts** Street operations and confusion among drivers/cyclists/pedestrians
5. **Street Markings** On-street space delineation
6. **Bus Stops** Assess locations
7. **Median Tips** Widen opening and fix ponding
8. **Bike Lane Connections** In favor of



Top Issues

Looking east at Broadway
and W 64th St



Pedestrian Crossings

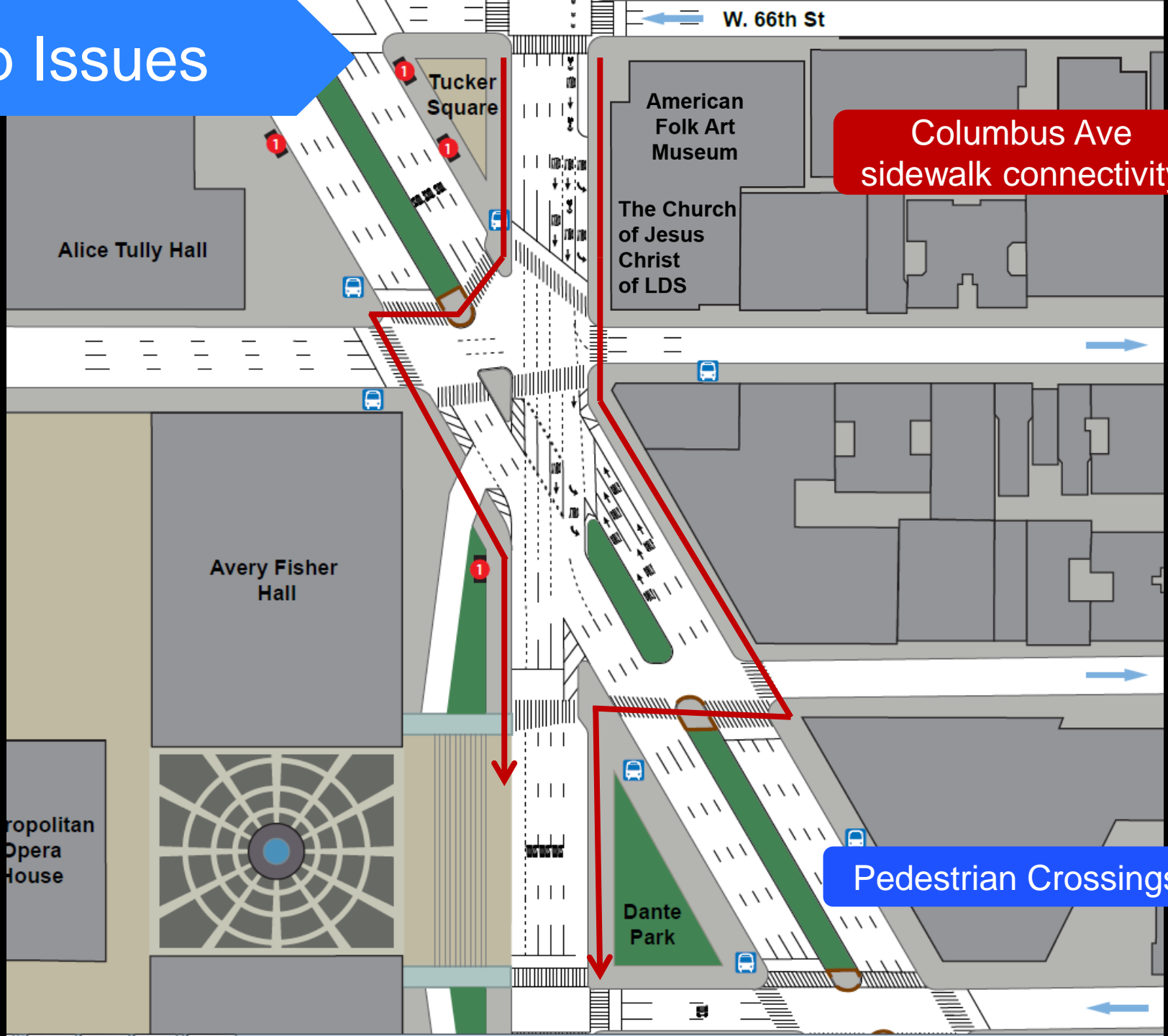
Top Issues

Looking east at Broadway
and W 65th St



Pedestrian Crossings

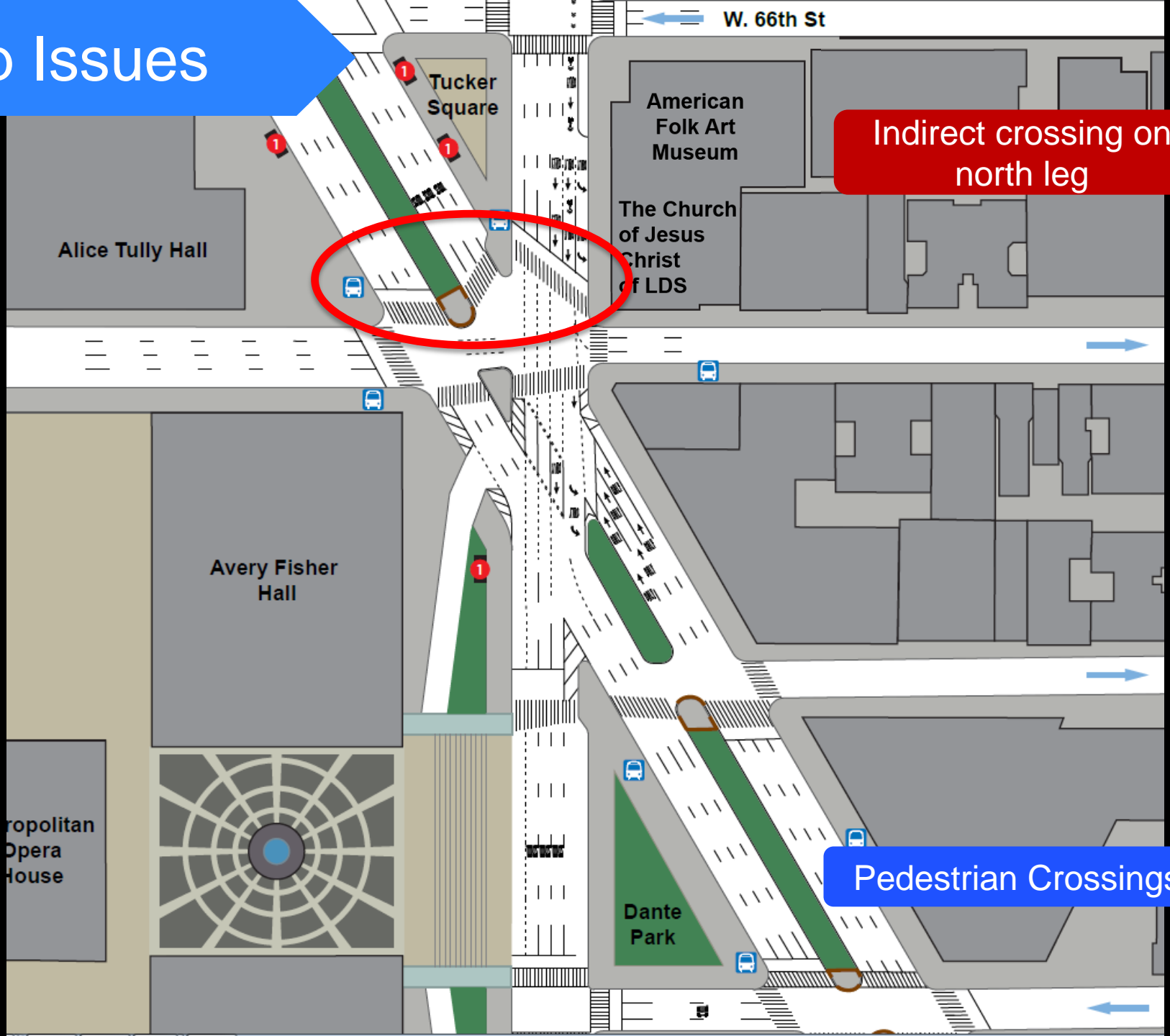
Top Issues



Columbus Ave sidewalk connectivity

Pedestrian Crossings

Top Issues



Indirect crossing on north leg

Pedestrian Crossings

Top Issues

Looking south from
Broadway and W 65th St



Pedestrian Crossings

Top Issues

Looking south at Broadway and
W 66th St



Pedestrian Space

Top Issues

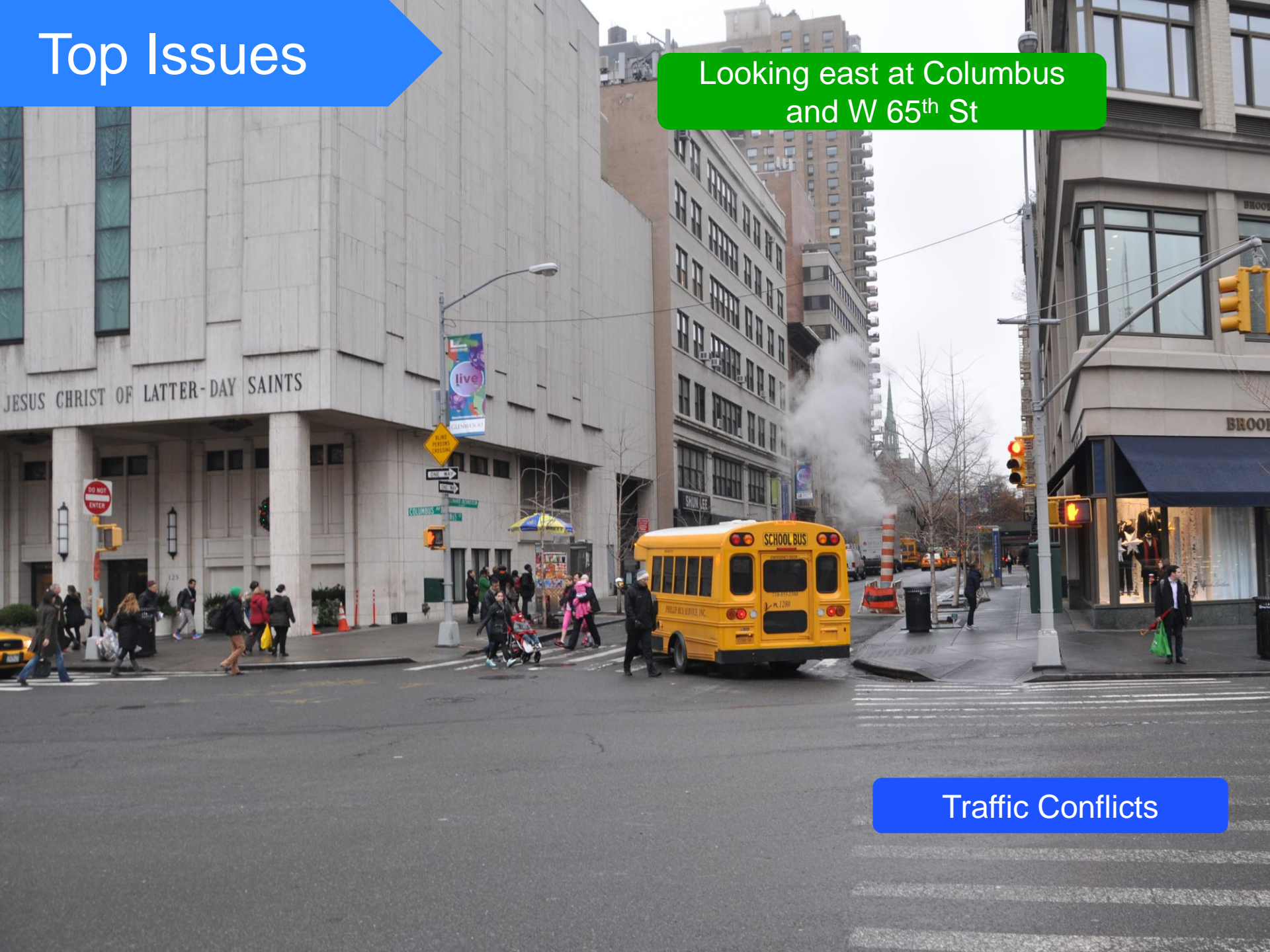
Looking east at Columbus
and W 65th St



Pedestrian Signals

Top Issues

Looking east at Columbus
and W 65th St



Traffic Conflicts

Top Issues

Looking south at Columbus
and W 66th St



Traffic Conflicts

Top Issues

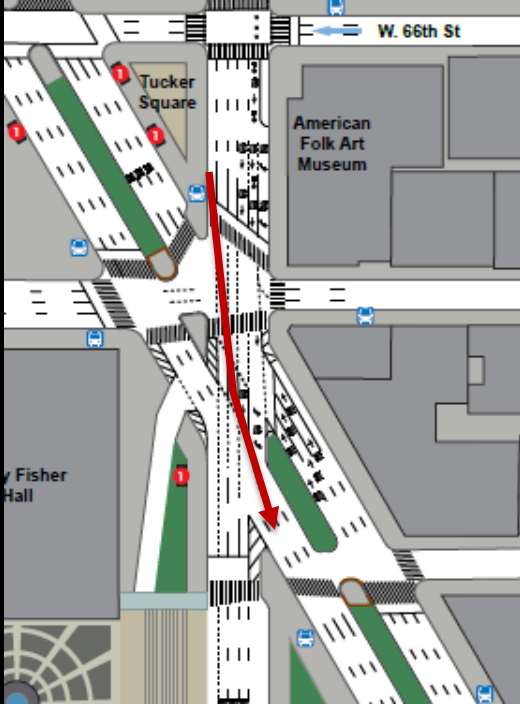
Looking west at Columbus
and W 66th St



Traffic Conflicts

Top Issues

Looking north from W 64th St and Broadway



Traffic Conflicts

Top Issues



Street Markings

Top Issues

Looking north at Broadway
and W 65th St



Median Tips

Top Issues

Looking east at Broadway
and W 64th St



Median Tips

Top Issues

Looking north from
Columbus and W 64th St

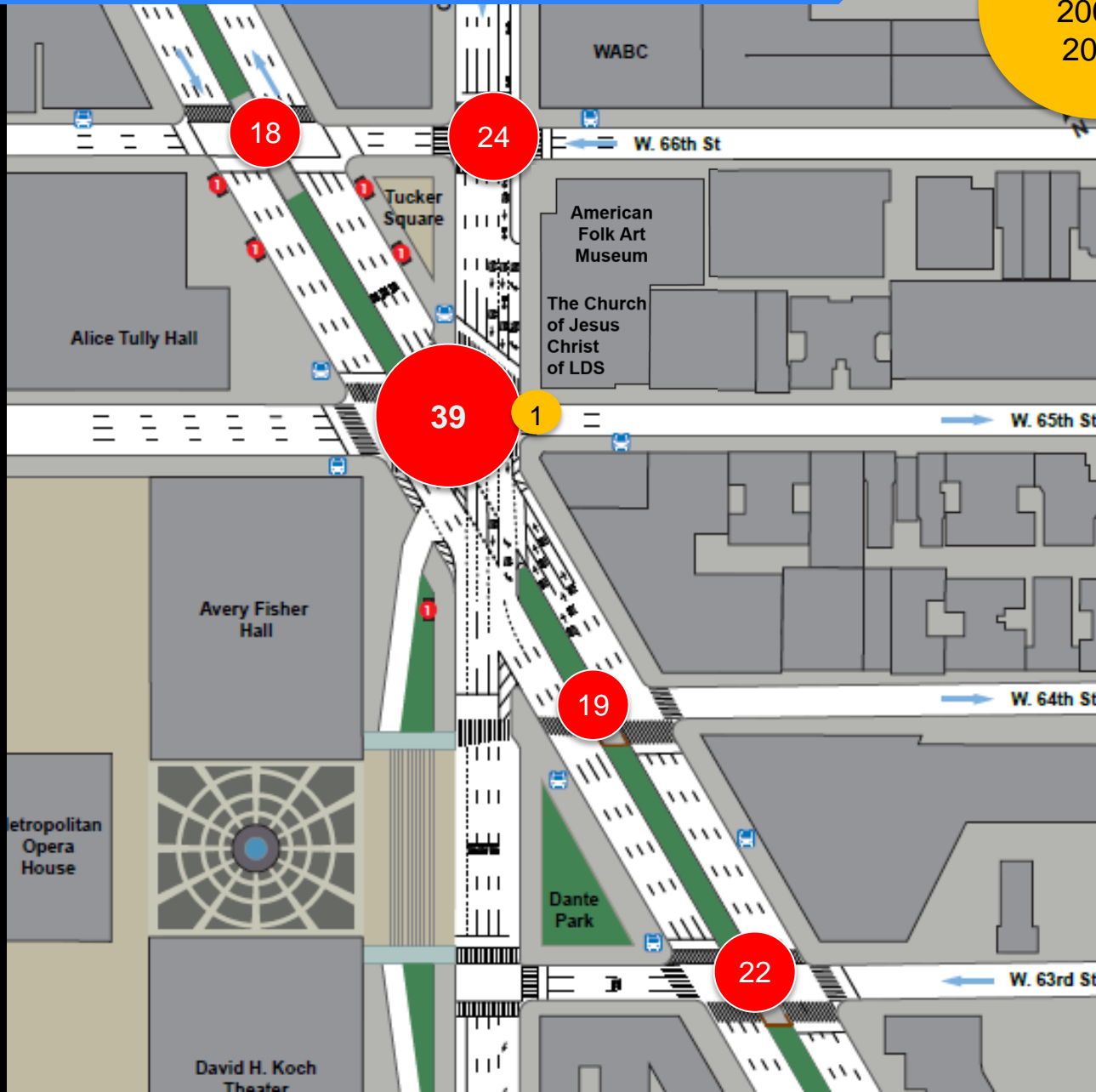


Bicycle Connection

Safety Data

Fatalities
2008-
2012

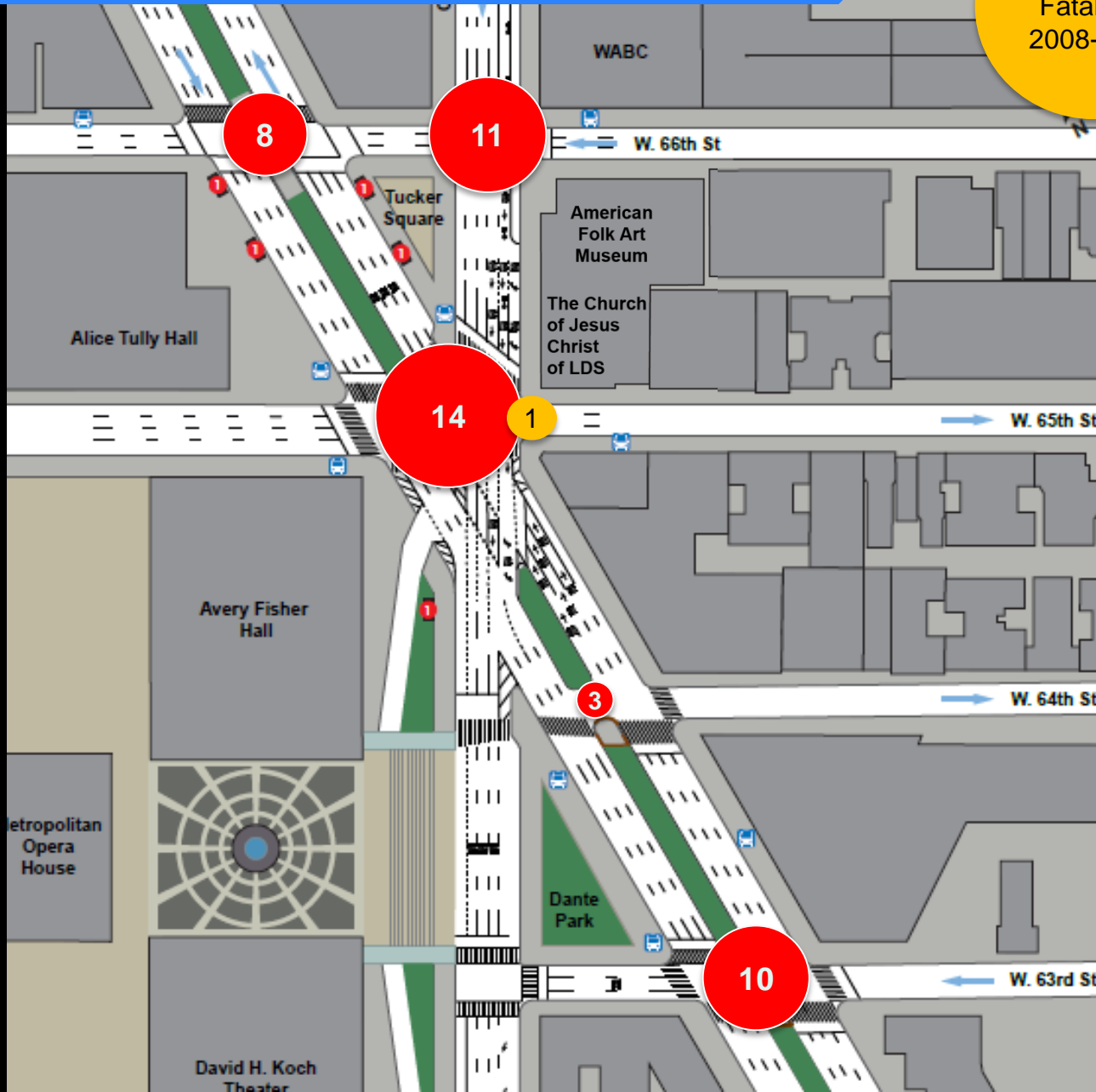
Total
Injuries
2008-2012



Safety Data

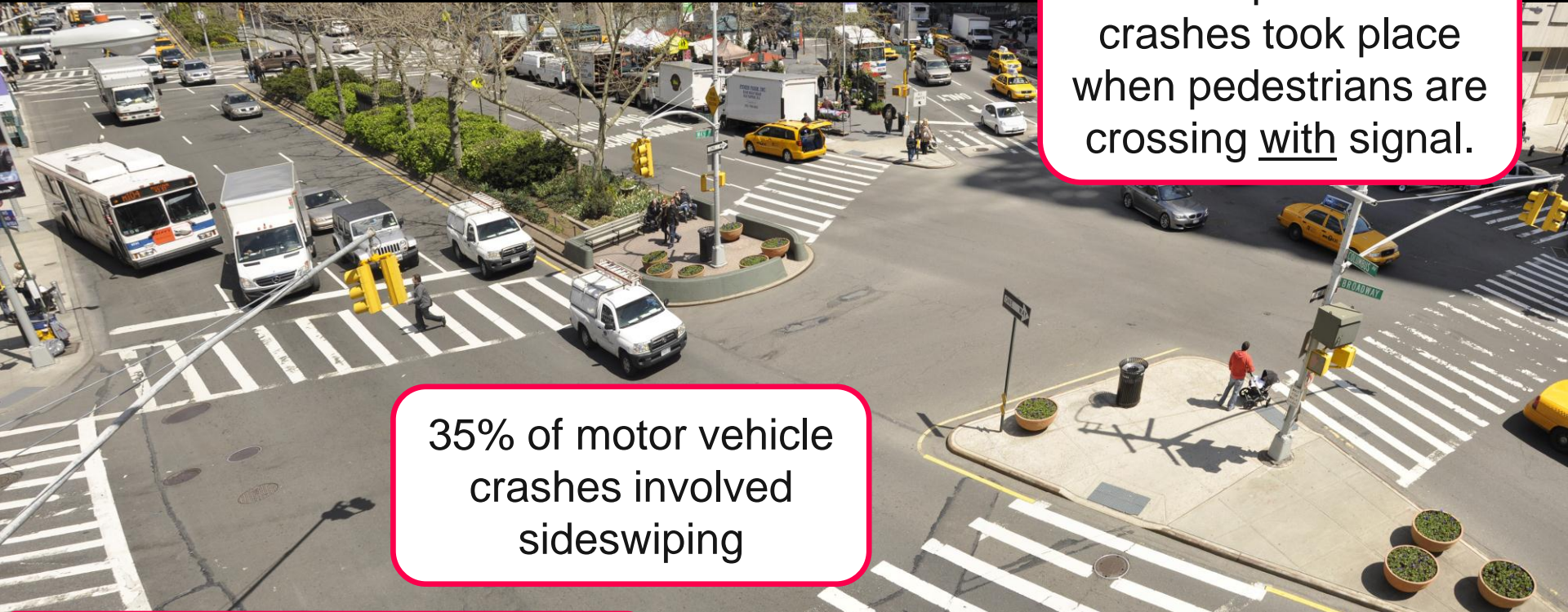
Pedestrian
Fatalities
2008-2012

Pedestrian
Injuries
2008-2012



Lincoln Center Bow Tie

Data – Crash Data



39% of pedestrian crashes took place when pedestrians are crossing with signal.

35% of motor vehicle crashes involved sideswiping

Lincoln Square Area
Injury Summary, 2008-2012 (5 years)

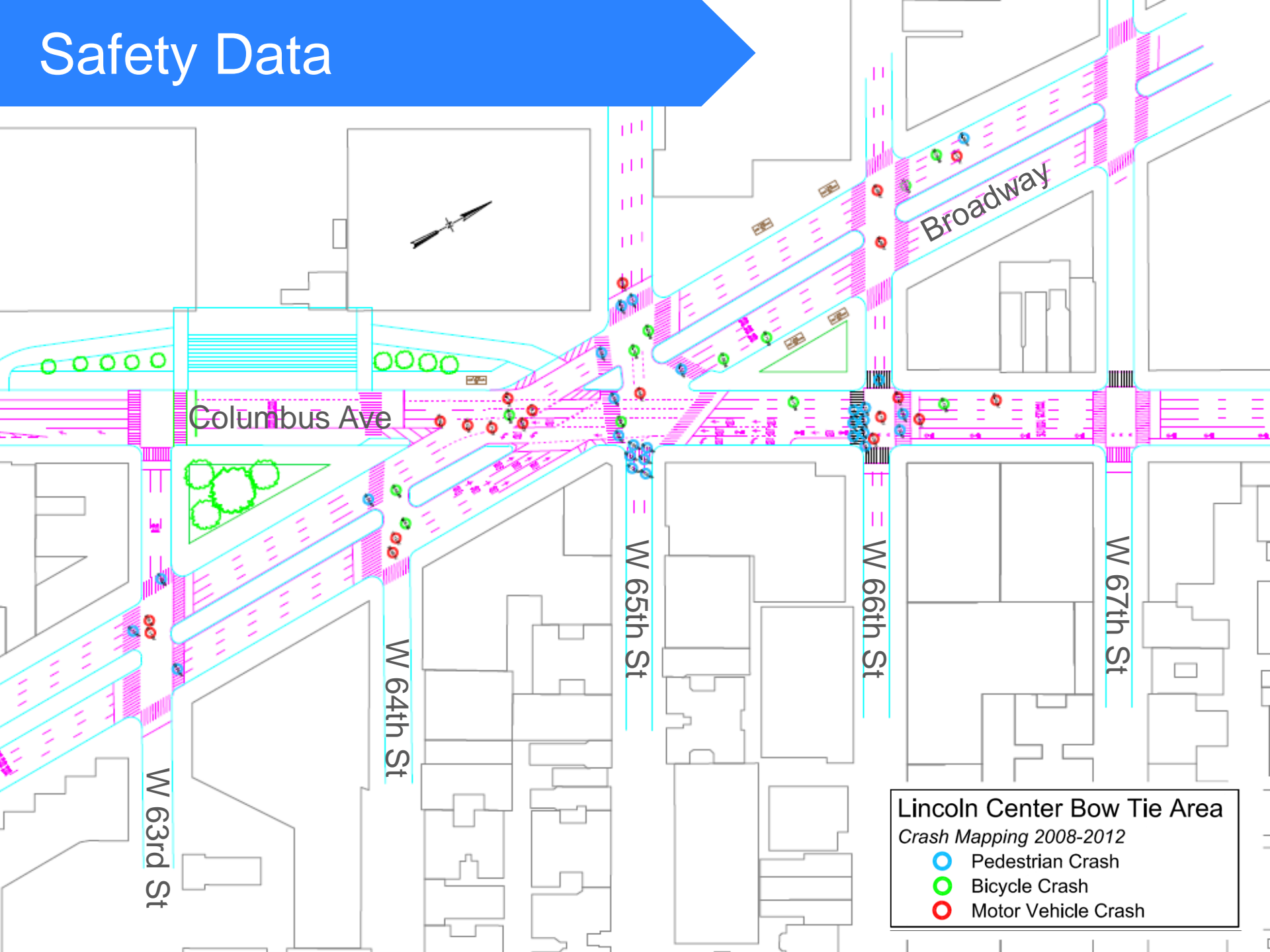
	Total Injuries	Severe Injuries
Pedestrian	46	2
Bicyclist	16	2
Motor Vehicle Occupant	61	6
Total	123	10

1 pedestrian fatality

Top 5% KSI* in Manhattan

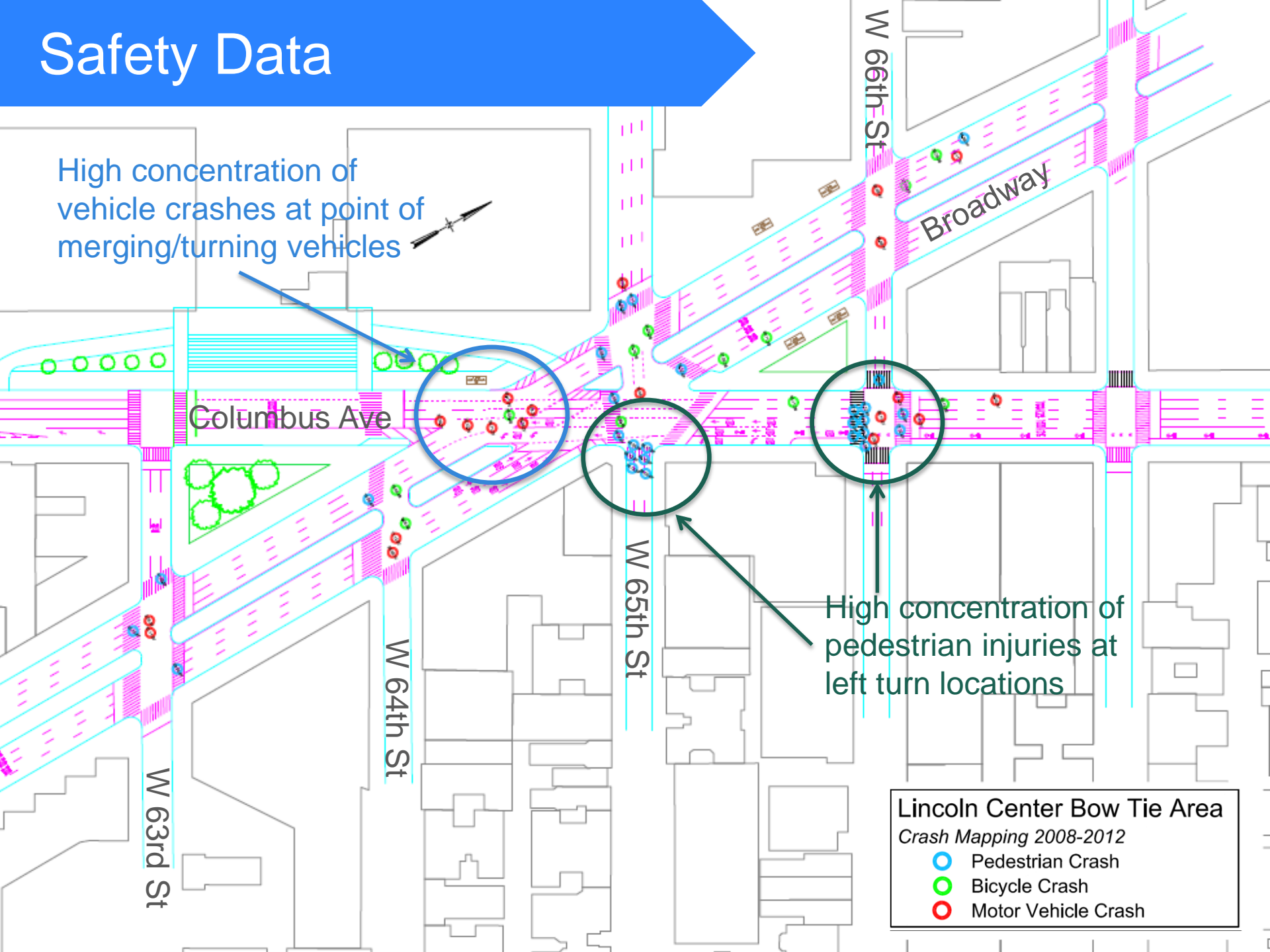
*Killed or Seriously Injured intersection safety metric

Safety Data



Safety Data

High concentration of vehicle crashes at point of merging/turning vehicles



Columbus Ave

Broadway

W 66th St

W 65th St

W 64th St

W 63rd St

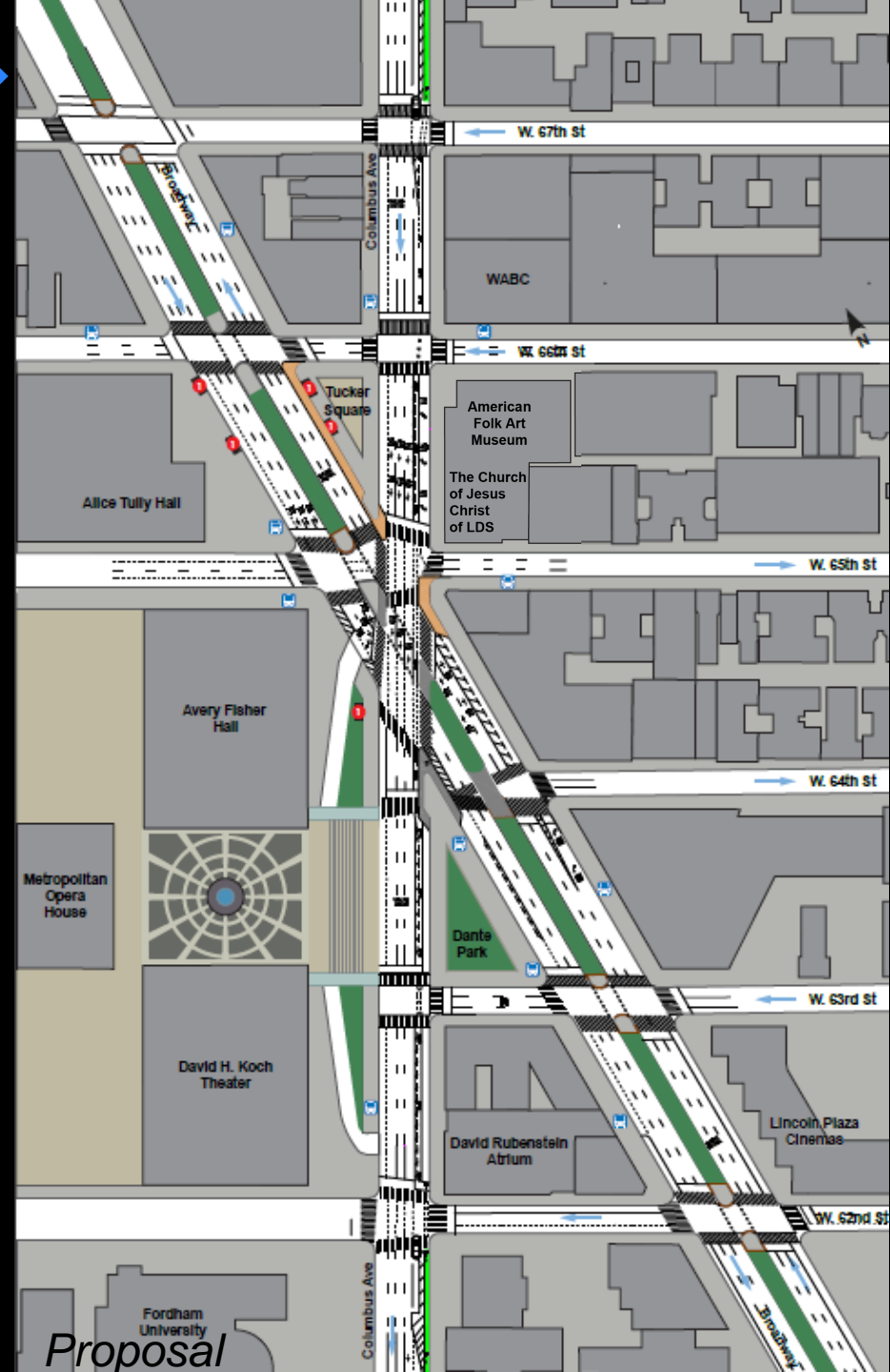
High concentration of pedestrian injuries at left turn locations

Lincoln Center Bow Tie Area
Crash Mapping 2008-2012

- Pedestrian Crash
- Bicycle Crash
- Motor Vehicle Crash

Focused Solutions

1. Shorten Pedestrian Crossings
2. Improve Pedestrian Space
3. Reduce Vehicle/Pedestrian Conflicts
4. Create Additional, Safe Crossings
5. Improve Pedestrian Signal Timing
6. Clarify Street Markings
7. Connect Bike Lanes

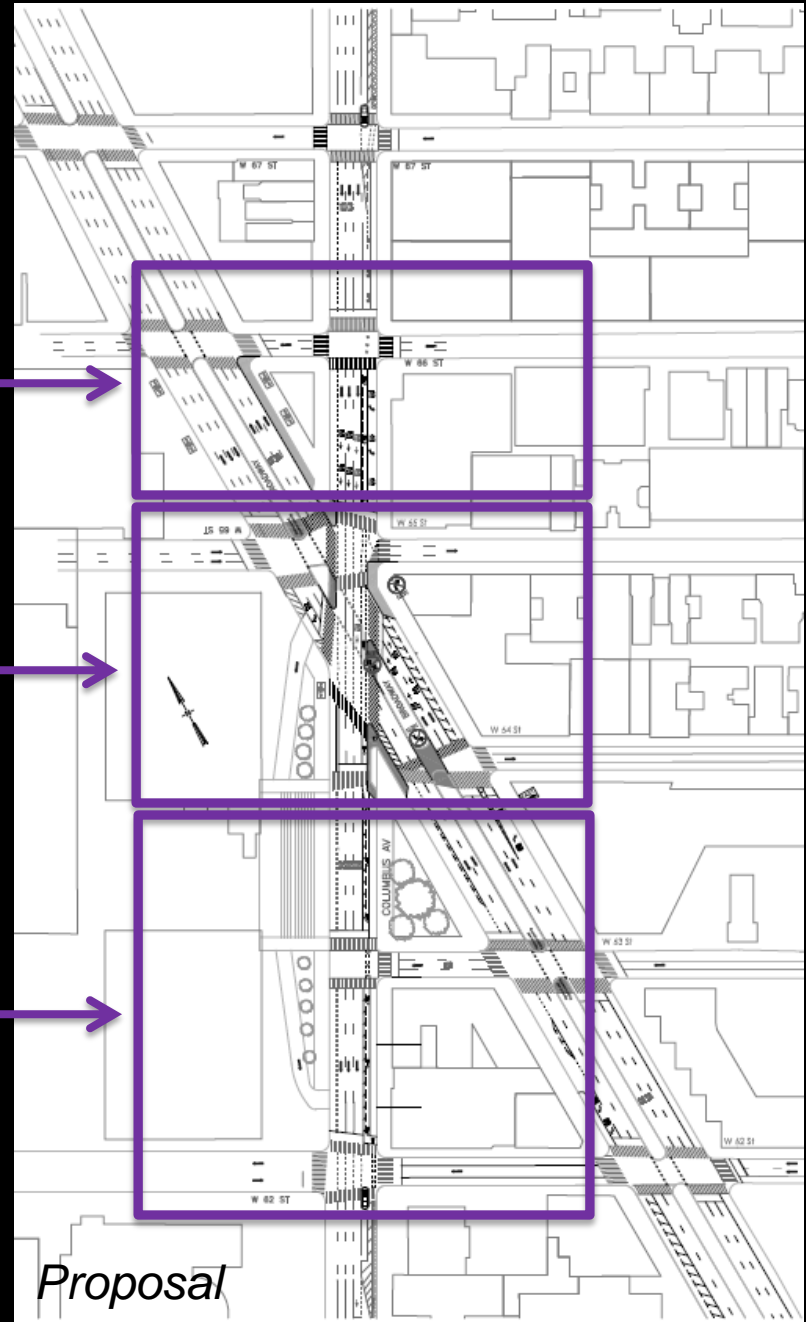


Organization

Bow Tie north of 65th St

Bow Tie at 65th St

Bow Tie south of 65th St



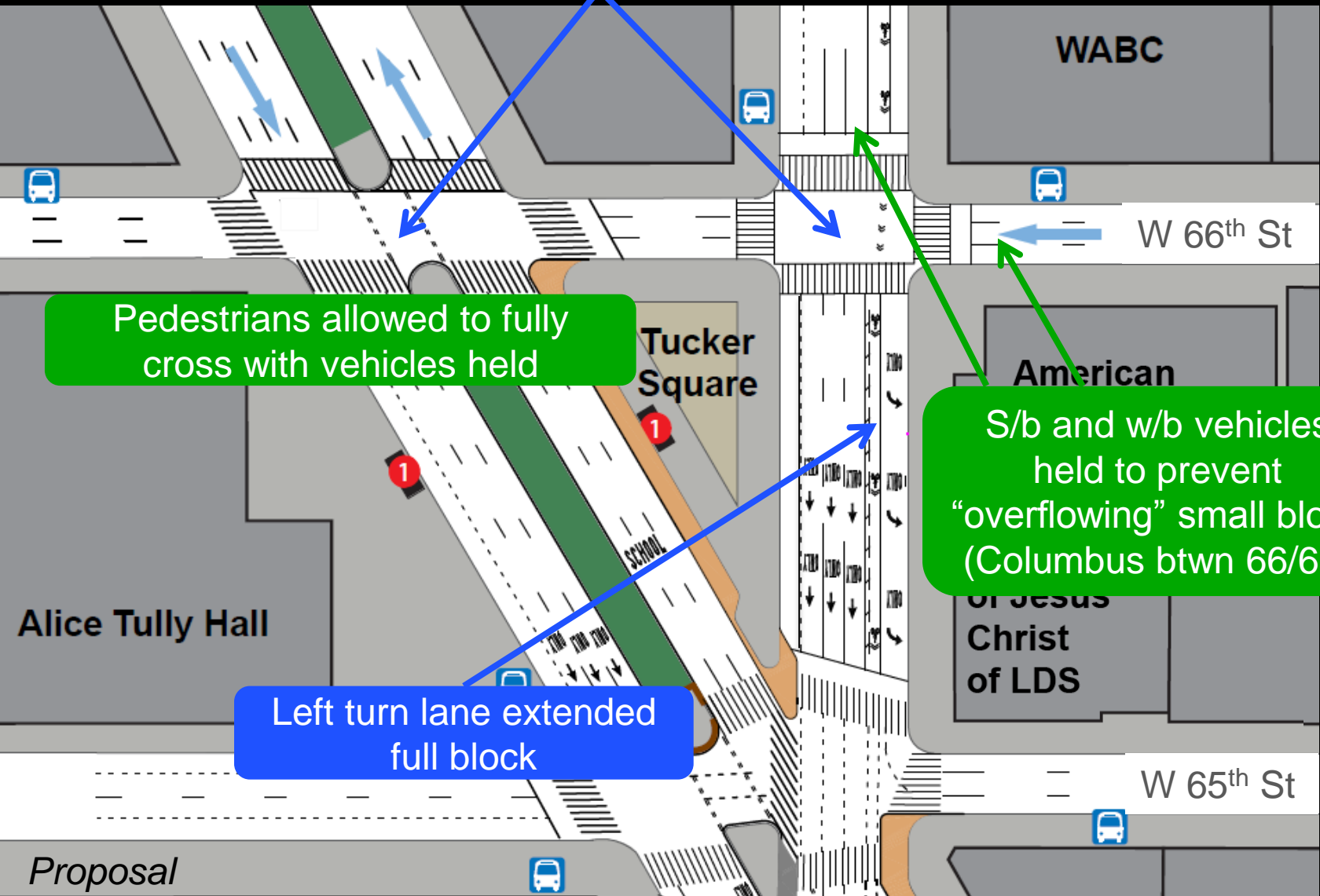
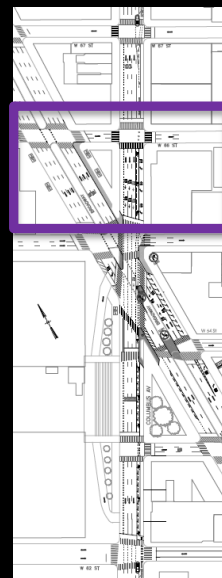
Bow Tie North of 65th St

New "pedestrian only" signal phase

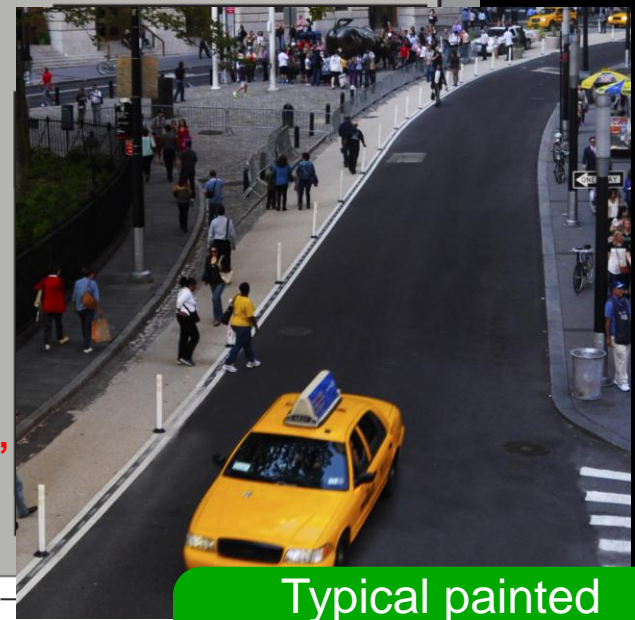
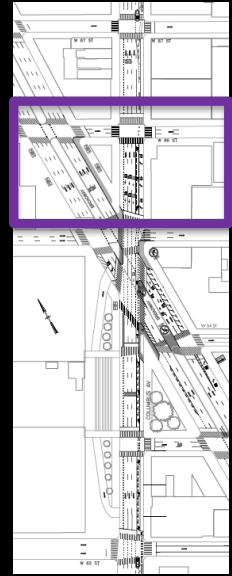
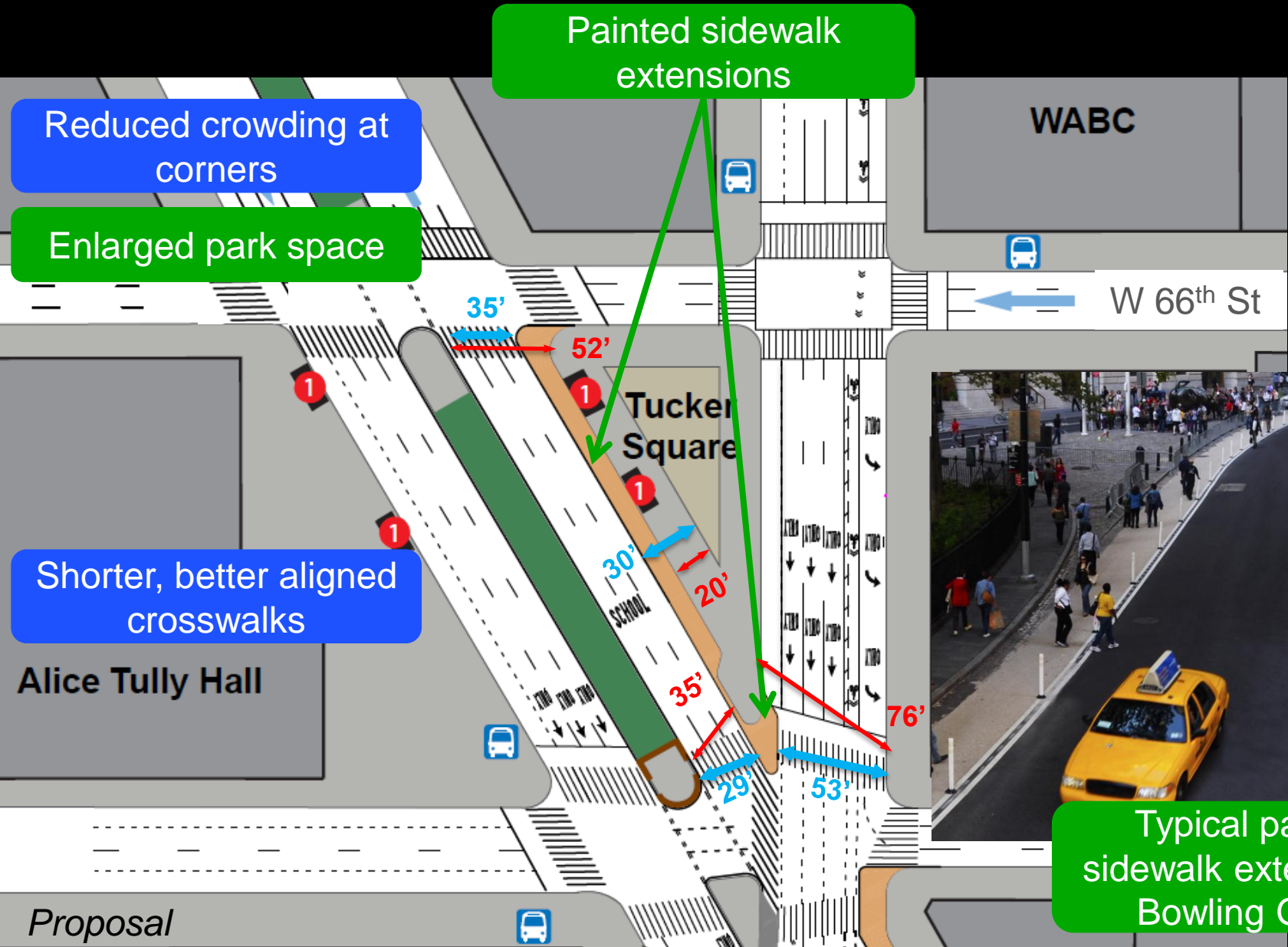
Pedestrians allowed to fully cross with vehicles held

S/b and w/b vehicles held to prevent "overflowing" small block (Columbus btwn 66/65)

Left turn lane extended full block



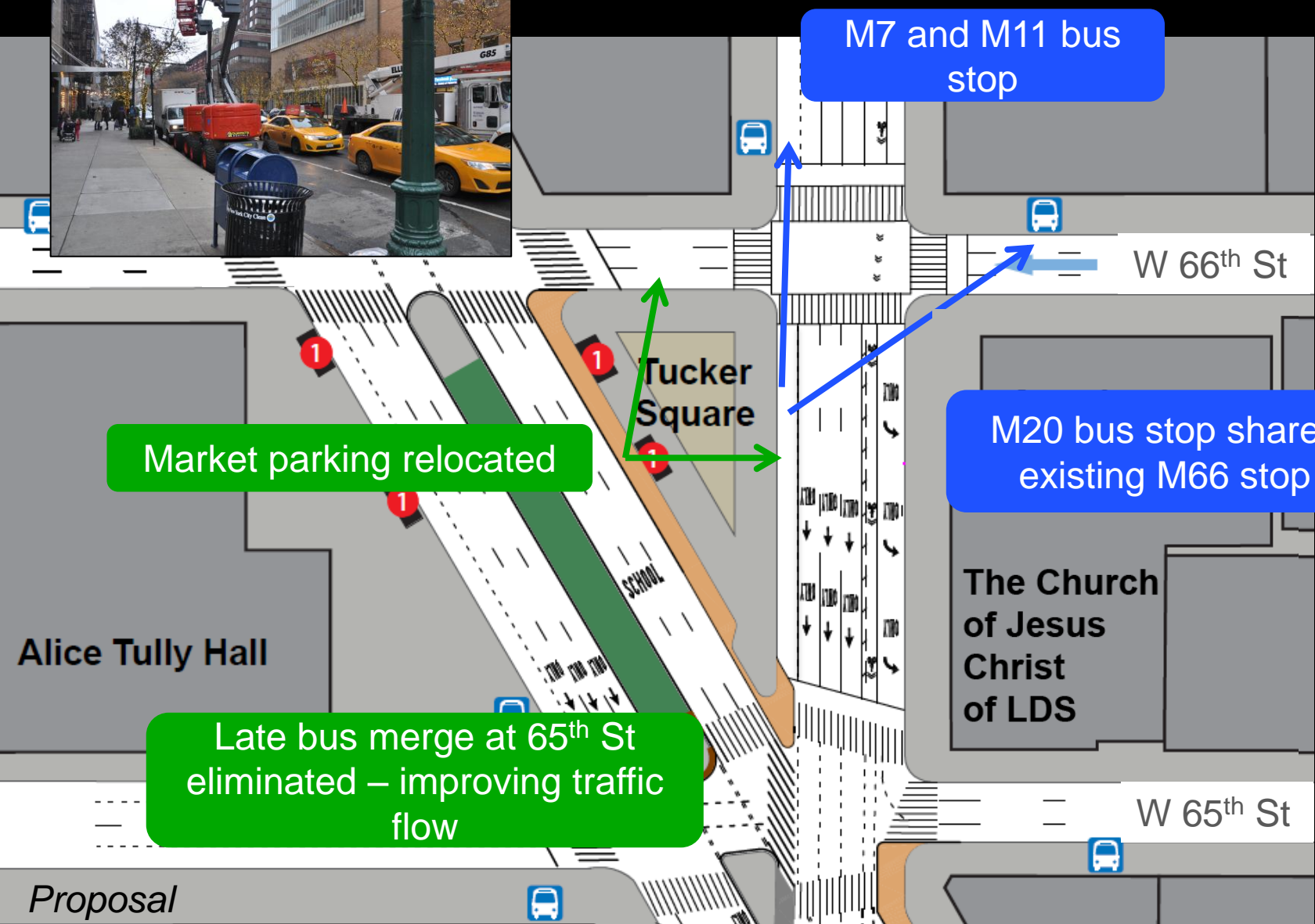
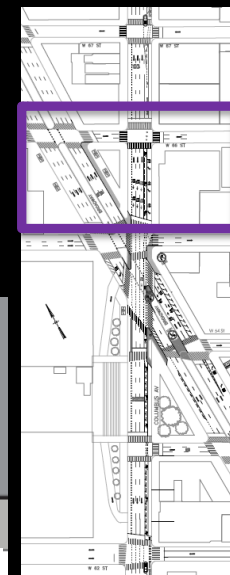
Bow Tie North of 65th St



Typical painted sidewalk extension at Bowling Green

Proposal

Bow Tie North of 65th St



Market parking relocated

Late bus merge at 65th St eliminated – improving traffic flow

M7 and M11 bus stop

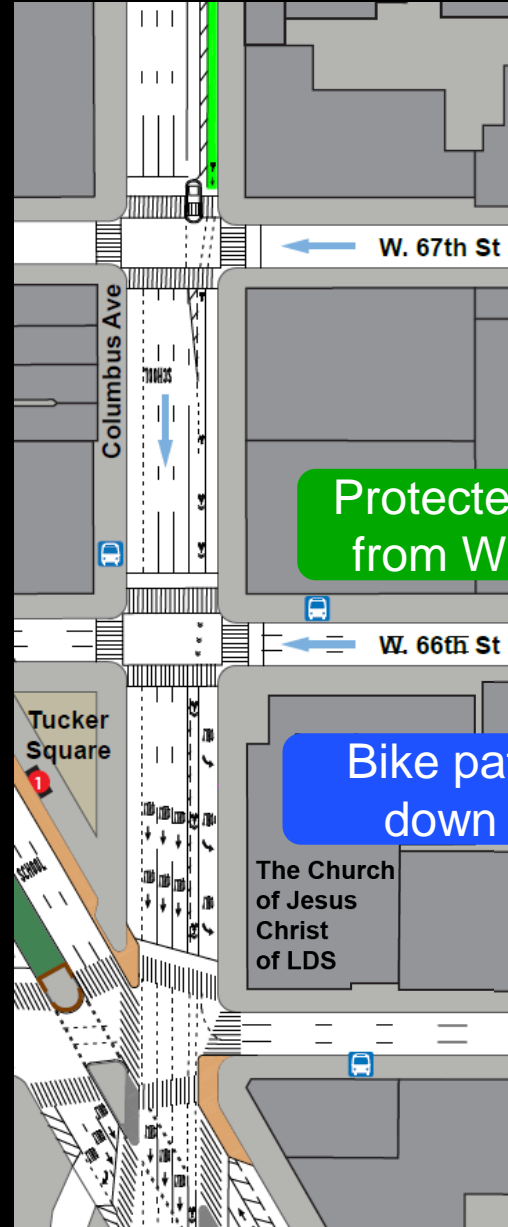
M20 bus stop shares existing M66 stop

Proposal

Bow Tie North of 65th St



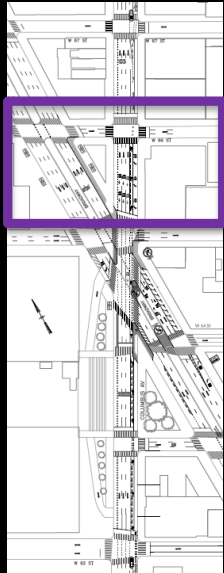
Existing



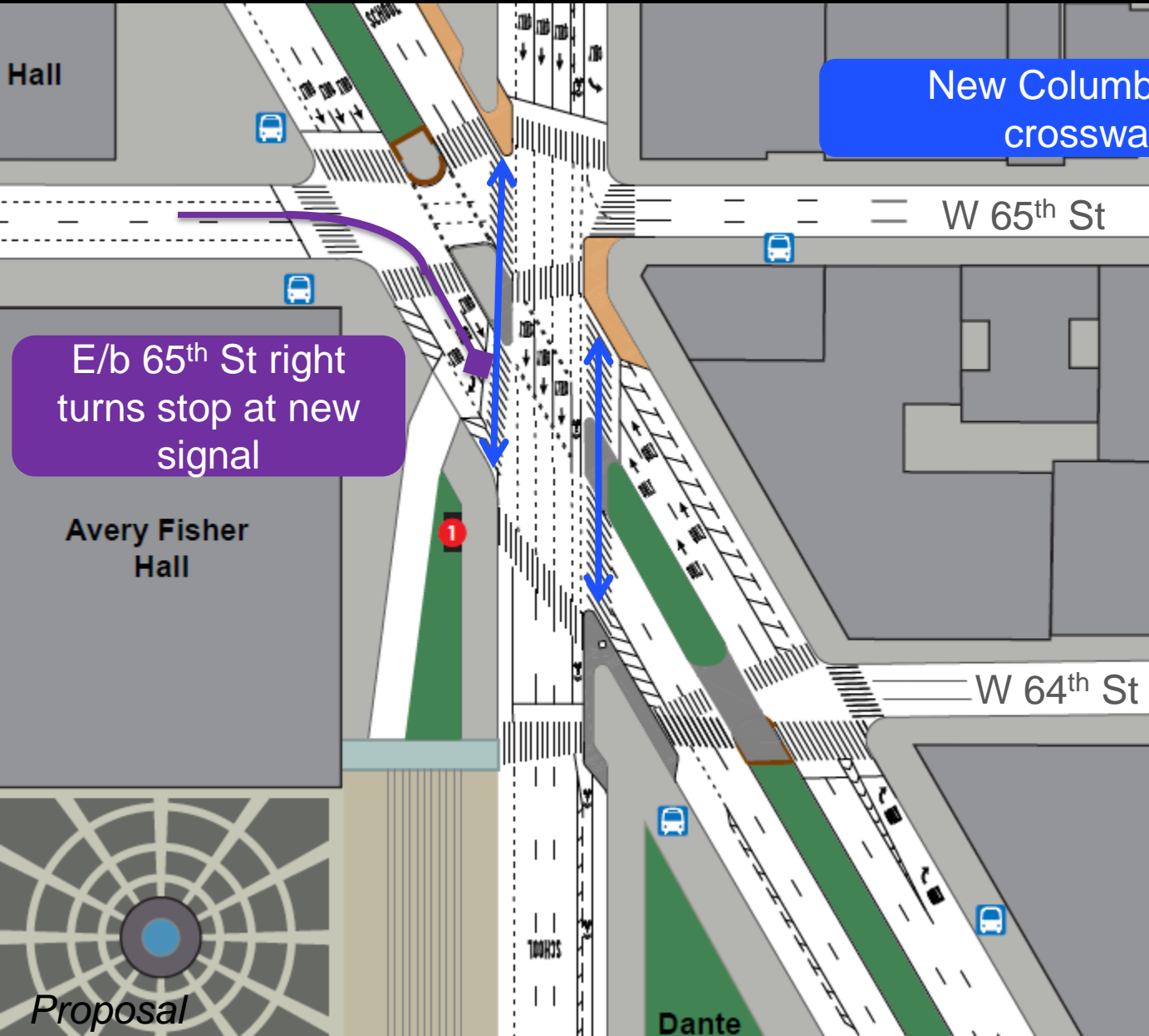
Proposed

Protected path extends from W 69th to W 67th

Bike path continues down Columbus

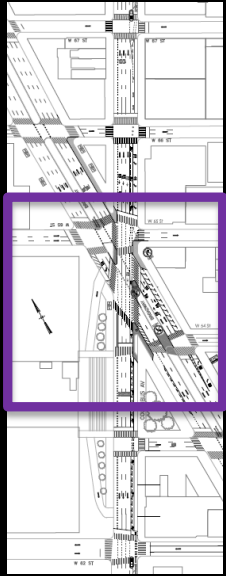


Bow Tie at 65th St



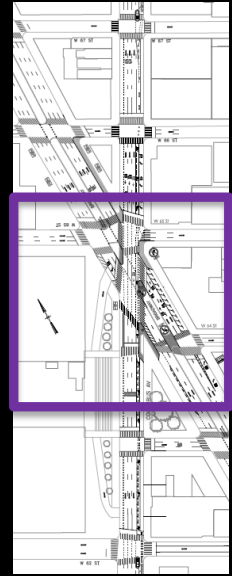
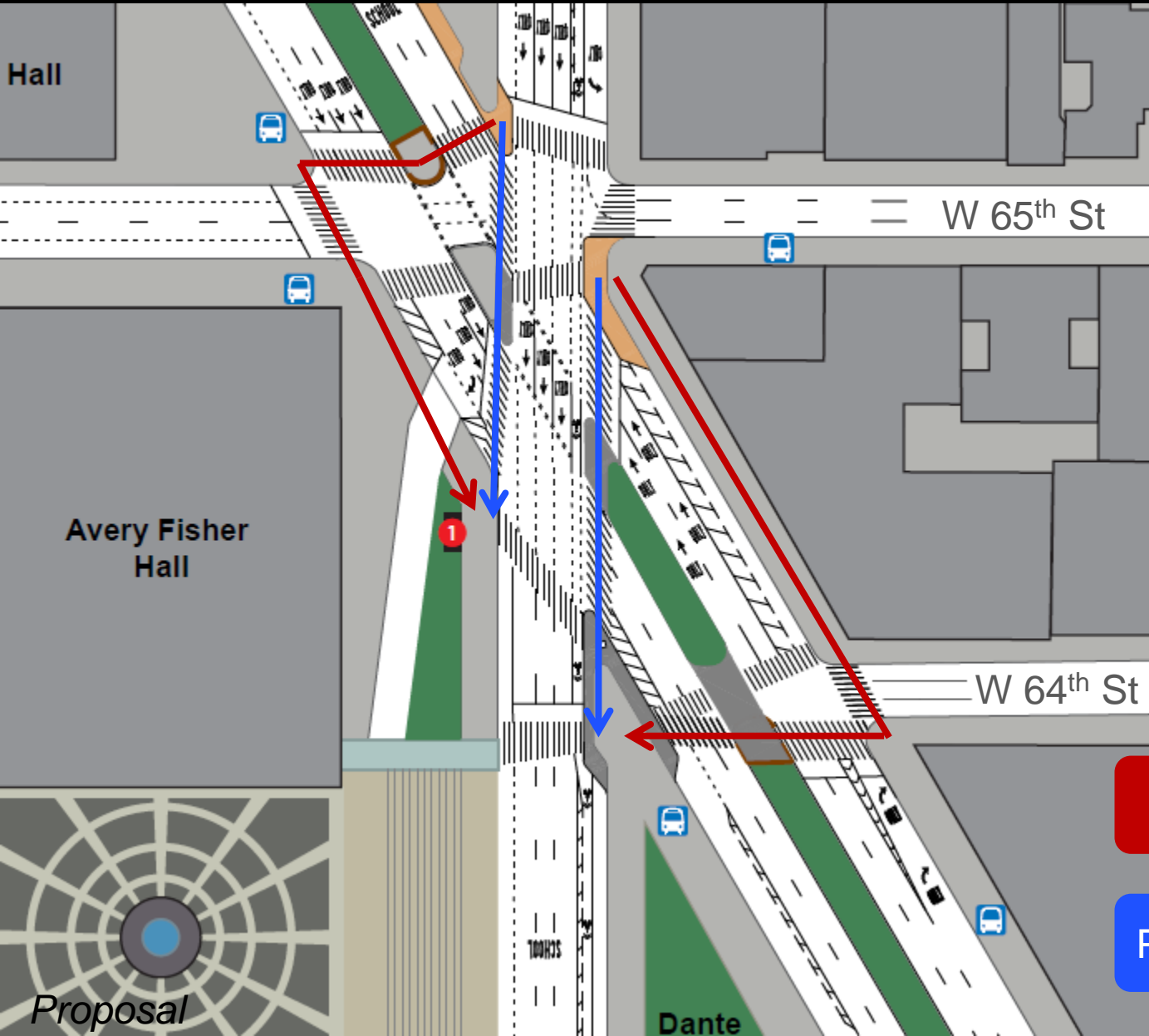
New Columbus Ave crosswalks

E/b 65th St right turns stop at new signal



Proposal

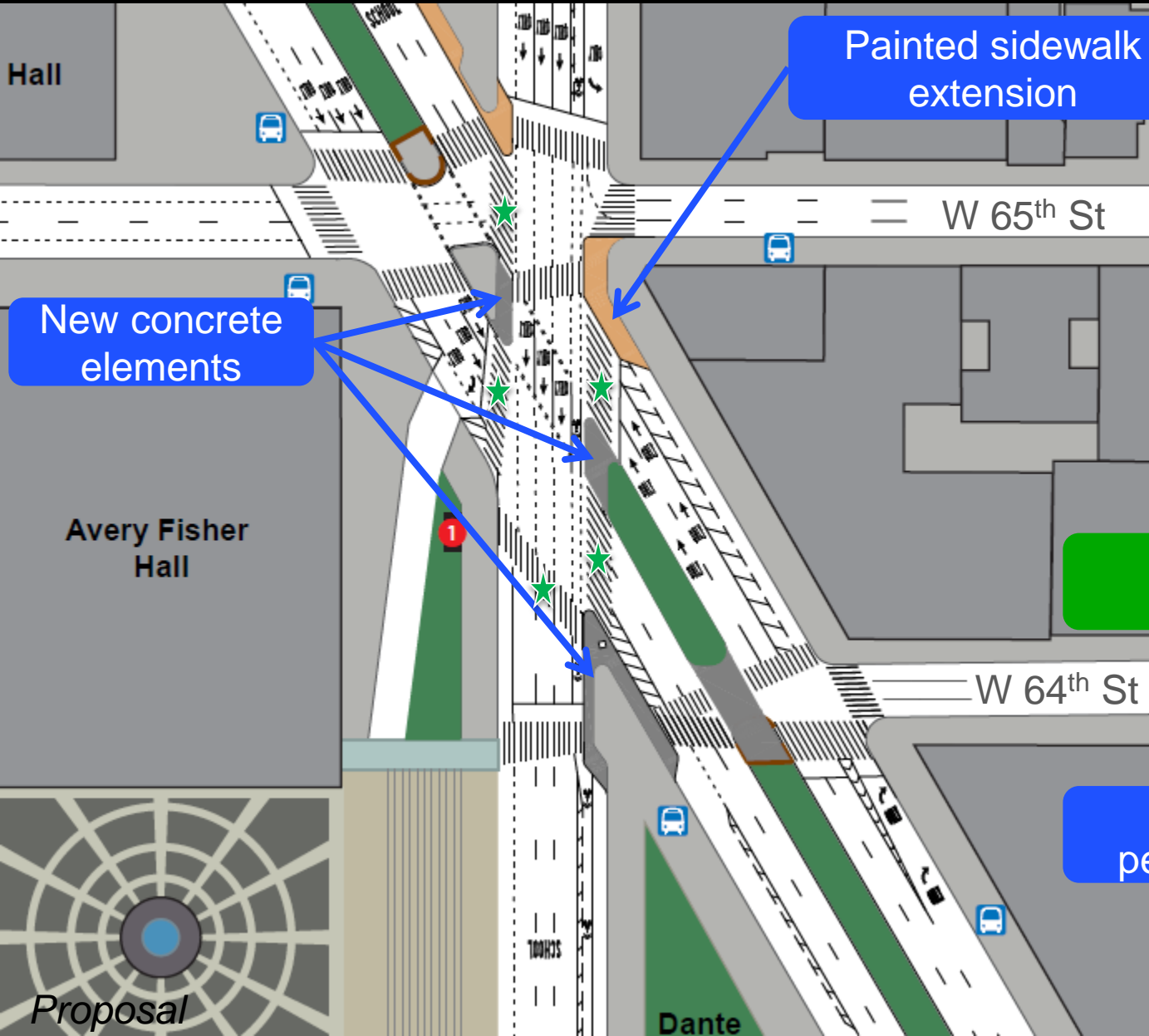
Bow Tie at 65th St



Existing access

Proposed access

Bow Tie at 65th St

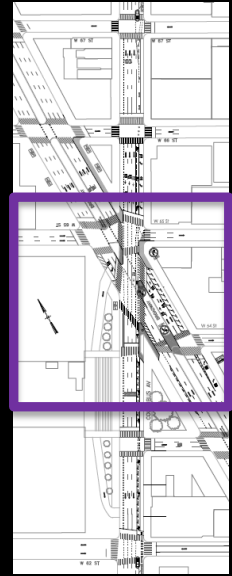


New concrete elements

Painted sidewalk extension

5 new pedestrian crossings

4 shorter existing pedestrian crossings



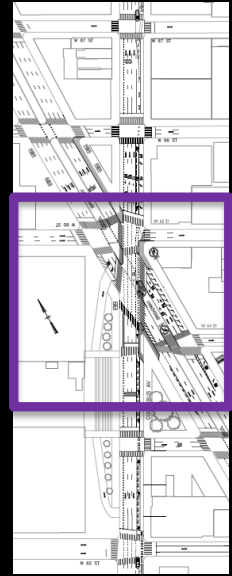
Bow Tie at 65th St



S/b left turn from Columbus to Broadway restricted (except buses)

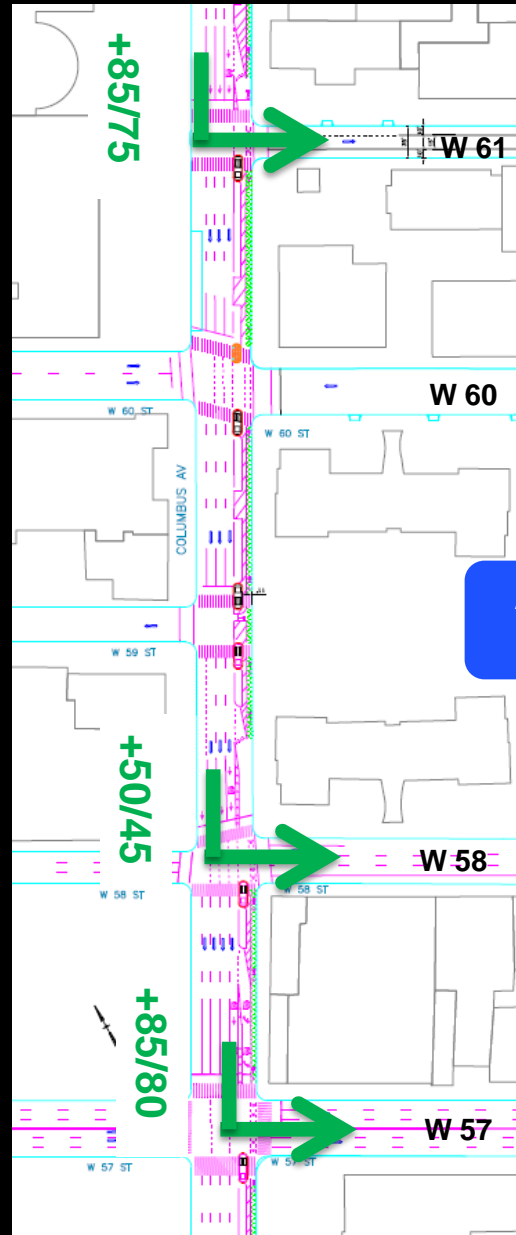
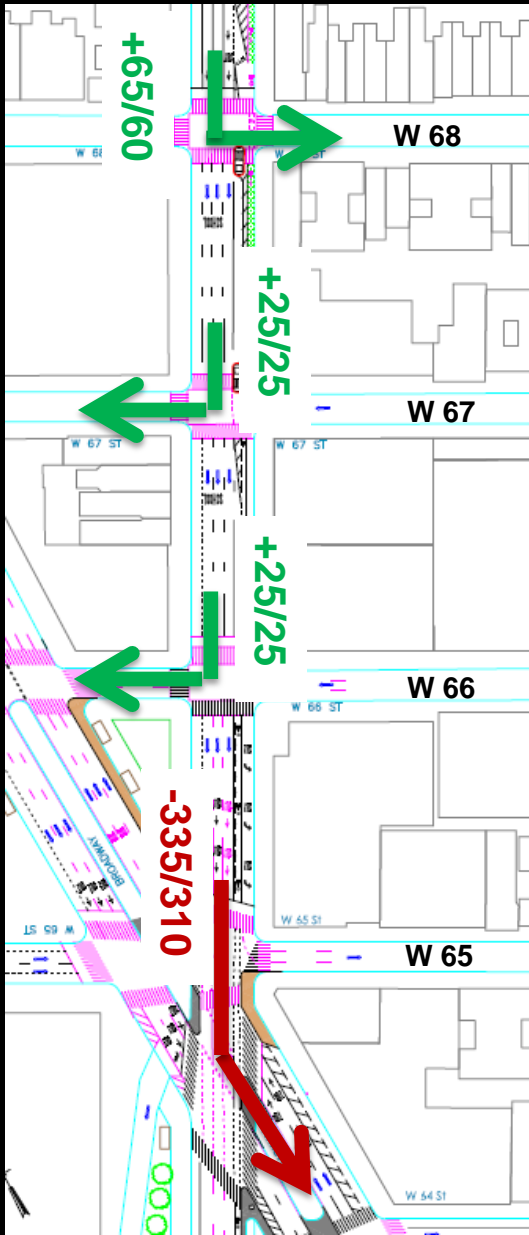
Eliminates confusing vehicle merging/jockeying

Allows for fully protected Broadway crossing



Traffic Analysis

AM/PM peak vehicles/hr



Advanced signage to be installed

Bow Tie at 65th St

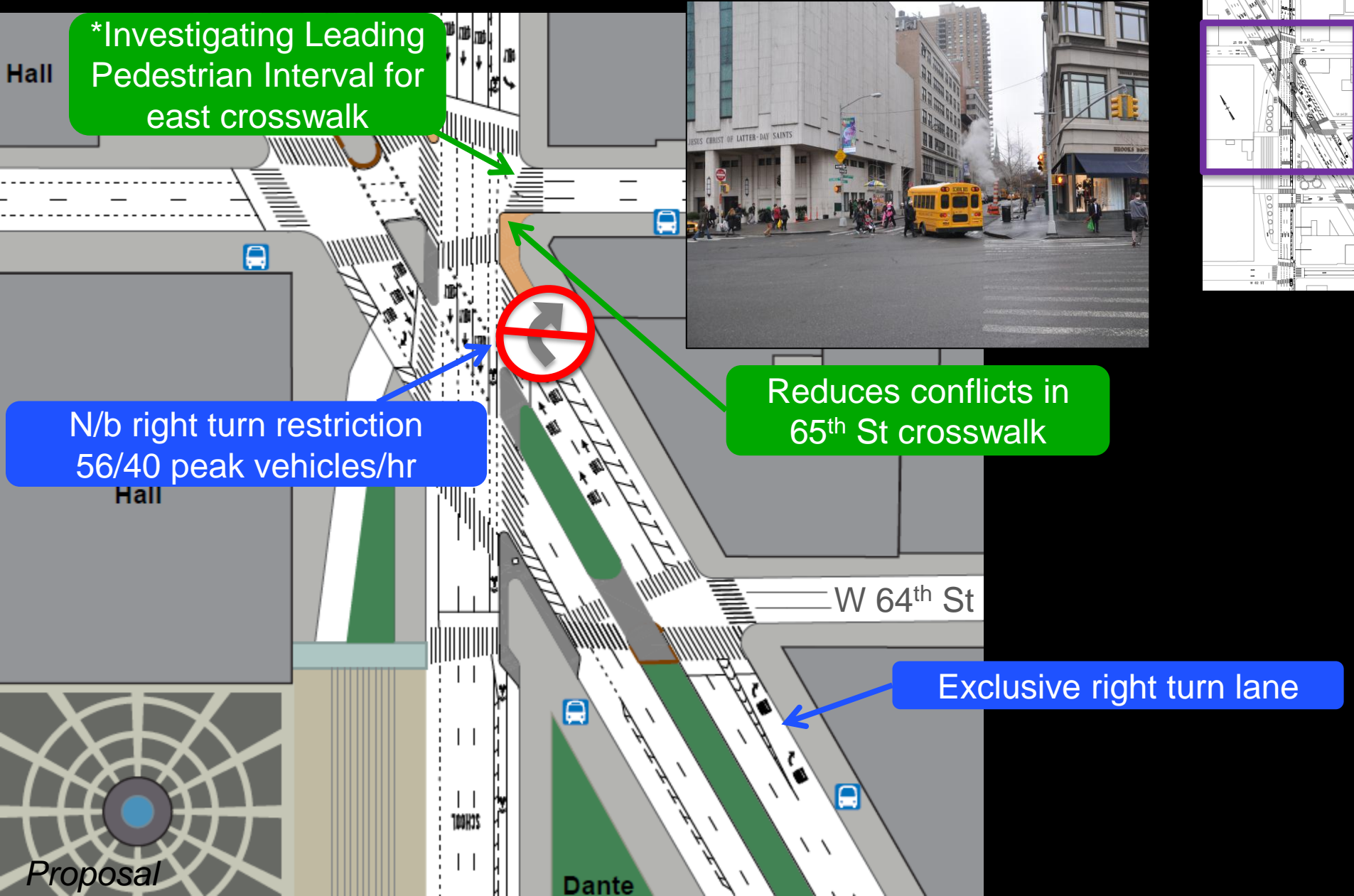
*Investigating Leading Pedestrian Interval for east crosswalk

N/b right turn restriction
56/40 peak vehicles/hr

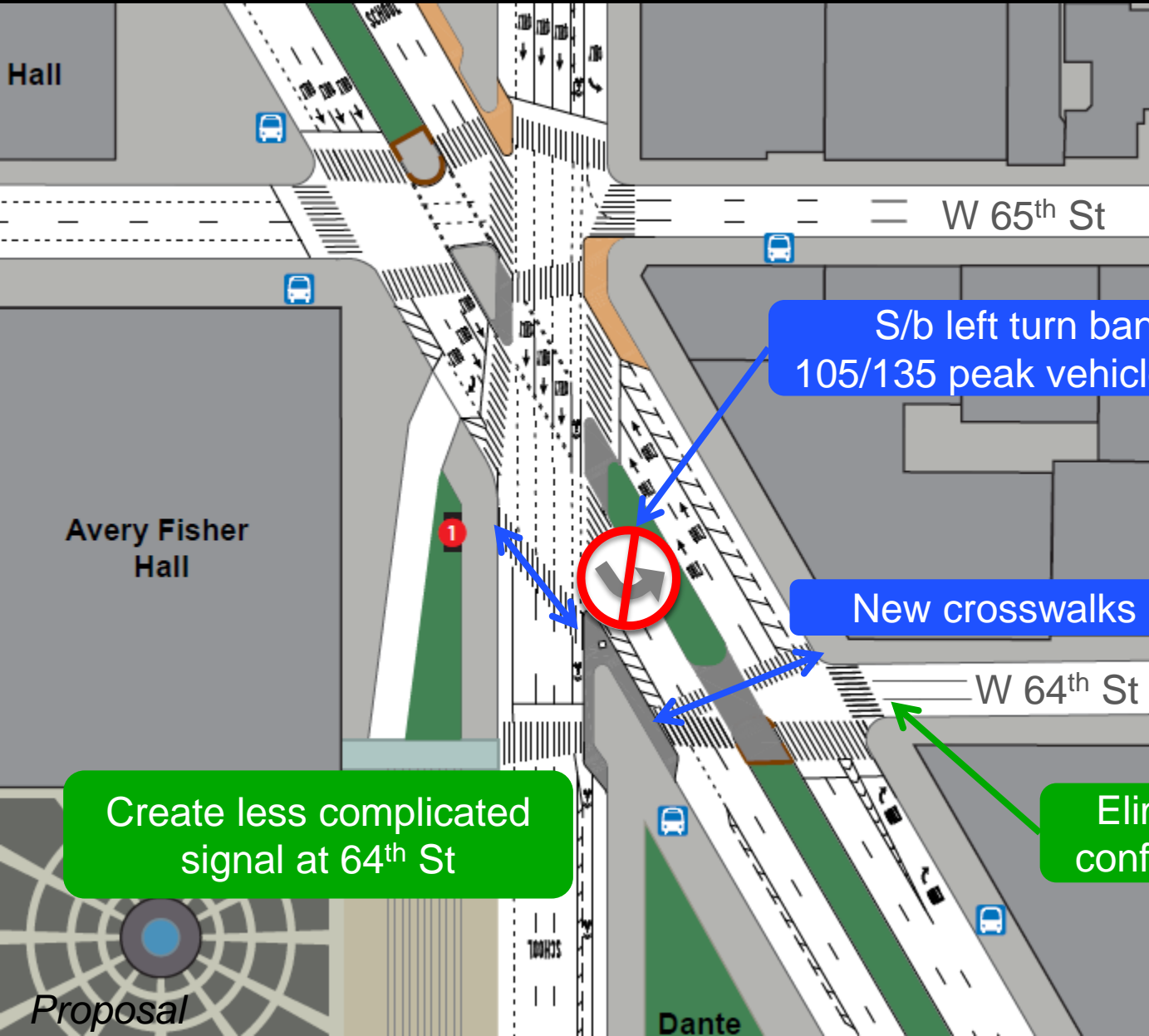
Reduces conflicts in
65th St crosswalk

Exclusive right turn lane

Proposal



Bow Tie at 65th St

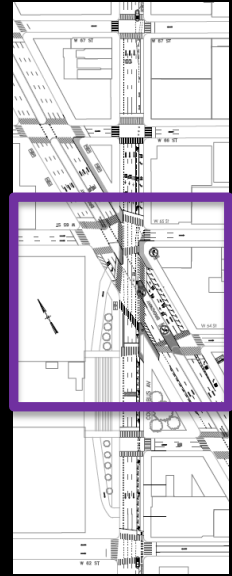


S/b left turn ban
105/135 peak vehicles/hr

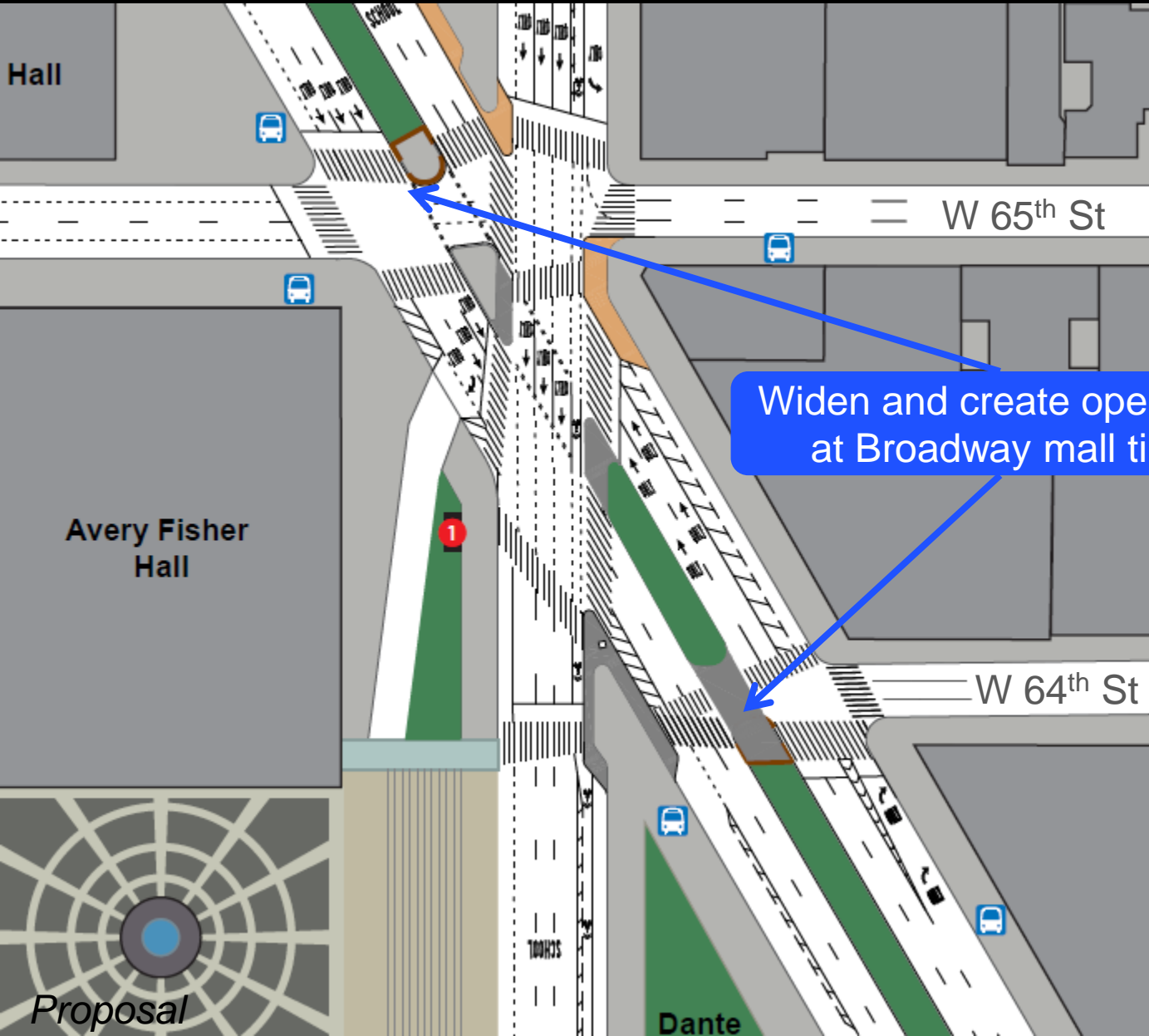
New crosswalks

Create less complicated
signal at 64th St

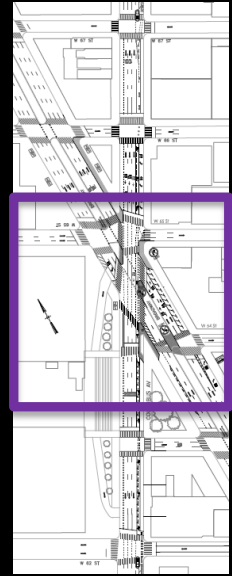
Eliminates vehicle/ped
conflict in east crosswalk



Bow Tie at 65th St

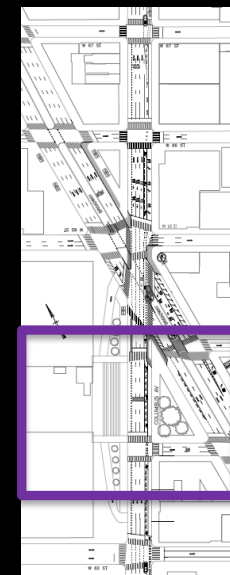
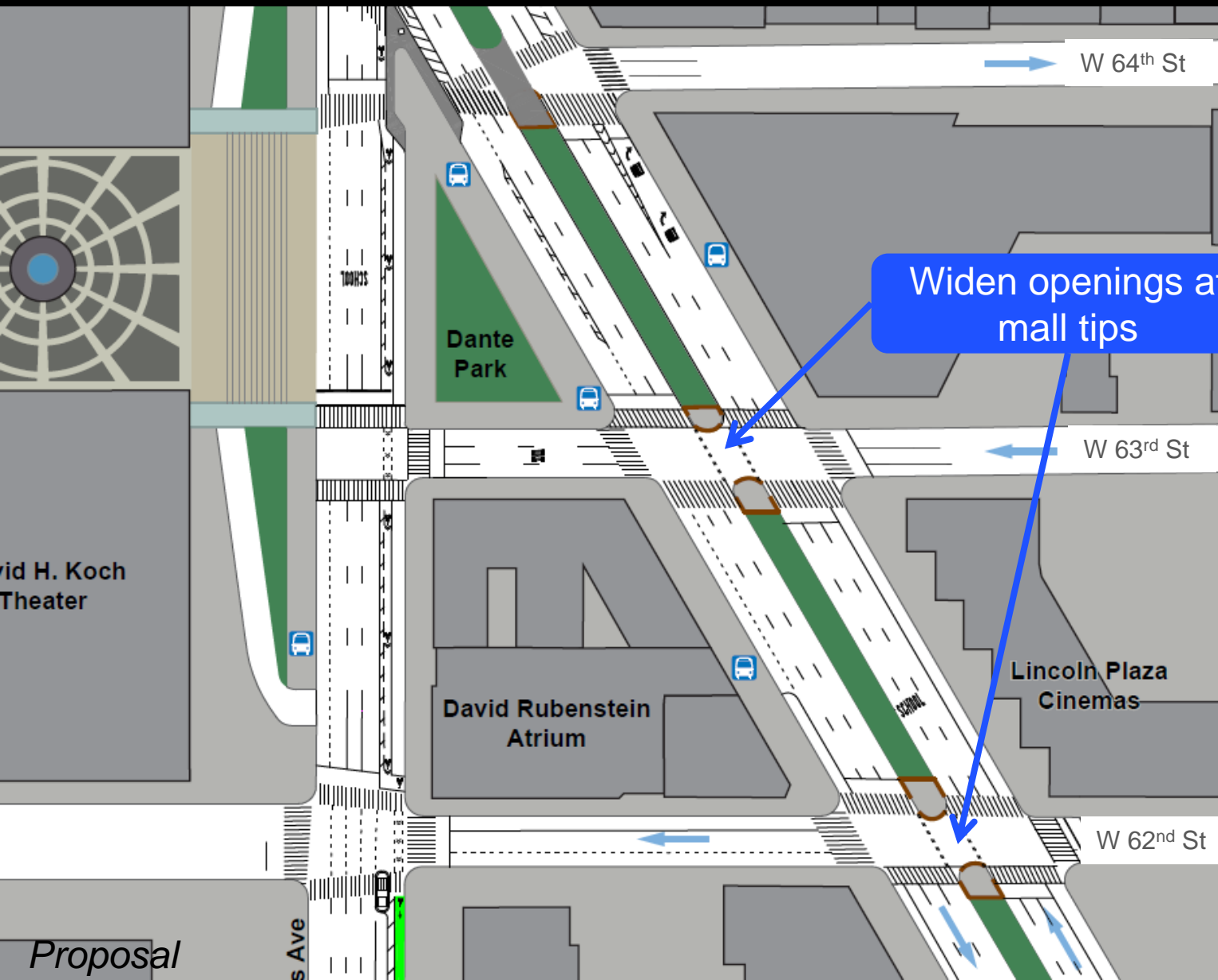


Widen and create openings at Broadway mall tips

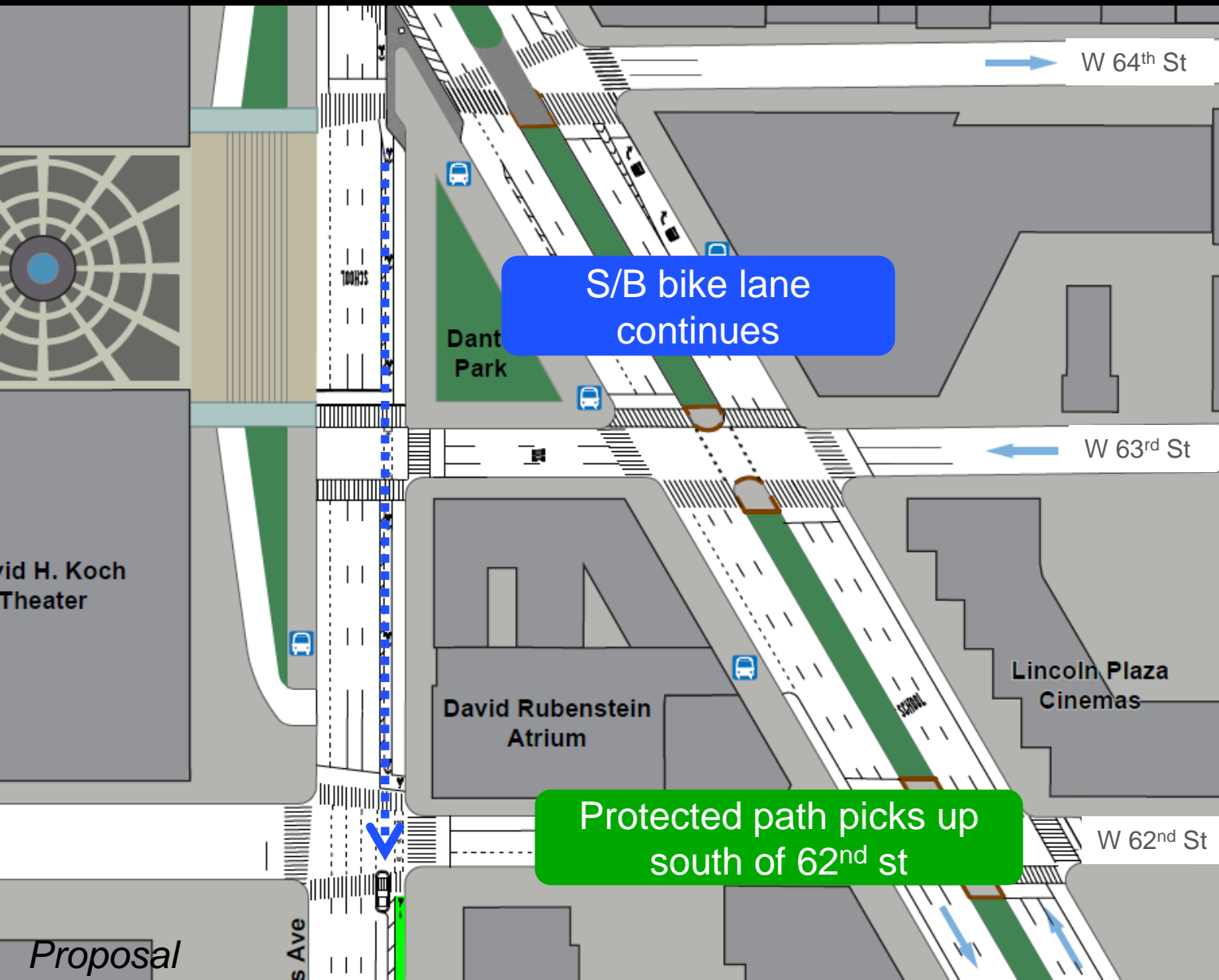


Proposal

Bow Tie South of 65th St

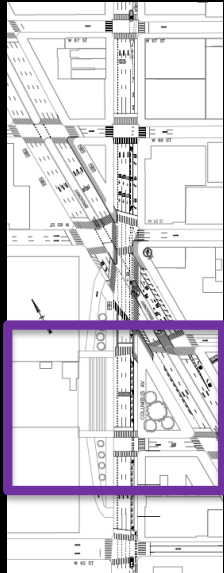


Bow Tie South of 65th St



S/B bike lane continues

Protected path picks up south of 62nd st

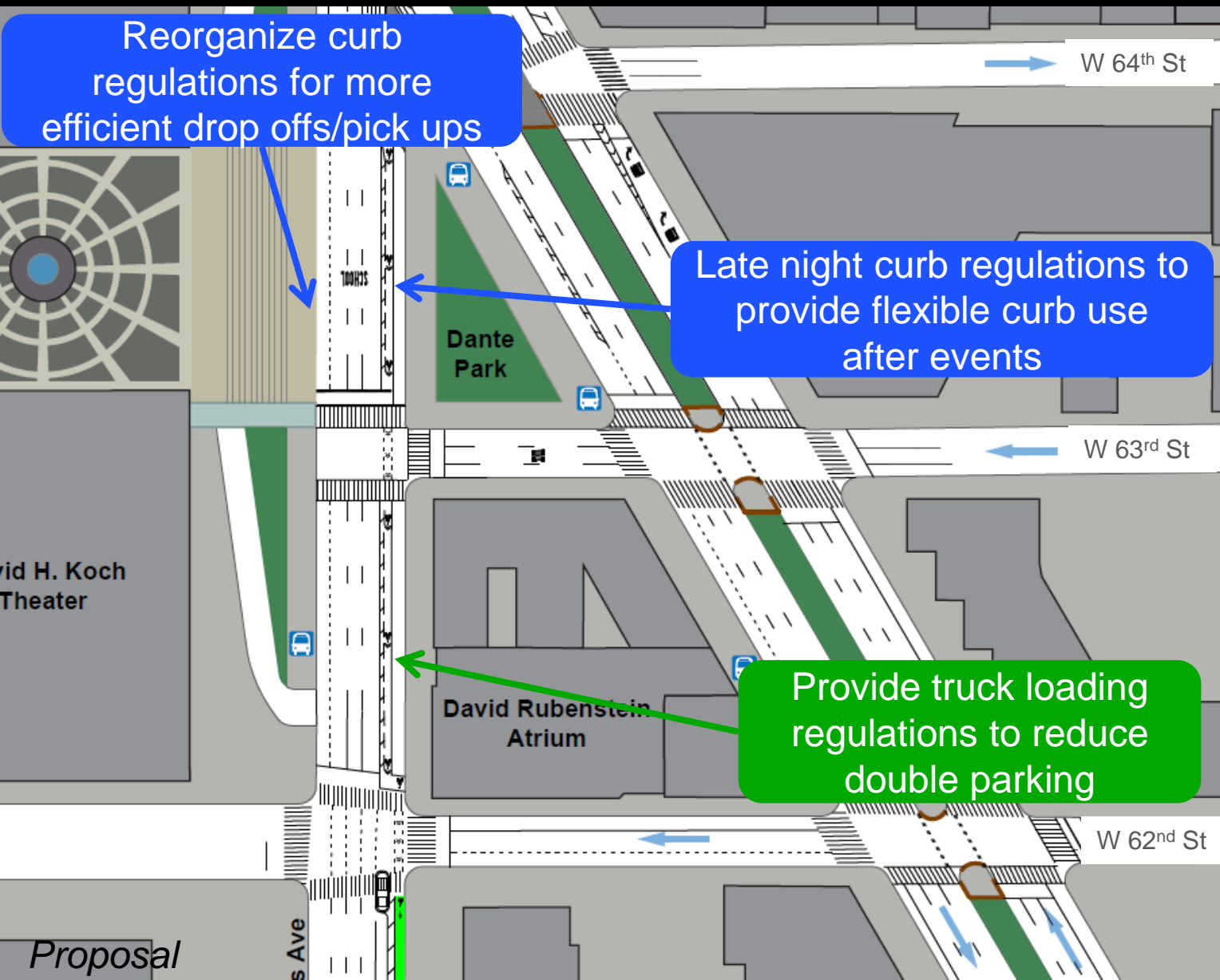


Bow Tie South of 65th St

Reorganize curb regulations for more efficient drop offs/pick ups

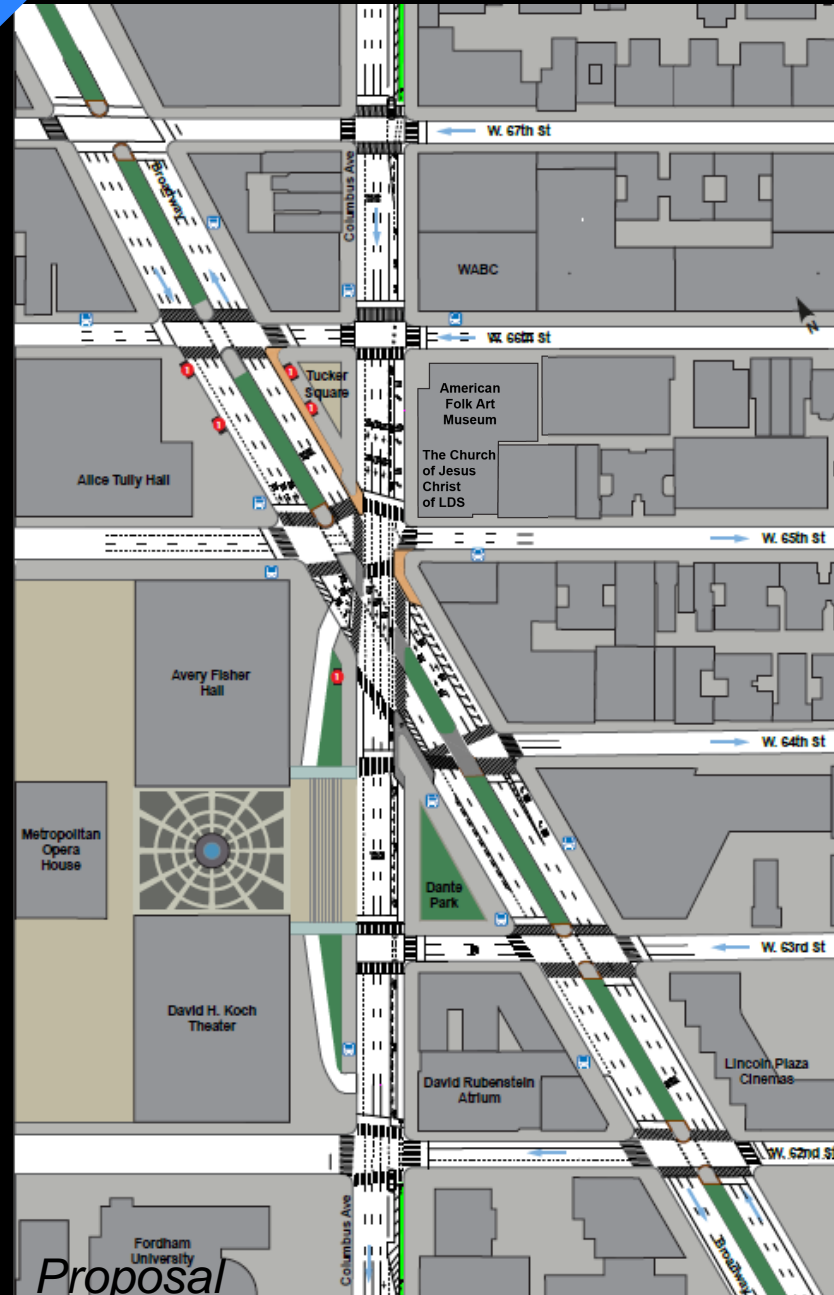
Late night curb regulations to provide flexible curb use after events

Provide truck loading regulations to reduce double parking



Public meeting issues

1. **Pedestrian Crossings** More direct, more time to cross
2. **Pedestrian Space** Claiming space to shorten crossings and alleviate crowding
3. **Pedestrian Signals** Countdown clocks
4. **Traffic Conflicts** Street operations and confusion among drivers/cyclists/pedestrians
5. **Street Markings** On-street space delineation
6. **Bus Stops** Assess locations
7. **Median Tips** Widen opening and fix ponding
8. **Bike Lane Connections** In favor of



Project Scope Summary

Road Markings

- Add crosswalks (4) to continue Columbus sidewalks
- Add crosswalks (3) at W 64th St across Broadway and Columbus
- Extend Columbus Ave left turn lane full block
- Right turn lane approaching W 64th Street on Broadway

Painted Pedestrian Space

- Neckdown on south side of Tucker Square
- Neckdown on southeast corner of W 65th St and Columbus Ave
- Sidewalk extension on west side of Tucker Square, extending to intersection of W 66th

Concrete

- Median extension on southeast corner of existing small pedestrian triangle
- Median extension of north side of Broadway mall at W 65th
- Neckdown on north side of Dante Park
- Median connection between Broadway malls at W 64th St and Broadway

Widen Openings at Broadway Mall Tips

- North side of W 65th St
- North and south side of W 64th St, W 63rd St & W 62nd St

Curb Regulation Changes


- Relocate M7, M11, M20 bus stop
- Extend truck loading regulation on east side of Columbus between W 62nd and W 63rd
- Add late night curb regulations on west side of Dante Park
- Move relocated 1 hr parking to west side of Columbus Ave
- Shift farmers market parking to north and east side of Tucker Square

Restrictions

- S/b left turn from Columbus to Broadway
- N/b right turn from Broadway to W 65th St
- S/b left turn from Broadway to W 64th St

Bicycles

- Continue protected bicycle path from W 69th St to W 67th St, and W 62nd St to W 59th St
- Continue bicycle lane from W 67th St to W 62nd St



Contact: Nina Haiman at
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www.nyc.gov/dot

Thank
You