

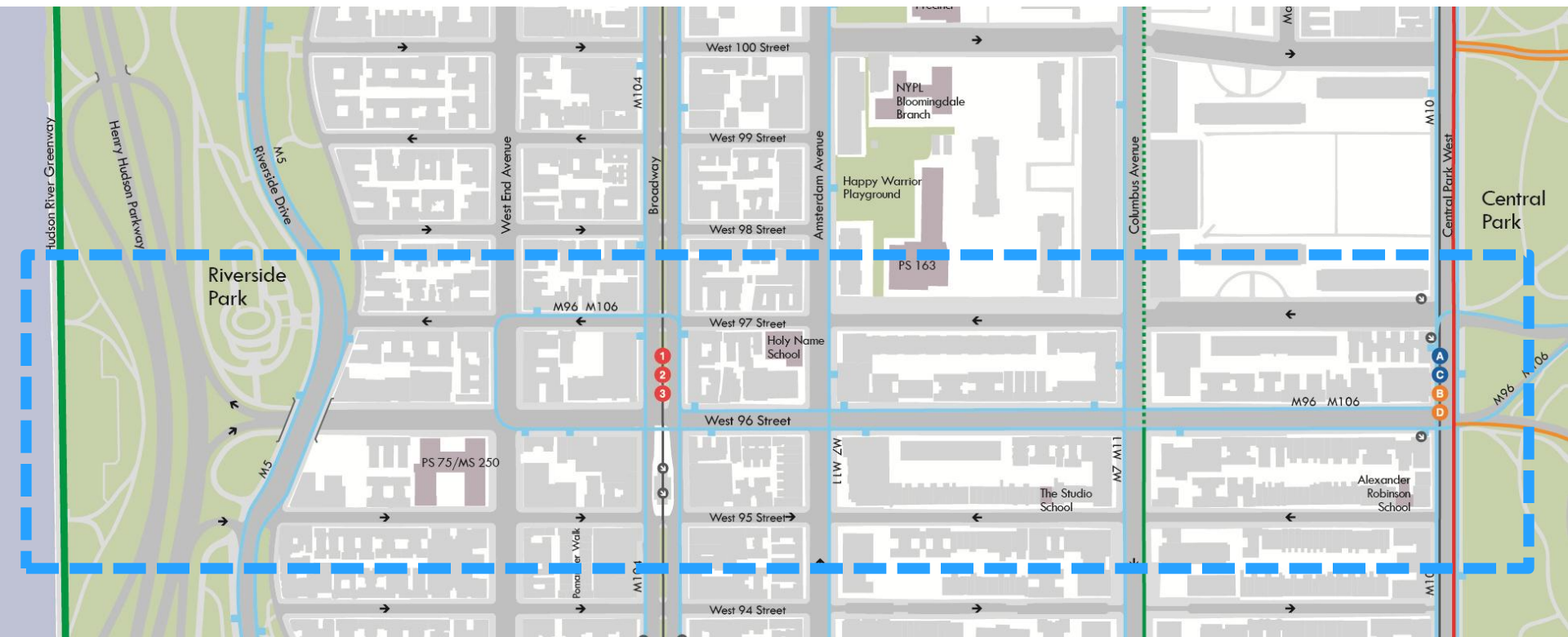
# West 96<sup>th</sup> Street and Environs

## Pedestrian Safety and Circulation Study DRAFT

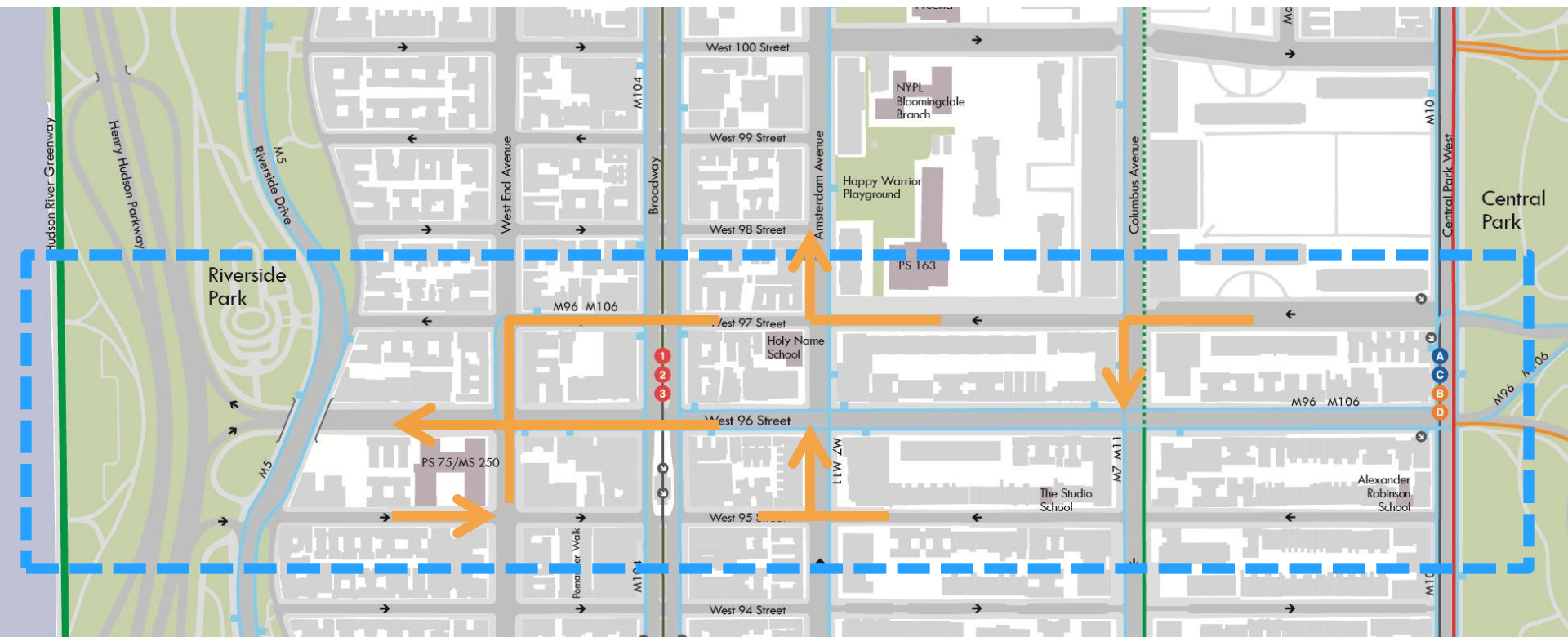
Presented by Will Sherman and Michael King

July 2013

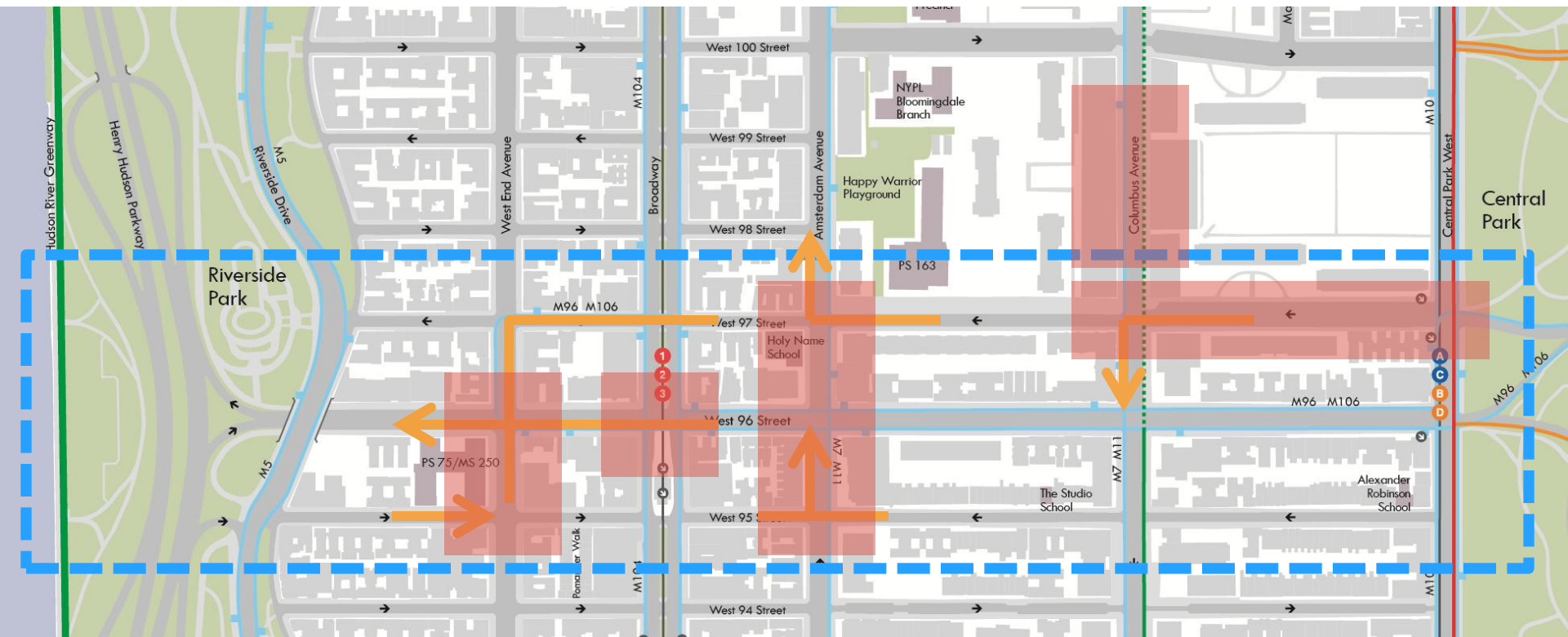




# Study Area



## Major Traffic Movements & Conflicts



## Potential Sites for Focused Study

Amsterdam Ave (W 95 St – W 97 St)

West End Ave (W 95 St – W 96 St)

W 97 St (Central Park West – Columbus Ave)

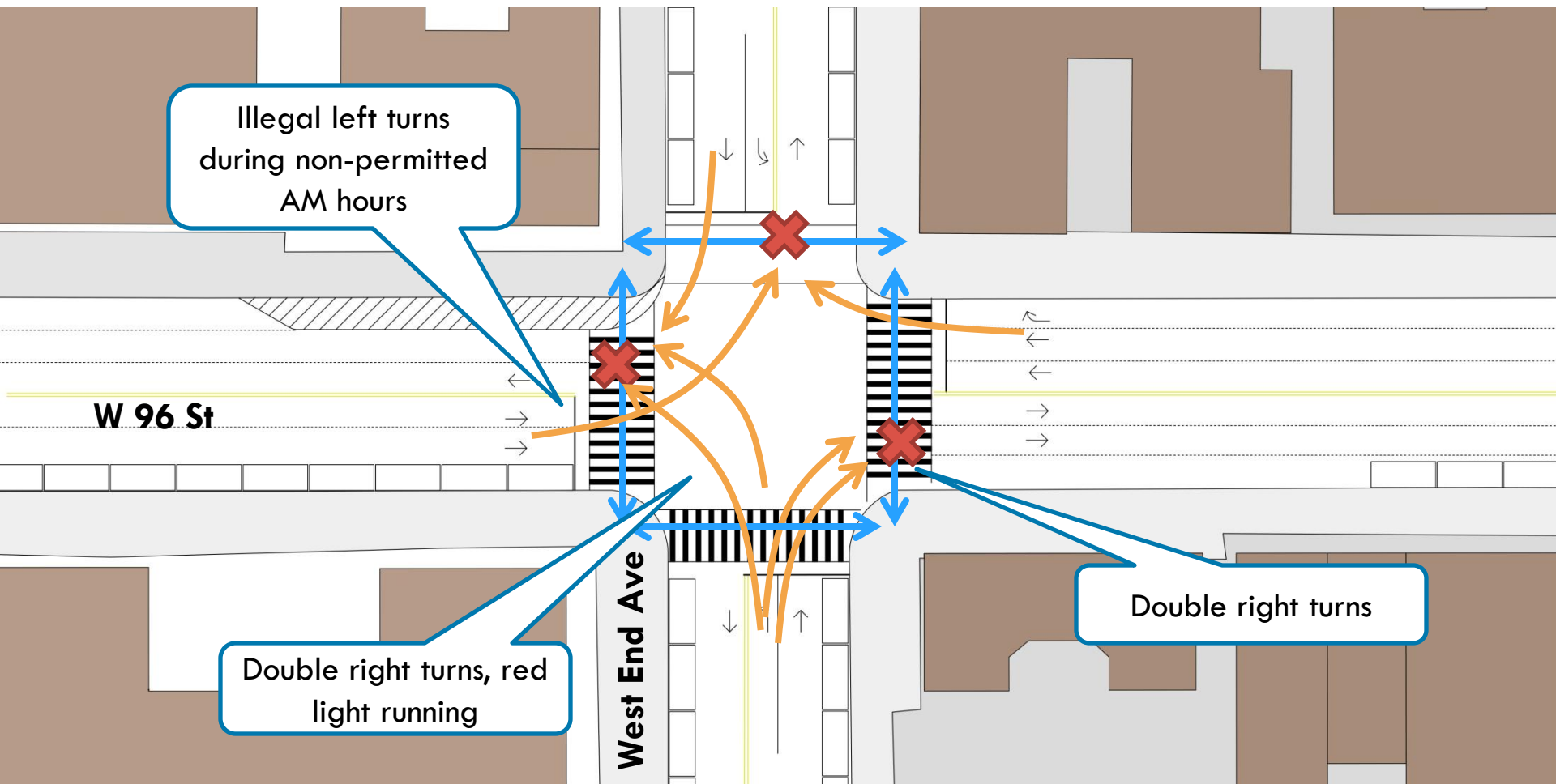
W 96 St & Broadway

Columbus Ave (W 100 St – W 97 St)



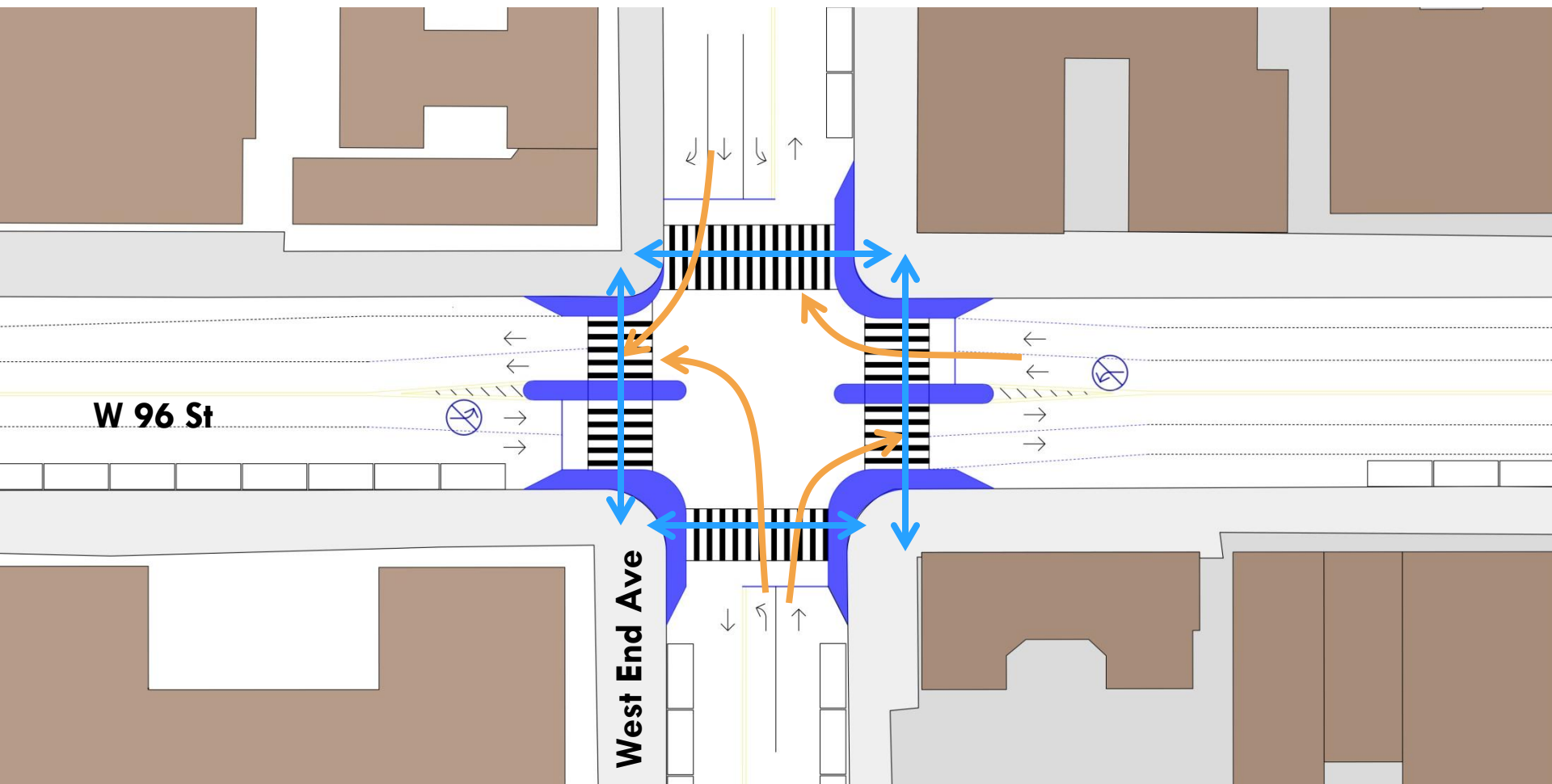
# W 96 St & West End Ave





## W 96 St & West End Ave

Vehicles turning westbound from West End Ave to W 96<sup>th</sup> Street create greatest conflict for pedestrians.

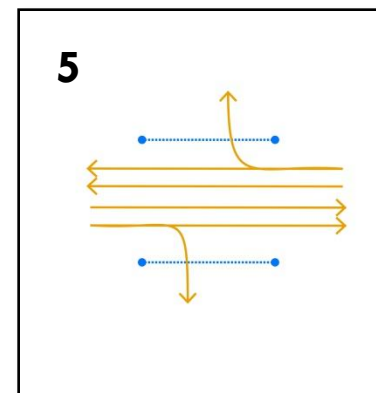
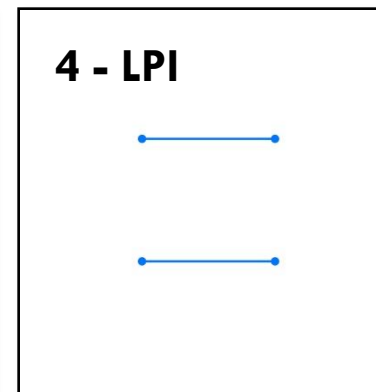
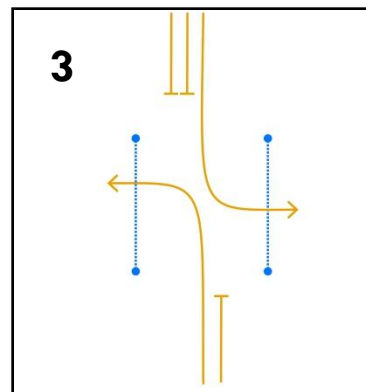
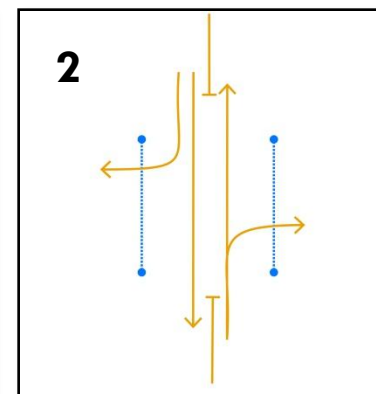
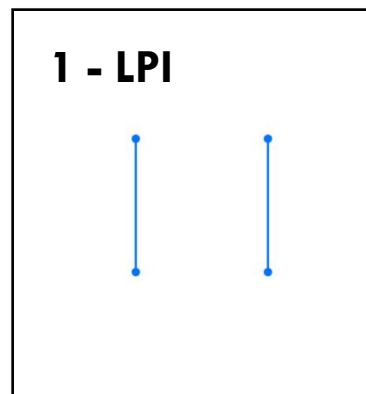
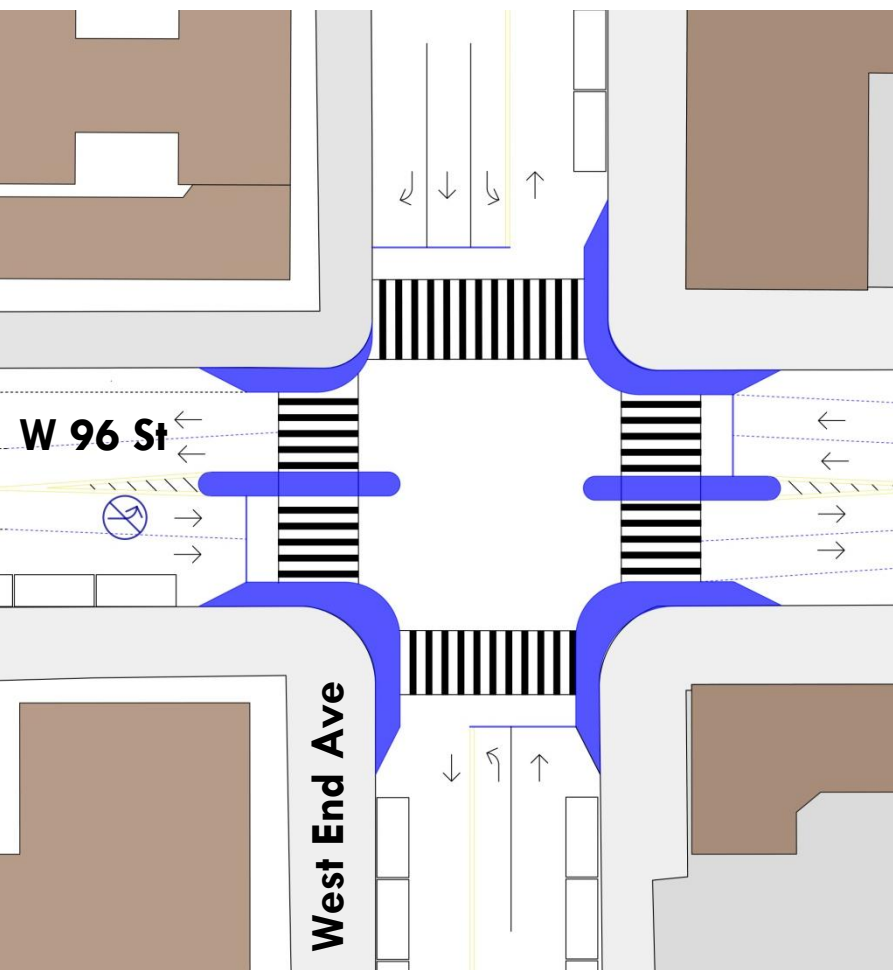


## W 96 St & West End Ave Concept

Ban left turns from W96 Street 24/7.

Add curb extensions where possible.

Add pedestrian refuges on W 96 St crossings.



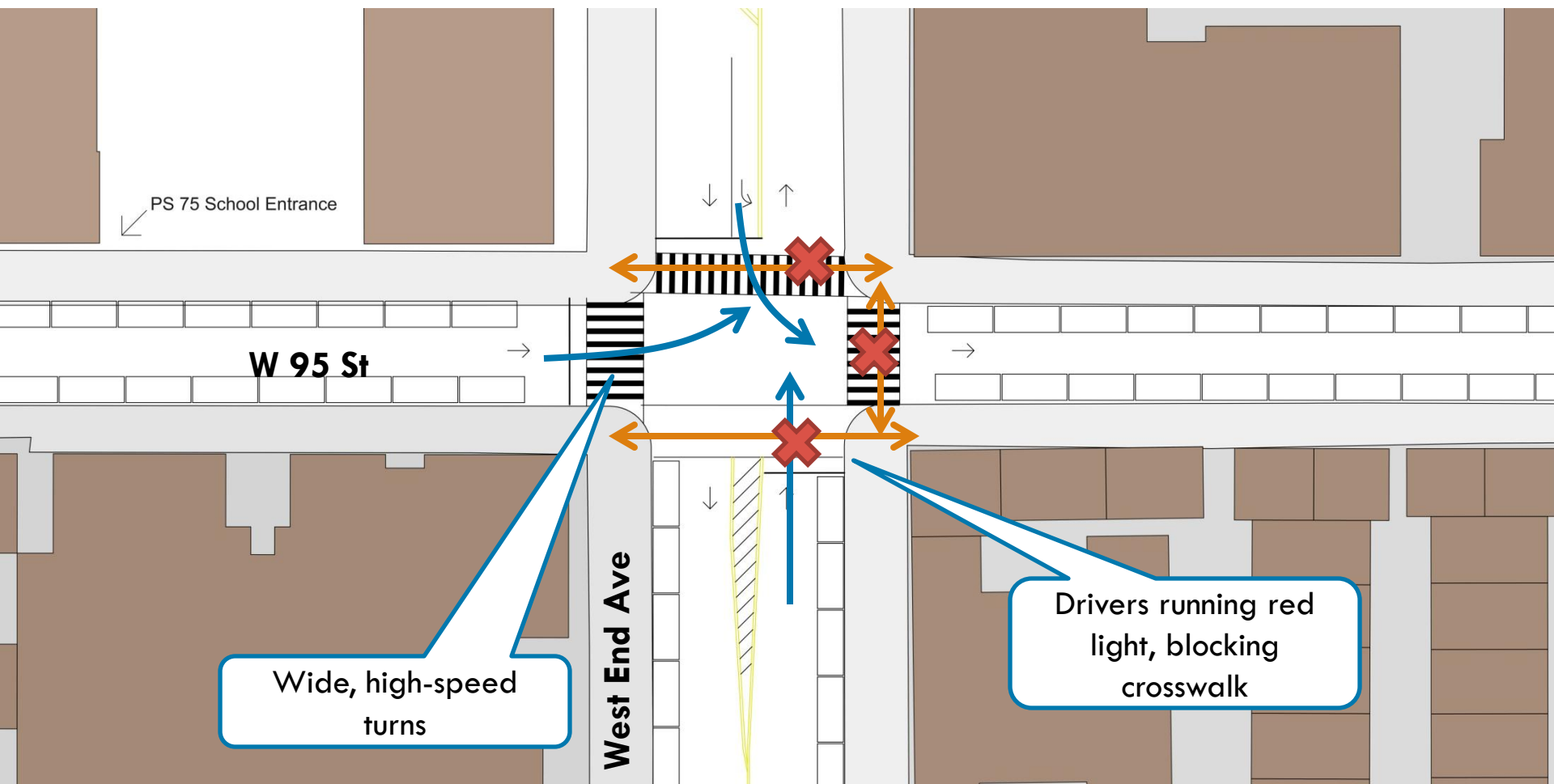
## W 96 St & West End Ave Concept – Signal Phasing



# W 95 St & West End Av

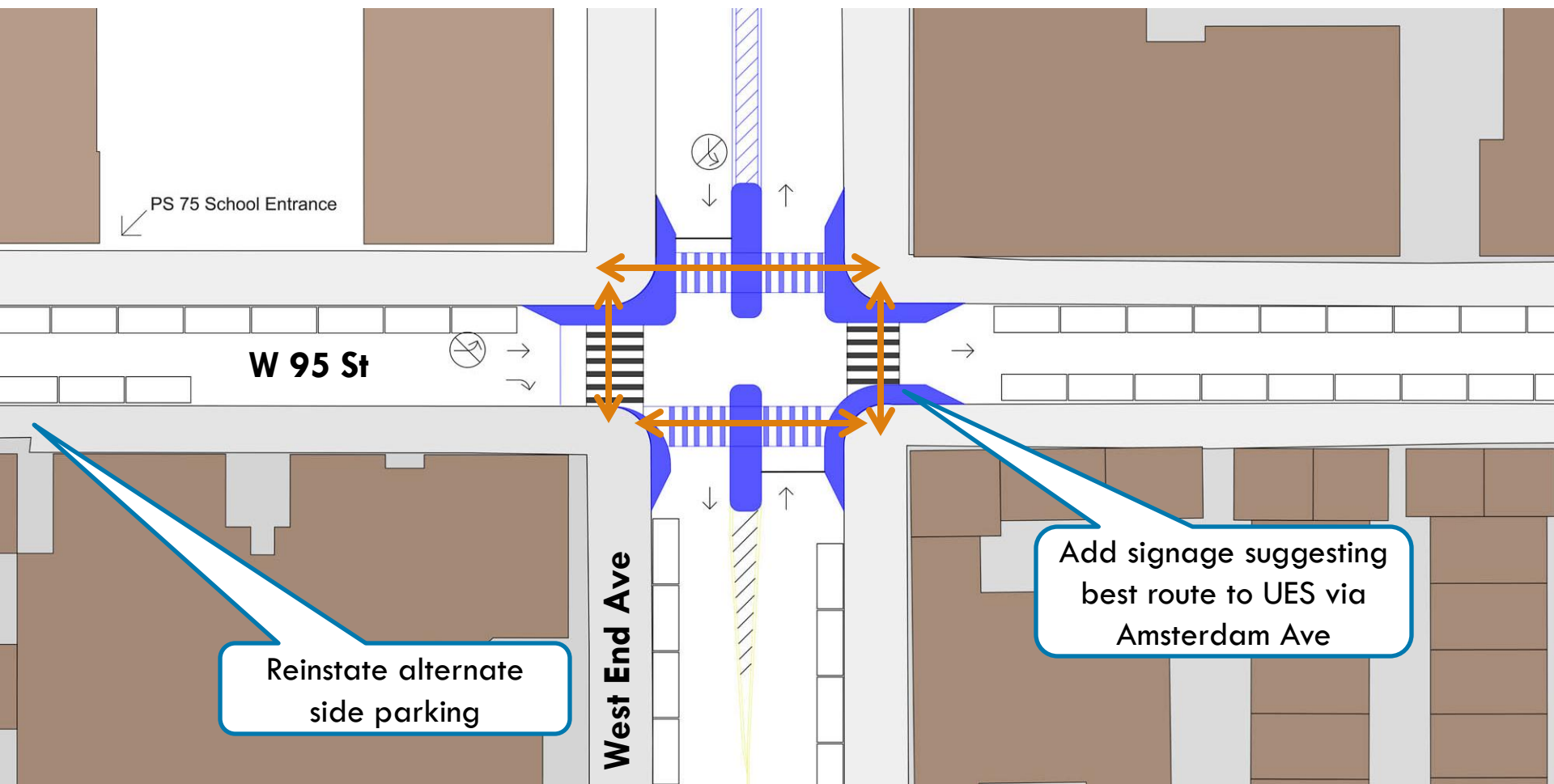


Vehicles make wide, fast turns  
north onto West End Ave



## W 95 St & West End Ave

Pedestrians face fewer conflicts than at W 96 Street, but vehicles turn left northbound from W 95 St onto West End Ave at wide angles and high speeds, creating pedestrian conflicts.



## W 95 St & West End Ave Concept

Changing geometry of block to limit dangerous left turns and shorten crossings would improve functionality and safety for pedestrians.



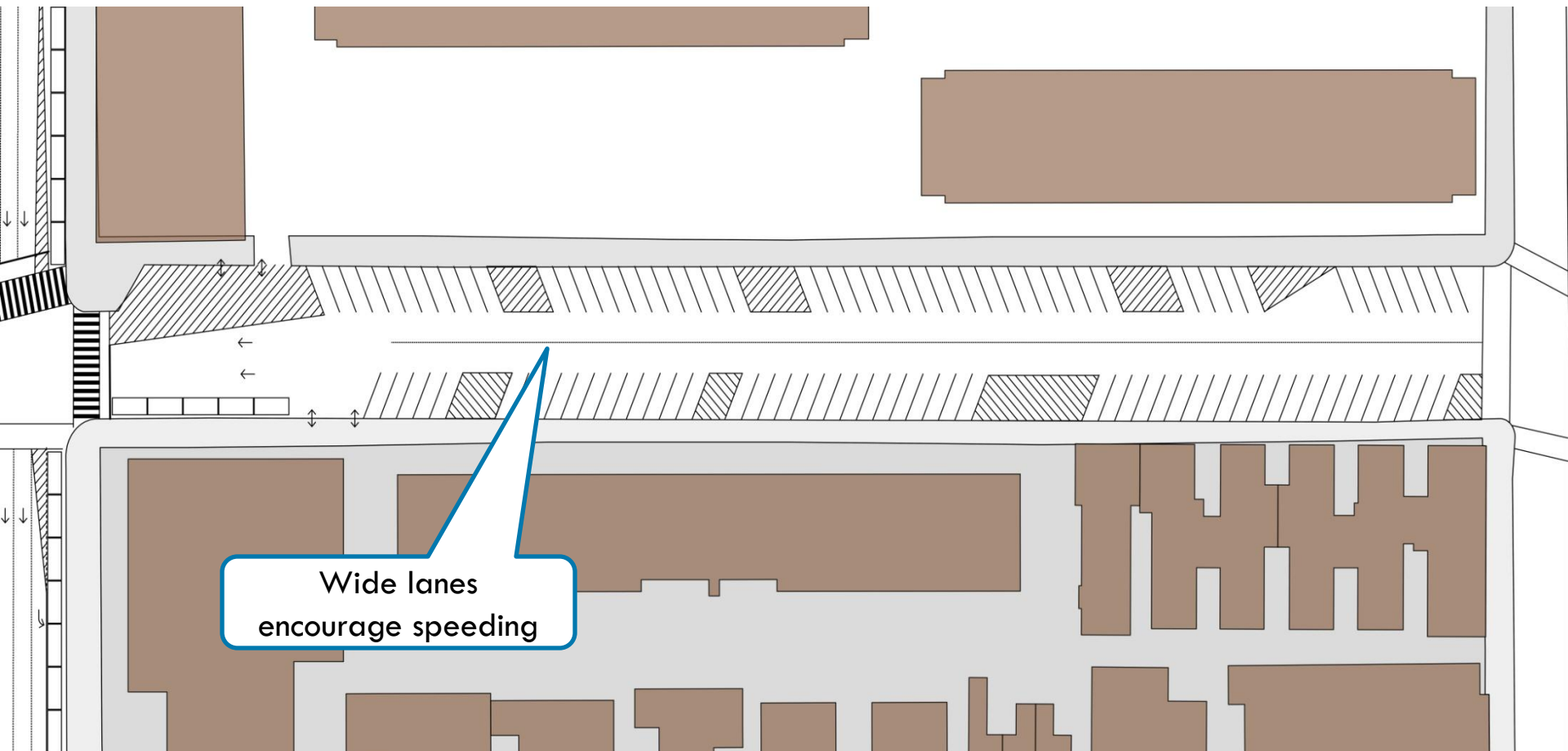


## Pedestrian Paths to PS 75

As the PS 75 entrance has moved to W 95 St, crosswalk safety across W 96<sup>th</sup> Street and across West End Ave at W 95 St is critical to accommodate pedestrian desire lines to school.

# W 97 Street (Central Park West to Columbus Ave)

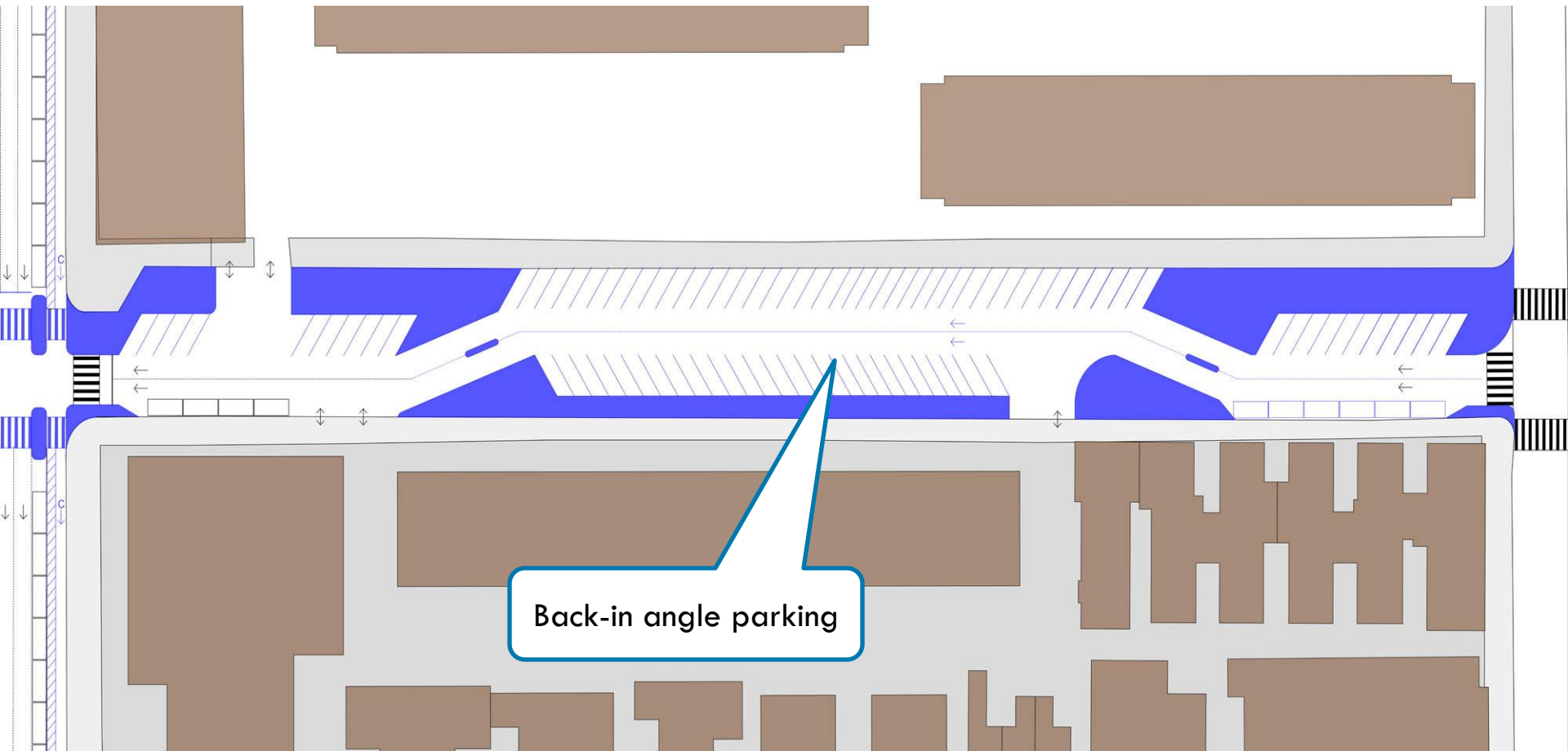




## West 97 St (Central Park West to Columbus Ave)

W 97 St serves as a through route for vehicles traveling across Central Park to the Henry Hudson Parkway. Between Central Park West and Columbus Ave, the two wide and unmarked lane encourage speeding. W 97 St narrows to two lanes to at Columbus Ave and one lane at Amsterdam Ave.





## W 97 St (Central Park West to Columbus Ave) Concept

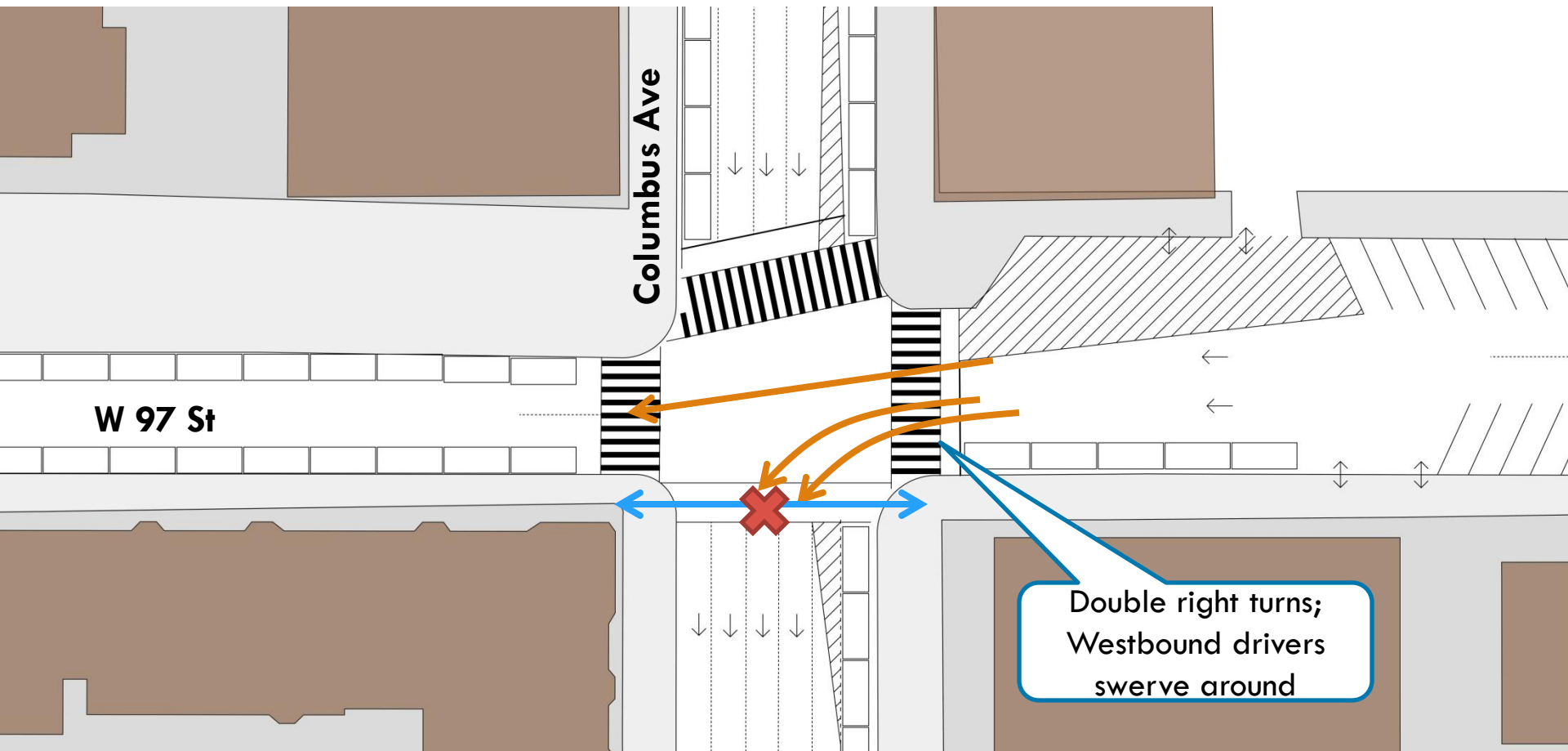
Offset curb extensions creates a chicane (designed for 20 mph), while increasing the amount of public space available for other uses.

Safer back-in angle parking implemented. On-street parking changes from 112 spaces to 99 spaces.

Median islands prevent drivers from swerving into adjacent lane to avoid slowing down.

# Possible Uses of Added Sidewalk Space on W 97 St

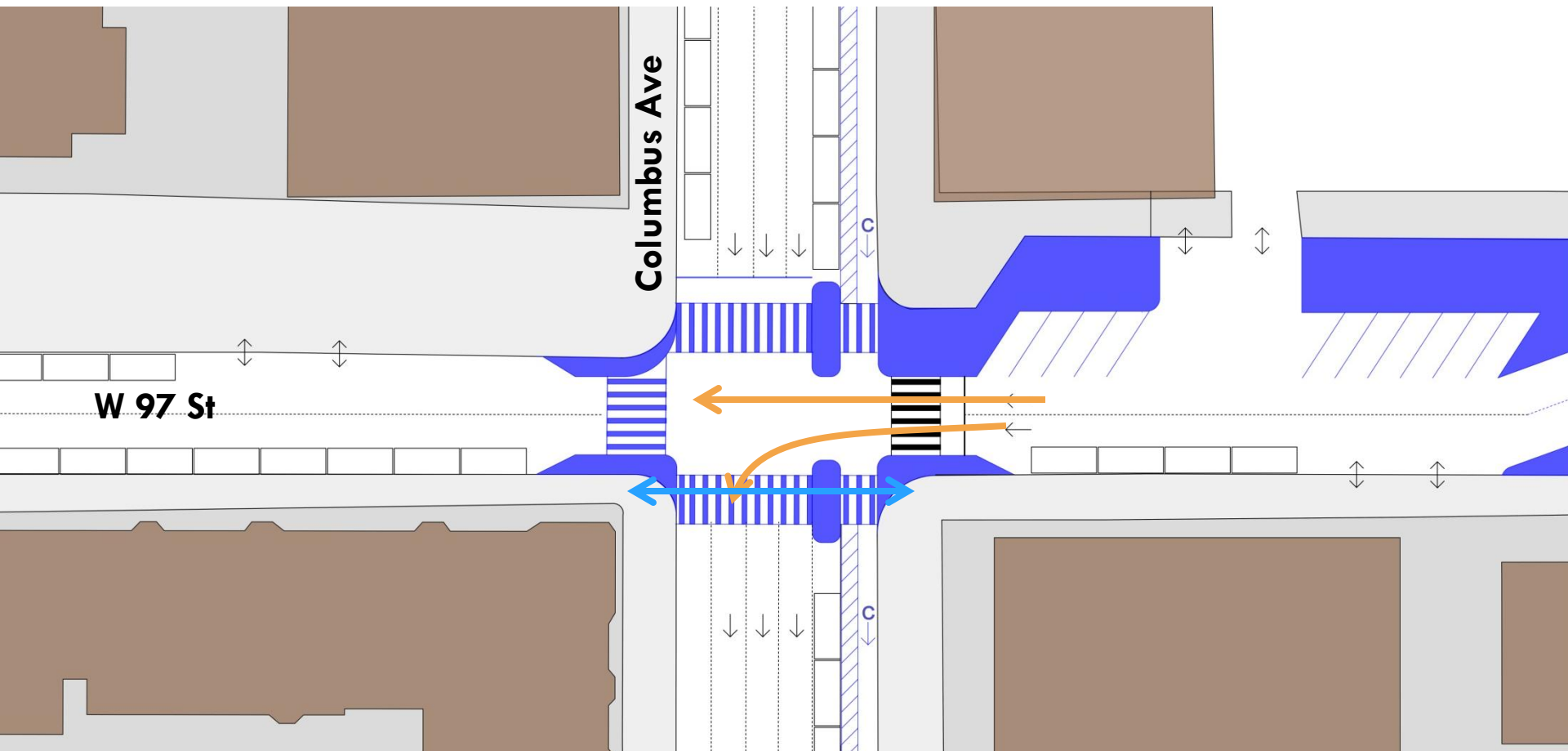




## W 97 St & Columbus Ave

Southbound turns onto Columbus Avenue were the most frequently cited danger for pedestrians at this intersection. Vehicles use striped area as one or two additional lanes, entering the intersection from the east.





## W 97 St & Columbus Ave Concept

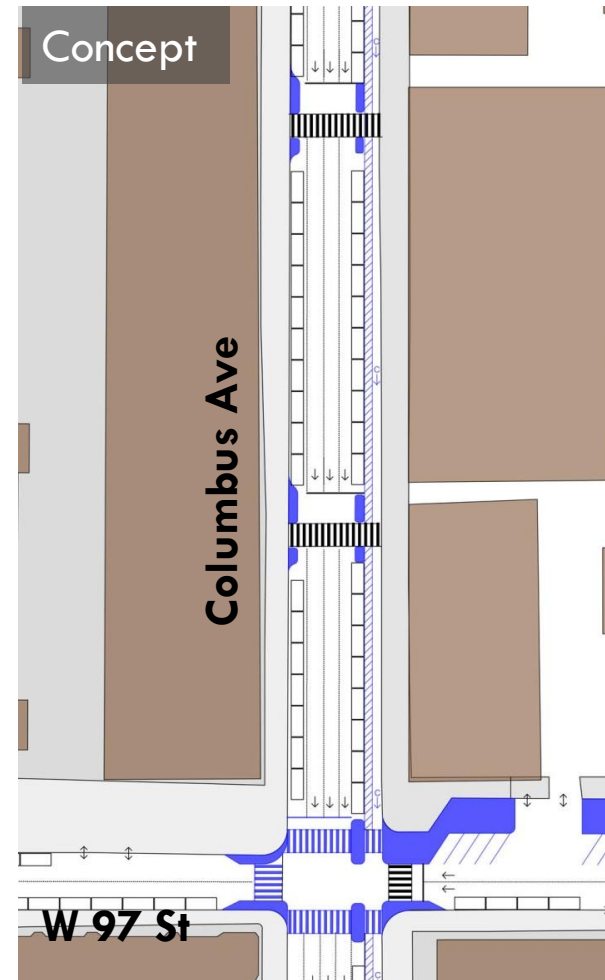
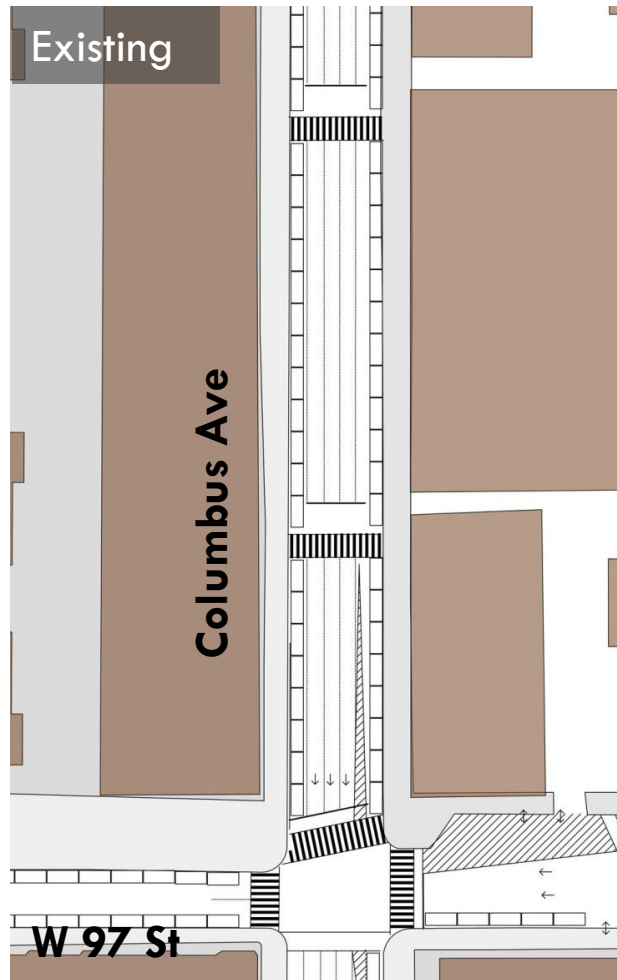
Add pedestrian refuges on Columbus to reduce crossing distance.

Add curb extensions where possible.

Force drivers to use marked lanes on W 97 St.

# Columbus Avenue (W 100 St – W 97 St)





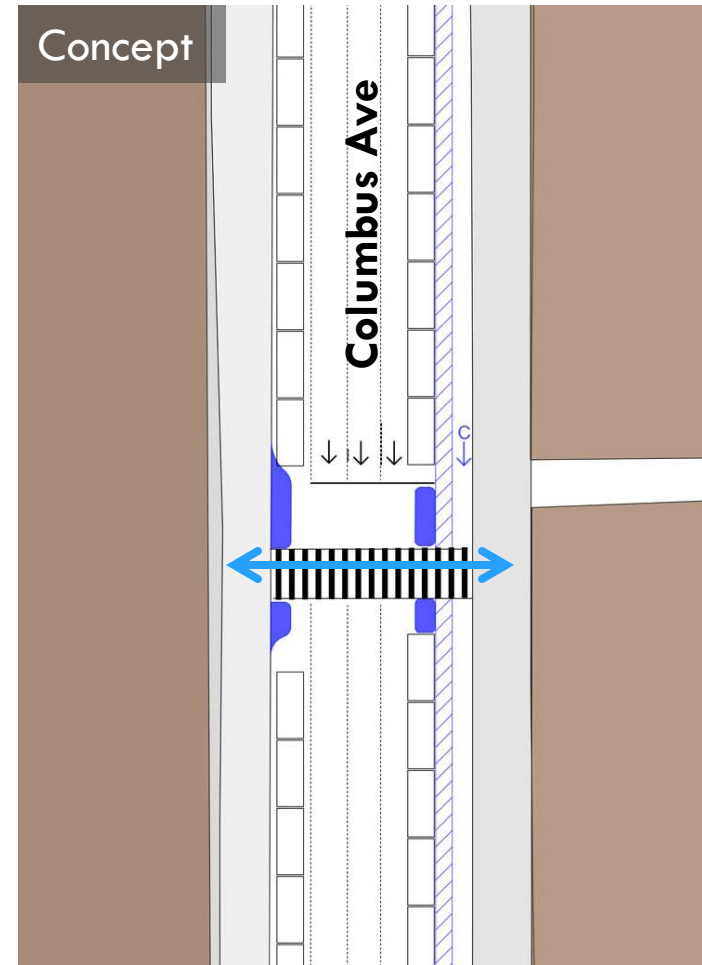
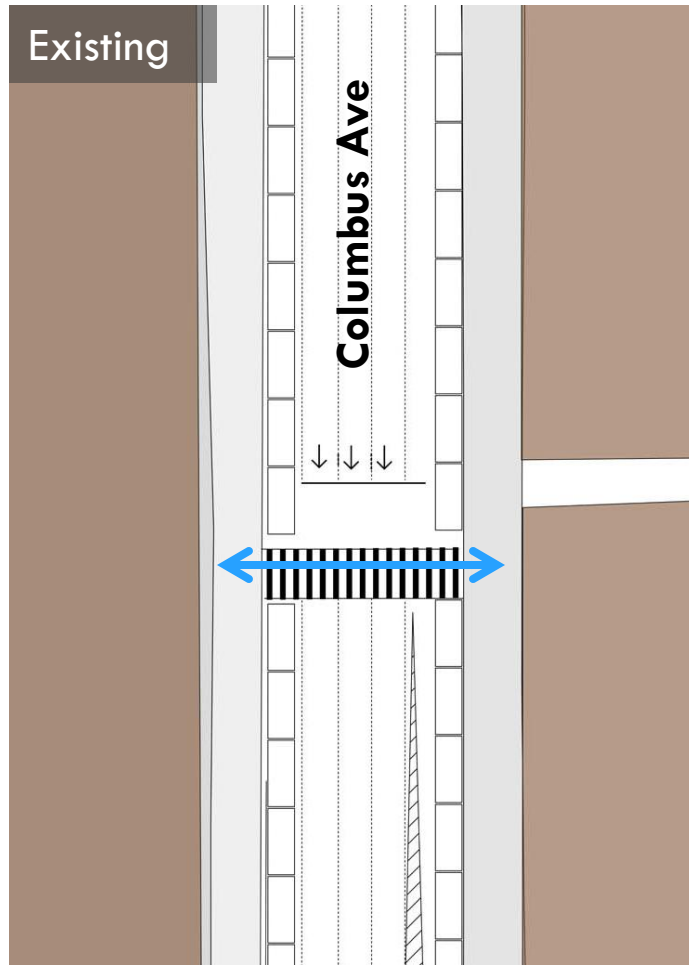
## Columbus Avenue (W 100 St – W 97 St) Concept

Add pedestrian refuges on Columbus to reduce crossing distance.

Add curb extensions where possible.

Further analysis would consider signal timing to calm southbound traffic.





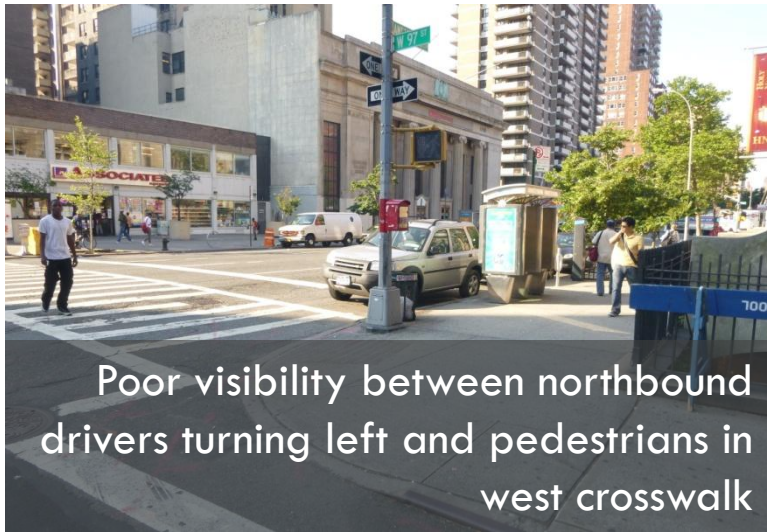
## Columbus Avenue (W 100 St – W 97 St) Concept Detail

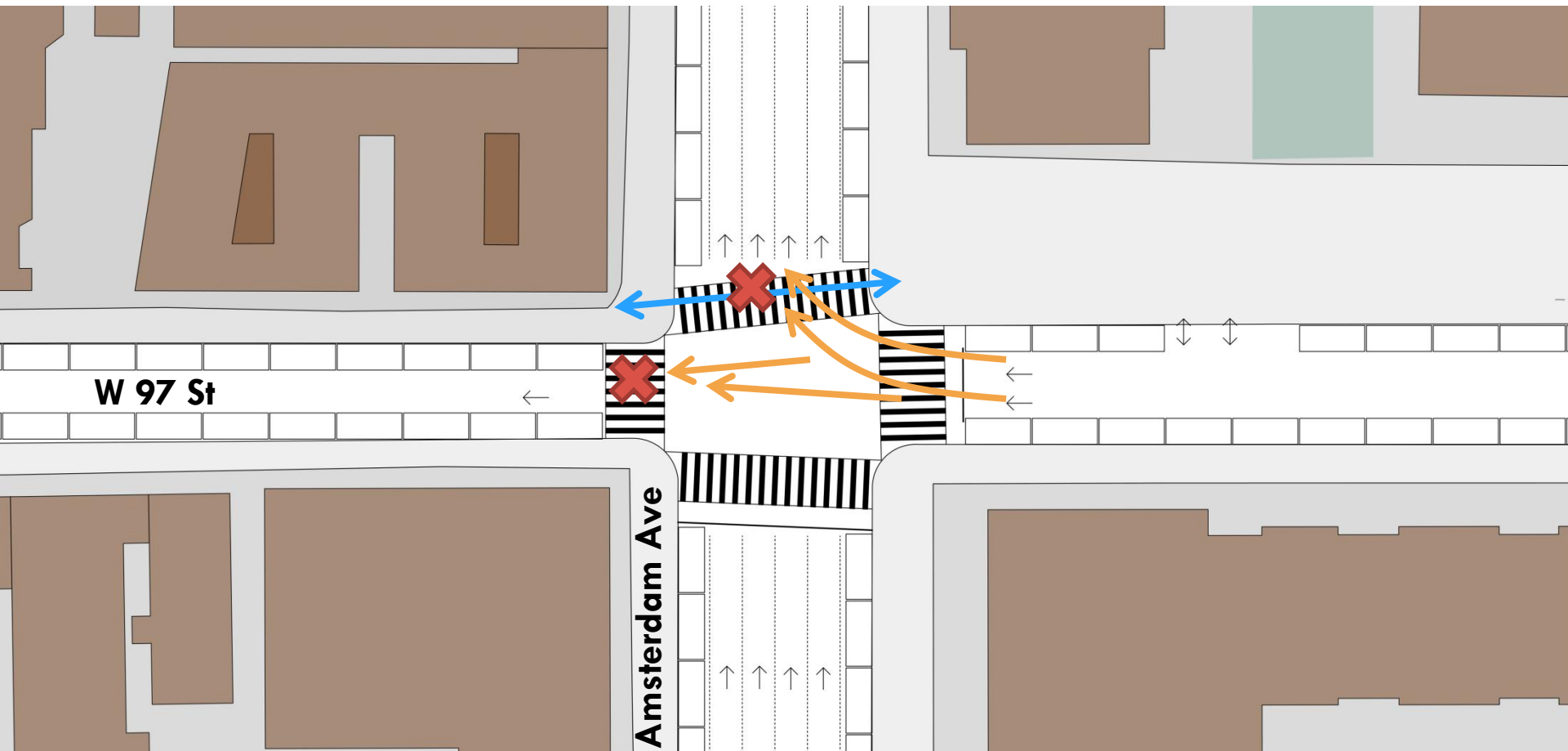
Add pedestrian refuges on Columbus to reduce crossing distance.

Add curb extensions where possible.

Further analysis would consider signal timing to calm southbound traffic.

# W 97 Street and Amsterdam Ave

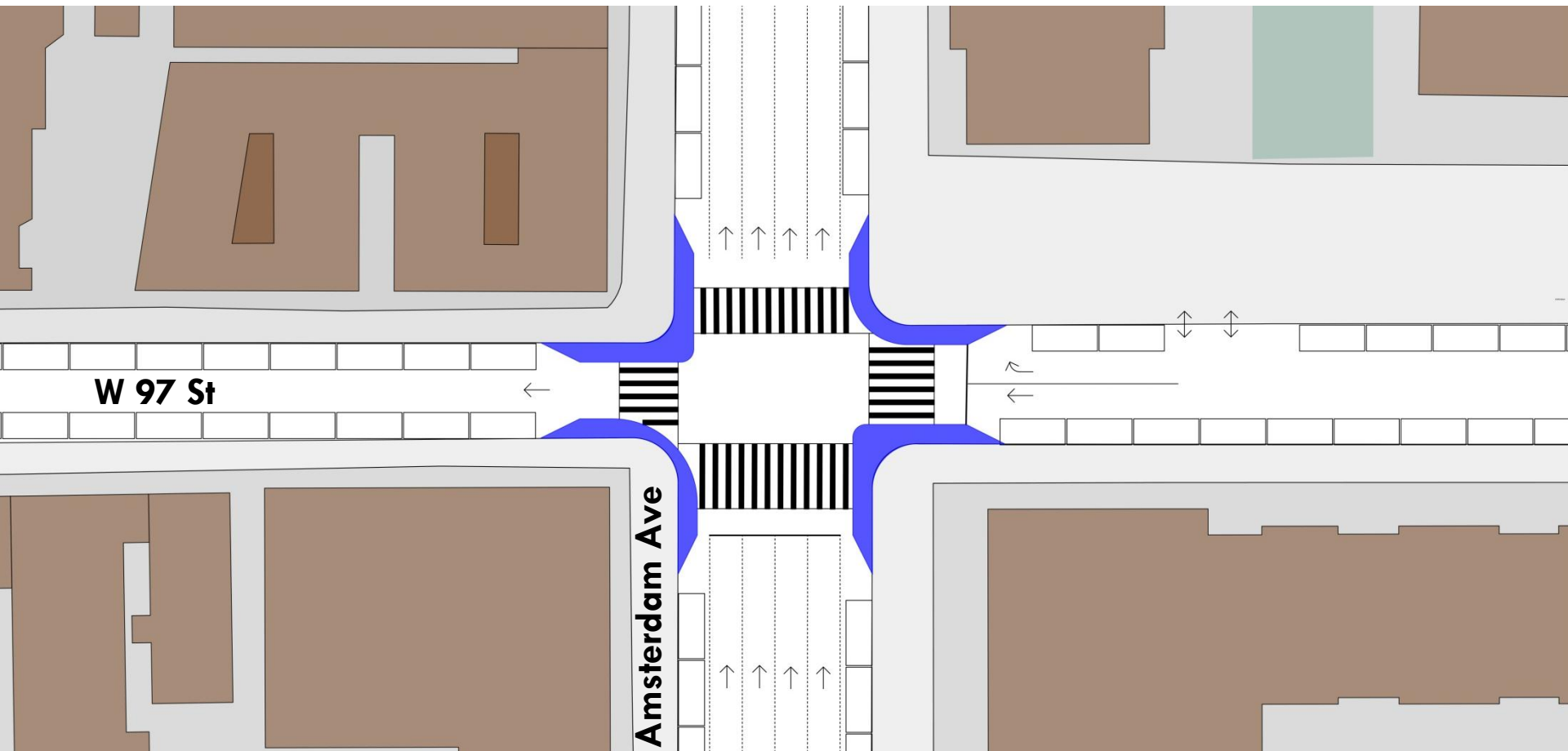




## W 97 St & Amsterdam Ave

Two lanes of traffic on W 97<sup>th</sup> Street converge onto Amsterdam Avenue, resulting in double right turns and pedestrian conflicts on the north crosswalk. Pedestrians on west crosswalk have poor visibility with northbound drivers turning west.





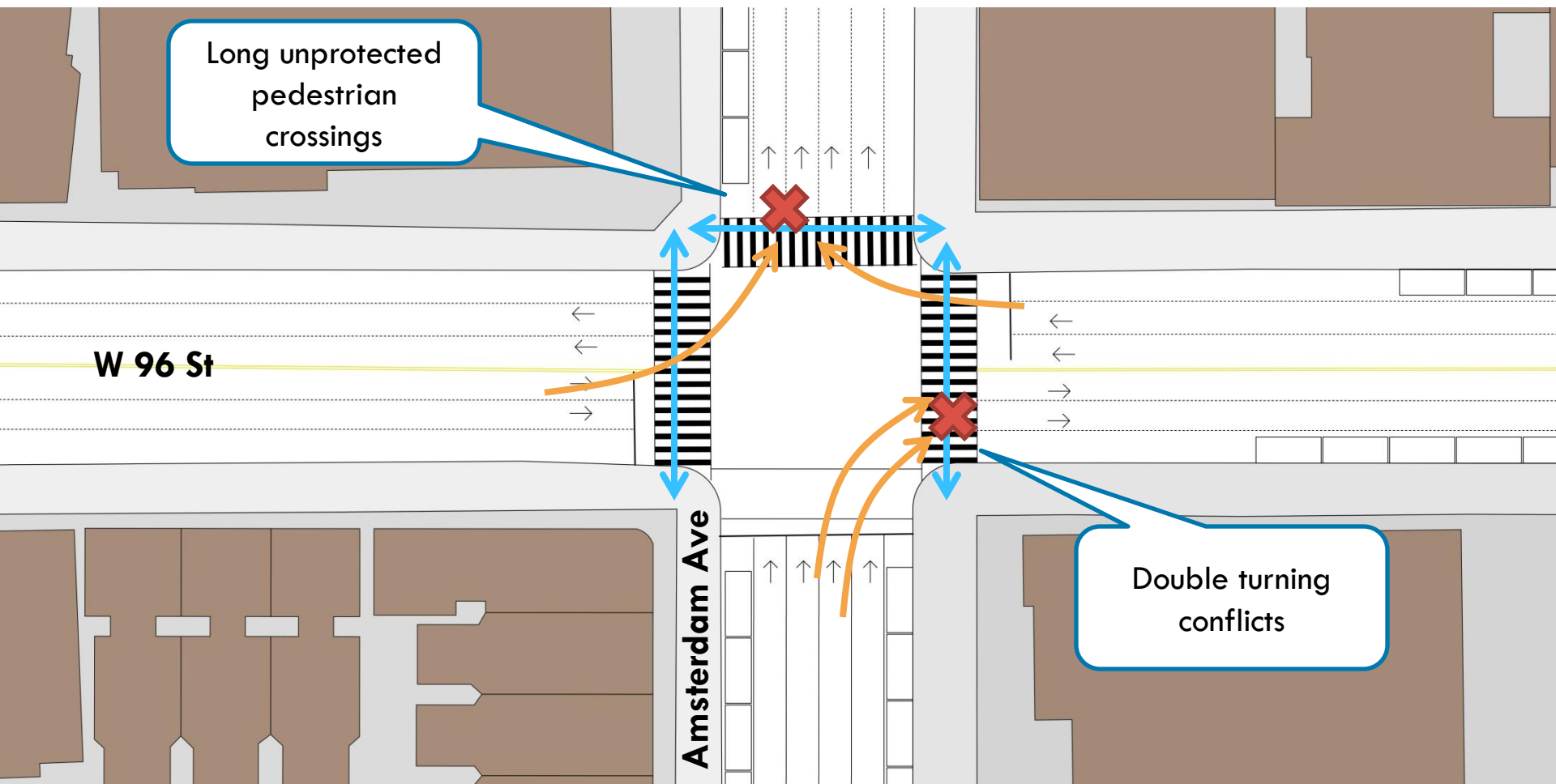
## W 97 St & Amsterdam Ave Concept

Improve sight lines between pedestrians and drivers on all legs of intersection.

Reduce conflict between drivers merging into one-lane on W 97<sup>th</sup> St.

# W 96 St & Amsterdam Ave

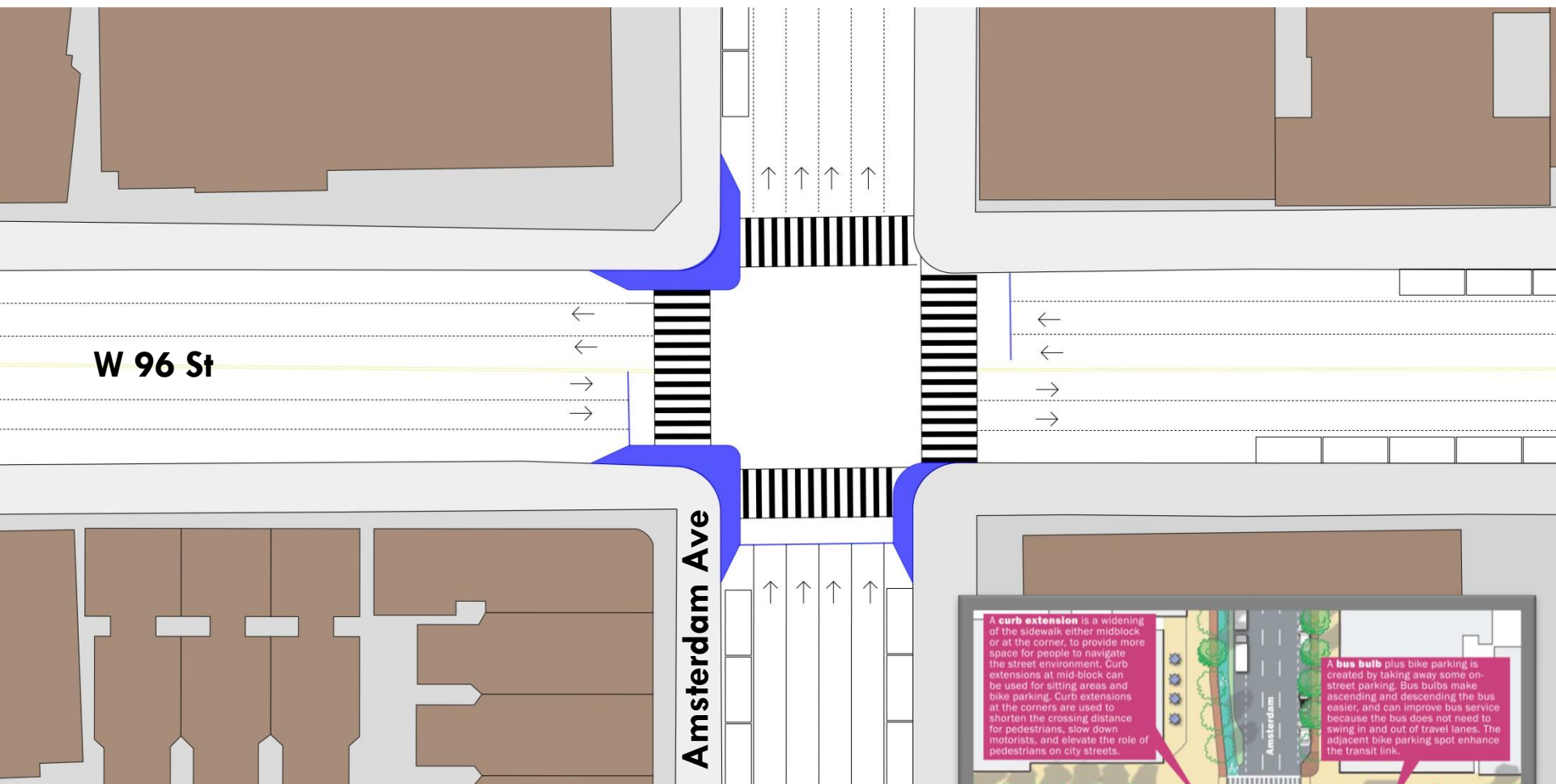




## W 96 St & Amsterdam Ave

W 96 St & Amsterdam Ave is a high-crash intersection with long pedestrian crossings. Turning vehicles conflict with pedestrian movement on the north, east and west legs, including double right turns.



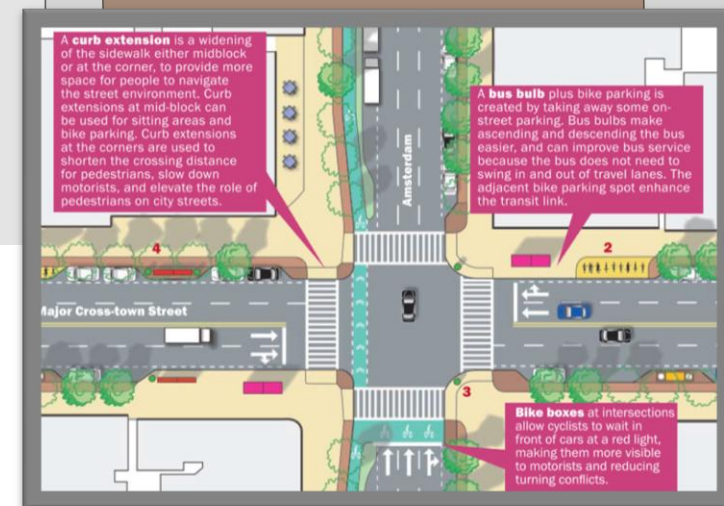


## W 96 St & Amsterdam Ave Concept

Add ladder crosswalks.

Add curb extensions, similar to the concept shown in the Blueprint for the Upper West Side.

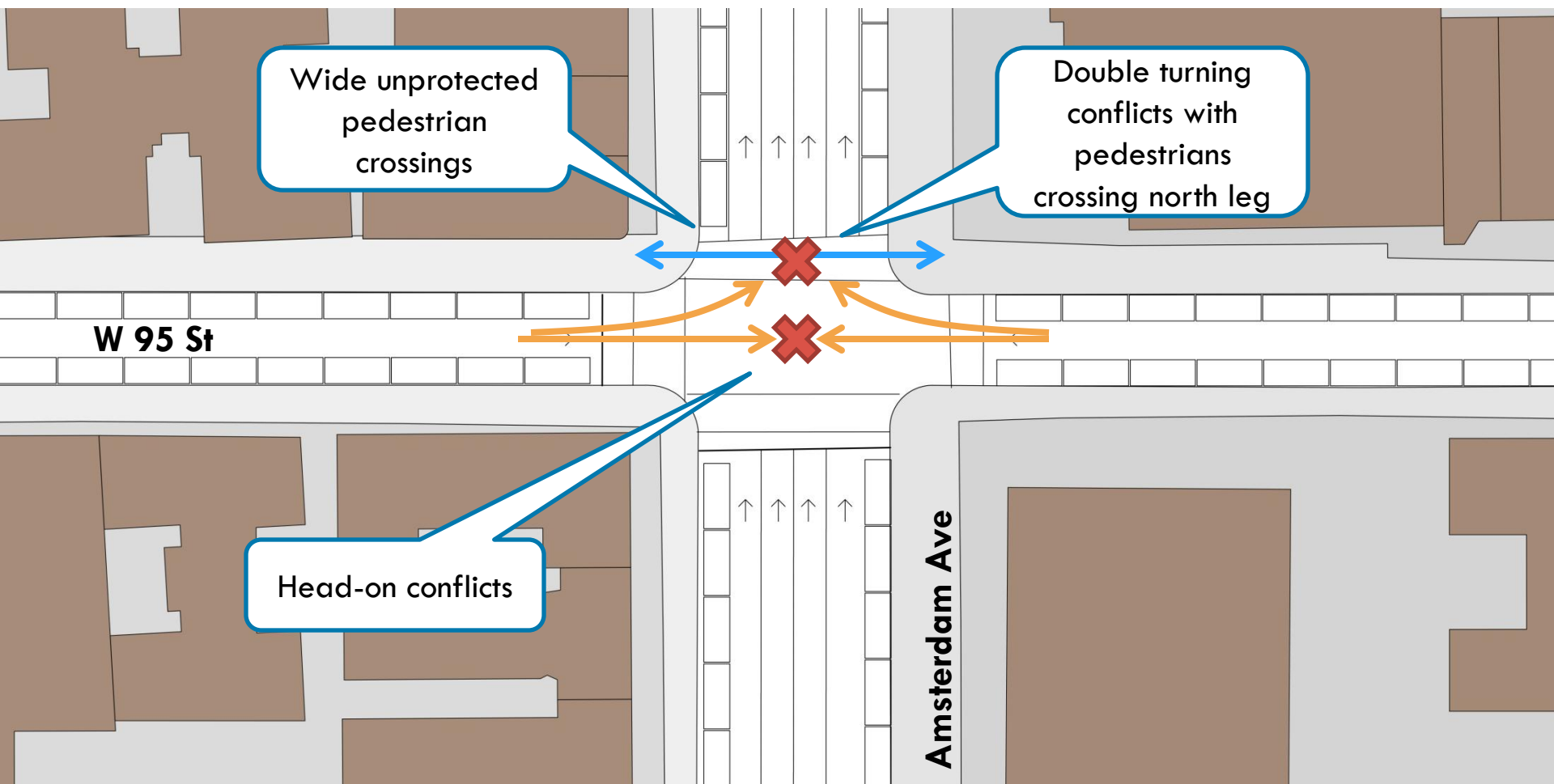
Further analysis would consider the impact of limiting turning movements and adding bus bulbs on the northeast and southeast corners.



Blueprint for the Upper West Side

# W 95 St & Amsterdam Ave

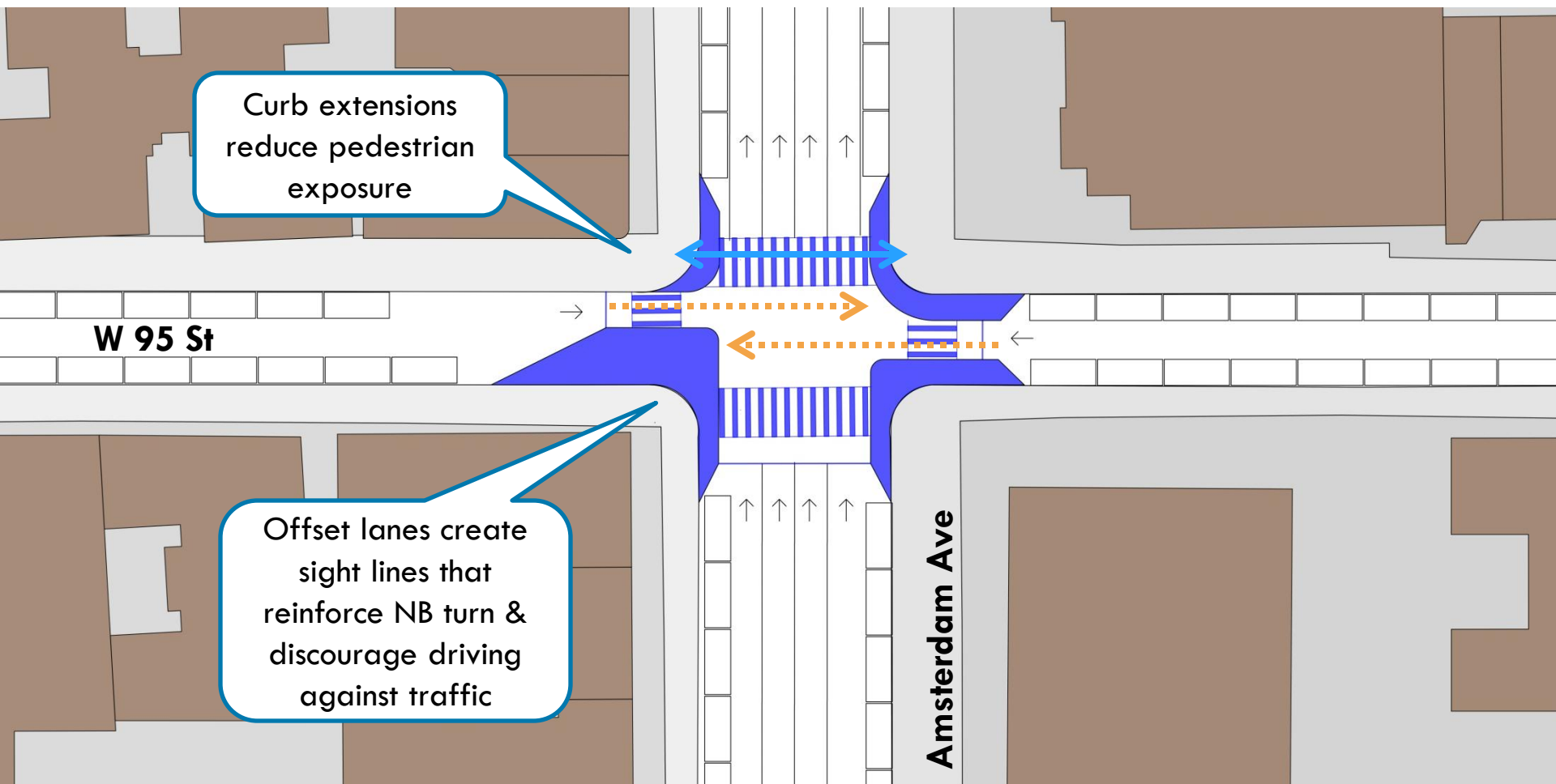




## W 95 St & Amsterdam Ave

Simple geometric changes can address conflicts between converging vehicles turning northbound on Amsterdam Ave.

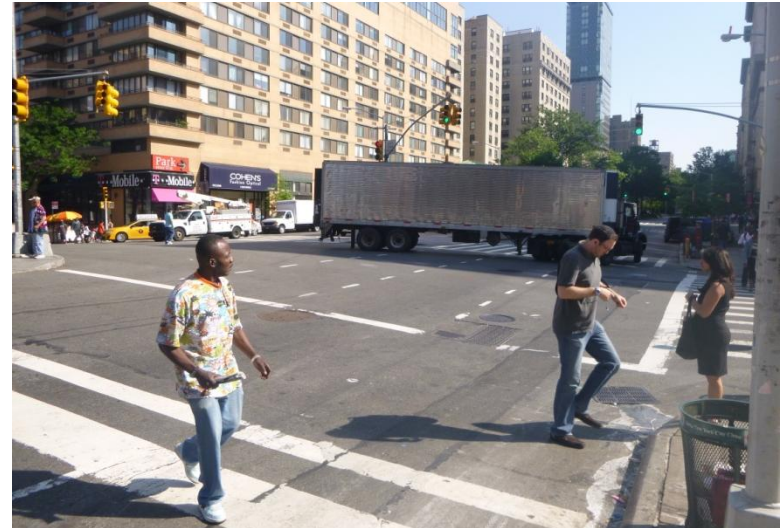


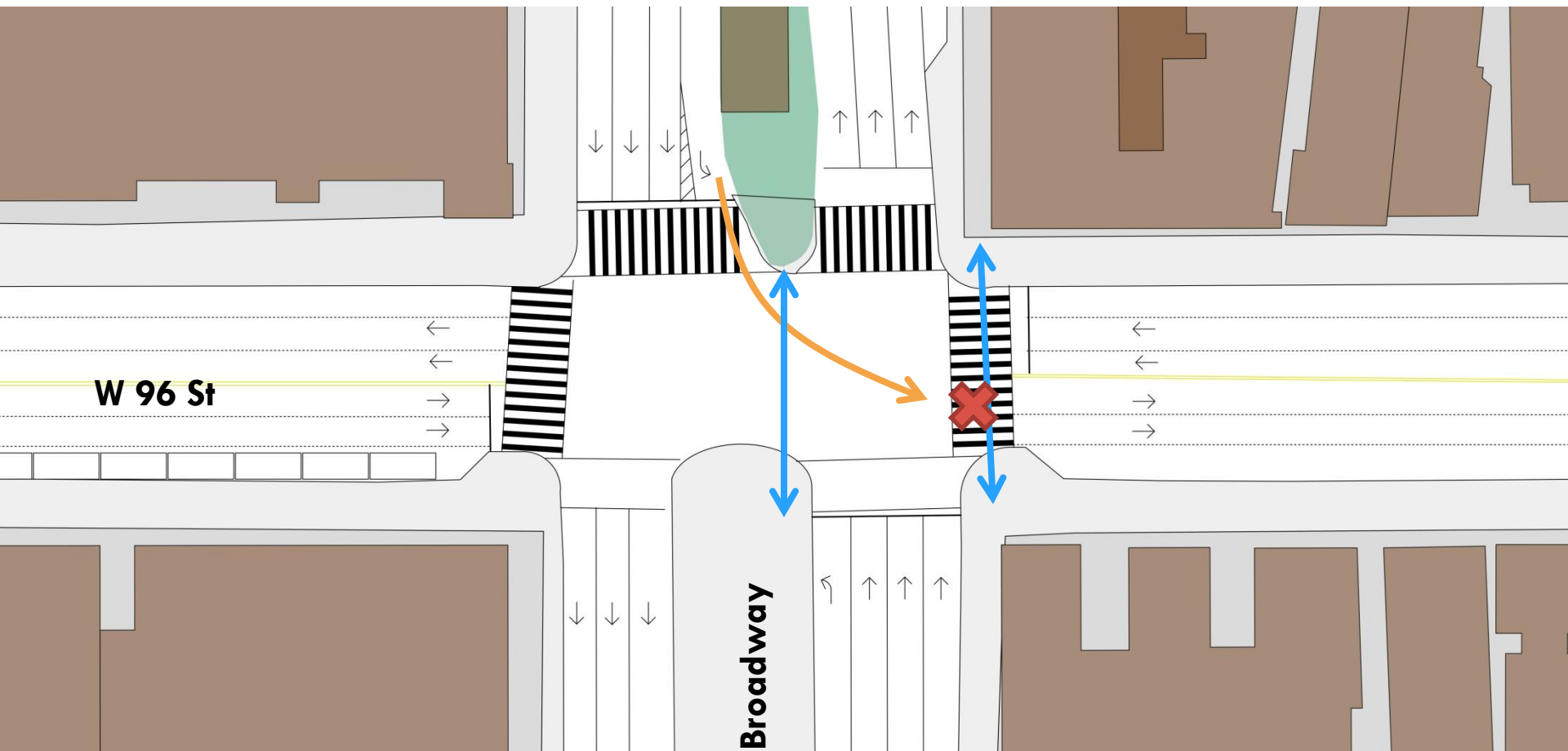


## W 95 St & Amsterdam Ave Concept

- Reduce head-on driver conflicts.
- Add curb extensions where possible.
- Reduce pedestrian crossing distance.

# W 96 St & Broadway

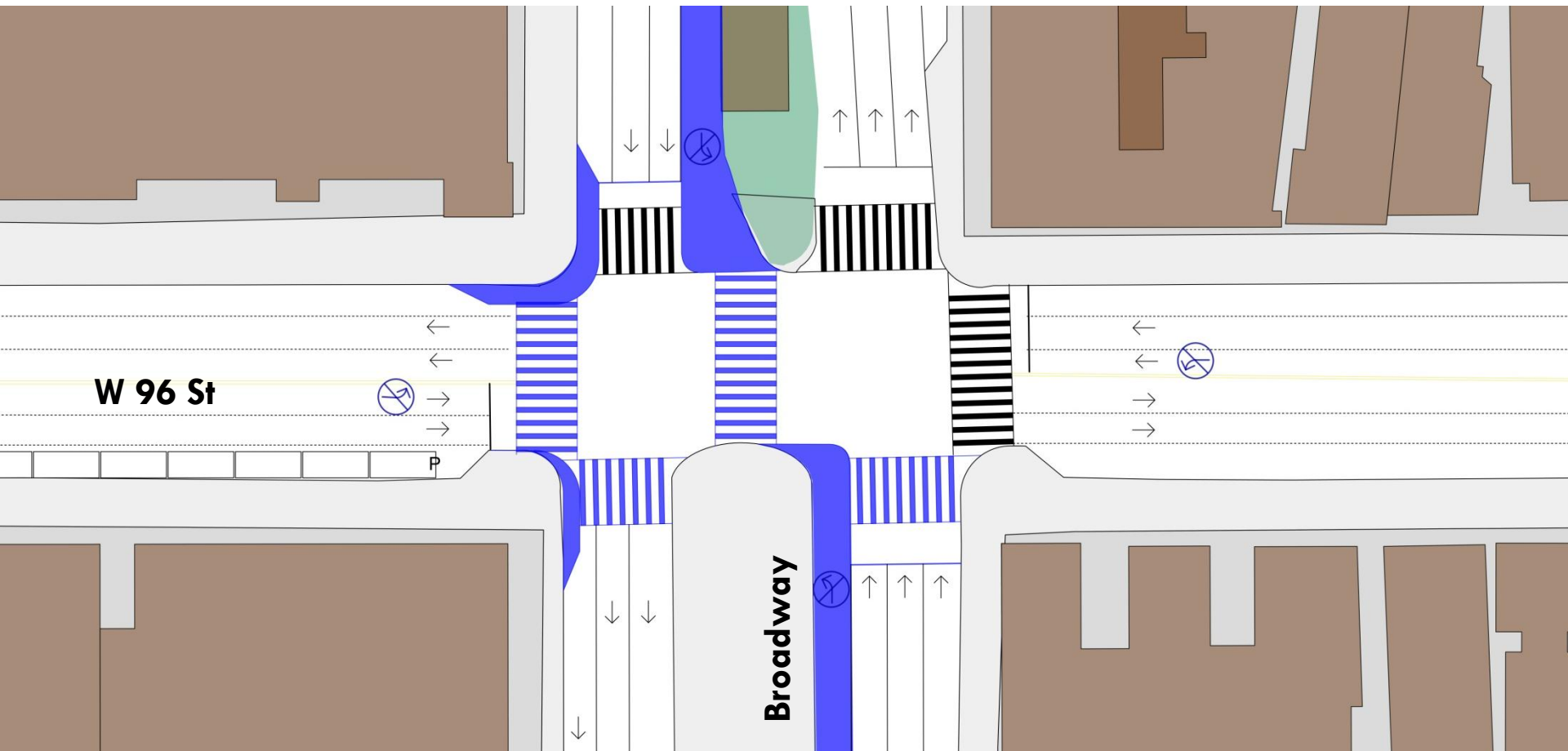




## W 96 St & Broadway

In April 2010, the MTA unveiled the new 96<sup>th</sup> St subway station. As changes to this intersection are new and conflicts remain between high pedestrian and vehicle volumes, changes to this intersection will be difficult. Leading left turn from Broadway southbound creates conflicts with pedestrians crossing with signal on east leg of intersection. Leftbound turn from Broadway northbound creates similar conflicts.



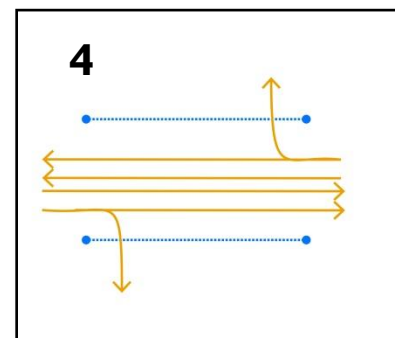
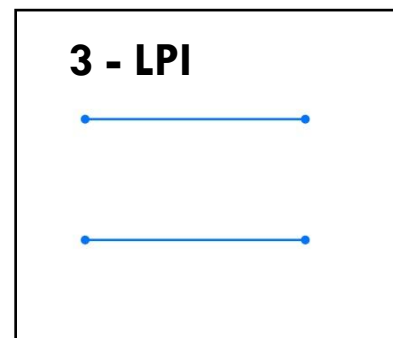
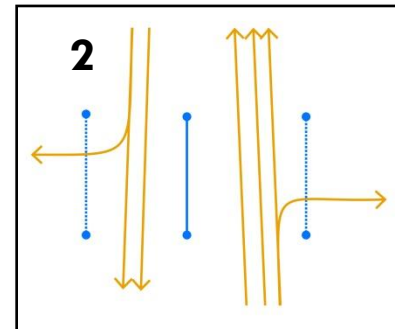
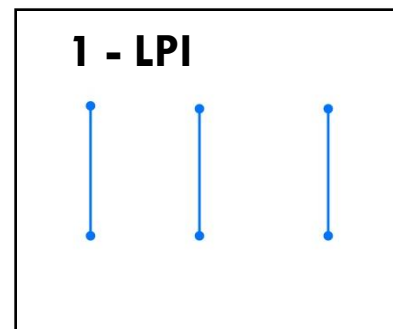
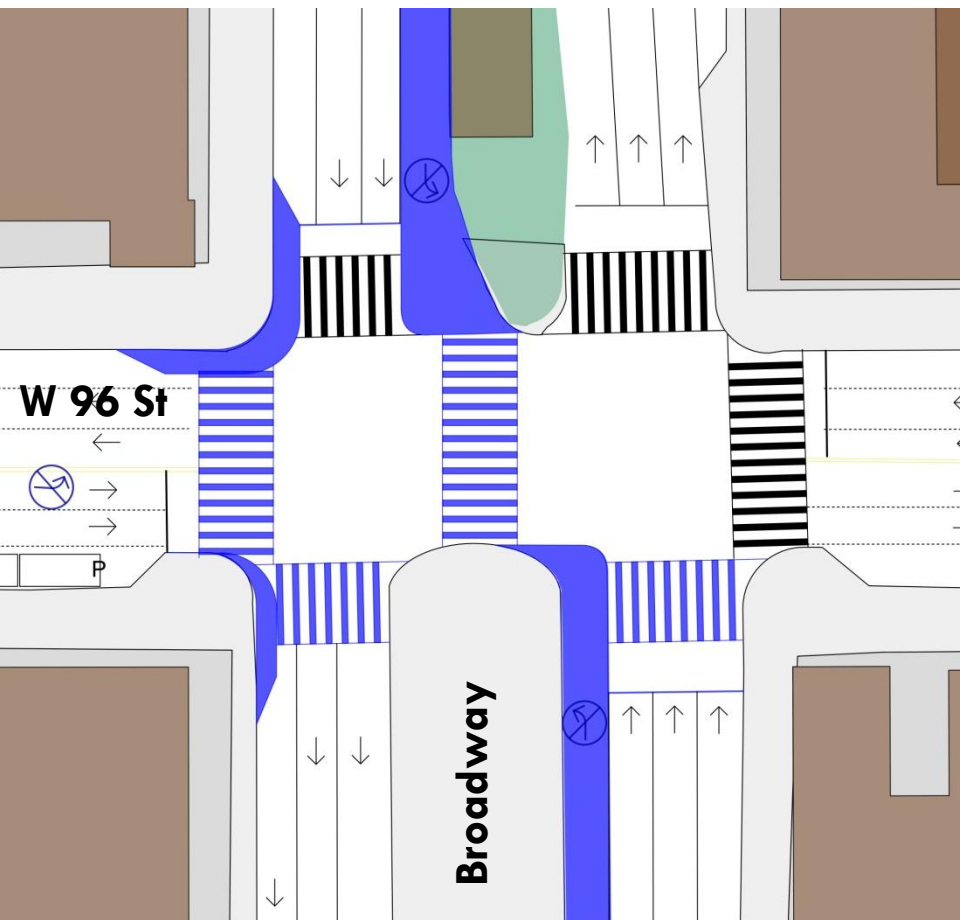


## W 96 St & Broadway Concept

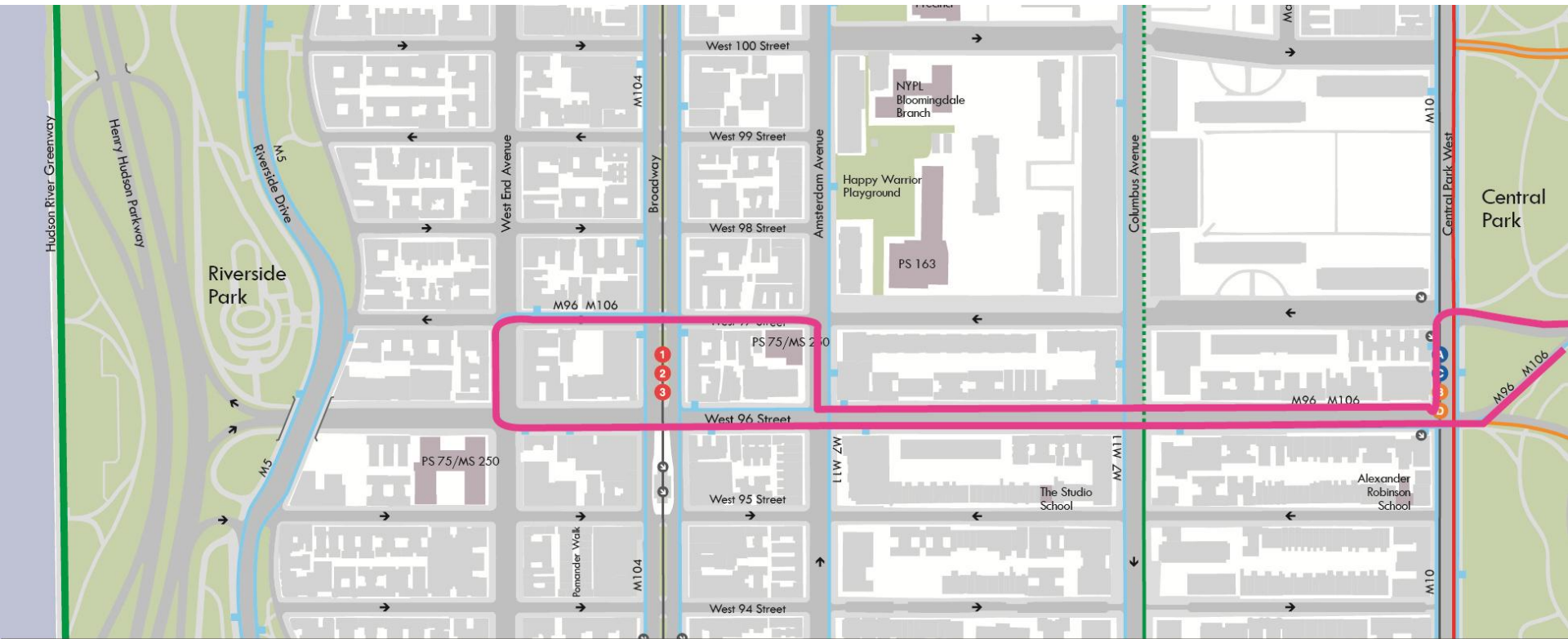
Ban as many turns as possible.

Add curb extensions where possible.

Add a median to median crosswalk.



## W 96 St & Broadway Concept – Signal Phasing



## M96 & M106: Bus Route Realignment

The possibility of the W 97<sup>th</sup> Street play street ending as a result of school closing allows for a potential realignment of bus routes to avoid right turn at Broadway/W 96<sup>th</sup> St intersection.



# Online Survey at Trafficcalming.info

Ongoing survey collects comments about the West 96<sup>th</sup> Street study area using Google Street View to focus on specific sites.

More than 80 comments submitted as of July 24.

## West 96th Street & Environs Pedestrian Safety & Circulation Study

[About](#)[Tell us about: West 95th Street](#)[Tells us about: West 96th Street](#)[Tell us about: West 97th Street](#)[Contact Us](#)

**What needs improving along West 96th Street in the Upper West Side?**

Explore the intersections along the street with Google Street View. Zoom the view at a problem or opportunity and then click "Add a Comment" to leave a comment about it. Click the comments to see what others are saying. You may leave comments along [West 95th Street](#), [West 96th Street](#) and [West 97th Street](#) using these links.




**Add a Comment**

I walk fast and the E/W light is almost too short to make it across B'way in time. 2 or 3 more seconds would help

3 of 10

Google

© 2013 Google - [Terms of Use](#) [Report a problem](#)



**10 Comments**

Proudly powered by WordPress

