

BLUEPRINT

FOR THE UPPER WEST SIDE

A roadmap for truly livable streets.



Acknowledgements

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Finally, none of this would have been possible without the support of Upper West Side resident Mark Gorton, whose unflagging commitment to bettering New York City is without parallel.

This document is the result of a close collaboration between the staff of the New York City Streets Renaissance, members of the Upper West Side Streets Renaissance, and Nelson\Nygaard Consulting Associates.

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Executive Summary

In New York City, the quest for livable, human-friendly spaces has a special urgency. Already America's densest urban environment, it is projected to gain a million residents between 2000 and 2030. Meanwhile, the streets that are the heart and soul of New York's neighborhoods threaten to fall into dysfunction, separating neighbors and communities.

Over the past year, residents of New York's Upper West Side have worked to proactively define the future of their neighborhood through the Upper West Side Streets Renaissance campaign (UWSSR), a locally-driven effort to transform neighborhood streets into safe, vibrant places.

But what is a livable neighborhood? What kind of streets will run through such a place? Simply put, a livable neighborhood is one which serves the needs of all its residents, while also maintaining a balance between those needs. Similarly, a livable street is one which can provide for all of its users while ensuring their safety and comfort.

A livable street is one on which people feel connected to one another. New Yorkers do their living out on the block. And just as it wouldn't make sense to drive through a backyard BBQ at 50 mph, it is crucial that New Yorkers feel safe in their public outdoor spaces. It has been shown that people living on high traffic volume streets have fewer friends and acquaintances than those living on quiet streets¹; three out of four Upper West Side residents live within two blocks of a congested road².

A livable neighborhood is accessible to all of its residents. The Upper West Side is a community of families, with 17,000 children and one of the highest concentrations of senior citizens in New York City³. But the streets and sidewalks are inhospitable to these most vulnerable users, and as a result seniors and children are often left stranded indoors, isolated from the rest of the neighborhood.

A livable place allows people to feel safe in their daily lives. No one should fear for their life on a trip to the grocery store, or while taking their kids to school. Yet on the Upper West Side, over 5,000 pedestrians and cyclists were injured or killed

1 Transportation Alternatives "Traffic's Human Toll" 2004

2 U.S. Census 2000

3 Transportation Alternatives, "Discriminatory by Design" 2006

between 1995 and 2005 in collisions with cars⁴. Meanwhile, the mere 10% of UWS residents who commute by car enjoy 228 times more street space per capita than those who walk⁵.

These basic principles are drawn from the experiences and recommendations of hundreds of Upper West Side residents, businesses, elected officials, and community groups that have participated in the UWSSR since its inception. The result of this year-long process of community engagement is the Upper West Side Streets Renaissance Blueprint that you have before you. This document lays out a vision for truly livable Upper West Side streets; achieving these changes will require the cooperation and best effort of not only engaged individuals, but of a city government willing to search beyond the status quo in its effort to improve the lives of its citizens.

To that end, we offer the following recommendations (a detailed list can be found on page 42):

- **Increase pedestrian safety on the Upper West Side.** Using existing technology, it is possible to greatly improve the quality of life for UWS pedestrians through the implementation of Leading Pedestrian Intervals on all traffic lights, better signal timing, and shorter crossing distances.
- **Tame dangerous intersections.** A small number of intersections account for a disproportionate percentage of all injuries and fatalities. All large intersections should be calmed to promote safer driver, pedestrian, and cyclist behavior.
- **Provide a safe, integrated bike network.** Install physically protected bike lanes, secure and sufficient bike parking, and bike infrastructure at intersections to provide safe space for UWS cyclists.
- **Protect neighborhood streets.** Uncontrolled car traffic has a negative impact on the social, emotional, and physical health of a street's residents. Implement traffic calming measures such as chicanes, parking swaps, and speed regulation on afflicted residential streets to safeguard their residents.

4 Crashstat.org
5 U.s. Census 2000

- **Address the spatial inequity on Upper West Side streets.**

Reclaim parking space from automobiles and transform it into amenities that will serve all Upper West Siders, instead of merely those who drive.

In addition to these timely and achievable recommendations, there are a few actions that anyone can take to help bring about a more livable Upper West Side.

- **Make yourself heard.** It sounds obvious, but this is the quickest way to build a movement. Local politicians pay attention to what they're hearing from constituents – write to your representatives to let them know what your priorities are. Submit op-eds and letters in local papers. Blog. Email. It all helps.

- **Get involved with the Community Board.** Little happens at the local level in NYC without the approval of the Community Board. Start by attending meetings and getting on the agenda – ultimately, try to get new, sympathetic voices onto the Board.

- **Build a network out of a common cause.** You aren't the only one concerned about these issues – they're universal. In a city where it's all about networks, perhaps the best thing any of us can do is try to help the people around us understand why this is important to them.

- Start by talking to your neighbors.
- Attend block association meetings; if there isn't an association on your block, start one.
- Build alliances with local residents – as always, there is strength in numbers.

Ultimately, residents should be empowered to help define their environments through a clear and accessible community visioning and implementation process. Under such a system, the residents of the Upper West Side would now be able to take action on these human-friendly changes, to the benefit of the entire neighborhood.

In the meantime, following the steps above to build the movement within the neighborhood is still the most effective route to change. **To start organizing your block, and connecting with other Upper West Siders, visit www.uwssr.org.**

Introduction



Broadway and West 87th Street

New York City's streets are the soul of its neighborhoods and the pathways to some of the world's most in-demand destinations.

Our sidewalks, street corners, and even the travel lanes in between define the places we live and the quality of the air that we breathe. Streets are where our families, friends and neighbors shop, stroll and travel. Streets create and foster cultural identity and are inseparable from the places that we call home.

The pedestrian-friendly character of our neighborhoods distinguishes New York from other American cities and is one of our most important assets. Yet for the last fifty years, city streets have been managed less for the benefit of neighborhoods they serve and more for the traffic passing through. Although most of its residents travel by foot, transit or bicycle, New York City's streets prioritize drivers. The effects of auto-centric streets are palpable: more traffic, more car-related injuries and fatalities, more obesity, higher asthma rates and poor air quality. We believe our city can do better.

The New York City Streets Renaissance (NYCSR) is dedicated to the idea that streets are more than just car corridors; they are valuable civic spaces and a resource that needs to be wisely allocated. Originally founded by The Open Planning Project, Transportation Alternatives, and Project for Public Spaces, the NYCSR organizes



West 72nd Street and Broadway

programs and events and introduces design and policy solutions for a healthier and more sustainable city. In the last year, the campaign repurposed 50 parking spaces as public parks as part of the internationally celebrated Park(ing) Day, launched Block Party NYC, and developed a new, innovative urban planning curriculum for local elementary schools. The NYCSR is building the movement to re-imagine our streets as lively, safe and appealing public places for all New Yorkers.

The Upper West Side: A Community Ready for Change

For decades, the Upper West Side has been at the forefront of efforts to improve New York City. This spirit of positive community action and engagement has taken many forms in that time, from progressive school reform to proactive block associations to the profusion of local community groups. Though they have approached it from many angles, the shared goal of these citizens has been to improve the quality of life for everyone within the diverse community that calls the Upper West Side home.

Over the last several years, the Upper West Side's elected officials have taken up this mantle, and have led the way in advocating for responsible development and safer, friendlier streets. And as the City continues to work towards the goals outlined in PlaNYC 2030, there has perhaps never been a more auspicious moment for the residents of the Upper West Side to make themselves heard.

About the Blueprint

The Upper West Side Streets Renaissance Blueprint is a project funded, inspired and created by Upper West Side residents; it articulates their vision, their ideas and their plan to change Upper West Side streets. This blueprint and the community-based planning process behind it were facilitated by Transportation Alternatives and Nelson\Nygaard Consulting Associates. Transportation Alternatives is a 35 year-old 501c3 non-profit whose mission is to reclaim New York City's streets from the automobile, and advocate for bicycling, walking and mass transit as the most sensible transportation alternatives; Nelson\Nygaard is an international transportation and engineering firm based in New York City.

The development of this blueprint involved two workshops and a series of community surveys. The first workshop focused on the bicycle network; the second outlined a set of comprehensive reforms for Upper West Side streets. Surveys administered to local businesses and residents ensured that a range of voices were included in the process. The following pages will detail the outcomes of this process and present a set of design recommendations made in coordination with planners and engineers from Nelson\Nygaard.



Livable Streets 101 Workshop



A "Livable Streets" panel at the New-York Historical Society



Upper West Side Streets Renaissance kick-off party

"The Streets Renaissance campaign is a great idea whose time has come."

***Scott Stringer,
Manhattan Borough President***



Upper West Side Streets Renaissance kick-off party



Jan Gehl on tour of the Upper West Side

The Upper West Side Streets Renaissance: How it all got started

The Upper West Side Streets Renaissance (UWSSR) campaign was established by residents and business leaders as a new forum to generate a plan for greener and healthier streets on the Upper West Side and to engage a new group of residents committed to change.

The campaign was launched on November 7th, 2007 with an exhibit highlighting the challenges and opportunities presented by Upper West Side streets and a lively talk by the world-renowned public space reformer, Jan Gehl. Gehl is an expert on public space design who played a central role in the 30-year pedestrianization of Copenhagen, Denmark. This energetic beginning was followed with a series of events, workshops and speakers intended to engage and inspire, including a talk by Donald Shoup, a leader in parking policy and street management. Shoup made a public presentation to business leaders and the press, and worked with the Columbus Avenue Business Improvement District on a parking reform plan. In January, residents gathered for “Livable Streets 101”, a design workshop hosted by local street-design expert, Michael King. This workshop included a walking tour and primer on how streets can be designed to accommodate all users.

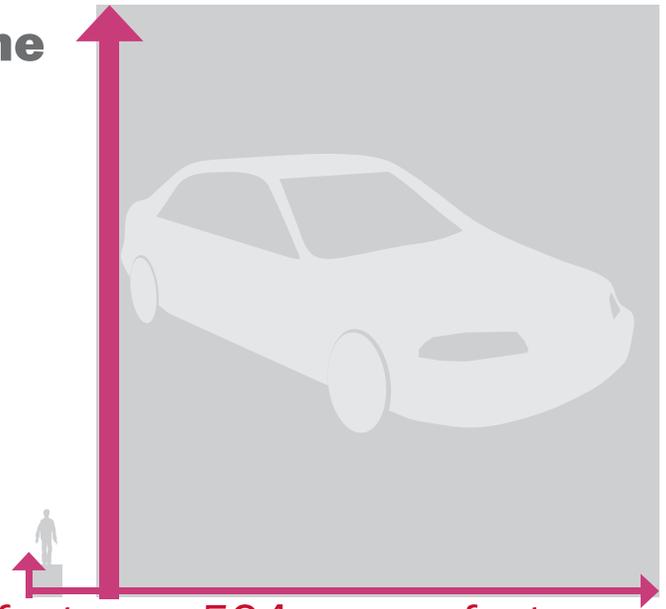
In the months that followed, members of the UWSSR held a progression of social events including movie nights and lectures. They also reached out to local community groups, including religious organizations and neighborhood block associations, as well as meeting with elected officials and Community Board members.

Next, campaign members focused on gathering feedback from other residents. To begin, they conducted physical surveys of the neighborhood to fully understand existing conditions. Three additional online surveys were conducted to gather input from residents, cyclists, and schools, businesses and organizations.

Finally, the two design workshops which formed the basis for this blueprint were held in May 2008. Taking on the bike network and typical UWS streets in turn, participants gained knowledge of bike and neighborhood planning and the process of achieving change on city streets.

People, trains and automobiles: A transportation snapshot of the Upper West Side

Only 10% of
UWS residents
commute by car.
Why do they get so
much space?



2.6 square feet
per person

Space given to people on the
Upper West Side that commute
to work by walking

594 square feet
per car

Road space given to people on the
Upper West Side that commute to
work by driving

Most of the cars on the Upper West Side
are just passing through. But what these
cars leave behind is deadly.

900,000 pounds of pollutants are spewed into
Manhattan's air every day by motorized vehicles.

Tailpipe pollution is known to cause asthma, impair
lung capacity, and increase the risk of stroke, cancer
and childhood leukemia.

3 out of 4 residents live within
2 blocks of a congested road.



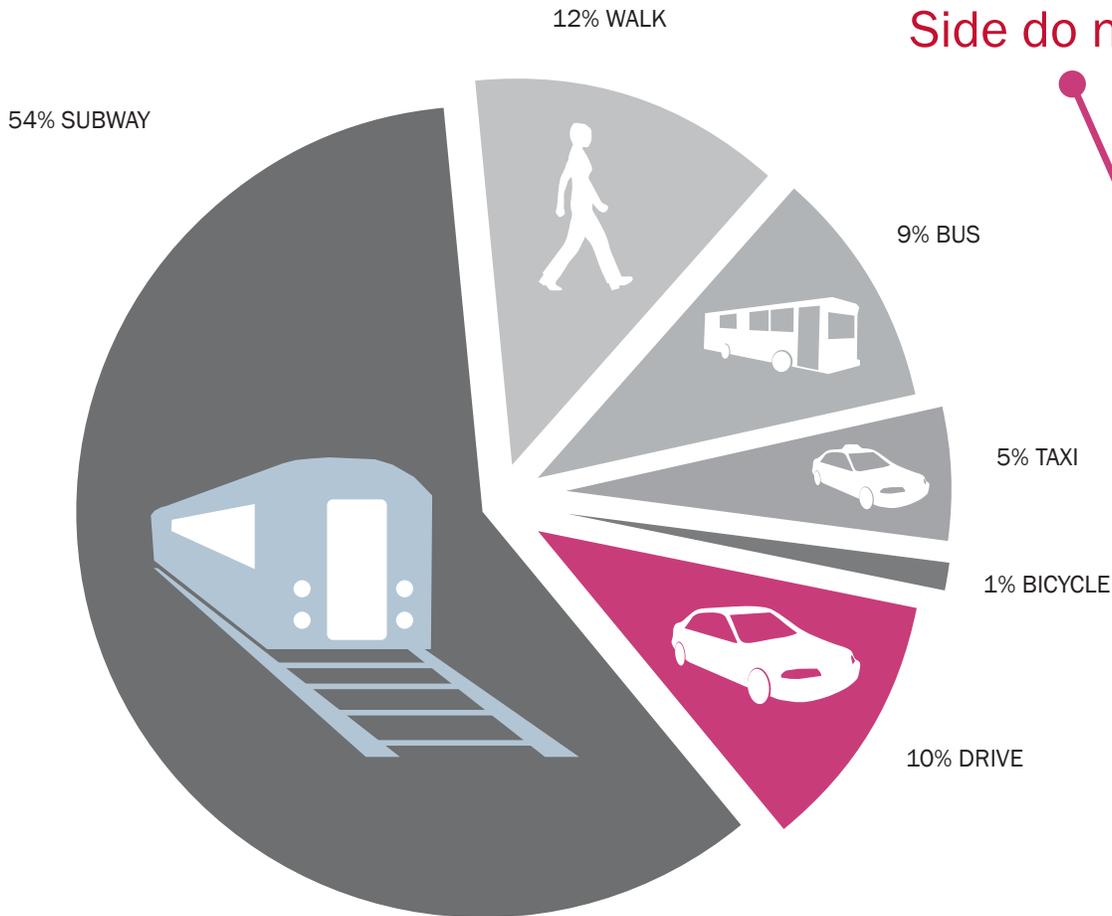
People tend to move farther away
from a street that carries lots of fast
moving traffic. In most cases on the
Upper West Side this effectively reduces
the sidewalk to less than 8 feet wide.

< 8 feet

HOW DO UPPER WEST SIDE RESIDENTS COMMUTE?

75% of households on the Upper West Side do not own cars.

DID YOU KNOW?



The Upper West Side is a community of families, with 17,000 children.

FACT:

Between 1995-2005, crashes with cars in the Upper West Side resulted in:

- 53 Pedestrian fatalities;
- 4 bicyclist fatalities;
- 4,406 pedestrian injuries;
- 1,369 bicyclist injuries



Tila Duhaime, a member of the Upper West Side Streets Renaissance campaign, introduces the workshop to participants.



Small break-out groups at the bicycle workshop

Workshop 1: A Modern Bicycle Network

On May 17, Nelson\Nygaard and the Upper West Side Streets Renaissance hosted its first workshop. Forty-one Upper West Side residents tackled the goal of redesigning local streets to safely accommodate bicycles and encourage cycling as an efficient and healthy mode of travel.

The workshop began with a short presentation highlighting street designs employed by other cities around the world to accommodate cyclists and a review of the cycling infrastructure in New York City. Emphasis was placed on “self-enforcing” design elements that create a comfortable street environment without need for constant police enforcement. A self-enforcing street design creates safe spaces for all users – drivers, pedestrians and cyclists – and allows these users to travel together with minimal conflict.

A good example of self-enforcing street design is a physically separated bike lane. This type of bike lane provides a protected space for cyclists and minimizes conflicts between cyclists and cars on the road. Physically separated bike lanes also lessen the likelihood for cyclists riding on the sidewalk, reducing friction between cyclists and pedestrians. Self-enforcing streets make people feel safe on the road and have greatly increased cycling in cities.

Workshop participants identified several key concerns, all involving conflict with motorists: aggressive driving, failure to yield, driving at excessive speeds, double parking, and parking and driving in bicycle lanes. After reviewing some key self-enforcing street designs, participants worked in small groups to arrive at their own design recommendations. In general, these recommendations fell into two main categories: better access to and within parks and better integration of safe bicycle facilities throughout the street network.

From the Workshop: Priorities for a bicycle network

Park access

“Redesign the intersections where motorists enter and exit Central Park with street treatments like decals or raised intersections to alert motorists they are entering a pedestrian and bicyclist area.”

“Create better, safer connections to the transverses in Central Park.”

“Increase overall safety within Central Park for all park users by making the loop drive car-free.”

“Improve striping and signage at Central Park and Riverside Park access locations to make pedestrians and cyclists more aware of each other.”

“Create better, safer connections between Central Park and the Hudson River Greenway/Riverside Park.”

“Better connections from the east side to the west side via Central Park. Potentially at 103rd street, using an existing transverse that has been improved for cyclists, or creating new, shared paths throughout Central Park.”

Better, safer bicycle facilities

“Create protected bike lanes along Amsterdam and Columbus Avenues. Develop these lanes on the left side of the avenues, placing buses on the right side of the avenues.”

“Improve the median on Broadway by designing a protected bicycle lane running next to it on the north and south bound lanes.”

“Create more bicycle parking, both traditional racks and sheltered, protected parking in the place of car parking.”

“Create shared streets on residential, east-west streets. A shared street uses traffic calming measures to reduce motor vehicle speeds to make bicycling and walking more enjoyable.”

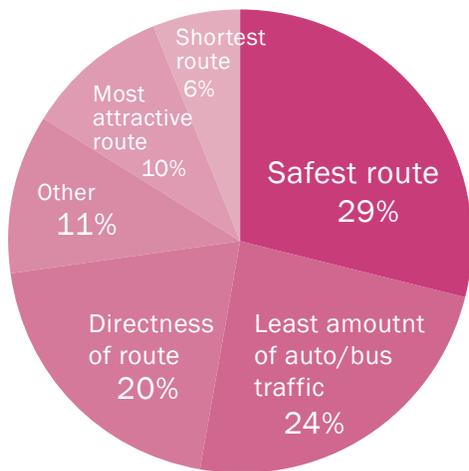
“Redesign the bike lane on Central Park West to be a curb-side, two-way protected bike lane.”

“Create marked and signed bicycle paths through “super blocks” like 102nd street and 98th street.”

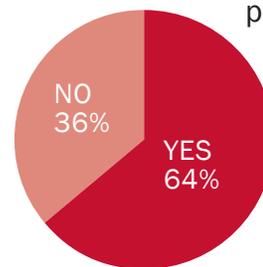
From the Street: The bicycle survey

The bicycle survey's respondents are a mix of daily commuters and recreational riders, most of whom live on the Upper West Side. The bicycle survey covers issues concerning the bicycle network, safety, policies and facility design. The beliefs gathered through this effort are also expressed in the bicycle workshop. Here are several questions and responses to the survey:

When choosing a bike route on the Upper West Side, what is the most important consideration for you?



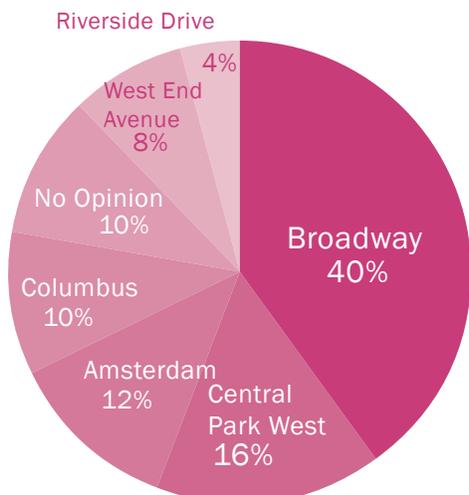
Have concerns about vehicle traffic ever caused you to change your planned cycling route or kept you or your family members from cycling on the Upper West Side?



What are the top 6 things that would encourage you or your family to cycle more often on the Upper West Side?

1. Physically separated bike lanes.
2. Stricter enforcement of illegal parking in the bike lane.
3. Car-free Central Park
4. Less double parking.
5. On-street buffered bike lanes (painted).
6. Secure on-street bike parking in the neighborhood.

Which north-south avenue on the Upper West Side would you most like to see improved for cycling?





Working on scaling streetscape elements at the “model block” workshop



A walking tour to assess the street and transportation conditions on the Upper West Side

Workshop 2: Designing a “Model Block”

On May 31, 2008 the second workshop, *Designing a “Model Block*, was held at the YMCA on West 63rd Street and Central Park West. Although the Upper West Side is a large geographic area, its streets fall within three main categories: residential cross-streets, main cross-streets, and avenues. Because these basic street types accommodate diverse users, discussion was focused on envisioning a “model block” for each type of street which would allow these users to interact with minimal conflict.

Workshop organizers encouraged participants to use a “complete street” philosophy. Complete streets, which encompass many self-enforcing design elements, are street environments in which all users are able to travel together safely and comfortably.

Participants chose one of three walking tours led by urban designers and engineers. All 30 participants walked along Broadway and Amsterdam Avenue, along with various residential streets typical of the Upper West Side. After the walking tour, participants worked in small groups to draw their “model block.” Group discussion and block drawing was facilitated by workshop organizers.

From the Workshop: Priorities for Upper West Side Streets

1 Increase pedestrian safety and amenities

“Protect the crosswalk from vehicle encroachment, pulling back the painted stop bar and raising the crosswalk on residential streets of 30 feet or less.”

“Protect people in the crosswalk from turning vehicles; reduce the turning conflicts specifically on Broadway”

“Rework the sidewalk: remove obstructions, and install more shading and benches”

2 Improve management of the curb

“Extend the curb at major intersections”

“Create residential parking permits”

“Create more loading zones”

“Better managed pricing at the curb”

“Allow for loading and unloading zones throughout the streets”

“Figure out a way to get rid of double parking”

“Remove car parking in certain areas such as along Central Park West”

“Create areas for garbage and recycling pick-up in current car parking spots”

3 Integrate bicycling facilities

“Place protected bicycle facilities next to the curb and move the parking into the next travel lane”

“Dedicated or protected bike lanes on Amsterdam Avenue and Columbus Avenue”

“Construct better bicycle facilities for riding and parking”

“Create bicycle parking in lieu of car parking”

4 Improve access to transit

“Create bicycle parking near transit stops”

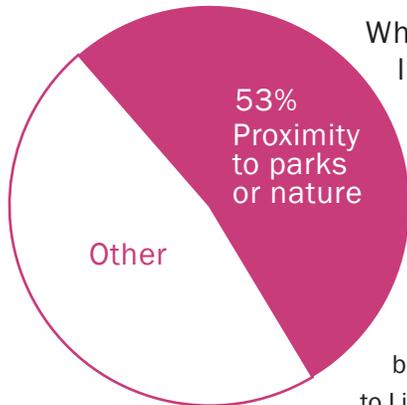
“Create a transit corridor along Amsterdam Avenue”

5 Improve management of maintenance and operations

“Rethink how we deal with sanitation issues”

“Deal with the issue of stormwater maintenance through plantings and curb extensions made with permeable materials”

From the Street: The residents' survey



What is your **favorite** part of living/working in the UWS?

“The parks are probably the biggest perk.”

“The area is clean and safe, with lots of trees and parks.”

“The vibrancy of the city...the fact that it is IMPOSSIBLE to ever be bored...the diversity...the proximity to Lincoln Center and even the theater district...the architecture both old and new... Central Park!!”

What is your **least favorite** part of living/working in the UWS?

“Needs less auto traffic”

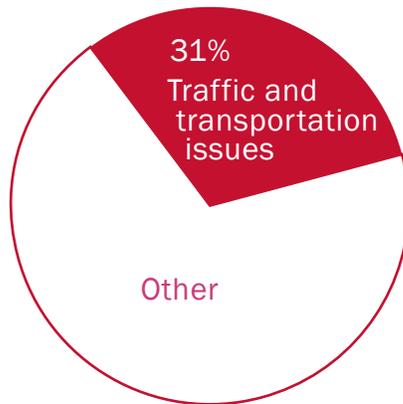
“Trucks on West End Ave., increased traffic, increased use of cellphone particularly by drivers, increase in pedestrian accidents”

“Bus and truck traffic. especially when trucks violate the prohibition against driving on west end avenue”

“Traffic congestion, sprawling sidewalk vendors, overcrowded streets, subways, buses.”

“Too many cars, in particular in the side streets”

“Crossing the streets: 70th & West End 72nd street/West End/ 72nd & Broadway Food delivery bicyclists on sidewalks”



How much of a priority do you think each of the following should be given in making Upper West Side avenues and streets safer for pedestrians (from High, Moderate or Low)?

High Priority

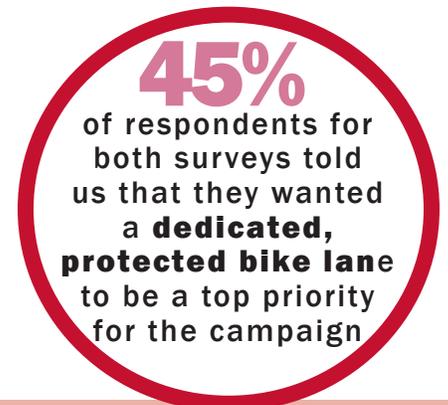
1. More street trees and greenery
2. Safer pedestrian crossings
3. Dedicated, protected bike lanes
4. Dedicated bus lanes
5. Opportunity to utilize neighborhood street space for non-automobile, community activities
6. Wider sidewalks

Moderate Priority

7. More police to direct traffic
8. More public seating on streets and avenues
9. More bike parking

Low Priority

10. More public art



What about the trucks?

Many respondents noted that heavy truck traffic on Columbus and Amsterdam Avenues is both dangerous and harmful to the neighborhood. One possible solution is to move truck traffic to the nearby West Side Highway. This solution would most likely require coordination between the New York State and City Departments of Transportation, The Port Authority of New York and New Jersey and the State Assembly.

What else could be done to the streets/avenues/sidewalks on the UWS to make them safer and more welcoming?

“Improve access to the Hudson River greenway, particularly north of 96.”

“More trees, benches, invitations to sit. No parking. Separated bike lane. Enforcement of No Honking rules.”

“Street calming; enforcement of existing traffic laws, especially double parking, car honking, and existence of much commercial traffic on West End Ave (where it is banned); provide safer access routes to Riverside Park at West Side Highway exits (95th St, etc.)

“Restricted delivery hours. Dedicated bicycle lanes. Towing for double parking.”

“Fewer cars, narrower avenues, dedicated bus lanes and a requirement that cars stop before turning off or onto an avenue”

“Extend sidewalks into intersections to shorten crossing distance; dedicated bike lane on 110th St. for safe access to Central Park”



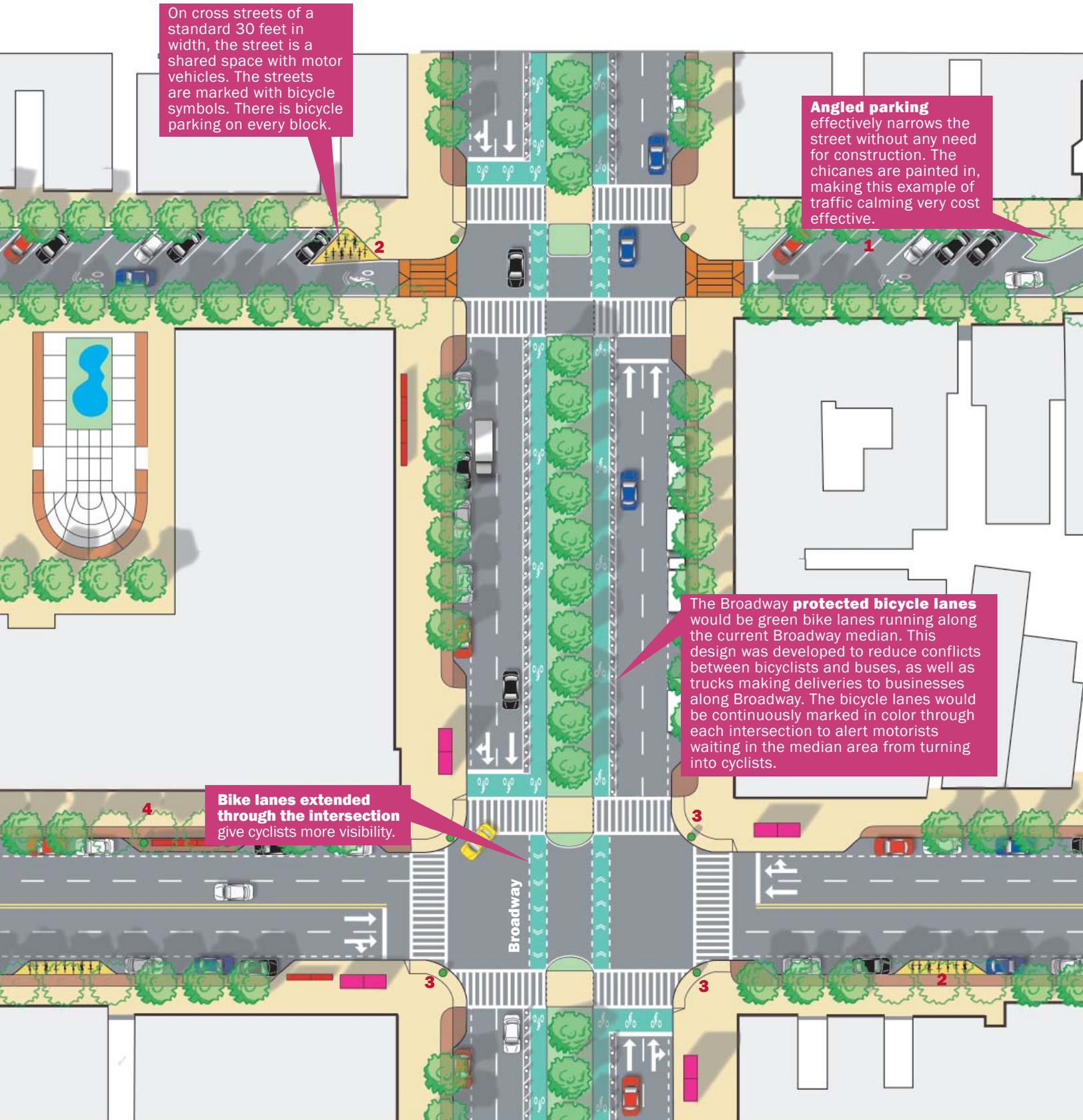


Participants draw their ideas with the help of a designer at the “model block” workshop.

Putting it all together: Model blocks and better streets

The “model block” approach enabled each workshop participant to transfer their personal experiences into a broader discussion of issues on the Upper West Side. Workshop participants could then develop intersection designs that could be replicated throughout the Upper West Side. Because the street geometries do not significantly change within the neighborhood, a plan developed for 96th Street could be implemented at similar cross town streets: 72nd, 79th, 86th, and 106th Streets. Likewise, designs for 97th Street, a quieter, narrower residential street, could be applied to almost every standard 30-foot wide residential street.

The following pages illustrate recommendations from both community workshops. A final composite map displays how these designs would complement each other and create a network of complete streets. Renderings show how the street would be transformed; cross-sections show how space is reorganized to accommodate all users.



On cross streets of a standard 30 feet in width, the street is a shared space with motor vehicles. The streets are marked with bicycle symbols. There is bicycle parking on every block.

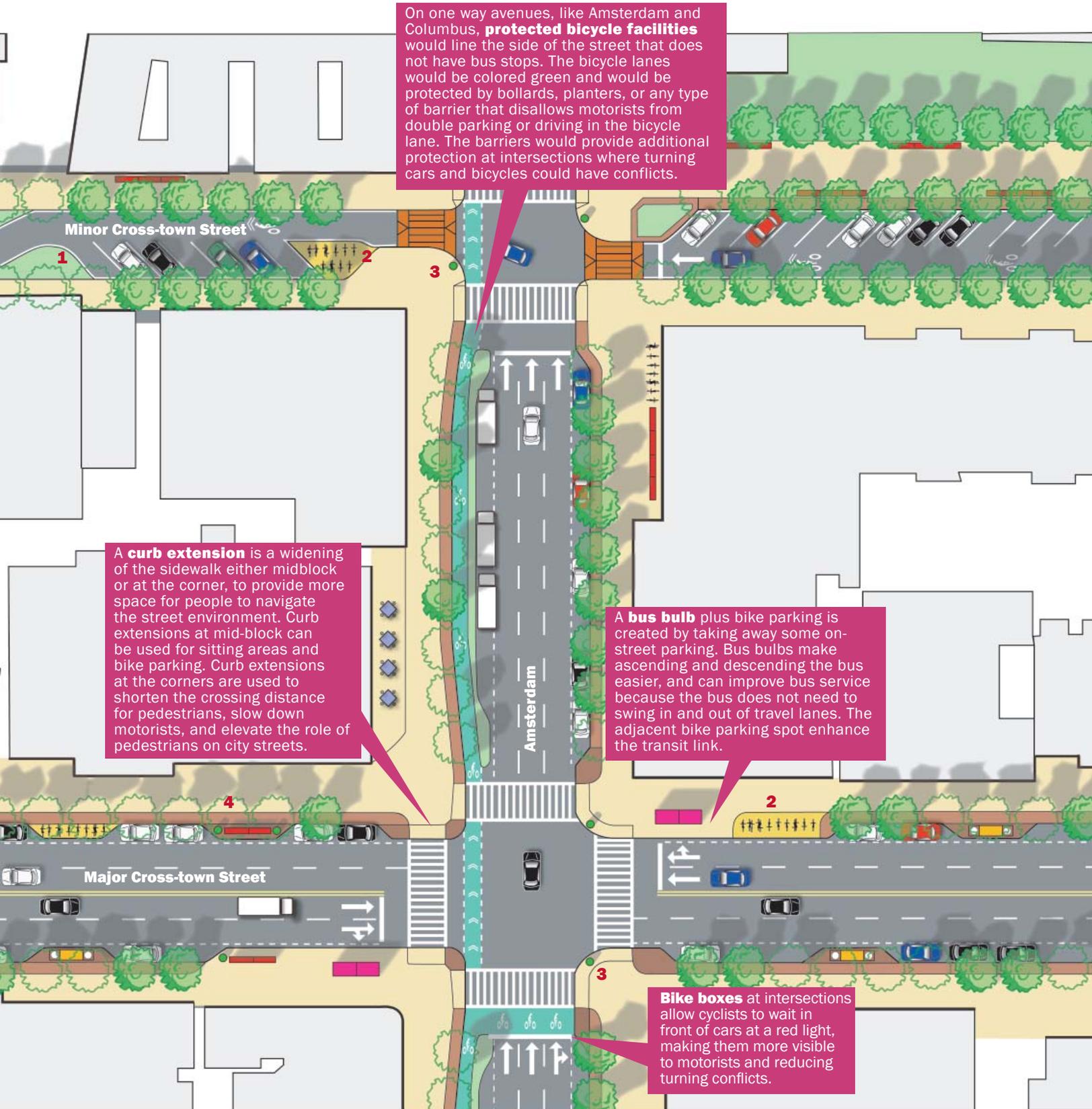
Angled parking effectively narrows the street without any need for construction. The chicanes are painted in, making this example of traffic calming very cost effective.

The Broadway **protected bicycle lanes** would be green bike lanes running along the current Broadway median. This design was developed to reduce conflicts between bicyclists and buses, as well as trucks making deliveries to businesses along Broadway. The bicycle lanes would be continuously marked in color through each intersection to alert motorists waiting in the median area from turning into cyclists.

Bike lanes extended through the intersection give cyclists more visibility.

This rendering is a composite of all the recommendations that came out of the bicycle and model block workshops. Explanations for numbered items are in the key. The main ideas that are explored here are improved bicycle facilities, better sidewalk treatments to encourage walking, improved crosswalk treatments to enhance safety and help balance all the uses on the street, and improved transit connections.

Model block composite map



On one way avenues, like Amsterdam and Columbus, **protected bicycle facilities** would line the side of the street that does not have bus stops. The bicycle lanes would be colored green and would be protected by bollards, planters, or any type of barrier that disallows motorists from double parking or driving in the bicycle lane. The barriers would provide additional protection at intersections where turning cars and bicycles could have conflicts.

A **curb extension** is a widening of the sidewalk either midblock or at the corner, to provide more space for people to navigate the street environment. Curb extensions at mid-block can be used for sitting areas and bike parking. Curb extensions at the corners are used to shorten the crossing distance for pedestrians, slow down motorists, and elevate the role of pedestrians on city streets.

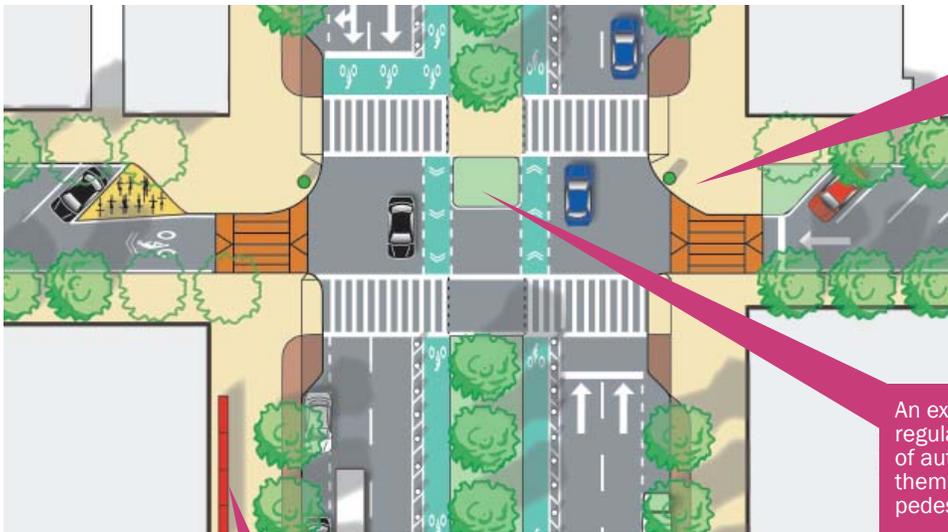
A **bus bulb** plus bike parking is created by taking away some on-street parking. Bus bulbs make ascending and descending the bus easier, and can improve bus service because the bus does not need to swing in and out of travel lanes. The adjacent bike parking spot enhance the transit link.

Bike boxes at intersections allow cyclists to wait in front of cars at a red light, making them more visible to motorists and reducing turning conflicts.

KEY

- 1** Diagonal parking on narrow residential streets effectively narrows the street. Chicanes slows speeds and raised crosswalks aid pedestrians.
- 2** Swap car parking for bike parking.
- 3** Curb extensions at all corners with bollards and plantings to protect pedestrians.
- 4** Swap car parking for seating.

Intersection of Broadway and West 97th Street

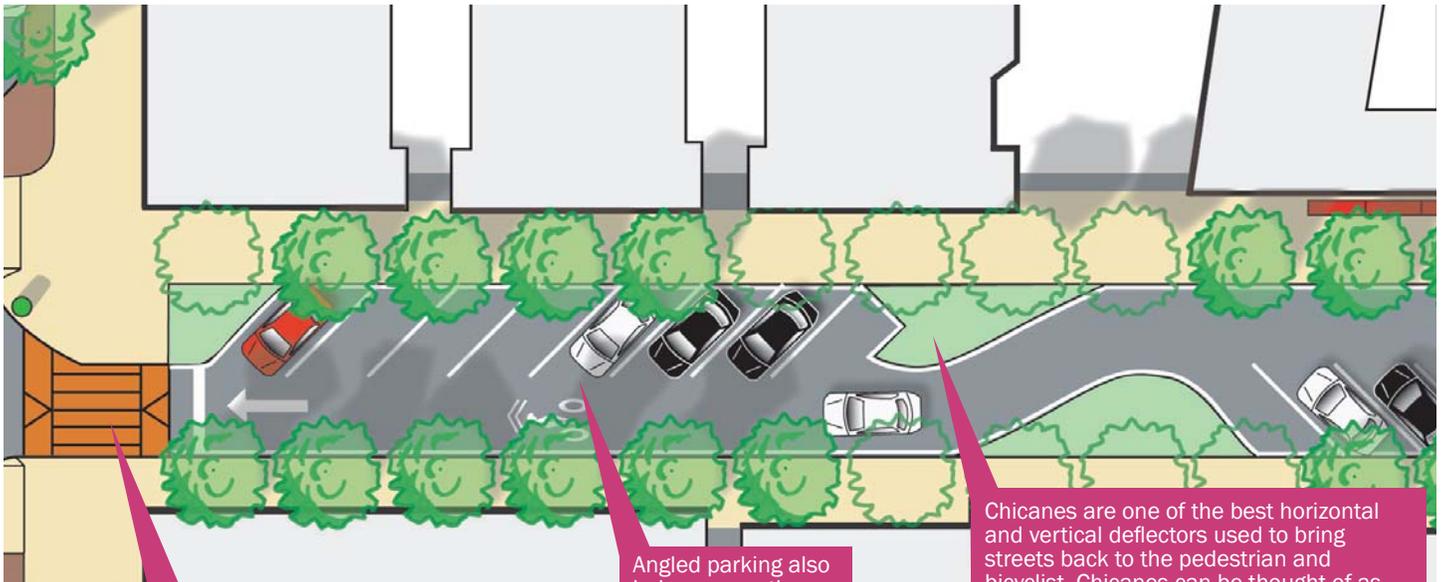


A curb extension with a bollard and a raised crosswalk provide greater safety for pedestrians. A raised intersection also signals that motor vehicles are crossing over a pedestrian space, reinforcing the priority given to pedestrians.

An extended median tip regulates turning movements of automobiles and prevents them from encroaching on pedestrian or cyclist space.

Sidewalks influence street life significantly. If there are places to sit, people will sit. If the sidewalks are wide enough to accommodate wheelchairs, strollers, shoppers and walkers, people move about their neighborhood with greater comfort and ease.

Mid-block view of West 97th Street



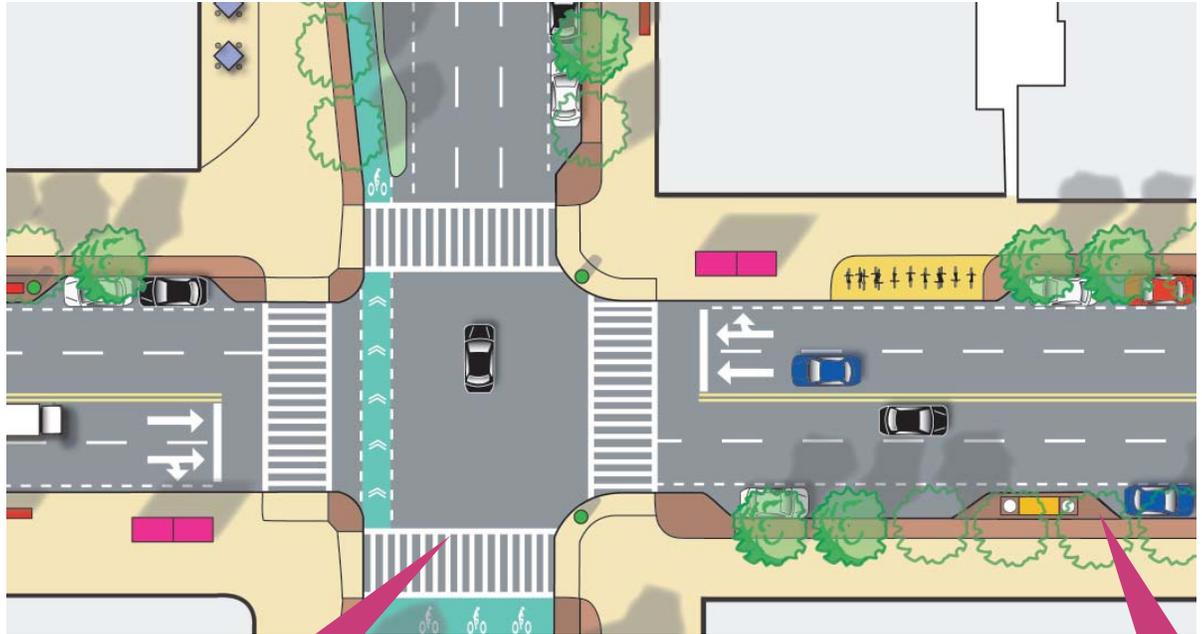
At the intersection, a raised crosswalk and a curb extension provides safety for the pedestrian. A "pinch point" narrows the street width, regulating driver behavior as they approach the intersection. Drivers are given the extra reminder: pedestrians cross here!

Angled parking also helps narrow the road, calming traffic.

Chicanes are one of the best horizontal and vertical deflectors used to bring streets back to the pedestrian and bicyclist. Chicanes can be thought of as super extensions of the curb. Used at mid-block, two chicanes are placed together, creating a serpentine, or zig zag in the street. The through lane is maintained at a minimum of 18 feet for emergency response vehicles. Chicanes then force motorists to slow down in order to navigate the area. These areas should be planted and recognizable as portions of the street to alert motorists that something different is in front of them.

Typical street details

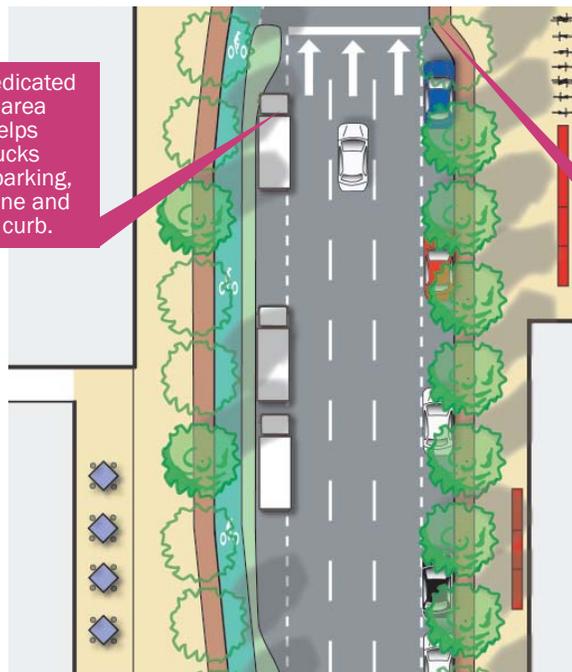
Intersection of Amsterdam Avenue and West 96th Street



Lead Pedestrian Intervals (LPI), though not marked on this composite map, are a signal timing improvement that would provide for greater safety of pedestrians. LPIs give the pedestrians a “head-start” with a walk signal and a delayed greenlight for cars. We recommend LPIs at every major intersection, such as when a north-south Avenue crosses a major E-W cross street.

Curb extensions could be used as central places to collect garbage and recycling. This makes picking up these materials easier for the Department of Sanitation, and keeps the garbage off of the sidewalks. On long blocks several places for pick up would be established.

One block of Amsterdam Avenue



A delivery zone - a dedicated curb-side no parking area for deliveries only - helps regulate standing trucks and prevent double-parking, parking in the bike lane and other conflicts at the curb.

Curb extensions at the intersection narrow the width of the intersection, a cue to cars to slow down. A stop bar should be placed at least 5 feet before the crosswalk to ensure that cars do not encroach on the crosswalk.

Two-Way Avenue: Broadway

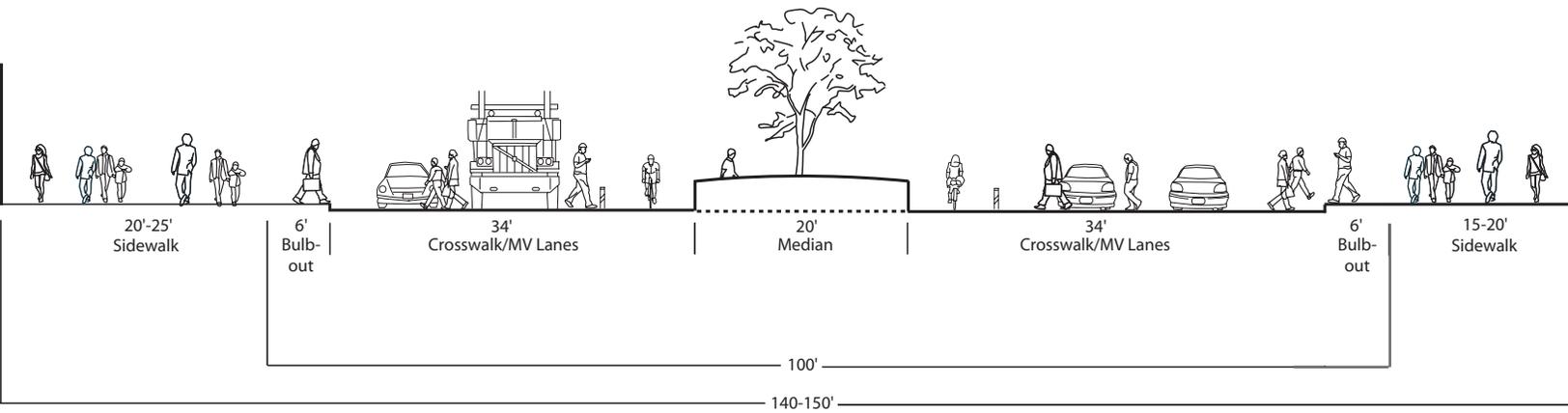


The bicycle lane is painted across the intersection to alert turning motorists to cyclists.

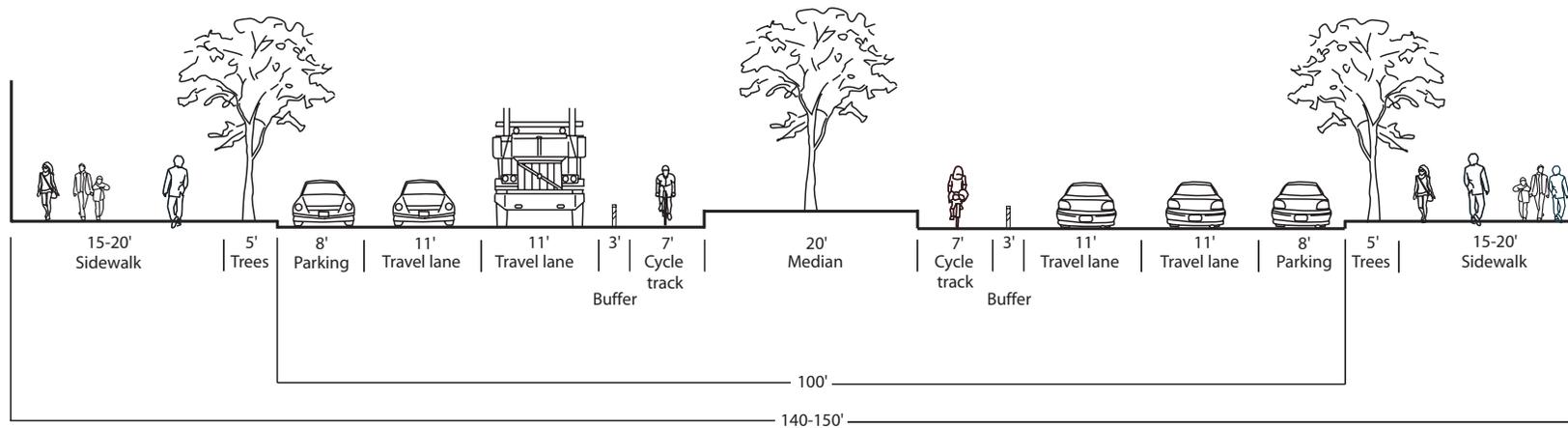
A protected bicycle lane on either side of the Broadway median offers a safe north-south cycling route.

Curb extensions make intersection crossings safer for pedestrians.

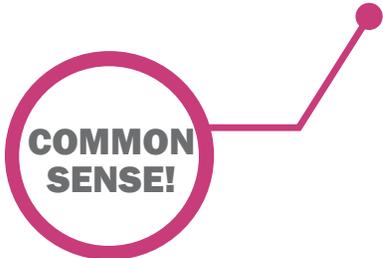
Broadway Crosswalk



Broadway Mid-block



87% of bicycle survey respondents prefer a protected bike lane



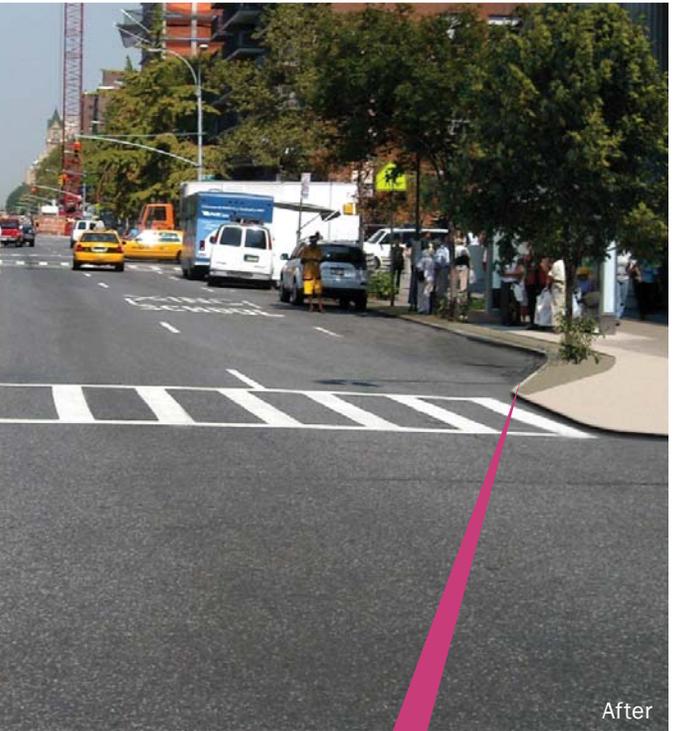
Broadway is improved at the intersections with sidewalk extensions called **bulb-outs or curb extensions**, which allows pedestrians to safely stand (as they tend to anyway) in front of the lane of parked cars while waiting for the crossing signal. Widening sidewalks at the intersections makes pedestrians more visible to cars, forces cars to turn more slowly by narrowing their turn radius, and effectively shortens the crossing distance for people going from one side to the other. **Extending the median tip** further into the intersection also slows motorists down, providing an extra buffer zone for crossing pedestrians while visually interrupting the straight-line thoroughfare feel of the street and focusing drivers' attention.

Bike boxes at intersections allow cyclists to wait in front of cars at a red light, making them more visible to motorists and reducing turning conflicts, a strategy that has been used successfully in other parts of the city. To create a protected bicycle lane on either side of the Broadway median, only one travel lane for cars needs to be repurposed. The lane is continuously indicated across each intersection using pigment to alert motorists to the presence of bicycles.

One-Way Avenue: Amsterdam



Before



After

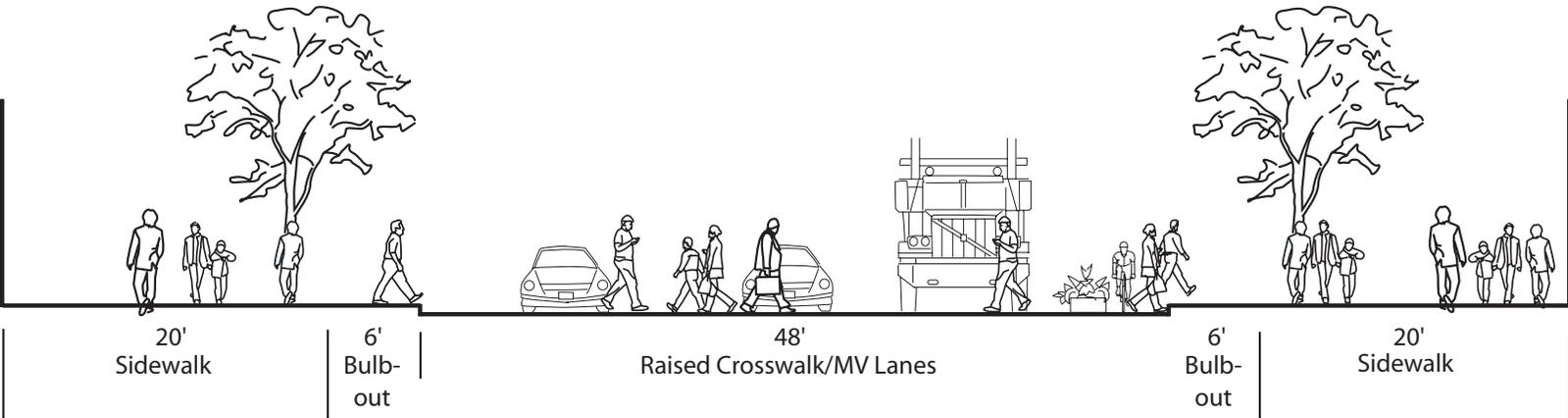
Protected bike lanes run the length of the avenue and through intersections to protect the cyclist and beautify the avenue and are enhanced by planters.

Curbs are extended to shorten the intersections for pedestrians. For added protection, plantings or bollards are added to the extensions. This forces turning vehicles to exercise greater caution.

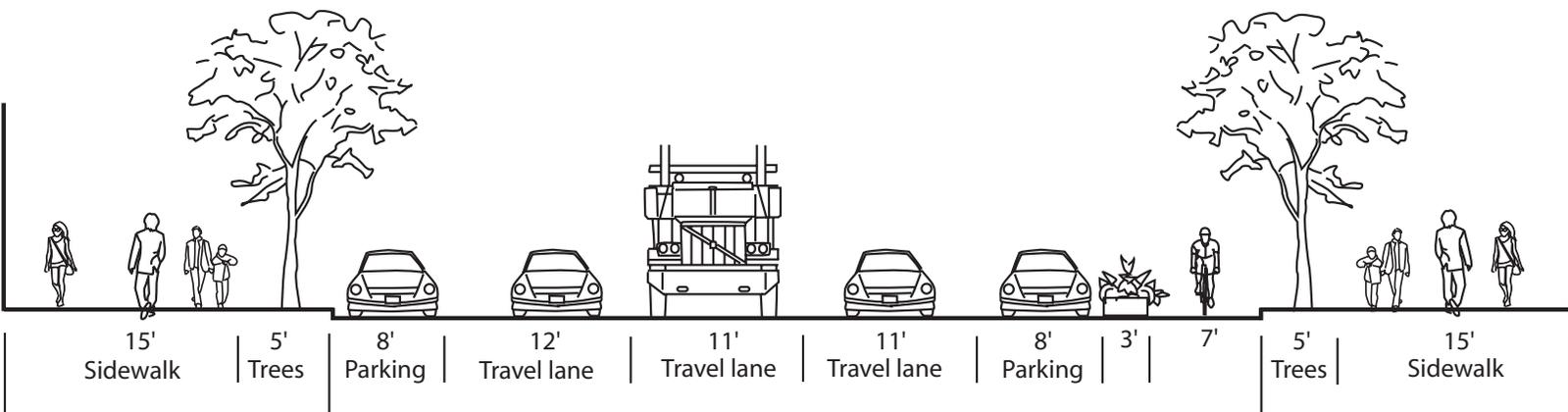
Over 70% of bicycle survey respondents support placing the bike lane on the curb side of parking, away from travel lanes



Amsterdam Crosswalk



Amsterdam Mid-block



The one-way avenues are improved by extending the sidewalk further into the crosswalk at intersections. This slows down turning vehicles and shortens the pedestrian crossing distance without sacrificing any moving lanes. For added pedestrian safety, a protective feature, like a bollard or planter, is added to the edge of the curb. This forces motorists to turn with greater caution, while also greening and beautifying the street.

Like Broadway, these avenues will also have **protected bicycle lanes**, colored green along the length of the lane and continuing through the intersection. Cyclists in the bike lane are protected from moving traffic by a physical barrier as well as the existing parking lane, which is moved away from the curb. **Bike boxes** are added at each intersection to enhance visibility of the turning cyclists. Bike boxes are conspicuous reminders that the road must be shared between bicyclists and motorists.

Protected bicycle lanes along the avenues were seen as critical, high-priority objectives by the community. Equally important, protected bike lanes narrow and, when buffered by plantings, beautify the avenues, which benefit the community. On Ninth Avenue, the installation of a protected bike lane reduced collisions of all kinds by 40%.

Major street: 96th Street



Before



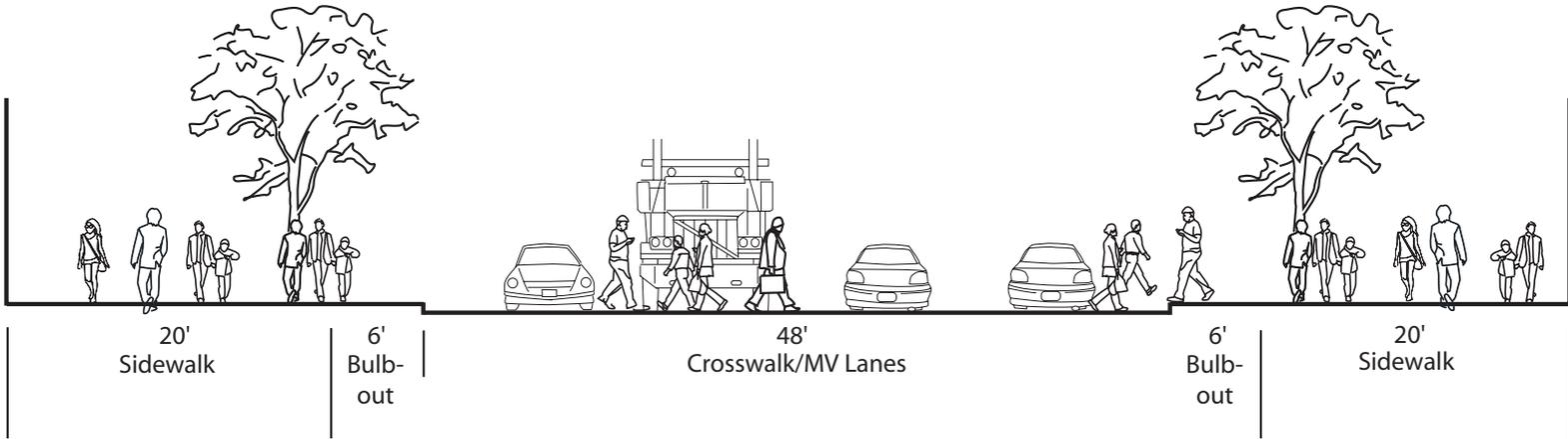
After

Swapping just a few parking spots for pedestrians can provide ample seating, space for plantings, and can be incorporated with a host of other amenities including bicycle parking.

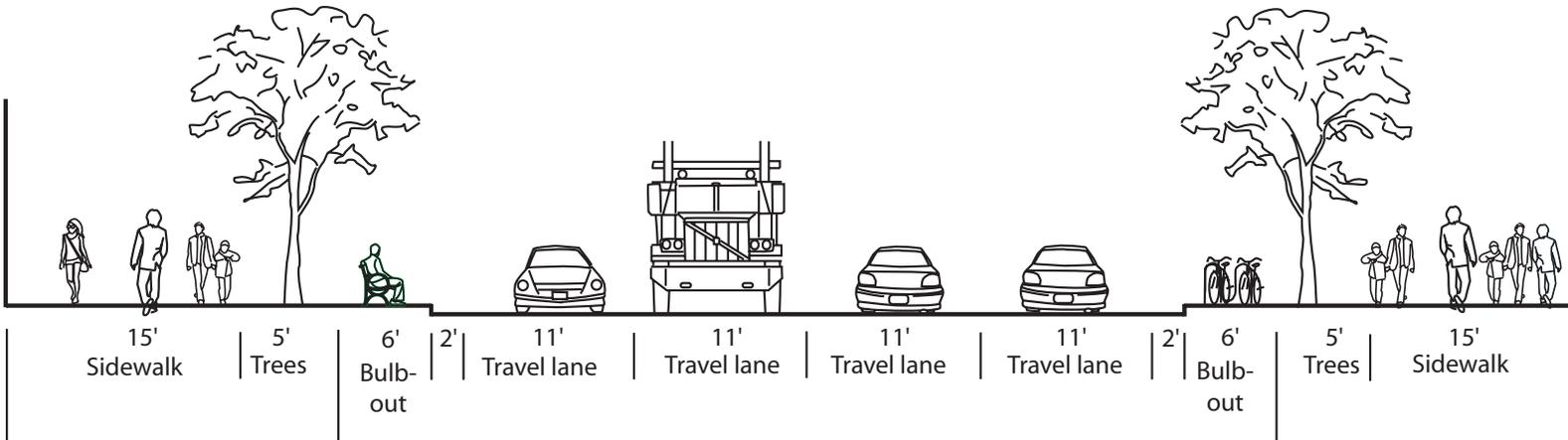
The crossing distance for pedestrians is narrowed by curb extensions on both sides of the street.

Major streets benefit from curb extensions which also do double duty as bus bulbs, giving transit riders shelter and a place to sit, and allowing buses to pick up and drop off passengers without pulling into the parking lane.

96th Street Crosswalk



96th Street Mid-block bulb-out



Major streets - bi-directional roads 60 feet and wider - provide opportunities for a more extensive reclamation of street space currently dedicated to parked cars. Intersections on the major streets feature curb extensions, but where bus stops currently exist, the curb extension is much longer and is configured into a “**bus bulb.**” Bus bulbs include shelter and places to sit and they allow buses to pick up and drop off passengers without pulling into the parking lane. This creates more efficient bus service.

One of the new features developed for the major street is the **parking swap**, where street space currently used for car parking is reallocated for bicycle parking, seating, plantings, art installations, or other amenities desired by the neighborhood. The recommendation for major streets is to remove up to eight spots per block, creating four areas of two car-lengths each. Parking swaps make streets more livable by providing spaces for human interaction, making the streetscape more attractive and vibrant, and reinforcing the notion that streets are for the benefit of the community as a whole.

Minor street: 97th Street



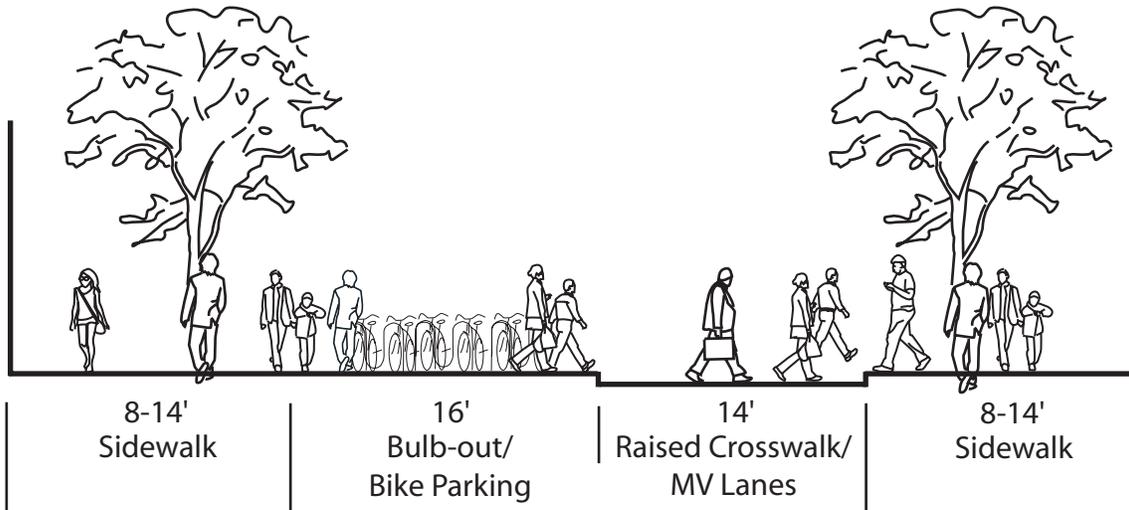
Chicanes offer space for more pedestrian amenities like seating.

A mid-block **chicane** keeps a motorist's attention to the street and is a great way to slow down cars. There is no impact on response time from emergency vehicles, with 16 to 18 feet of space remaining to maneuver at the chicane.

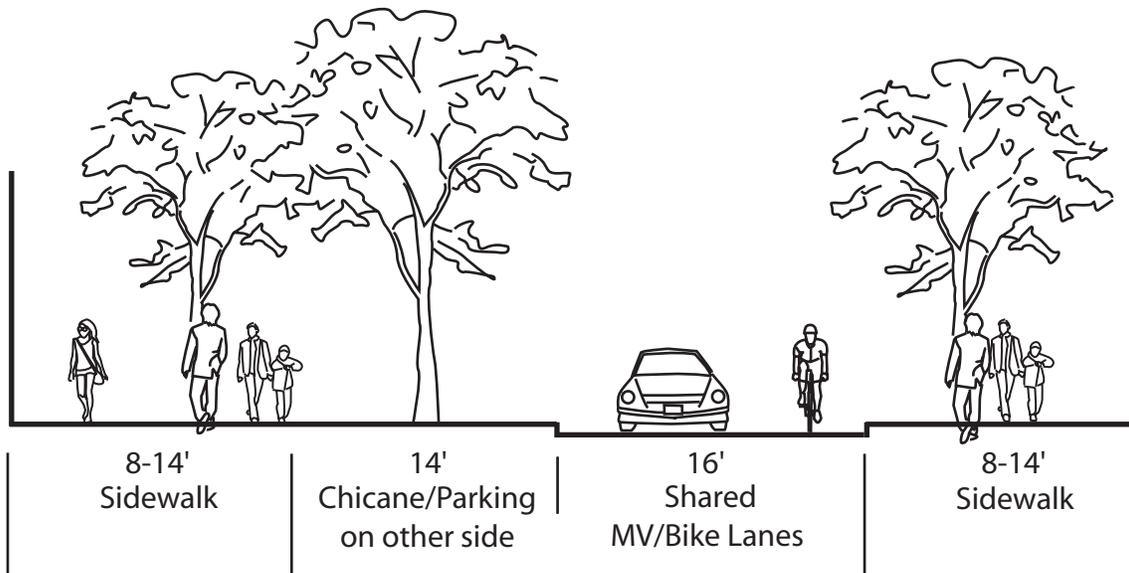
Shared road markings inform all users.

A parking swap in front of a hydrant provides additional bike parking for the street while preserving access to the hydrant. Because the curb in front of a fire hydrant is typically a no-parking zone, providing bike parking in this manner does not reduce parking for cars.

97th Street Crosswalk



97th Street Mid-block Chicane



The minor street represents the majority of cross streets in Manhattan. These streets can all be places where bicycles and cars share the road, and various traffic calming elements are available to tame motorist behavior.

Intersections feature a raised crosswalk, making pedestrians more visible, and an extended curb, so drivers approaching the intersection perceive a narrower street, forcing them to slow down. Benches are installed where possible, and prominent road markings indicate the shared street space.

Angled parking on the street replaces parallel parking and narrows the road while preserving the number of parking spots. The mid-block **chicane** is a great way to reclaim street space for use by the community, and has proven an effective technique to dramatically reduce vehicle speeds. Cars have ample space to maneuver around the chicane; they must simply do so more slowly.

Next steps and actions

Policy and Design Recommendations for Livable Streets

The recommendations are a summary of the feedback received from the surveys and workshops. The ideas were then categorized into short, medium and long term actions by the technical expertise of Nelson\Nygaard.

Priorities

- HIGH:** Improvements that will have an immediate impact and are fundamental to creating a complete street environment.
- MEDIUM:** These recommendations emphasize streets as livable, friendly community spaces.
- LOW:** Supplementary measures that further improve the functionality of a complete street.



Short Term Actions

The least expensive, most time-efficient measures

HIGH

Provide Leading Pedestrian Intervals of at least 5 seconds at all intersections.

Re-time all lights for a walking speed of 3 feet per second to account for slower moving pedestrians like seniors and children.

Install temporary curb extensions where wide streets meet avenues; 57th, 72nd, 86th, 96th, 106th, 116th Streets.

Install flexible bollards or planters on all corners. The bollards should be a minimum of 3 feet tall, or slightly taller than the average 4 year-old child.

Install buffered, painted green bike lanes, with flexible bollards added to the beginning and end of each intersection.

Install bike boxes at each intersection.

Extend green bicycle lanes across intersection.

Install bike route markings to connect routes throughout the network to remind drivers to share the road.

Substitute on-street bike parking for car parking space, at corners and mid-block.

Raise the price of parking to reduce curbside demand and unnecessary cruising for parking spots.

MEDIUM

Install benches every 50 feet on commercial streets, every 100 feet on residential streets and near large residential complexes

Install benches in all bus shelters.

Install banners on lampposts promoting the streets as shared, livable places.

Wherever possible install plantings to enhance the street environment.

Incorporate art into the streetscape.

LOW

Consider angled parking to allow for additional bike parking and chicanes.

Medium Term Actions

High-yield solutions that require moderate capital expense



HIGH

Install physically separated green bike lanes.

Provide bike parking at all transit hubs.

Create more loading zones.

MEDIUM

Create mid-block curb extensions, especially at fire hydrants to take advantage of the current no parking zones in front of hydrants

Create protected areas for centralized garbage and recycling pick-up in lieu of a car parking space. This gets the trash off the sidewalk and makes it faster for the garbage trucks to pick up materials.

Create Bus-Only lanes on one-way avenues.

LOW

Create a residential permit parking program.

Long Term Actions

High-value, permanent solutions that require greater capital expense and political will



HIGH

Install permanent curb extensions at every corner with fixed post bollards or plantings.

Create chicanes on minor streets to force drivers to slow down.

Create midblock curb extensions for bicycle parking and seating areas on the wide, major streets.

Modify the zoning regulations to remove parking minimums with new development.

MEDIUM

Install raised, colored crosswalks where minor streets intersect avenues.

Modify the zoning regulations to require indoor bicycle parking at any structure that has parking for vehicles.

Provide bonuses to developers for providing bicycle parking.

Use best practices in stormwater management, including more porous paving materials to help with run-off when it rains.

Frequently Asked Questions

Q. How will new cycling facilities and other street improvements impact deliveries?

A. Deliveries are one of the first concerns raised by residents and business owners when any street design changes are proposed. The following is a description of how each of the proposed street designs may affect local deliveries.

Deliveries on a Two-Way Avenue:

The design proposed for the two-way avenue would not change existing delivery patterns. The bike lane, situated next to the curb, would not interfere with curbside access.

Deliveries on a One-Way Avenue:

Similar to the street design of 9th Avenue in Chelsea, parking and deliveries on one side of the one-way avenue (adjacent to the bike lane) would be moved slightly away from the curb. Like the successful street design in Chelsea, the parked cars and trucks would actually protect the cyclist from harm.

Deliveries on a Major Street:

The proposed street design would not change delivery access on major, cross-town streets.

Deliveries on a Minor Street:

Deliveries on minor, residential streets would be impacted. This street design would require trucks to park in an angled parking space on either side of the street (see page 32 for diagram). Given the high demand for free parking on residential streets, several daytime parking spaces should be reserved for truck deliveries.

Delivery Zones and Performance Parking:

The most efficient management of deliveries on the Upper West Side – with the current or proposed street designs – would be achieved by creating delivery zones for trucks and commercial vehicles. Reserving space for trucks would reduce double parking and make deliveries safer for drivers and easier for business owners.

Additionally, space at the curb can be freed up with “performance parking.” Performance parking is a popular pricing schematic that raises the price of curbside parking when demand is greatest to ensure that there is always at least one parking spot available on a given block. When parking is available at the curb, deliveries are easier and double parking is reduced.

Q. How do the street design elements recommended here impact regularly scheduled NYC Sanitation Street and Avenue cleaning?
What about emergency vehicles?

A. The street design elements recommended here are drawn from a palette of design elements that the Department of Transportation (DOT) is currently implementing. The DOT has worked with the Department of Sanitation to ensure that emergency vehicle access and street maintenance will not be negatively affected.

The DOT is also coordinating maintenance for these street design elements with local Business Improvement Districts (BIDs) and community organizations. **All of the street design elements, even those that narrow the street or raise the height of the road bed, comply with the requirements of New York City's emergency vehicles, including fire trucks and ambulances.** That said, City agencies should remain in close communication with the local fire department throughout the design and implementation process.

Finally, it is worthwhile to note that the street design elements recommended here would generally work together to reduce congestion and double-parking, improving response time for emergency vehicles.

Q. Will there be loss of parking with these improvements?

A. The design improvements included in this community blueprint may reduce available parking for residents and business owners. Many of the suggested designs either shift the area allocated for parking away from the curb or swap one or more parking spots per block for bicycle parking, public seating or pedestrian safety improvements. Reallocating parking spaces for these improvements will create a more equitable, calmer and more organized street for all users. The following details how each of the proposed street designs may affect parking.

Parking on a Two-Way Avenue:

The design proposed for two-way avenues will substitute 1 or 2 parking spaces per block for pedestrian “curb extensions.” Curb extensions reduce the distance for pedestrians crossing the street and greatly enhance safety for children and senior citizens. Curb extensions can also be planted, and greatly add to the beauty of the neighborhood.

Parking on a One-Way Avenue:

Like the two-way avenue, 1 or 2 parking spaces per block may be substituted for pedestrian curb extensions on one-way avenues. Curb extensions are a proven design element that will greatly enhance pedestrian safety.

Parking on a Major Street:

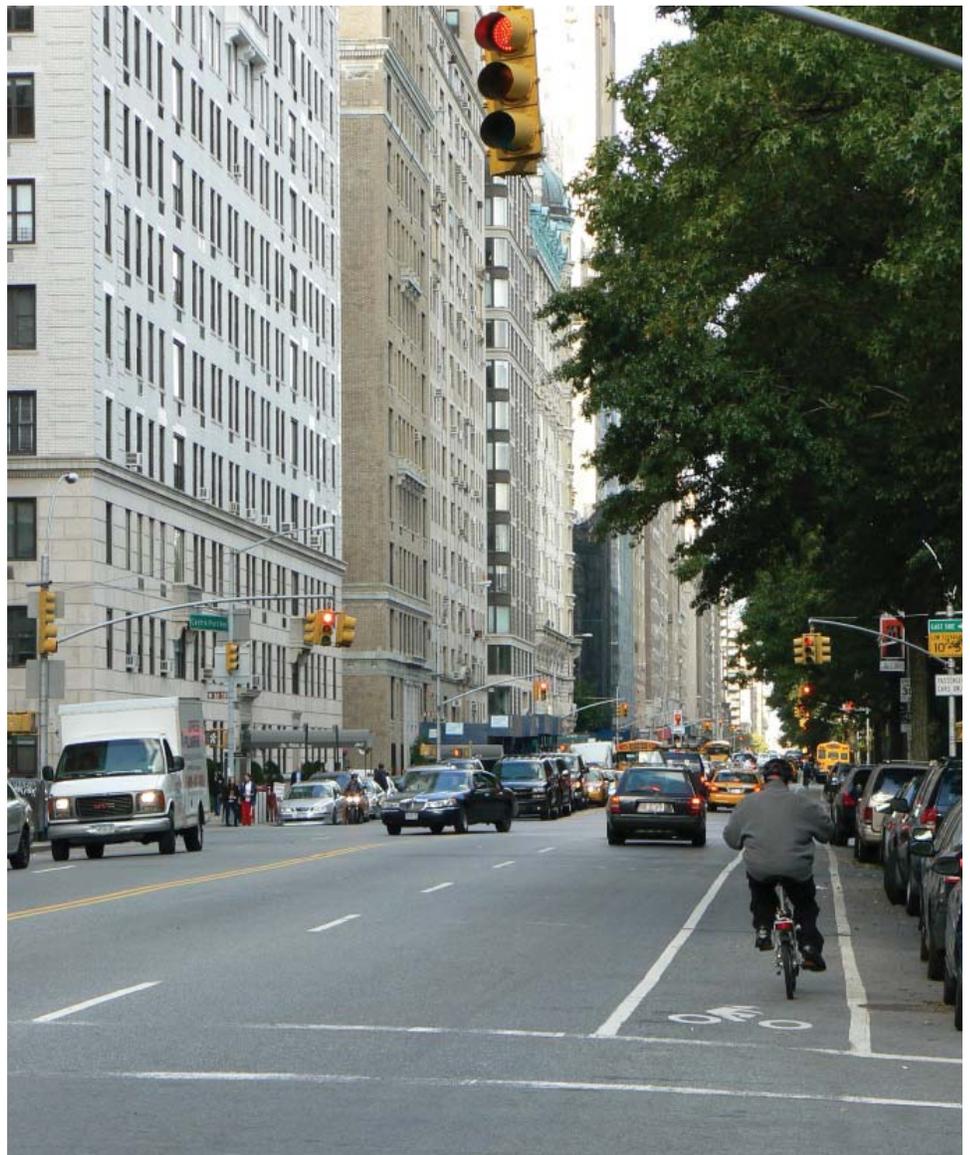
In addition to curb extensions, a few spaces on major streets would be also be replaced by bus bulbs. Bus bulbs greatly improve bus service by allowing passengers to board the bus more quickly and easily.

Parking on a Minor Street:

Parking on minor, residential streets would be improved through greater organization. With the introduction of angled parking, the street space is allocated more efficiently and drivers are not required to parallel park.

Q. How would our recommendations impact MTA bus schedules and operations?

- A. Bus service would be accommodated by the recommended street design elements. In fact, service would be improved throughout the area as bus bulbs are installed. Bus bulbs have been proven to create more efficient public transit service. Bus bulbs make it easier for passengers ascending and descending the bus, and the bus does not have to pull in and out of traffic. In addition, efficiency could be improved by using the “subway method” of paying prior to boarding public transportation.



Buses share the road with bike lanes in New York City

Q. What about the West End Avenue and Central Park West?

A. Although the “model block” workshop covers the majority of the street typology of the Upper West Side, West End Avenue and Central Park West are not excluded in the thinking. Many of the recommendations proposed in the Two-Way Avenue: Broadway section would apply to West End Avenue and Central Park West. In particular, West End Avenue would benefit from much of the suggested improvements given its residential density.

Central Park West would also benefit from the street design elements that would apply to Broadway, but should be given additional consideration for Central Park access. Because Central Park West is immediately adjacent to Central Park itself, there should be special consideration made to accommodate cyclists and pedestrians who are accessing the park. Accommodations may include safer pedestrian crossings and providing for better cycling connectivity from the Henry Hudson Greenway to the Central Park drive.

What can I do?

Start by joining your neighbors — join the Renaissance!

Connect to other engaged members of the Upper West Side community, share your thoughts, and become part of the movement to bring livable, complete streets to your neighborhood.

Join and find out more at www.uwssr.org



Contact your local Community Board — Manhattan CB 7

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email: office@cb7.org

Community Board 7 Homepage:

<http://www.nyc.gov/html/mancb7/html/home/home.shtml>

Community Board 7 Schedule of Meetings:

<http://www.nyc.gov/html/mancb7/html/calendar/calendar.shtml>



Important Community Board 7 leaders and committees:

Board Chair: The Board is headed by a Chairperson who is elected by the Board Members for a one year term, with a maximum two terms.

Board District Manager: CB7's staff is headed by its District Manager, who is responsible for all day-to-day operations.

The Transportation Committee

The Green Committee:

http://www.nyc.gov/html/mancb7/html/green_page/greenpage.shtml

The Parks & Preservation Committee

You should also contact elected officials to get your agenda on the table. The more voices they hear, the greater priority they will place on the issue.

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