



MEMORANDUM

To: Penny Ryan, Community Board 7
From: Michael King, Will Sherman
Date: November 12, 2013
Subject: West 96th Street and Environs Pedestrian Safety and Circulation Study

We are pleased to submit this West 96th Street and Environs Pedestrian Safety and Circulation Study to Manhattan Community Board 7. This package contains:

- A presentation of key findings and recommendations
- A summary of previous studies and outcomes
- A summary of public input received
- A map of the recommendations
- CAD files of the recommendations

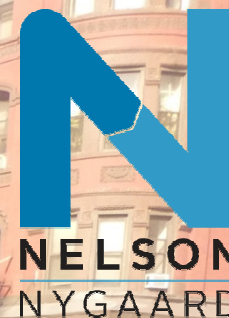
The study area was determined by the task force to be the area bounded by 97th Street, Riverside Drive, 95th Street, and Central Park West. Key study sites selected during the project were:

- 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)

The goal of the study was to sketch *possible* solutions to pedestrian safety issues in the study area, based on a review of previous reports and consultation with stakeholders and the community. It was meant to be a vehicle to engage the community and quickly arrive at *probable*, implementable interventions. We hope that we have accomplished that.

We understand that the Community Board will now transmit this study to the Department of Transportation. We feel that our recommendations are all within their *toolbox* and trust that some will be implemented forthwith.

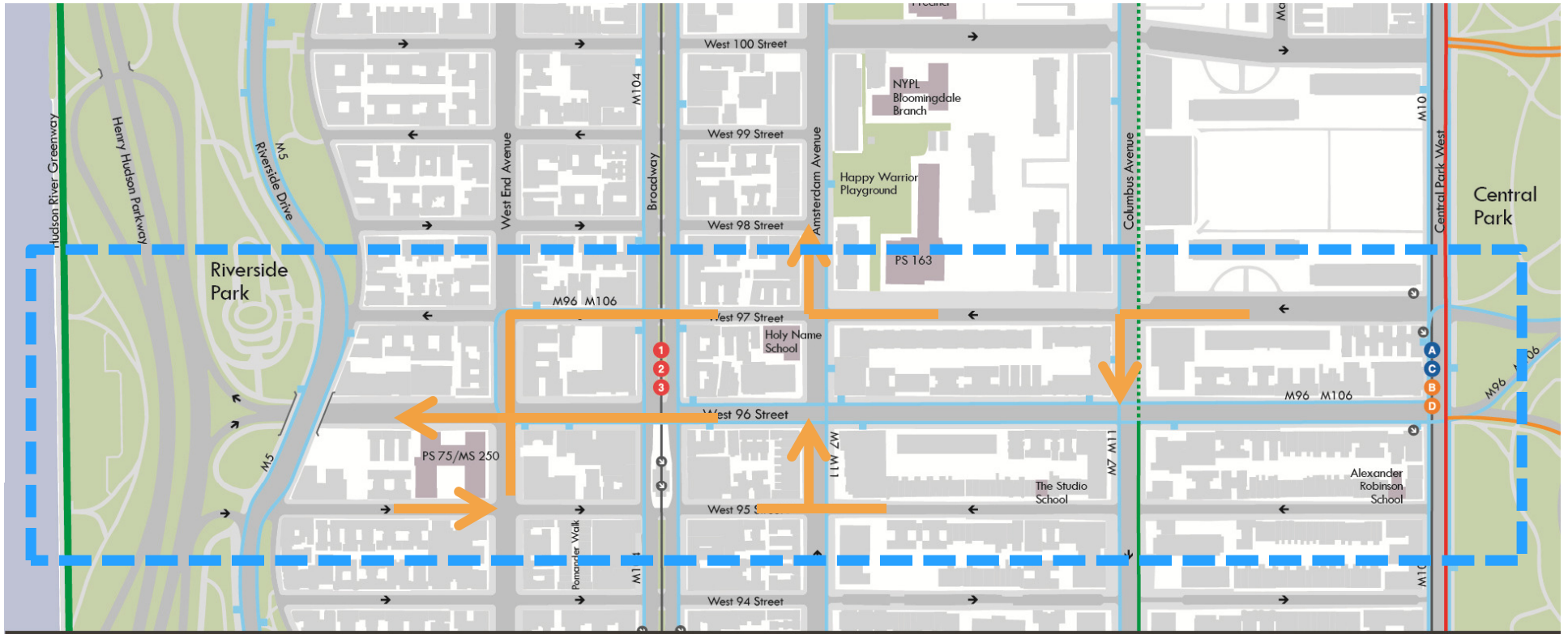
We have thoroughly enjoyed working on this study and hope to continue to work with the Community Board in the future.



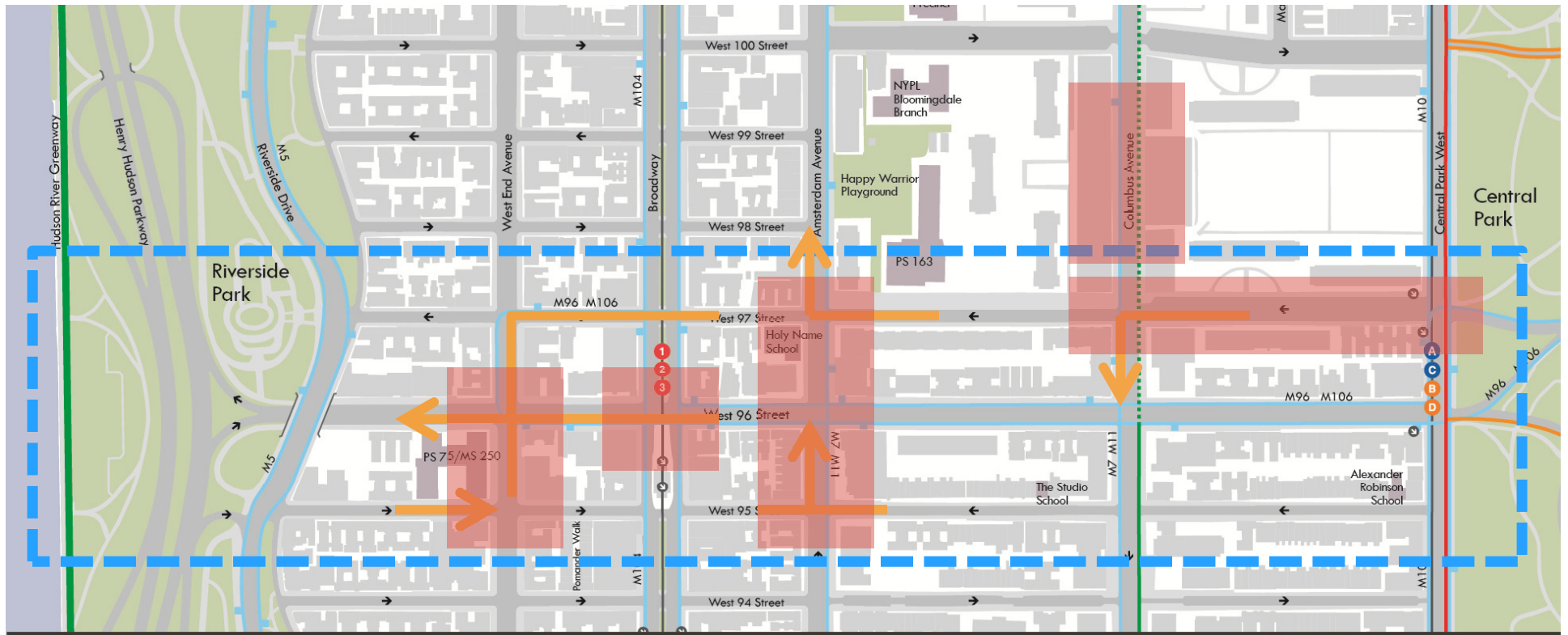
West 96th Street and Environs

Pedestrian Safety and Circulation Study

November 2013



Major Traffic Movements & Conflicts

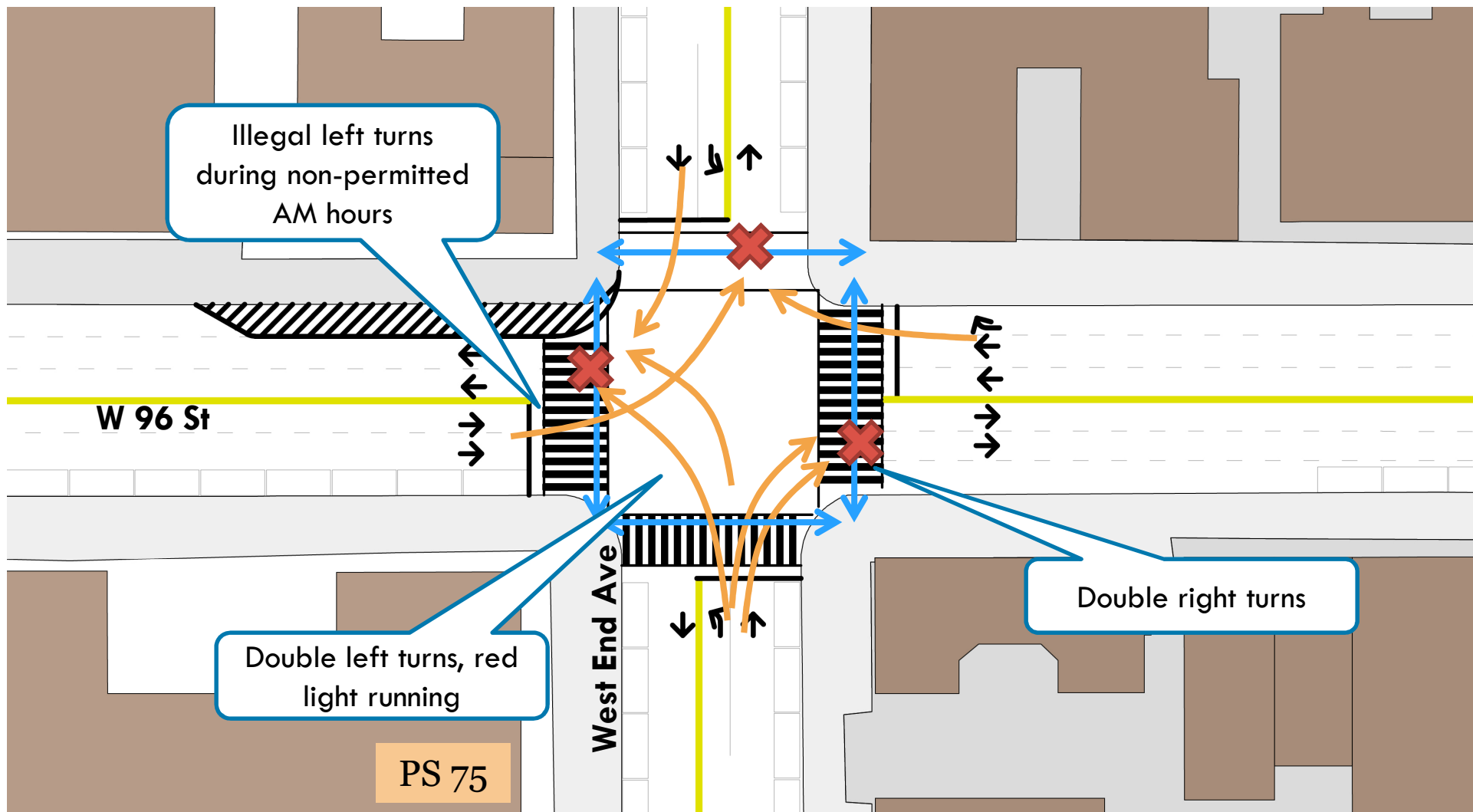


Key Study Sites

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)

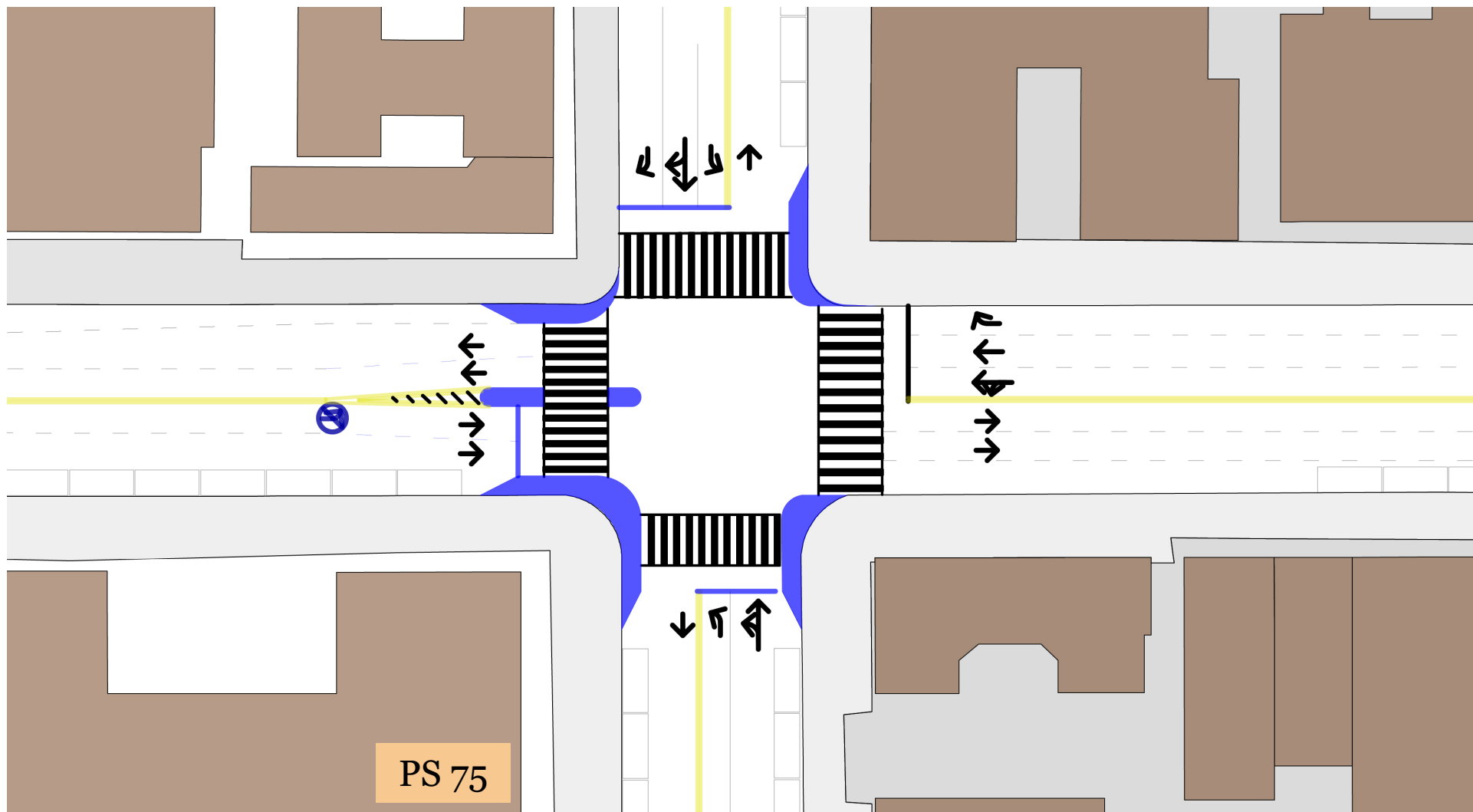
W 96 St & West End Ave





W 96 St & West End Ave

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



W 96 St & West End Ave Concept

Add curb extensions

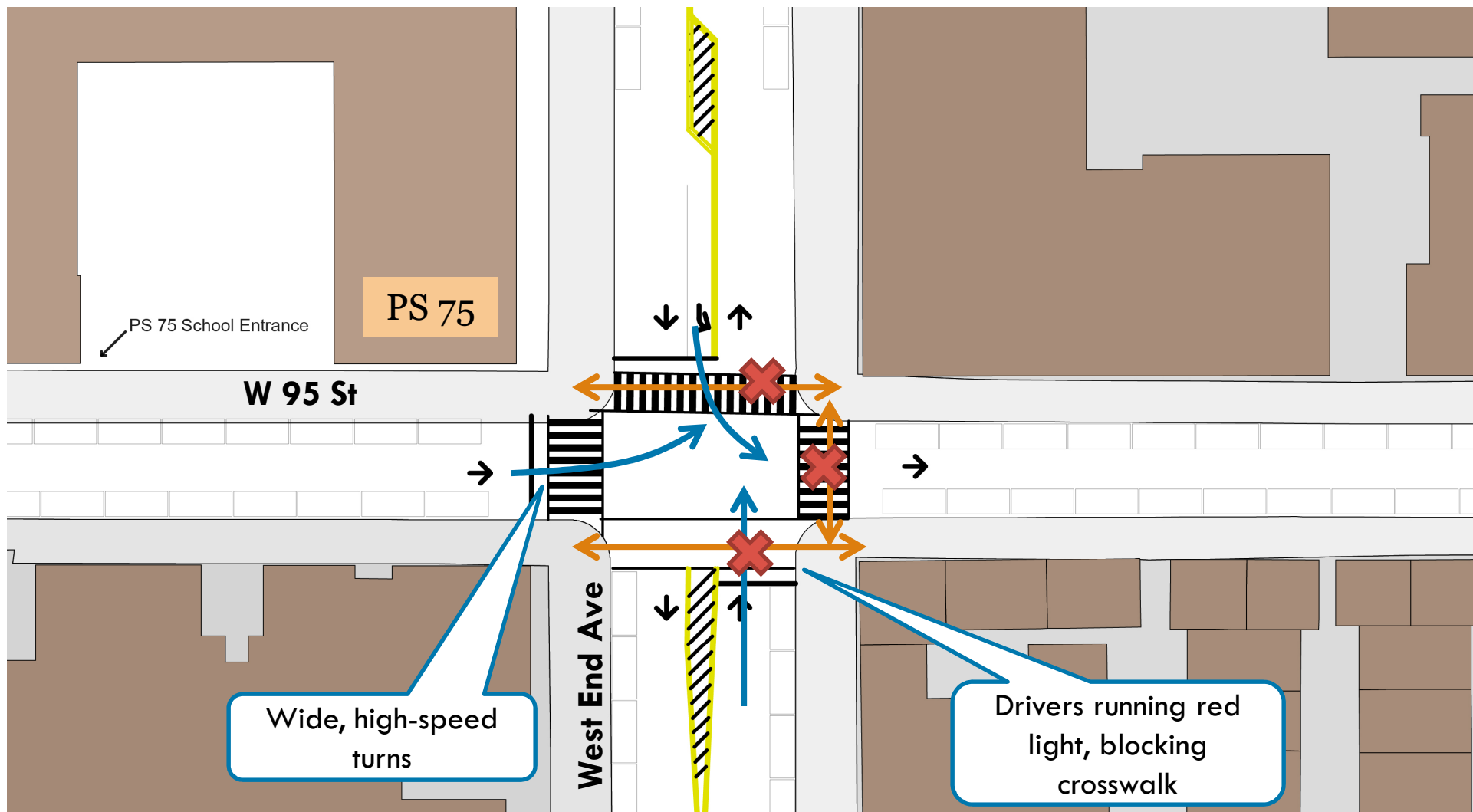
Add pedestrian crossing refuge to west leg

Ban left turns from EB W96 to NB WEA 7AM – 7 PM (now banned 7 AM – 9 AM)

Allow double left and right turns onto WB W96

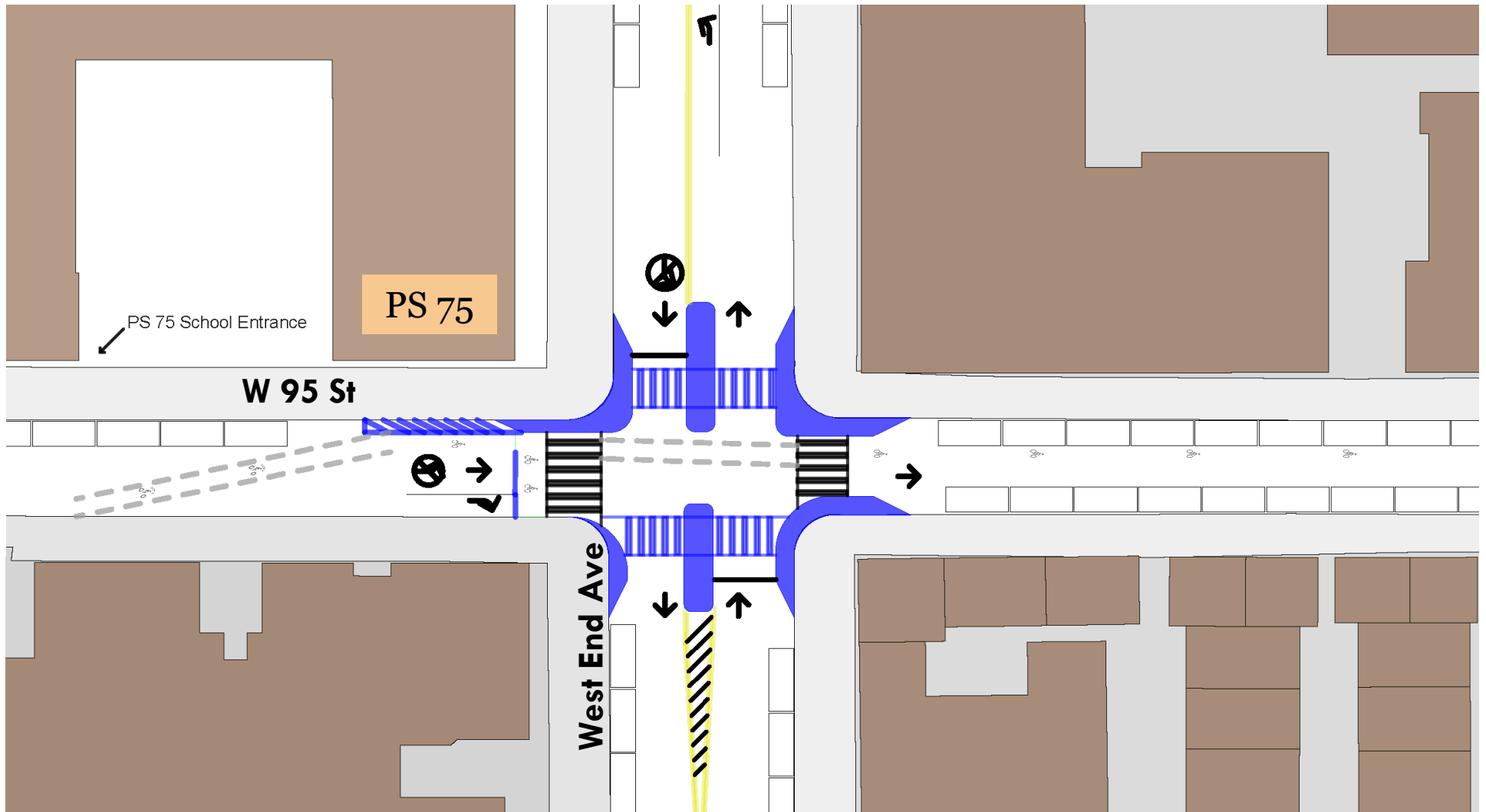
W 95 St & West End Av





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.

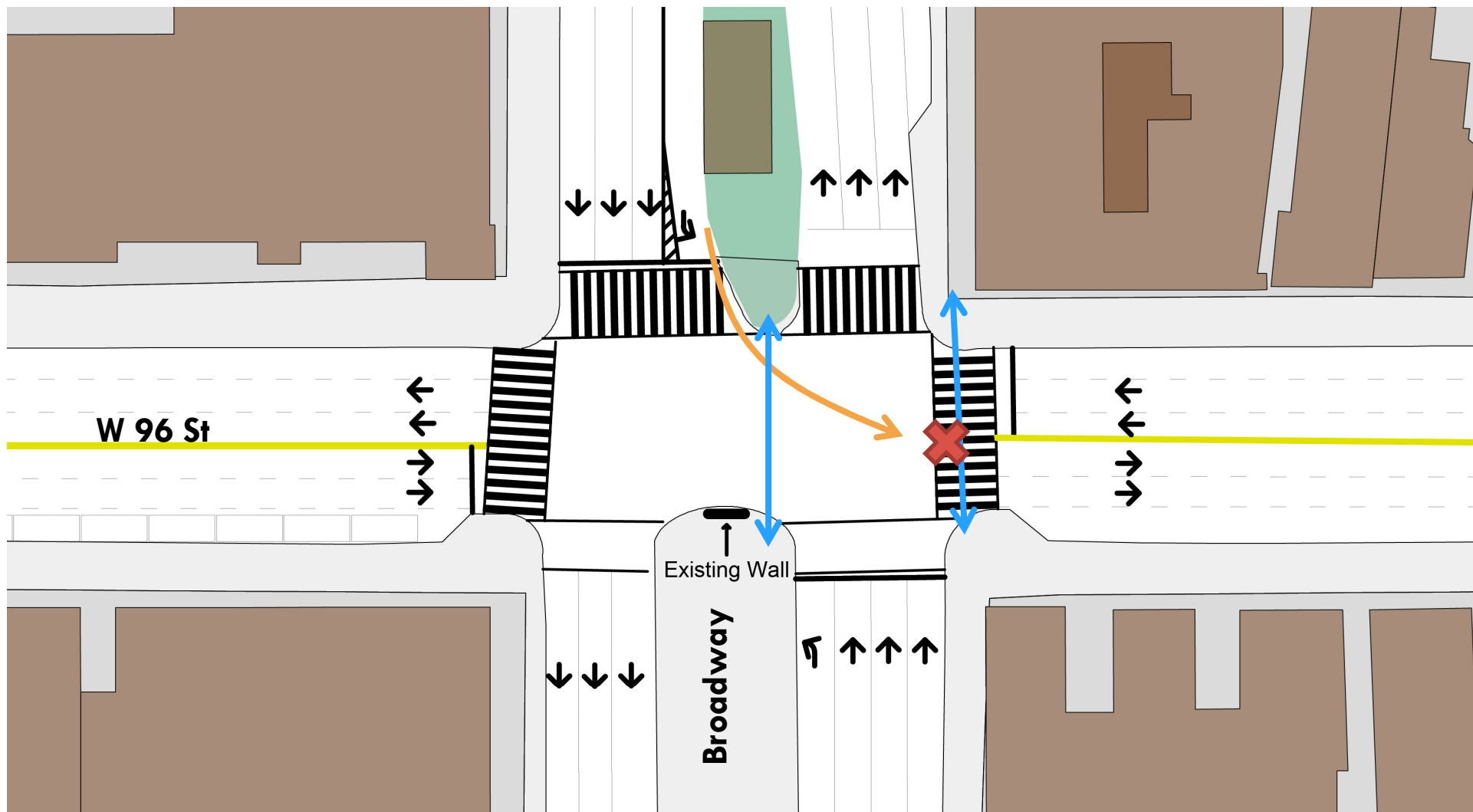


W 95 St & West End Ave Concept

- Add curb extensions
- Add pedestrian crossing refuge to north and south legs
- Ban left turns from EB W95 to NB WEA 7AM – 7 PM
- Ban left turns from WB WEA to EB W95 24/7
- Consider bicycle facilities on W95 from RSD to Amsterdam, pending further community discussion

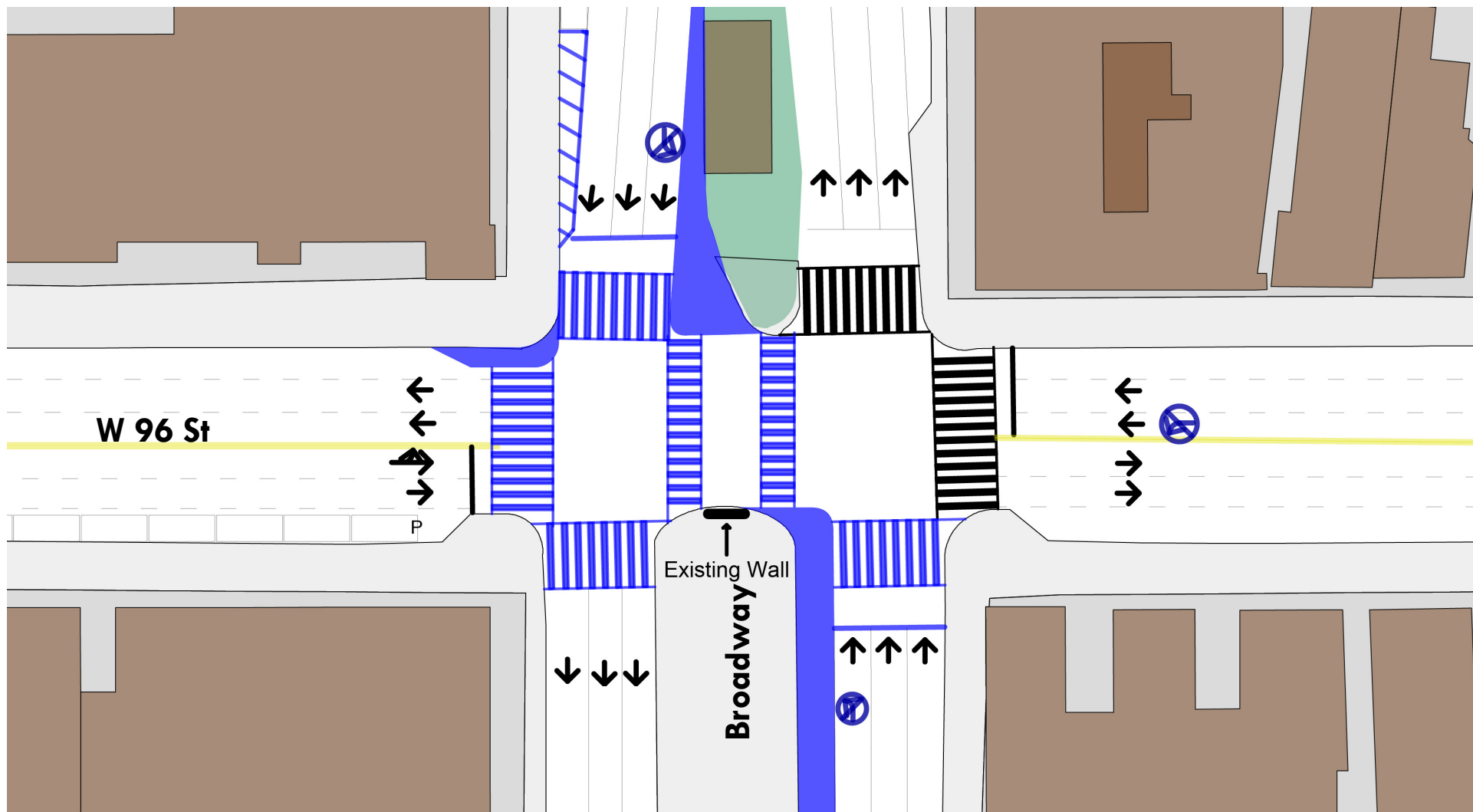
W 96 St & Broadway





W 96 St & Broadway

Leading left turn from Broadway southbound creates conflicts with pedestrians crossing with signal on east leg of intersection. This movement was previously banned 4–7 PM. Leftbound turn from Broadway northbound creates similar conflicts.

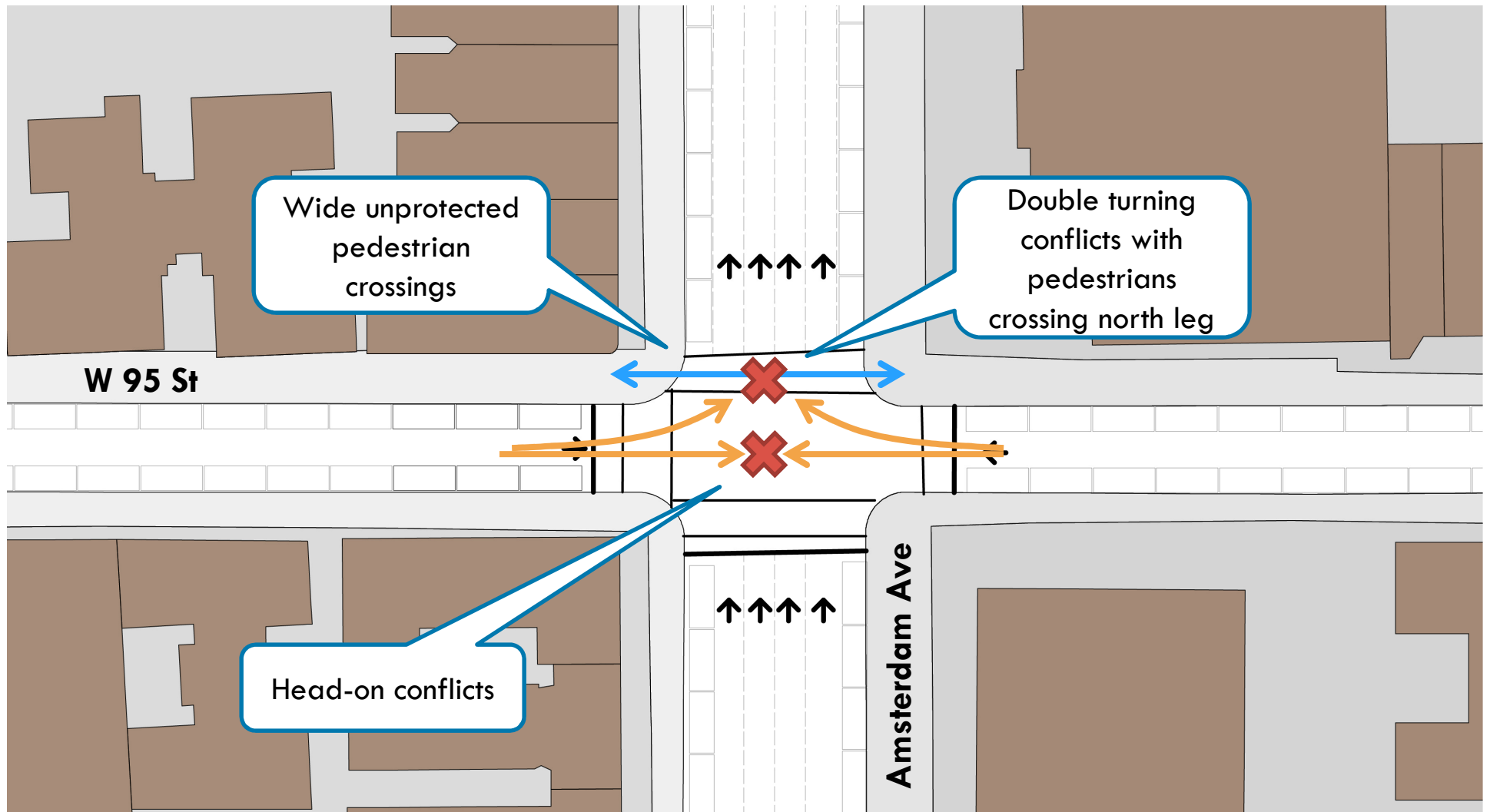


W 96 St & Broadway Concept

- Add curb extension
- Widen median along Broadway
- Ban left turns from SB Broadway to EB W96 24/7
- Ban left turns from WB W96 to SB Broadway 24/7
- Ban left turns from NB Broadway to WB W96 24/7
- Add median to median crosswalks and pedestrian signals along Broadway
- Configure countdown timers for just crossing to median, not entirely across Broadway

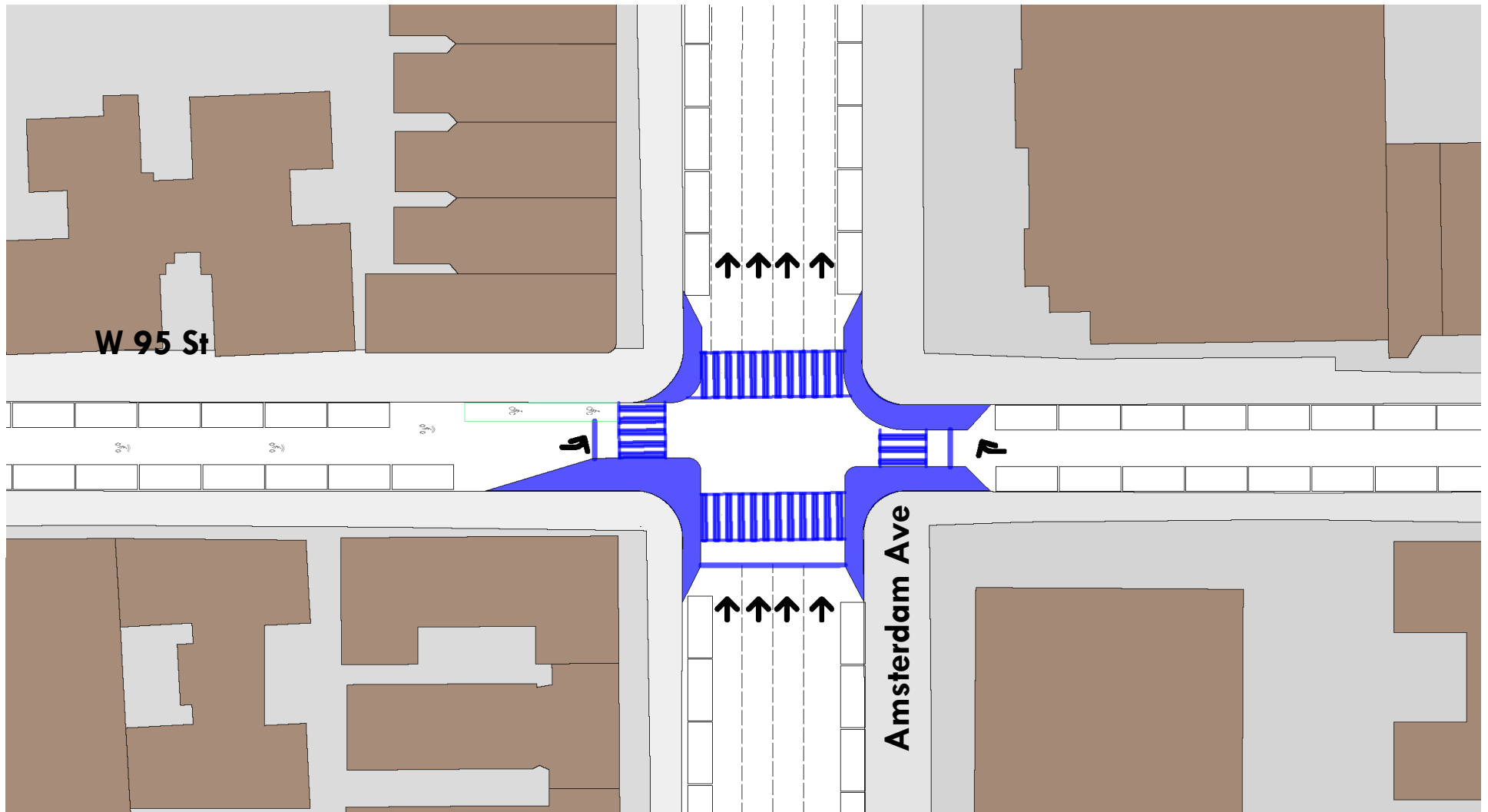
W 95 St & Amsterdam Ave





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

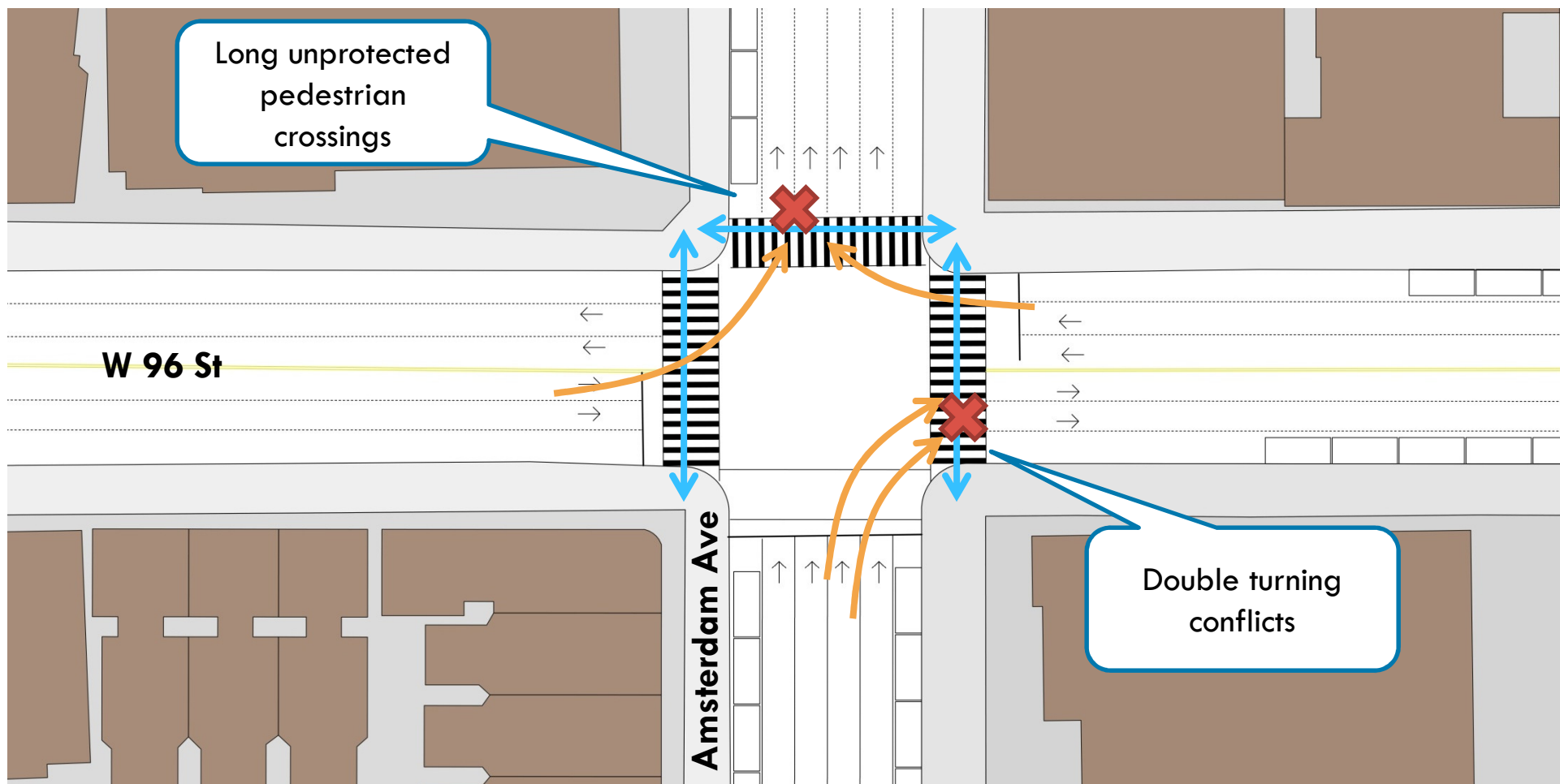
Add curb extensions

Offset on-coming traffic flows

Consider bicycle facilities on W95 from RSD to Amsterdam, pending further community discussion

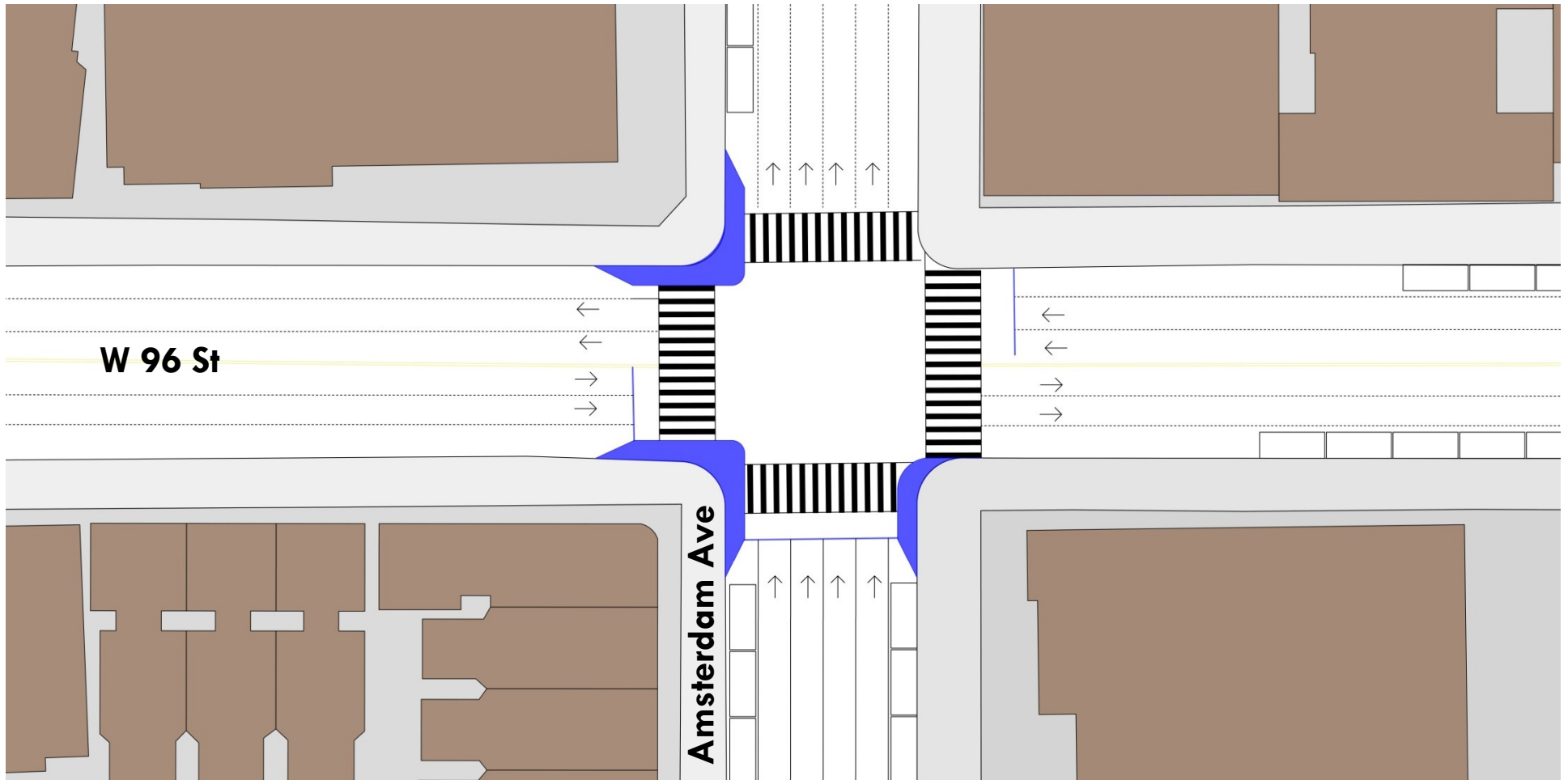
W 96 St & Amsterdam Ave





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.

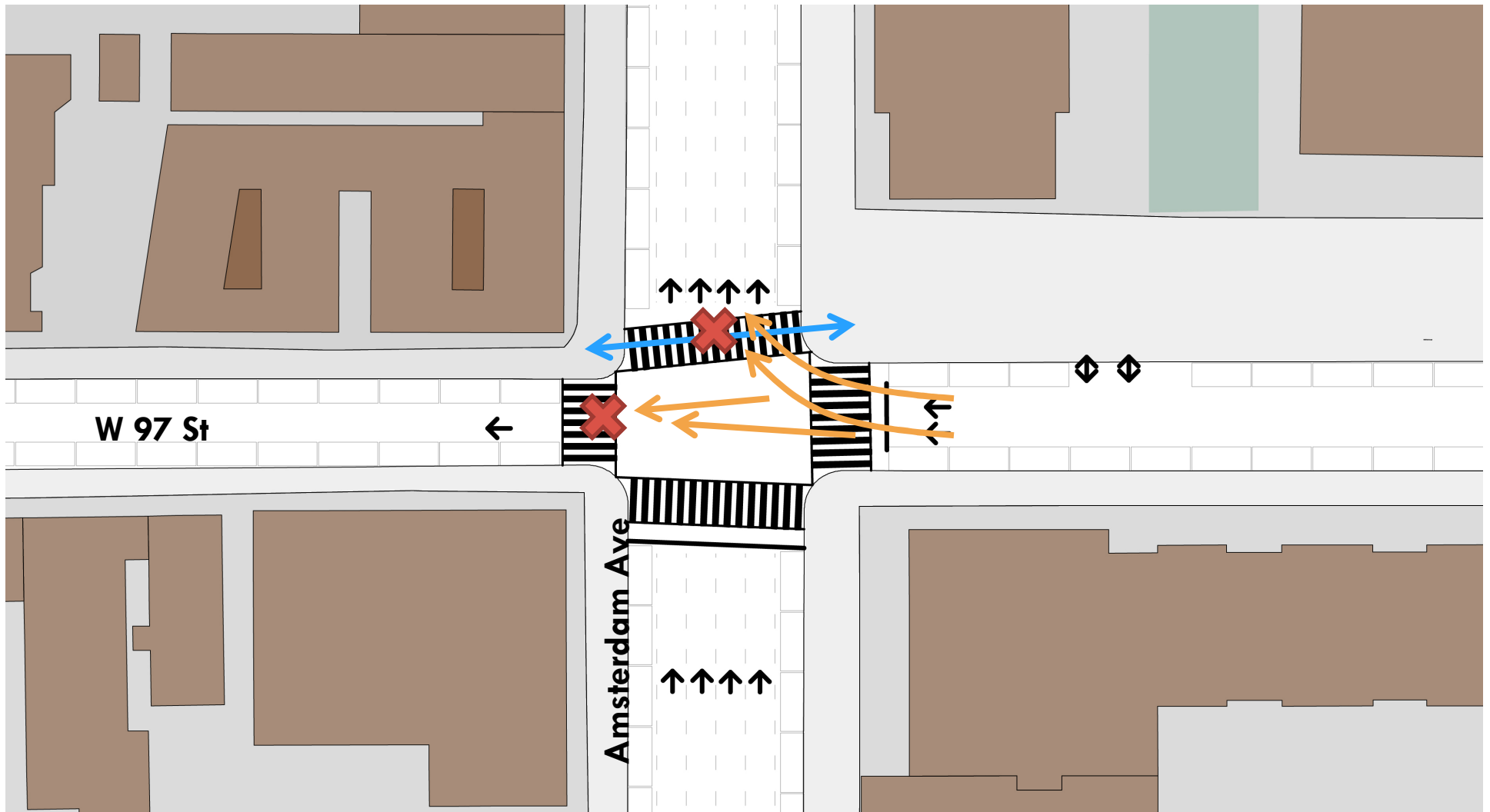


W 96 St & Amsterdam Ave Concept

Add curb extensions

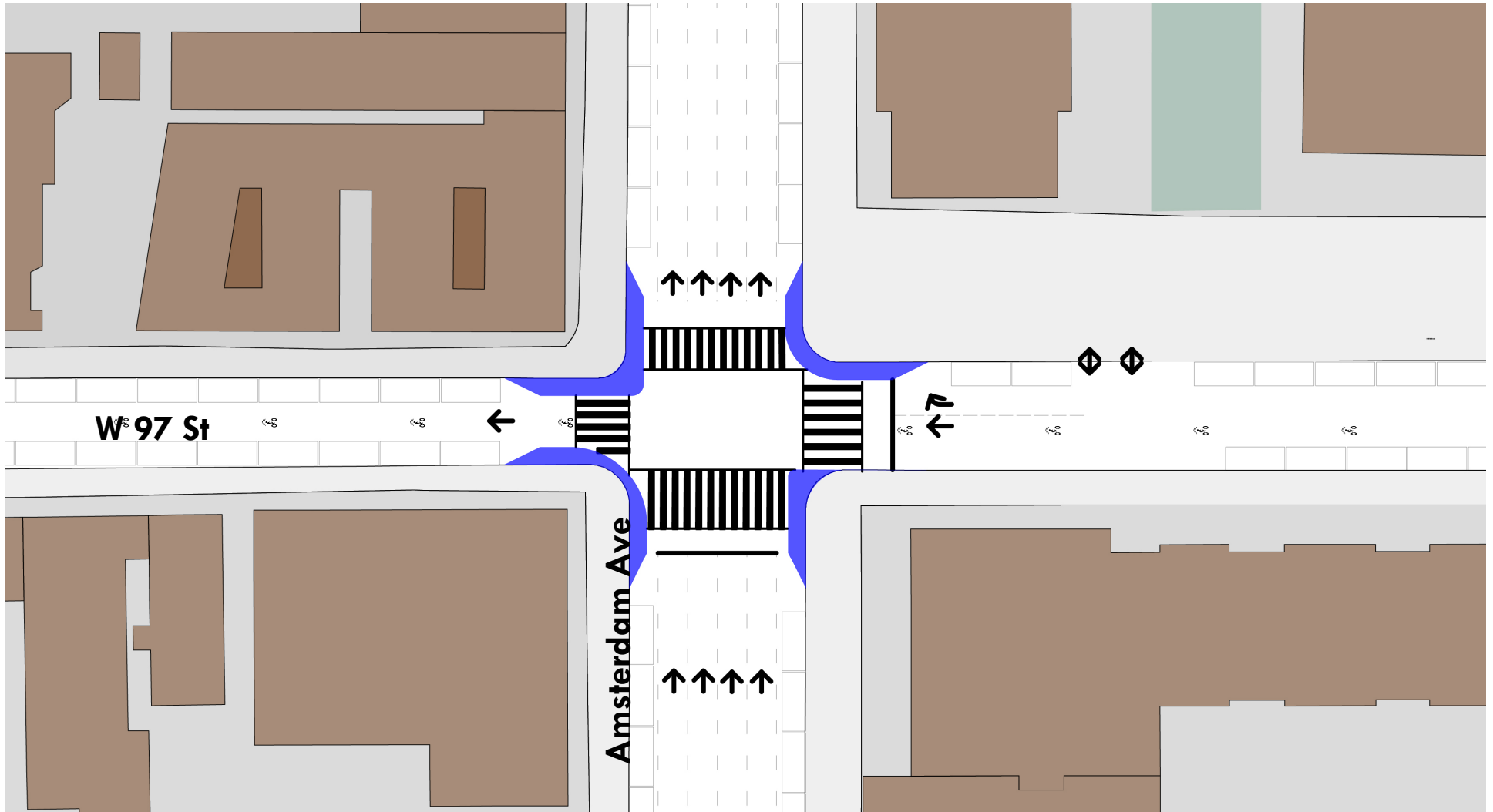
W 97 Street and Amsterdam Ave





W 97 St & Amsterdam Ave

Two lanes of traffic on W 97th 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

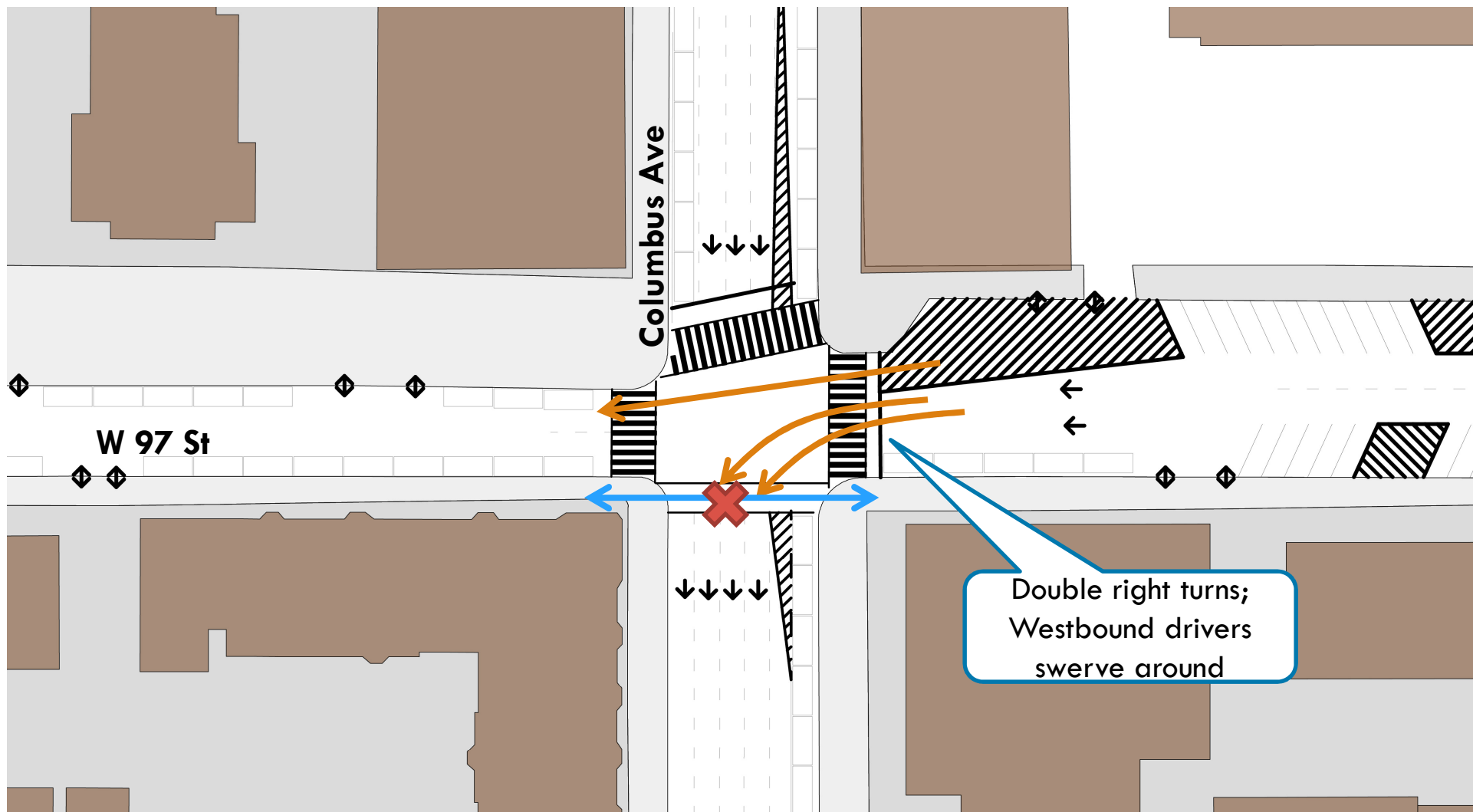
Add curb extensions

Convert right lane on WB W97 to right turn only

Consider bicycle facilities from CPW to RSD, pending further community discussion

W 97 Street (Central Park West to Columbus Ave)

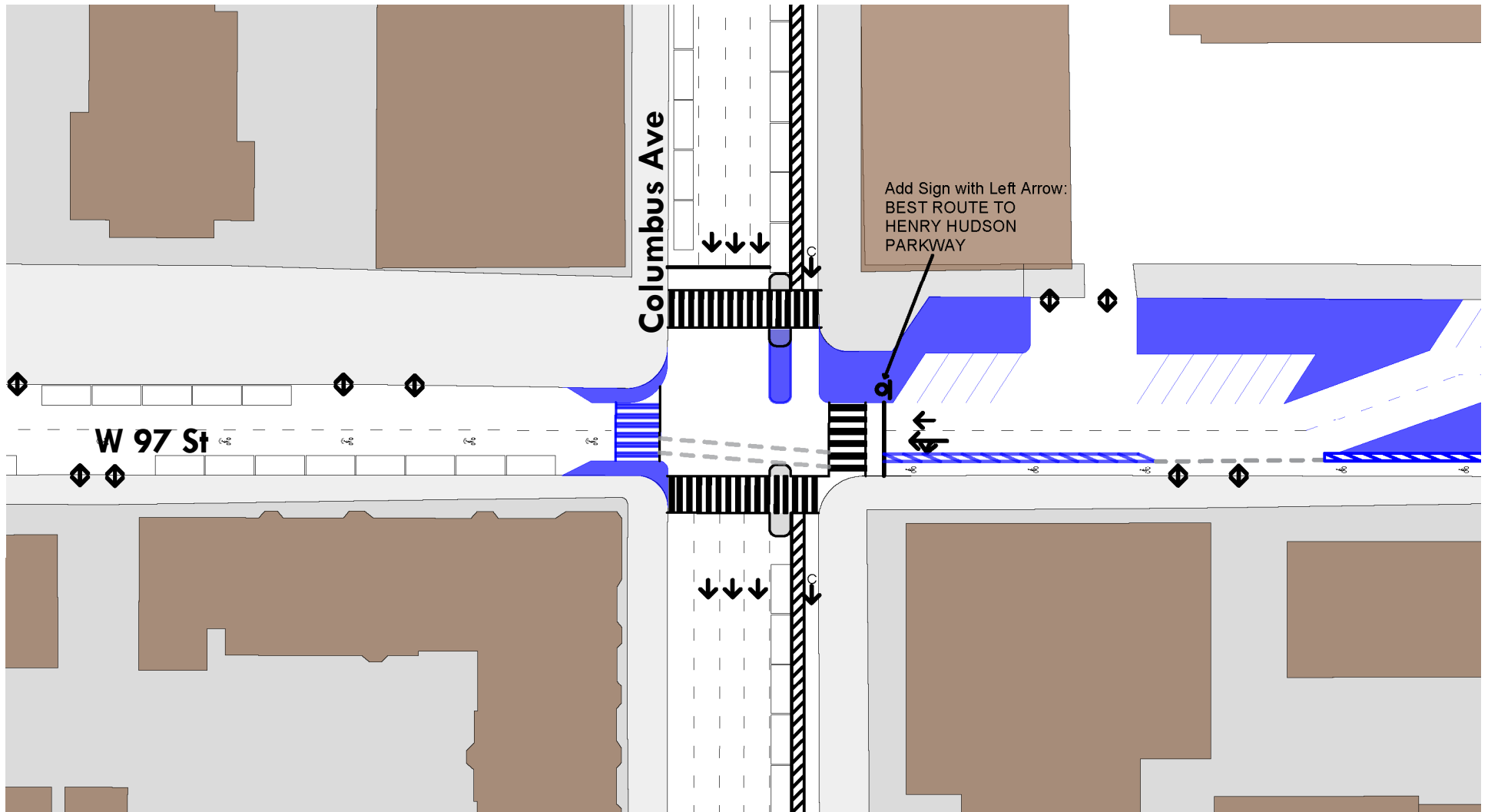




W 97 St & Columbus Ave

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.

New cycletrack on Columbus Ave (not shown)

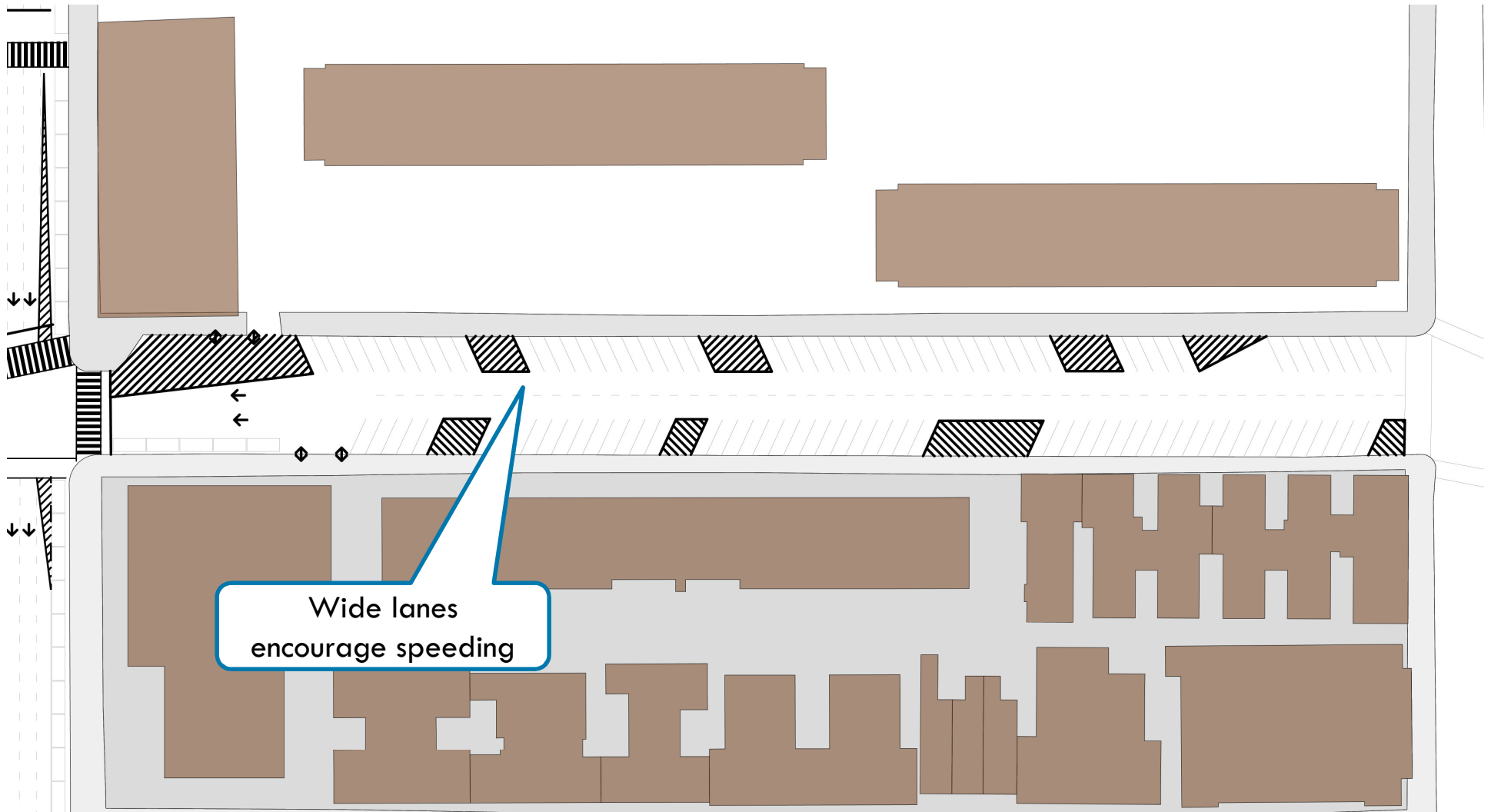


W 97 St & Columbus Ave Concept

Add curb extensions

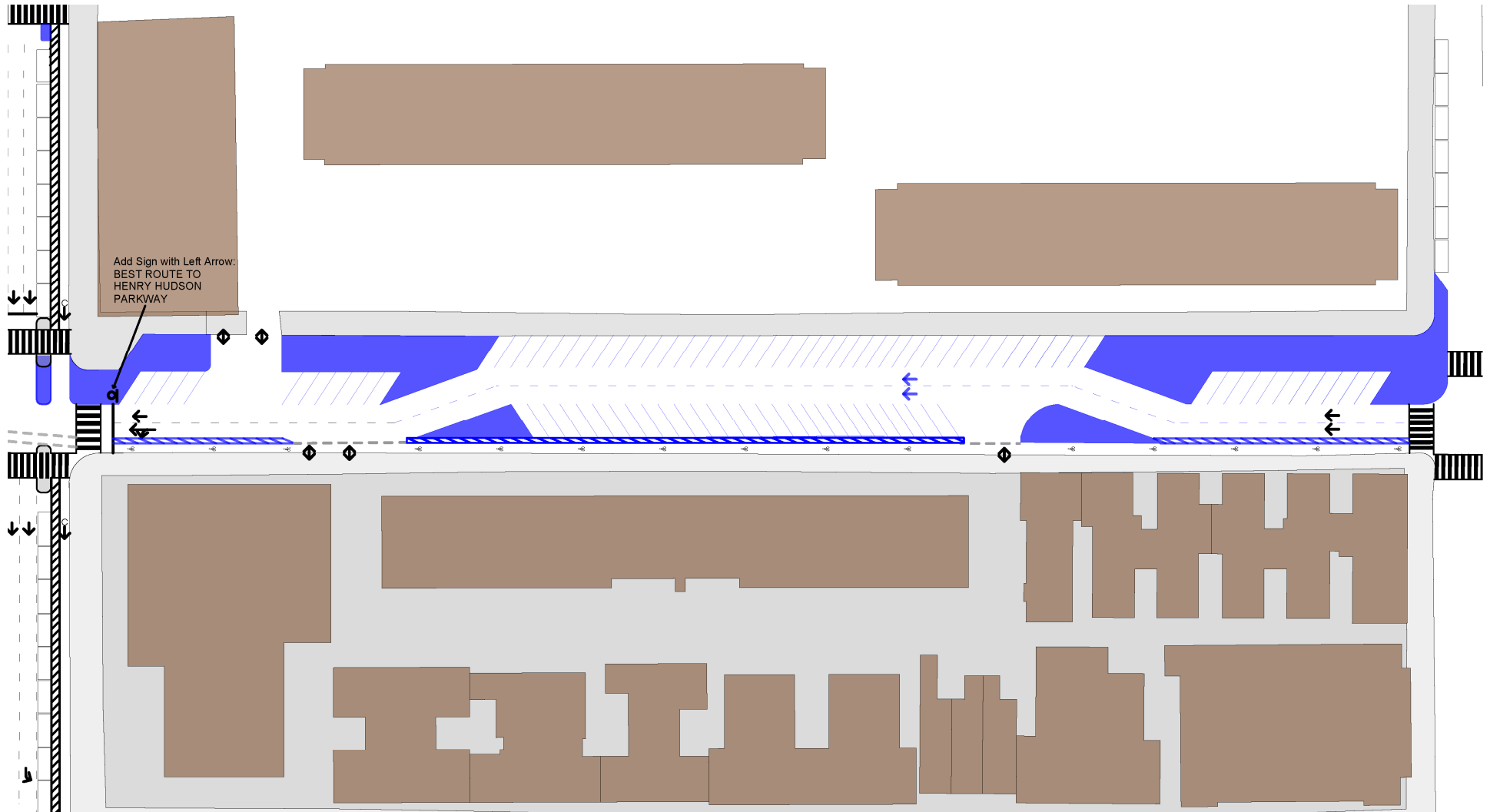
Widen sidewalk

Consider bicycle facilities from CPW to RSD, pending further community discussion



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

Reconfigure block with a “chicane” which shifts the travel lanes back and forth to reduce speeds (20 mph design speed). On-street parking changes from 112 spaces to 89 spaces.

Shift angled parking to back-in

Wider sidewalks to become storm water management gardens or other use as determined by community

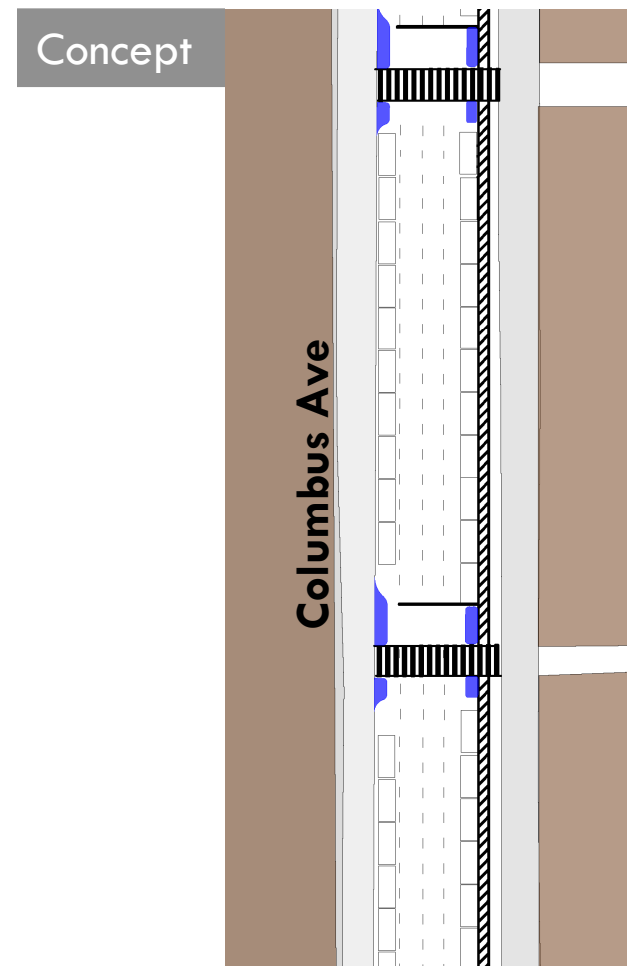
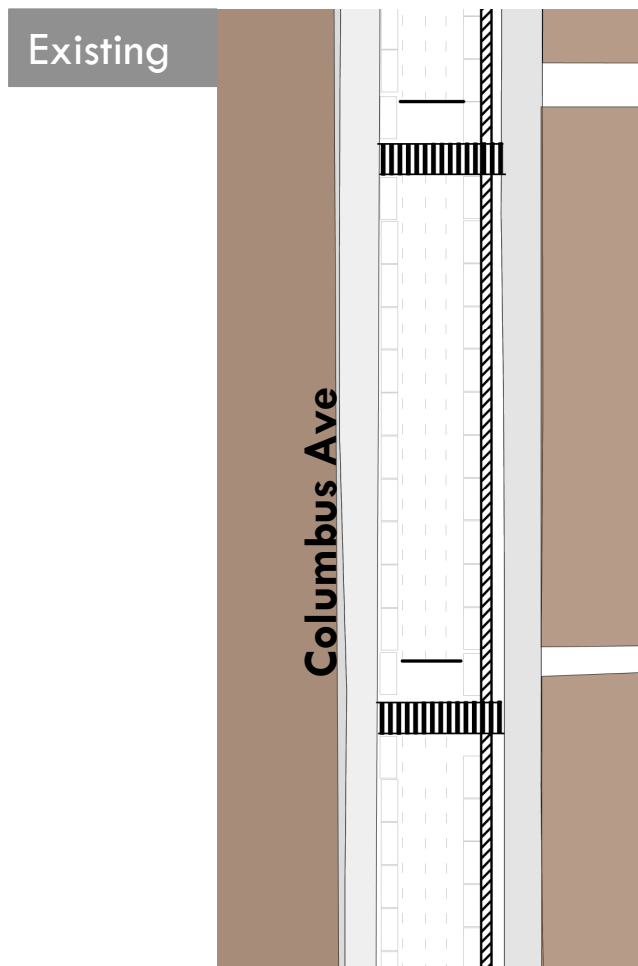
Consider bicycle facilities from CPW to RSD, pending further community discussion

Possible Uses of Added Sidewalk Space on W 97 St



Columbus Avenue (W 100 St – W 97 St)





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

- Align crosswalks with pedestrian walkways
- Add curb extensions
- Add pedestrian refuges
- Retime signals to slow southbound traffic

BACKGROUND DOCUMENT REVIEW

Following is a summary of key recommendations listed in previous studies, and outcomes to date. This summary is meant to serve as a reference for this project, especially regarding recommendations that were not implemented. Following is a summary of recommendations by location, including overlaps among the reports, including:

- *Manhattan Community Board 7 Pedestrian Safety Study* by CB7 Community Planning Fellow Jeff Peel in 2013, which reviews issues around pedestrian safety and identifies areas for further investigation.
- *Blueprint for the Upper West Side* by the NYC Streets Renaissance
- *Evaluation of Transportation Conditions on West 97th Street* by Resource Systems Group in 2011
- *Jewish Home Lifecare Traffic Analysis of West 97th Street* by Sam Schwartz Engineering
- *96th Street Corridor Traffic Study*, prepared for the Office of the Manhattan Borough President by the Sam Schwartz Company in 2002
- *Corridor 96 Safety Initiative* letters by NYC Streets Renaissance
- Community Board 7 Transportation Working Principles

Figure 1 Summary of Study Area Recommendations

| Location | Treatment | Source | Results |
|-------------------|---|--|--|
| All intersections | Install bike boxes at each intersection | Blueprint for the UWS | -- |
| All intersections | Daylighting | Corridor 96 Safety Initiative | -- |
| All intersections | Install high visibility crosswalks, including raised, colored, and/or textured crosswalks | Corridor 96 Safety Initiative, 96th St Corridor Traffic Study – SSE, Blueprint for the UWS | -- |
| All intersections | Install temporary curb extensions; install permanent curb extensions later | Blueprint for the UWS | -- |
| All intersections | Provide Leading Pedestrian Intervals of at least 5 seconds | Blueprint for the UWS, Corridor 96 Safety Initiative | In 2004, at the intersection of West 95th St and West End Ave, signal timing was adjusted to provide for additional green time for traffic on West 95th St, providing an additional four seconds of green time between 7AM - 11AM and 4PM - 10PM, Monday through Friday, and nine additional seconds from 2:15 PM - 11:45 PM on Saturday and Sunday. |
| All intersections | Retime all lights for a walking speed of 3 feet per second to account for slower moving pedestrians | Blueprint for the UWS | -- |

West 96th Street and Environs Pedestrian Safety and Circulation Study
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| Location | Treatment | Source | Results |
|---|---|---|--|
| All intersections & streets | Substitute on-St bike parking for car parking space, at corners and mid-block | Blueprint for the UWS, 96th St Corridor Traffic Study (SSE) | -- |
| All streets | Create midblock curb extensions for bicycle parking and seating areas on the wide, major streets | Blueprint for the UWS | -- |
| Amsterdam Ave & W 95 th St | Change signal for east-to-northbound traffic to green (left) arrow only instead of solid green; Change signal for west-to-northbound traffic to green (right) arrow only instead of solid green | Corridor 96 Safety Initiative | -- |
| Amsterdam Ave & W 95 th St | Consider Channelizing Devices (Markings, Probes, etc) on Amsterdam Ave to force W 95th St traffic northbound | 96th St Corridor Traffic Study (SSE) | -- |
| Amsterdam Ave & W 95 th St | Improve visibility and location of Do Not Enter and One-Way arrow signs; Install Left and Right Turn Only (pictogram) signs for eastbound and westbound approach traffic, respectively | 96th St Corridor Traffic Study (SSE) | Signage is currently placed prominently on both sides of W 95th St approach, and overhead on eastbound approach |
| Amsterdam Ave & W 95 th St | Replace "Ball Green" face of signal with left and right arrows for eastbound and westbound approach traffic, respectively. Introduce New Phase to signal (Split east- and westbound phases for protected left turns). | 96th St Corridor Traffic Study (SSE) | -- |
| Amsterdam Ave, Broadway, Central Park West, Columbus Ave, Riverside Dr, West End Avenue | Create more loading zones | 96th St Corridor Traffic Study (SSE), Blueprint for the UWS | In 2003, NYCDOT replaced meters on two block faces of Broadway with truck loading zones to prevent double parking and ensure that at least two travel lanes are available for through traffic. In 2004, NYCDOT installed "No Standing 7AM-10AM, 4PM-7PM, Mon-Fri" regulations on the east curb of West End Ave for 120 feet south of West 96th St to provide peak-hour northbound curbside travel lanes and restriped northbound approach to three moving lanes. Relocated teacher parking regulations from the west side of West End Ave to the north side of West 95th St, and installed "No Standing School Days 7AM-4PM" regulations on West End Ave to accommodate school buses and drop off/pick up of children. In 2012, NYCDOT installed truck loading & unloading zones along Columbus Ave. |
| Broadway & W 95 th St | Install signage on north- and southbound Broadway at W 95th St indicating no eastbound access beyond Amsterdam Ave | 96th St Corridor Traffic Study (SSE) | -- |

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| Location | Treatment | Source | Results |
|---|--|--|---|
| Broadway & W 96 th St | Allow left turns with a left turning phase on Broadway at W 96 th and/or W 95 th St. A preliminary level of service (LOS) analysis was performed for the intersection of W 96 th St for existing conditions and with an additional third phase (protected southbound) | 96 th St Corridor Traffic Study (SSE) | In 2003, NYCDOT installed a left turn signal phase and left turn bays on W 96 th St to enable left turns. In 2004, NYCDOT installed and upgraded pedestrian informational signage at the intersection because as a result of the left turn signals, pedestrians were not fully aware that during one phase of the signal cycle, when through traffic on Broadway was stopped, vehicles are permitted to make left turns from Broadway. |
| Broadway & W 96 th St | Install red light cameras | Corridor 96 Safety Initiative | -- |
| Broadway & W 96 th St | Install trailblazers to guide southbound traffic to eastbound W 96 th St via W 95 th St and Amsterdam Ave | 96 th St Corridor Traffic Study (SSE) | In 2004, NYCDOT installed "dual left turn" signs to complement lane markings on the roadway to guide left-turning vehicles. |
| Broadway & W 96 th St | Provide access to the subway station on the north side of W 96 th St at Broadway | 96 th St Corridor Traffic Study (SSE) | Station upgraded, but no access from north side of W 96 th St |
| Broadway & W 96 th St | Reorient M96 bus route to address turning traffic delays in traffic at intersections of Broadway and W 96 th St and W 97 th St | 96 th St Corridor Traffic Study (SSE) | -- |
| Broadway & W 97 th St | Curb extension | Corridor 96 Safety Initiative | -- |
| Central Park West & W 96 th St | Signal phasing changes to allow pedestrians on the west crosswalk to cross | 96 th St Corridor Traffic Study (SSE) | -- |
| Central Park West & W 97 th St | Speed camera; extend bike lane markings through intersection | Corridor 96 Safety Initiative | -- |
| Central Park West & W 96 th St | Bus bulb | Corridor 96 Safety Initiative | -- |
| Central Park West & W 96 th St | Red light cameras and speeding cameras | Corridor 96 Safety Initiative | -- |

West 96th Street and Environs Pedestrian Safety and Circulation Study
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| Location | Treatment | Source | Results |
|---|--|--------------------------------------|---|
| Central Park West & W 97 th St | Speed cameras for west- and southbound traffic | Corridor 96 Safety Initiative | -- |
| Riverside Dr & W 95 th St | Separate the exit lane such that southbound Parkway traffic can only exit at W 95th St and northbound traffic can only exit at W 96th St. Close the W 95th St entrance to the Parkway. | 96th St Corridor Traffic Study (SSE) | <p>In 2002, NYCDOT installed high visibility crosswalks on the north and south legs of the intersection, widened the west crosswalk by three feet, and installed a neckdown using roadway markings to provide shorter crossing distance and to slow motorist making turns on other HHP entrance from southbound Riverside Drive.</p> <p>In 2003, NYCDOT installed new signage and a neckdown on the northwest corner to provide shorter crossing distance and to slow motorist making turns onto the HHP entrance from southbound Riverside Drive. NYCDOT closed the W 95th St exit for northbound Parkway traffic and closed the W 96th St exit for southbound traffic. The change only resulted in minor adverse impacts which were successfully mitigated, according to report by Gerard Soffian, NYCDOT.</p> <p>In 2004, NYCDOT installed a 6-second LPI to cross Riverside Drive at W 95th St and adjusted signal timing to provide for additional green time for vehicles exiting at W 95th St.</p> |
| Riverside Dr | Implement full, planted median between W 95th and W 97th Sts | 96th St Corridor Traffic Study (SSE) | In 2003, NYCDOT installed additional roadway markings between W 95th and W 97th St to channelize traffic and organize weaving between the main roadway and service road of Riverside Drive. |
| Riverside Dr | Introduce better lane dividers and comprehensive channelization between the W 95th and W 97th St intersections. | 96th St Corridor Traffic Study (SSE) | -- |
| Riverside Dr & W 96 th St | Extend the separation between entering and exiting traffic on W 96th St further east toward West End Ave | 96th St Corridor Traffic Study (SSE) | -- |
| W 95th St | Allow parking on both sides between Riverside Drive and Amsterdam Ave. | 96th St Corridor Traffic Study (SSE) | -- |

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| Location | Treatment | Source | Results |
|--|---|---|---|
| W 95th St | Install Traffic Calming Devices, which could include neckdowns on W 95th St between Riverside Drive and Broadway; Consider lowering speed limit to 20 mph between Riverside Dr and West End Ave | 96th St Corridor Traffic Study (SSE) | -- |
| W 95th St, W 96th St, W 97th St | Create chicanes on minor streets to force drivers to slow down | Blueprint for the UWS | In 2003, NYCDOT amended parking regulations to reduce speeding and the number of available travel lanes from three to two on the block between Riverside Dr and West End Ave, and from three to one on the blocks between West End Ave and Amsterdam Ave. |
| W 97th St between Columbus Ave & Amsterdam Ave | Minor signal timing changes to accommodate Jewish Home Life traffic; No JHL deliveries during traffic and school peaks; Restripe the westbound approach at West 97th St and Amsterdam Avenue to improve traffic conditions for westbound traffic; | JHL Traffic Analysis of W 97 th St | -- |
| W 97th St between Central Park West & Columbus Ave | Confine traffic to two or three lanes through pavement markings | 96th St Corridor Traffic Study (SSE) | |
| W 97th St between Central Park West & Columbus Ave | Define two lanes for traffic in the center and move the angled parking towards the center of the roadway, as near to the moving lanes as possible; Combining the space left over where the angled parking was previously with the existing sidewalks would create two very wide stretches of pedestrian area that could receive extensive landscaping treatment | 96th St Corridor Traffic Study (SSE) | |

COMMUNITY OUTREACH

24th Police Precinct

In June 2013, the Nelson\Nygaard conducted stakeholder outreach meetings with representatives of the 24th Precinct and schools within the study area. Summaries of these meetings are included below.

| Name | Association | Email |
|-----------------|-------------------------------------|--|
| Raymond DeJesus | NYPD | Raymond.dejesus@nypd.org |
| Steve Jones | NYPD | Stephen.jones2@nypd.org |
| Nancy Barry | NYPD | |
| Jesse Bodine | Office of Councilmember Gale Brewer | jbodine@council.nyc.gov |
| Peter Arndtsen | Columbus Avenue BID | info@columbusamsterdambid.org |

On Wednesday, June 26, 2013, project staff met with representatives of the 24th Precinct and other stakeholders in the study area to discuss pedestrian safety issues. Issues identified during the discussion include:

- According to police, most crashes take place on West 96th Street, which has been deemed an accident prone location.
- Many pedestrians follow signage and stand in street.
- At the intersection of West 96th Street and Broadway, pedestrians cross from the north median to the south median of Broadway to access the subway station. Officer DeJesus submitted a report to NYCDOT to add signage tell people not to cross. NYCDOT approved two signs which were installed at the location, directing people to cross at crosswalks, but subsequently removed. Signal timing sets up bad situation, which encourages pedestrians traveling southbound on Broadway to cross the median and cross through the middle of the intersection, rather than using crosswalks.
- On West 96th Street from Amsterdam Avenue to Broadway, traffic lines diverge, forcing motorists to merge into right lane. A common type of collision results from motorists sideswiping one another while traveling east. The bus stop forces motorists to merge left. Officer DeJesus submitted a report to NYCDOT.
- Officers suggest says there shouldn't be any parking on West 96th Street near intersections with Amsterdam Avenue and Broadway.
- Vehicles blocking the box are a constant problem.
- The Gas station on West 96th Street between West End Avenue and Henry Hudson Parkway requires vehicles to back out onto the sidewalk and into the street.
- At West 96th Street and West End Avenue, schools worked for about 3 years to have a limited left turn for eastbound traffic onto West End Avenue. Currently, drivers are not allowed to make this turn between 7:00 am and 9:00 am on Monday through Friday.

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- On West 97th Street, Holy Names School is closing in a year, which will likely end the play street at that location.
- At the West 95th Street parkway exit, two lanes of traffic merge into one lane on West 95th Street, resulting in side swipe collisions. Signage indicating that West 95th Street is not a through-street to Central Park West could be improved.
- At West 95th Street and Amsterdam Avenue, signage and warning is necessary to help avoid conflicts between merging traffic.
- At Central Park West at West 96th Street and West 97th Street, speeding and reckless driving are an issue, which is believed to related the signal timing on Central Park West providing sequential green lights.
- Commercial loading zones on Columbus are not always used. Officer DeJesus suggested that scheduled delivery hours could help address congestion from daytime loading.
- At West 97th Street and Columbus Avenue, signage says to use West 96th Street to access the parkway. This signage could be improved. There is conflict with westbound left turning traffic. Vehicles can build up a lot of speed on West 97th Street to go straight or turn left.

Schools

| Name | Association | Email |
|-----------------|---|--|
| Agron Gashi | The Mandell School | Agron.gashi@us.issworld.com |
| Geoffrey Hinds | Columbia Grammar and Preparatory School | ghinds@cgps.org |
| Anna Crenovich | PS 163 | Ps163pc@yahoo.com |
| Ronit Silverman | PS 75 | 3redsplus1@nyc.rr.com |
| Margaret Metz | The Mandell School | Margaret.metz@mandellschool.org |

On Thursday, June 27, 2013, project staff met with representatives of schools within the study area to discuss pedestrian safety issues. Issues identified during the discussion include:

- At West 95th Street and Amsterdam Avenue, conflict between opposing traffic lanes is confusing.
- On Columbus Avenue between West 100th Street and West 97th Street, there are concerns about crossing the street. Drivers pick up speed travelling downhill because there are no intersections, only signalized crosswalks. There are no school crossing signs either.
- On West End Avenue and West 96th Street, NYCDOT has reduced sign clutter, including signage directing pedestrians to follow lights.
- At West 95th Street and Columbus Avenue, the south crosswalk is dangerous, due to turning vehicles. Double parking and deliveries/loading during school drop and pickup times is a concern.
- At PS 75, there are many buses to transport a smaller number of students, including special needs students and students from other districts. Parents have been asking for a 20 mph speed zone in the area, but a 20 mph slow zone does not fit the NYDCOT criteria. Instead, the physical traffic calming features of a slow zone would be desirable.

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- Students now enter the PS 75 on West 95th Street due to security issues with West End Avenue entrance that are related to the layout. According to Ronit, the daylighting on the northwest corner and the LPI on the east and west crosswalks are a great improvement.
- PS 163 is surrounded by major traffic corridors. There are five driveways on the north side of West 97th Street on the same block. Additionally, there is a loading zone for Whole Foods at the corner of Columbus Avenue, in which trucks must back up.
- Drivers regularly get caught in traffic congestion on West 97th Street, leading to erratic and dangerous speeding when space opens up. Most students walk or take the bus to school. The school is concerned about the potential for added traffic from new development on the block. Currently, the school tries to do more pick up and drop off from the park and interior school yard. The school currently practices some gardening programs and would be interested in opportunities to better utilize the sidewalk space in front of the school.

Online

The project team developed an online survey at Trafficcalming.info, which invited the public to comment on problems and opportunities in the study areas. Using the Google Street View interface, visitors were able to focus their viewport and comment on specific features. More than 125 comments were received between July 19 and September 22, 2013. Selected comments are included below. A full record of comments, organized by location, is included in the Appendix.

Selected Comments on Amsterdam Ave (W 95th St to W 96th St)

- At W 95 St, “the cars turning left are aggressively encroaching the intersection.”
- “I see pedestrians almost hit by traffic turning left onto Amsterdam from 95th St almost weekly. I always cross on the south side of this intersection.”
- W 95 St and Amsterdam Ave is “a confusing intersection with two one way streets.” and a great opportunity for traffic calming measures similar to Columbus Avenue.”
- On Amsterdam Ave, “a bike lane would reduce the width of the avenue for a pedestrian crossing it, really good for those of us who are a bit slow.”
- “Dangerous intersection with trucks/cars turning left onto 96th and the same is true from 96th onto Amsterdam.”
- “Cars turning left from 96th to Amsterdam often don’t see shorter pedestrians (or like me, those in wheelchairs). Delay the left-turn sign.”

Selected Comments on West End Ave (W 95 St to W 96 St)

- “Giving pedestrians a head start [at W 95 St] would really help ... cars coming off of 95th street from highway are often aggressive.”
- “When cars make a right turn off of West End and on to 96th Street, they swing on and drive at accelerated speeds. They act like they are already on the highway.”
- Delivery vehicles on the northwest corner of West End Ave obstruct view of pedestrians crossing W 96 St.
- Vehicles turning left from W 96 St to West End Ave in both directions block view of oncoming traffic, making for a dangerous left turn.

Selected Comments on West 97th St (Central Park West to Amsterdam Ave)

- Wide lanes between Central Park West and Amsterdam Ave “encourage speeding and cars idling or double parked.”

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- Left turn onto Columbus Ave is dangerous for pedestrians in south crosswalk.
- Columbus Ave is a “dangerous intersection with cars coming from the east side at speeds over the speed limit.”
- Wide sidewalk in front of PS 163 could be improved with more plantings, tree pits, and gardens.
- Double parked delivery vehicles and buses create conflicts between Columbus Ave and Amsterdam.

Selected Comments on West 96th Street and Broadway

- “Since the updates with the subway station from 2010, it has been difficult to cross this intersection. It becomes very congested and dangerous, as people run across in order to make it to the subway.”
- “I walk fast and the E/W light is almost too short to make it across Broadway in time. 2 or 3 more seconds would help.”
- “Evening rush brings several cars running every light trying to get to highway; dangerous, never enforced.”
- Pedestrians do not anticipate leading left turn from Broadway southbound onto W 96 St.
- Cars turning from Broadway to W 96 St are often blocked by pedestrians crossing against light. Some cars then block the box or make turns while pedestrians are crossing with light.

List of Comments Submitted Online

| Street 1 | Street 2 | Comment |
|-----------|---------------|--|
| W 95th St | Amsterdam Ave | This intersection is VERY dangerous. I see pedestrians almost hit by traffic turning left onto Amsterdam from 95th st almost weekly. I always cross on the south side of this intersection. |
| W 95th St | Amsterdam Ave | This is a great opportunity for traffic-calming measures similar to Columbus Avenue. |
| W 95th St | Amsterdam Ave | Bike lane! Enough with the highway driving. Mostly by NJ license plated cars. |
| W 95th St | Amsterdam Ave | Please allow normal parking on 95th St from Riverside Drive east. The no-parking area from 10-6 takes away too many spots and leaves the road open to faster-moving vehicles. |
| W 95th St | Amsterdam Ave | This intersection is dangerous and becoming even more dangerous. The cars turning left are aggressively encroaching the intersection. This needs monitoring. |
| W 95th St | Amsterdam Ave | such a confusing intersection with two one way streets. |
| W 95th St | Amsterdam Ave | A protected bike lane would make crossing shorter and easier for pedestrians and improve cyclists safety. |
| W 95th St | Amsterdam Ave | A bike lane on Amsterdam would be a disaster. You should hear how much honking there is at this intersection now. Losing a lane to bikes would make the traffic intolerable. |
| W 95th St | Amsterdam Ave | When driving East on 95th Street, the traffic light at Amsterdam is a new yellow flashing arrow light that is more confusing + dangerous to drivers + pedestrians because they slow down and stop. |
| W 95th St | Amsterdam Ave | On 95th between Broadway and Amsterdam, Hertz should not be allowed to double park their rental cars creating a dangerous situation for residents and |

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| | | pedestrians. |
| W 95th St | Amsterdam Ave | Hertz Car Rental on 95th between Broadway and Amsterdam is dangerous with double and triple parked cars so that cars can not pass or turn on to the road creating backlogs on Broadway and intersection. |
| W 95th St | Amsterdam Ave | Proposed change to 95th at Amsterdam when driving East to limit to left side for turning will create further traffic and back logs all of the way back to Broadway. Need to remove all parking here. |
| W 95th St | Amsterdam Ave | On 95th between Broadway and Amsterdam, it is almost impossible to do drop off or pick up in front of any of the residential building because of parking and then double or triple parking from Hertz. |
| W 95th St | Amsterdam Ave | Hertz on 95th between Broadway and Amsterdam should be issued traffic violations every time they allow double and triple parking of their rental cars. |
| W 95th St | Amsterdam Ave | The eastbound bike lane on 95th will turn left here, joining the hoped-for protected bike lane on Amsterdam for one block. |
| W 95th St | Amsterdam Ave | This intersection is tricky. When crossing Amsterdam, I find that drivers turning from 95th are less likely to be looking at me. Never seen an incident, but drivers are dealing with a lot of inputs. |
| W 95th St | Amsterdam Ave | Dedicated bus lane, protected cycle lane, pedestrian safety islands, loading zones, are needed to change this dangerous, unpleasant-looking street! |
| W 95th St | Amsterdam Ave | W 95 is a speedway! Needs protected bike lane connection for cyclists coming West from Hudson Greenway, to south-bound bike lane on Columbus. Why no bike network included in this "plan?" |
| W 95th St | Amsterdam Ave | Needs protected bike lane for cyclists coming from crosstown bike path in Central Park, so they can connect w southbound Columbus bike lane and proposed northbound bike lane on Amsterdam. |
| W 95th St | Amsterdam Ave | Parking should be eliminated to make room for Hertz and a bicycle lane. |
| W 95th St | Amsterdam Ave | please consider protected bike lanes in your plans. biking is a positive and growing reality in our city, as it has become in so much of the civilized world. thank you |
| W 95th St | Broadway | The protected left turn from Bwy northbound to 96 St west bound is difficult because pedestrians edge into the crosswalk waiting for their walk light. |
| W 95th St | Broadway | There's not great visibility for pedestrians crossing southbound Broadway lanes here. It's a little unsettling. |
| W 95th St | Columbus Ave | The protected bike lane is a godsend. Crossing Columbus is much easier and safer with the narrowed roadway. |
| W 95th St | Columbus Ave | Ditto on the protected lane being a godsend, but we need a northbound one on Amsterdam as well (see cyclist coming towards me in photo). |
| W 95th St | Riverside Dr | I commute on the Greenway. When I get to this intersection there is no bike lane to my home at 360 CPW. |
| W 95th St | Riverside Dr | A signed bike lane for those heading east from the park should begin here and go east on 95th. |
| W 95th St | Riverside Dr | Bicycles can come screaming through the red down the hill from South to North, with little visibility around that corner. Very dangerous for pedestrians walking towards the park. Cars not a big issue. |
| W 95th St | Riverside Dr | The curve coming off the highway could have add'l signage warning of a red light or pedestrian yield. Sometimes drivers are clearly surprised to find either of |

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| | | those. |
| W 95th St | West End Avenue | Giving pedestrians a headstart (delayed green for cars coming from 95th street) would really help pedestrians... cars coming off of 95th street from highway are often aggressive. |
| W 95th St | West End Avenue | Cars always speed up to avoid the red light. What about longer pedestrian crossing times? And extended curbs that force cars to a narrower or less lanes to drive? |
| W 95th St | West End Avenue | Cars come speeding off the highway...another speed bump closer to the crosswalk might help. |
| W 95th St | West End Avenue | Very dangerous intersection. . I suggest eliminating turns to Hwy 9 from West End so that the intersection is safer for the hundreds of children who navigate this intersection each day. |
| W 95th St | West End Avenue | As a parent of a child at this school I fear the speed that cars zoom down 95th Street. Barriers alongside the school side of the street would increase the safety of the families and students. |
| W 96th St | Amsterdam Ave | Uncalmed car/truck traffic makes travel by bike a high-risk activity. A good opportunity for bike lane similar to Columbus Avenue. |
| W 96th St | Amsterdam Ave | A protected bike lane is needed for Amsterdam Avenue. |
| W 96th St | Amsterdam Ave | Where is the bike lane??? |
| W 96th St | Amsterdam Ave | 1.Cars turning left from 96th to Amsterdam often don't see shorter pedestrians (or like me, those in wheelchairs). Delay the left-turn sign. |
| W 96th St | Amsterdam Ave | The curb cut on the northwest corner has been repaired but remains uneven. |
| W 96th St | Amsterdam Ave | A bike lane would reduce the width of the avenue for a pedestrian crossing it, really good for those of us who are a bit slow. |
| W 96th St | Amsterdam Ave | Add Greenstreets to 97th between Amst & Columb! http://www.nycgovparks.org/greening/sustainable-parks/planyc/greenstreets . Esp. by the school: Bigger tree pits & grass areas--and 96th too: more green! |
| W 96th St | Amsterdam Ave | 96th st is busy because it connects to the west side highway. Lots of traffic goes through there. The foot traffic is headed for the subway. Its a busy place. |
| W 96th St | Amsterdam Ave | Dangerous intersection with trucks/cars turning left onto 96th and the same is true from 96th onto Amsterdam. Encroaching traffic puts pedestrians at risk of being hit. Law enforcement officials pls |
| W 96th St | Amsterdam Ave | Huge trucks speed through this intersection all day long. At night they must go 50 mph. Tremendous crashing because Amsterdam has not been paved in 6-8 years?? full of chasm and uneven patch jobs |
| W 96th St | Amsterdam Ave | Cars on 96th going west run the red light to cross Broadway. They try to cross the median and the southbound lane of Broadway after the light turns yellow. Need some ticketing. |
| W 96th St | Amsterdam Ave | Dangerous for peds crossing due to cars turning left. Narrow the roadway with a protected bike lane making crossing shorter and easier. |
| W 96th St | Amsterdam Ave | I ride my bike from 96 & CPW and up Amsterdam Avenue on my way to the GWB to train on 9W. There are no bike lanes for this. I could go up CPW, but then I'd add a hill on 110. |

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| W 96th St | Amsterdam Ave | Eastbound bike route should turn right here and continue to Central Park on what could be a parking-protected lane. |
| W 96th St | Amsterdam Ave | At red lights, there is very little visibility in the crosswalk crossing Amsterdam on the south side of the intx for peds concerned about frequent cyclists splitting lanes and running the red. scary. |
| W 96th St | Amsterdam Ave | The major problem is when I make a left turn from Broadway (going south) onto 96th St. There is a green light signalling the left turn. Time is too short. Walkers are confused. I've seen near misses |
| W 96th St | Broadway | Evening rush brings several cars running every light trying to get to highway; dangerous, never enforced. |
| W 96th St | Broadway | 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 |
| W 96th St | Broadway | Cars need to be ticketed. |
| W 96th St | Broadway | Vehicle traffic turning from bway north to 96th street west is always an issue - pedestrians do not respect the green turn arrow and lots of honking ensues. Need a solution. |
| W 96th St | Broadway | Pedestrians do not respect the left turn light for cars. They slow vehicular traffic. Then, the cars that couldn't make it on the turn light are forced to turn while pedestrians walk legally. |
| W 96th St | Broadway | Since the updates with the subway station from 2010, it has been difficult to cross this intersection. It becomes very congested and dangerous, as people run across in order to make it to the subway. |
| W 96th St | Broadway | The protected left turn from Bwy is inhibited by pedestrians who do not anticipate it. |
| W 96th St | Broadway | I agree the light is too short to cross Broadway. Also, if you are in a car turning from Broadway 96th, you often can't turn because of people walking against the light. |
| W 96th St | Broadway | When crossing from the subway heading east, after the countdown reads 0, there are 18 more seconds in which to cross safely. Each side of Broadway should instead have a separate countdown. |
| W 96th St | Broadway | Crossing 96th St on the west side of Broadway is dangerous. Drivers run the red light westbound on 96th. Signal timing encourages this; entering intersection on yellow is too late for WB drivers. |
| W 96th St | Broadway | Crossing over 96th street on the west side of the street is very dangerous. At least 3 cars run the red light every single time. We need a delayed pedestrian walk signal. |
| W 96th St | Broadway | The turn signal should be changed to follow the north/south red and precede the east/west green signal. n/s pedestrians expect a walk sign after e/w red and start walking, as the turn signal appears. |
| W 96th St | Broadway | I echo how dangerous it is for pedestrians trying to cross from east to west. North to south peds often cross into traffic turning left (east side) that delays the cars who drive during walk signal. |
| W 96th St | Broadway | people on 96th & B'dway crossing to go up/downtown dont respect the light for cars turning east. The light says not to walk but pedestrians do. Pedestrians slow down traffic & cars rush to make the light |

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| W 96th St | Broadway | Ban the Bway left turns! Straphangers heading northwest have to wait through 2 signals. As a result, many cross west during the Bway left turn phase and then cross north in front of left turners. |
| W 96th St | Central Park West | This is a super dangerous intersection for pedestrians. Having grown up here and crossed hundreds of times I can tell you that it's always uncomfortable. I have seen a number of accidents personally |
| W 96th St | Central Park West | Eastbound transverse traffic backs up all the way CPW. Need better traffic engineering, particularly at 96th + 5th, right turn only lane and signal, no parking at all on 96th btwn 5th + Mad eastbound. |
| W 96th St | Central Park West | Intersection is now VERY dangerous. There's vehicular & pedestrian congestion along w/scaffolding blind spots. Walk signal should start BEFORE traffic. A "countdown" walksignal would be beneficial. |
| W 96th St | Columbus Ave | The bike lane reduces the width of the avenue and makes crossing easier. |
| W 96th St | Columbus Ave | The bike lane makes crossing here much safer. |
| W 96th St | Riverside Dr | Look at all this infrastructure we've built so people can get around by car. What are we building for people who want to get around in other ways? |
| W 96th St | West End Avenue | It is very difficult to safely get by the gas station while walking on the sidewalk |
| W 96th St | West End Avenue | This intersection is very dangerous. When cars make a right turn off of West End and on to 96th Street, they swing on and drive at accelerated speeds. They act like they are already on the highway. |
| W 96th St | West End Avenue | vehicles turning onto west end southbound from 96th cannot see the cars coming eastbound on 96th due to cars turning northbound from 96th, makes for a very dangerous left turn for cars. |
| W 96th St | West End Avenue | There is usually a delivery truck at the NW side of West End Avenue obstructing the turn west onto 96 Street for the West Side Highway. |
| W 96th St | West End Avenue | Buses should turn off their motors when sitting at the start of the route here. Horrible air quality--and a school nearby! Double-parked buses cause bottlenecks too. Better system needed. |
| W 96th St | West End Avenue | Having used this gas station myself when returning a rental car; lots of potential for accidents--pedestrian and vehicular--when drivers backing out to do broken U-turns and drive east on 96th Street. |
| W 96th St | West End Avenue | Curbside parking must be eliminated on the west side of WEA betw 94th & 96 St, as a double-parkers & loading vehicles create hazards caused by cars needing to make R turns at 96 to enter highway. |
| W 96th St | West End Avenue | If you eliminate left turns from 96th Street at West End, Broadway and Amsterdam, how will drivers exiting the northbound Henry Hudson at 96th Street head uptown? That interchange may need reworking. |
| W 96th St | West End Avenue | We try crossing using every possible combination. I am always in danger of getting hit by turning cars from every corner. What about red lights for all cars in all directions and walk for pedestrians? |
| W 96th St | West End Avenue | Can a red no turn signal be installed to make sure cars only turn on a green turn signal for all directions? Meanwhile, walkers would have a no walk signal. |
| W 96th St | West End Avenue | At rush hours, the noise from drivers honking their horns is hellish! Signage warning of a \$300 fine is too high to see -- and not enforced. We desperately need a |

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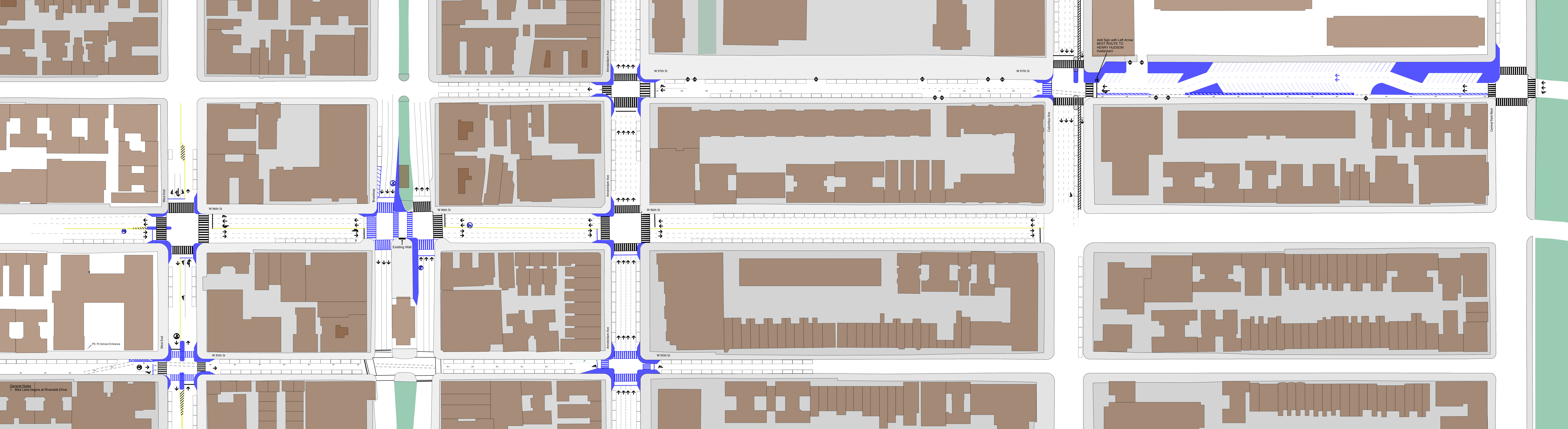
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| | | traffic cop at this intersection. |
| W 96th St | West End Avenue | Between the highway traffic, buses idling at the crosstown bus stop, and the gas station, I can only imagine the negative impact of poor air quality at my daughter's school. |
| W 96th St | West End Avenue | Making a left turn from eastbound 96th to northbound West End generally requires waiting until the signal is at least orange, putting peds at risk from drivers hurrying to clear the intersection. |
| W 97th St | Amsterdam Ave | Amsterdam Ave. needs a protected bike lane not just for cyclists, but for pedestrians and those in wheelchairs. |
| W 97th St | Amsterdam Ave | W 97 is a speedway - esp dangerous to pedestrians and mobility-impaired. Also needs protected, park-to-park cycle lane. This plan is incomplete & not forward-thinking. |
| W 97th St | Amsterdam Ave | Traffic traveling west is like a speedway making 97/Columbus dangerous for grocery shopping. |
| W 97th St | Amsterdam Ave | Amsterdam needs a bike lane |
| W 97th St | Amsterdam Ave | Amsterdam Avenue needs a protected bike lane. No protection for north bound riders. |
| W 97th St | Amsterdam Ave | When school buses line up on 97th St, they usually have to double park, creating traffic problems. |
| W 97th St | Amsterdam Ave | There is not enough parking for trucks delivering food to the Associated. Then there is more than one, they double park, reducing traffic to one lane. |
| W 97th St | Amsterdam Ave | The catholic school on 97th street closes the street for lunch and recess, forcing all traffic to turn onto Amsterdam Avenue. This forces cars/trucks to turn on 99th Street, which can't handle it. |
| W 97th St | Amsterdam Ave | By closing the street, enormous traffic is diverted to 99th st, with trucks getting stuck behind double-parked cars. Either the street should be kept open or trucks should go to 106th before turning. |
| W 97th St | Amsterdam Ave | Make area by school greener. Add flowerbed/grass/bigger treepits. Make sidewalk a usable amenity, claim it for pedestrians. Add bollards along curb to protect from traffic & more "Slow School" signs. |
| W 97th St | Amsterdam Ave | All west going traffic must make a right turn when West 97th St between Amsterdam & B'way becomes a school play street. Intersection jammed as northbound traffic approaches. |
| W 97th St | Amsterdam Ave | I think 97th is busy because people cut through the park to get to the west side highway. The corner of Columbus and 97th is very congested since whole foods opened. Lots of cars are double parked. |
| W 97th St | Amsterdam Ave | The street is very crowded with school buses lined up for many hours double parked in the morning and afternoon |
| W 97th St | Amsterdam Ave | Delivery vehicles on one side of the street during morning rush hour at the same time as school buses on the opposite side of the street |
| W 97th St | Amsterdam Ave | A protected bike lane would make cycling safer and reduce crossing distance by pedestrians. |
| W 97th St | Amsterdam Ave | All of these comments about a bike lane do not reflect the general perspective of the community -- they come from a few bike zealots. The Columbus Ave bike lane is rarely used except by delivery men. |

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| W 97th St | Amsterdam Ave | If the nursing home is built here, it will complicate 97th St further. Many ambulances and other vehicles double-park outside it on 106th St now. |
| W 97th St | Amsterdam Ave | Bicyclists are heavy users of 97th Street as it is a link betw Central Park (and CPW) lanes and the Hudson River Greenway entrance at 97th & RSD. Protected bicycle lane is badly needed, park-to-park. |
| W 97th St | Amsterdam Ave | This popular supermarket desperately needs a loading zone for its huge but needed vehicles. They deserve priority over those wanting free curbside parking! Please address this hazard and economic need |
| W 97th St | Amsterdam Ave | Northbound protected bike lanes and bus lanes needed. Lots of speeding starts her as Amsterdam enters the "superblock" zone going north. |
| W 97th St | Amsterdam Ave | I agree that there is no need for a bike lane. 97 is way too crowded with cars to have a bike lane which would make traffic worse + make it harder for pedestrians to cross the streets. |
| W 97th St | Amsterdam Ave | The traffic always backs up on 97th btwn Amsterdam and Broadway. 97 goes from two lanes to one, and the light is slow at Broadway due to turning cars. Need better traffic engineering. |
| W 97th St | Amsterdam Ave | Buses get blocked at 97th St by the garage every morning and evening rush hours. Lots of honking horns disturbing residents |
| W 97th St | Amsterdam Ave | This is a major bicycle hub between the greenway and central park. There should be a bike lane to slow down cars and protect cyclists. |
| W 97th St | Amsterdam Ave | 97th Street at Central Park West is dangerous to pedestrians crossing. Vehicles speed west to access HH Parkway. |
| W 97th St | Amsterdam Ave | protected bike lane and ped. islands work well on columbus. less cars weaving allows for better and safer flow. this makes for a more civilized street that feels it is serving the whole community. |
| W 97th St | Broadway | At least 2 cars and sometimes up to 5 run this light (going W. on 97th, across B'way) every single time during evening rush, making it dangerous for those crossing with the light on W side of B'way. |
| W 97th St | Broadway | Cars are out of control. |
| W 97th St | Broadway | This fruit vendor is a hazard to pedestrians as they are on a hilly terrain and take up a large amount of sidewalk space. |
| W 97th St | Broadway | Garage on the left causes huge traffic backups every morning with buses honking horns. They simply don't care about the people living here. |
| W 97th St | Broadway | Westbound bike lane continues on this block. Consider swapping parking for a protected lane on the north side of 97th between A-dam and Bway. |
| W 97th St | Central Park West | Frequent speeding motorcycles on Central Park West, especially in the evening heading south. |
| W 97th St | Central Park West | 97th is an ideal place for a protected bike lane connecting Central Park to the Hudson River Greenway. The width of this street just encourages speeding as cars exit the transverse. |
| W 97th St | Columbus Ave | Dangerous intersection with cars coming from the east side at speeds over the speed limit. |
| W 97th St | Columbus Ave | There's a lot of truck & other large-vehicle traffic on W. 97 between Columbus & Amsterdam - so there are frequently back-ups. |
| W 97th St | Columbus Ave | Trucks using Whole Foods garage cross wide sidewalk, endangering kids. |
| W 97th St | Columbus Ave | Post a "delayed light" sign facing cars going west on 97th St. at the Columbus Ave. intersection. Some drivers assume light is broken and forge ahead. |

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| W 97th St | Columbus Ave | Wide sidewalk is good, but sh'd be a greenstreets http://www.nycgovparks.org/greening/sustainable-parks/planyc/greenstreets Benches. More trees, bigger treepits & add a strip of plantings down middle. |
| W 97th St | Columbus Ave | Difficult to navigate into bike lane with cars trying to turn left. I would like to see (future) bike lane go on the *outside* of the turn lane. |
| W 97th St | Columbus Ave | stretch difficult to navigate on bike. Wide lanes encourage speeding and cars idling or double parked. Clearer lanes and traffic calming would be great. |
| W 97th St | Columbus Ave | Heavy traffic, trucks (especially Whole Foods) and many pedestrians. Young children going to school in a dangerous area. |
| W 97th St | Columbus Ave | The sidewalk between Col. and A-dam is more than wide enough to accommodate a bike lane separated from car traffic. The sidewalk remaining would still be far wider than any normal sidewalk. |
| W 97th St | Riverside Dr | Westbound cyclists connecting to Hudson path have two options here -- left to 96th St. entrance or straight ahead to 104th St. entrance. |
| W 97th St | West End Avenue | Need traffic camera here. Cars heading to the highway treat this strip as a raceway--rush the red, change lanes fast, lots of horn noise. Also, trucks use WEA illegally. Make this a known ticket-trap. |
| W 97th St | West End Avenue | Westbound bike lane continues. Again, consider removing parking north side. Public space should not be used to store private property free of charge when there are better uses for the space. |



General Notes

1. Bike Lane begins at Riverside Drive