

Lincoln Square Bow Tie

Proposed Pedestrian Safety Improvements

2015



Lincoln Square Bow Tie

Proposed Timeline

2014

April – CB7 intro presentation

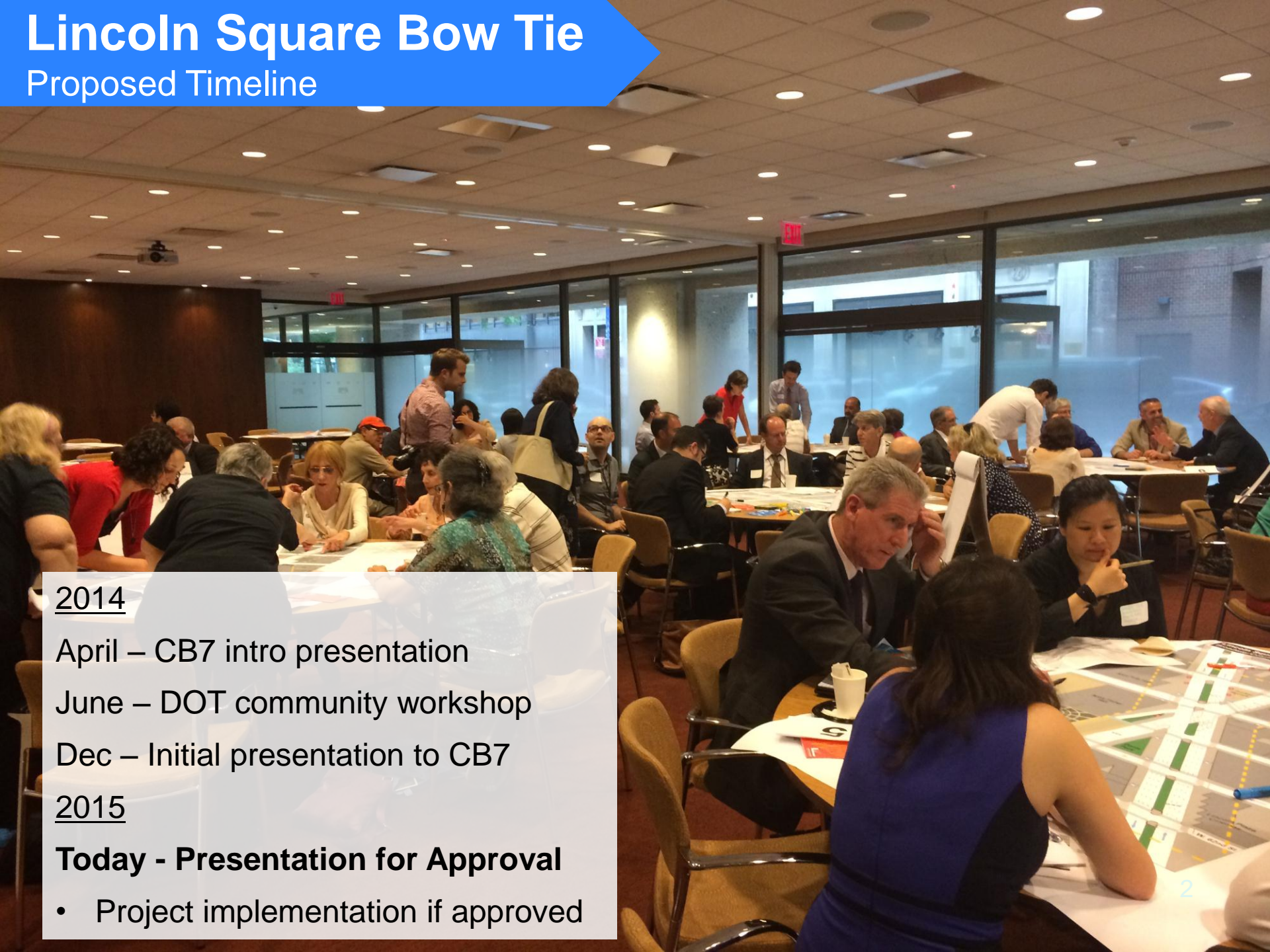
June – DOT community workshop

Dec – Initial presentation to CB7

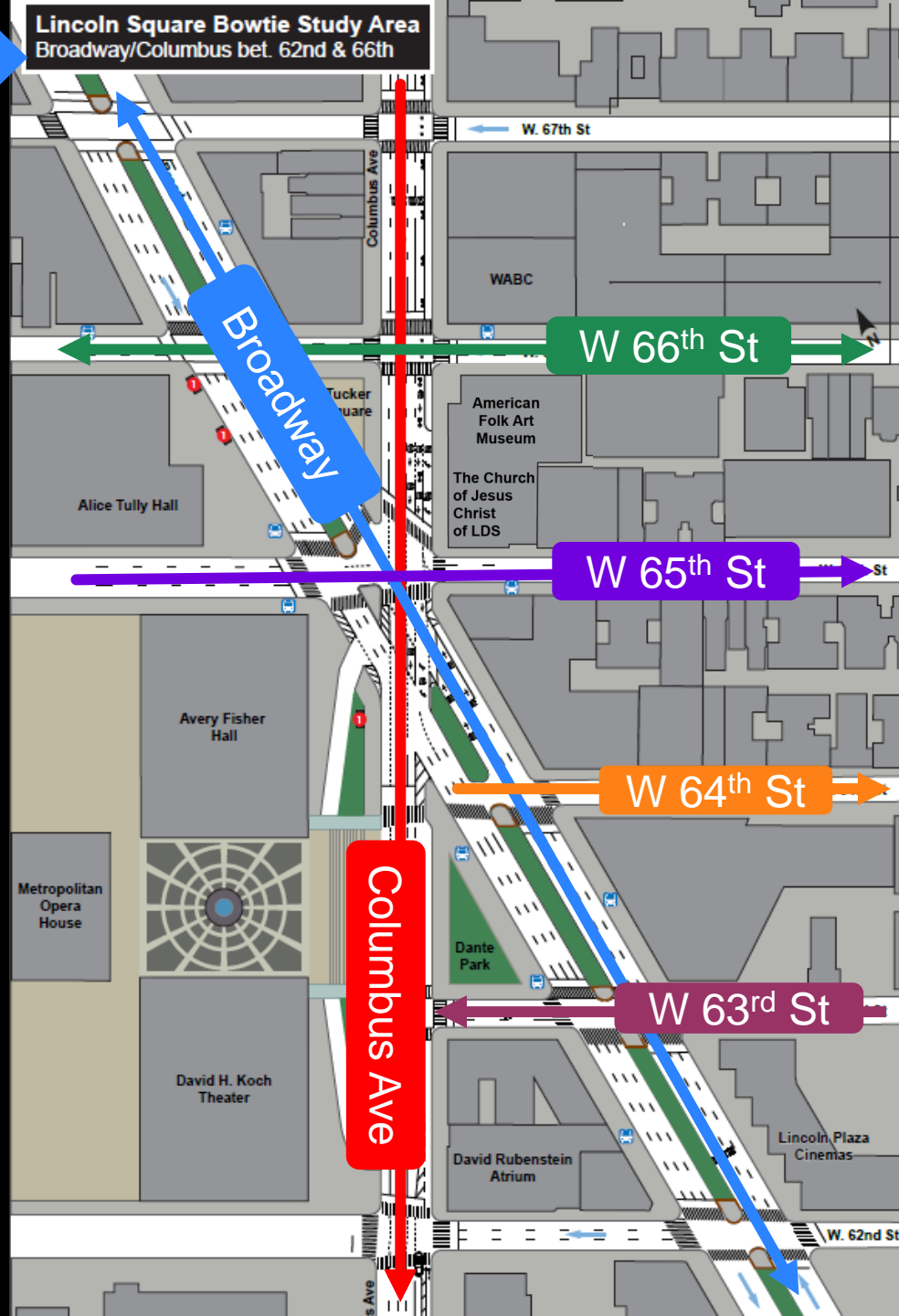
2015

Today - Presentation for Approval

- Project implementation if approved



Project Area



Top Issues

As identified in
Public Workshop

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



Top Issues

Looking east at Broadway
and W 64th St



Pedestrian Crossings

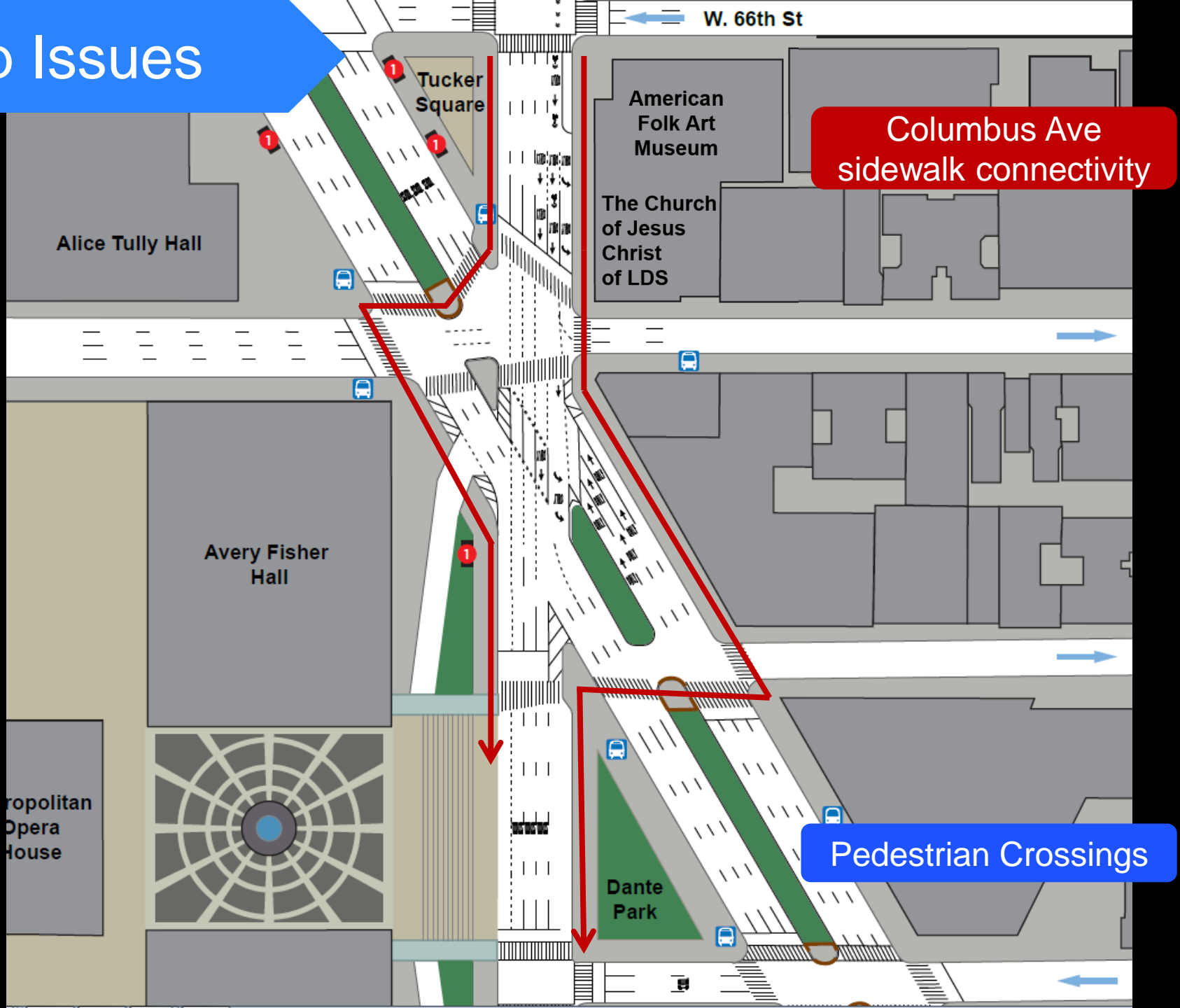
Top Issues

Looking east at Broadway
and W 65th St

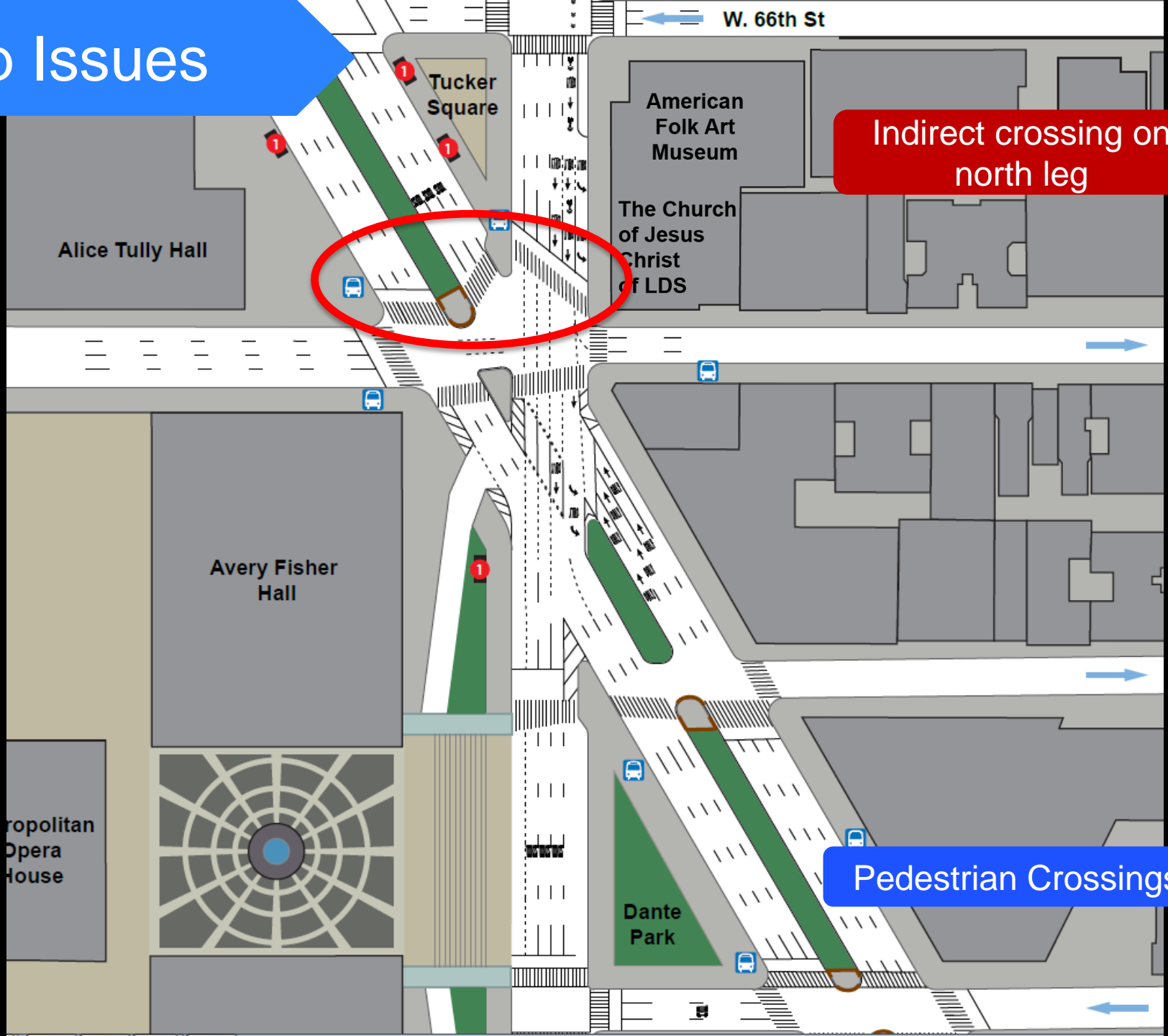


Pedestrian Crossings

Top Issues



Top Issues



Top Issues

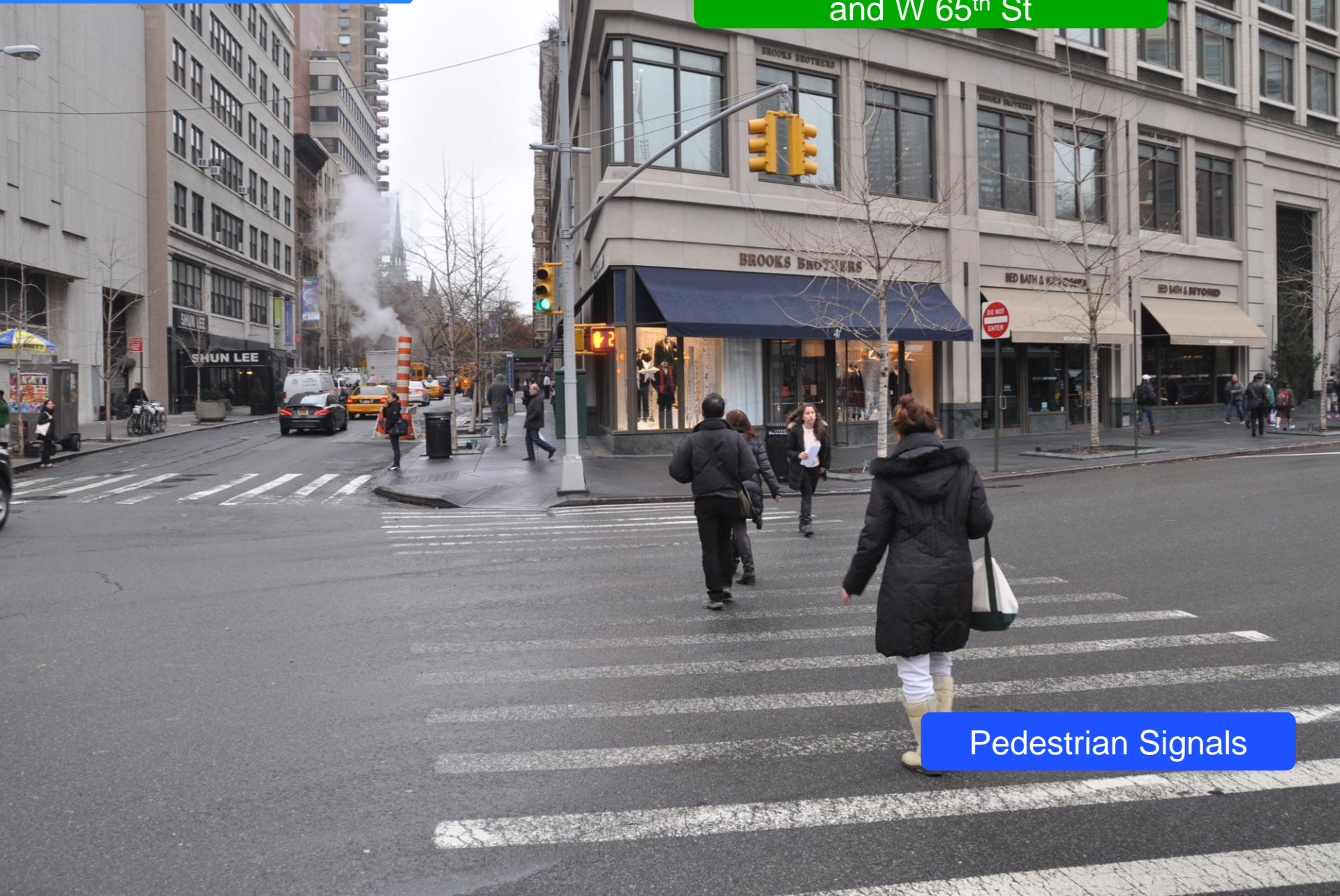
Looking south at Broadway and
W 66th St



Pedestrian Space

Top Issues

Looking east at Columbus
and W 65th St



Pedestrian Signals

Top Issues

Looking east at Columbus
and W 65th St



Pedestrian/Traffic
Conflicts

Top Issues

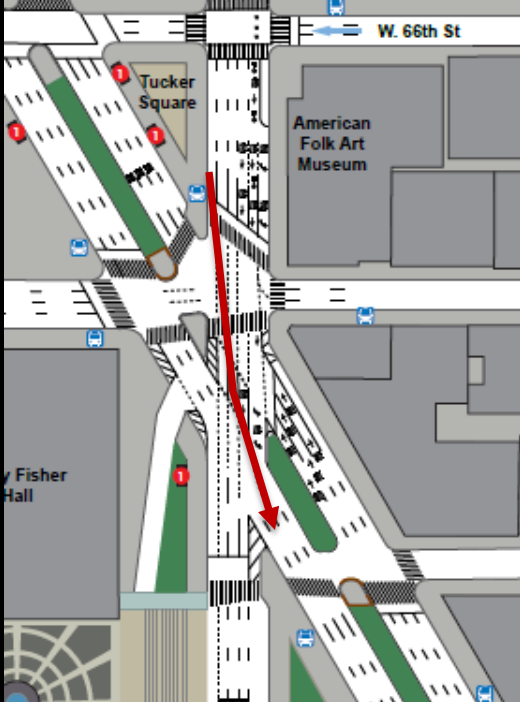
Looking south at Columbus
and W 66th St



Pedestrian/Traffic
Conflicts

Top Issues

Looking north from W 64th St
and Broadway



Traffic Conflicts

Top Issues

Looking north at Broadway
and W 65th St



Median Tips

Top Issues

Looking north from
Columbus and W 64th St

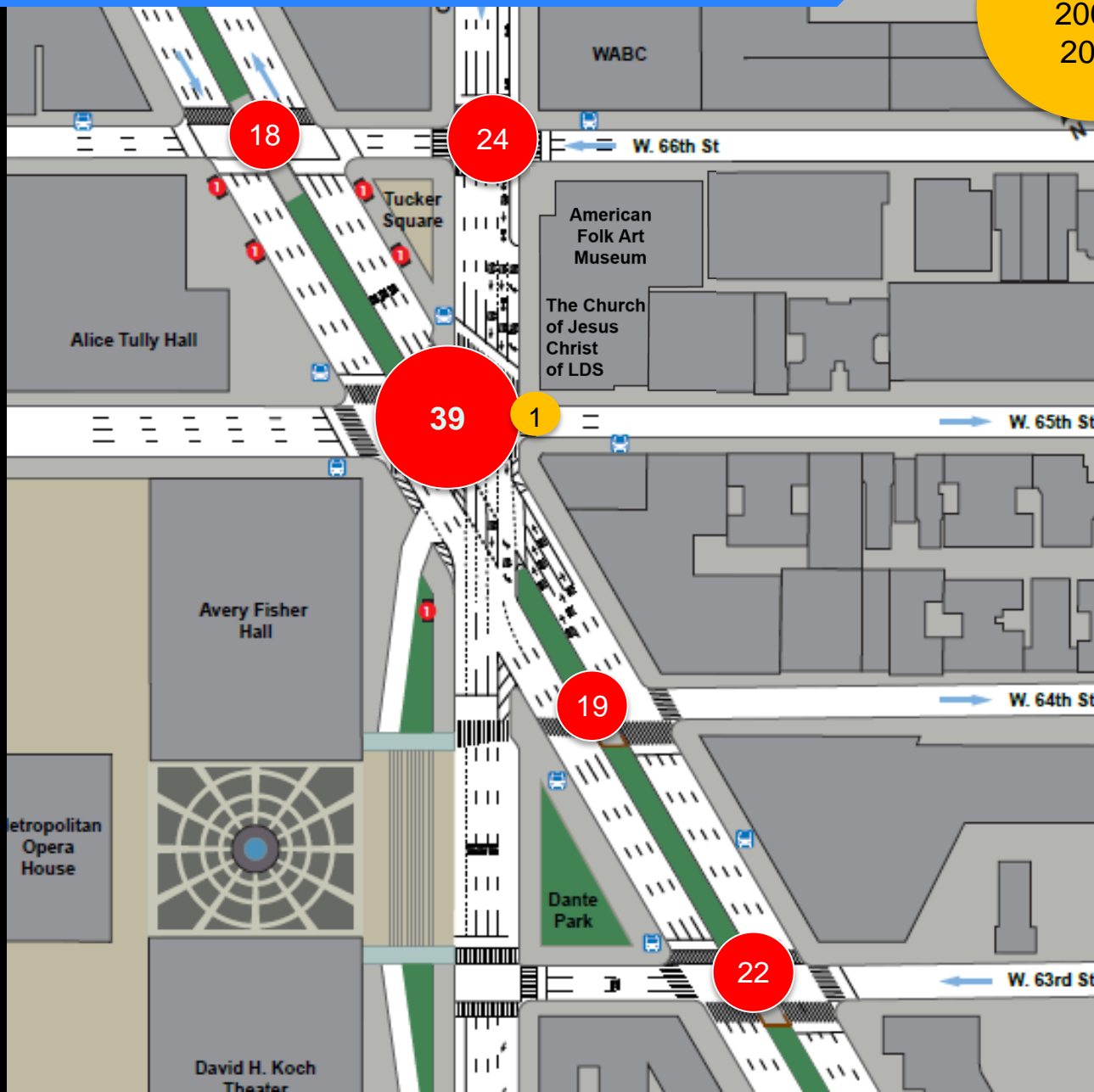


Bicycle Connection

Safety Data

Fatalities
2008-
2012

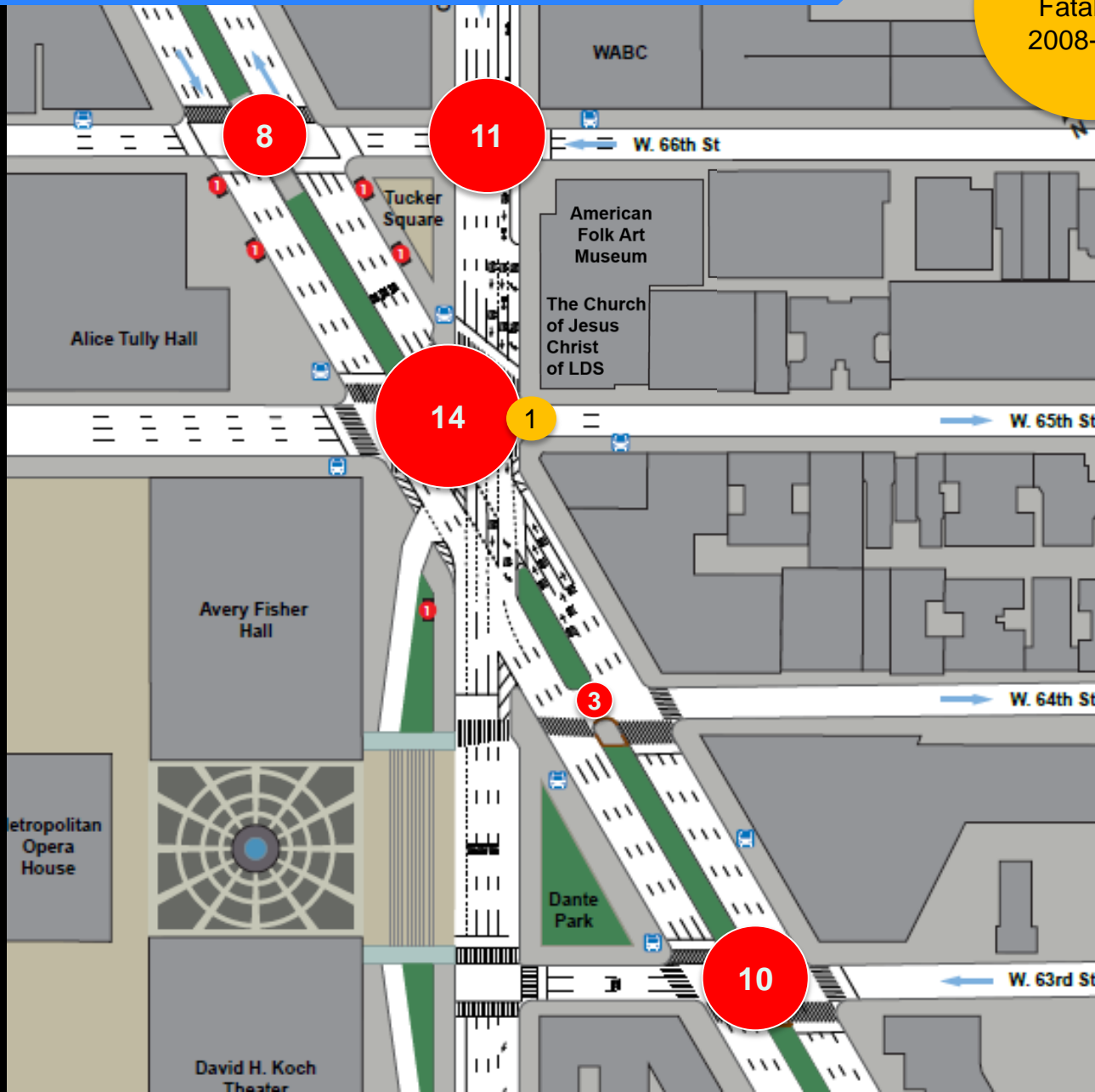
Total
Injuries
2008-2012



Safety Data

Pedestrian
Fatalities
2008-2012

Pedestrian
Injuries
2008-2012



Lincoln Square Bow Tie

Data – Crash Data

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

35% of motor vehicle crashes involved sideswiping

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

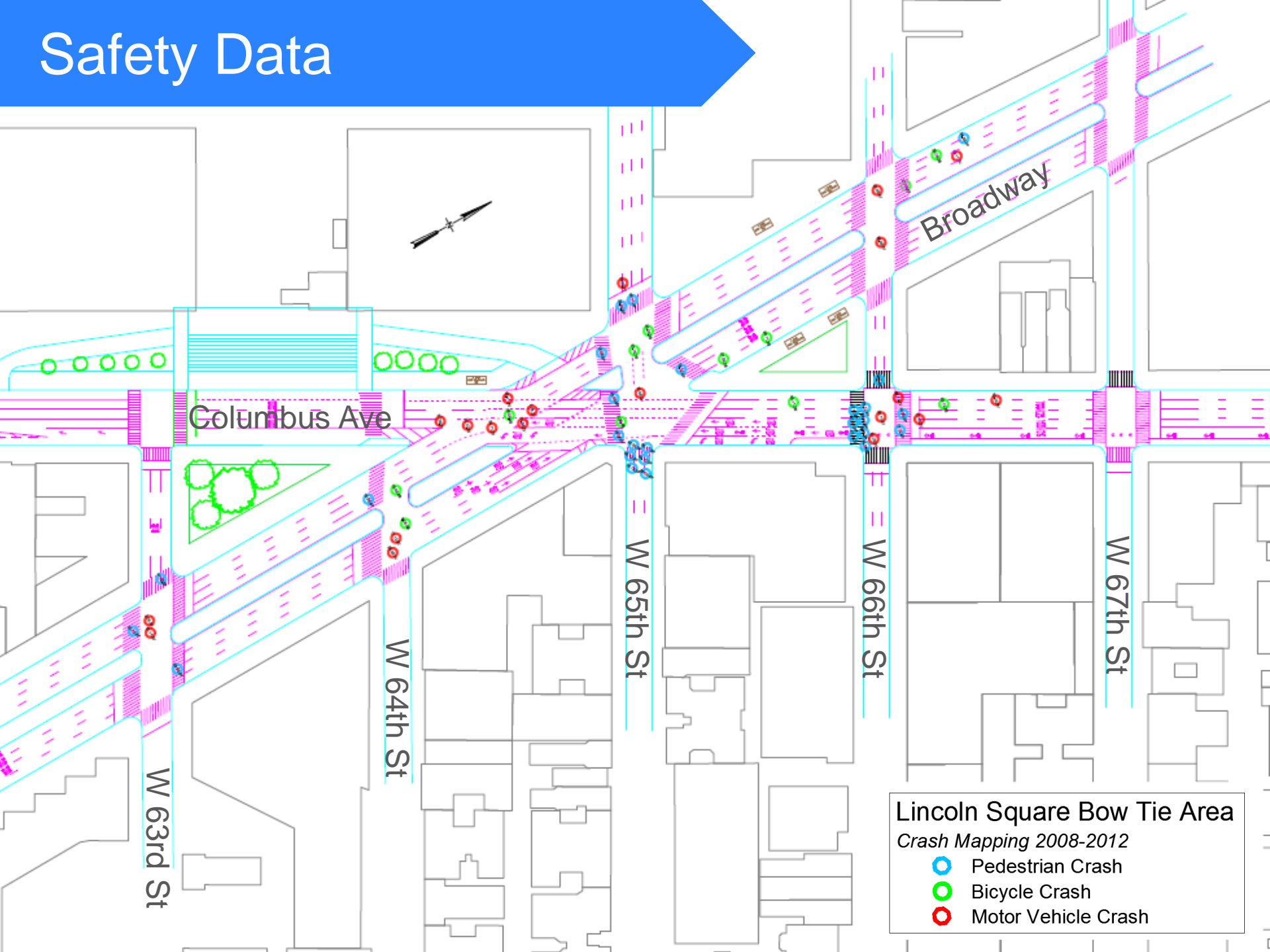
	Total Injuries	Severe Injuries
Pedestrian	46	2
Bicyclist	16	2
Motor Vehicle Occupant	61	6
Total	123	10

1 pedestrian fatality

Top 5% KSI* in Manhattan

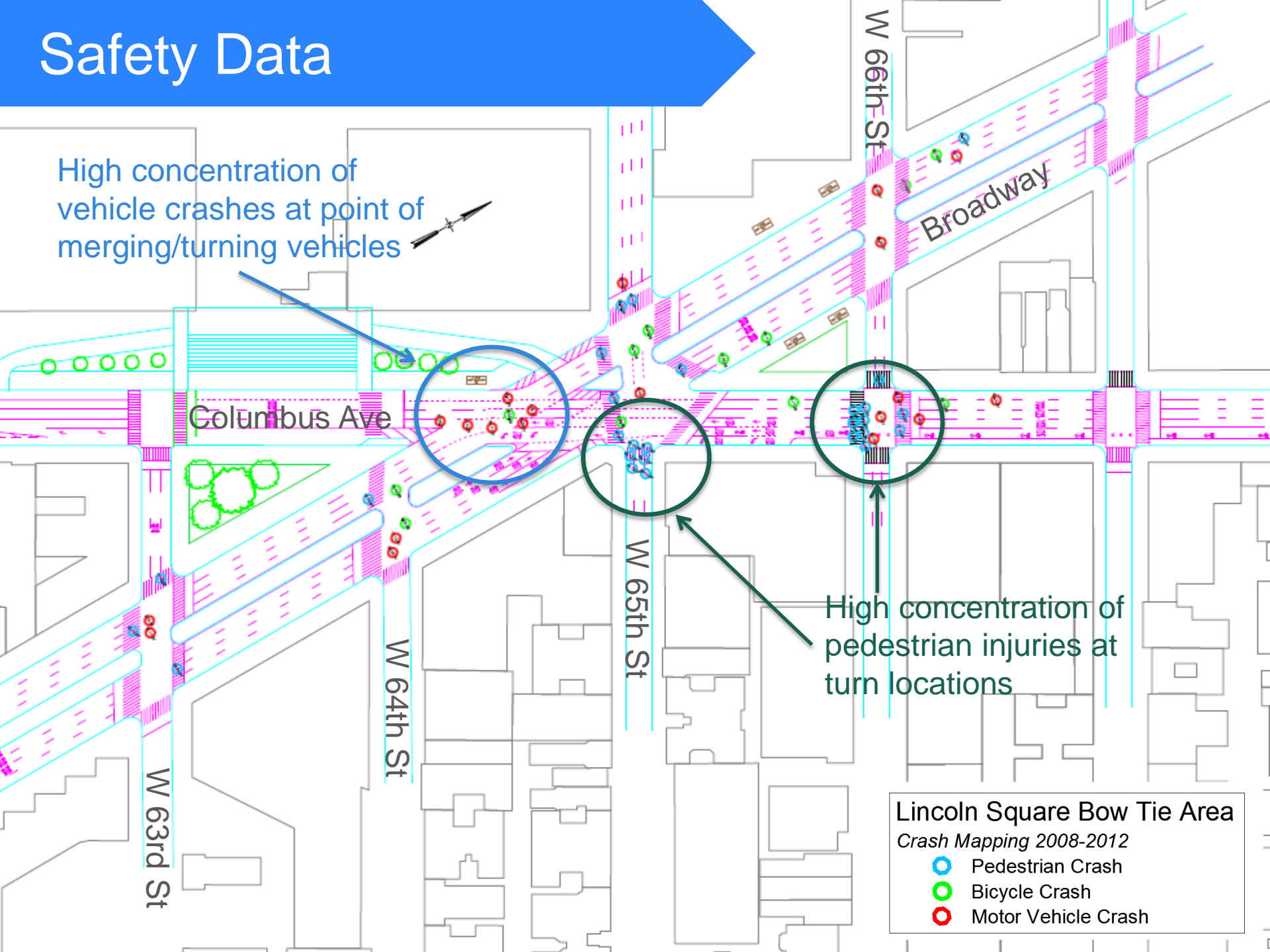
*Killed or Seriously Injured
intersection safety metric

Safety Data

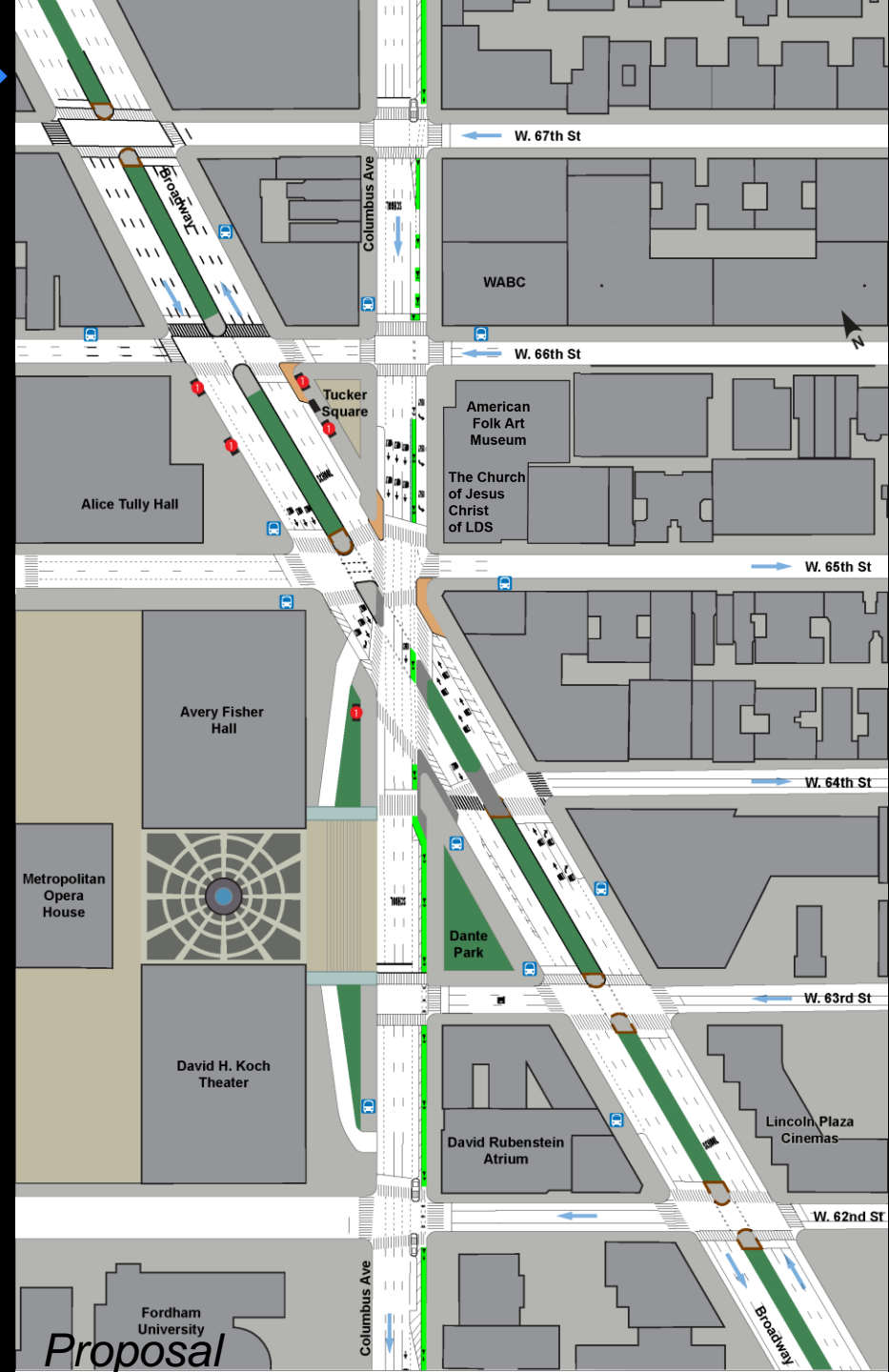


Safety Data

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



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



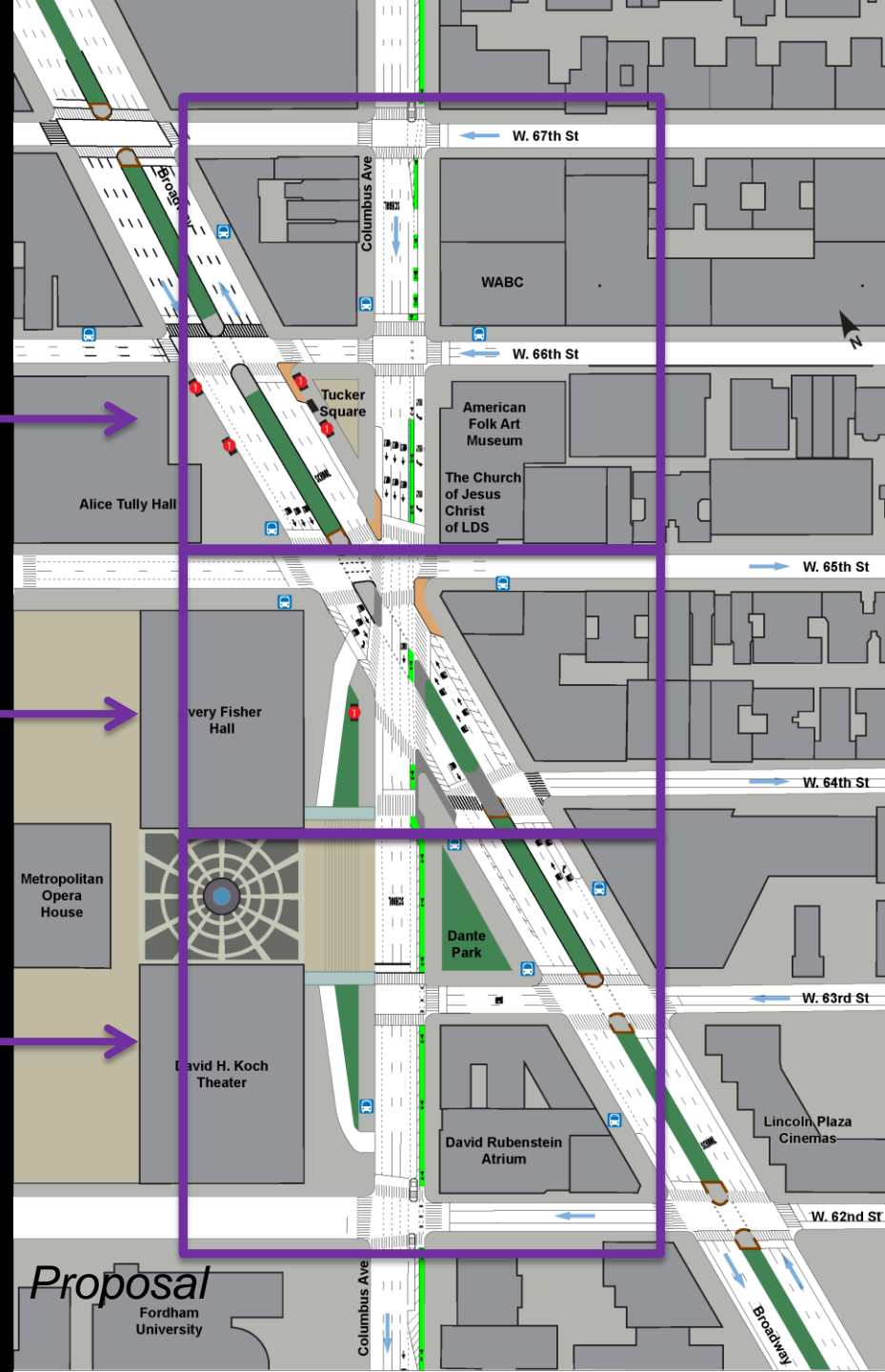
Organization

Bow Tie north of 65th St

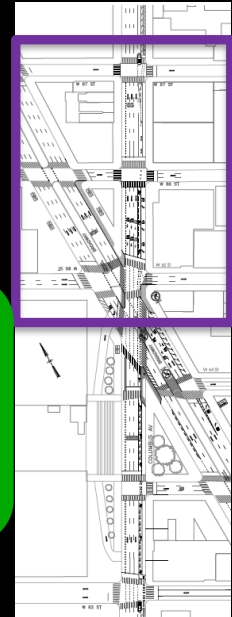
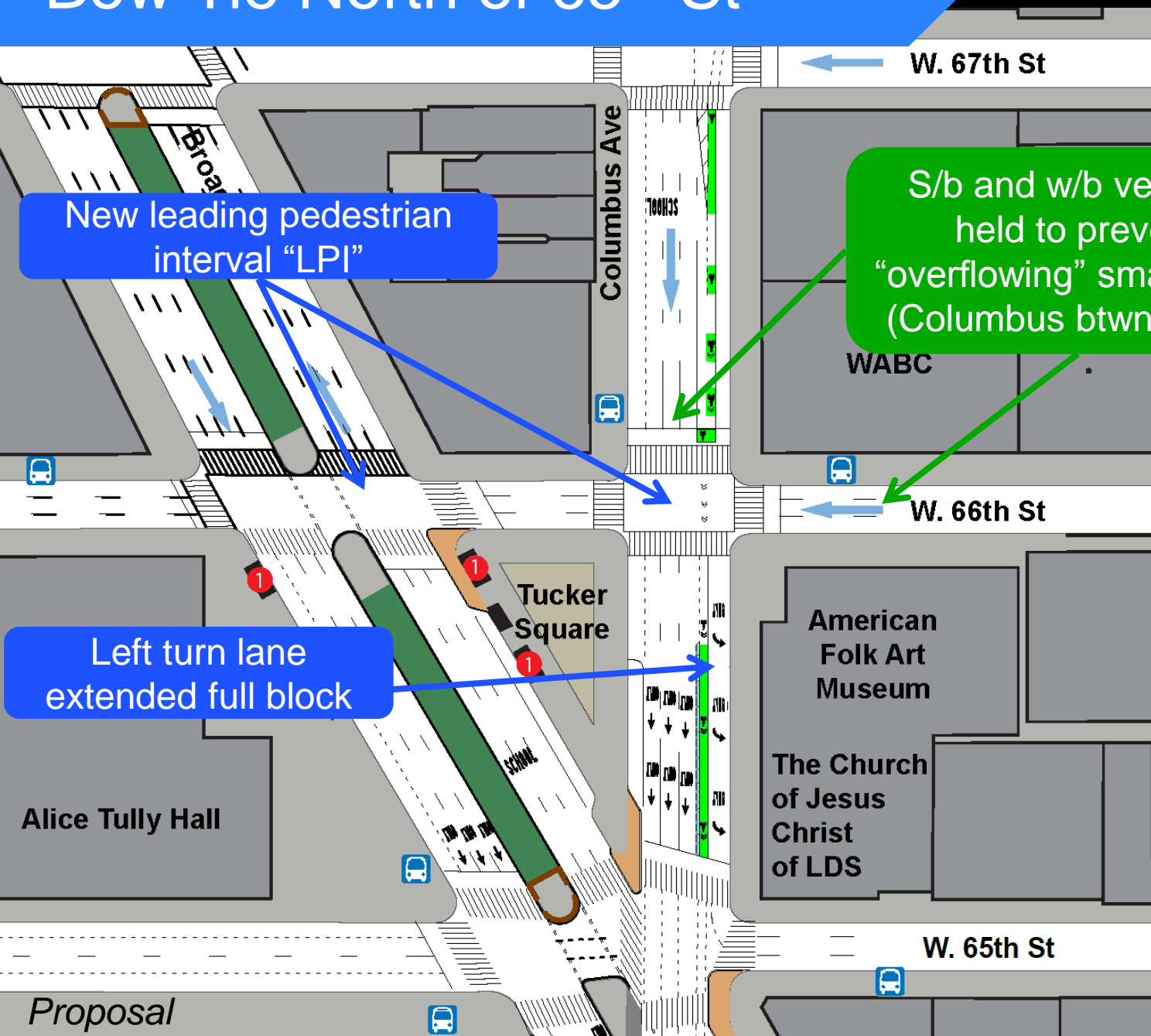
Bow Tie at 65th St

Bow Tie south of 65th St

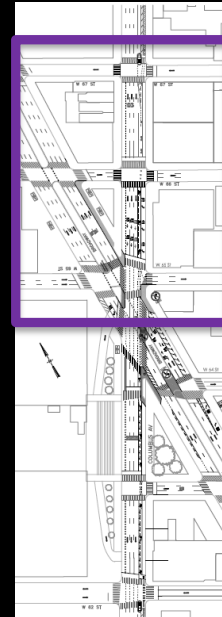
* Indicates update from 12/9/14 meeting



Bow Tie North of 65th St



Bow Tie North of 65th St



Painted neckdowns

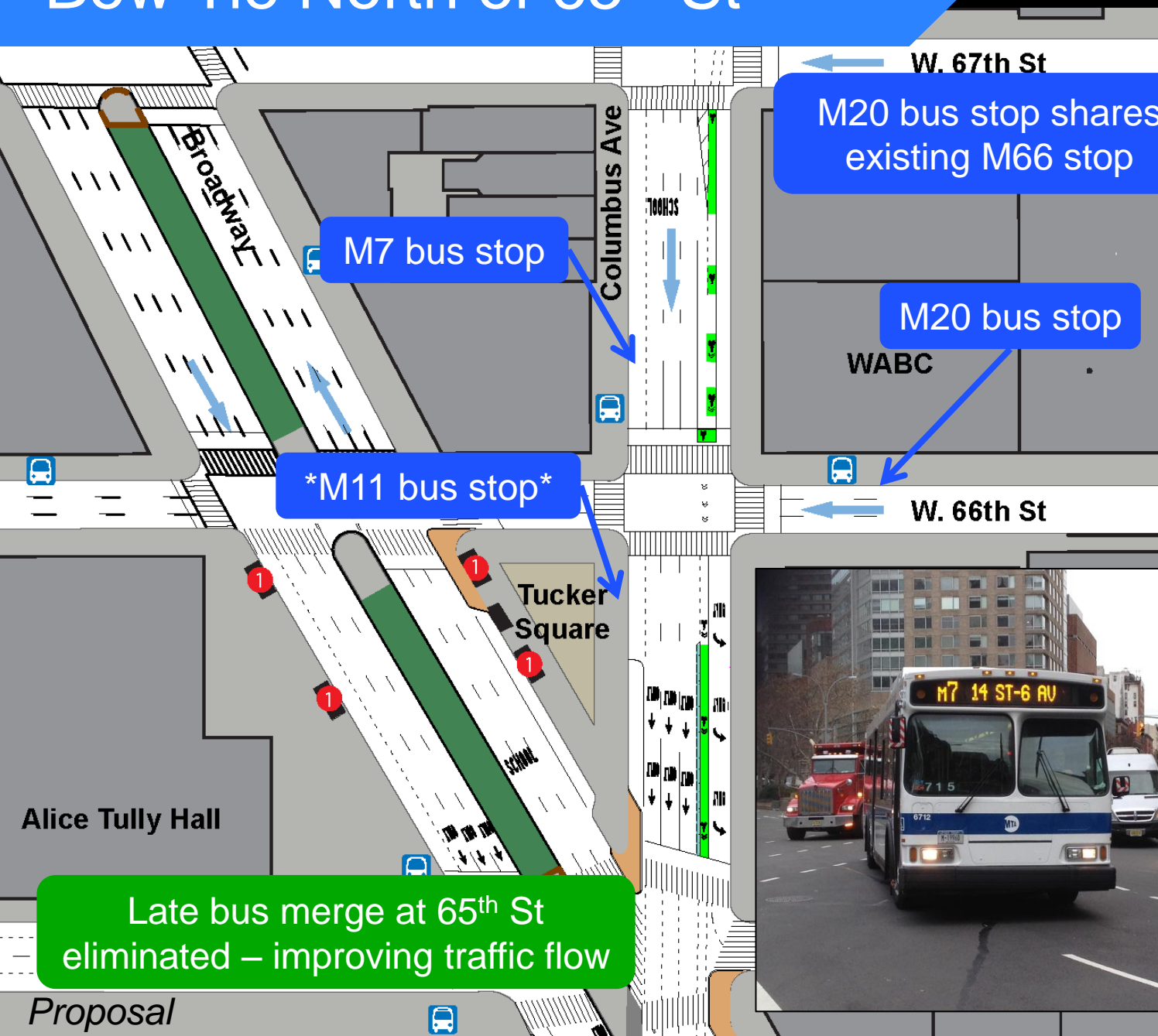
Widen openings at
Broadway mall tips
and address
ponding condition

Reduced crowding at
corners

Shorter, better aligned
crosswalks

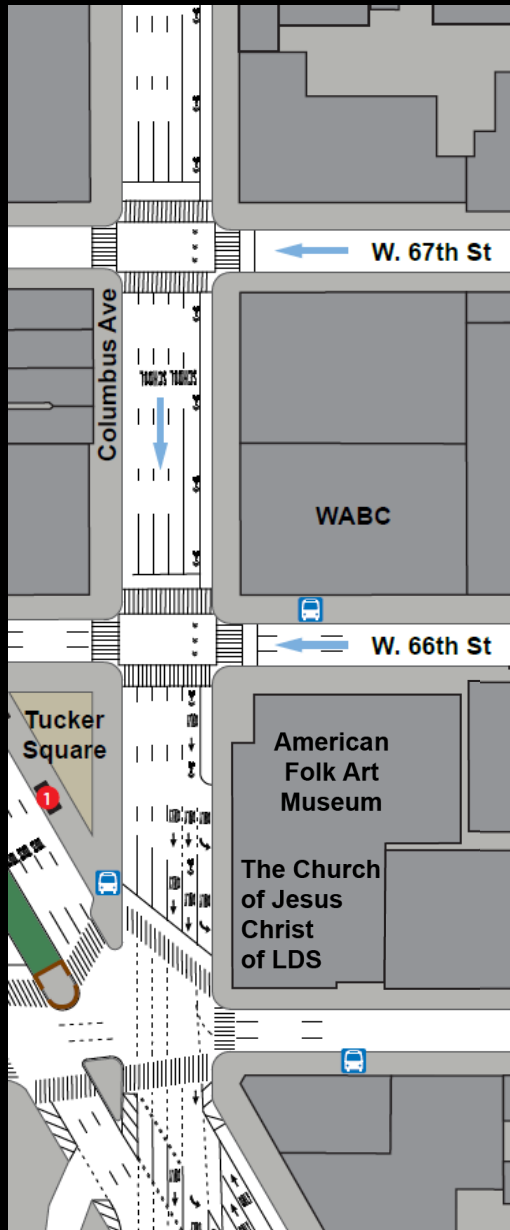
Proposal

Bow Tie North of 65th St

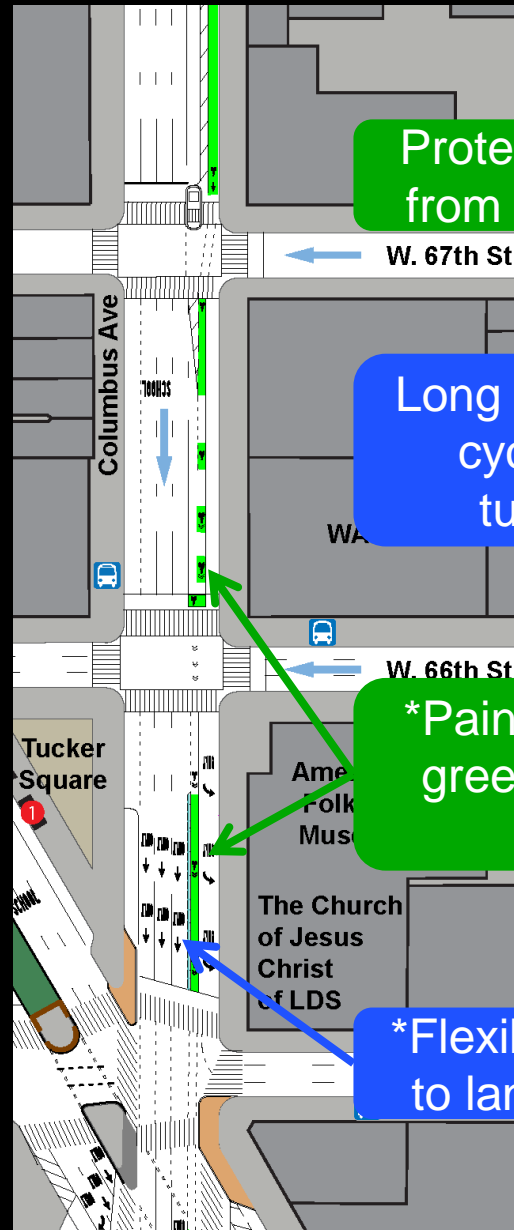


Proposal

Protected Lane North of Bow Tie



Existing



Proposed

Protected path extends from W 69th to W 67th

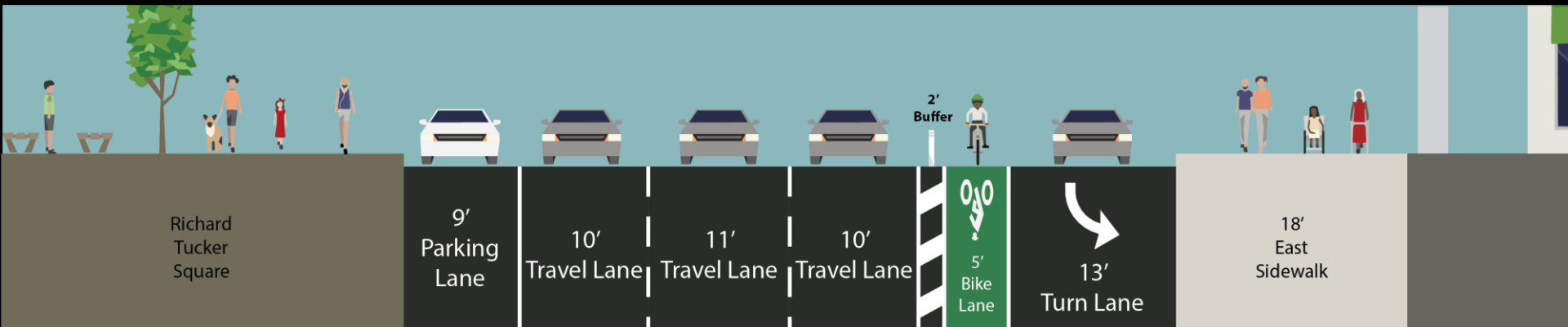
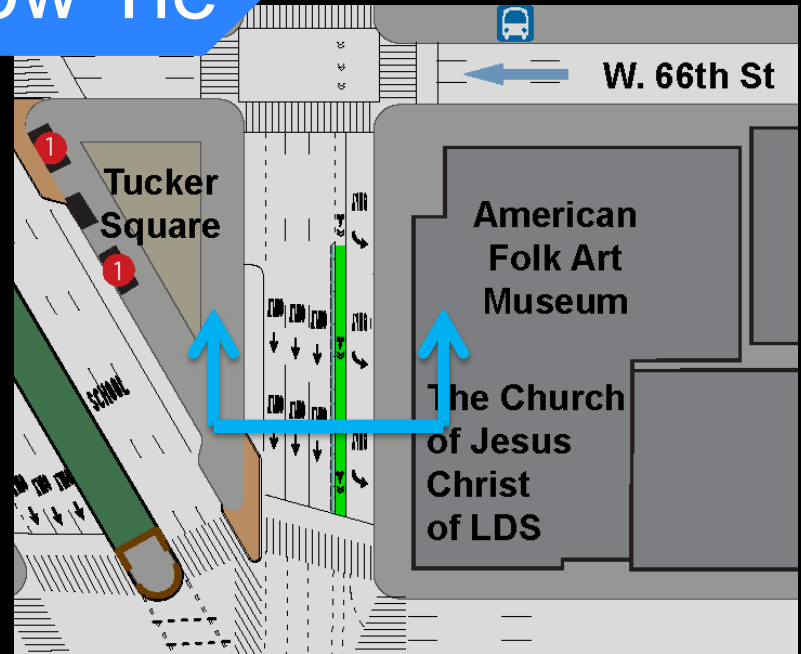
Long mixing zone shifts cyclists outside of turning vehicles

Paint green lanes and green backed bicycle markings

Flexible bollards added to lane edge in buffer

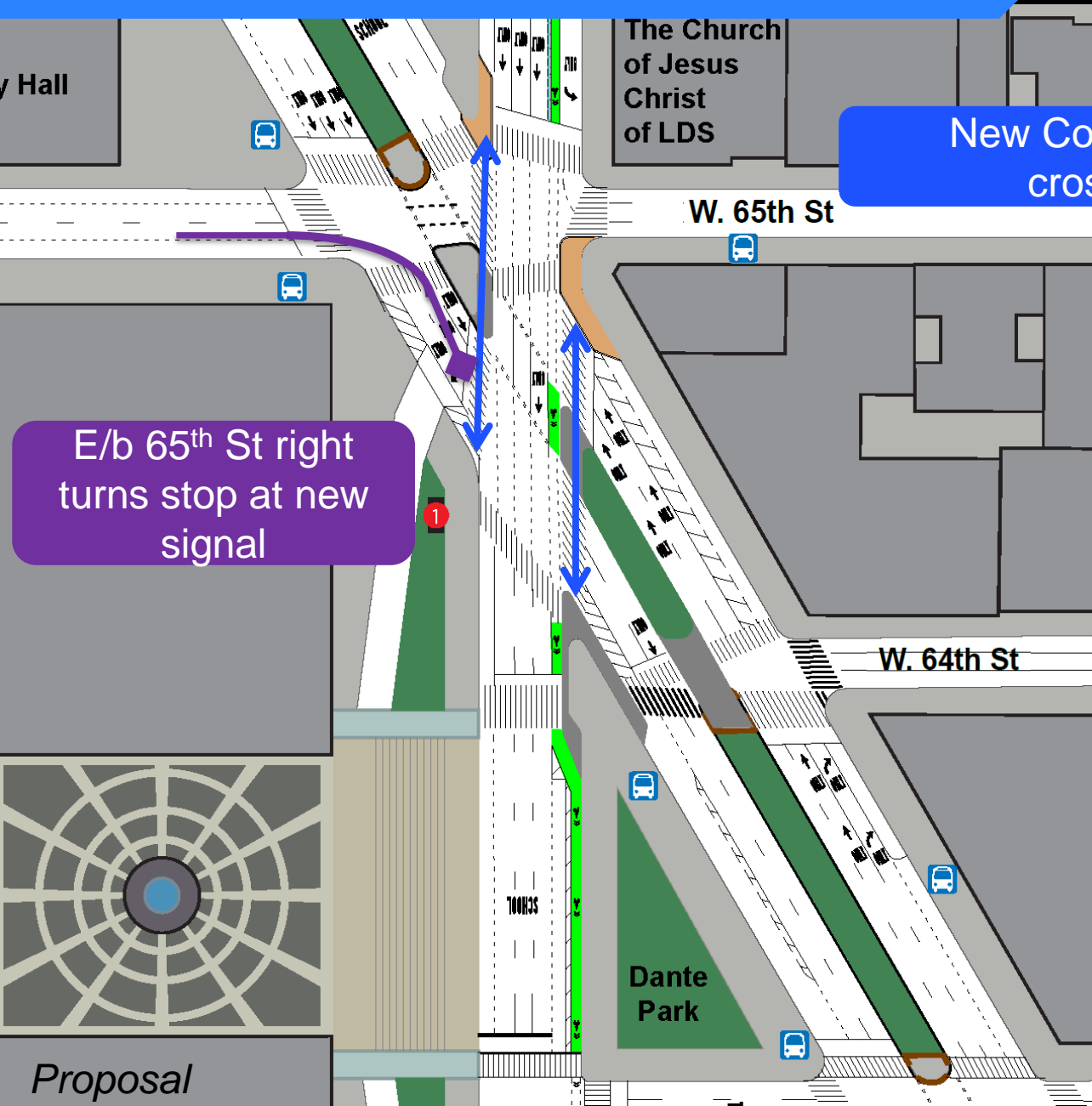
Protected Lane North of Bow Tie

Flexible bollard and painted buffer provide additional lane protection approaching W 65th St



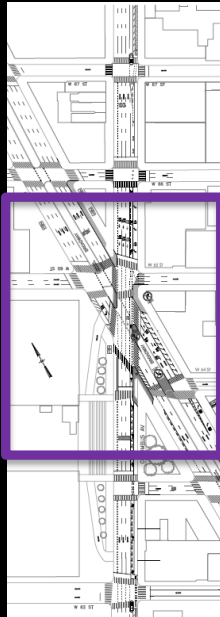
Proposed Columbus Ave cross section
between W 65 and W 66

Bow Tie at 65th St



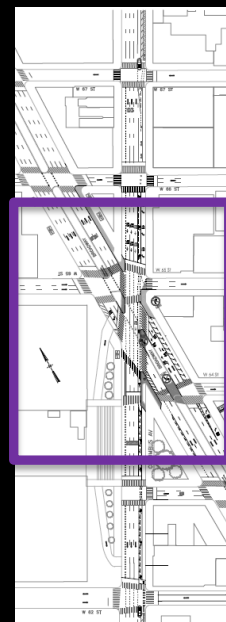
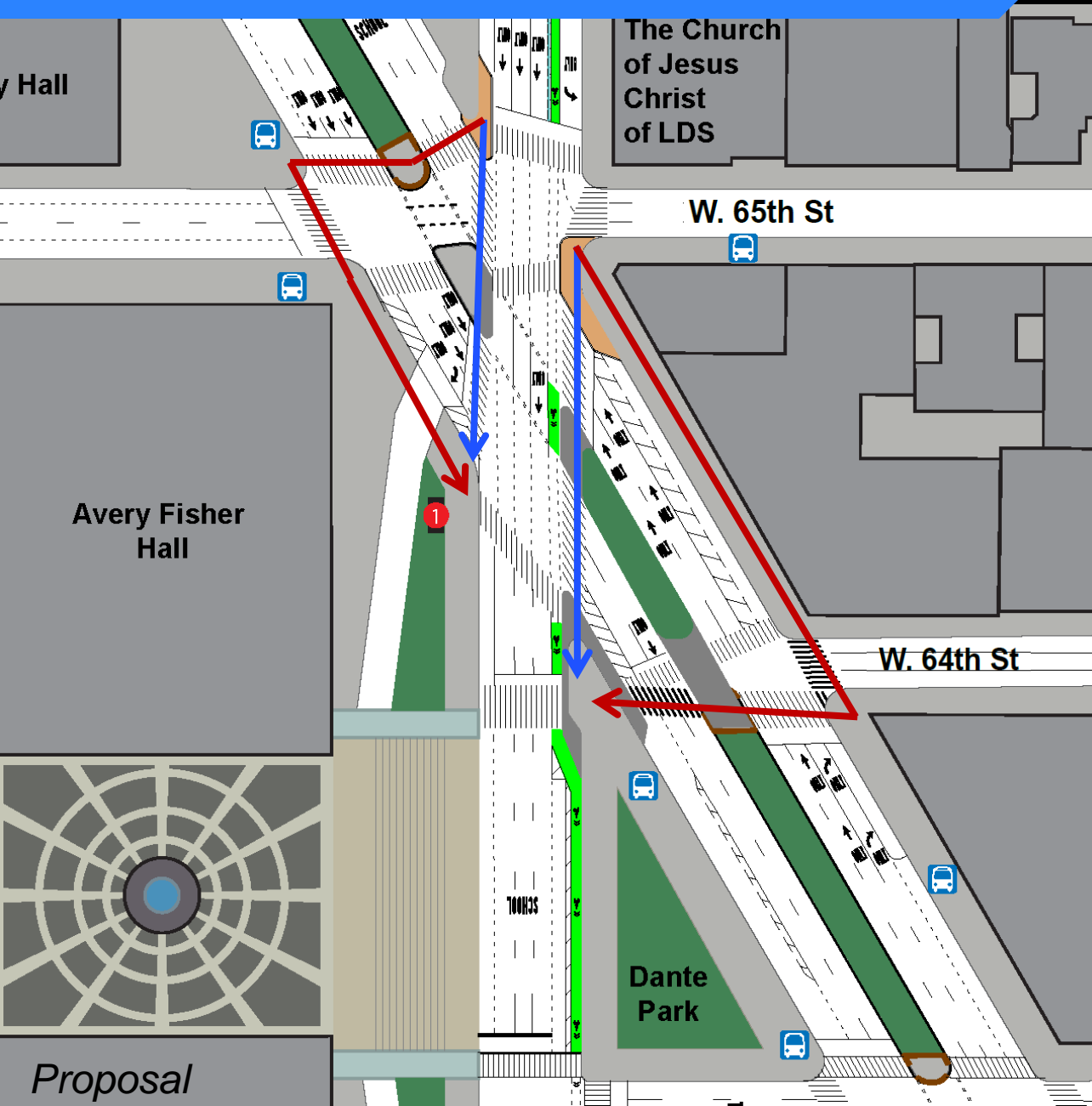
New Columbus Ave
crosswalks

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



Proposal

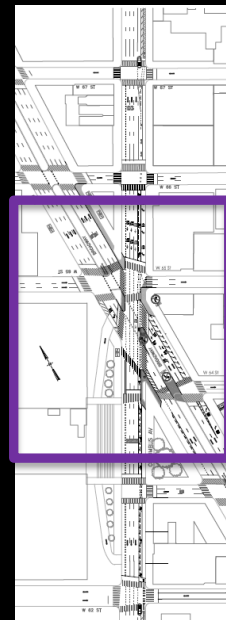
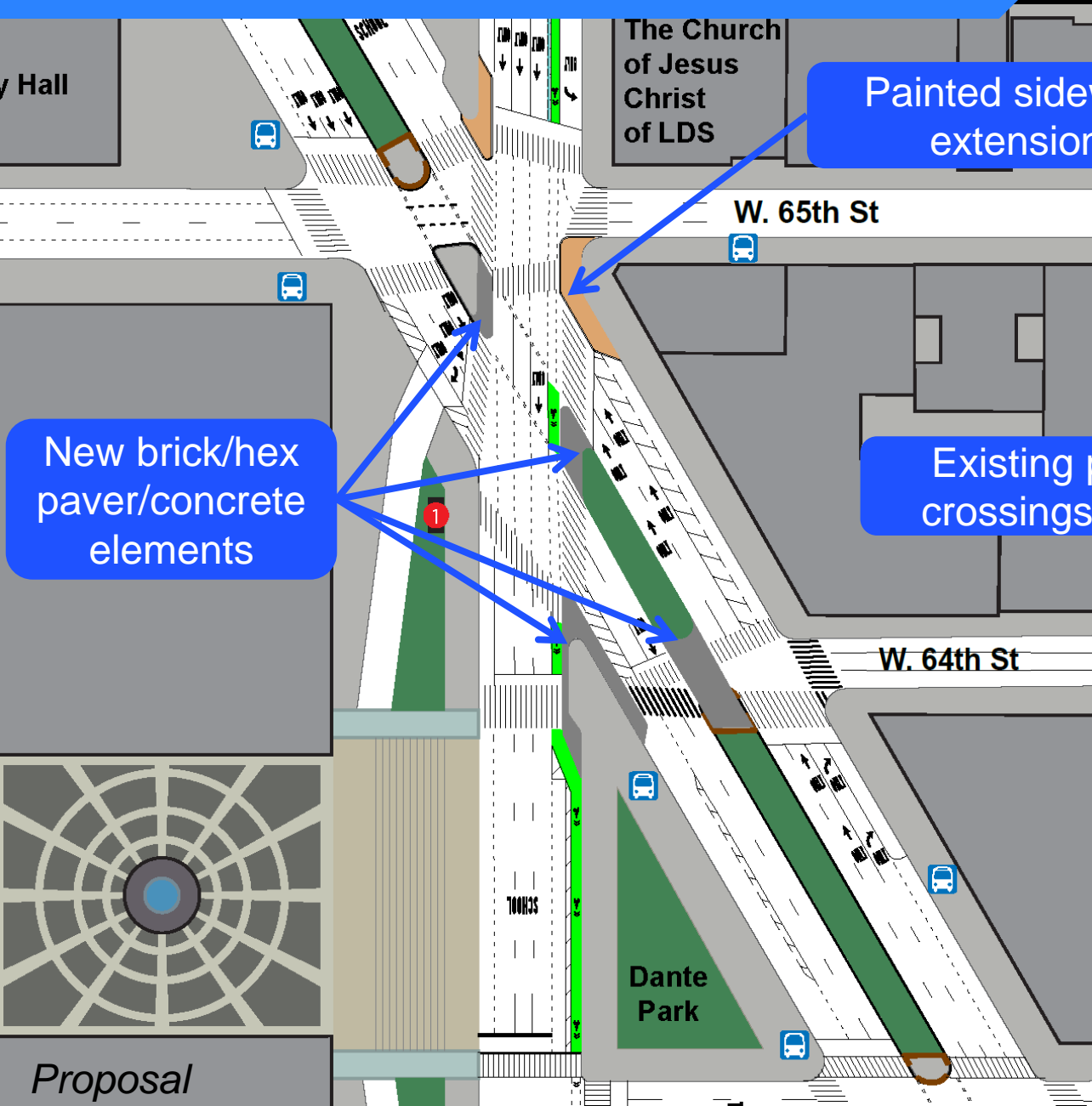
Bow Tie at 65th St



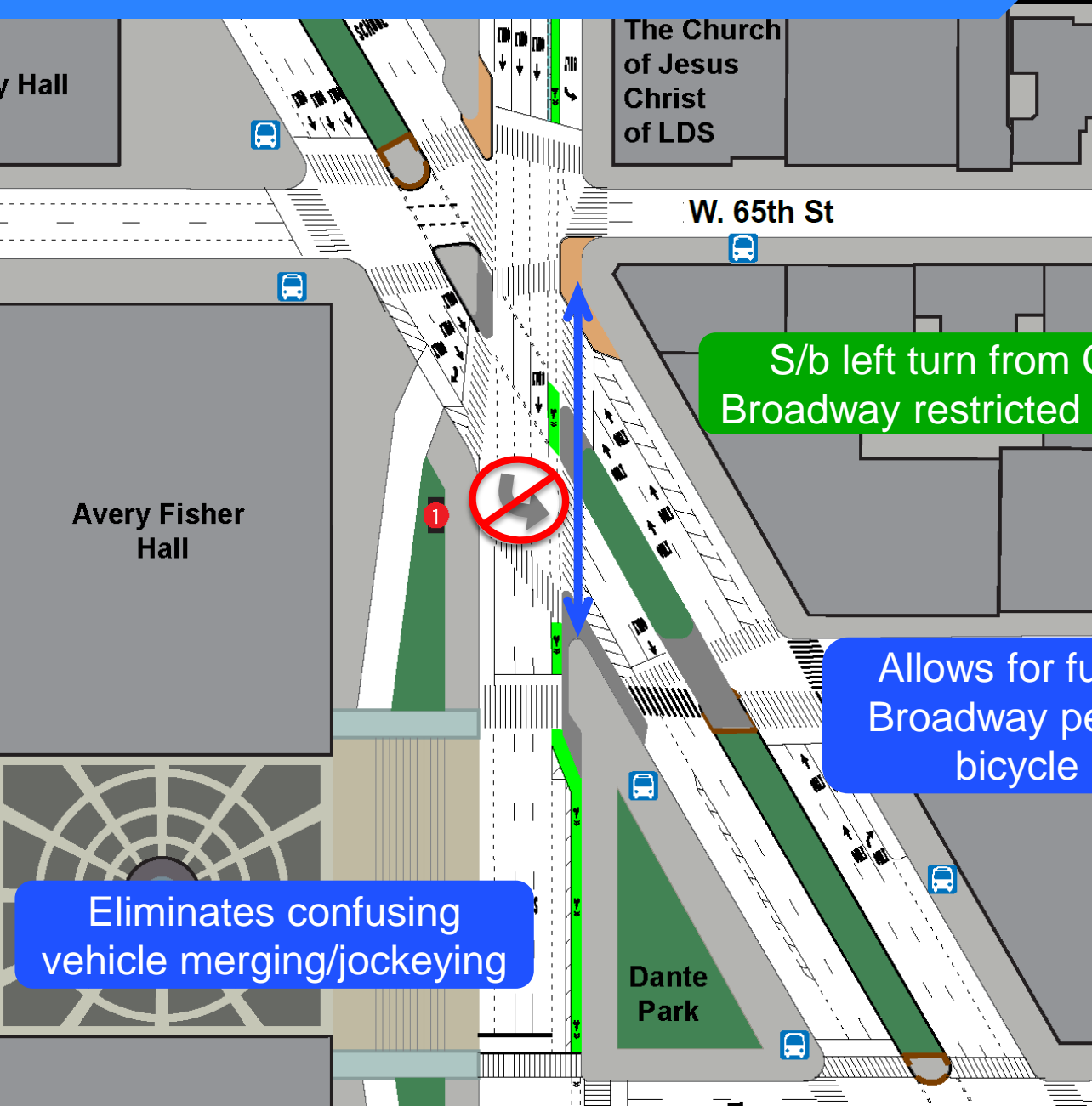
Existing access

Proposed access

Bow Tie at 65th St



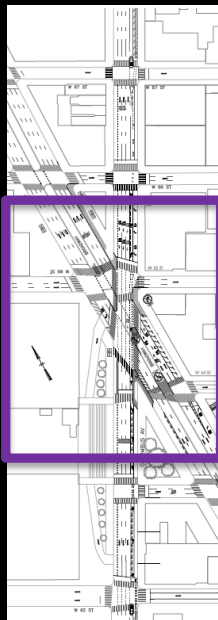
Bow Tie at 65th St



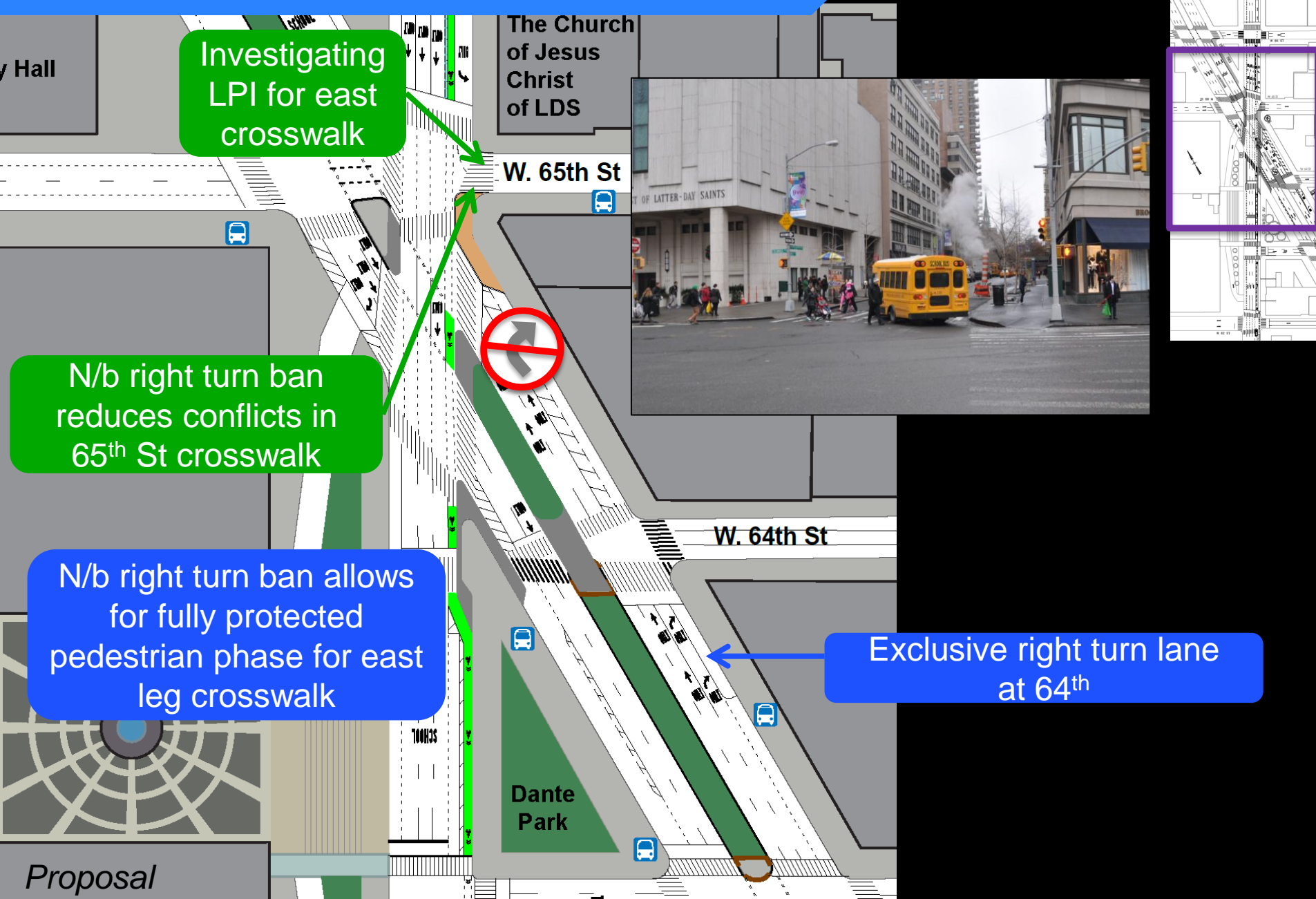
S/b left turn from Columbus to Broadway restricted (except buses)

Allows for fully protected Broadway pedestrian and bicycle crossing

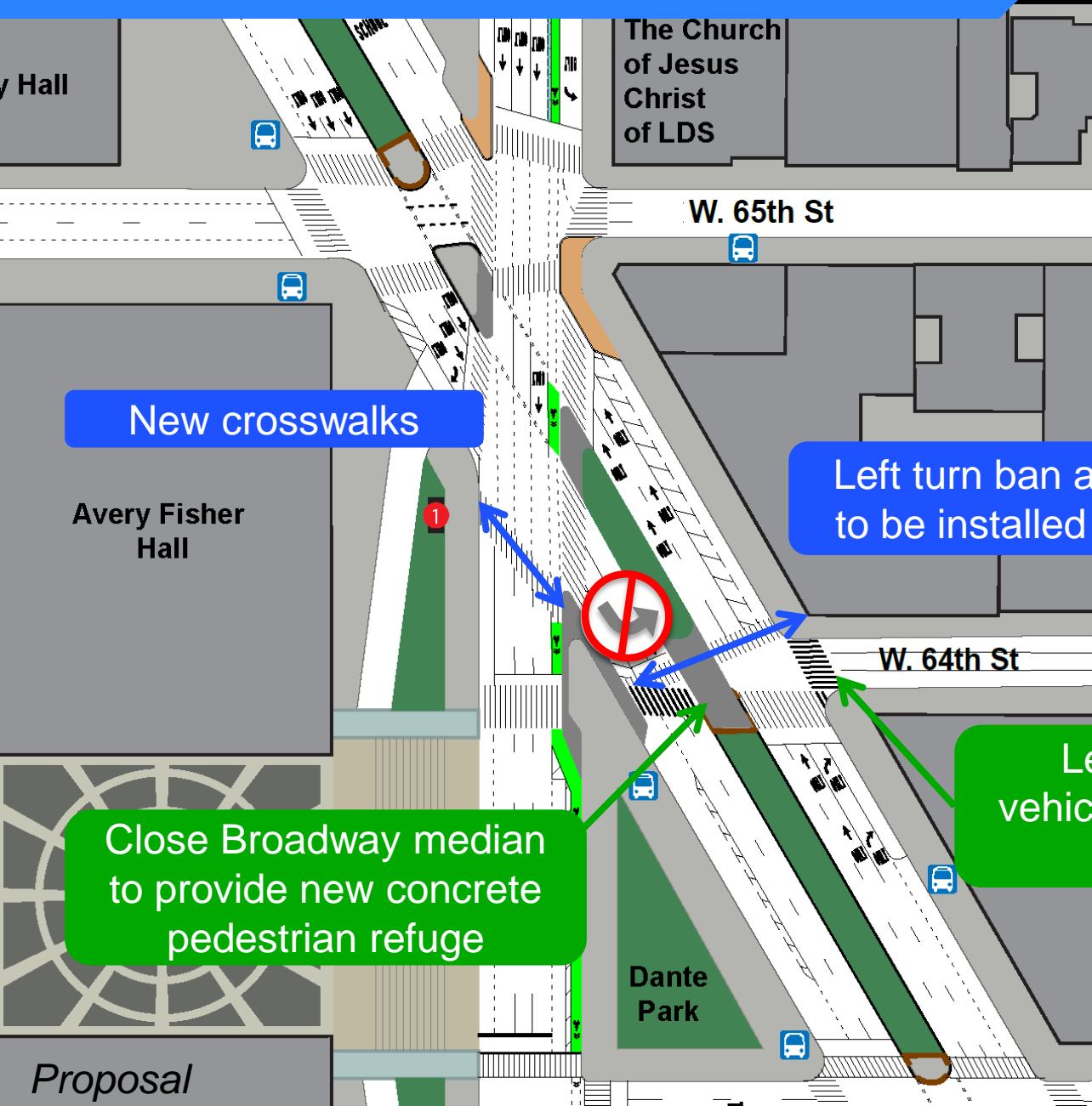
Eliminates confusing vehicle merging/jockeying



Bow Tie at 65th St



Bow Tie at 65th St



New crosswalks

Avery Fisher Hall

Close Broadway median to provide new concrete pedestrian refuge

Proposal

The Church of Jesus Christ of LDS

W. 65th St

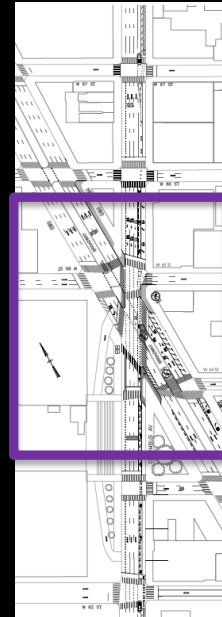
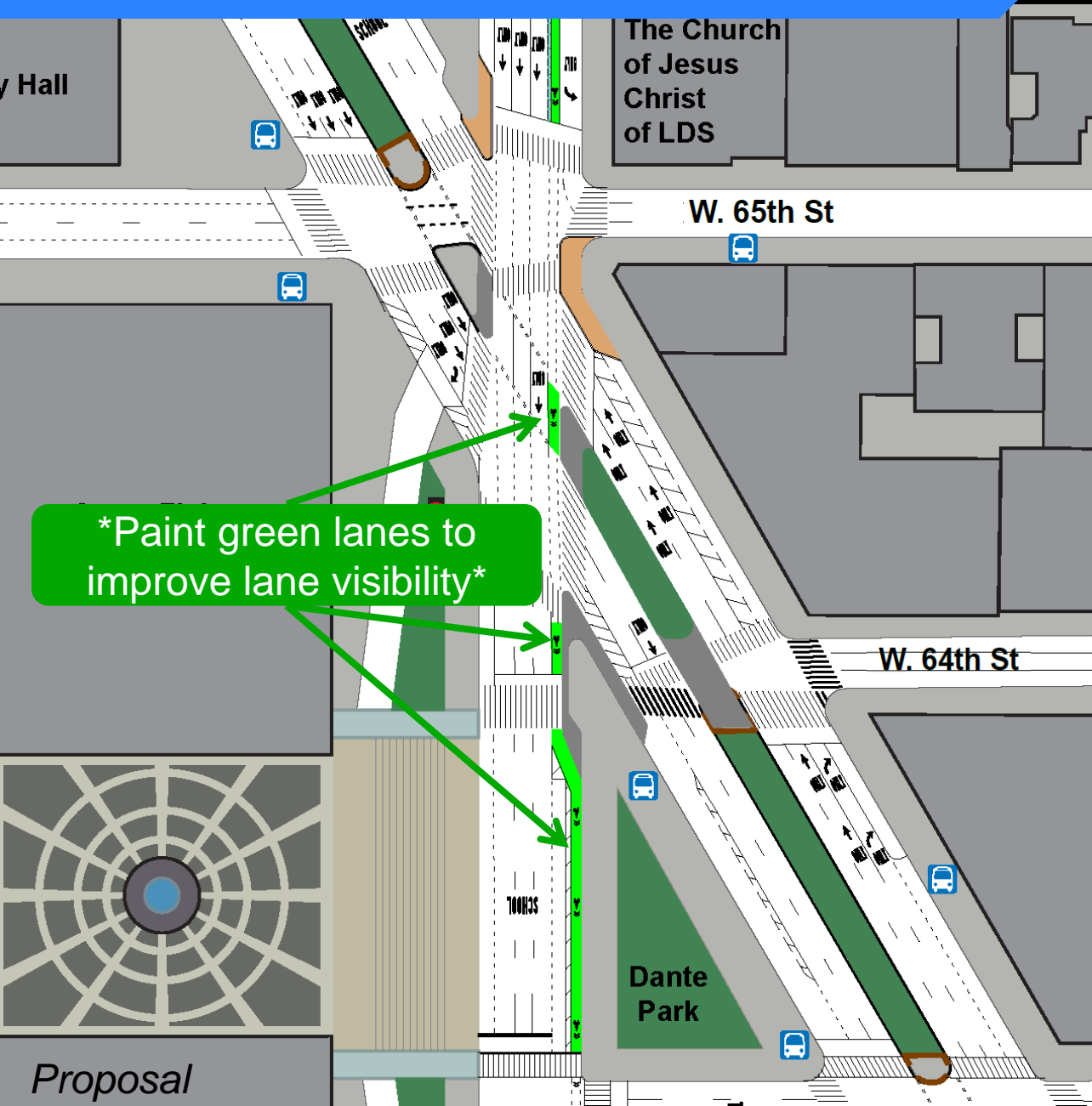
Left turn ban allows crosswalk to be installed from NE corner

W. 64th St

Left turn ban reduces vehicle/pedestrian conflict in east crosswalk

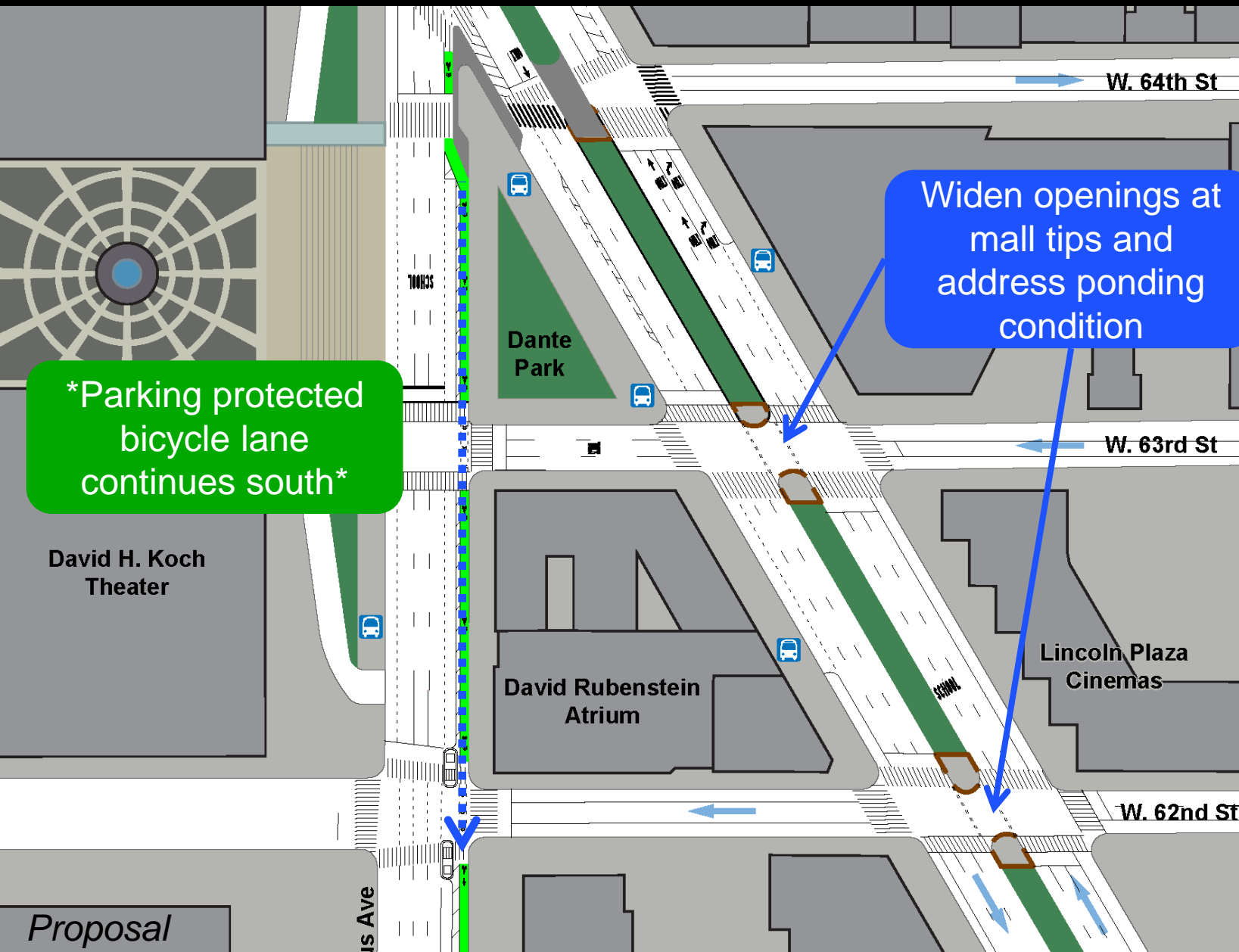
Dante Park

Bow Tie at 65th St



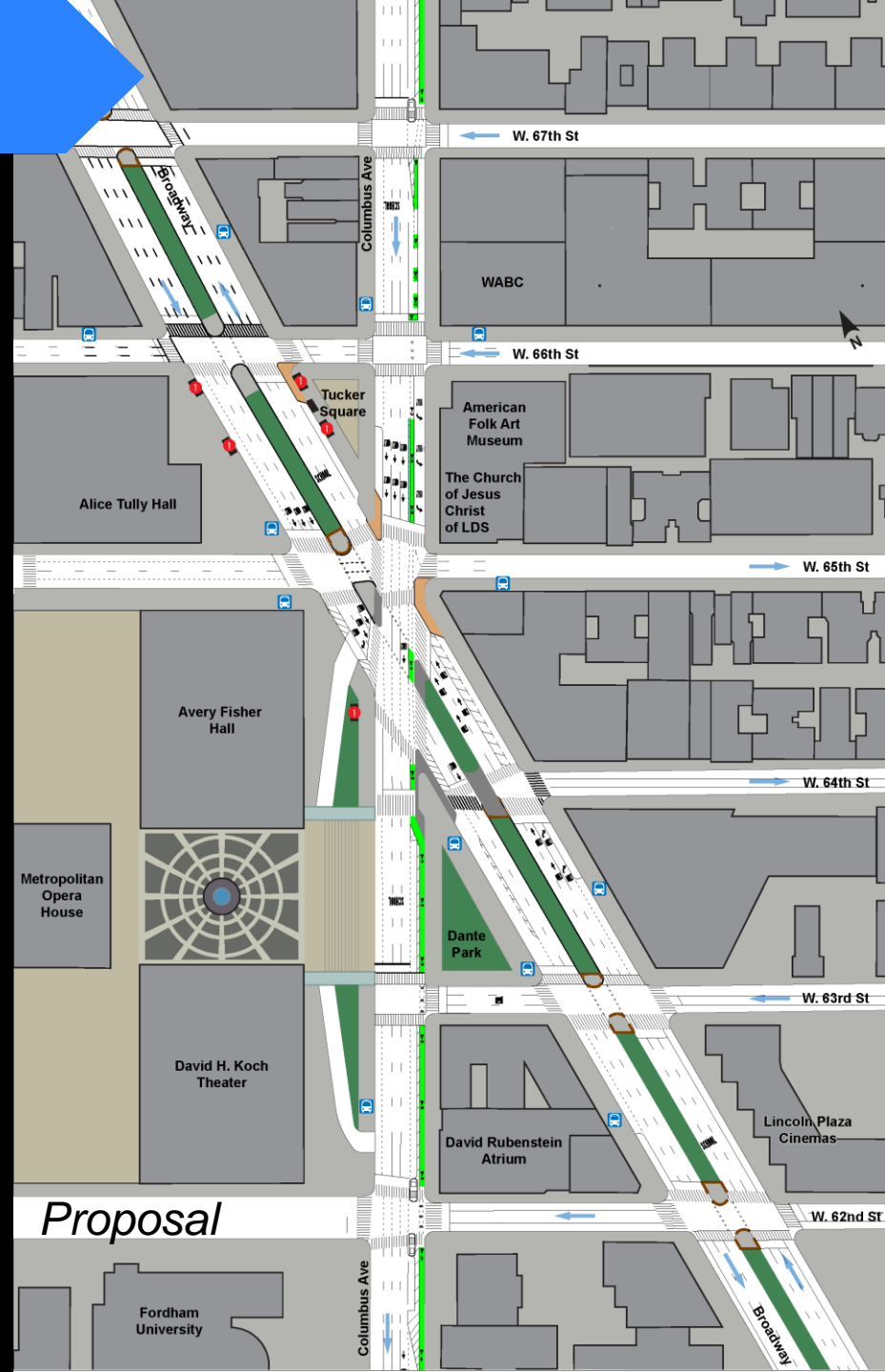
Proposal

Bow Tie South of 65th St



Public meeting issues

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



Project Scope Summary

Road Markings

- Add crosswalks (4) to continue Columbus Ave sidewalks
- Add crosswalks (3) at W 64th St across Broadway and Columbus Ave
- Extend Columbus Ave left turn lane approaching W 65th St to full block
- Stripe right turn lane approaching W 64th Street on Broadway

Painted Pedestrian Space

- Neckdown on south side of Tucker Square
- Neckdown on southeast corner of W 65th St and Columbus Ave
- *Neckdown on northwest corner of Tucker Square at W 66th St

Concrete

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

Widen Openings and Address Ponding Issues at Broadway Mall Tips

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

Curb Regulation Changes


- *Relocate M7, M20 bus stop
- Modify truck loading regulation on east side of Columbus between W 62nd St and W 63rd St
- Modify curb regulations on west side of Dante Park

Restrictions

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

Bicycles

- *Continue protected bicycle path from W 69th St to W 67th St, and W 65th St to W 59th St

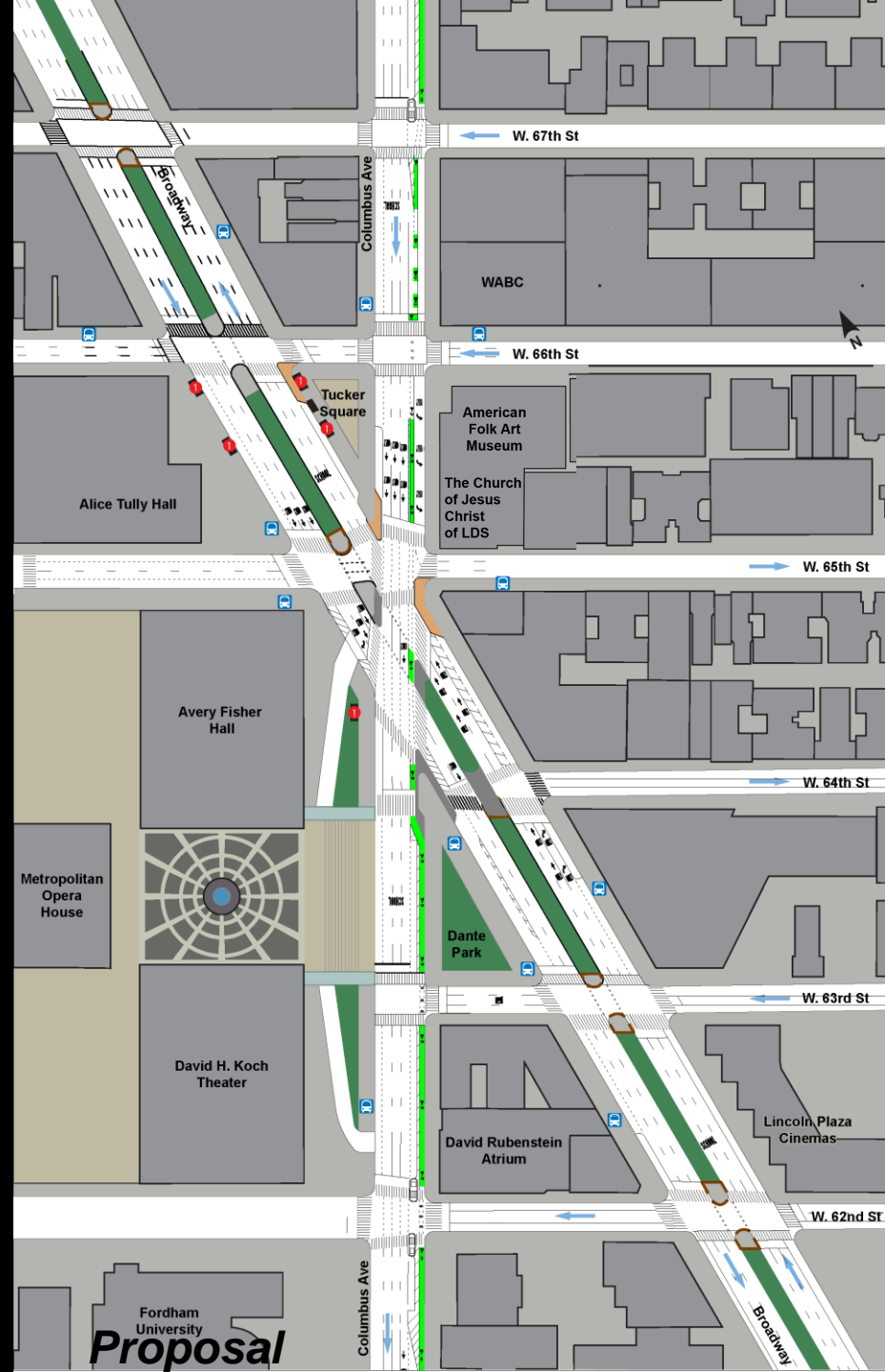
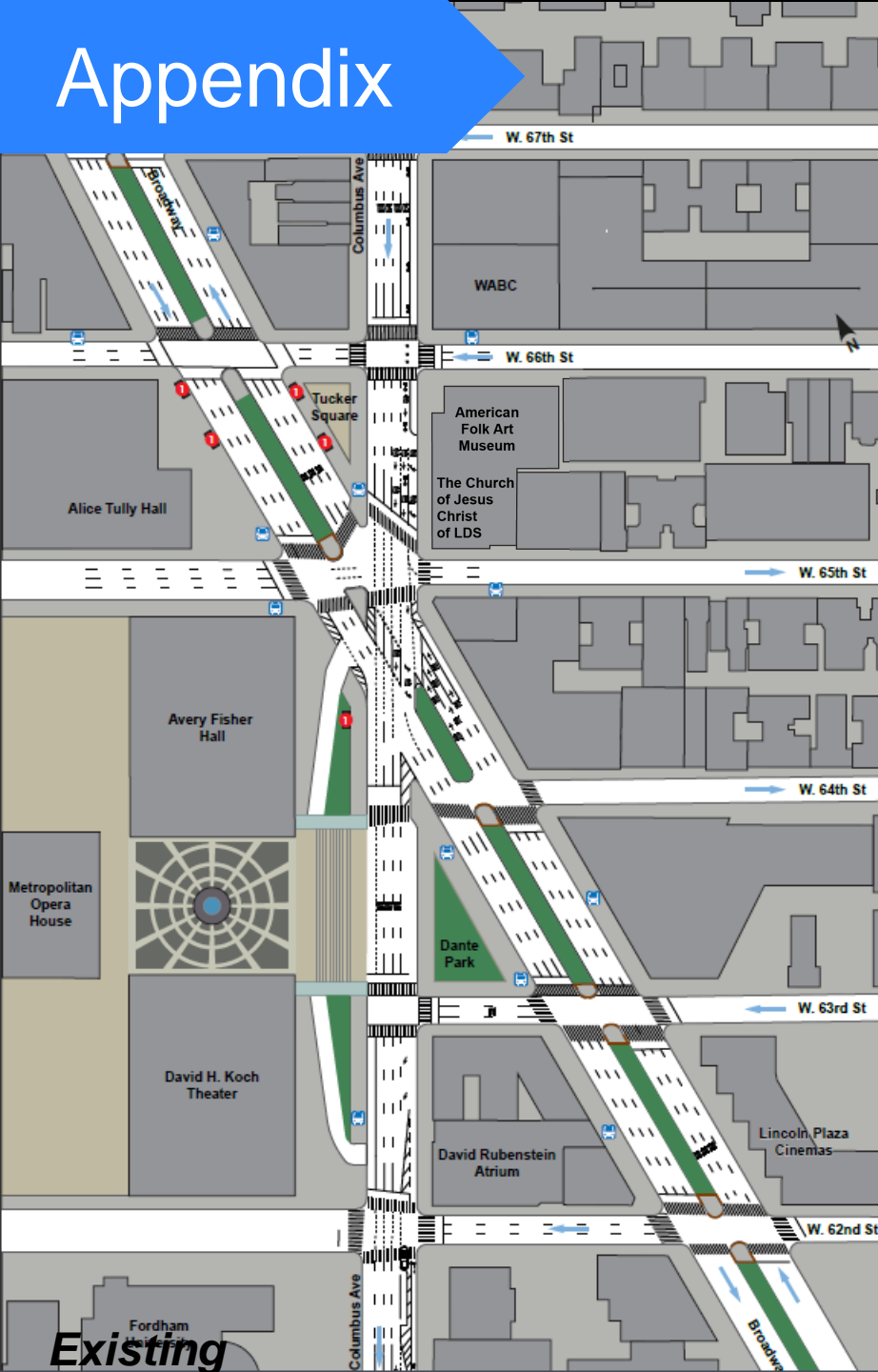


Contact: Nina Haiman at
nhaiman@dot.nyc.gov

www.nyc.gov/dot

Thank
You

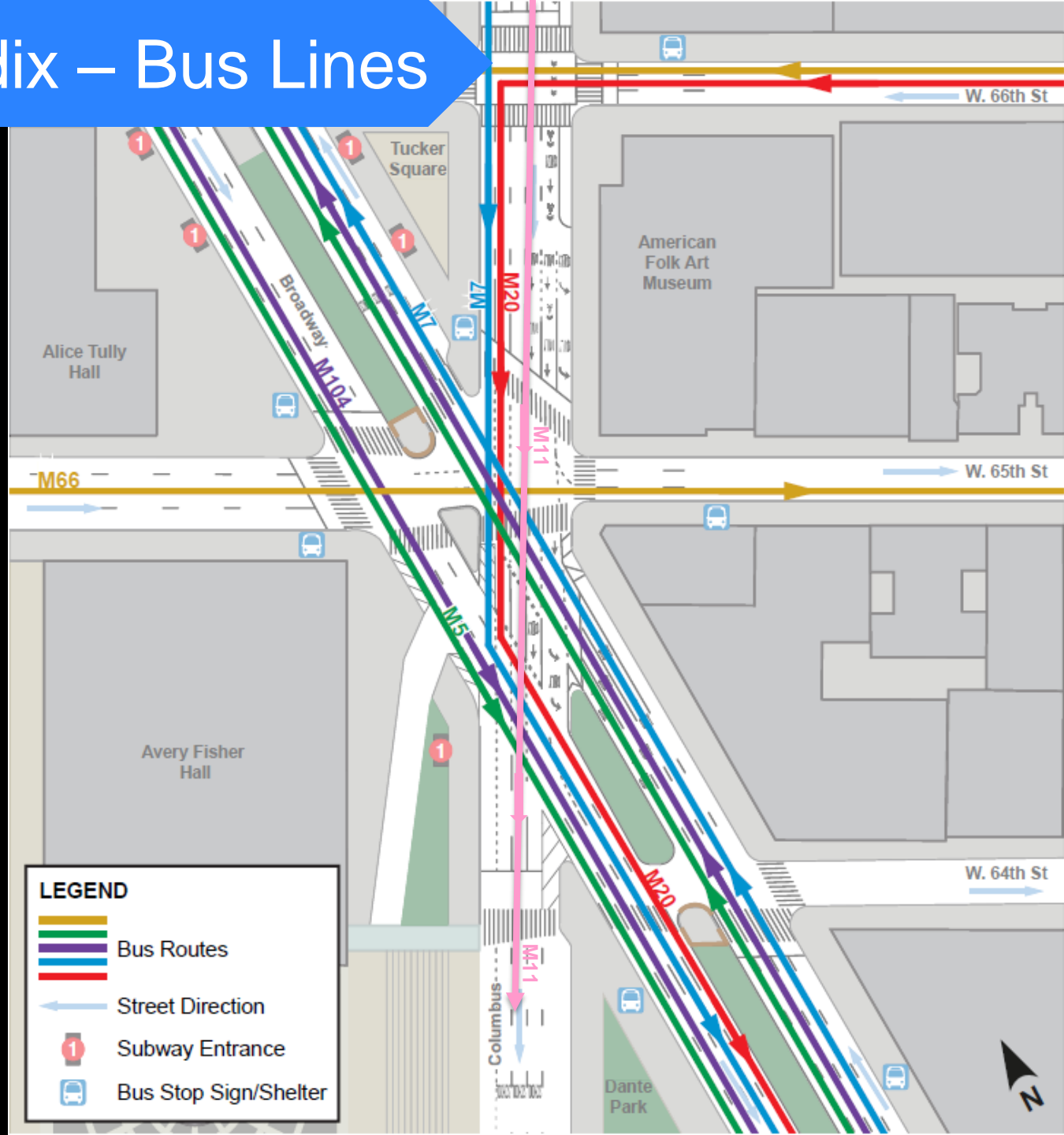
Appendix



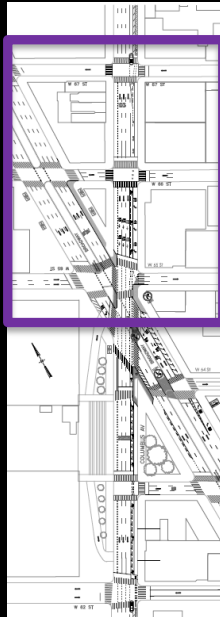
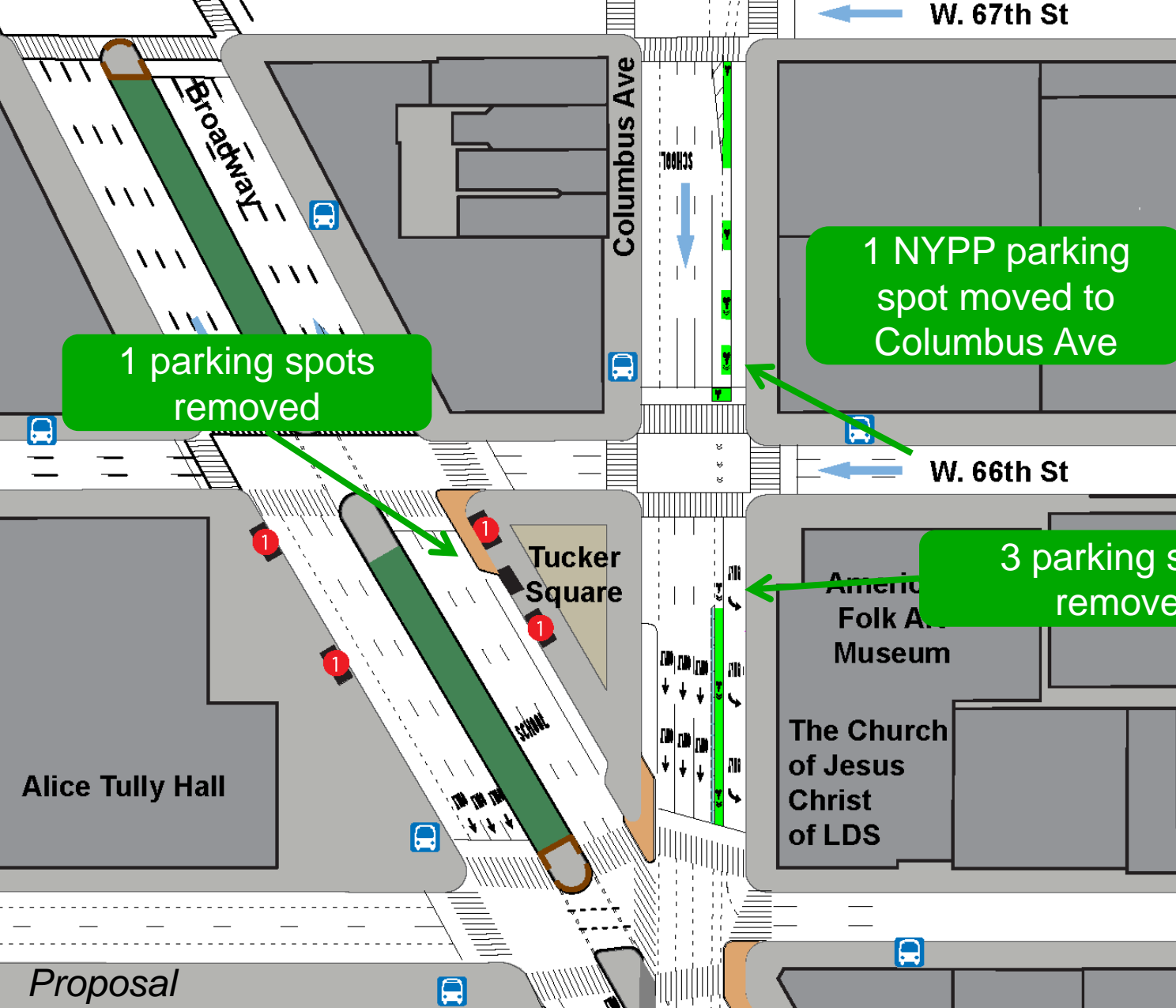
Appendix – Ped Ramps



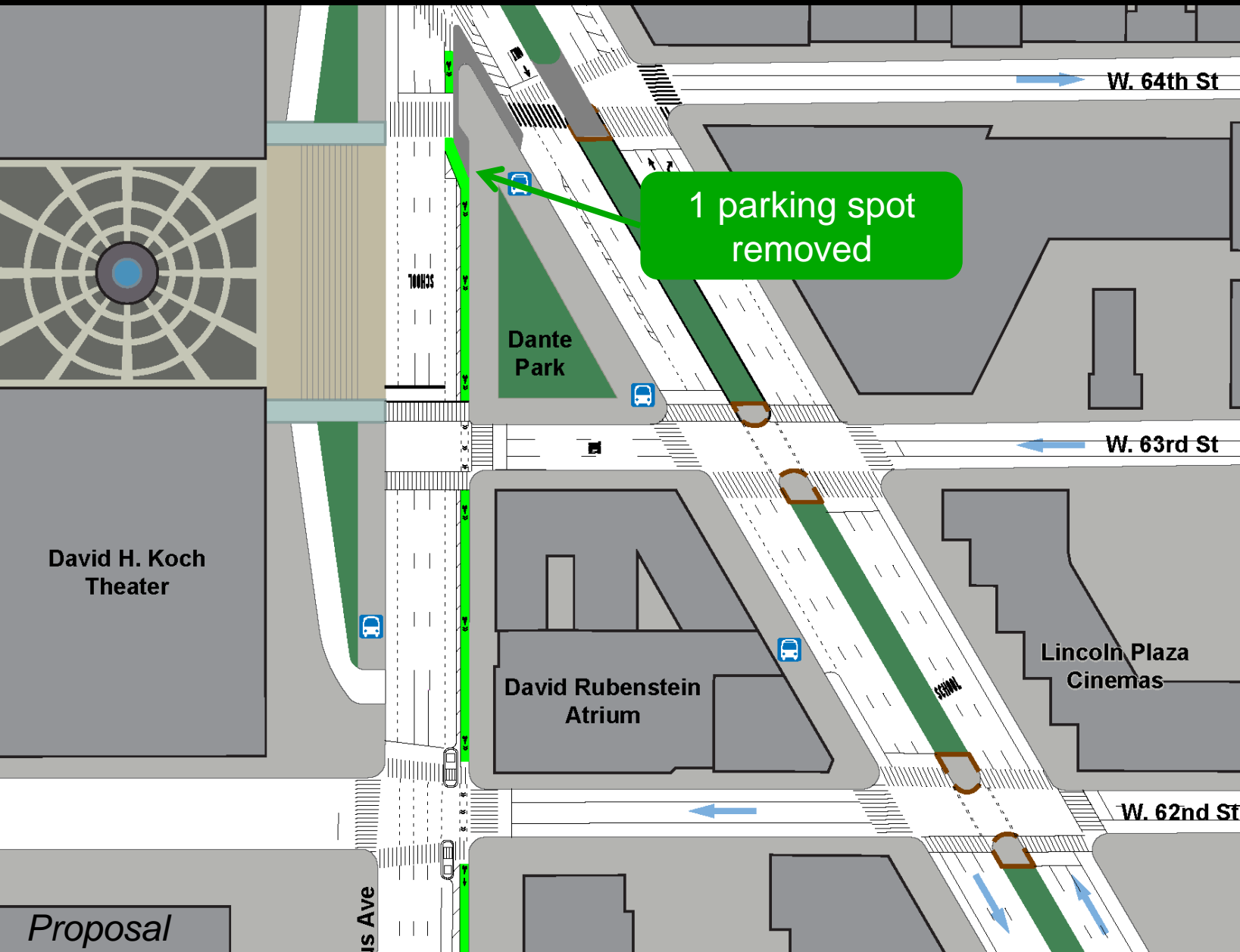
Appendix – Bus Lines



Appendix – Parking

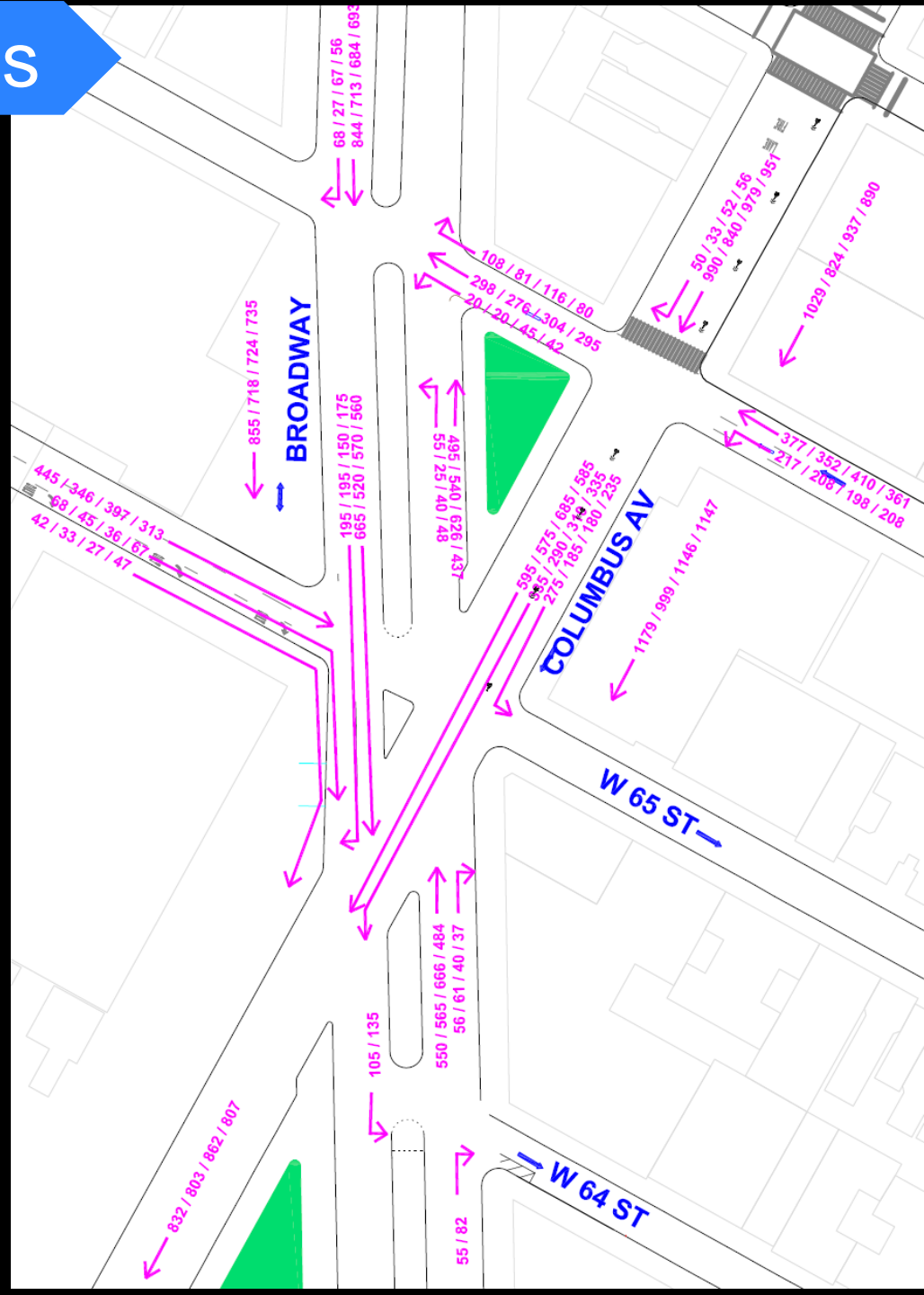


Appendix - Parking



Proposal

Appendix - Volumes



Bow Tie South of 65th St

Reorganize curb regulations for more efficient drop offs/pick ups

Regulations to clear curb before/during/after events and other rush periods

Daytime truck loading regulations to improve curb discipline

David H. Koch Theater

David Rubenstein Atrium

W. 64th St

W. 62nd St

Proposal

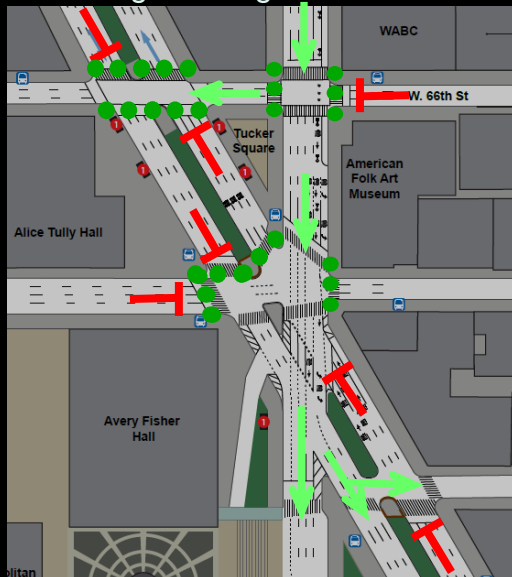
is Ave



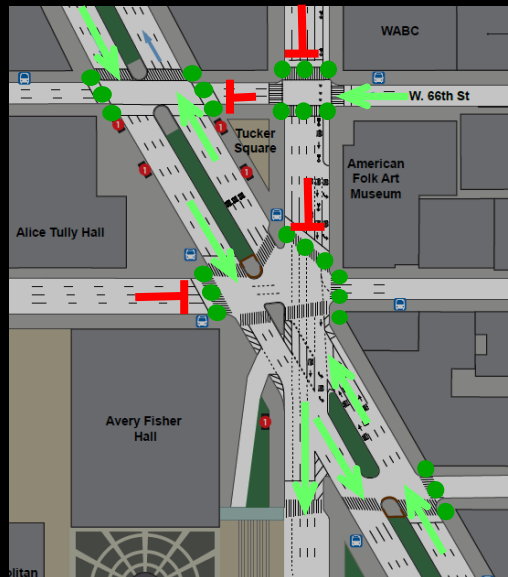
Appendix – Signal Timing

Existing Phasing

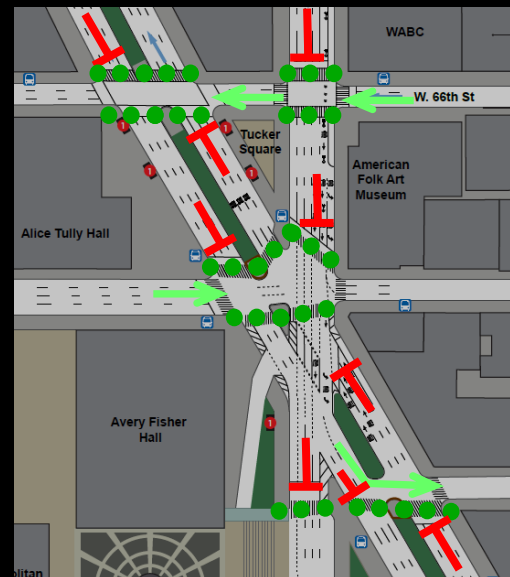
A



B

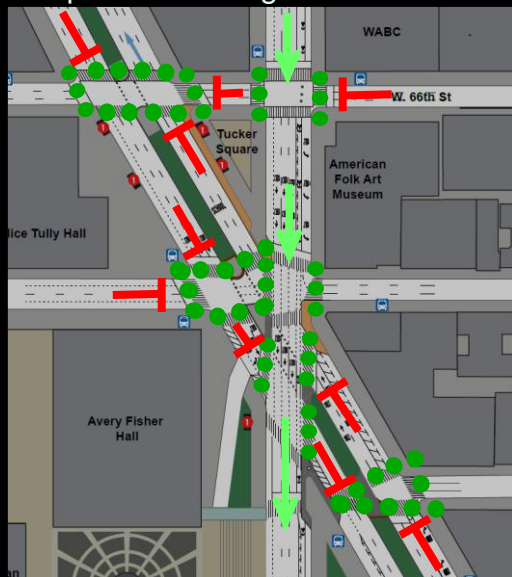


C

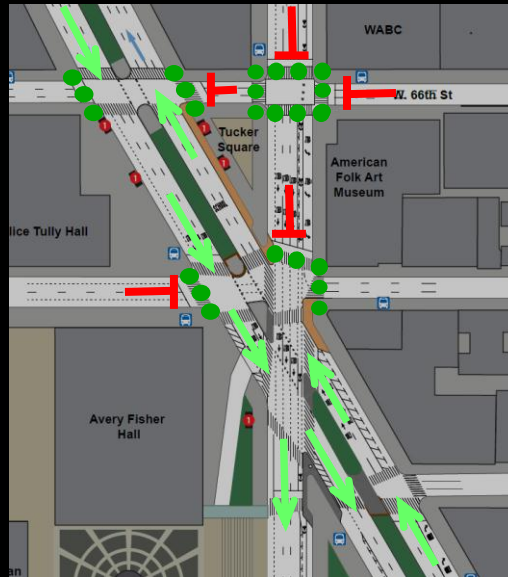


Proposed Phasing

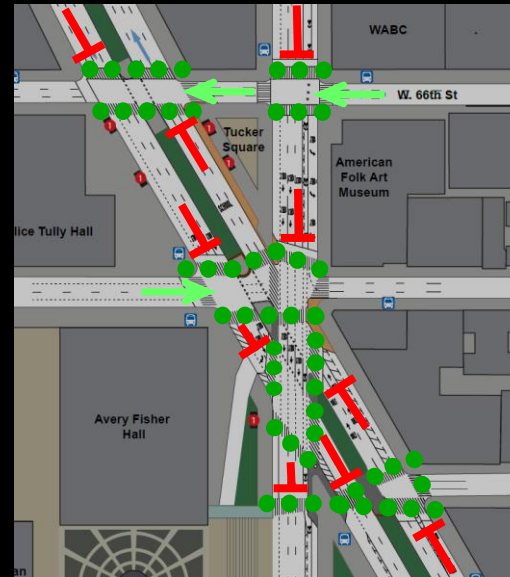
A



B



C



Appendix - Diversions

Appendix - Diversions

This map illustrates the proposed diversions for the 65th Street Transverse project in the Lincoln Center area of New York City. The map shows the grid of streets including Broadway, Columbus Avenue, Amsterdam Avenue, and Central Park West. Key landmarks such as Damrosch Park, Lincoln Center Plaza, and the Samuel N. Bennerson 2nd Playground are labeled. A red line indicates the project location along Broadway. Green arrows show the diversion routes for traffic on Broadway and Columbus Avenue, rerouting them around the project area. A blue arrow points to the 'Appendix - Diversions' section.

Appendix - Diversions

