

# Lincoln Square Bow Tie

## Proposed Pedestrian Safety Improvements

2015



# Lincoln Square Bow Tie

## Proposed Timeline

### 2014

April – CB7 intro presentation

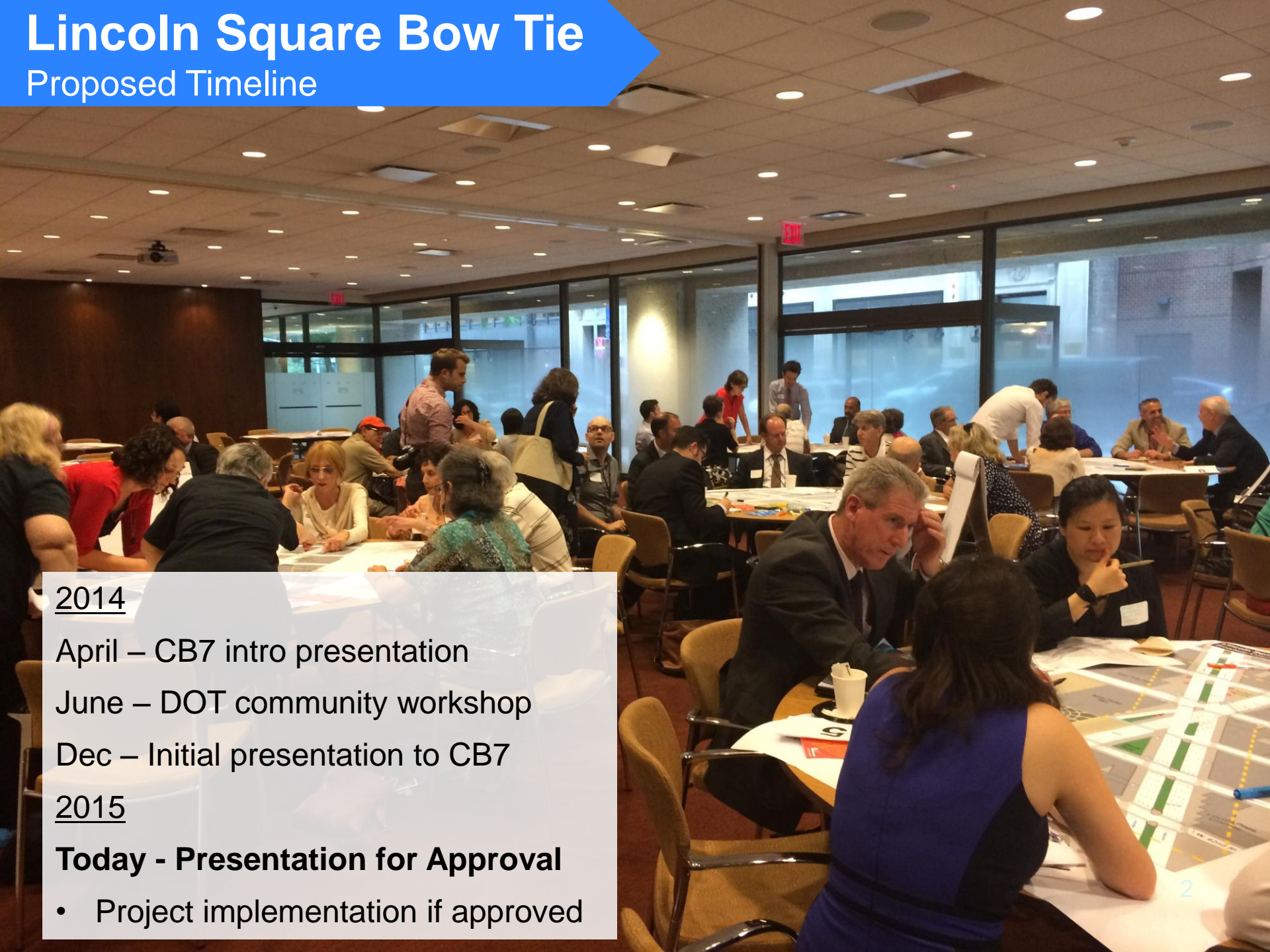
June – DOT community workshop

Dec – Initial presentation to CB7

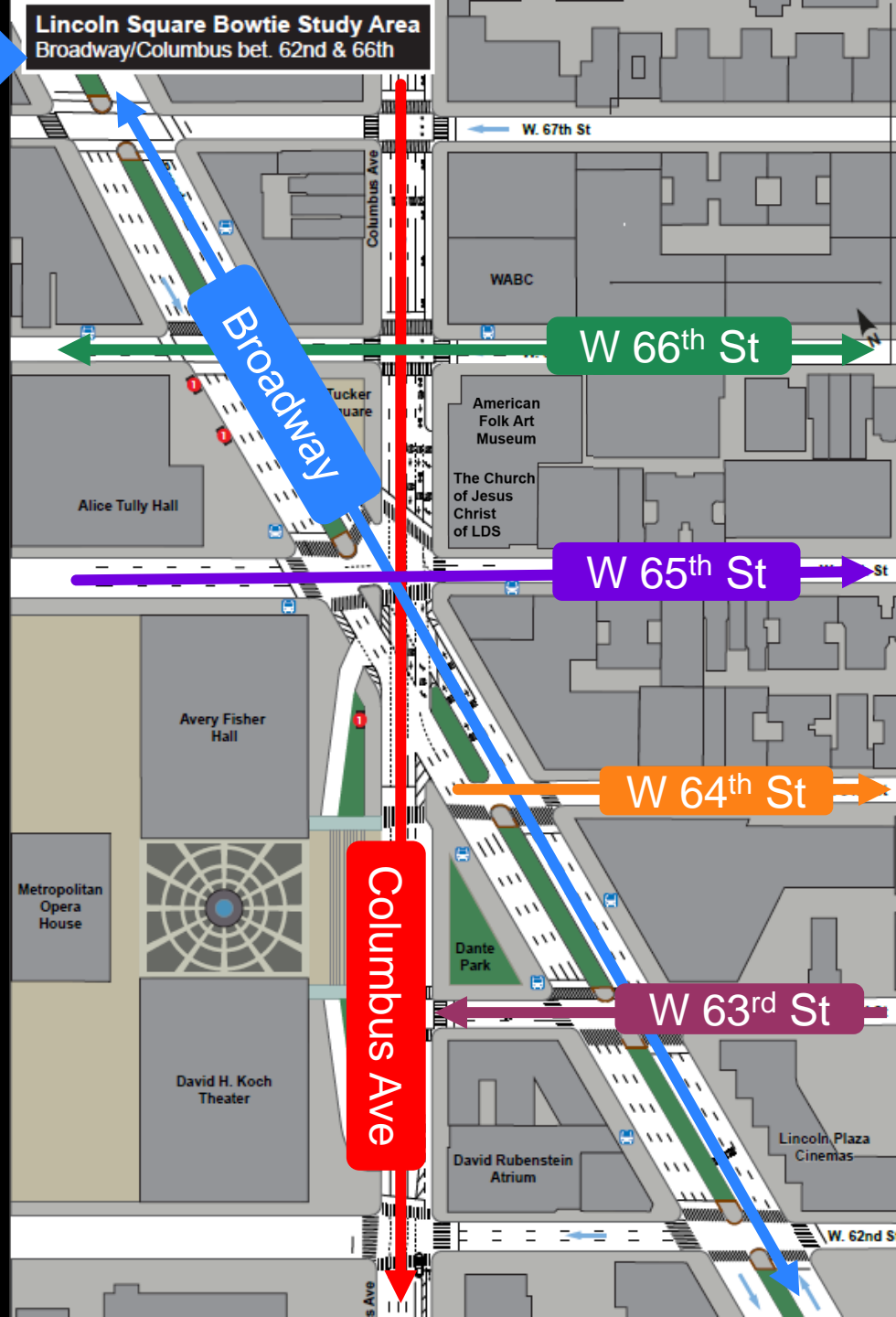
### 2015

**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 64<sup>th</sup> St



Pedestrian Crossings

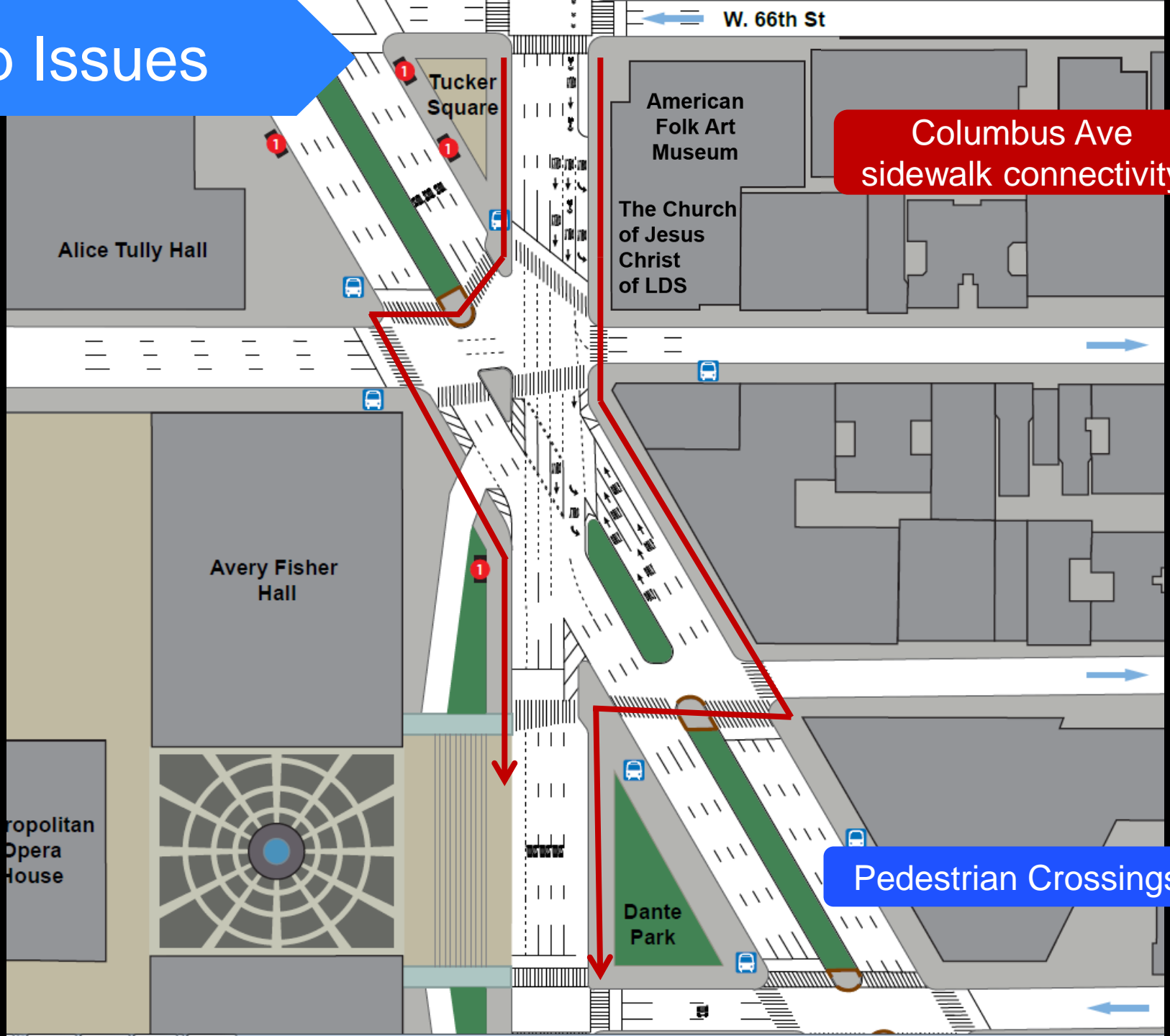
# Top Issues

Looking east at Broadway  
and W 65<sup>th</sup> St



Pedestrian Crossings

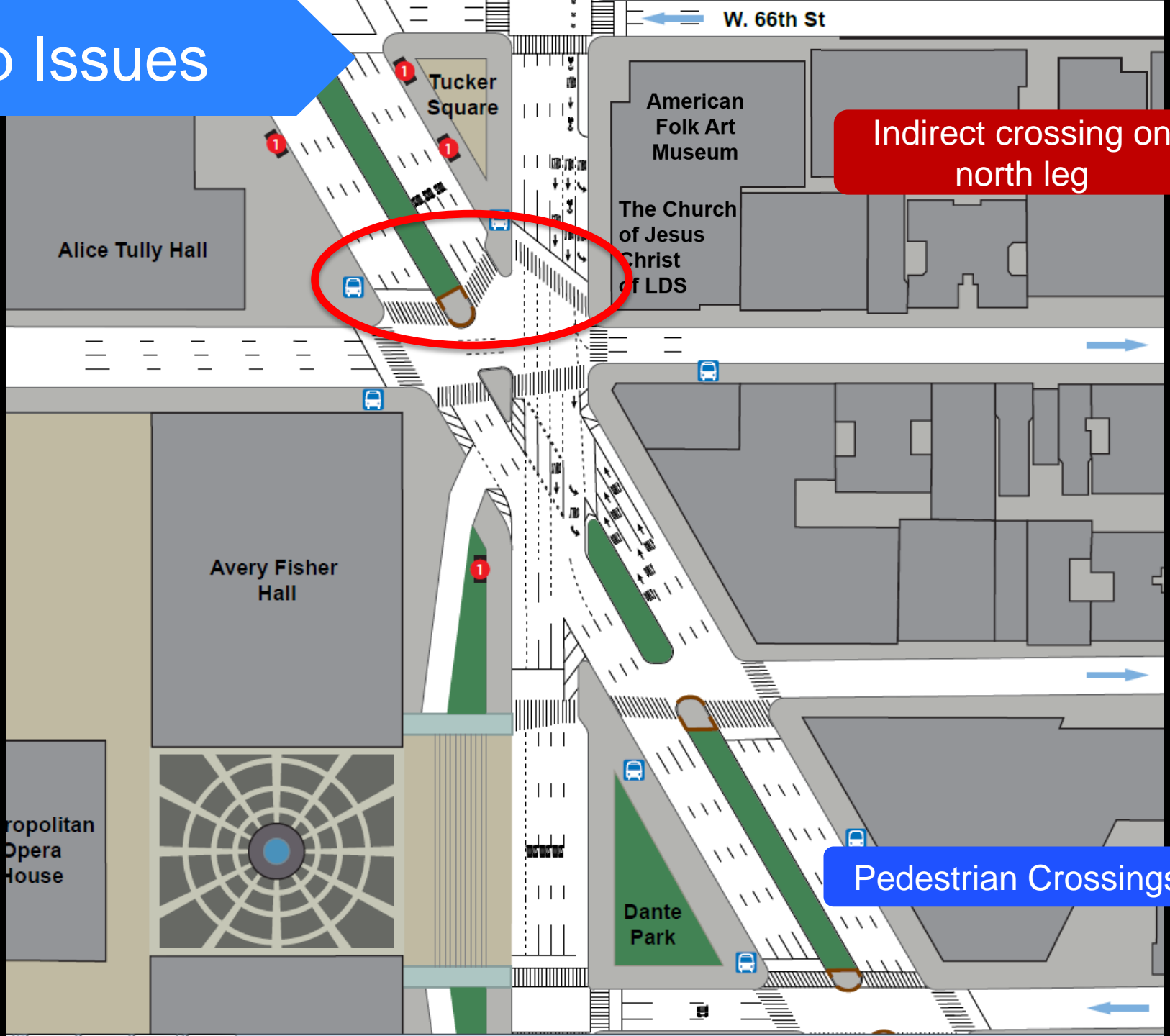
# Top Issues



Columbus Ave sidewalk connectivity

Pedestrian Crossings

# Top Issues





# Top Issues

Looking south at Broadway and  
W 66<sup>th</sup> St



Pedestrian Space

# Top Issues

Looking east at Columbus  
and W 65<sup>th</sup> St



Pedestrian Signals

# Top Issues

Looking east at Columbus  
and W 65<sup>th</sup> St



Pedestrian/Traffic  
Conflicts

# Top Issues

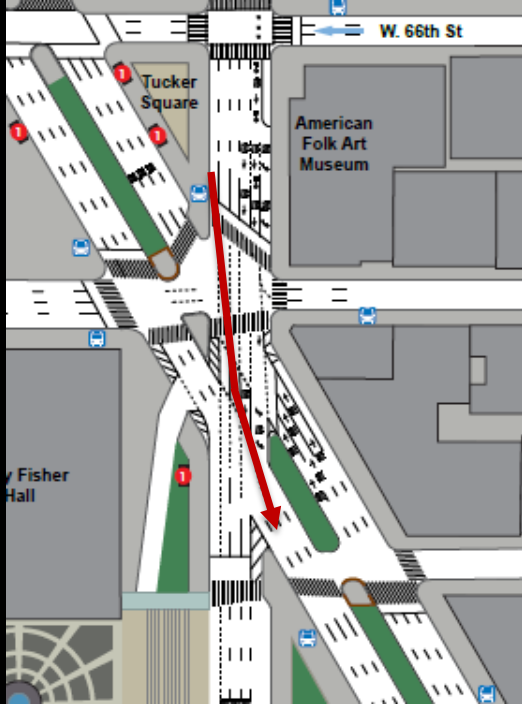
Looking south at Columbus  
and W 66<sup>th</sup> St



Pedestrian/Traffic  
Conflicts

# Top Issues

Looking north from W 64<sup>th</sup> St  
and Broadway



Traffic Conflicts

# Top Issues

Looking north at Broadway  
and W 65<sup>th</sup> St



Median Tips

# Top Issues

Looking north from  
Columbus and W 64<sup>th</sup> St

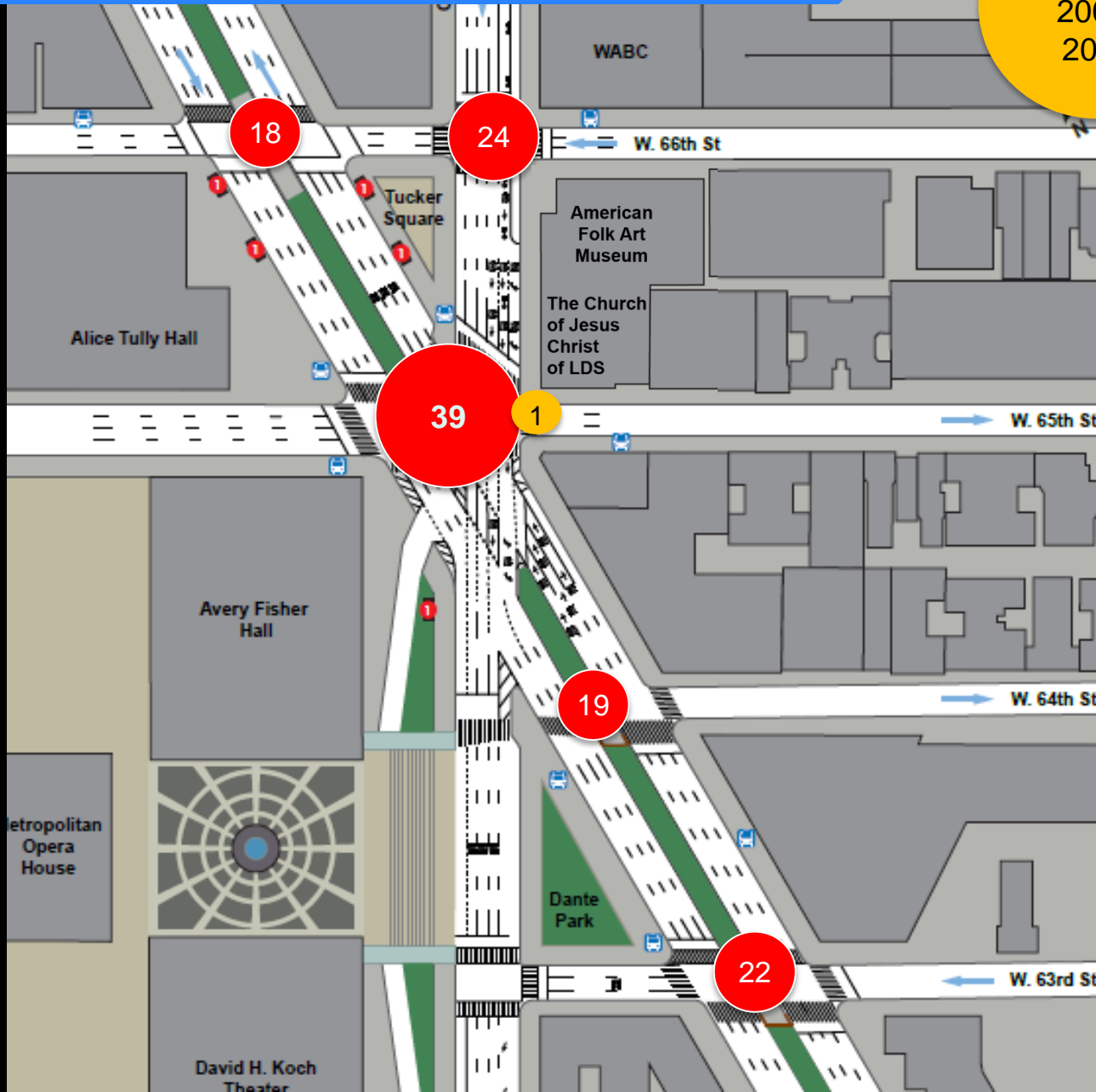


Bicycle Connection

# Safety Data

Fatalities  
2008-  
2012

Total  
Injuries  
2008-2012

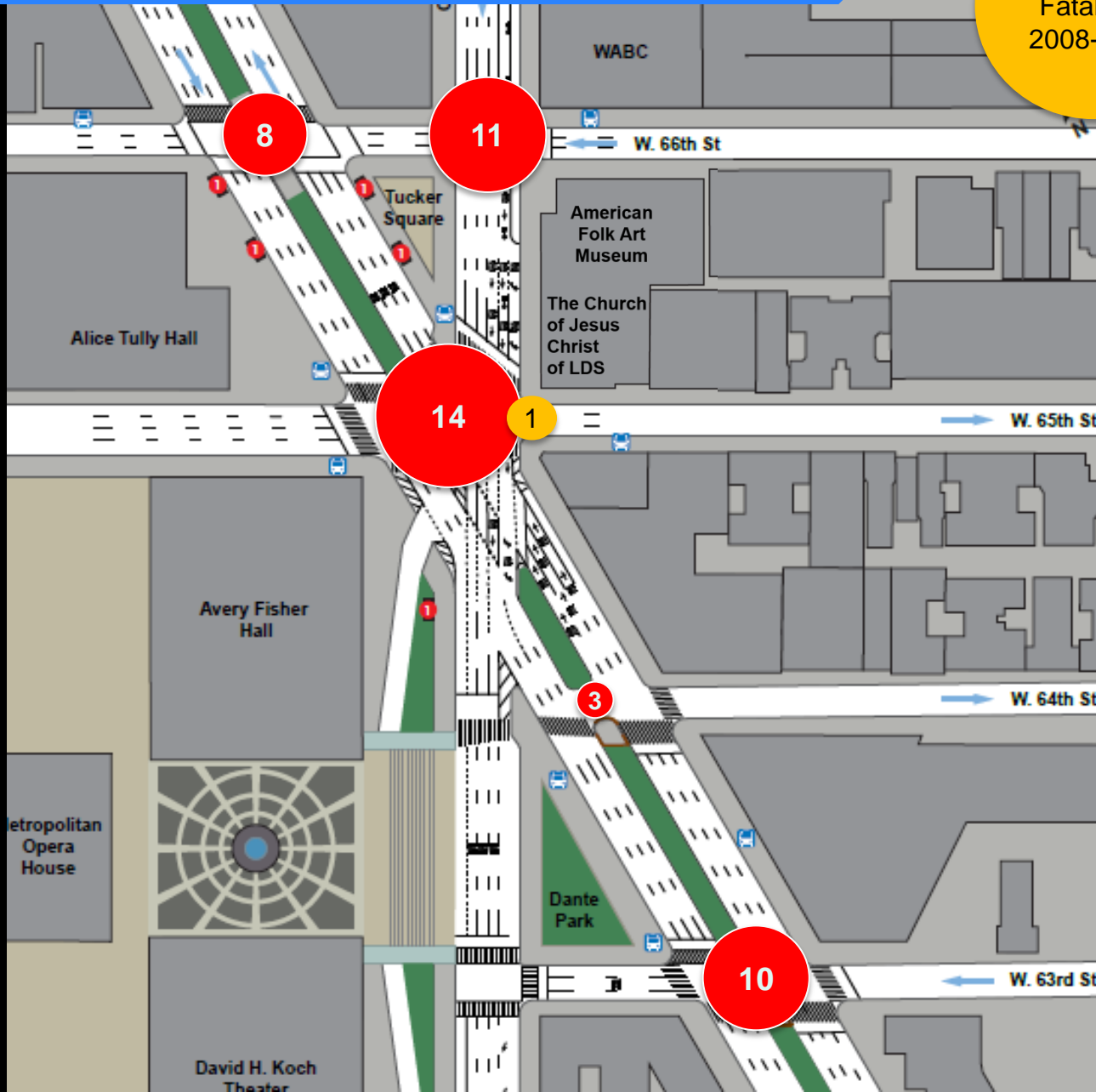




# Safety Data

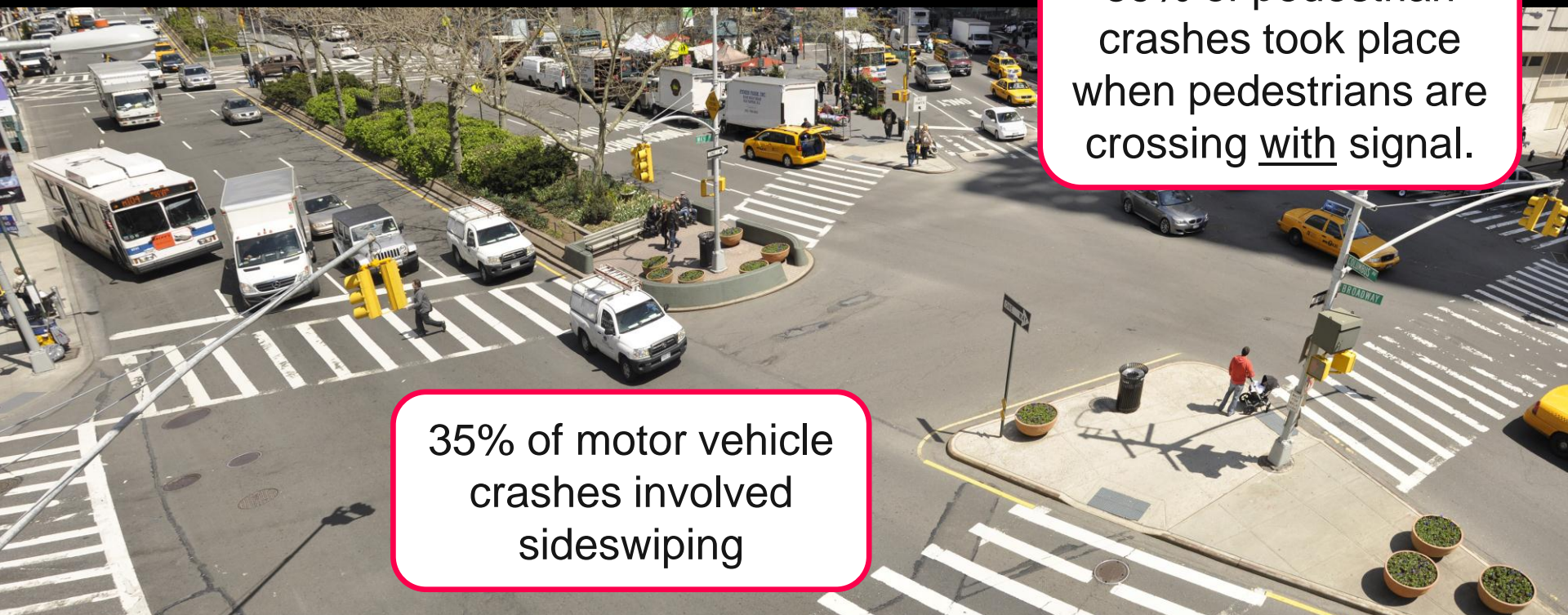
Pedestrian  
Fatalities  
2008-2012

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)

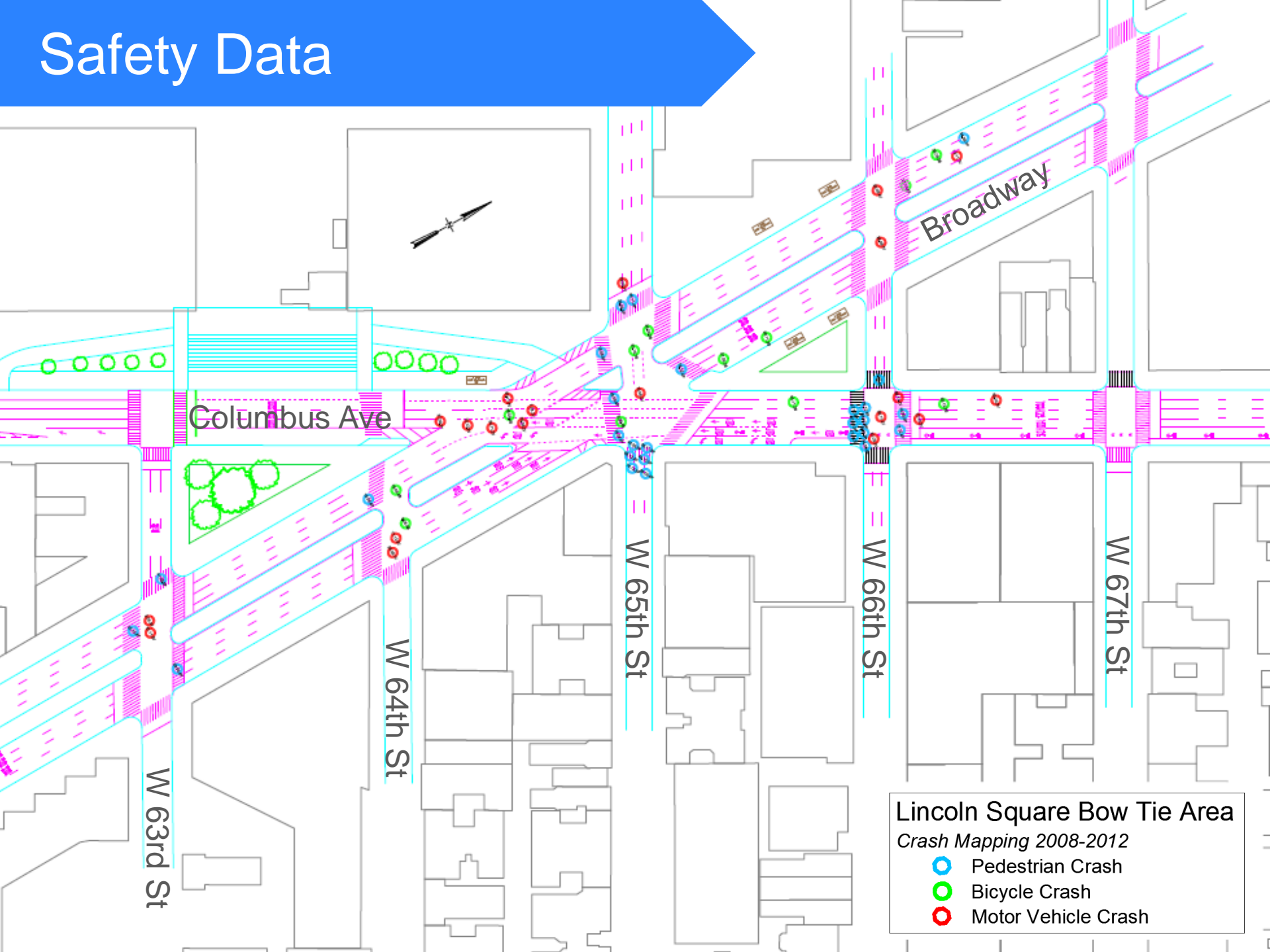
	Total Injuries	Severe Injuries
Pedestrian	46	2
Bicyclist	16	2
Motor Vehicle Occupant	61	6
Total	123	10

1 pedestrian fatality




Top 5% KSI\* in Manhattan

\*Killed or Seriously Injured intersection safety metric

# Safety Data

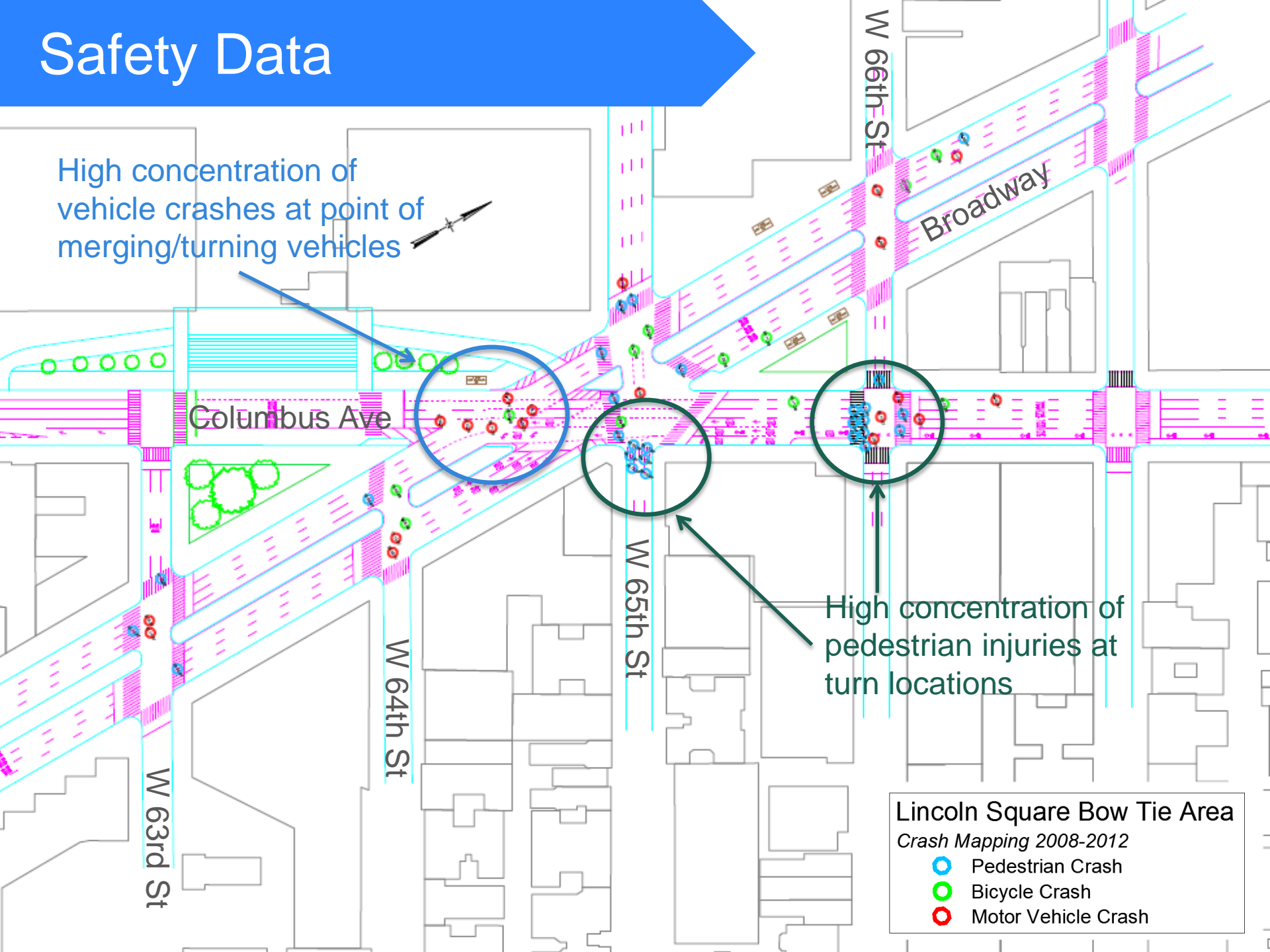


**Lincoln Square Bow Tie Area**  
*Crash Mapping 2008-2012*

-  Pedestrian Crash
-  Bicycle Crash
-  Motor Vehicle Crash

# Safety Data

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



Columbus Ave

Broadway

W 66th St




W 65th St

W 64th St

W 63rd St

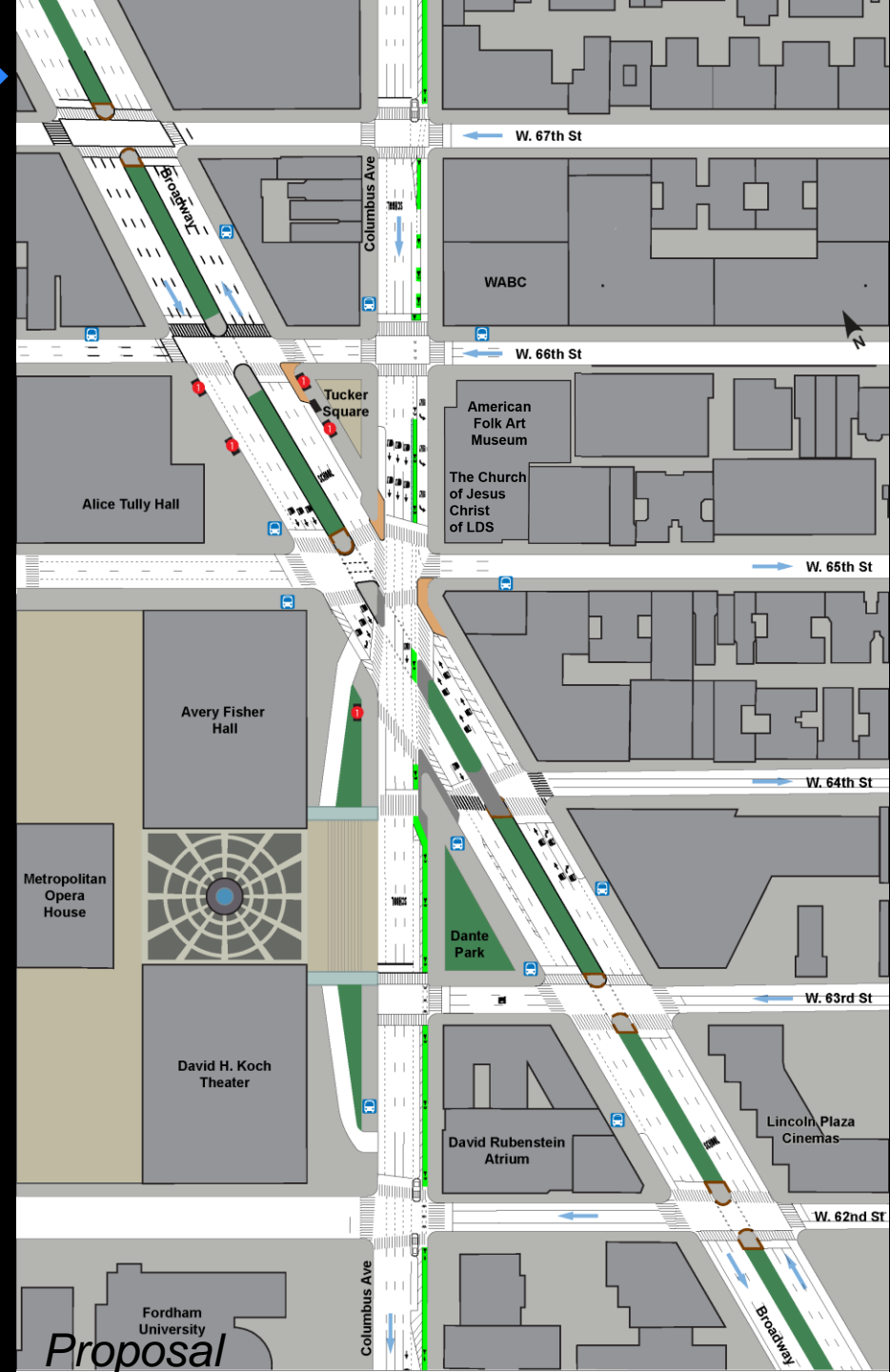
High concentration of pedestrian injuries at turn locations

**Lincoln Square Bow Tie Area**  
*Crash Mapping 2008-2012*

-  Pedestrian Crash
-  Bicycle Crash
-  Motor Vehicle Crash

# Focused Solutions

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

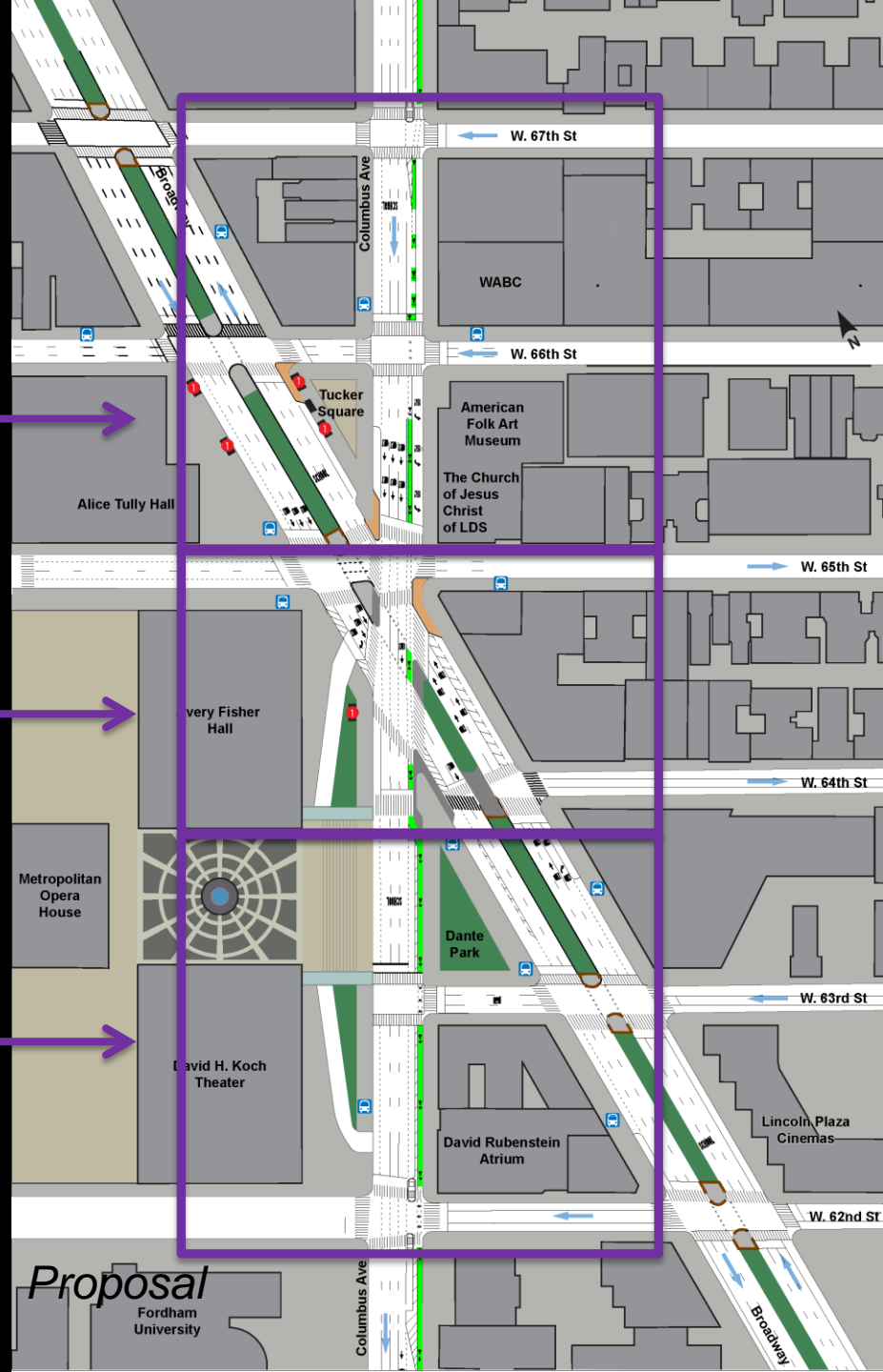


# Organization

**Bow Tie north of 65<sup>th</sup> St**

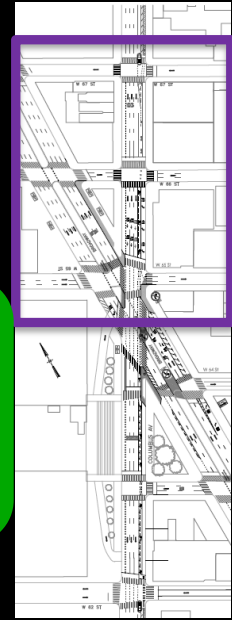
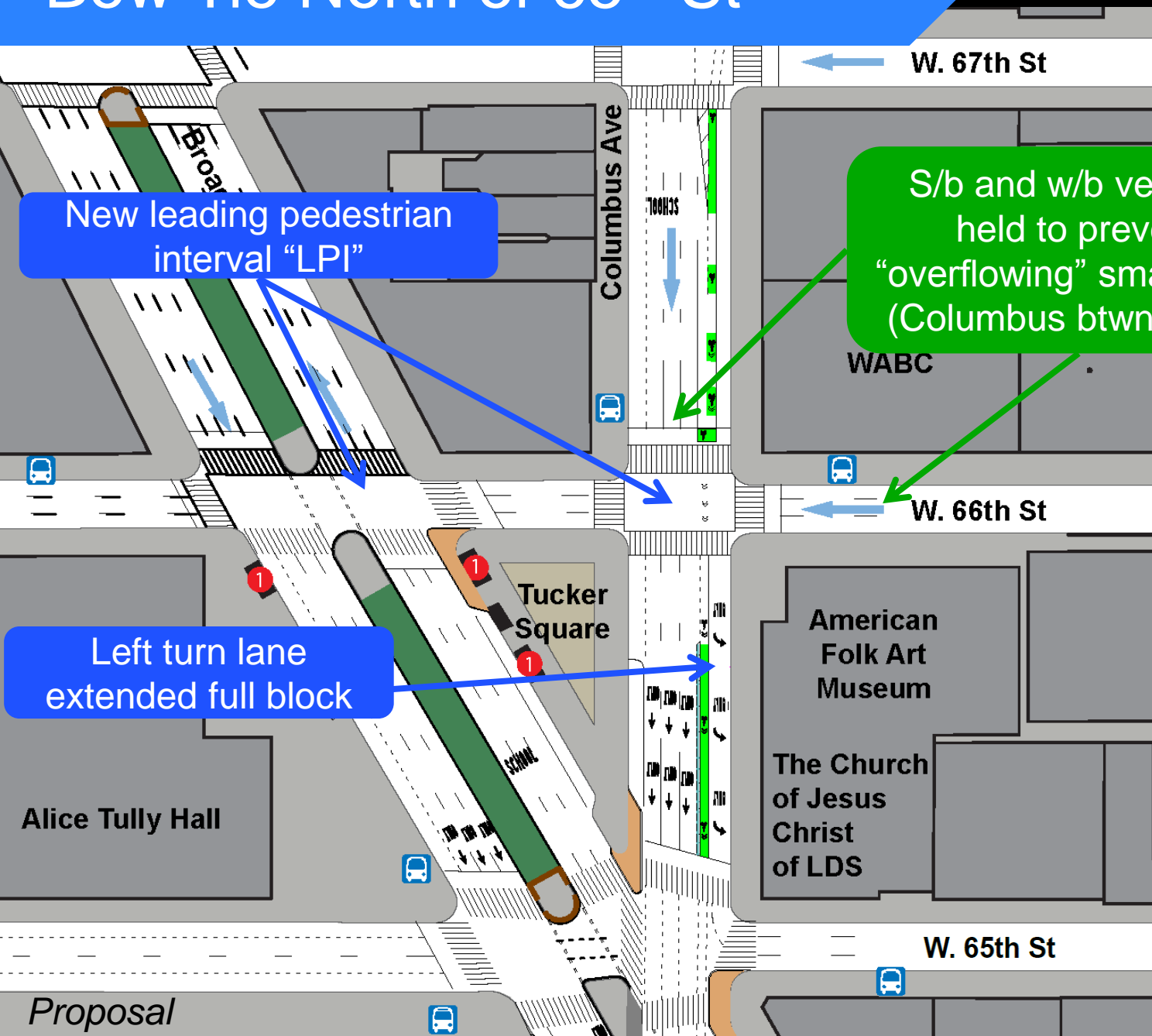
**Bow Tie at 65<sup>th</sup> St**

**Bow Tie south of 65<sup>th</sup> St**



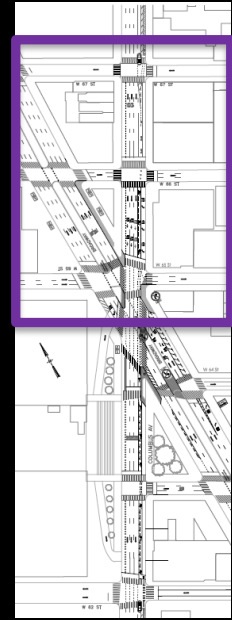
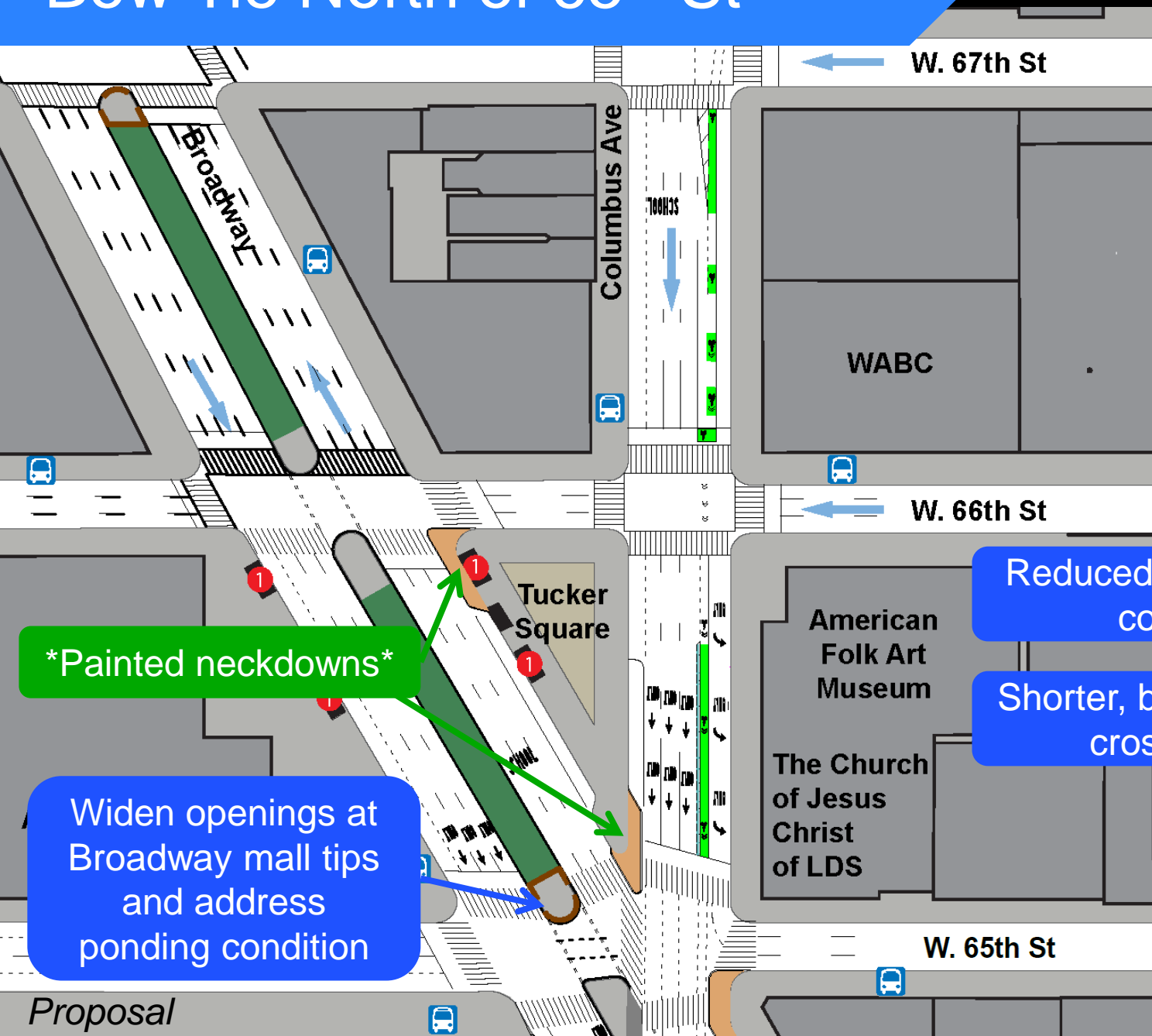
\* Indicates update from 12/9/14 meeting

# Bow Tie North of 65<sup>th</sup> St



Proposal

# Bow Tie North of 65<sup>th</sup> St



**\*Painted neckdowns\***

Widen openings at Broadway mall tips and address ponding condition

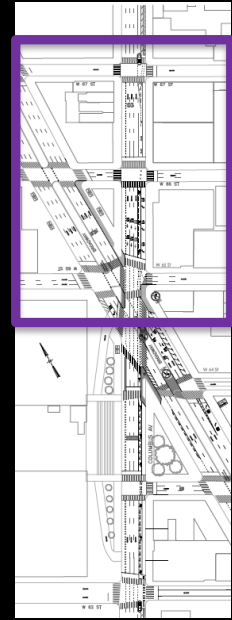
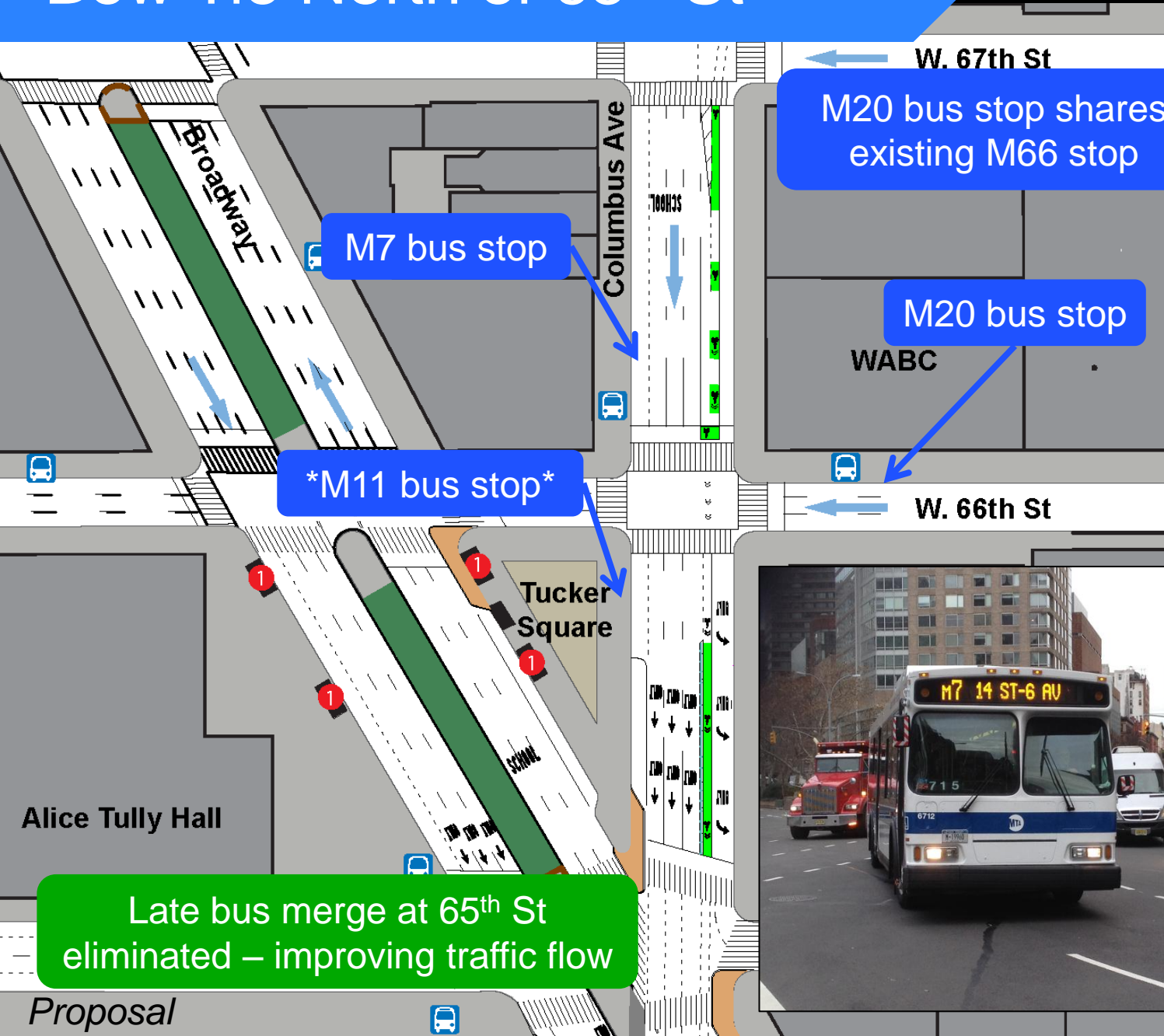
Reduced crowding at corners

Shorter, better aligned crosswalks

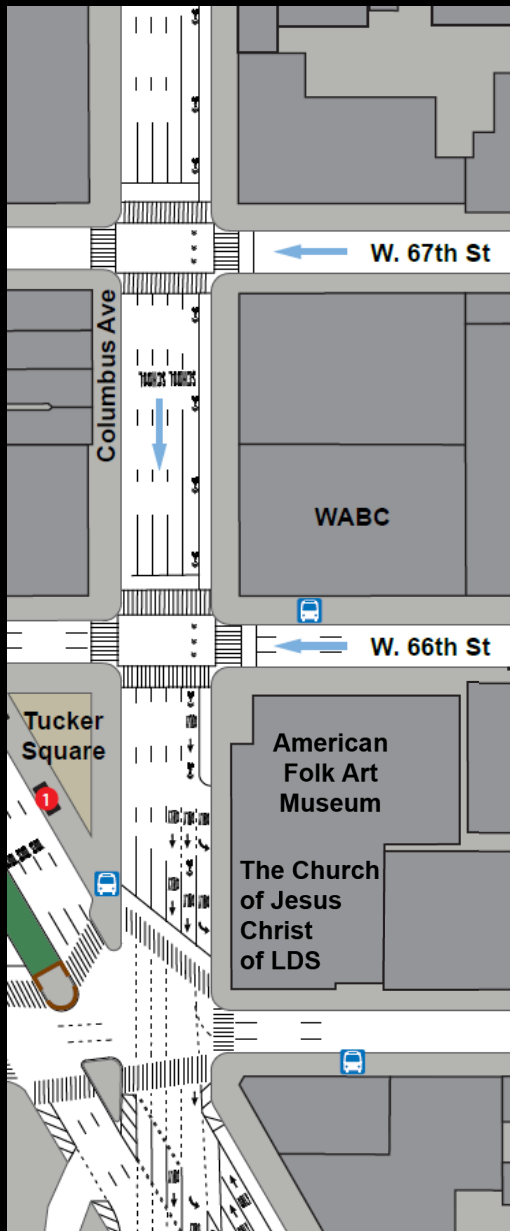
Proposal



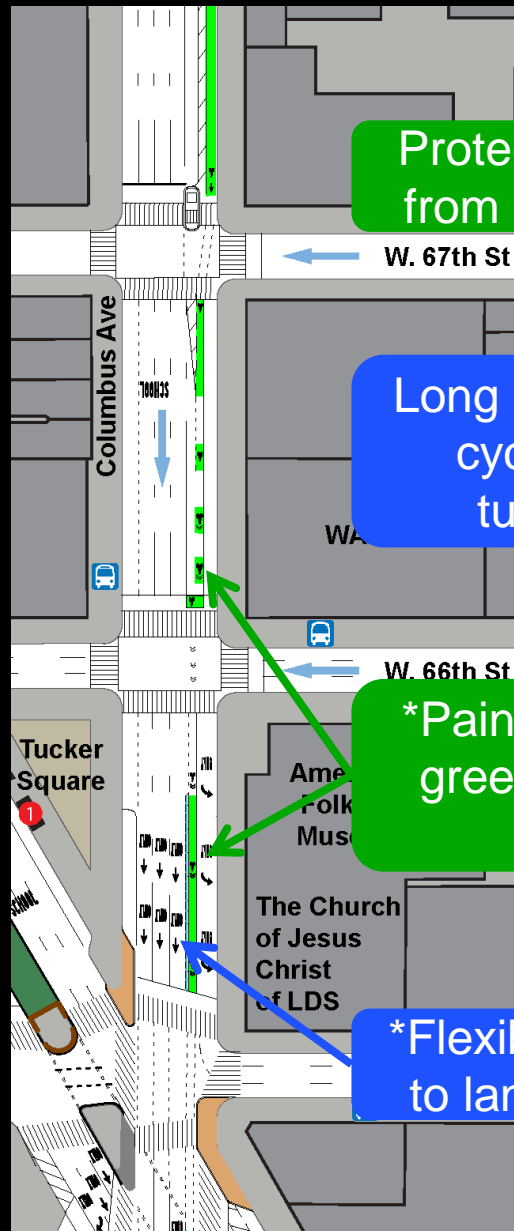
# Bow Tie North of 65<sup>th</sup> St



# Protected Lane North of Bow Tie



Existing



Proposed

Protected path extends from W 69th to W 67th

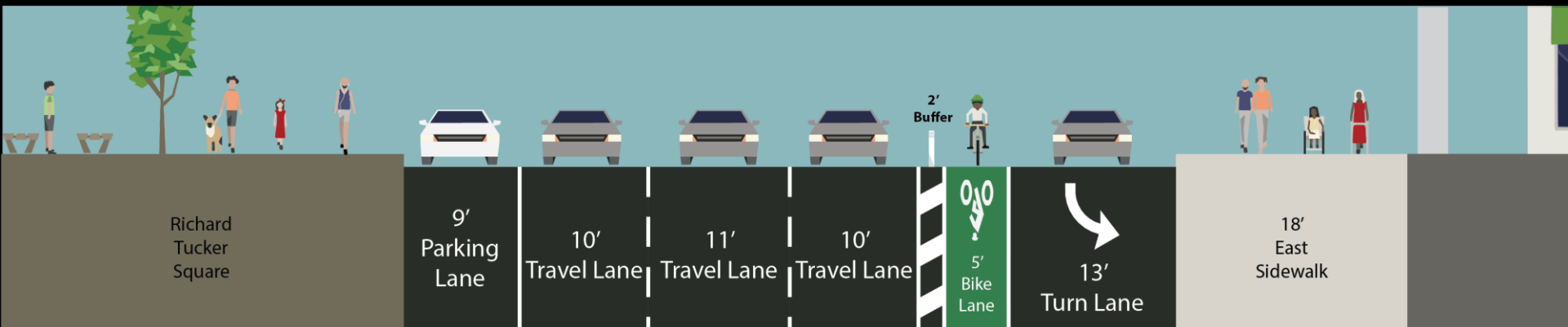
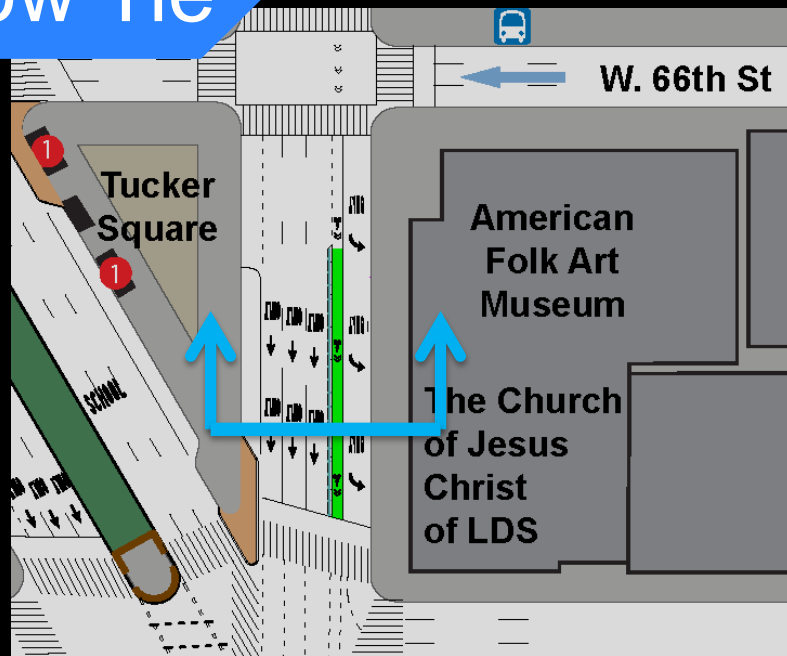
Long mixing zone shifts cyclists outside of turning vehicles

\*Paint green lanes and green backed bicycle markings\*

\*Flexible bollards added to lane edge in buffer\*

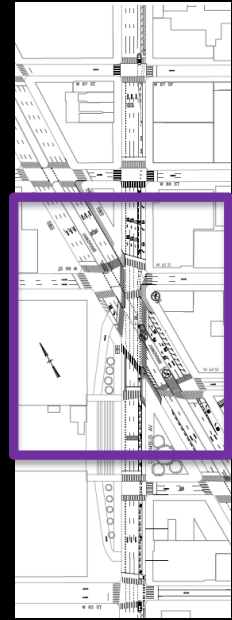
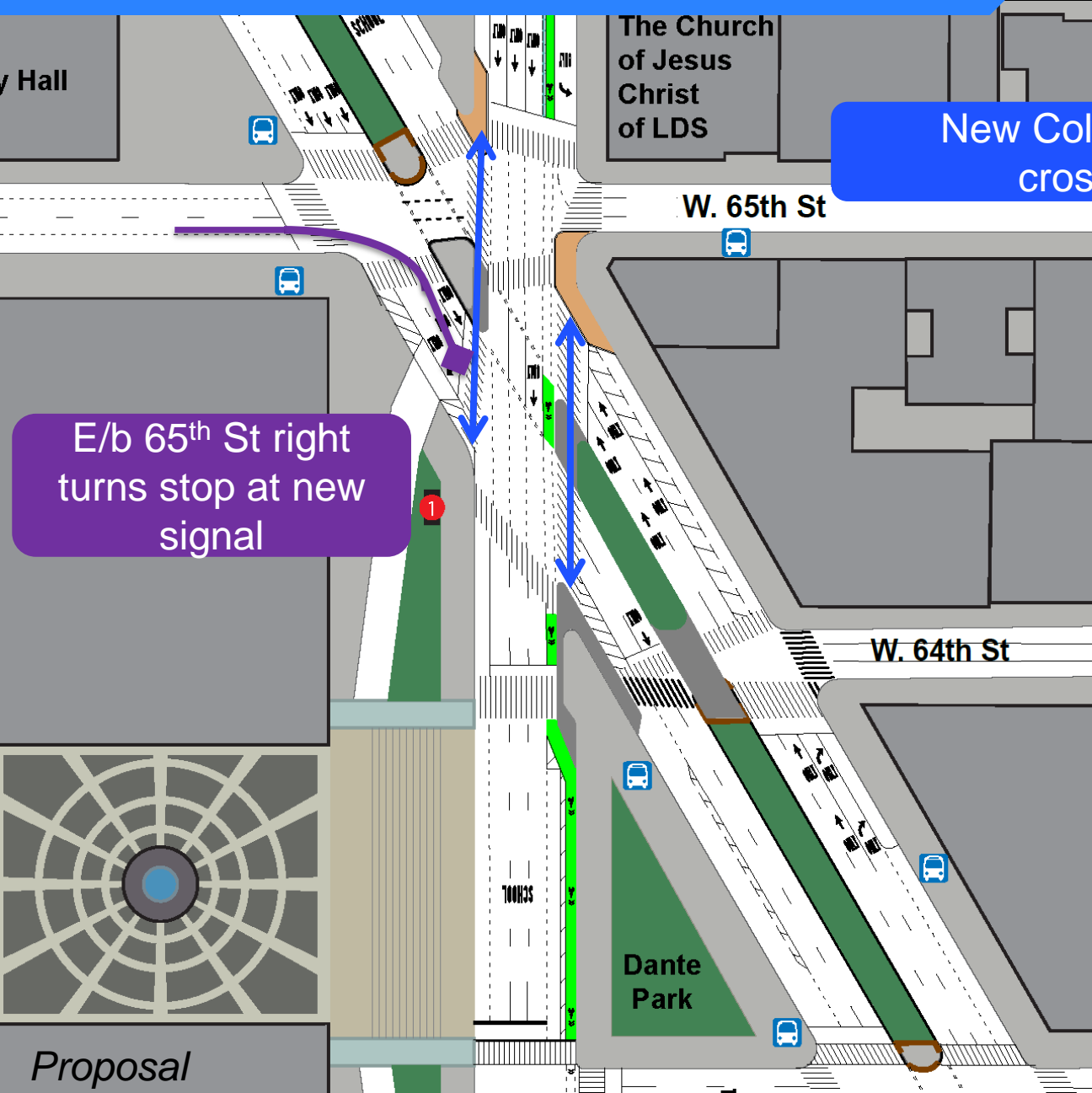
# Protected Lane North of Bow Tie

Flexible bollard and painted buffer provide additional lane protection approaching W 65<sup>th</sup> St

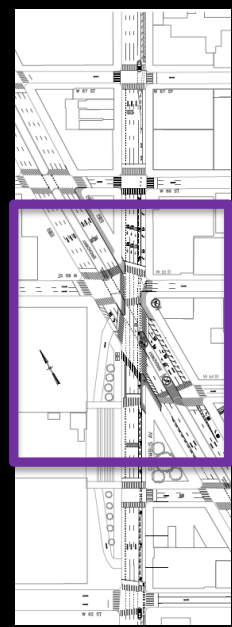
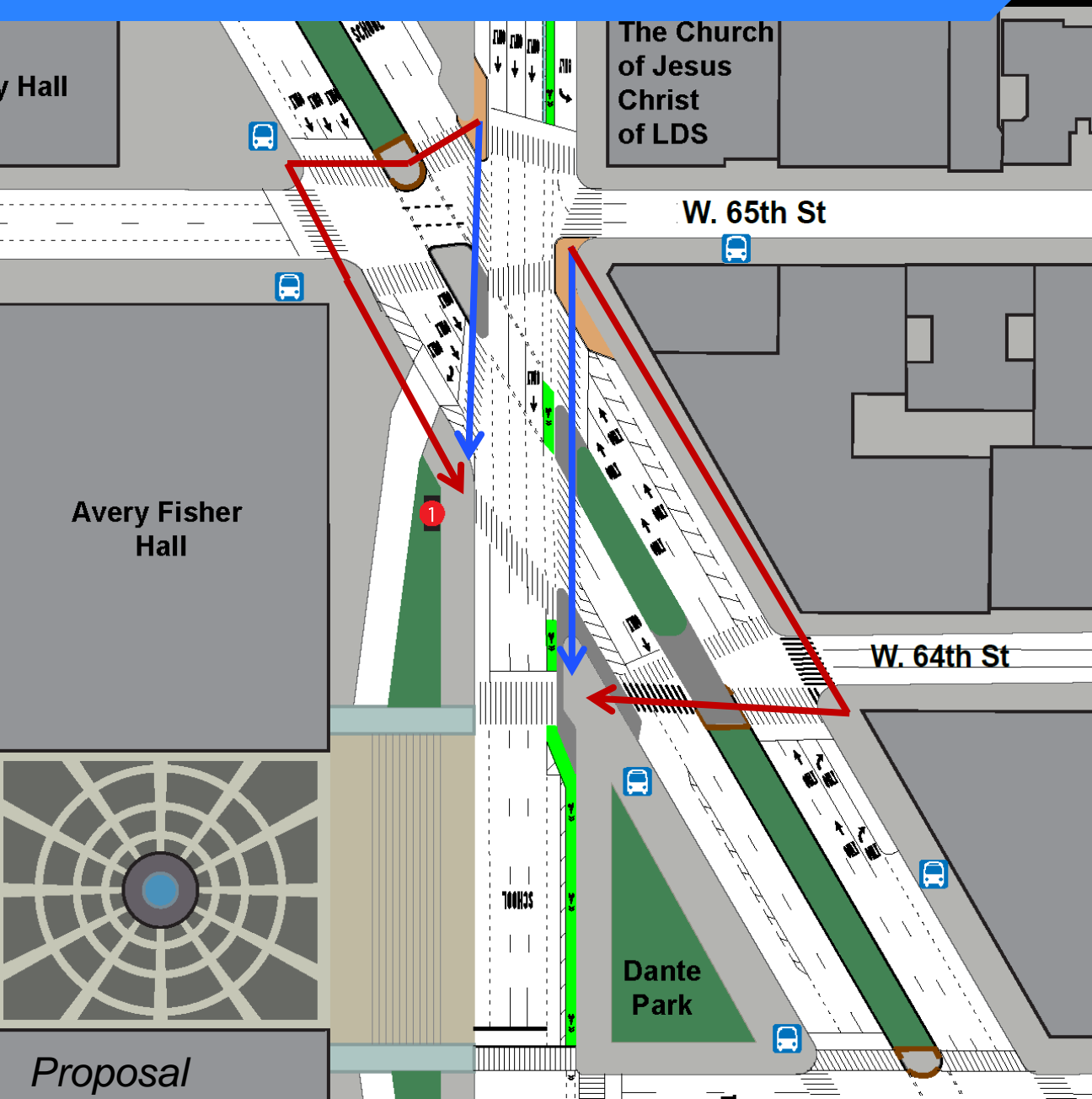


Proposed Columbus Ave cross section  
between W 65 and W 66

# Bow Tie at 65<sup>th</sup> St



# Bow Tie at 65<sup>th</sup> St

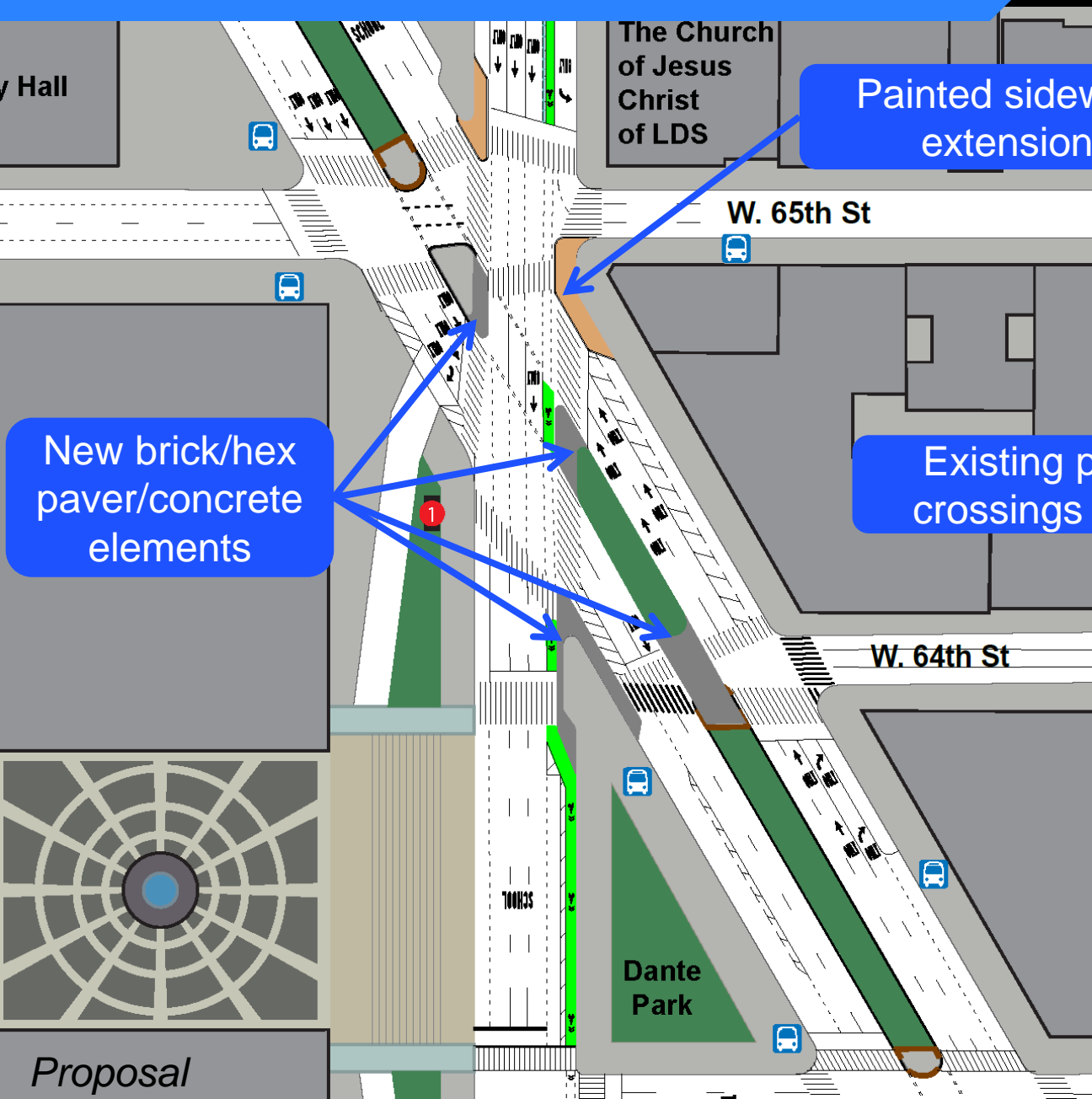


Existing access

Proposed access

Proposal

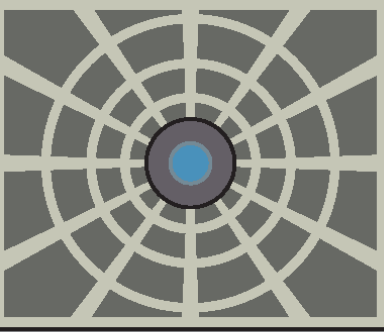
# Bow Tie at 65<sup>th</sup> St



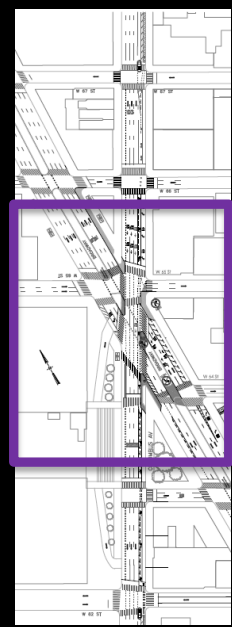
Painted sidewalk extension

New brick/hex paver/concrete elements

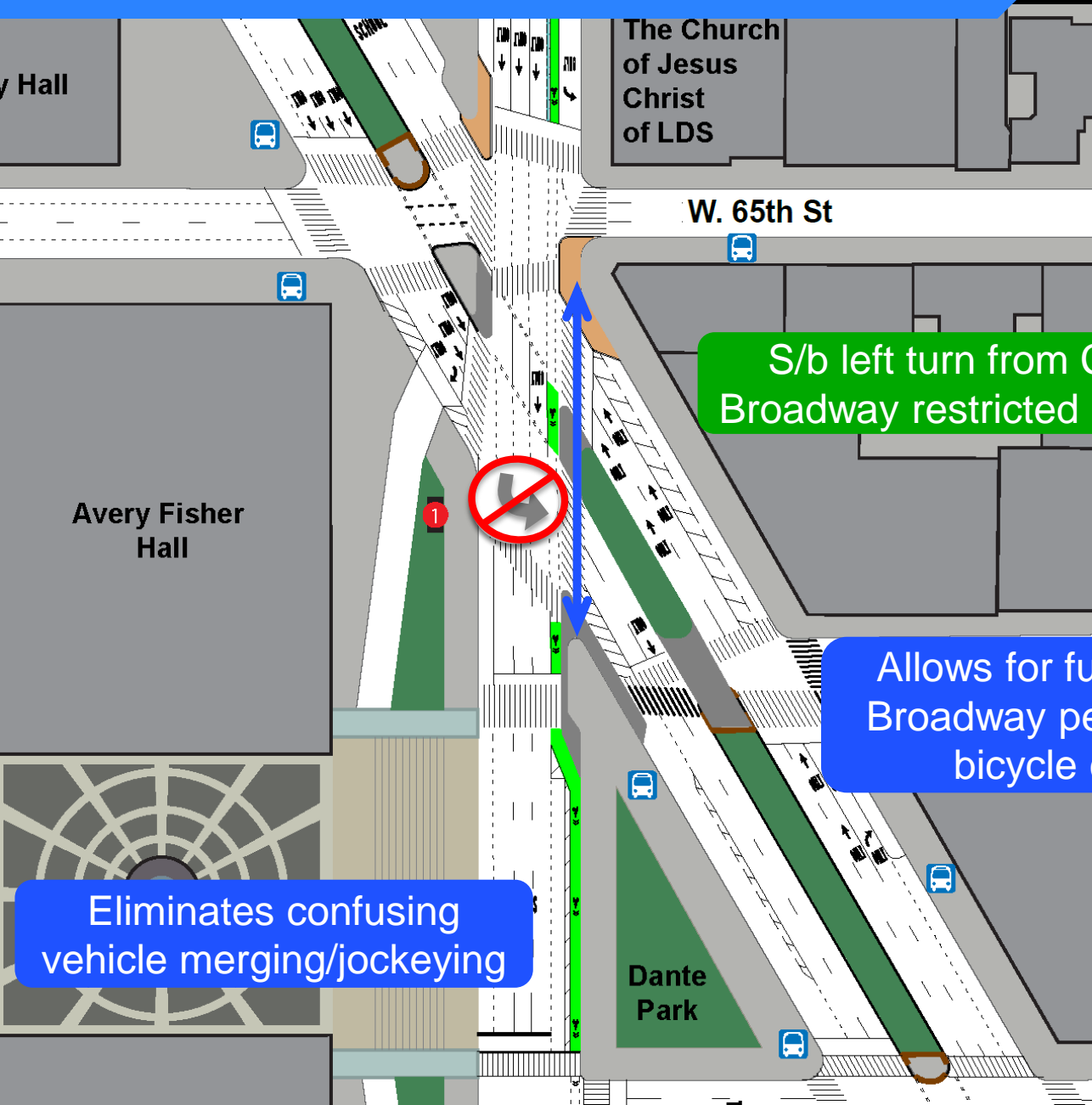
Existing pedestrian crossings shortened



Proposal



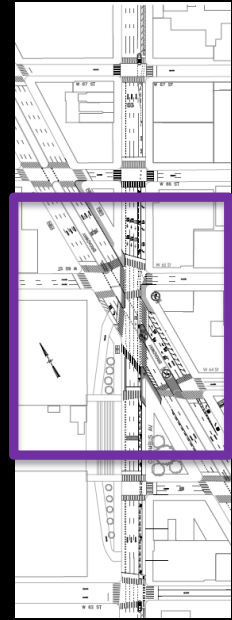
# Bow Tie at 65<sup>th</sup> St



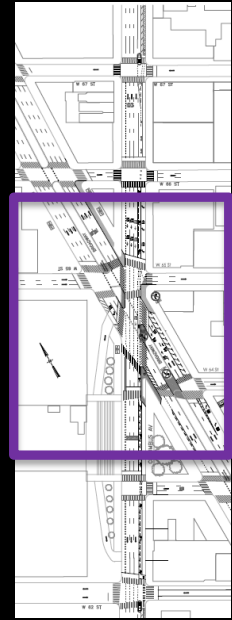
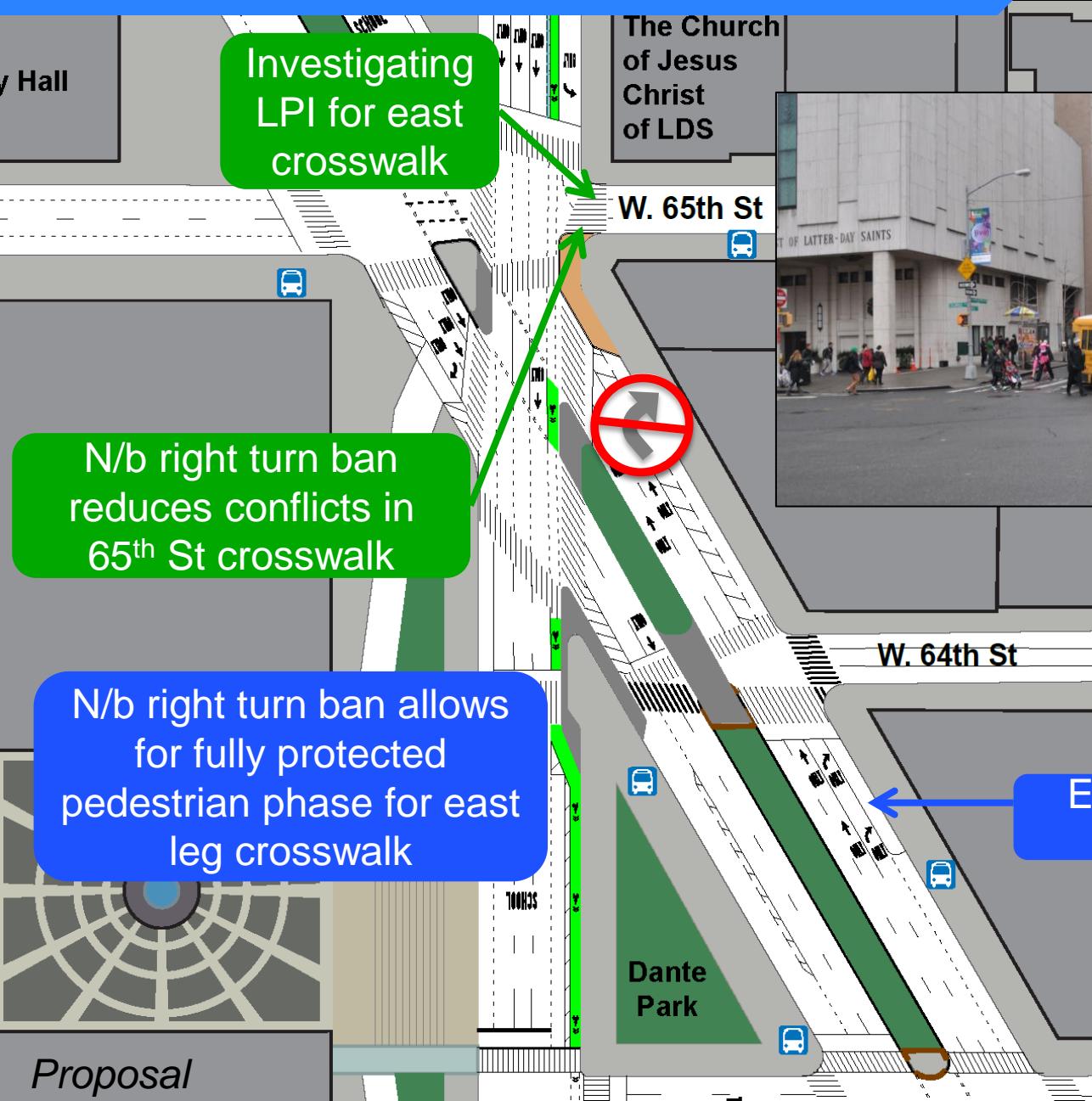
S/b left turn from Columbus to Broadway restricted (except buses)

Allows for fully protected Broadway pedestrian and bicycle crossing

Eliminates confusing vehicle merging/jockeying



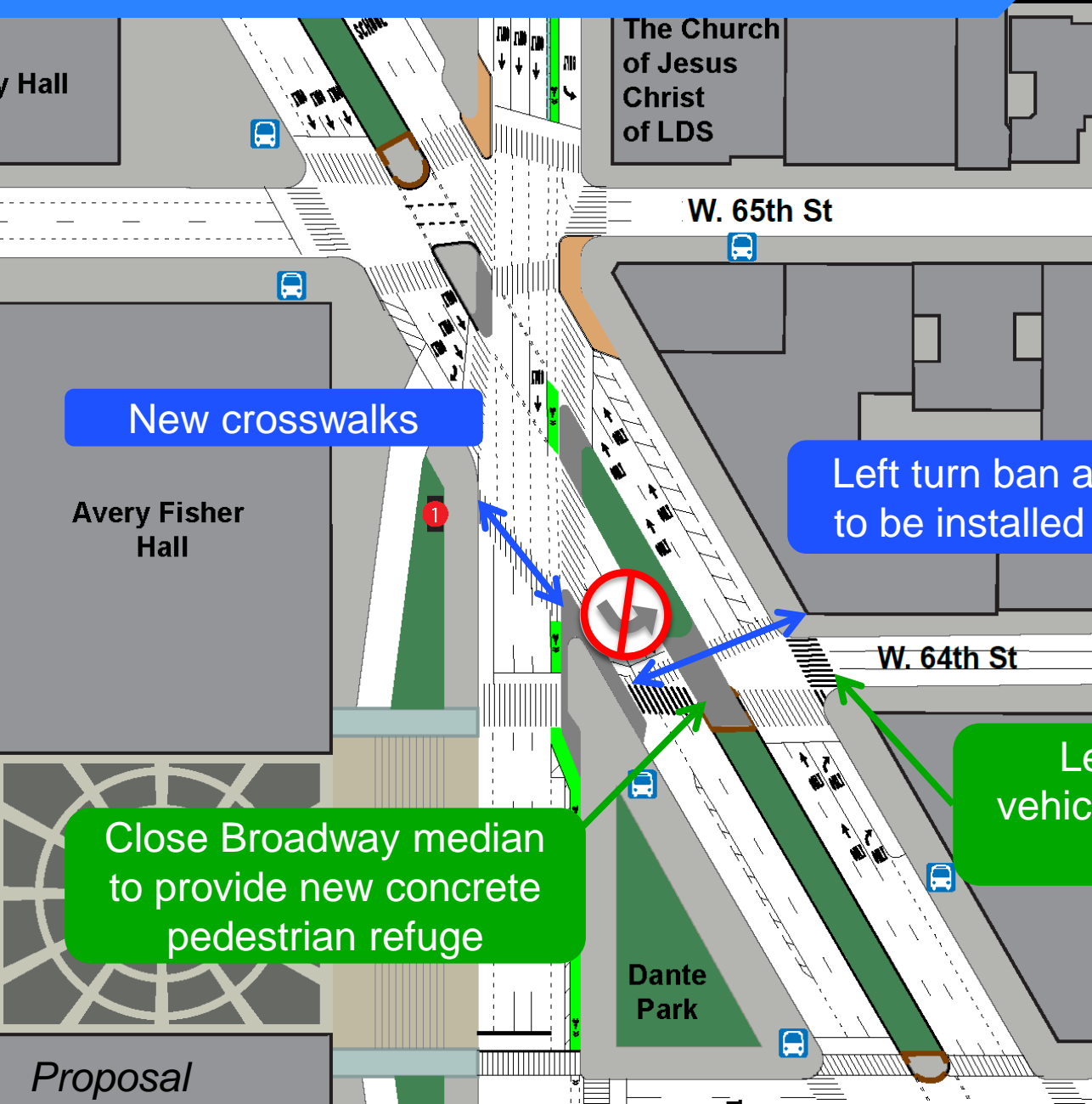
# Bow Tie at 65<sup>th</sup> St



Proposal



# Bow Tie at 65<sup>th</sup> St

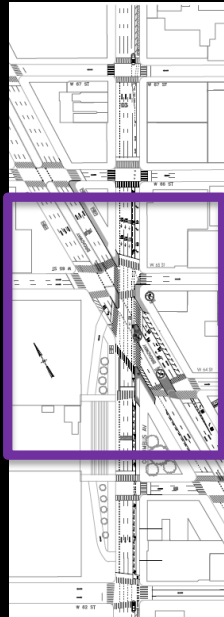


New crosswalks

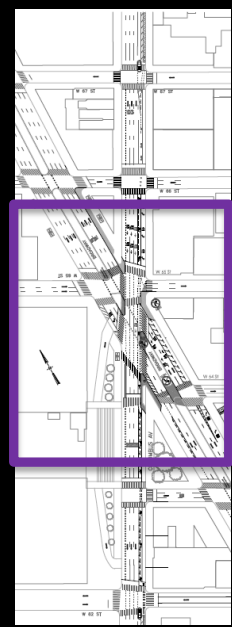
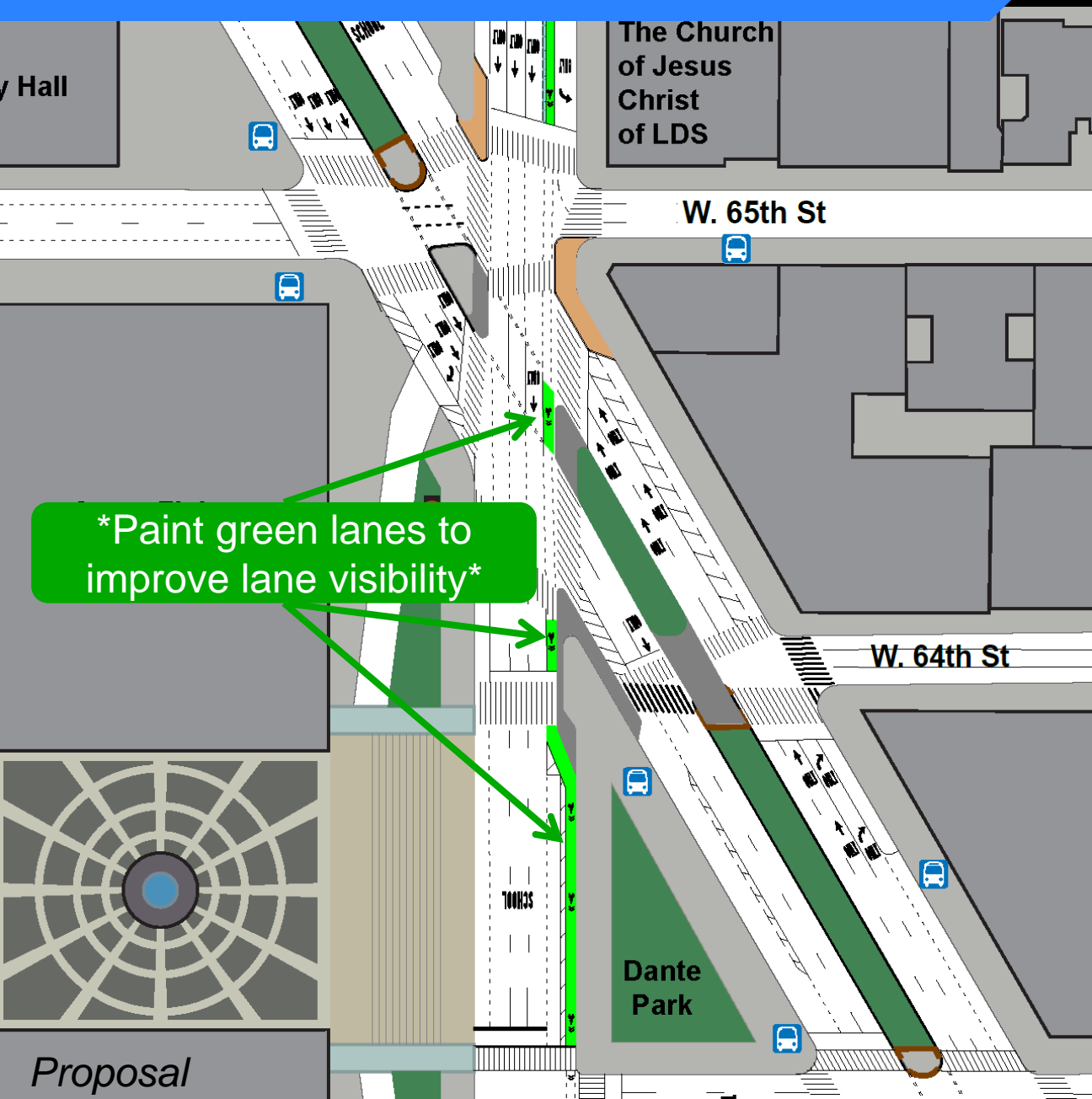
Left turn ban allows crosswalk to be installed from NE corner

Close Broadway median to provide new concrete pedestrian refuge

Left turn ban reduces vehicle/pedestrian conflict in east crosswalk

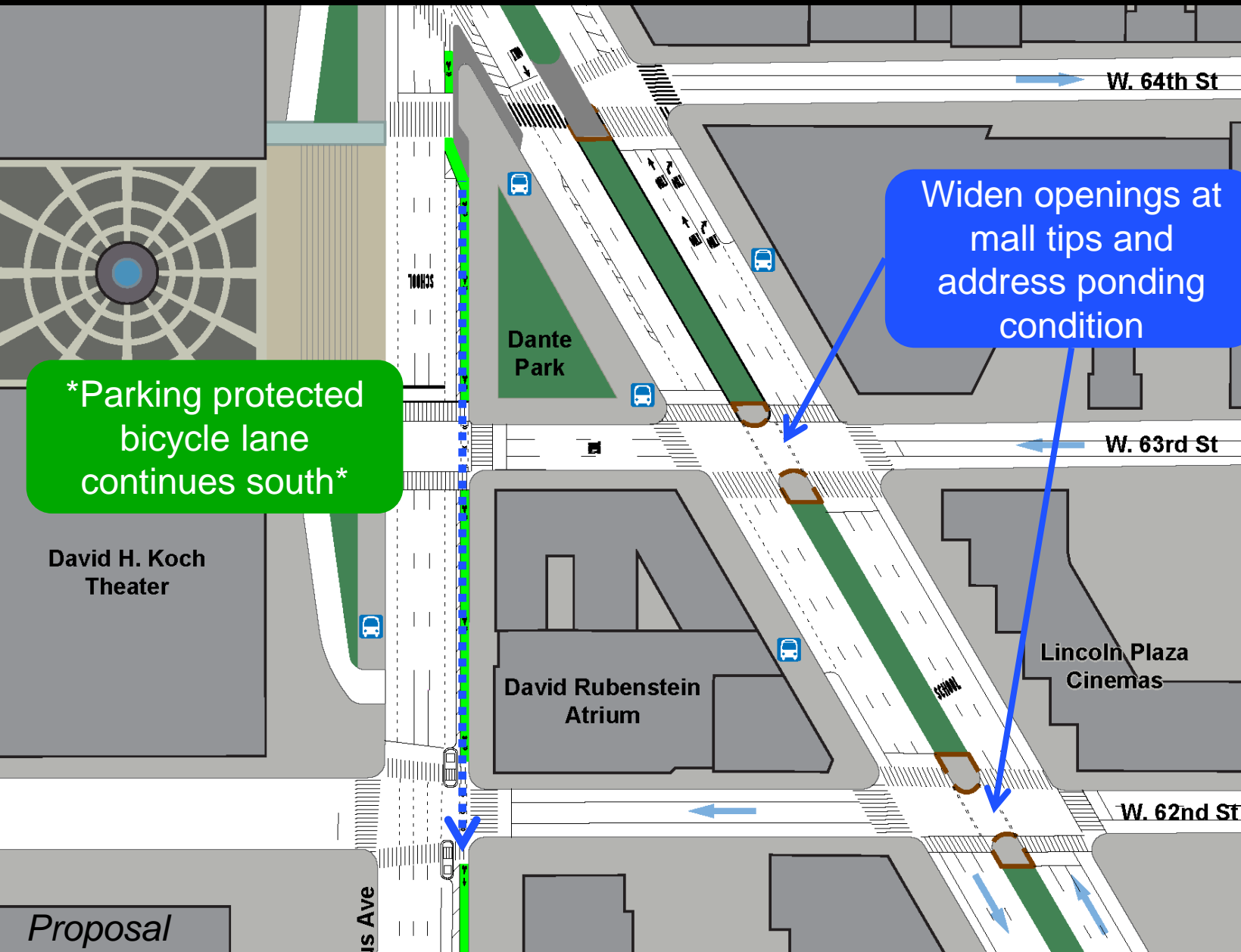


# Bow Tie at 65<sup>th</sup> St



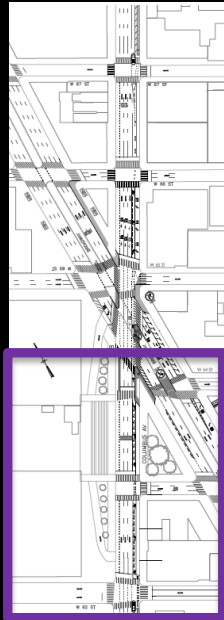
Proposal

# Bow Tie South of 65<sup>th</sup> St



\*Parking protected bicycle lane continues south\*

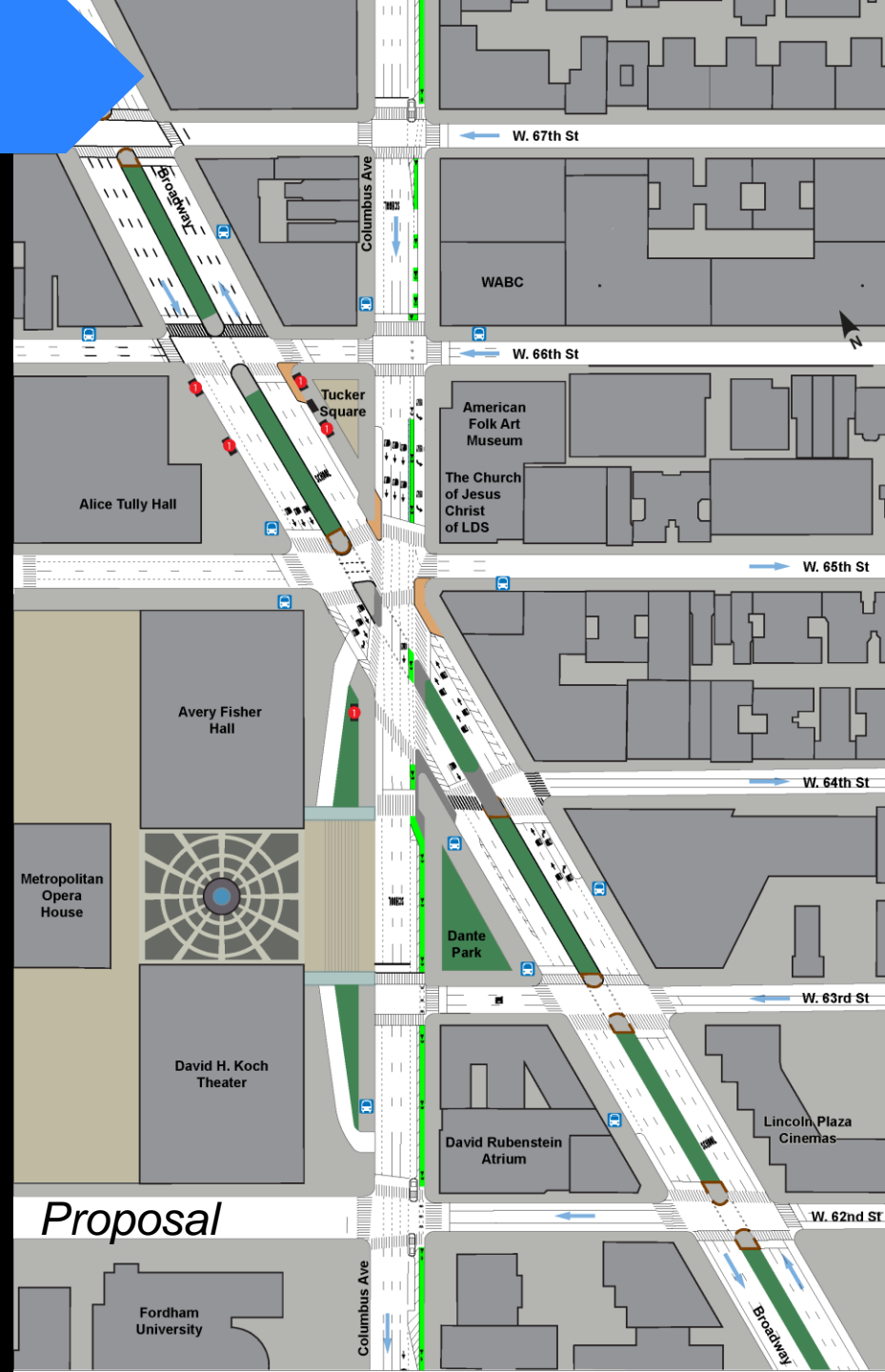
Widen openings at mall tips and address ponding condition



Proposal

# 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 64<sup>th</sup> St across Broadway and Columbus Ave
- Extend Columbus Ave left turn lane approaching W 65<sup>th</sup> St to full block
- Stripe right turn lane approaching W 64<sup>th</sup> Street on Broadway

## Painted Pedestrian Space

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

## Concrete

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

## Widen Openings and Address Ponding Issues at Broadway Mall Tips

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

## Curb Regulation Changes


- \*Relocate M7, M20 bus stop
- Modify truck loading regulation on east side of Columbus between W 62<sup>nd</sup> St and W 63<sup>rd</sup> 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 65<sup>th</sup> St
- S/b left turn from Broadway to W 64<sup>th</sup> St

## Bicycles

- \*Continue protected bicycle path from W 69<sup>th</sup> St to W 67<sup>th</sup> St, and W 65<sup>th</sup> St to W 59<sup>th</sup> St



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Thank  
You