Riverside Dr at W72nd St & W79th St

Pedestrian Improvements

Commissioner Polly Trottenberg
New York City Department of Transportation
Presented by the Pedestrian Projects Group on March 11, 2014 to Community Board 7 Transportation Committee
Project Background

West Side Transportation Study
(Began 2007)

- 3 public meetings and business survey
- Requests for pedestrian safety and traffic improvements at:
  - W72nd at Riverside Dr
  - W79th at Riverside Dr

More information:

Borough President Priority Location

- Community Board Identified Riverside Dr and 79th St as priority location for CD7

Vision Zero

- Identified as a Vision Zero priority location

<table>
<thead>
<tr>
<th>W79ST At Riverside Dr, MN</th>
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<tbody>
<tr>
<td><strong>Injury Summary, 2007-2011 (5 Years)</strong></td>
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</tbody>
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<table>
<thead>
<tr>
<th></th>
<th>Total Injuries</th>
<th>Severe Injuries</th>
<th>Fatalities</th>
<th>KSI</th>
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<tbody>
<tr>
<td>Pedestrian</td>
<td>3</td>
<td>1</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Bicyclist</td>
<td>4</td>
<td>0</td>
<td>0</td>
<td>0</td>
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<tr>
<td>Motor Vehicle Occupant</td>
<td>25</td>
<td>1</td>
<td>0</td>
<td>1</td>
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<tr>
<td>Total</td>
<td>32</td>
<td>2</td>
<td>0</td>
<td>2</td>
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</tbody>
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**Fatalities, 01/01/2007-3/3/2014:** None
Existing Conditions – W79th St

Vehicles block pedestrian crossing

Congested merge from exit from NB Henry Hudson Pkwy results in vehicular conflicts
Existing Conditions – W79th St

- Overly wide intersection
- Long crosswalks

79'
Existing Conditions – W79th St

Four Henry Hudson Pkwy ramps cross pedestrian access to Boat Basin

Hard for pedestrians to anticipate turning vehicles

No crosswalks at ramps
Existing Signal Phasing – W79th St

Phase A: Riverside Dr
40 secs

Phase B: W79th St
50 secs

Pkwy exit ramp merge onto W79th St causes congestion

Ramp is not signalized
Existing Conditions – W79th St

Access to Boat Basin requires bikes to mount stairs and go through restaurant.

Gap in bike network between Boat Basin and existing E-W lanes.
Proposed Plan – W79th St

1. Separated Pkwy entrance traffic and left turn ban
2. Painted sidewalk extensions
3. New crosswalks
4. Marked bike connections
5. Installation of signal at exit ramp
Proposed Signal Phasing – W79th St

Phase A: Riverside Dr
29 secs

Phase B: W79th St
35 secs

Phase C: HH Pkwy Exit
26 secs

Henry Hudson Parkway Exit Ramp incorporated into signal
Proposed Plan – W79\textsuperscript{th} St

- Bike access at Boat Basin allowed on existing ramp
- Bike connections from Boat Basin to W 77\textsuperscript{th} St
Anticipated Benefits – W79th St

1. Enhanced pedestrian access to Boat Basin
2. Shorter, safer pedestrian crossings
3. Simplified access from exit ramp
4. Greenway connections
Existing Conditions – W72\textsuperscript{nd} St

- Henry Hudson Parkway exit ramp closed in 2007, reducing volumes

- Excessive roadway with low volumes and no on-street parking
Existing Conditions – W72nd St

- Overly wide intersection
- No crosswalk
- Indirect crosswalks
Existing Conditions – W72<sup>nd</sup> St

Frequent double parking condition
Existing Signal Phasing – W72\textsuperscript{nd} St

Phase A: Riverside Dr
44 secs

Phase B: W72nd St
35 secs

Phase C: W72nd Left Turn
11 secs

Separate phase for 35 left turns in the peak hour
Proposed Plan – W72\textsuperscript{nd} St

1. Painted sidewalk extensions with granite blocks

2. New crosswalk

3. Lanes match volumes
Proposed Signal Phasing – W72\textsuperscript{nd} St

Phase A: Riverside Dr
35 secs

Phase B: W72nd St
30 secs

Phase C: All Pedestrian
25 secs
Options

1. Alternate side parking
2. No Parking 7 am – 7 pm
3. Keep existing regulations

Proposed Parking Options – W72\textsuperscript{nd} St

- South Side, Riverside Dr to West End: +13 spaces
- South Side, Riverside Blvd to Riverside Dr: +14 spaces
- North Side, Riverside Dr to West End: +6 spaces

Total added: 33 spaces
Anticipated Benefits – W72nd St

1. Tightened intersection
2. Shorter, safer pedestrian crossings
3. Additional parking capacity
4. Organized vehicle movements
Thank You

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