West End Avenue
Corridor Traffic Calming

Commissioner Polly Trottenberg New York City Department of Transportation
Presented by Research Implementation and Safety on August 12, 2014
West End Ave Corridor Safety

- 2 recent pedestrian fatalities on West End Ave
- In Manhattan Valley Senior Focus Area
- Near PS75 Priority School
- W 95th & 97th Streets and West End Ave handle traffic entering and leaving Henry Hudson Parkway
Recent Safety Enhancements

Leading Pedestrian Intervals (LPIs) across West End Ave

- W 95th St: installed 7/22/14
- W 96th St: installed 5/5/08
- W 97th St: increased length 1/29/14

Left turns banned near PS75

- W 95th St: 7-9AM No westbound left turn: installed 7/15/14
- W 96th St: 7-9AM No westbound left turn: installed 12/20/12
Typical Cross Section

West End Ave from W 72\textsuperscript{nd} St to W 106\textsuperscript{th} St
Project Proposal

West End Ave from W 72nd St to W 106th St

EXISTING

PROPOSED

13’ Wide Parking/Loading Lane
11’ Moving Lane
12’ Turn Bays/Flush Median
11’ Moving Lane
13’ Wide Parking/Loading Lane

10’ Parking Lane
10’ Moving Lane
10’ Moving Lane
10’ Moving Lane
10’ Moving Lane
10’ Parking Lane
Project Proposal

- Ban two left turns off West End Ave
  - Northbound left at W 97th St
  - Southbound left at W 95th St

- Construct four islands
  - North & south crosswalks: W 95th, W 97th Sts

- “4 to 3 Conversion”
  - Remove one lane in each direction
  - Mark wide parking lane stripe and flush center median with left turn bays (lengthen northbound left turn bay at W 96th St)

- Add curbside right turn lanes:
  - Southbound right at W 96th St
  - Northbound right at W 86th St

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<thead>
<tr>
<th>Left Turn Volumes (1 hr)</th>
<th>AM Peak</th>
<th>PM Peak</th>
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<td>20</td>
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<td>W 95th St SB</td>
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Issue: Interrupted Through Movements

Existing Condition

- Frequent lane changing
- No “good” through travel lane

Double-parked vehicle
 Autos moving thru

Left-turning vehicle waiting for gap
 Right lane vehicles change lanes twice
Traffic Movement in Proposed Design

- Normal activity doesn’t force lane changes
- One “good” through travel lane
- More orderly and predictable movements
Issue: Challenging Left Turns

Existing Condition

Left Turning Motorist Have 4 Concerns

1) Vehicles Approaching from Behind

2) Identifying Gap in Left Lane

3) ID’ing Gap in Right Lane

(VISIBILITY HINDERED)

4) ID’ing Pedestrians in Crosswalk
Left Turns in Proposed Design

**Proposed Condition**

- Only 2 Points of Focus and No Visibility Problem
- Vehicles from behind in different lane

**Driver only needs ONE gap to turn; can then look at crosswalk**
W 95th – W 97th Sts

West End Ave W 95th St – W 97th St

- Handles regional HHP traffic
- Heavy turning volume onto WEA from W 95th & W 97th Streets
- Left turn bays at W 95th and W 97th Sts are underutilized
- Zigzag left turns from/to highway

- Underutilized left turn bays encourage fast wide turns on to West End Ave
Project Proposal: W 95th, W 97th Sts

West End Ave at W 95th and W 97th Sts
• Ban northbound left at W 97th St, Ban southbound left at W 95th St

**Left Turn Volumes (1 hr)**

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Benefits of Proposal: W 95\textsuperscript{th}, W 97\textsuperscript{th} Sts

- Slower turns on to West End Ave
- Discourages double left turns

Left turns from cross streets can be fast and dangerous

Center islands create slower turns
Existing: W 97\textsuperscript{th} St
Proposed: W 97^{th} St

Install Pedestrian Islands

Remove Parking W/S W 97^{th} – 96^{th} Sts
Existing: W 95th St
Proposed: W 95th St

Install Pedestrian Islands
W 95th St (Riverside to West End)

- Existing: No Parking 8am-6pm M-F on south curb; Speed hump mid-block
- Proposed: Restore parking on south curb
- Study completed for second speed hump
Volumes, Community Feedback

- Extended repaving to W 72\textsuperscript{nd} St
- Studying feasibility of adding improvements at W 72\textsuperscript{nd} and 79\textsuperscript{th} Streets
  - W 72\textsuperscript{nd} St island in west crosswalk if eastbound left is banned
  - W 79\textsuperscript{th} St island in north crosswalk if southbound left is banned
Refinements Based on Community Feedback

- Added single southbound lane takeoff from Broadway at W 107th St
- Riverside Dr service road will be allowed to exit to mainline at W 104th St
- East Side trailblazer signs being posted
  - W 94th St & Amsterdam: installed
  - W 96th St & Amsterdam: pending completion of construction
- Protected left turn phase at West End Ave and W 96th St under study
Benefits of Proposal

- Proposed safety improvements in fatality locations
- Safer, shorter crossings
- Reduces speeding and calms traffic
- Simpler, safer left turns
- Wide curb lane organizes street, reduces unnecessary lane changes

Existing Conditions: West End Ave at W 98th St

Crashes with Injuries -31%

Example of Proposed Configuration: W 6th St, Brooklyn
Ped Islands: Beautification Options

- West End Ave sewers may be too close to install trees on islands
- Planters are possible if CB/CM can find maintenance partners
- Urban Art installation is another possibility
Next Steps

• Collect community feedback
• Finalize project implementation schedule
nyc.gov/dot

Thank You

Contact: Manhattan Borough Commissioner’s Office (212) 839-6210