Lincoln Square Bow Tie
Proposed Pedestrian Safety Improvements

New York City Department of Transportation
Presented by the Pedestrian Projects Group on February 10, 2015 to Community Board 7
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
Top 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
Looking east at Broadway and W 64th St

Pedestrian Crossings
Top Issues

Looking east at Broadway and W 65th St

Pedestrian Crossings
Top Issues

- Columbus Ave sidewalk connectivity
- Pedestrian Crossings
Top Issues

Pedestrian Crossings

Indirect crossing on north leg
Looking east at Columbus and W 65th St

Pedestrian Signals
Top Issues

Looking east at Columbus and W 65th St

Pedestrian/Traffic Conflicts
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
Looking north from Columbus and W 64th St
Safety Data

Total Injuries 2008-2012:
- 39
- 24
- 19
- 22
- 18

Fatalities 2008-2012:
- 1
Safety Data

Pedestrian Fatalities 2008-2012

Pedestrian Injuries 2008-2012

14 Pedestrian Fatalities 2008-2012

11 Pedestrian Fatalities 2008-2012

14 Pedestrian Injuries 2008-2012

10 Pedestrian Injuries 2008-2012
### Lincoln Square Area Injury Summary, 2008-2012 (5 years)

<table>
<thead>
<tr>
<th>Category</th>
<th>Total Injuries</th>
<th>Severe Injuries</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian</td>
<td>46</td>
<td>2</td>
</tr>
<tr>
<td>Bicyclist</td>
<td>16</td>
<td>2</td>
</tr>
<tr>
<td>Motor Vehicle Occupant</td>
<td>61</td>
<td>6</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>123</strong></td>
<td><strong>10</strong></td>
</tr>
</tbody>
</table>

- 35% of motor vehicle crashes involved sideswiping
- 39% of pedestrian crashes took place when pedestrians are crossing with signal.
- 1 pedestrian fatality
- Top 5% KSI* in Manhattan

*Killed or Seriously Injured intersection safety metric
Safety Data

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

High concentration of pedestrian injuries at turn locations
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 65th St

Bow Tie at 65th St

Bow Tie south of 65th St

* Indicates update from 12/9/14 meeting
New leading pedestrian interval “LPI”

S/b and w/b vehicles held to prevent “overflowing” small block (Columbus btwn 66/65)

Left turn lane extended full block
Bow Tie North of 65th St

- *Painted neckdowns*
- Reduced crowding at corners
- Shorter, better aligned crosswalks
- Widen openings at Broadway mall tips and address ponding condition

Proposal
Bow Tie North of 65^{th} St

- M7 bus stop
- *M11 bus stop*
- M20 bus stop shares existing M66 stop
- Late bus merge at 65^{th} St eliminated – improving traffic flow
Protected Lane North of Bow Tie

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*
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

Proposal

New Columbus Ave crosswalks

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

The Church of Jesus Christ of LDS

Avery Fisher Hall

W. 65th St

Dante Park

Existing access

Proposal

Proposed access
Bow Tie at 65th St

- Painted sidewalk extension
- New brick/hex paver/concrete elements
- Existing pedestrian crossings shortened
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

N/b right turn ban reduces conflicts in 65th St crosswalk

N/b right turn ban allows for fully protected pedestrian phase for east leg crosswalk

Investigating LPI for east crosswalk

Exclusive right turn lane at 64th
Bow Tie at 65th St

New crosswalks

Left turn ban allows crosswalk to be installed from NE corner

Left turn ban reduces vehicle/pedestrian conflict in east crosswalk

Close Broadway median to provide new concrete pedestrian refuge

Proposal
*Paint green lanes to improve lane visibility*
Widen openings at mall tips and address ponding condition

*Parking protected bicycle lane continues south*
1. Pedestrian Crossings  More direct, more time to cross

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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
Thank You

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www.nyc.gov/dot
Appendix – Ped Ramps
Appendix – Bus Lines

[Map showing bus lines with a legend]

Legend:
- Bus Routes
- Street Direction
- Subway Entrance
- Bus Stop Sign/Shelter
Appendix – Parking

1 NYPP parking spot moved to Columbus Ave

1 parking spots removed

3 parking spots removed

Proposal
Proposal

Dante Park

1 parking spot removed

David H. Koch Theater

Lincoln Plaza Cinemas

David Rubenstein Atrium
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

Proposal
Appendix – Signal Timing

Existing Phasing

Proposed Phasing
Appendix - Diversions

Traffic Volumes