Project Background

CM Mark-Viverito and CB 11 requested pedestrian safety improvements

Safety Data

Park Ave - 96th St to 111th St, MN

Injury Summary, 2007-2011 (5 Years)

<table>
<thead>
<tr>
<th></th>
<th>Total Injuries</th>
<th>Severe Injuries</th>
<th>Fatalities</th>
<th>KSI</th>
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</thead>
<tbody>
<tr>
<td>Pedestrian</td>
<td>38</td>
<td>6</td>
<td>0</td>
<td>6</td>
</tr>
<tr>
<td>Bicyclist</td>
<td>15</td>
<td>1</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Motor Vehicle Occuapant</td>
<td>208</td>
<td>12</td>
<td>0</td>
<td>12</td>
</tr>
<tr>
<td>Total</td>
<td>261</td>
<td>19</td>
<td>0</td>
<td>19</td>
</tr>
</tbody>
</table>

Fatalities, 01/01/2007-1/13/2014 : 3

School Safety (PS-72) capital project completed in 2009 at 104th and 105th Sts: concrete neckdowns and pedestrian signals

Pedestrian fatality at 102nd St in November 2013
Project Area

- Central Park
- 111th St.
- 110th St.
- 109th St.
- 108th St.
- 107th St.
- 106th St.
- 104th St.
- 102nd St.
- 96th St.
- Park Avenue
- Lexington Avenue
- 5th Avenue
- Mt. Sinai Hospital
- Ward's Island Footbridge
- Central Park East Elementary
- George Washington Carver Houses
Existing Conditions and Issues – 96th St

Wide pedestrian crossings

Unclear lane transitions

96th St Existing Conditions
Existing Issues - Viaduct

- Pedestrian signals on opposite side of tunnel
- Dark pedestrian tunnels
- No visibility of on-coming traffic from viaduct
Existing Issues - Viaduct

Wide crossings at cross-streets

Wide travel lanes inside tunnels
Existing Conditions - Viaduct

Examples: one-way cross street at 102\textsuperscript{nd} St

Only two-way cross street at 106th St
Proposed Plan – 96th St

- Painted neckdowns
- NB left turn bay
Proposed Plan - Viaduct

Concrete neckdown at 102nd St

Neckdowns along viaduct

LED lighting installed in pedestrian tunnels

Mid-tunnel channelization

Increased “red phase” for east-west in signal

Pedestrian signals installed on viaduct

Concrete and pedestrian signals to be applied at 103rd, 107-111th Sts in 2015
Benefits

1. Shortened crossings
2. Improved pedestrian visibility
3. Traffic calming
4. Improved pedestrian lighting

Example: existing neckdown at 104th St.