

Upper West Side Senior Pedestrian Safety Plan



Transportation
ALTERNATIVES

Assemblymember Linda Rosenthal
November 2007

Upper West Side Senior Pedestrian Safety Plan November 2007

This report was prepared for Assemblymember Rosenthal by Transportation Alternatives under its Safe Routes for Seniors Campaign. A special thank you goes out to the Council Senior Center, the Lincoln Square Neighborhood Center and the Upper West Side senior citizen community who worked with both offices to identify critical pedestrian safety issues in the community and helped to define the solutions outlined in this report.

Table of Contents

- Executive Summary** pg.5
- Introduction** pg.6
 - Assembly District Map pg.7
- Project Description** pg.9
 - Community District Profile pg.10
- Project Goals & Objectives** pg.12
 - Study Area Map pg.12
- Site 1: West End Avenue (West 61st Street to West 75th Street)** pg.12
 - Background pg.12
 - Pedestrian Crash Statistics (1995-2005) pg.13
 - Existing Conditions pg.14
 - Proposed Changes pg.18
- Site 2: West 66th Street (West End Avenue to Columbus Avenue)** pg.20
 - Background pg.20
 - Pedestrian Crash Statistics (1995-2005) pg.21
 - Existing Conditions pg.22
 - Proposed Changes pg.26
- Site 3: West 72nd Street (West End Avenue to Amsterdam Avenue)** pg.28
 - Background pg.28
 - Pedestrian Crash Statistics (1995-2005) pg.29
 - Existing Conditions pg.30
 - Proposed Changes pg.34
- Site 4: Broadway & Amsterdam Avenue (West 71st Street)** pg.36
 - Background pg.36
 - Pedestrian Crash Statistics (1995-2005) pg.37
 - Existing Conditions pg.38
 - Proposed Changes pg.42
- Next Steps** pg.44
 - How to Get Involved pg.44
- Appendix A – Residents’ Concerns Maps** pg.45
 - Dangerous Intersections pg.45
 - Pedestrian Issues pg.46
 - Traffic Issues pg.47
 - Accessibility Issues pg.48
 - Resident Recommendations pg.49

Executive Summary

The Upper West Side Safe Streets for Seniors campaign addresses concerns of the senior citizen community about pedestrian safety at intersections and corridors in the West 60s and 70s of Manhattan's Upper West Side neighborhood. The plan covers residential and commercial streets and areas with existing subway entrances and exits. The goals of Assemblymember Rosenthal to reduce conflicts between older pedestrians and motorists within the 67th Assembly District are put forward in this first report through traffic calming measures designed to address the most pressing problems facing seniors as they use city streets.

This pedestrian safety action plan was developed by local senior citizens with recommended strategies for making their neighborhood a more inviting place to walk.

This report relates the specific intersections considered for rehabilitation, the engineering modifications to make these intersections safer, and the pictures and written testimony of local seniors regarding changes to the built environment that would make their daily activities easier.

The Safe Routes for Seniors campaign is a New York State Department of Health funded program developed by Transportation Alternatives to improve the cardiovascular health of New York City senior citizens through improved walking environments. Since 2004, Transportation Alternatives has worked with hundreds of senior citizens to understand what they need in order to continue to use walking as their primary mode of transit and recreation. The Upper West Side Safe Streets for Seniors project furthers the Safe Routes for Seniors campaign in its mission to take back the streets for people and reduce the impact of the motor vehicle on the lives and health of New Yorkers.

This report is the first of a two part series covering the street conditions and subsequent needs of senior citizens on the Upper West Side. These are preliminary findings and recommendations gathered from several workshops and community meetings. The second report will encompass a larger community outreach project, design charrette, and findings to present to the New York City Department of Transportation for infrastructure improvements in the future.

The recommendations in this report are typical of those described throughout the Safe Routes of Seniors program and suggest a progressive universal design strategy for every urban street to prevent serious injury or fatality from motor vehicle crashes while significantly enhancing the urban environment for bicycling, walking, and environmentally sensible transportation.

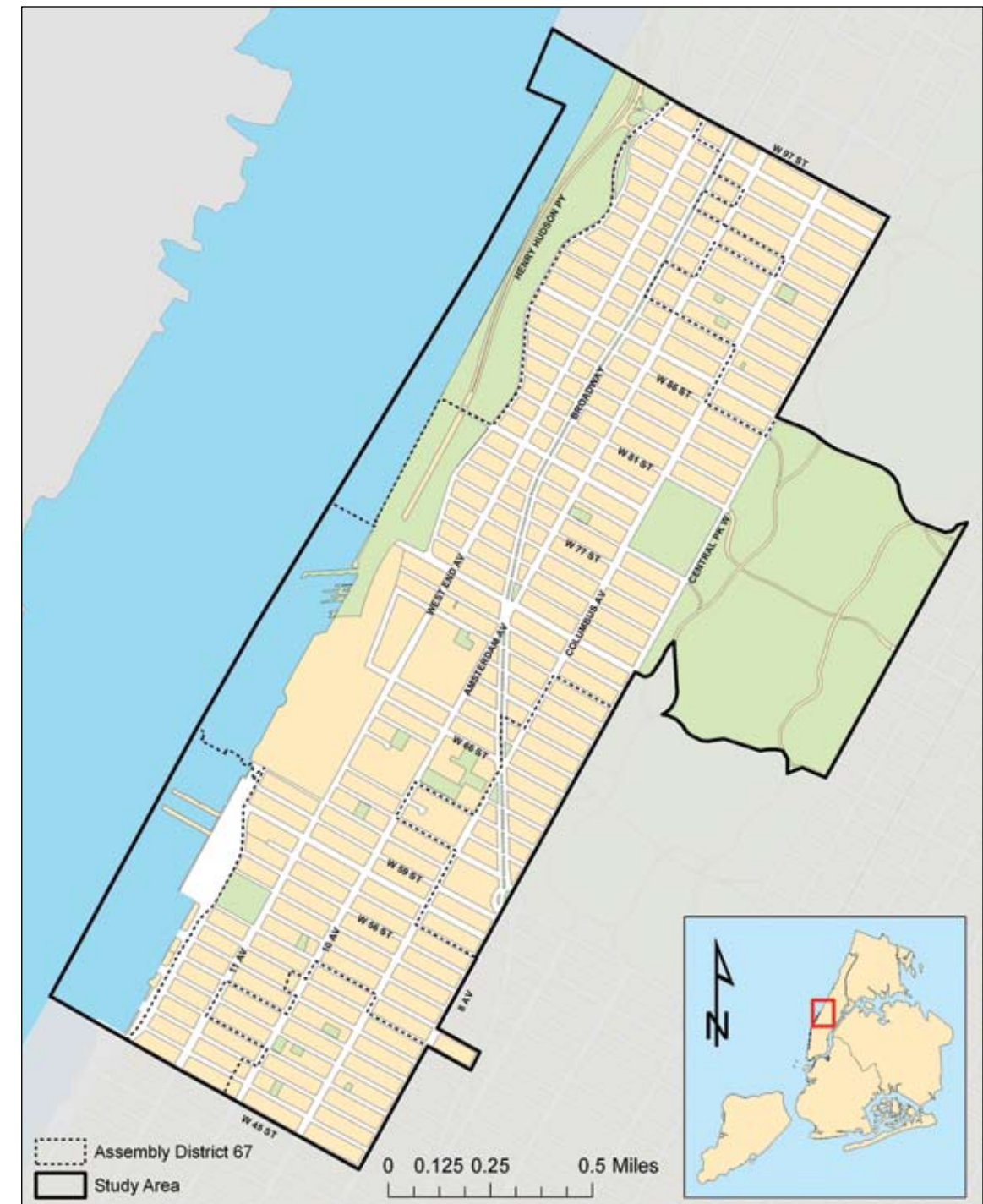
Introduction

The planning and design features of a place that tend to influence the safety of pedestrians the most include street and site design, land uses, and how the streets fit into the overall transportation network. When it comes to the Upper West Side, the design issues that have the most impact on senior pedestrian safety fit into several categories. First, the streets are wide and the blocks are long; this allows for greater through and turning speeds. Second, the intersections are generally complicated with many lanes to cross, truck and bus routes converging, subway stations, and inconsistent amounts of time to cross the street.

In order to reduce motorists' speeds, increase crossing times and improve the visibility of pedestrians and motorists, it is necessary to change the signal timing, the street width and angles, and add vertical deflectors such as speed humps where warranted, and curb extensions at each junction. This is essential for senior citizens that live in areas such as the Upper West Side, where big streets serve to isolate people and motorists intimidate walkers. The Upper West Side is a prime example of a place that is generally safe and enjoyable for walking, with several unpleasant major corridors that take away the natural pleasure and convenience of this mode of recreation and transport. Luckily almost every pedestrian injury and fatality is preventable using inexpensive engineering techniques to improve senior pedestrian safety and mobility. The Upper West Side Safe Streets for Seniors campaign will help determine what changes can be made to make streets better for everyone.

In December, 2006 Transportation Alternatives was contacted by Assemblymember Linda Rosenthal to work on pedestrian safety issues impacting the senior citizens living on the Upper West Side. On January 25, 2007, Transportation Alternatives hosted the first of several meetings with local senior citizens at the NCJW Council Senior Center on 72nd Street to coordinate a pedes-

Assembly District 67



trian safety action plan for the Upper West Side. At this first event, attended by representatives of local elected officials, Assemblymember Rosenthal and Manhattan Borough President Scott Stringer, over 100 senior residents discussed local impediments to walking, transportation concerns, and ideas for fixing common quality of life issues.

The primary goal of the first workshop was to bring together as many people as possible to talk about their concerns with street safety and to address immediate questions. The secondary goal was to engage people to continue working on this effort after the initial meeting by assisting with data collection, helping redraw street blueprints, and completing a final action plan.

This meeting produced hundreds of comments and concerns related to the local walking environment, along with recommendations on how streets could be changed to improve the situation. The Assemblymember's office received an enormous number of inquiries associated with this workshop, suggesting that the time is right to take action to make streets safer and easier to use for everyone.

On March 1, 2007 a second workshop was held at the NCJW Council Senior Center to look at the consolidated comments from the first workshop and email correspondence. A large community of concerned seniors came together to hear the results of the presentation from the first meeting,

and to further their views on the intersections designated for redesign. During the time between the first and second meetings, dozens of disposable cameras were given to participants to document their daily walking schedule and the impediments they found in their paths. The full list of community concerns can be found at the end of this report represented by a series of maps.

The second workshop focused on the main street corridors and intersections designated as priority places for redesign from the first workshop. The study area was divided into 4 "sites" for further focus: West End Avenue from West 61st street to West 75th street, West 66th street from West End Avenue to Columbus Avenue, West 72nd street from West End Avenue to Broadway and West 71st street at Broadway and Amsterdam Avenue. Each of these sites was printed in large format so seniors could draw on the maps to show exactly where they had trouble crossing. Solutions for some of these problems were discussed in small groups and drawn on the maps, which were then used to develop the final recommendations in this document.

The final recommendations will be presented in the Fall of 2007 at a meeting to announce the second larger study of the Upper West Side that will include streets north of West 75th Street. Concurrent to this work, the New York City Department of City Planning is proposing a rezoning of a 51 block section of the neighborhood bounded by West 110th street to the north, Central Park West to the east, West 97th street to the south, and Riverside Drive to the west.

Project Description

The Upper West Side Safe Streets for Seniors campaign is a community-based planning project to develop recommendations to make streets safer for senior pedestrians. The project seeks to focus on areas designated unsafe by local seniors, rather than relying solely on pedestrian injury and fatality data. After the locations are selected and recommendations put forward to the New York City Department of Transportation, Transportation Alternatives will work with community members to advocate for these street modifications. Before and after data is collected to better understand how changes to the built environment positively influence the public's health.

The study area is located within the Upper West Side neighborhood of Manhattan. The bound-



Community District Profile

aries for the study area are West 75th Street on the north, West 60th Street on the south, Columbus Avenue and Broadway to the East and West End Avenue to the west (see map on page 12).

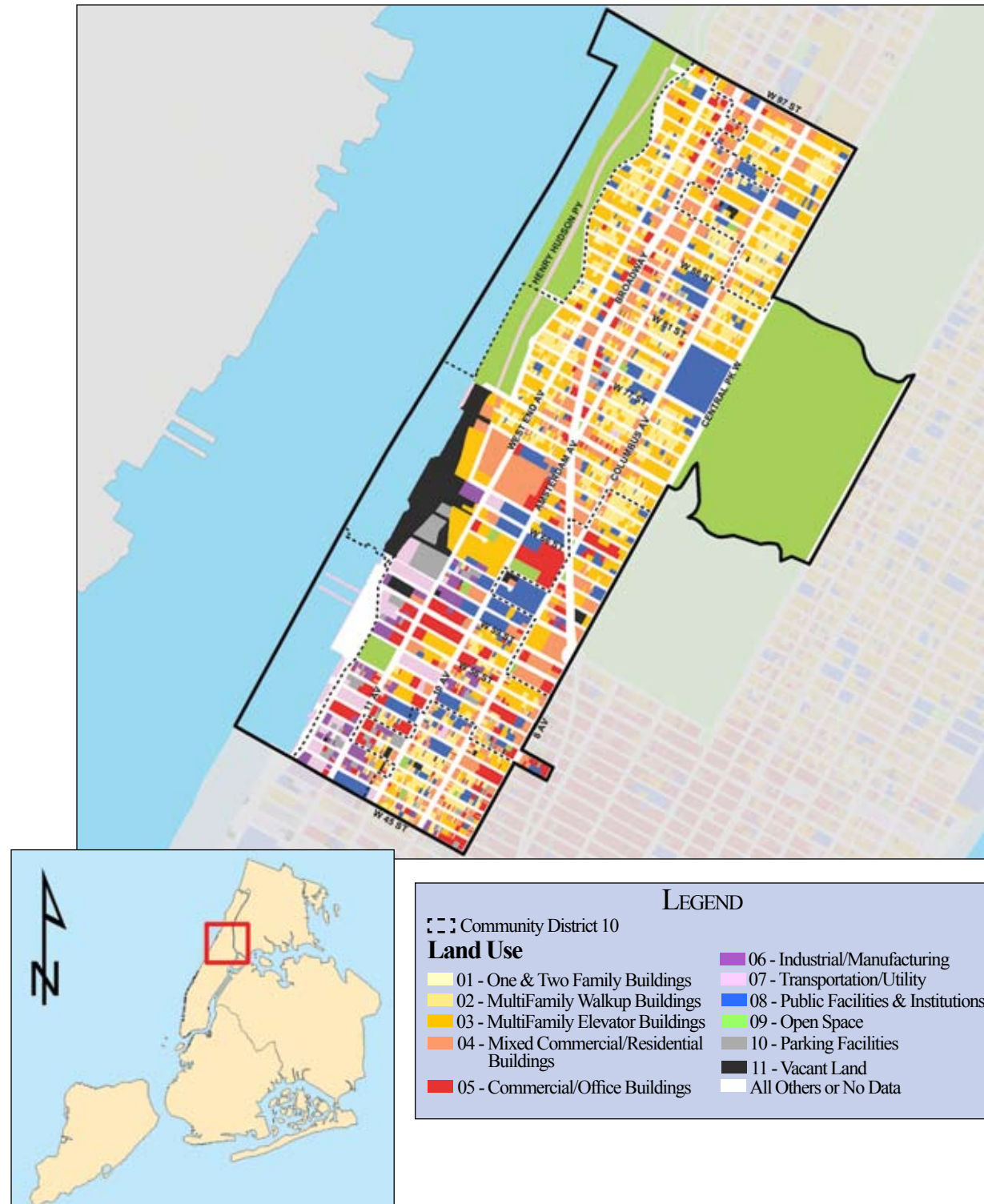
The Upper West Side is primarily a residential neighborhood with commercial corridors on the avenues. The neighborhood is roughly defined as West 110th street to the north, Central Park West to the east, West 57th street to the south and Riverside Drive in the west. There are approximately 200,000 people living on the Upper West Side in 120,000 housing units. The residential mix ranges from brownstones to high rises, with three public housing developments, and large super block developments like Amsterdam Houses and Amsterdam Addition, a group of 14 buildings spanning four blocks.

There are numerous schools in the area, including the Juilliard School of Music and Fordham University. Fordham University's campus is part of the Lincoln Center complex that stretches from Columbus Avenue to Amsterdam Avenue, from West 62nd street to West 65th street. The entire neighborhood is represented by Community Board 7.

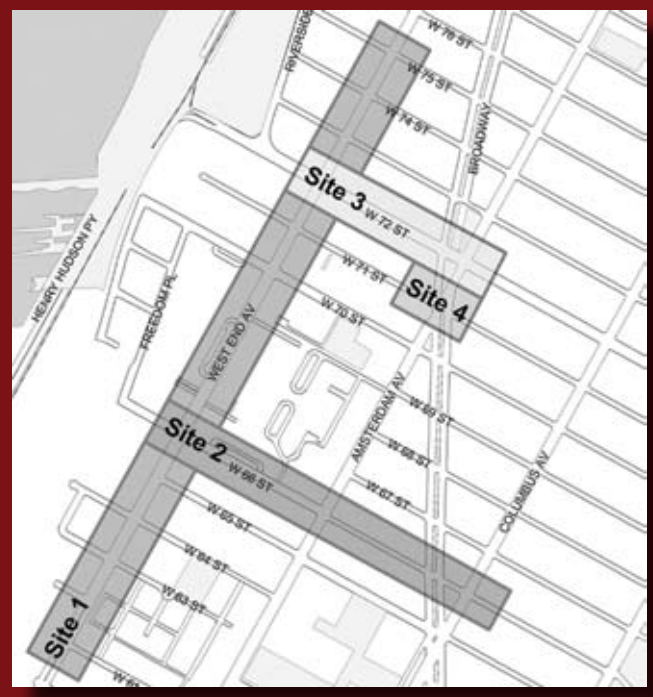
While there were numerous intersection and corridor specific concerns (please see the maps starting on page 47) there are many pedestrian safety issues that repeatedly came up.

These concerns are listed here:

- Cars/trucks parking in bus stop zones prevent buses from pulling to the curb to allow passengers to board.
- Lack of enforcement and ticketing of drivers who fail to yield to pedestrians.
- Not enough time to cross the street.
- Bicyclists on the sidewalk.
- Bicyclists don't obey traffic laws.
- No commercial vehicle signs.
- Poor drainage.
- Jaywalking.
- All bus stops should have benches.
- Potholes are a challenge.
- Speeding vehicles.



Study Area



- Site 1:**
West End Avenue – West 61st Street to West 75th Street
- Site 2:**
West 66th Street – West End Avenue to Columbus Avenue
- Site 3:**
West 72nd Street – West End Avenue to Amsterdam Avenue
- Site 4:**
Broadway and Amsterdam Avenue at West 71st Street

Project Goals and Objectives

1. Enhance pedestrian safety by reducing pedestrian-vehicle conflict and reducing vehicle speeds on West End Avenue and adjacent streets.
2. Develop a range of short to long-term design recommendations that vary in cost and complexity.
3. Use senior pedestrians as the design vehicle rather than a car, bus or truck.
4. Design streets to have the strongest positive impact on the public health of the neighborhood.
5. Create a task force to sustain this work and encourage civic engagement around pedestrian safety concerns.

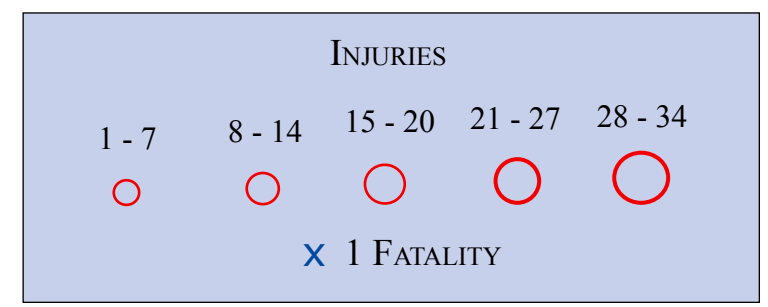
Site 1- West End Avenue (West 61st Street to West 75th Street)

Background

West End Avenue from West 61st Street to West 75th Street is primarily a high density residential street with large housing complexes including: Amsterdam Houses, Lincoln Towers, Schwab House and The Esplanade. Several newer high rise residential buildings have commercial uses on the ground floor. West End Avenue in the lower '60's has significant new building construction underway, making sidewalks difficult to use and curb ramps hard to find or covered in construction debris.

Transit access in this area includes 5 bus lines: the M5, M11, M57, M66, and M72.

Site 1- Pedestrian Crash Statistics (1995 - 2005)



Existing Conditions

The existing street geometry of three northbound and three southbound lanes holds true for the majority of West End Avenue. At West 70th street, West End Avenue is reduced to two northbound lanes due to construction and maintains this configuration for several blocks. West End Avenue traditionally operates at an average level of capacity, with primary delays taking place at West 72nd street where the majority of motorists are turning from West End Avenue to West 72nd Street in both directions.

The New York City Department of Transportation has plans to close the off-ramp from the highway at West 72nd street and modify the travel lanes on West End Avenue. The current plan is to remove a parking lane to allow for additional capacity in the northbound direction. All considerations must first be made to reduce the local impact of this closing and to make all crossings safe for senior citizens and Upper West Side residents.

Most residents that live on the west side of West End Avenue cross the street daily to access the neighborhood. Due to the width of the street, and the short length of the pedestrian walk signal, senior citizens are stuck having to engage in an uncomfortable situation on a regular basis.



West 66th Street & West End Avenue (looking north)

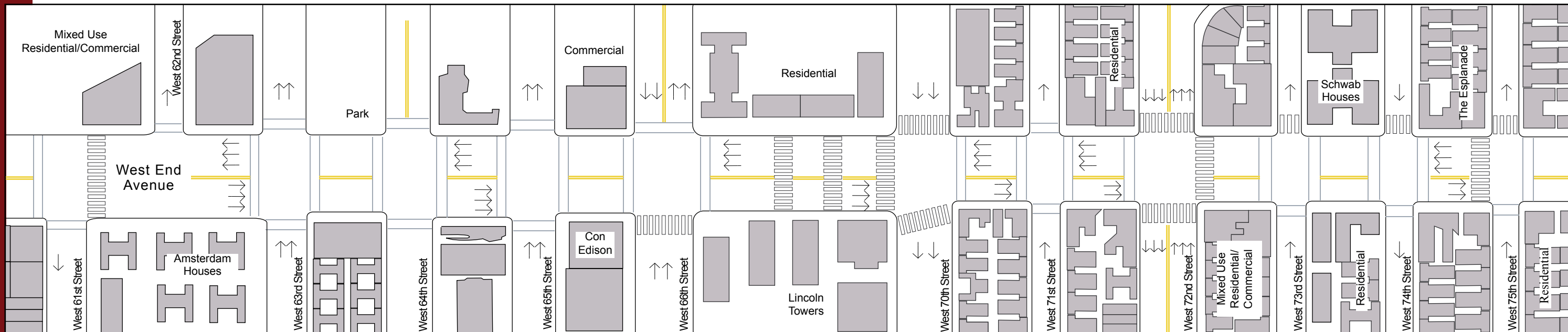
Motorists on West End Avenue and the cross streets included in Site 1 routinely fail to yield to pedestrians in the crosswalk, in particular at West 72nd street, West 66th Street and West 61st street. This behavior is consistent with past Safe Routes for Seniors studies that have found that 95% of motorists fail to yield to pedestrians in New York City.

West End Avenue at West 72nd street repeatedly came up as a problematic intersection due to the excessive width and vehicular volumes traveling in all directions, while West End Avenue at West 71st street was mentioned frequently for general disrepair and hazards to people in wheelchairs. There were no intersections along West End Avenue where seniors felt like they had enough time to cross the street. In some cases, such as West End Avenue at 65th Street, the seniors found this lack of time to get across the street particularly dangerous (see maps starting on pg.45 for more details).



West End Avenue & West 70th Street (looking south)

Existing Conditions (cont.) West End Avenue (from W 61st Street to W 75th Street)



West End Avenue & West 62nd Street (looking south)

The top pedestrian concerns in this area are:

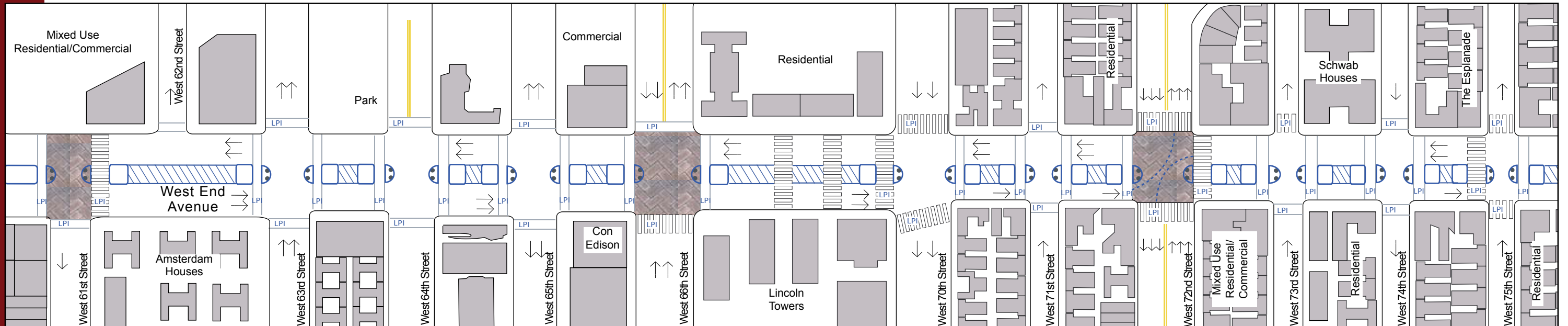


West End Avenue

- Speeding vehicles.
- Turning vehicles.
- Signal timing.
- Vehicular volumes.
- Uneven pavement and pot-holes.
- Not enough time to cross the street.

Proposed Changes West End Avenue

(from W 61st Street to W 75th Street)



The following recommendations include:

- Median and median tips with bollards.
- Leading pedestrian intervals at each intersection.
- Replace signals at West 72nd street for the designated left turn.
- Paint channelizing stripes at West 72nd street to direct motorists.
- New bus shelters and benches throughout.
- "Street Print" pavement treatments at the intersections of West End Avenue and West 61st Street, West 66th Street and West 72nd Street.

Site 2- West 66th Street (from West End Avenue to Columbus Avenue)

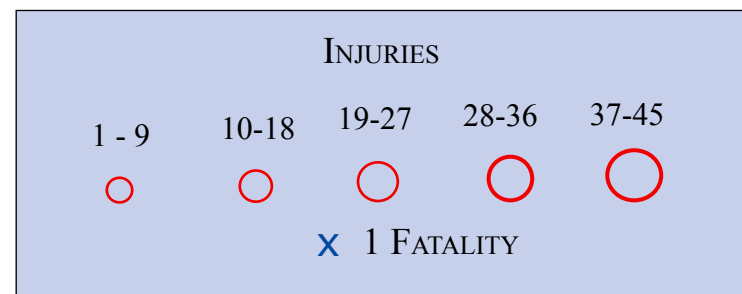
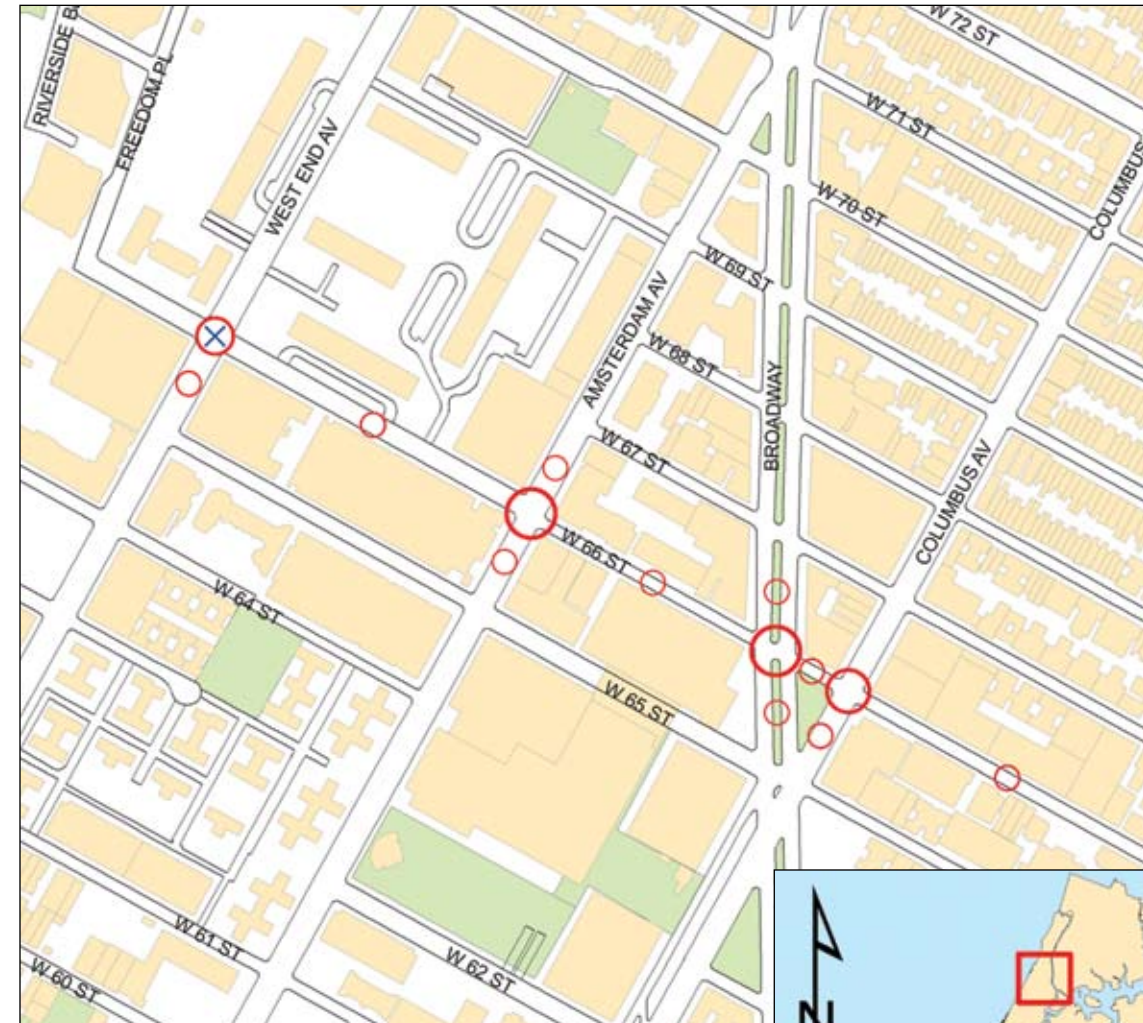
Background

West 66th street from West End Avenue to Columbus Avenue shifts from high density residential in the west, to mixed-use commercial ground floor uses with residential towers to the east. At Amsterdam Avenue and West 66th Street there is Martin Luther King High School on the west side of the street and a fire station on the east side of the street, creating concern from residents regarding engines pulling in and out as kids cross to school. ABC Headquarters and Studios are located on West 66th street off of Columbus Avenue, and the Lincoln Center Performing Arts Center complex is located half a block away. Directly south of Lincoln Center is Fordam University, which is currently undergoing a major expansion of its campus.

West 66th Street provides access to Freedom Place, a residential street that runs parallel to West End Avenue for several blocks. This street serves the residents of the many high rise apartment buildings located on Freedom Place.

Transit access in this area includes 6 bus lines: the M1, M5, M7, M11, M66, and M104.

Site 2 Pedestrian Crash Statistics (1995 - 2005)



Existing Conditions

West 66th Street is an excessively wide, one-way street that carries anywhere from two to three lanes of traffic depending on parking regulations. Going from east to west across Amsterdam Avenue, West 66th Street increases in width by 10 feet. This, coupled with the long blocks between each avenue leads to high vehicular speeds. Unfortunately the long blocks also lead to jaywalking, especially at Lincoln Towers, where residents don't want to walk hundreds of feet out of their way to cross at a signalized intersection. A mid-block crossing could be installed on West 66th Street between Amsterdam Avenue and West End Avenue to make this situation safer.

Motorists traveling westbound on West 66th Street turn quickly to southbound West End Avenue, cutting off pedestrians at high rates of speed. The M66 bus typically drives over the double yellow line in order to make this turn without slowing down.

At Amsterdam Avenue and West 66th Street, motorists speed through the intersection as both streets are excessively wide with long view corridors, another design feature encouraging people to speed. This is particularly dangerous at this intersection as there are many teenagers crossing Amsterdam Avenue from east to west to attend school. The fire station on the southeast corner of the intersection further complicates standard traffic patterns as fire trucks frequently drive quickly diagonally across the intersection making the turn onto West 66th street with a high rate of speed.



West 66th Street crosses Broadway at a slight diagonal and rise, creating a visually difficult crossing for westbound motorists. The intersection is striped with a "Don't Block the Box" grid pattern to help keep the intersection clear of motorists and pedestrians during the different signal phases. This intersection typically maintains three travel lanes and one parking lane in each of the North/South directions, though this configuration has been modified on both sides of Broadway due to construction on the northeast and southwest corners, though this configuration has been modified on both sides of Broadway due to construction on the northeast and southwest corners.

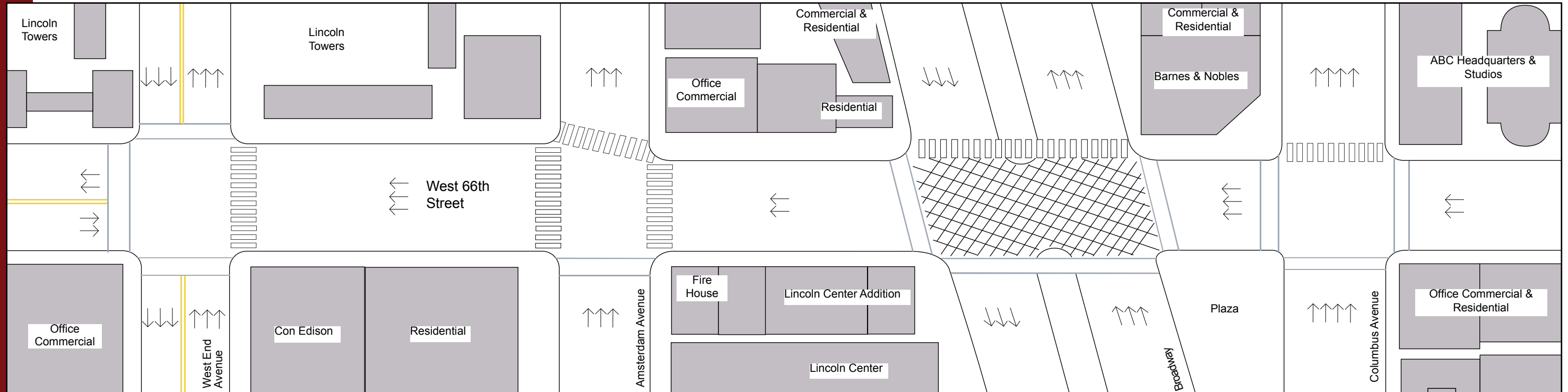
The overall geometry of the intersection is common of Broadway north of Columbus Circle, where large planted medians separate the north and south bound traffic, providing a refuge for pedestrians to wait during signals. Due to the width of this intersection and the standard signal timing given to most intersections in New York City, it is nearly impossible to cross Broadway at West 66th Street safely in one crossing. In general the conflicts at this intersection come from westbound vehicles speeding through the intersection and southbound vehicles not yielding to pedestrians in the crosswalk.

At the intersection of Columbus Avenue at West 66th Street, West 66th Street is three lanes wide; two parking lanes and one travel lane. Columbus Avenue has three travel lanes and 1 parking lane. The intersection is striped with a "Don't Block the Box" grid. The width of Columbus Avenue is the same as West End Avenue, one travel lane shorter than Amsterdam Avenue, and half the length of Broadway.



Existing Conditions (cont.) West 66th Street

(from West End Avenue to Columbus Avenue)



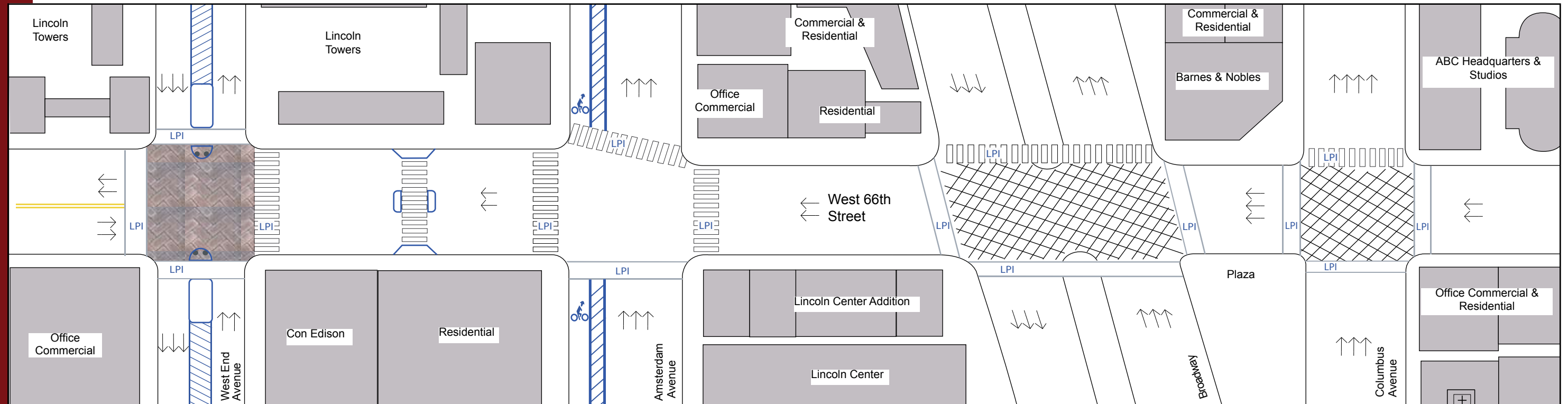
The top pedestrian concerns in this area are:

- Speeding due to wide streets and wide avenues as well as cut through traffic to West End Avenue.
- Turning vehicles fail to yield to pedestrians.
- The blocks in this area are long; everyone jaywalks. There are no safe mid-block crossings.
- There is not enough time to cross the street.
- Fire trucks pull in and out of the station without looking.
- Fire Department employees park on the sidewalks.

Illustrating the Problem

Proposed Changes West 66th Street

(from West End Avenue to Columbus Avenue)



The following recommendations include:

- Leading pedestrian intervals at all legs of every crossing.
- Median pedestrian refuge at West 66th Street and West End Avenue.
- Midblock crossings on West 66th Street between Amsterdam and West End Avenues with curb extensions.
- Install protected bike lane. The bike lane would begin at West 57th Street and terminate at 69th Street, one block before the intersection where Amsterdam Avenue crosses diagonally over Broadway.
- "Street Print" treatment at the intersection of West 66th Street at West End Avenue.

Illustrating the Solution

Site 3- West 72nd Street (West End Avenue to Amsterdam Avenue)

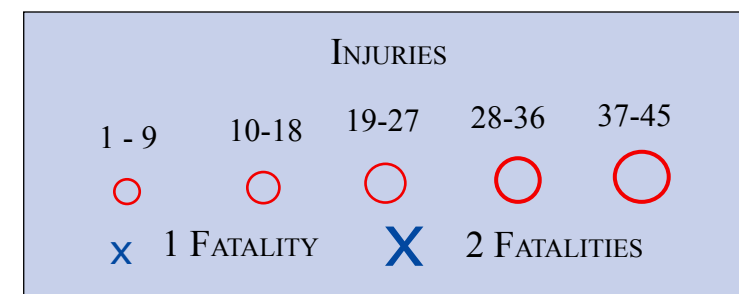
Background

West 72nd street is a major cross street that runs from the East River to the Hudson River through Central Park. It was originally designed as one of the 15 main traverses in the City, which would be 100 feet wide from lot line to lot line. As such it developed into a commercial corridor, bus and truck route, major transportation hub, and destination. West 72nd street is always busy, with large numbers of pedestrians accessing the recently remodeled subway station, shopping at the ground floor shops, as well as cabs taking people from the east to west side, and delivery trucks double parking throughout this section from Amsterdam Avenue to West End Avenue.

West 72nd street, like many streets in our study area, contains a super block from Broadway to West End Avenue, which is almost double the length of the traditional 200 foot city block. Because of this many pedestrians choose to cross in the middle of the block, darting out from behind double parked cars and generally creating a dangerous situation for everyone. The only way to remedy this situation is installing a mid-block crossing, a feature the New York City Department of Transportation has done at many locations throughout the City.

Transit access in this area includes the 1, 2, and 3 Subway lines and 6 bus lines: the M5, M7, M11, M57, M72, and M104.

Site 3 Pedestrian Crash Statistics (1995 - 2005)



Existing Conditions

Due to the mix of large pedestrian volumes and large vehicular volumes, many of which are trucks and buses, West 72nd street ranks high on the list of pedestrian injuries and fatalities each year. The leading causes of these crashes are turning vehicles that don't yield to pedestrians or who overtake pedestrians with the rear wheels, and speeding vehicles. The unfortunate nature of building wide streets to increase capacity is the typical outcome of faster overall speeds. However, wide streets don't necessarily have to be dangerous streets. Many traffic calming measures, like protected bike lanes, curb extensions, speed humps, chicanes, planted medians and signal timing can achieve any desired speed limit on any street.

West 72nd street is 100 feet wide from building line to building line, with three travel lanes in the west and east directions with parking on both sides of the street. West 72nd is a major through street on the Upper West Side.

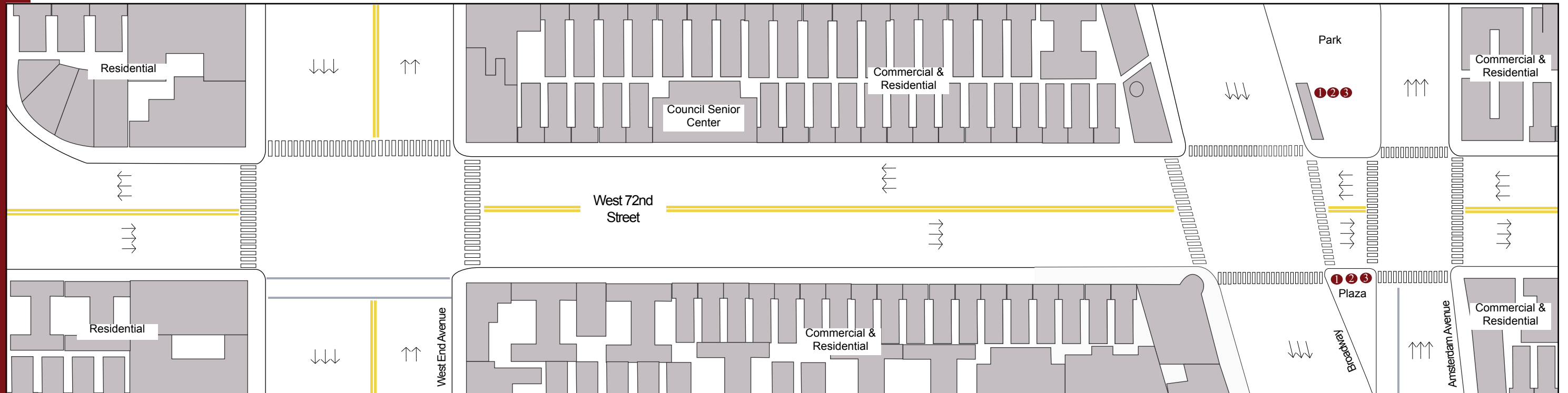


West 72nd street at Broadway and Amsterdam Avenue is a busy area where pedestrians routinely battle the through and turning north and south bound buses that travel on these wide streets. Broadway and Amsterdam Avenue at West 72nd street create a unique intersection due to the 72nd street subway situated between these two streets. Pedestrians and motorists have a difficult time understanding how to move safely through this intersection together, making for a lot of near misses and the unfortunate crashes.



Existing Conditions West 72nd Street

(West End Avenue to Amsterdam Avenue)



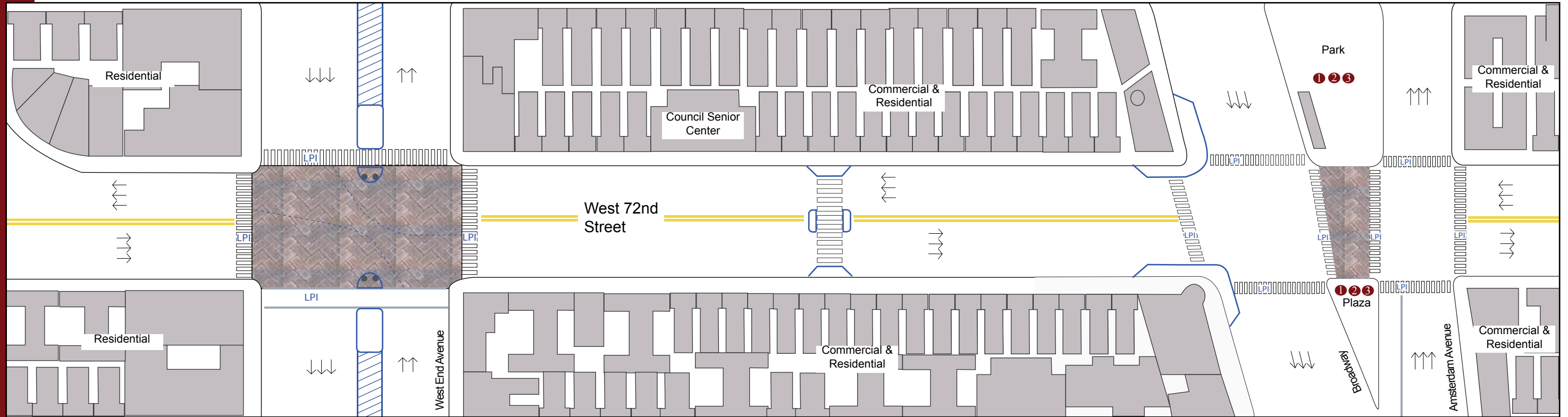
Broadway & West 72nd Street (looking West)

The top pedestrian concerns in this area are:

- Failure to yield to pedestrians.
- Double parking.
- Turning buses and trucks from Broadway to westbound 72nd pose threat to pedestrians.
- Vehicular speeds and volumes on Broadway and Amsterdam.
- High volumes of pedestrians meet high vehicular volumes at the West 72nd street subway station.
- Wide street meeting wide avenues means long crossing distances in all directions.
- Elderly don't feel like they have enough time to cross the street.
- Sidewalks and curbs are cluttered.

Proposed Changes West 72nd Street

(West End Avenue to Amsterdam Avenue)



The following recommendations include:

- Leading pedestrian intervals at all intersections.
- Enforcement of parking regulations.
- Install curb extensions at Broadway and 72nd street on the NW and SW corners.
- "Street Print" pavement treatment at the intersections of West 72nd Street at West End Avenue and at Broadway and Amsterdam between the subway stations.
- Modify all signals to a crossing speed of 2.5 feet per second.
- Move all news boxes and construction materials away from curbs.
- Create mid-block crossing on West 72nd Street between Broadway and West End Avenue.

Site 4- Broadway & Amsterdam Avenue (West 71st Street)

Background

As Broadway runs diagonally through the length of Manhattan, there are several locations where rather than running parallel to the other avenues it crosses an avenue, creating a “bow tie” design. The intersection of West 71st street and Broadway and Amsterdam is one of these locations. This kind of configuration requires a more complicated traffic signal scheme in order to move the numerous crossings simultaneously. Unfortunately the pedestrian is not favored at this location due to the width of Broadway.

Broadway is a unique street in Manhattan, as it alternates between a standard boulevard design with bi-directional traffic separated by a large, often planted median with benches north of 57th street until 168th street, to a one-way southbound street (south of Columbus Circle at 57th street) without medians. Broadway includes the grand intersections like Herald Square and Times Square. There is no block on Broadway that is easy to cross for pedestrians. It is a wide street that carries enormous traffic volumes in most locations, and becomes a hilly speedway once it enters the Inwood neighborhood of Manhattan. Locations like Times Square and Herald Square have been reconfigured to give greater benefit to the pedestrian, but both locations still account for a significant number of pedestrian injuries and fatalities each year.

This intersection is typical of Broadway in the Upper West Side, commercial land uses on the ground levels of large residential towers. The sidewalk on the west side of the intersection is unusually wide for this area, measuring over 20 feet.

Transit access in this area includes the 1, 2, and 3 Subway lines and 4 bus lines: the M5, M7, M11, and M104.

Site 4 Pedestrian Crash Statistics (1995 - 2005)



Existing Conditions

The intersection of West 71st street at Broadway and Amsterdam Avenue is a complicated crossing often requiring pedestrians to use two pedestrian light phases to complete an east-west movement. On the south side of the intersection the Broadway mall provides sufficient refuge for pedestrians, whereas on the north side pedestrians must wait on the end of the raised triangle that makes up the 72nd street subway station.

Further complicating this intersection are the raised pavement areas designed to separate directions of traffic through the bow tie. A triangular area separating north bound traffic on Amsterdam Avenue from southbound traffic on Broadway serves as an additional pedestrian refuge.

All users at this intersection tend to behave erratically as they attempt to get out of this confusing area as quickly as possible. Southbound motorists on Broadway drive with excessive speed when capacity allows for it, which is particularly dangerous at this location due to the high pedestrian volumes. Northbound motorists on Amsterdam Avenue



have a difficult time understanding where they are supposed to go as the lane changes requires drivers to cross diagonally through a long intersection.

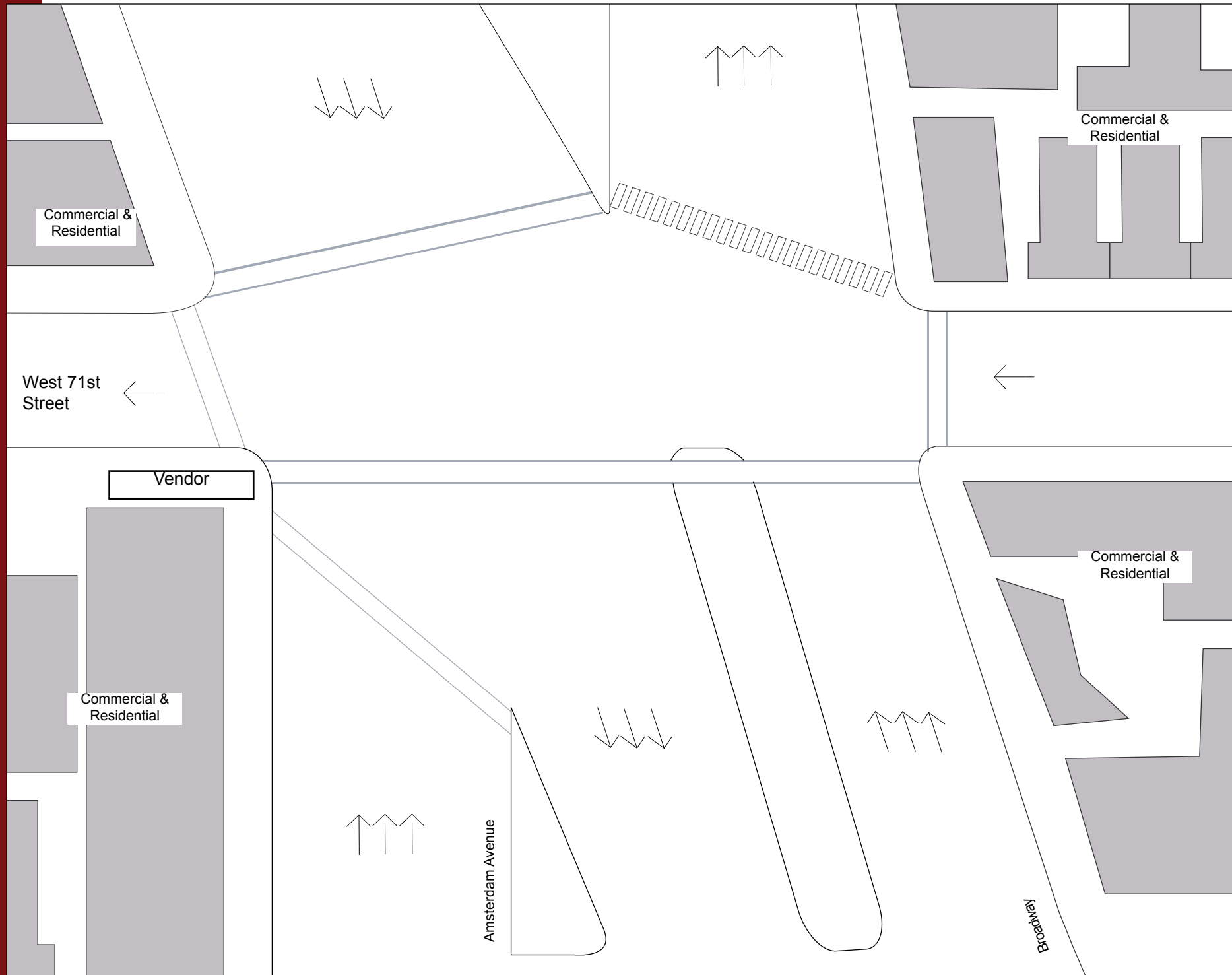
The best way to make this area safer for pedestrians and cyclists is by adding additional space to the current medians on either side of the Broadway, thus reducing the width of the asphalt used by motor vehicles. This would slow down motorists by narrowing their passage through this intersection and allow pedestrians a greater area to wait between crossings.

In lieu of this design, there are several measures that can be installed in the short term to make using this intersection safer and easier for everyone.



Existing Conditions Broadway & Amsterdam Avenue (West 71st Street)

(West 71st Street)

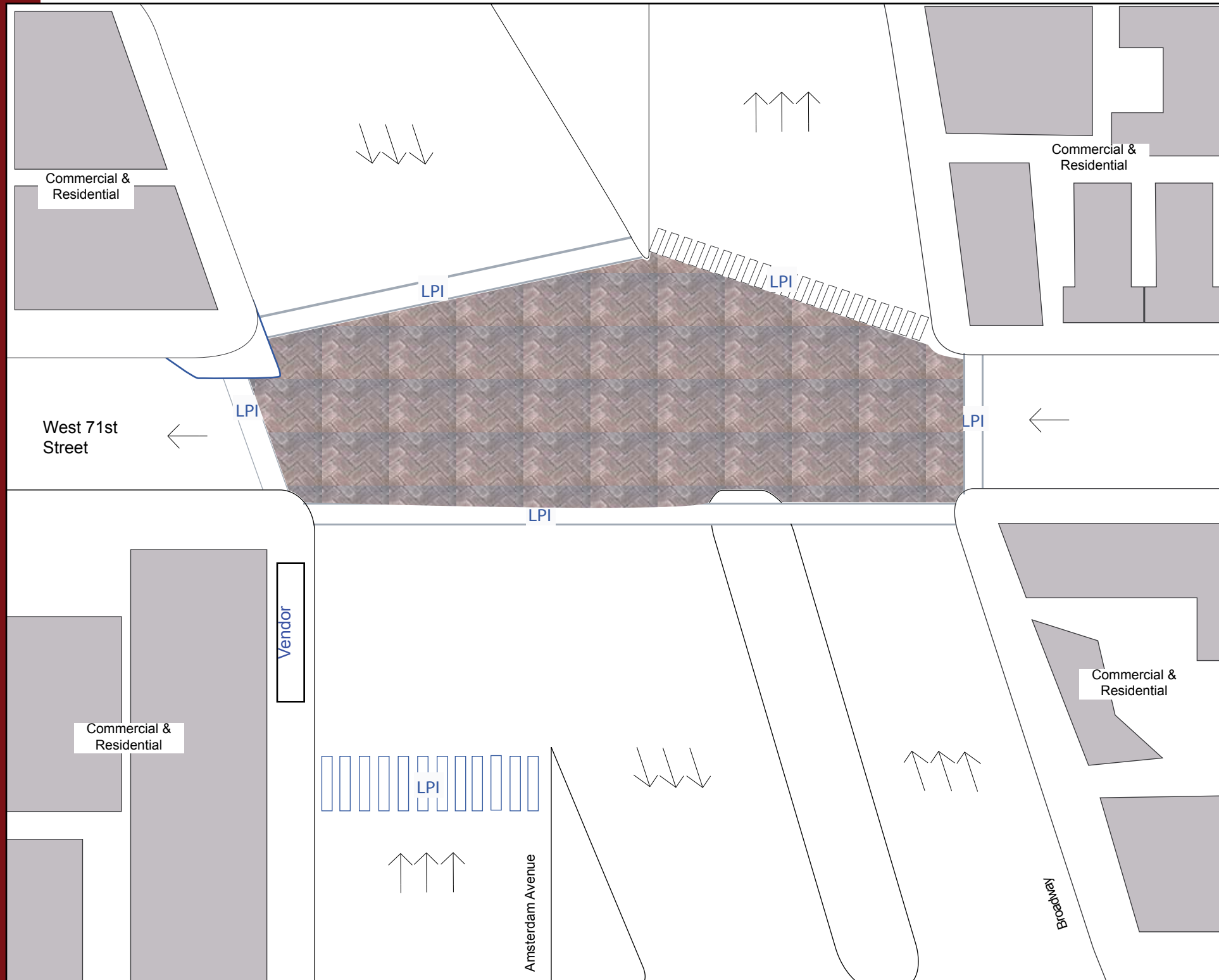


West 71st Street & Amsterdam Avenue (looking south)

The top pedestrian concerns in this area are:

- Long east-west crossings.
- High pedestrian volumes at subway and local schools, especially at the McDonalds on the south west corner of the intersection.
- Diagonal crosswalk at Amsterdam is too long and vehicles tend to stop in the crosswalk.
- Confusing "bow tie" geometry is difficult for all users.
- Vehicles tend to speed through the intersection.
- Vehicles turning from Broadway to west-bound 71st street do not yield to pedestrians.
- Newspaper boxes and vendors block the pedestrian ramp on the SW corner of the intersection.

Proposed Changes Broadway & Amsterdam Avenue (West 71st Street)



The following recommendations include:

- Leading pedestrian intervals at every crossing and give adequate time to cross the street.
- Channelize vehicles as much as possible through the intersection.
- Make the diagonal crossing of Amsterdam perpendicular.
- Consider curb extensions on West 71st street on the NW corner.
- Add "Street Print" treatment to the intersection of West 71st Street at Broadway and Amsterdam to slow down motorists and improve the existing quality of the pavement at these intersections.
- Move vendors south of the intersection on Amsterdam, away from West 71st street.

Next Steps

This report is the result of meetings with numerous senior citizens, elected officials, pedestrian advocates and concerned residents of the Upper West Side to make the streets and intersections safer for everyone. While the recommendations set forward in this document create a universally easier and more enjoyable place for people to walk, specific recommendations, such as extending crossing time, adding leading pedestrian intervals, and creating bollard protected medians and curb extensions are specifically used to protect senior citizens.

Transportation Alternatives will work with the New York City Department of Transportation to make as many of these recommendations happen as quickly as possible. At the same time, elected officials will be contacted to provide funding for the larger traffic calming build-outs recommended in this report.

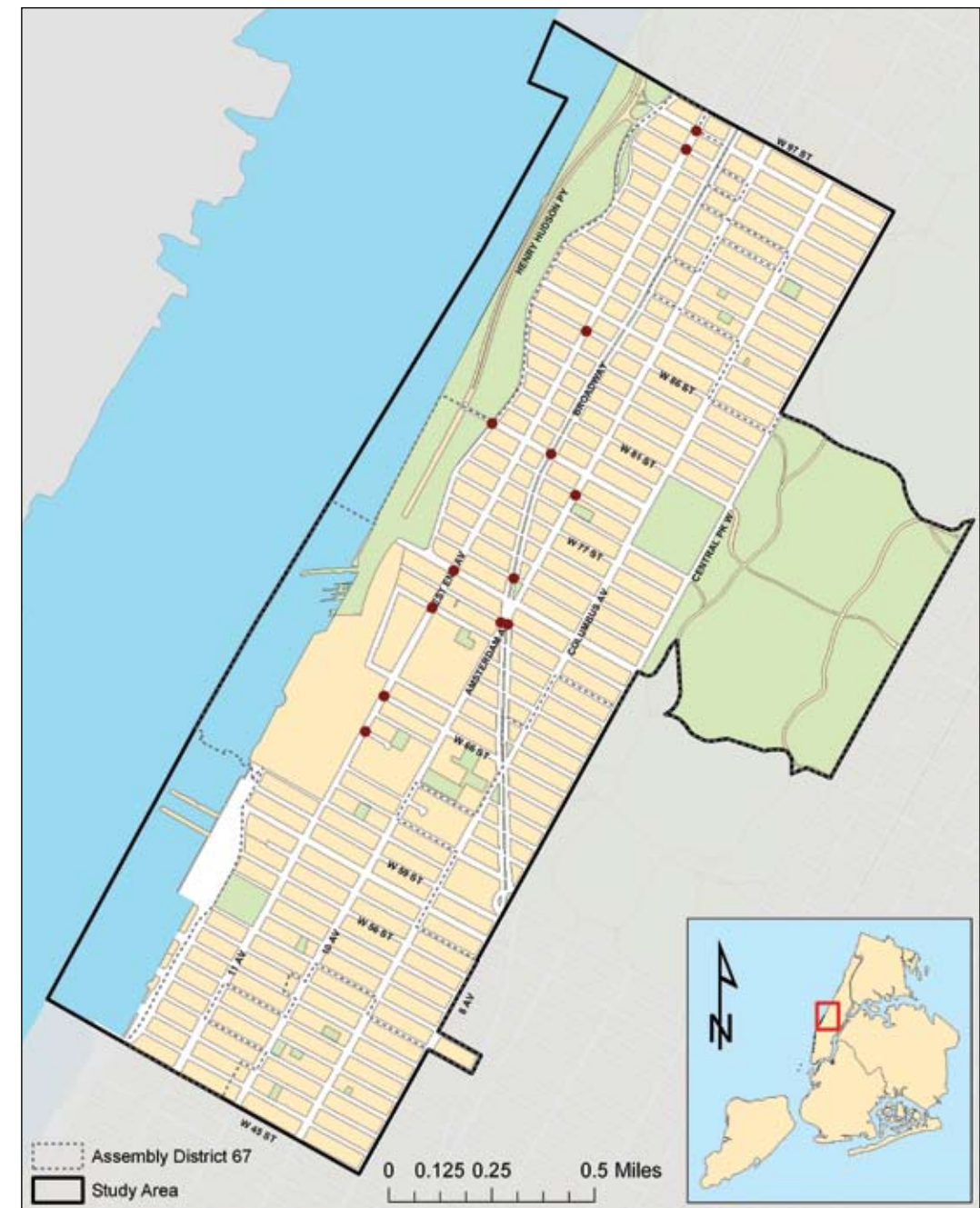
Building on this effort, Transportation Alternatives and Assembly member Rosenthal will begin a larger effort on the Upper West Side to not only address pedestrian safety concerns north of West 75th street but to create a senior citizen driven task force around these issues to sustain this effort after the reporting is complete.

Finally, Transportation Alternatives is working on building a large base of support for street re-designs throughout the Upper West Side through the Streets Renaissance program. This effort will bring together BIDs, community groups, interested citizens, advocates and activists to find different, more interesting uses for the street bed than moving motor vehicles.

Appendix A Resident Concerns' Maps

The following collection of maps shows the geographic distribution of residents comments from the first Upper West Side Safe Routes for Seniors workshop. Ultimately, these concerns and comments guided the selection of certain corridors and locations for further study.

Dangerous Intersections

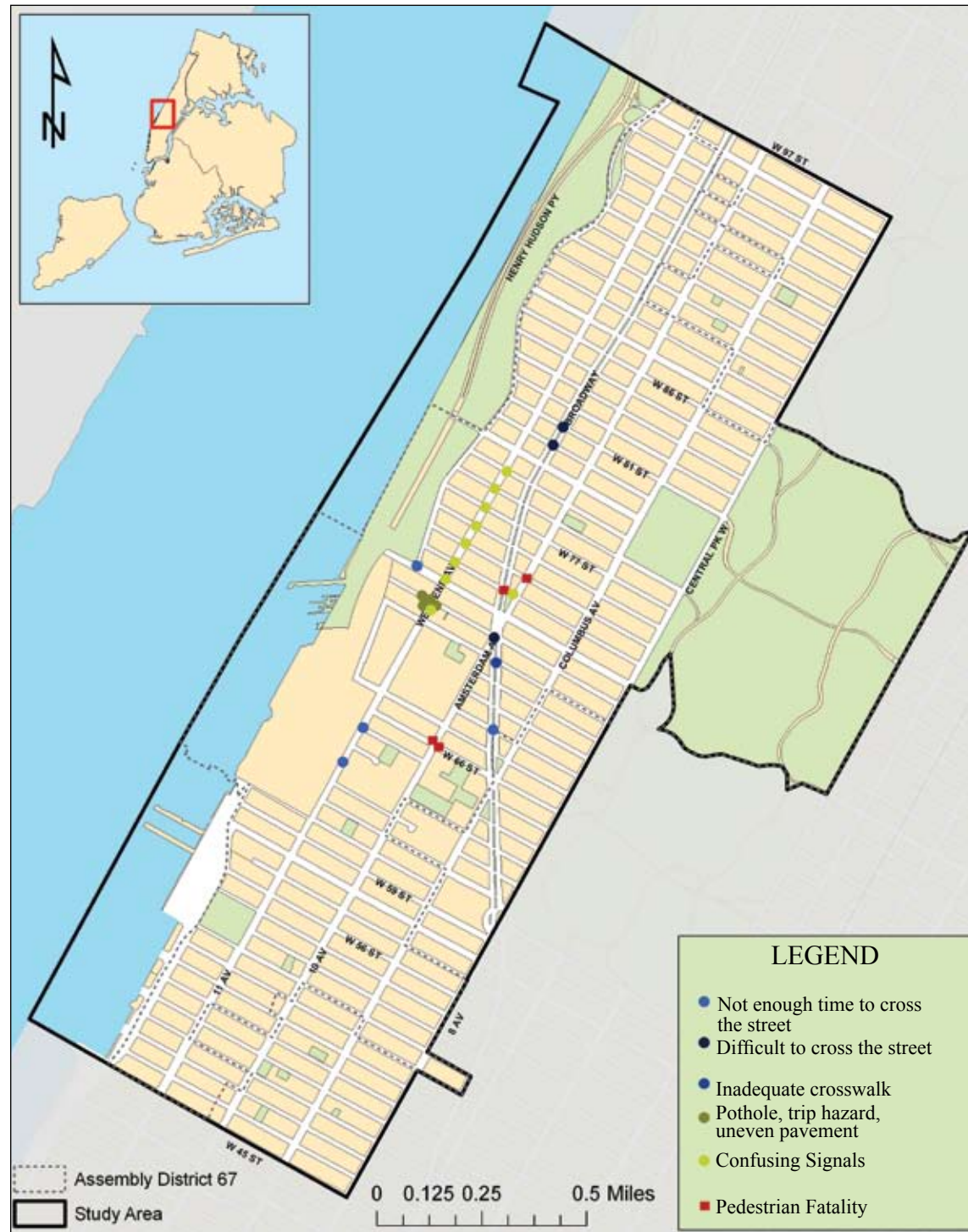


How to Get Involved

If you have any questions about this report and want to get involved in transportation advocacy on the Upper West Side or citywide, please call us at 212-629-8080 or visit our web-site at www.transalt.org.



Pedestrian Issues



Traffic Issues



Accessibility Issues



Resident Recommendations

