West End Avenue
Corridor Traffic Calming

Commissioner Polly Trottenberg  New York City Department of Transportation
Presented by Research Implementation and Safety on July 31, 2014
West End Ave Corridor Safety

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

Modified signal timing

- **W 95th St**: Installed 8-second leading pedestrian interval across West End Ave 7/22/14
- **W 96th St**: Installed 9-second leading pedestrian interval across West End Ave 5/5/08
- **W 97th St**: Added 7s to leading pedestrian interval across West End Ave (5s to 12s) 1/29/14

Turns banned near PS75 Emily Dickinson

- **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**

Sidewalk

- 10’ Parking Lane
- 10’ Moving Lane
- 10’ Moving Lane
- 10’ Moving Lane
- 10’ Moving Lane
- 10’ Parking Lane

Sidewalk

60’

**PROPOSED**

Sidewalk

- 13’ Wide Parking/Loading Lane
- 11’ Moving Lane

12’ Turn Bays/Flush Median

11’ Moving Lane

13’ Wide Parking/Loading Lane

Sidewalk
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 at 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 southbound right turn lane at W 96th St and remove parking from west curb of West End Ave between W 97th and W 96th St

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<th>Left Turn Volumes (1 hr)</th>
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Issue: Interrupted Through Movements

Existing Condition

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

- No lane changes
- Double-parked auto
- Left-turning vehicle waiting for gap

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

Existing Condition

2) Identifying Gap in Left Lane

3) ID’ing Gap in Right Lane

(VISIBILITY HINDERED)

Left Turning Motorist Have 4 Concerns

1) Vehicles Approaching from Behind

4) ID’ing Pedestrians in Crosswalk
Proposed Condition

Driver only needs ONE gap to turn; can then look at crosswalk

Only 2 Points of Focus and No Visibility Problem

Vehicles from behind in different lane
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
W 95<sup>th</sup>, W 97<sup>th</sup> Sts: Wide turns

- Zigzag left turns from/to highway
- Underutilized left turn bays encourage fast wide turns on to West End Ave
Project Proposal: W 95<sup>th</sup>, W 97<sup>th</sup> Sts

West End Ave at W 95<sup>th</sup> and W 97<sup>th</sup> Sts
- Ban northbound left at W 97<sup>th</sup> St, Ban southbound left at W 95<sup>th</sup> St

**EXISTING**

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

- Install Pedestrian Islands
- Remove Parking W/S W 97\textsuperscript{th} – 96\textsuperscript{th} Sts
Existing: W 95$^{th}$ St
Proposed: W 95\textsuperscript{th} 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
- Preliminarily feasibility study completed for second speed hump
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

Example of Proposed Configuration: W 6th St, Brooklyn

Crashes with Injuries -31%

Existing Conditions: West End Ave at W 98th St
Ped Islands: Beautification Options

- West End Ave sewers may be too close to install trees on islands
- Planters are possible if a maintenance partner can be found
- Urban Art installation is another possibility
Timeline, Next Steps

Next Steps

• Collect community feedback
• Finalize paving schedule
• Establish project implementation schedule