

**CB7 REQUESTS TO DEPT OF TRANSPORTATION
REGARDING STREET SAFETY AND INFRASTRUCTURE
June 8, 2015**

CB7 has been working with DOT to improve safety and infrastructure throughout MCD7, 59th-110th Streets. Through committee meetings, site visits and surveys, discussions with community groups, budget consultations and priorities, data collection, and consultation with DOT, the NYPD and other city agencies, CB7 has requested and will continue to advocate for many changes. The following document outlines these requests for the district as well as specific pending issues for target locations.

GENERAL REQUESTS

SAFETY AND INFRASTRUCTURE IMPROVEMENTS

Red light and speed cameras (Need NYS approval.)
Signage, including “stop here on red” and 25-miles-per-hour speed limit.
Thermoplastic markings at crosswalks.
Street resurfacing.
Ped ramps.
Speed bumps.
Countdown timers.
Audible crossing signals.

AVAILABILITY OF DATA

Crash/accident data – increase availability of data from N.Y.P.D. and DOT so data may be analyzed & shared with Community Boards, and measures can be taken to reduce accidents sooner.
Vision Zero data.

SCHOOL ZONES

Speed cameras around schools.
Slow zones around schools.

ARTERIAL ROADWAYS

Study District 7's avenues with an eye for formulating increased safety on all avenues.

LOCATION RELATED REQUESTS

ARTERIAL ROADWAYS

Columbus Avenue

Provide further measurements of use, compliance, and safety for the Columbus Avenue corridor.
Additional truck loading zones for Columbus Avenue.

Safety improvements in the corridor as part of the Lincoln Square Bow Tie project, including the extension of the bike lane.

Amsterdam Avenue

For quick action on Amsterdam Ave safety, re-signal the timing of the lights on Amsterdam Avenue, add pedestrian countdown timers at all intersections along Amsterdam Avenue, and formulate a plan to shorten pedestrian crossings, using temporary bulb-outs at as many corners as possible.

Study a possible re-design of Amsterdam Avenue, with the potential inclusion of a protected bike lane, or if not feasible, a better alternative for a northbound choice.

West End Avenue

Evaluate West End Avenue changes.

Respond to the Nelson Nygaard community survey.

Change traffic signals at 97th & West End Avenue & 96th St/West End Avenue, so cars making the light travelling westbound & turning south on West End Avenue cannot speed and make the light @ 96th Street to enter the Henry Hudson Parkway.

Check lighting levels on West End Avenue during full summer foliage.

Riverside Drive

Remove 30 mph signs & implement 25 mph speed limit on all sections of Riverside Drive in CD7.

Implement recommendations from the Riverside Drive walk-through, which include:

- a. Place a stop sign on the northbound service road @93rd Street. (limited visibility)
- b. Install "Slow-School Zone" signage @SE corner service road & 93rd St due to presence of Montessori School.
- c. Place a stop sign where the service road meets 94th Street. Also need painted crosswalks here.
- d. Place a "raised table" (pavers) at the 95th St exit of the Henry Hudson Pkwy, as well as signage indicating pedestrians/crosswalk is just around the curve.
- e. At 97th St & Riverside Drive - install LPI & pedestrian countdown timers and replace missing Walk/Don't Walk signal for pedestrians crossing 97th Street.
- f. Place a large pedestrian island on the south side of 97th Street on Riverside Drive in the center of the road, delineating lanes and extend the island on the north side of 97th Street into the long crosswalk, to provide additional pedestrian refuge.
- g. Install pedestrian countdown timers at 95th & Riverside Drive.
- h. At 95th St & Riverside Drive - place more visible zebra striping on crosswalk where pedestrians cross 95th Street, on the east side of Riverside Drive.
- i. Install dedicated turn signal for left turns from southbound Riverside Drive on to eastbound 95th Street.

As part of the West End Avenue changes, DOT was going to look to allow movement from the Riverside Drive service road to the main road at West 104th Street and West 108th Street, as well as the main road to the service road where pedestrians have a safe 'barns dance' period to cross.

West 96th Street Corridor

Investigate implementing several of the Nelson/Nygaard study recommendations with regard to curb extensions and pedestrian islands to quickly provide needed crossing safety solutions that do not require longer term traffic studies.

Henry Hudson Parkway

Allow exiting southbound Henry Hudson Parkway traffic to exit at 96th St, as well as 95th Street. Explore idea of having 95th St exit for Riverside Drive traffic only.

At exits of the Henry Hudson Parkway - 79th & 95th/96th Streets - place signs which read "NYC Law - no right on red - speed limit 25 mph unless otherwise posted."

SCHOOL ZONES

Put "Slow-School Zone" signage on Columbus Avenue from 78th to 77th Street. Change signal light at 77th & Columbus to disallow movement from east of Columbus Avenue to west of Columbus during school hours without stopping at Columbus. Place "Speed bump ahead" signs on 77th Street west of Columbus.

SPECIFIC AREA PROJECTS

Lincoln Square Bowtie

Various items from the Lincoln Square walking tour, such as curb extensions near 66th Street subway entrance of the northbound #1 train, traffic calming on West 66th Street between Amsterdam & West End Avenues, including a change to the traffic signal at West End & 66th Street. (assuming the vehicular/pedestrian conflict in the signal at 65th & Columbus Avenue will be rectified when the Lincoln Square Bowtie changes are done.)

Amsterdam/Broadway and 71st Street

Final installation of safety measures and infrastructure changes.

West 60th –West 71st Streets, West of Broadway

Rationalization of the street directions, including the addition of a westbound street.

UPPER DISTRICT 7

Investigate speeding on West 106th Street - Broadway to Columbus Avenue.

Review 110th St/Broadway intersection, where westbound 110th Street vehicles turning south onto Broadway come in conflict with pedestrians.

OTHER

Review recommendations in the Upper West Side Traffic Study.