Why are we here?

• Bicycle Fatality & Serious Injury Study – Improve Safety
• Mayor’s PlaNYC – A Greener Transportation Network
• 1997 Bicycle Master Plan
NYC DOT Bicycle Program

- 200 Mile, 3 Year Bicycle Route Commitment
- Targeting Areas of High Demand & Key Connections
- Design Approach:
  1. Study Best Practices
  2. Develop Innovative Designs for Constrained NYC Environment
  3. "Complete Streets" Design Philosophy

Central Park Loop Drive: Connecting to major cycling destinations like Central Park is a key part of the PlaNYC bicycle initiative.
W 106th Street Design Approach

1. Creating Dedicated Cycling Space
2. Improving Intersection Safety
3. Traffic Calming for All Street Users

Project Goal: A Safer and More Comfortable W 106th Street Corridor for ALL Street Users
1. Creating Dedicated Cycling Space

**Existing Condition**

- Cyclists Ride in “Door Zone”
  - Dangerously close passing
  - Threat of dooring
  - Pedestrians dart out from in between cars
- OR -
- Cyclists Ride in Moving Lane
  - Honking
  - Lane changes
  - Aggressive driving

**Planned Condition**

- Bike lane and buffer provide safe passing distance
- 9’ parking lane + ½ of bike lane puts cyclists out of door zone
- Organizes street use and calms driver behavior
2. Improving Intersection Safety

Existing Condition

1) Vehicles Approaching from Behind

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

2) Identifying Gap in Left Lane

3) ID’ing Gap in Right Lane

4) ID’ing Pedestrians in Crosswalk
2. Improving Intersection Safety

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
2. Improving Intersection Safety

Turning Conflicts at Intersections are Problematic
  - 9 of 10 NYC cyclist fatalities
  - 8 of 10 NYC cyclist serious injuries

Existing Conditions
• No Guidance at Intersections

Planned Conditions
• Bicycle lanes increase driver’s visibility and awareness of cyclists
• Intersection markings highlight potential conflict
3. Traffic Calming for All Street Users

Existing Conditions

Excess road space
- Speeding
- Reckless driving/unpredictable lane changes

Planned Conditions

Design matches capacity to need
- Fewer opportunities to speed
  - Lead vehicle sets pace
- Buffer markings define moving lane, calm traffic
W 106th Street Design Summary

4 Lane to 3 Lane “Road Diet”
• Left Turn Bays
• Buffered Bike Lanes
Design Approach for a Complete W 106th Street

1. Creating Dedicated Cycling Space ➔ Bicycle Lane with Buffer

2. Improving Intersection Safety ➔ Left Turn Bays & Intersection Markings

3. Traffic Calming for All Street Users ➔ Design Capacity Matches Need
Central Park Connection

New W 106th St Bike Route

Existing ~17’ Path

Central Park Loop Drive
Central Park Loop Drive Connection
Potential for Safe High Quality Link

• Short Path (<500’)
• Wide enough for shared bike & ped use (~17’)

![Image of Central Park Loop Drive Connection](image1.jpg)

![Image of Central Park Loop Drive Connection](image2.jpg)
Central Park Loop Drive Connection

Design Considerations & Options

- Entry Points
  - Pedestrian Ramps vs. Between

- Signs and Markings for Path Connection
  - Gateway markings
  - Separate lanes for pedestrians and cyclists
  - Separate lanes for directions

- Stakeholder input on options
Next Steps

• Community Feedback
  – Double Parking Issues
  – Park Connections
• Project Refinement
• Project Installation: July 2008
End of Presentation