

# West 106<sup>th</sup> Street Safety & Bicycle Lane Project



Presentation to CB 7, Manhattan  
April 2008



NYC Department of Transportation  
Office of Alternate Modes

# 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 106<sup>th</sup> Street Project Map



# W 106<sup>th</sup> Street Design Approach

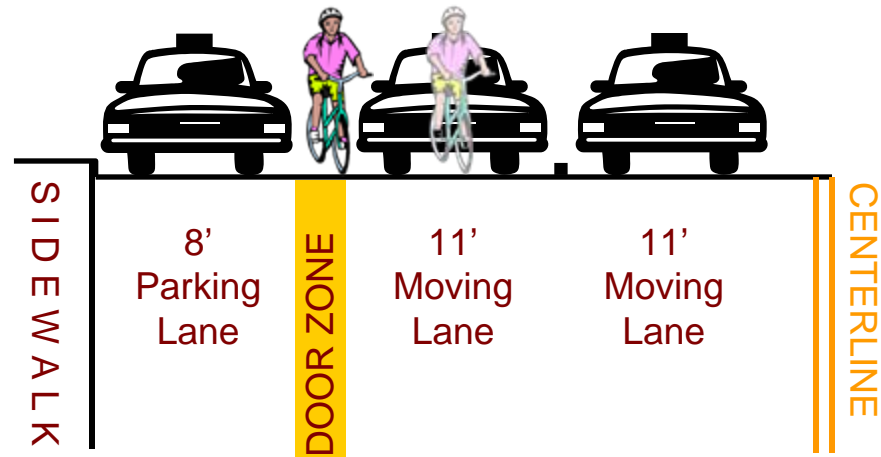
1. Creating Dedicated **Cycling Space**
2. Improving **Intersection Safety**
3. Traffic Calming for **All Street Users**



**Project Goal:** A Safer and More Comfortable W 106<sup>th</sup> Street Corridor for ALL Street Users

# 1. Creating Dedicated Cycling Space

## Existing Condition



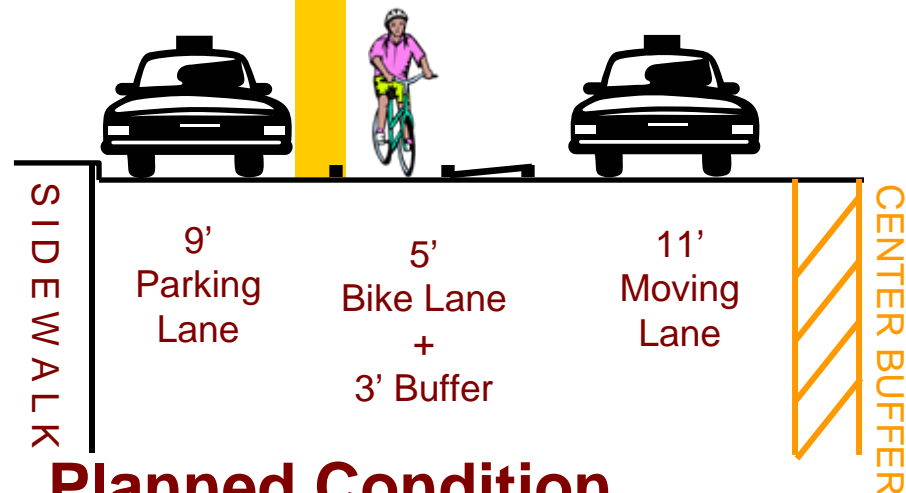
### Cyclists Ride in “Door Zone”

- Dangerously close passing
- Threat of dooring
- Pedestrians dart out from in between cars

-OR-

### Cyclists Ride in Moving Lane

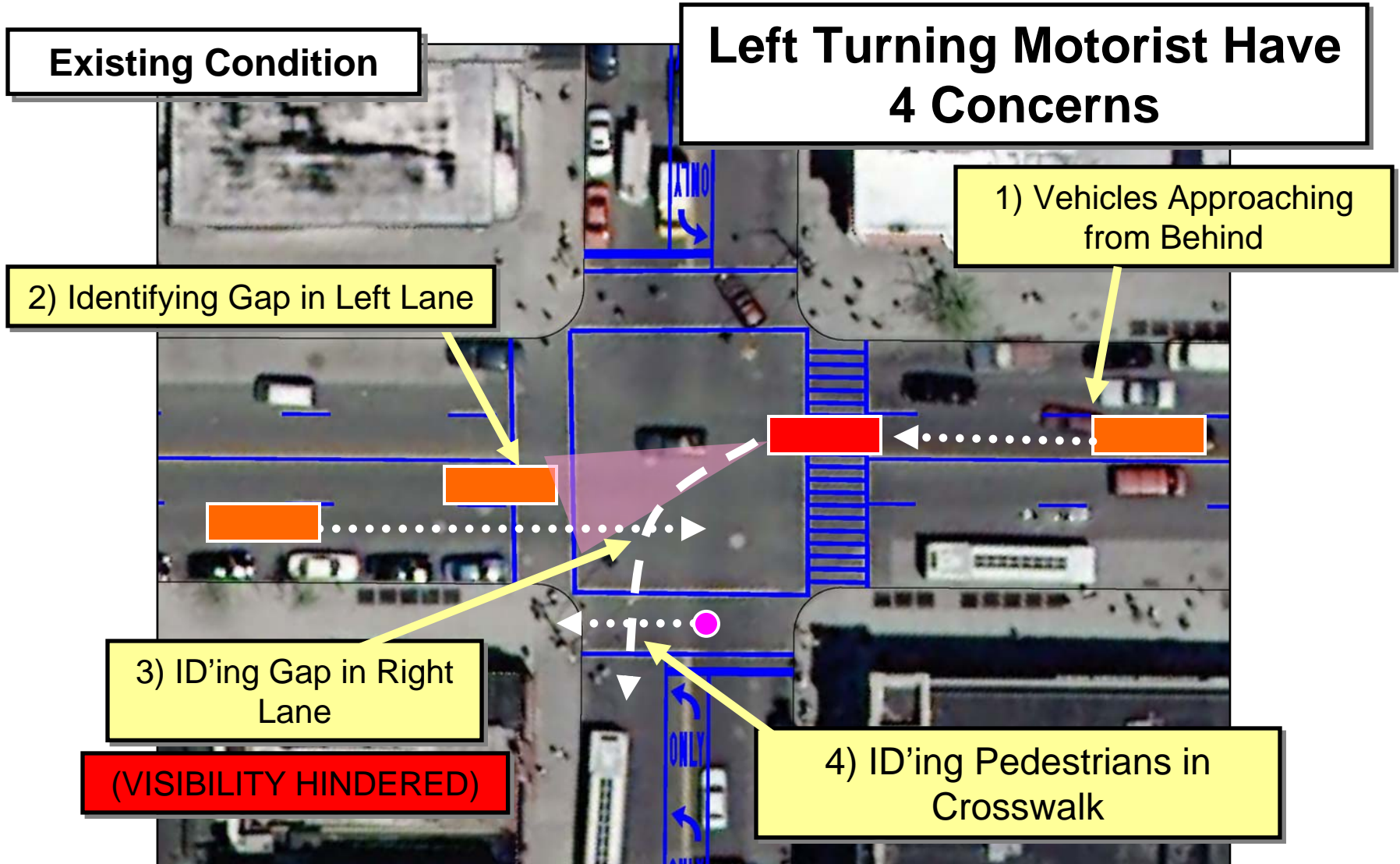
- Honking
- Lane changes
- Aggressive driving



### Cyclists Ride in Dedicated Space

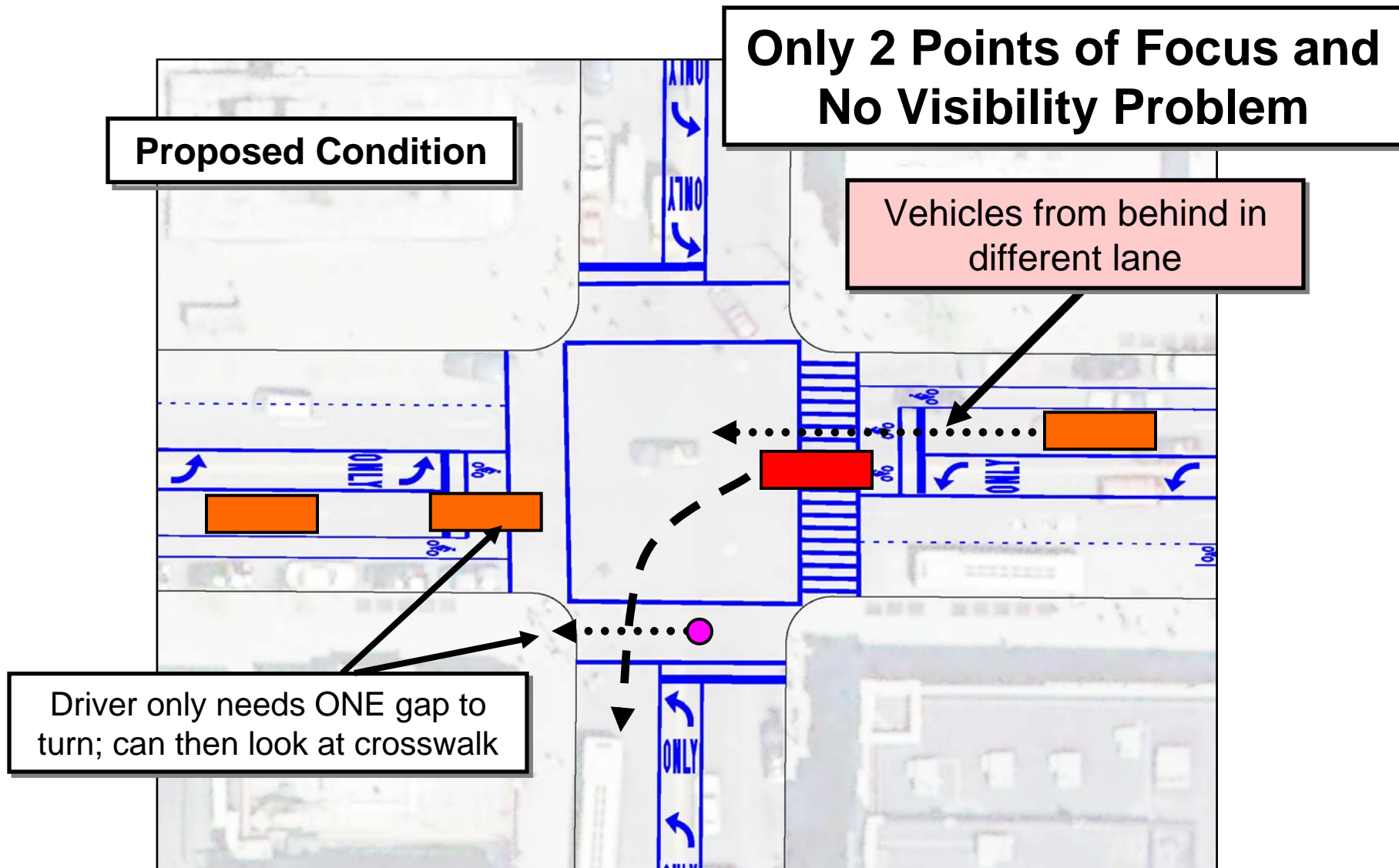
- Bike lane and buffer provide safe passing distance
- 9' parking lane +  $\frac{1}{2}$  of bike lane puts cyclists out of door zone
- Organizes street use and calms driver behavior

## 2. Improving Intersection Safety





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## Turning Conflicts at Intersections are Problematic

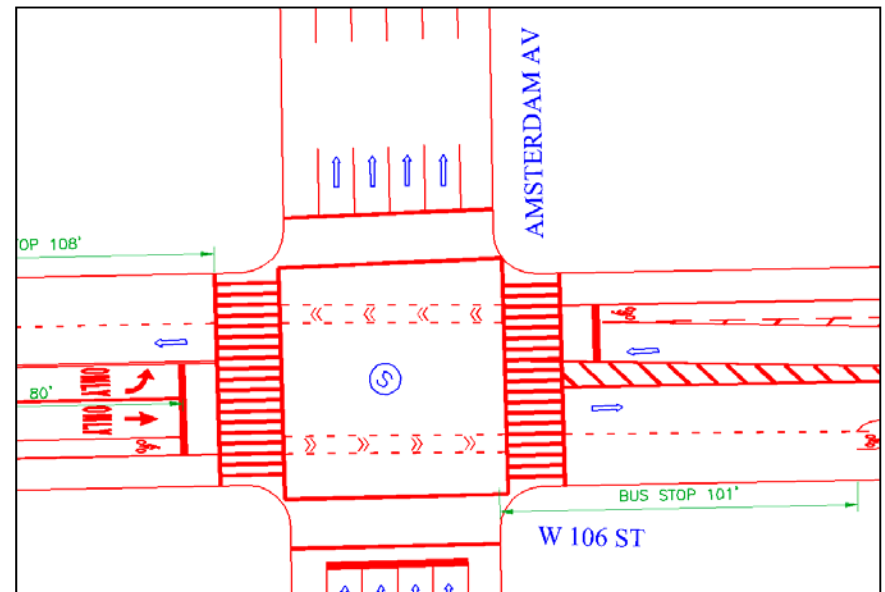
- 9 of 10 NYC cyclist fatalities
- 8 of 10 NYC cyclist serious injuries

## 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

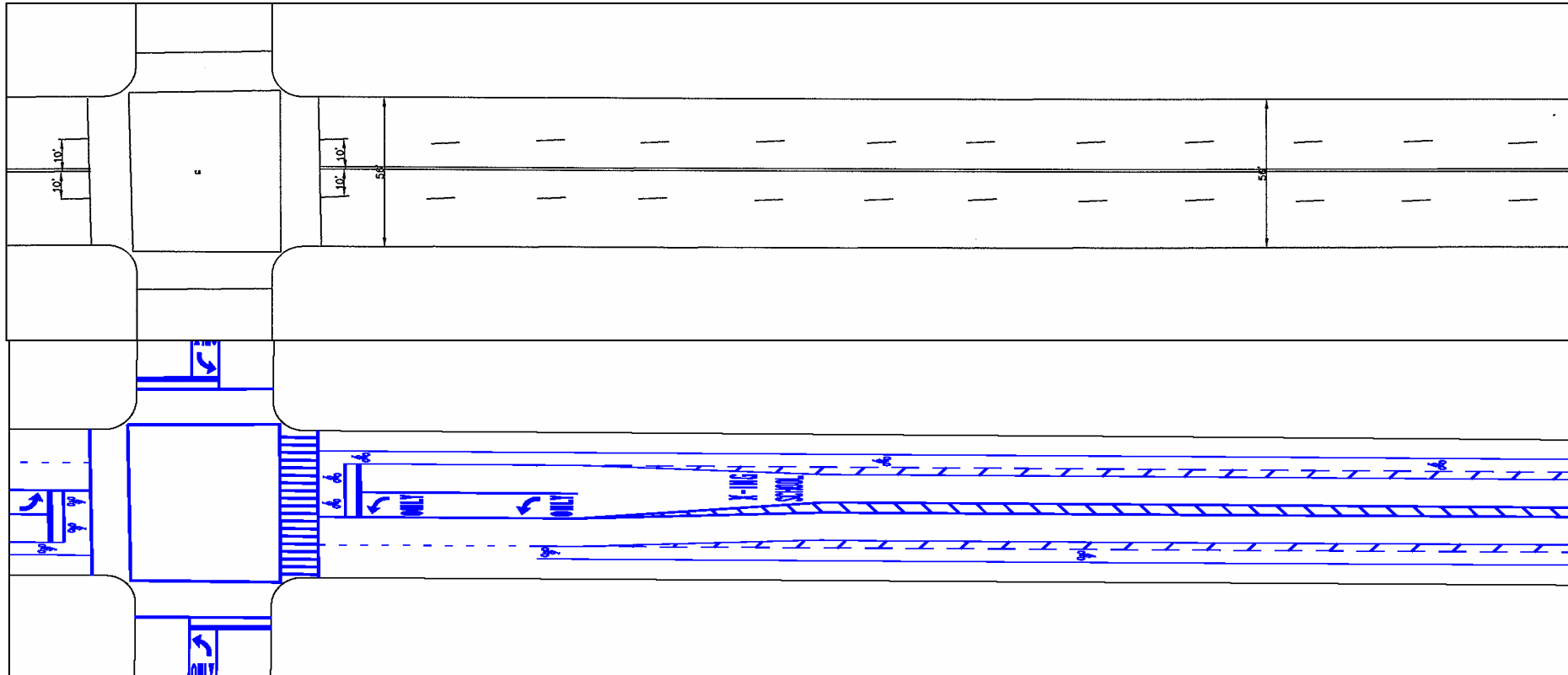
- Fewer opportunities to speed
  - Lead vehicle sets pace
- Buffer markings define moving lane, calm traffic



# W 106<sup>th</sup> Street Design Summary

## 4 Lane to 3 Lane “Road Diet”

- Left Turn Bays
- Buffered Bike Lanes



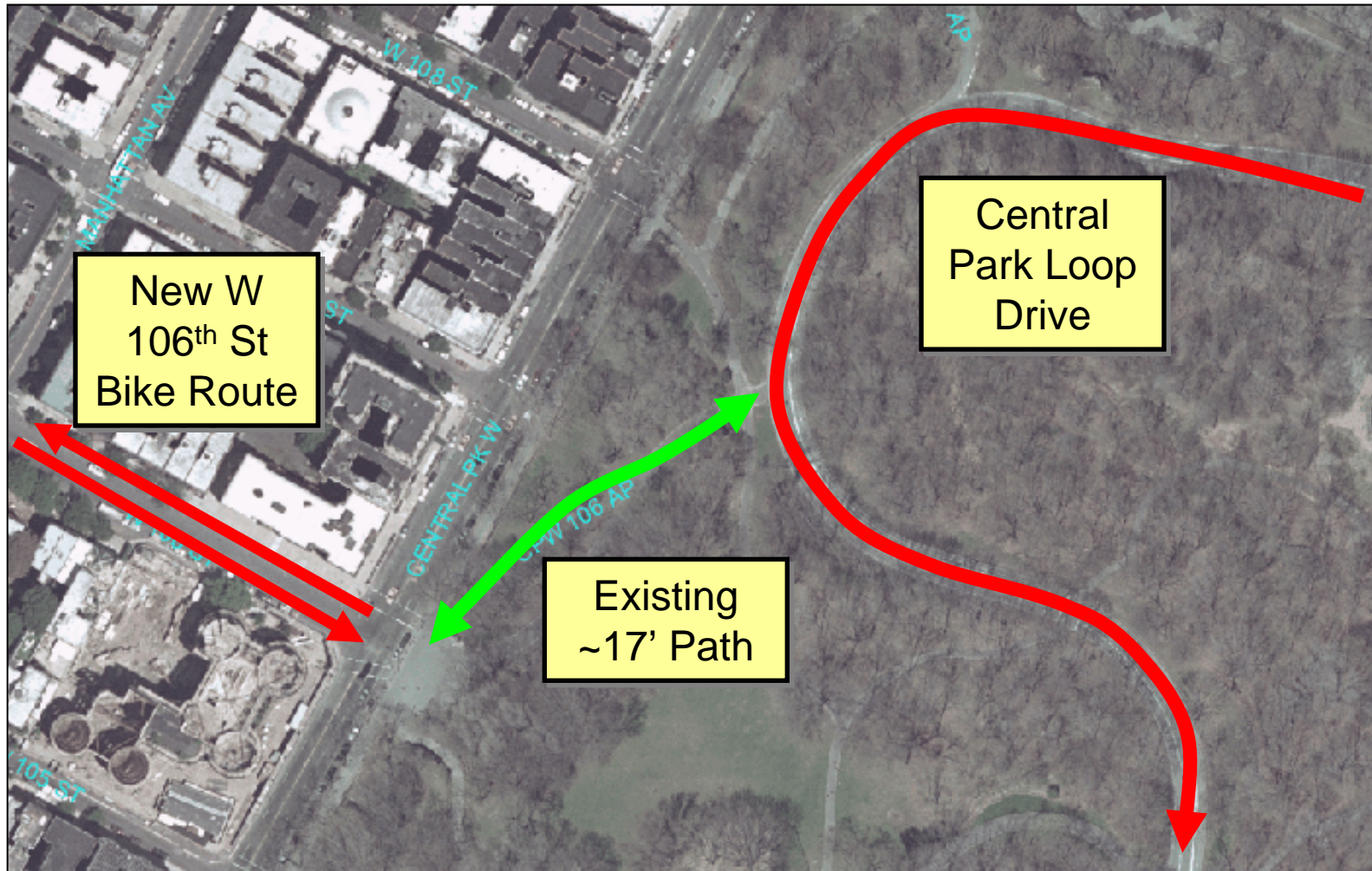
# Design Approach for a Complete W 106<sup>th</sup> Street

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



# Central Park Loop Drive Connection

## Potential for Safe High Quality Link

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





# 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