

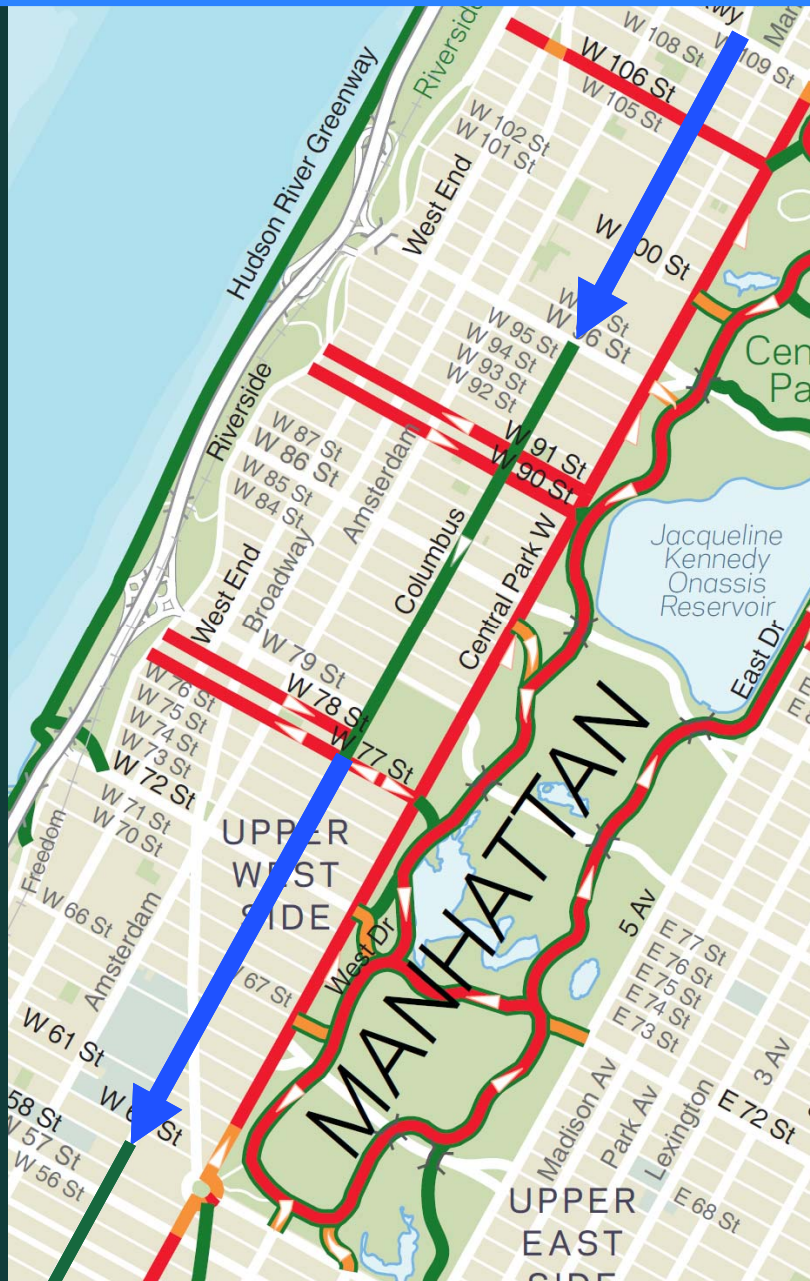
Columbus Avenue Bicycle Path and Mobility Enhancements Community Board 7



Commissioner Janette Sadik-Khan, New York City Department of Transportation
January 8, 2013

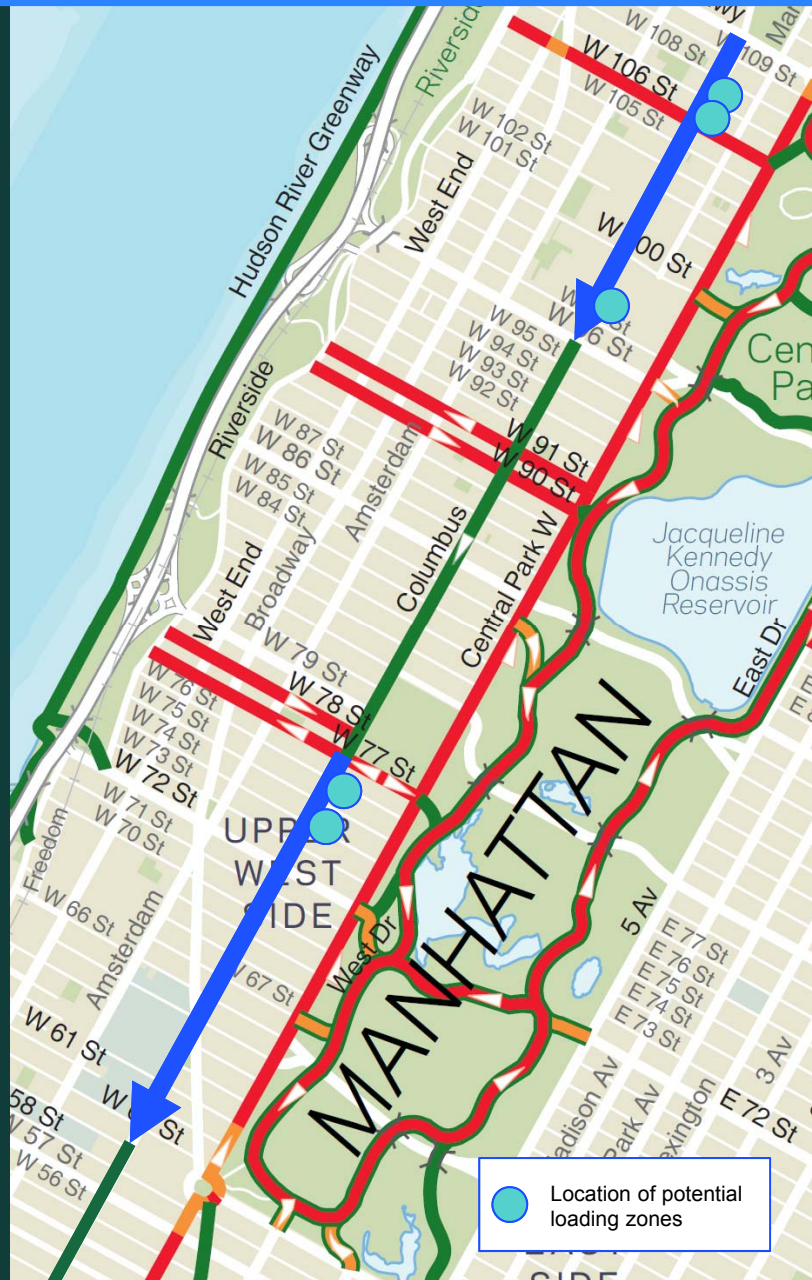


Project Background



- Extend design on Columbus Avenue
 - W 110 St to W 96 St: Protected Path
 - W 77 St to W 69th St: Protected Path
 - W 69th St to W 63rd St: Enhanced Shared Lane
 - W 63rd St to W 59th St: Protected Path
- Provide connections to existing bicycle facilities
 - 106th St
 - 9th Avenue
 - Columbus Avenue
- Tailor design to improve traffic flow in congested areas
- Provide loading zones for businesses with need

Business Outreach



- Visited all surrounding businesses to review their need for potential loading regulations
- Spoke with 189 businesses
- 5 New loading zones/extension recommended
 - 107-108: WS Movers
 - 106-105: Adel Wine, 99 Cent Store
 - 98-97: Duane Reade
 - 76-75: Duane Reade
 - 74-73: Pioneer Supermarket

Rush Hour Regulation Changes

- Low vehicle volumes from 110th to 96th St
 - *868 cars during peak hour (8:00-9:00am)
- Removal of rush hour regulations, 7-10am M-F
- Return of 105 car parking spaces (110th to 96th)



Parking/Loading Changes

Parking Regulation Changes	Parking Space Equivalents (Approx.)		
	110 th to 96 th	77 th to 65 th	Total
Spaces Converted to Daytime Loading Zones	19	11	30
Spaces Gained from Rush Hour Lane Removal	105	0	105

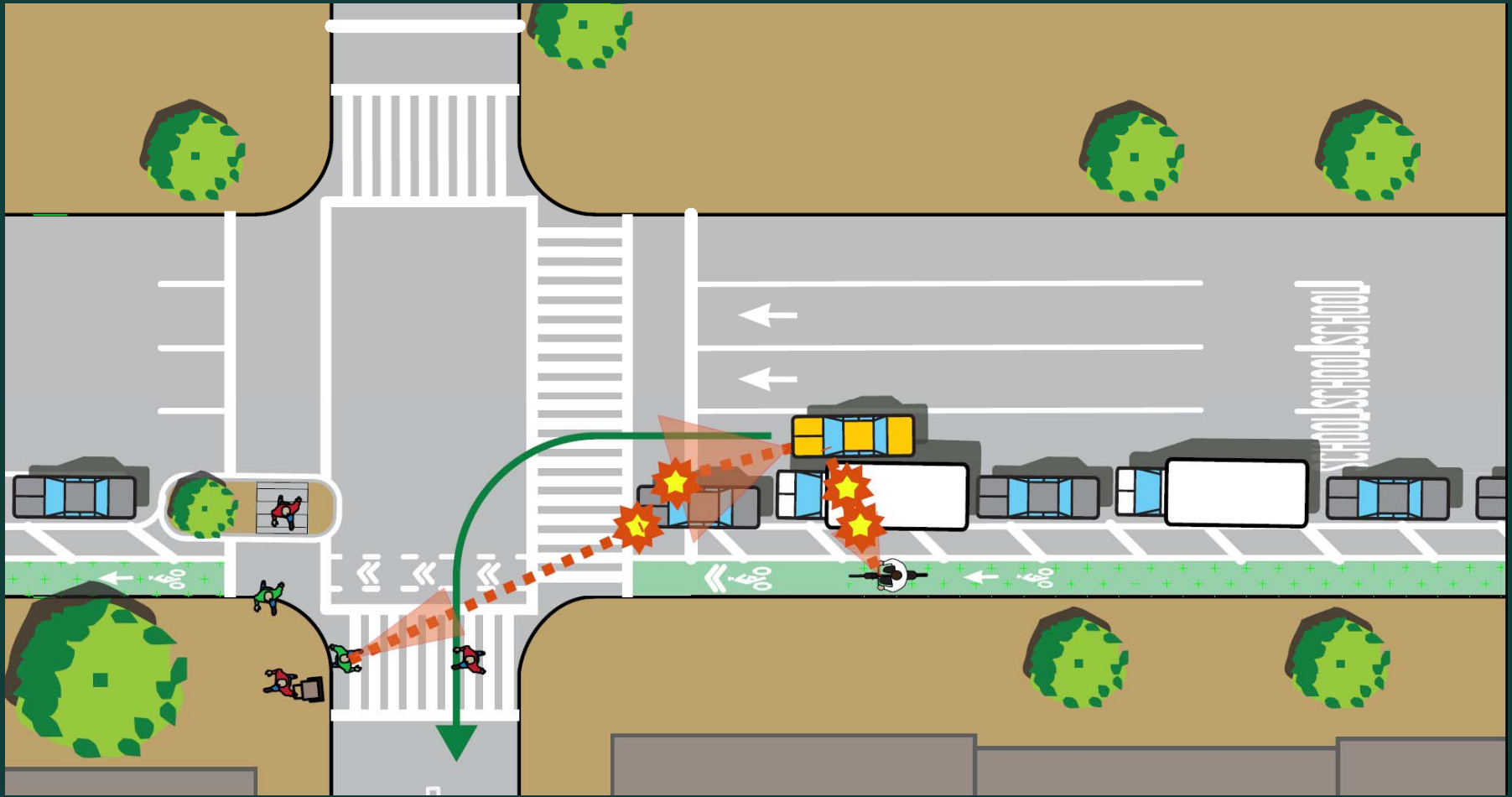
- Loading zones are available for overnight and weekend community parking

East Side Repurposed Parking Space (west side not affected by islands & turn lanes)	Parking Space Equivalents (Approx.)		
	110 th to 96 th	77 th to 65 th	Total
Turn Lanes/ Mixing Zones	23	22	45
Pedestrian Islands	9	7	16
Total Spaces Repurposed	32	29	61
Total Existing Parking Spaces	149	108	257
Percent of Spaces Repurposed	21%	27%	24%

- W 96th St to W 77th St:
 - (6) parking spots gained with new mixing zone length

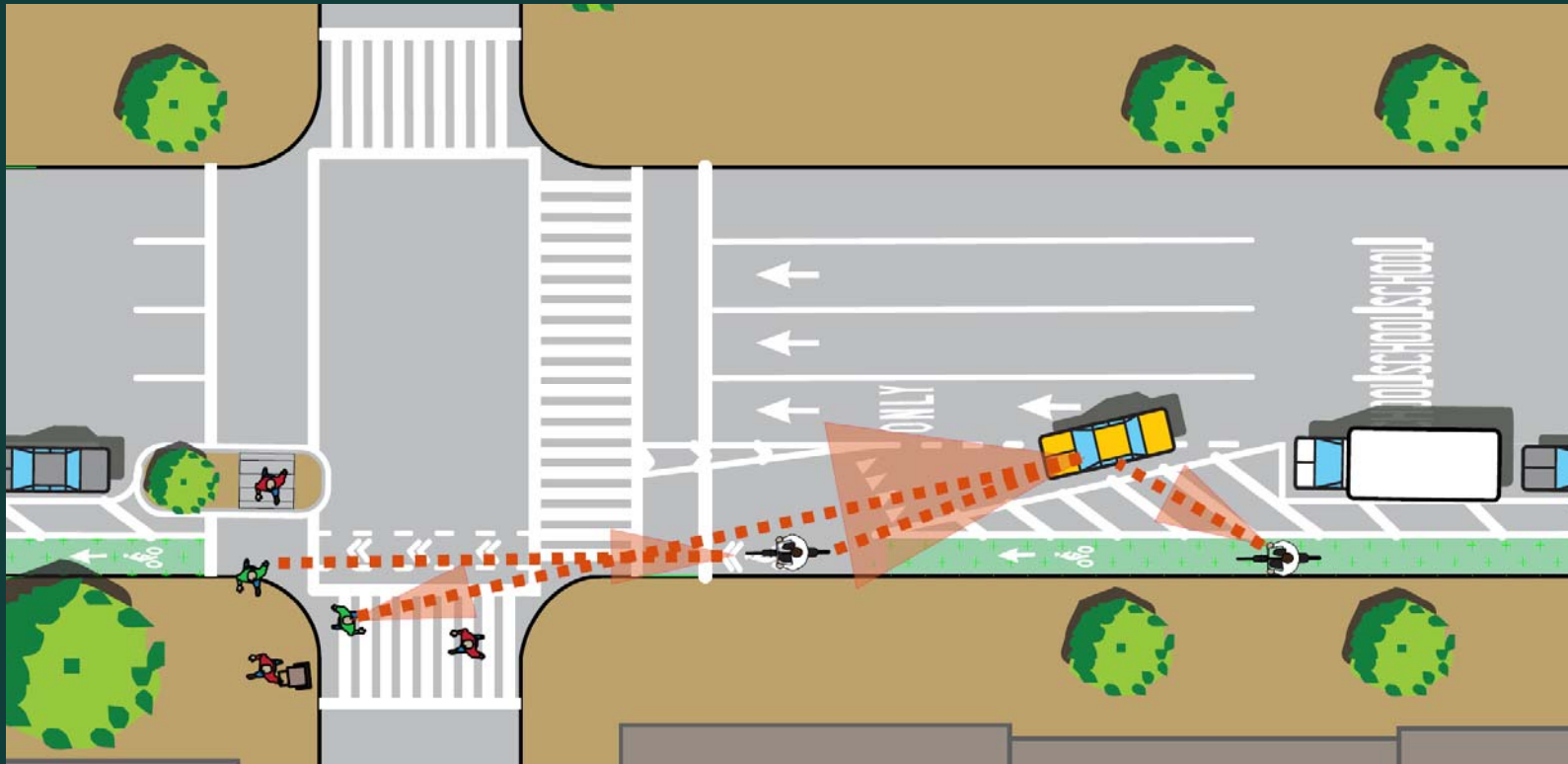
Note: Upper Section, 17 islands, 4 mixing zones, 1 turn lane; Lower 12 islands, 3 mixing zone, 1 turn lane

Turning Conflict

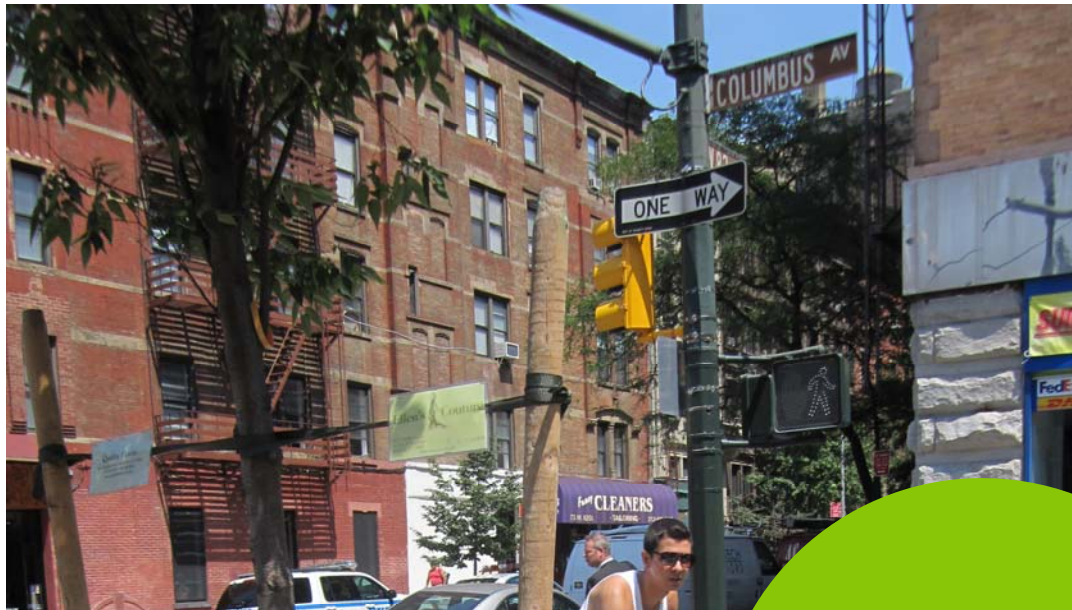


- Turning Conflict is Real & Potentially Deadly
 - Citywide, left turning pedestrian killed/severely injured crashes outnumber right turning crashes by 3 to 1

Protected Bicycle Path Mixing Zone



- **Mixing Zone Provides Space to Negotiate Conflict**
 - Informs cyclist that vehicle is turning, no guesswork
 - Removes vehicle from traffic stream/eliminates “back pressure”
 - Gentle approach angle, vehicle gradually approaches cyclist, no abrupt “hook” turns
- **Mixing Zone Provides Visibility**
 - Eliminates visual obstruction of parked cars
 - Angle improves drivers’ peripheral vision
 - Cyclist & Motorist can see each other and avoid crash



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Thank
You

