NYC DOT Bicycle Route Preliminary Evaluations
Community Board 12 Manhattan Priority Bicycle Routes

Commissioner Janette Sadik-Khan, New York City Department of Transportation
Presented by NYCDOT Bicycle Program to CB 12 Traffic & Transportation Committee on May 6, 2013
Background

- 2011- CB12 requested additional bicycle facilities from NYC DOT
- 2012- NYC DOT asked CB12 to prioritize desired bicycle routes
- 2012- CB12 provided list of preferred bicycle routes to NYC DOT

- Existing bicycle facilities in CB 12
  - Bicycle paths: 17.3 lane miles
  - Bicycle lanes: 7.7 lane miles
  - Shared lanes: 4.5 lane miles
- Identified potential bicycle facilities in CB 12: 20.8 lane miles
## CB 12 Priority Bicycle Routes

**Deemed Feasible**

<table>
<thead>
<tr>
<th>Proposed Bicycle Route</th>
<th>Lane Miles</th>
<th>1 or 2 Way</th>
</tr>
</thead>
<tbody>
<tr>
<td>W 181&lt;sup&gt;st&lt;/sup&gt; St and Riverside Dr (Installation in 2012)</td>
<td>0.5</td>
<td>2</td>
</tr>
<tr>
<td>W 177&lt;sup&gt;th&lt;/sup&gt; St between Broadway and Cabrini Ave (Installation in 2013)</td>
<td>0.2</td>
<td>2</td>
</tr>
<tr>
<td>Cabrini Blvd between W 177&lt;sup&gt;th&lt;/sup&gt; St and W 178&lt;sup&gt;th&lt;/sup&gt; St to GWB (Installation in 2013)</td>
<td>0.1</td>
<td>2</td>
</tr>
<tr>
<td>W 179&lt;sup&gt;th&lt;/sup&gt; St between Amsterdam Ave and Cabrini Ave</td>
<td>0.5</td>
<td>1</td>
</tr>
<tr>
<td>W 180&lt;sup&gt;th&lt;/sup&gt; St between Cabrini Ave and Amsterdam Ave</td>
<td>0.5</td>
<td>1</td>
</tr>
<tr>
<td>Amsterdam Ave</td>
<td>2.0-4.0</td>
<td>2</td>
</tr>
<tr>
<td>Cabrini Blvd between W 179&lt;sup&gt;th&lt;/sup&gt; St and Ft Tyron Park</td>
<td>0.75</td>
<td>1</td>
</tr>
<tr>
<td>Ft George Hill between Fairview Ave and Dyckman St</td>
<td>0.6</td>
<td>2</td>
</tr>
<tr>
<td>Ft Washington Ave between Broadway and Margaret Corbin Cir (refurbishment/ repaving)</td>
<td>3.5</td>
<td>2</td>
</tr>
<tr>
<td>Seaman Ave between Riverside Ave and 218&lt;sup&gt;th&lt;/sup&gt; St (refurbishment)</td>
<td>1.4</td>
<td>2</td>
</tr>
</tbody>
</table>

### Additional Recommendation

<p>| St Nicholas Ave between Fairview Ave and Broadway                                    | 1.4-2.0    | 2          |</p>
<table>
<thead>
<tr>
<th>Route Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dyckman St between East and West Side Greenways</td>
</tr>
<tr>
<td>W 157&lt;sup&gt;th&lt;/sup&gt; St</td>
</tr>
<tr>
<td>W 158&lt;sup&gt;th&lt;/sup&gt; St</td>
</tr>
<tr>
<td>Broadway between W 218&lt;sup&gt;th&lt;/sup&gt; St and W 168&lt;sup&gt;th&lt;/sup&gt; St</td>
</tr>
<tr>
<td>St Nicholas between W 168&lt;sup&gt;th&lt;/sup&gt; St and W 155&lt;sup&gt;th&lt;/sup&gt; St (upgrade to path)</td>
</tr>
<tr>
<td>10&lt;sup&gt;th&lt;/sup&gt; Ave between W 218&lt;sup&gt;th&lt;/sup&gt; and Dyckman St</td>
</tr>
<tr>
<td>Nagle St between Broadway and 10&lt;sup&gt;th&lt;/sup&gt; Ave</td>
</tr>
<tr>
<td>Riverside Ave between W 158&lt;sup&gt;th&lt;/sup&gt; St and W 169&lt;sup&gt;th&lt;/sup&gt; St</td>
</tr>
<tr>
<td>Haven St between W 168&lt;sup&gt;th&lt;/sup&gt; St and W 177&lt;sup&gt;th&lt;/sup&gt; St</td>
</tr>
<tr>
<td>Broadway Bridge</td>
</tr>
<tr>
<td>University Heights Bridge</td>
</tr>
<tr>
<td>218&lt;sup&gt;th&lt;/sup&gt; St- Insufficient street width for upgrade</td>
</tr>
</tbody>
</table>
CB 12 Priority Bicycle Routes
Not Within NYC DOT Jurisdiction

- Hudson River Greenway Extension to Henry Hudson Bridge
- Croton Aqueduct Trail - between W 155th St and Dyckman St
- Cloisters between Margaret Corbin Cir and Seaman Ave
- Henry Hudson Bridge
- High Bridge
CB 12 Priority Bicycle Routes
Potential Street Sections
179th Street
Potential Street Section - Typical Design

**EXISTING**

North Sidewalk

17.5’
Shared Moving and Parking Lanes

35’

South Sidewalk

17.5’
Shared Moving and Parking Lanes

**PROPOSED**

North Sidewalk

9’
Parking Lane

5’
Buffer

11’
Moving Lane

South Sidewalk

8’
Parking Lane
### 179th Street
Mid-Week Peak Hour Traffic Volumes

<table>
<thead>
<tr>
<th>Between Ft Washington Ave and GWB Entrance</th>
<th>Traffic Volume</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>AM Peak Hour</td>
<td>487</td>
<td>7-8 AM</td>
</tr>
<tr>
<td>PM Peak Hour</td>
<td>573</td>
<td>5-6 PM</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Between St Nicholas Ave and Audubon Ave</th>
<th>Traffic Volume</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>AM Peak Hour</td>
<td>311</td>
<td>8-9 AM</td>
</tr>
<tr>
<td>PM Peak Hour</td>
<td>329</td>
<td>6-7 PM</td>
</tr>
</tbody>
</table>

Counts conducted 1/31/13 – 2/8/13
180th Street
Potential Street Section - Typical Design

**EXISTING**

**PROPOSED**

South Sidewalk

<table>
<thead>
<tr>
<th>8’ Parking Lane</th>
<th>5’</th>
<th>17’ Shared Moving and Parking Lanes</th>
</tr>
</thead>
</table>

North Sidewalk
Amsterdam Avenue
Potential Street Section - Typical Design

EXISTING

West Sidewalk

19'
Shared Moving and Parking Lanes

11'
Moving Lane

60'

11'
Moving Lane

19'
Shared Moving and Parking Lanes

East Sidewalk

PROPOSED

West Sidewalk

9'
Parking Lane

5'
Moving Lane

11'
Moving Lane

10'
Turning Lane/Flush Median

11'
Moving Lane

5'

East Sidewalk

9'
Parking Lane

Final proposal subject to further analysis and design development
## Amsterdam Avenue
### Mid-Week Peak Hour Traffic Volumes

<table>
<thead>
<tr>
<th></th>
<th>AM Peak Hour</th>
<th>PM Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td>W 110 St NB</td>
<td>691</td>
<td>914</td>
</tr>
<tr>
<td>W 110 St SB</td>
<td>241</td>
<td>228</td>
</tr>
<tr>
<td>W 125 St NB</td>
<td>633</td>
<td>813</td>
</tr>
<tr>
<td>W 125 St SB</td>
<td>526</td>
<td>450</td>
</tr>
<tr>
<td>W 140 St NB</td>
<td>628</td>
<td>1004</td>
</tr>
<tr>
<td>W 140 St SB</td>
<td>516</td>
<td>417</td>
</tr>
<tr>
<td>W 145 St NB</td>
<td>576</td>
<td>890</td>
</tr>
<tr>
<td>W 145 St SB</td>
<td>493</td>
<td>482</td>
</tr>
<tr>
<td>W 155 St NB</td>
<td>358</td>
<td>712</td>
</tr>
<tr>
<td>W 155 St SB</td>
<td>450</td>
<td>410</td>
</tr>
<tr>
<td>W 162 St NB</td>
<td>301</td>
<td>529</td>
</tr>
<tr>
<td>W 162 St SB</td>
<td>478</td>
<td>401</td>
</tr>
<tr>
<td>W 167 St NB</td>
<td>384</td>
<td>622</td>
</tr>
<tr>
<td>W 167 St SB</td>
<td>466</td>
<td>392</td>
</tr>
<tr>
<td>W 179 St NB</td>
<td>761</td>
<td>745</td>
</tr>
<tr>
<td>W 179 St SB</td>
<td>667</td>
<td>610</td>
</tr>
<tr>
<td>W 188 St NB</td>
<td>250</td>
<td>271</td>
</tr>
<tr>
<td>W 188 St SB</td>
<td>208</td>
<td>193</td>
</tr>
</tbody>
</table>

Segments with Prohibitively High Traffic Volumes for the Installation of Bicycle Lanes:

Counts between W 110 St and W 179 St conducted 8/29/12 – 9/10/12
Counts at W 179 St and W 188 St conducted 1/31/13 – 2/8/13
Cabrini Boulevard
Potential Street Section - Typical Design

EXISTING

30'

Shared Moving and Parking Lanes

30'

PROPOSED

8'
Parking Lane

5'

17'
Shared Moving/Parking Lane

East Sidewalk

West Sidewalk
Ft George Hill
Potential Street Section - Typical Design

**EXISTING**

- West Sidewalk
- Shared Moving and Parking Lanes
- Angled Parking
- 60'

**PROPOSED**

- West Sidewalk
  - 8' Parking Lane
  - 10' Moving Lane
  - 31' Moving Lane/ Floating Angled Parking Lane
- East Sidewalk
  - 8'
  - 3' Buffer
  - 14'

**Note:** Diagram shows the existing street section with shared moving and parking lanes and angled parking, and the proposed design with separate lanes and buffer zones.
St Nicholas Avenue
Potential Street Section - Typical Design

**EXISTING**

- West Sidewalk
  - 19’ Shared Moving and Parking Lanes
  - 11’ Moving Lane
  - 11’ Moving Lane
  - 19’ Shared Moving and Parking Lanes

- 60’

**PROPOSED**

- West Sidewalk
  - 9’ Parking Lane
  - 5’ Moving Lane
  - 11’ Moving Lane
  - 10’ Turning Lane/Flush Median
  - 11’ Moving Lane
  - 5’ Parking Lane

- East Sidewalk

Final proposal subject to further analysis and design development
## St Nicholas Avenue
### Mid-Week Peak Hour Traffic Volumes

<table>
<thead>
<tr>
<th>Location</th>
<th>AM Peak Hour</th>
<th>PM Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td>W 191 St NB</td>
<td>277</td>
<td>296</td>
</tr>
<tr>
<td>W 191 St SB</td>
<td>505</td>
<td>547</td>
</tr>
<tr>
<td>W 179 St NB</td>
<td>406</td>
<td>496</td>
</tr>
<tr>
<td>W 179 St SB</td>
<td>384</td>
<td>431</td>
</tr>
</tbody>
</table>

Counts conducted 1/31/13 – 2/8/13
Next Steps

• Prepare design plans
• Return in fall to review final proposed design and discuss 2015 project development
• 2014 implementation
Questions?

Thank You