Vision Zero calls for an expanded bicycle network in Manhattan that improves safety for all road users

CB 12 requested a network of bike routes in 2012

CB 12 approved Phase 1 bike routes and DOT began implementation in 2014
St Nicholas Avenue
Corridor Project Map

Legend

- Project Route
- Approved, Installation Pending
- Existing On-Street Bicycle Facility
- Protected Bicycle Path
St Nicholas Avenue
Existing Conditions

- 60’ wide corridors with long crossings
- No dedicated space for cyclists
- Moderate traffic volumes can be accommodated in a single lane
- Shared through/ left turn lane causes unpredictable maneuvers
- Poor signal timing
St Nicholas Ave
Crash History (2009-2013)

• High Crash Corridor with 20 people killed or severely injured (KSI) per mile, ranking in the top third of Manhattan corridors.
Left turns and rear-end collisions comprise 39% of motor vehicle crashes on the corridor.
St Nicholas Ave
High Pedestrian Volumes

178th Street
984 NB pedestrians
746 SB pedestrians
560 NB vehicles
386 SB vehicles

185th Street
567 NB pedestrians
494 SB pedestrians
423 NB vehicles
445 SB vehicles

Peak hour volumes from counts conducted 5/20/15, 6/17/13 – 6/23/13 and 10/19/13-10/25/13
St Nicholas Avenue
Proposed Configuration (Cross Section)

EXISTING

20’ Sidewalk

20’
Combined Travel/Parking Lane

10’ Travel Lane

10’ Travel Lane

20’ Combined Travel/Parking Lane

20’ Sidewalk

PROPOSED

20’ Sidewalk

9’ Parking Lane

5’ Travel Lane

11’ Travel Lane

11’ Travel Lane

5’ Parking Lane

20’ Sidewalk
St Nicholas Avenue
Proposed Configuration (Sample Block)
St Nicholas Avenue
Proposed Design

Proposed Configuration:
E 222nd St, Bronx

- Bicycle lane provides dedicated space for cyclists
- Remove one lane in each direction
- Add left turn lanes maintain capacity at intersections
- No parking loss
Safety Results from Similar Treatments
4 lane to 3 lane Traffic Calming

<table>
<thead>
<tr>
<th>PROJECT</th>
<th>CRASHES WITH INJURIES (% CHANGE)</th>
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</thead>
<tbody>
<tr>
<td>West 6th Street, BK</td>
<td>-24%</td>
</tr>
<tr>
<td>Empire Boulevard, BK</td>
<td>-15%</td>
</tr>
<tr>
<td>Allerton Avenue, BX</td>
<td>-28%</td>
</tr>
<tr>
<td>Gerritsen Avenue, BK</td>
<td>-40%</td>
</tr>
<tr>
<td>Southern Boulevard, BK</td>
<td>-20%</td>
</tr>
<tr>
<td>Randall Avenue, BX</td>
<td>-22%</td>
</tr>
<tr>
<td>Macombs Road, BX</td>
<td>-44%</td>
</tr>
</tbody>
</table>

Reducing the number of travel lanes and installing bike lanes improves safety for all street users.
To address double parking, DOT will work with businesses to identify possible locations for commercial loading zones.
Concrete pedestrian safety islands can be located in painted medians pending approval

Vanderbilt Ave, Brooklyn
DOT contractor is producing study to optimize signal progression. Benefits will include:

- Decreased travel times
- Reduced congestion
• Enhances safety for all street users
• Expands the bicycle network by creating new bicycle connections
• Improves safety at left-turn intersections
• Reduces opportunities for speeding and reckless driving
nyc.gov/dot

Thank You