AMSTERDAM AVENUE 110TH ST TO 155TH ST

Safety Improvements

Presented to Manhattan Community Board 9 Executive Committee
January 10, 2019
Background
Background

PROJECT OVERVIEW

- **Addresses safety along a high crash corridor**
  - More than 50 people killed or severely injured over the course of 5 years
  - Vision Zero
  - Request from CM Levine to improve safety

- **Addresses important gap in bike network**
  - Community requests for north-south bike route in West Harlem
  - Citi Bike expansion to 130th St

- **Initially presented to CB 9 in March 2017**

- **Subsequently presented updated designs**
  - May 2017
  - December 2017
Amsterdam Looking North at West 112th

RECAP OF ISSUES - Safety

**Background**

**Injury Summary**
**Fatalities & Serious Injuries**
- 4 Pedestrian Fatalities (2010-2016)
- 28 Pedestrians Severely Injured (2010-2014)
- 8 Cyclists Severely Injured (2010-14)

- **Off-peak Speeding**
  70% of vehicles travel above the speed limit during off-peak time*

- **High Speed Turns**
  Wide turning radii allow drivers to make fast turns and cut corners

- **Weaving / Lane Shopping**
  Undefined lane assignments encourage erratic driving

- **Long Pedestrian Crossings**
  Due to wide roadway and poor alignment

- **No Dedicated Space for Bikes**
  Cyclists ride with traffic, less predictable movements
RECAP OF ISSUES - Mobility

More People on Bikes
800+ Cyclists at 114th St
(12h count 10/3/17)
Approx 300 Citi Bike Trips/Day in CB 9 Spring 2018

Limited Bike Network
Amsterdam and Columbus Avenue bike lanes end at Cathedral Pkwy

Peak Hour Congestion
Especially in northbound direction approaching major intersections

Lack of Commercial Loading
Leading to excessive double parking
Background

**PROJECT EVOLUTION**

- DOT Collected Merchant Surveys, Studied Loading Zones
- DOT Collected Additional Data and Revised Design
  2 NB travel lanes (135<sup>th</sup> – 139<sup>th</sup>)
- DOT Developed Loading Zone & Metered Parking Plan
- DOT Revised Design
  2 Travel Lanes NB 135<sup>th</sup> – 145<sup>th</sup>

**Transportation Committee**
- March 2017
  - CB Requested Outreach to Businesses
  - CB Requested LOS Improvements

**Executive Committee**
- May 2017
  - CB Requested Loading Zone Proposal
  - CB Requested Two Additional LOS Improvements

**Transportation Committee**
- December 2017
  - CB Requested Loading Zone Proposal
TYPICAL CORRIDOR DESIGN

- Removes one through lane in each direction
- Adds left turn lanes
- Adds bike lanes in each direction

**Existing**

**Proposed**

113th St – LaSalle
125th St - 135th St
145th St - 154th St
Proposal

SAFETY BENEFITS

Narrower Roadway
discourages speeding

Turn Bays
create simpler, safer left
turns, reduce back pressure

Bike Lanes
provide dedicated space for
cyclists, increase predictability
MAINTAIN NORTHBOUND CAPACITY: TURN LANES

- **155th St and 145th St** – add right turn lanes to increase capacity
  - 80 ft right turn lane at all hours, extend full length of the block during rush hour
  - Requires removal of 4 full-time parking spaces + 4-5 additional spaces during rush hour

- **125th St** – designate existing no standing as right turn lane, maintains capacity
  - No change to parking
MAINTAIN NORTHBOUND CAPACITY: KEEP TWO LANES

- Initial design: 2 NB lanes from 110th St to 113th St
- Community concerns about NB traffic approaching 145th St
- Minimal SB left turn volume 135th St to 145th St, turn lanes not necessary
- Revised proposal maintains 2 NB lanes

**Existing**

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<tr>
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<th>10' Parking Lane</th>
<th>10' Travel Lane</th>
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<td>Parking Lane</td>
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**Proposed**

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Proposal

MAINTAIN NORTHBOUND CAPACITY: KEEP TWO LANES

111th St - 113th St

LaSalle - 125th St

135th St - 145th St
SOUTHERN TRANSITION

- Transition from one-way street to two-way street
- Southbound vehicles and bikes must turn
- Two lanes maintained in each direction

**Existing**

West Sidewalk

10’ Parking Lane
10’ Travel Lane
10’ Travel Lane
10’ Travel Lane
10’ Travel Lane
10’ Parking Lane

60’

East Sidewalk

**Proposed**

West Sidewalk

8’ Parking Lane
10’ Turn Lane
10’ Turn Lane
11’ Travel Lane
12’ Shared Lane
9’ Bus Layover

60’

East Sidewalk

110th St to 111th St
Proposal

TARGETED INTERSECTION IMPROVEMENTS

Painted curb extensions
Proposed at 133rd St and 135th St to improve alignment, tighten turning radii, shorten crossings, improve visibility

Turn treatments
Potential to install at locations that have seen high crashes resulting from turning movements

Pedestrian islands
Future phase to be installed at high priority locations (based on crash data and constructability)
CURB ACCESS MANAGEMENT - LOADING ZONES

- Plan developed based on merchant surveys and DOT parking unit recommendations
  - 20 new truck loading zones (AM)
  - 8 new 2-hour metered parking zones (PM)
- Reduces likelihood of double parking during peak travel times
- Increases turnover in commercial areas

Note 1: Existing metered parking to remain unless otherwise indicated.
Note 2: Truck loading zones will be approx 60' long.
SUMMARY OF BENEFITS

Safety:

- Reconfigured lanes reduce speeding
- Left turn lanes organize roadway
- Bike lanes provide dedicated, predictable space for bikes
- Intersection improvements slow turns, shorten crossings

Mobility

- Bike lanes provide dedicated space for bikes, encourage biking
- Loading zones and metered parking reduce double parking and increase turnover
- Revised design addresses concerns about traffic congestion a key locations
THANK YOU!

Questions?