



# AMSTERDAM AVENUE 110<sup>TH</sup> ST TO 155<sup>TH</sup> ST

## Safety Improvements

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



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Background

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## 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 130<sup>th</sup> St
- **Initially presented to CB 9 in March 2017**
- **Subsequently presented updated designs**
  - May 2017
  - December 2017



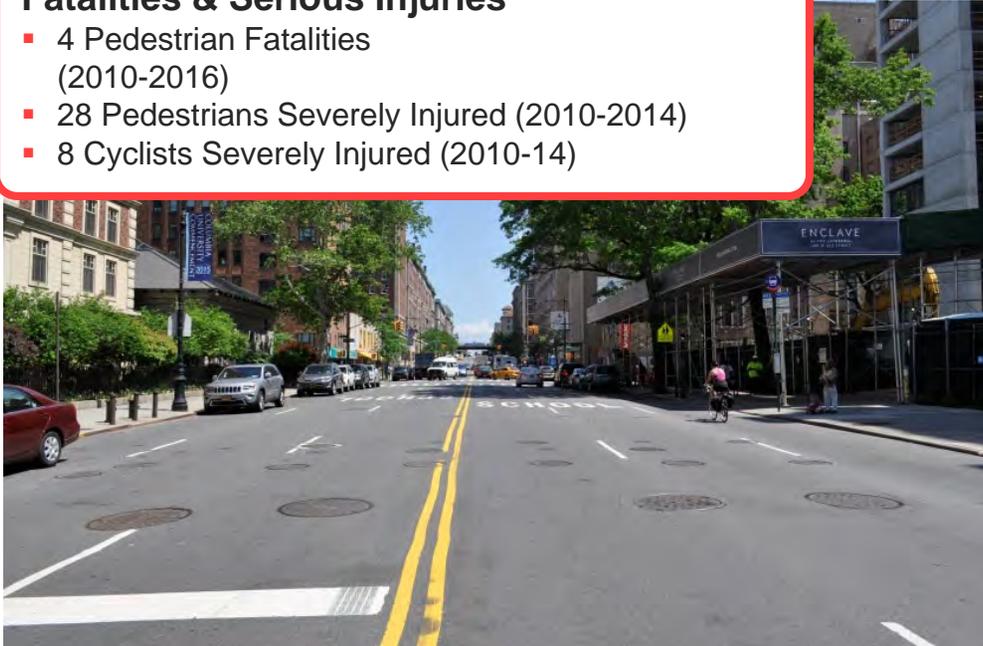
# Background

## RECAP OF ISSUES - Safety

### 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 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

## Background

### RECAP OF ISSUES - Mobility

#### More People on Bikes

800+ Cyclists at 114<sup>th</sup> St  
(12h count 10/3/17)  
Approx 300 Citi Bike Trips/Day  
in CB 9 Spring 2018

#### Limited Bike Network

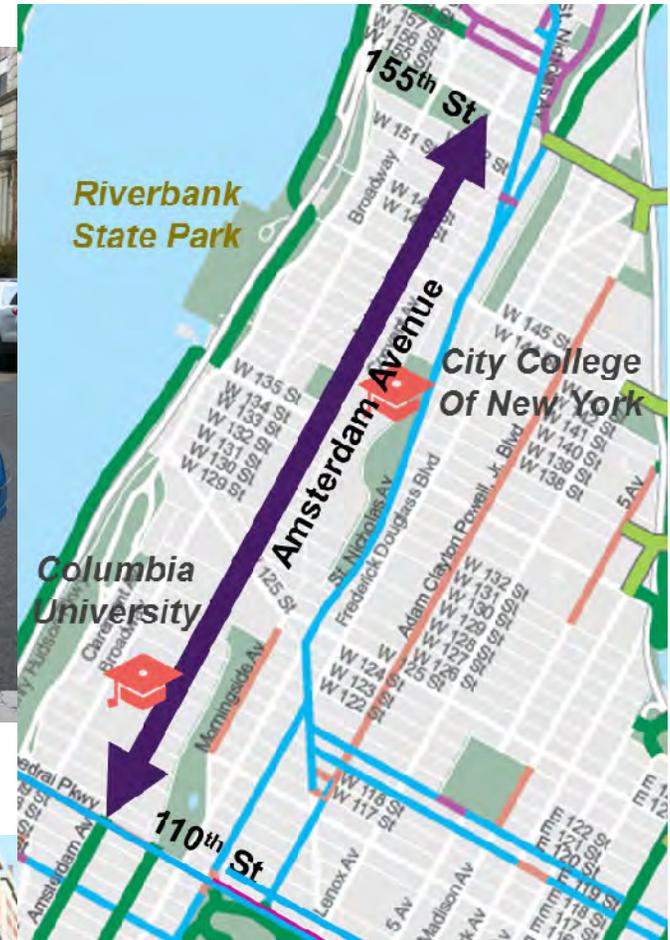
Amsterdam and Columbus  
Avenue bike lanes end at  
Cathedral Pkwy

#### Peak Hour Congestion

Especially in northbound  
direction approaching major  
intersections

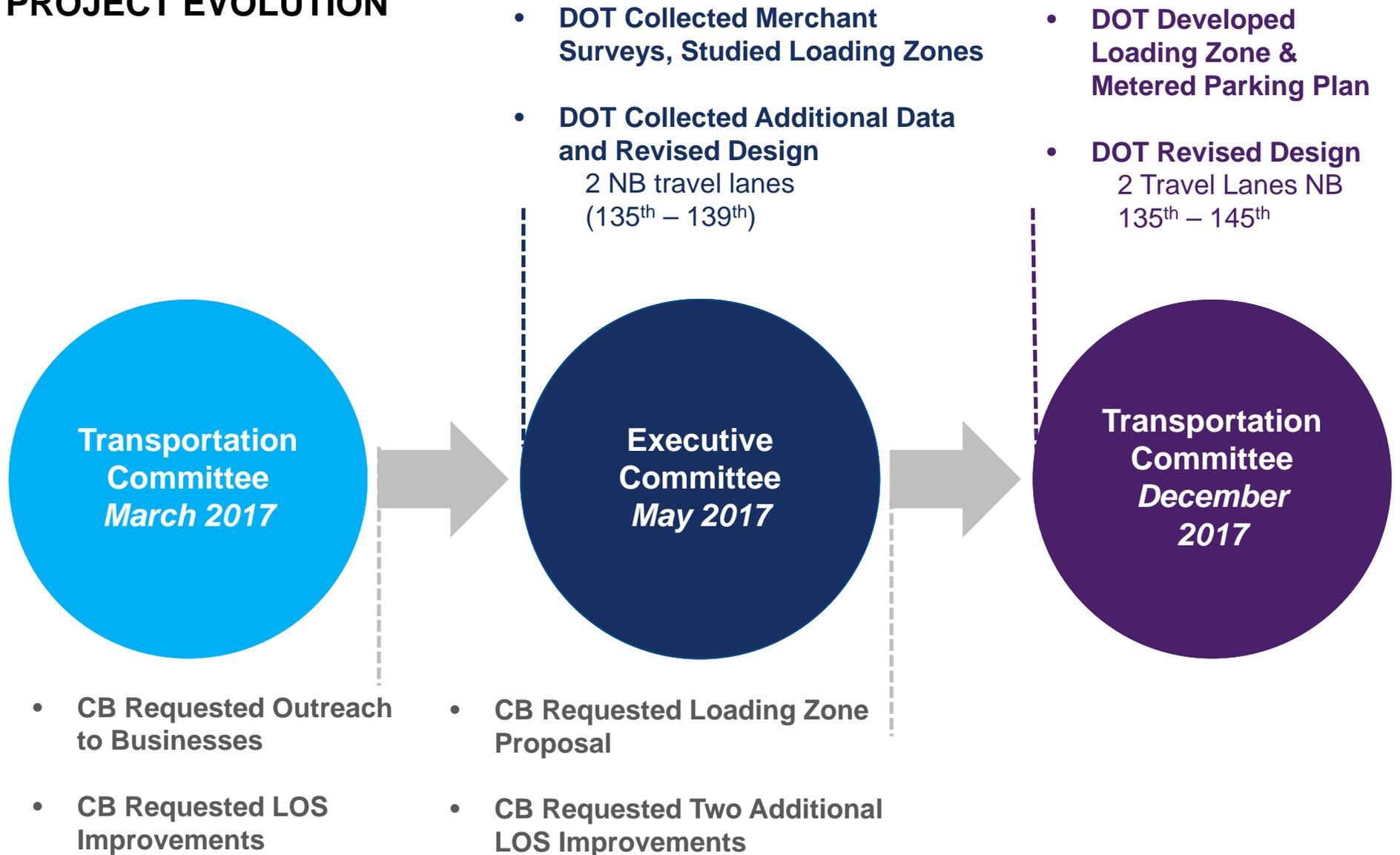
#### Lack of Commercial Loading

Leading to excessive  
double parking



# Background

## PROJECT EVOLUTION



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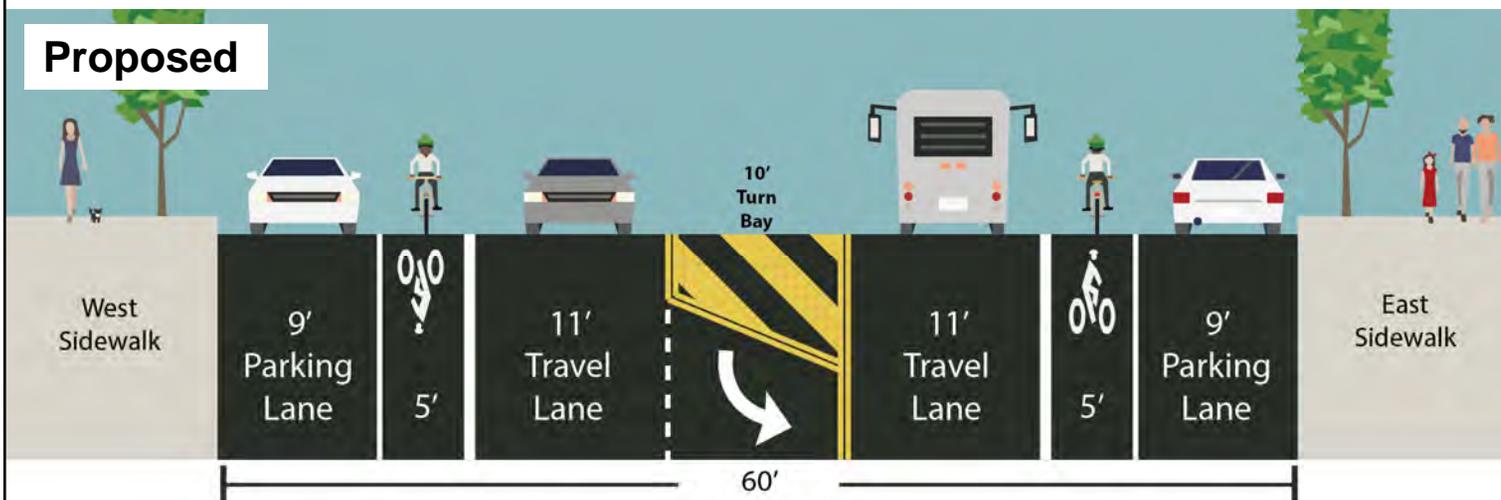
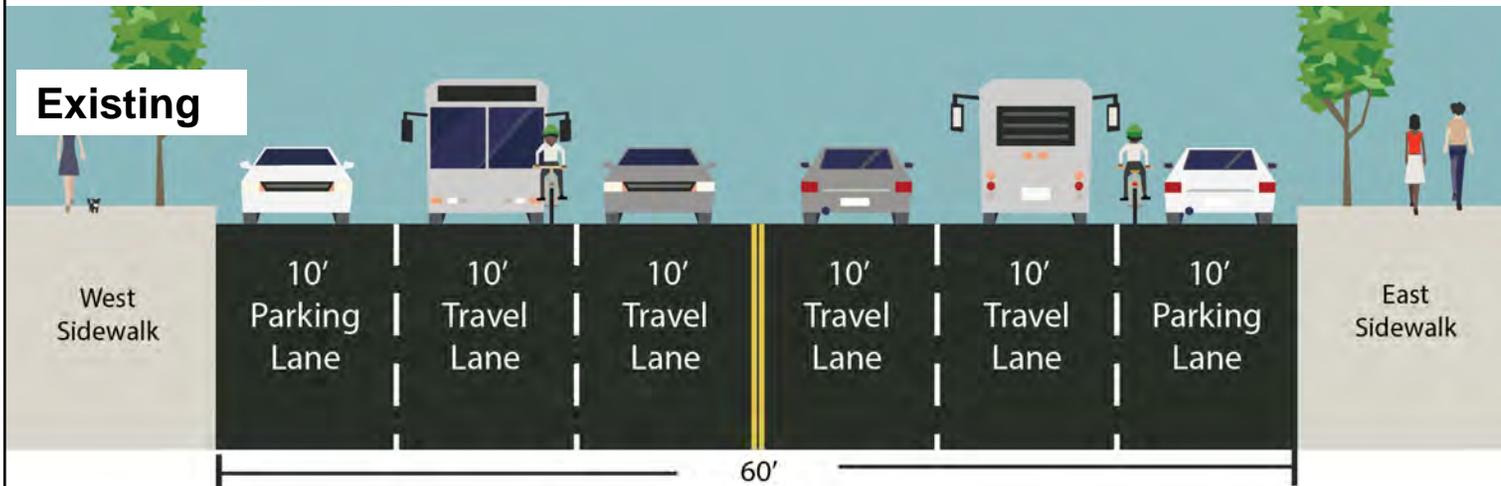
**Amsterdam Ave  
Proposal**

**3**

# Proposal

## TYPICAL CORRIDOR DESIGN

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



113<sup>th</sup> St – LaSalle  
125<sup>th</sup> St - 135<sup>th</sup> St  
145<sup>th</sup> St - 154<sup>th</sup> 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



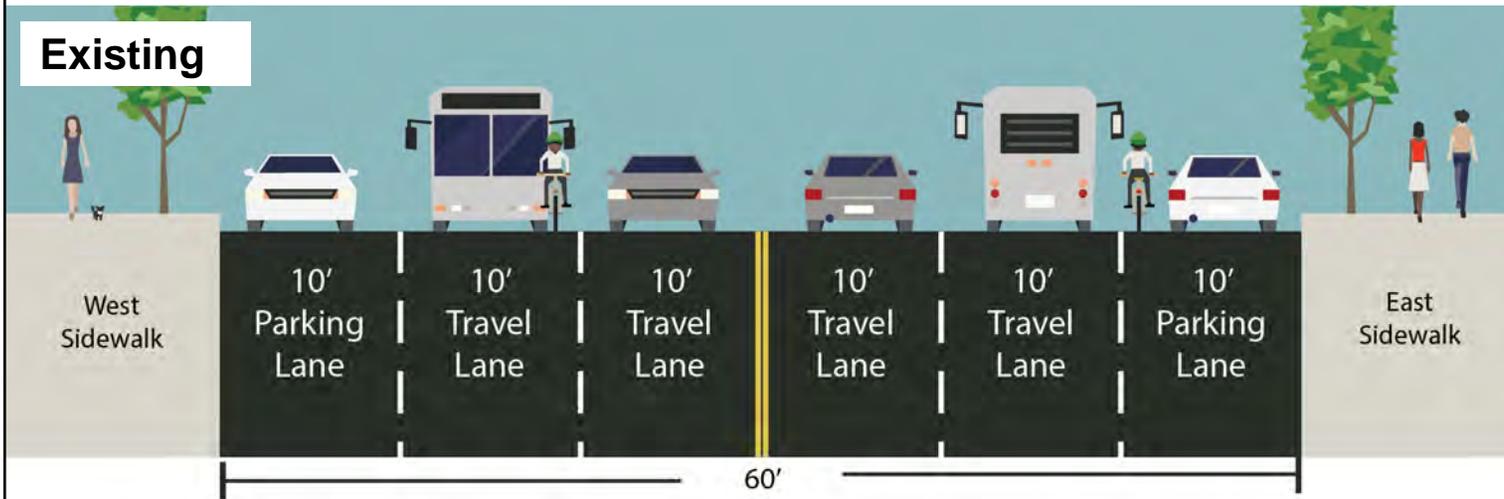
Amsterdam Ave at 172nd St looking north

# Proposal

## MAINTAIN NORTHBOUND CAPACITY: TURN LANES

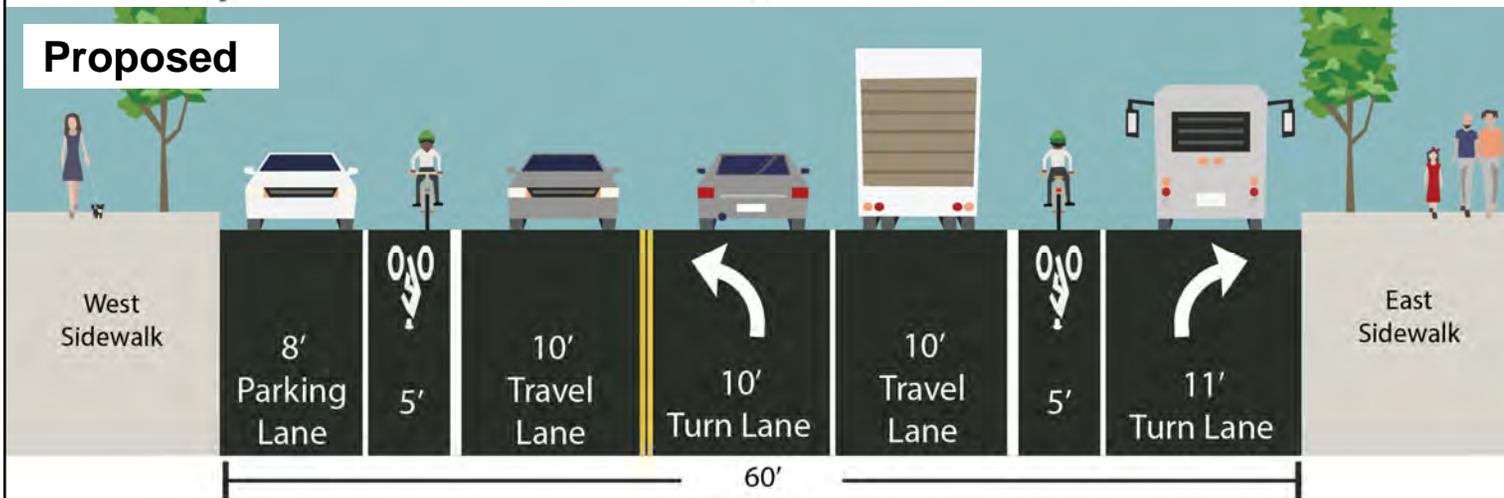
- **155<sup>th</sup> St and 145<sup>th</sup> St – add right turn lanes to increase capacity**
  - 80 ft right turn lane at all hours, extend full length of the block during rush hour
  - Requires removal of 4 full-time parking spaces + 4-5 additional spaces during rush hour
- **125<sup>th</sup> St – designate existing no standing as right turn lane, maintains capacity**
  - No change to parking

### Existing



155<sup>th</sup> St  
145<sup>th</sup> St

### Proposed



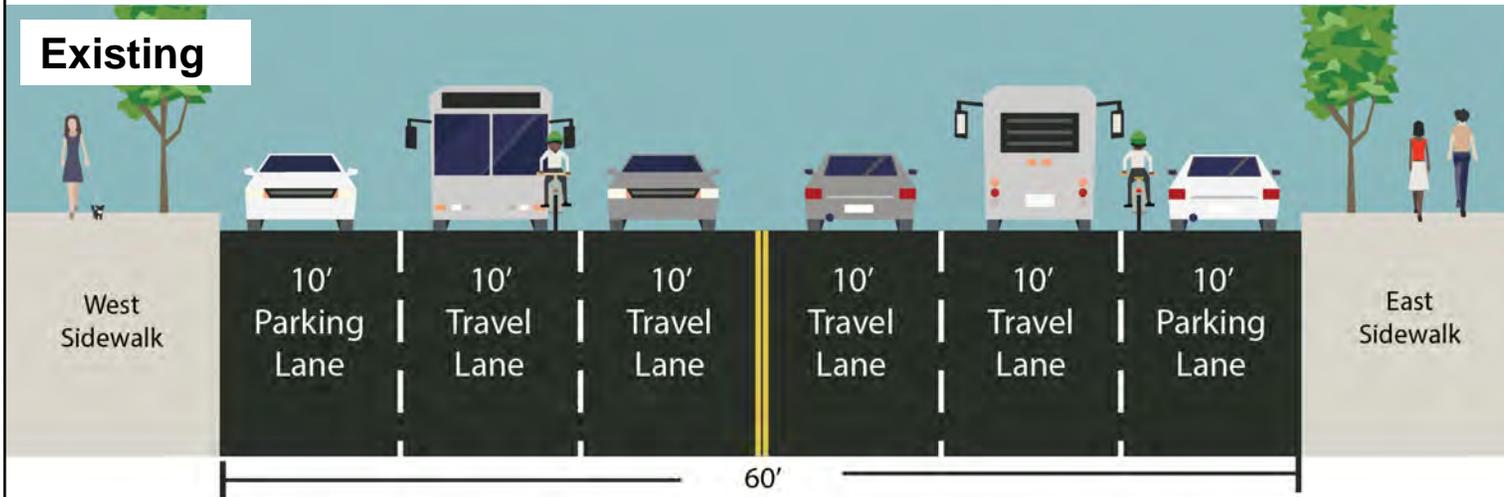
155<sup>th</sup> St  
145<sup>th</sup> St  
125<sup>th</sup> St

# Proposal

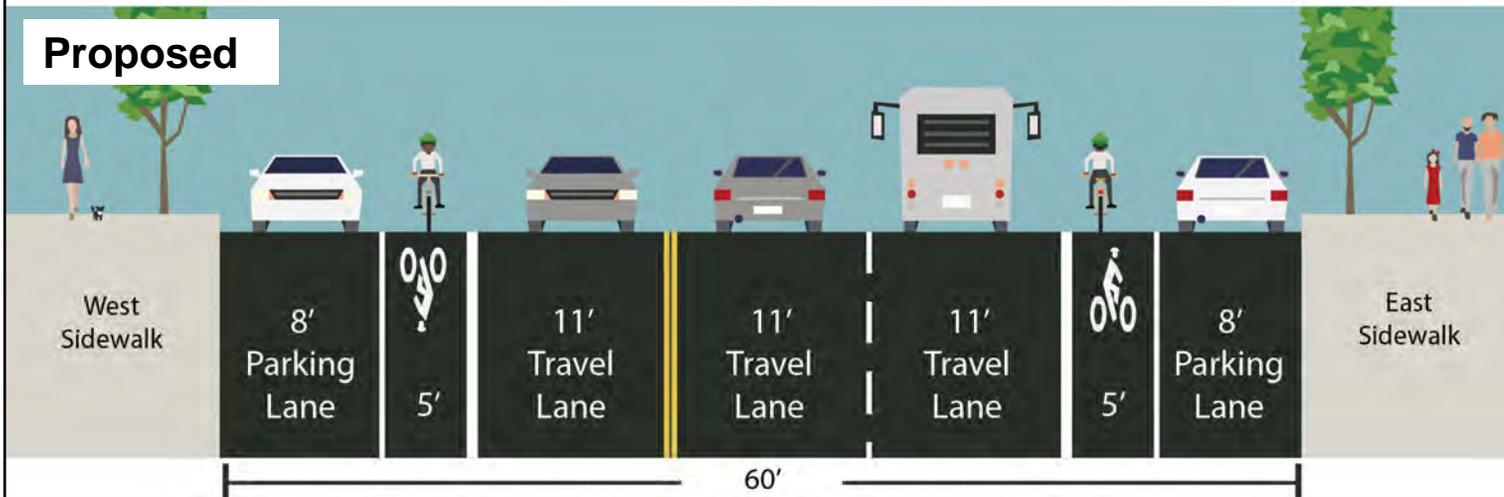
## MAINTAIN NORTHBOUND CAPACITY: KEEP TWO LANES

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

### Existing



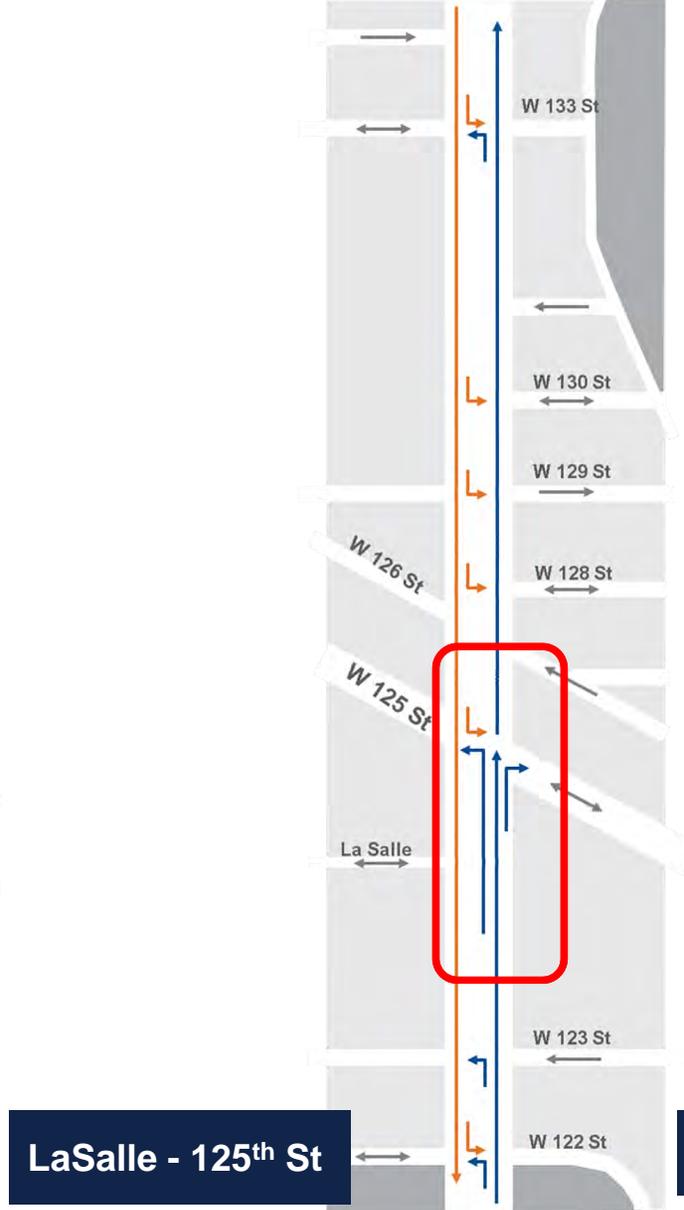
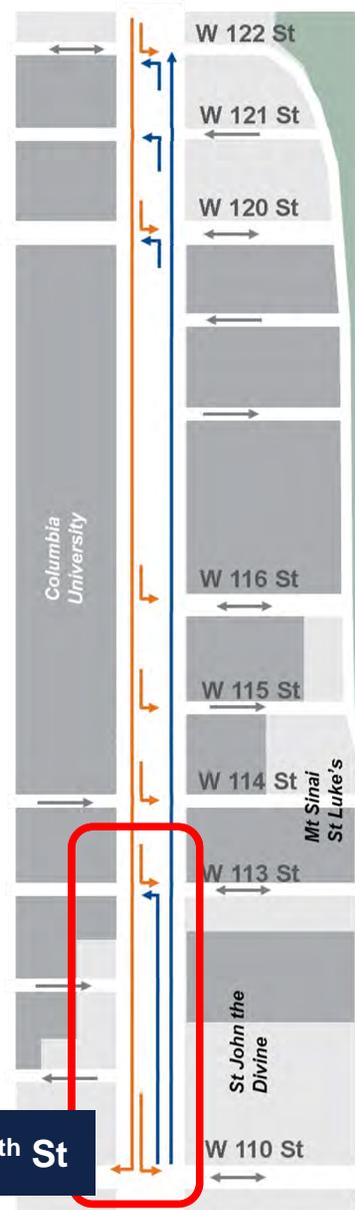
### Proposed



111<sup>th</sup> St - 113<sup>th</sup> St  
LaSalle to 125<sup>th</sup>  
St  
135<sup>th</sup> St - 145<sup>th</sup> St

# Proposal

## MAINTAIN NORTHBOUND CAPACITY: KEEP TWO LANES

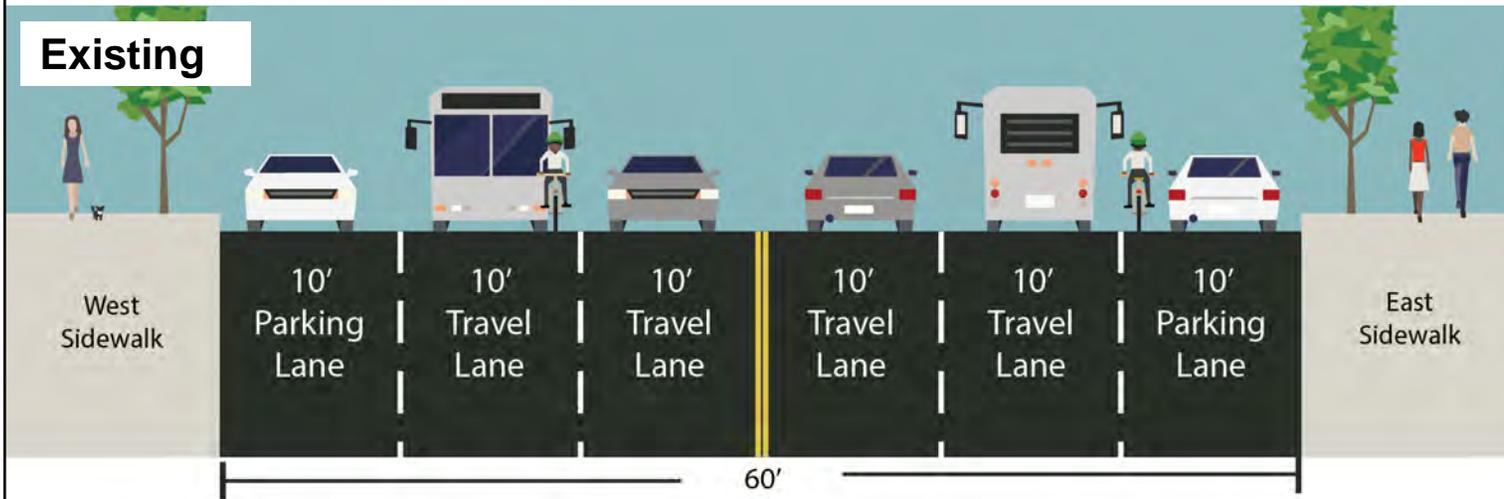


# Proposal

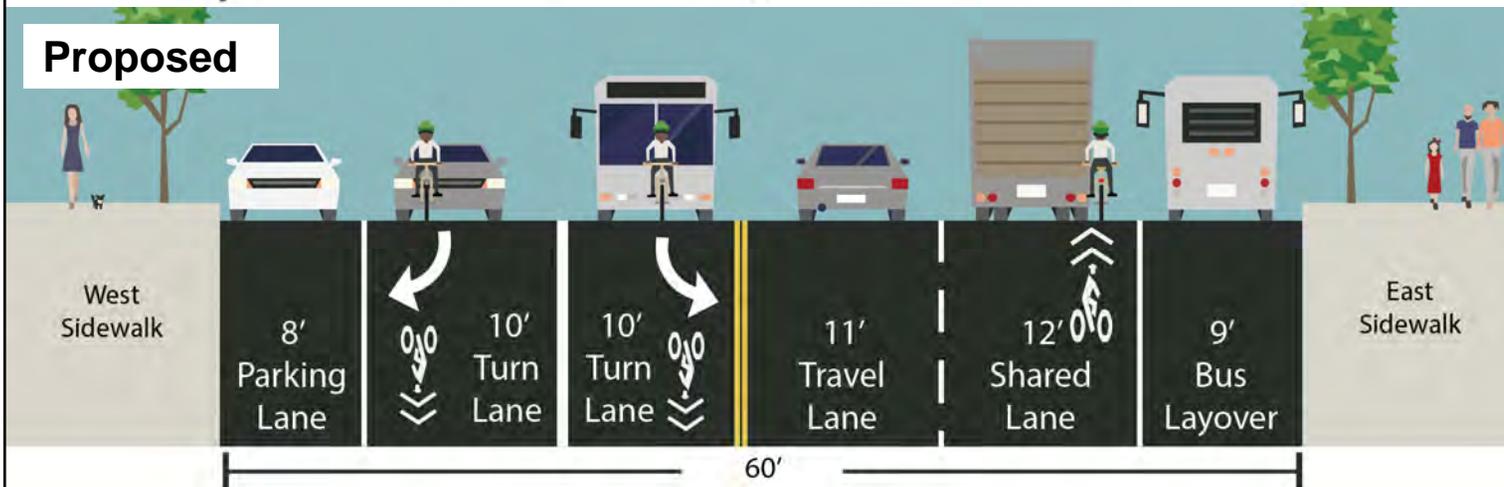
## SOUTHERN TRANSITION

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

### Existing



### Proposed



**110<sup>th</sup> St to 111<sup>th</sup> St**

# Proposal

## TARGETED INTERSECTION IMPROVEMENTS

### Painted curb extensions

Proposed at 133<sup>rd</sup> St and 135<sup>th</sup> 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)



# Proposal

## 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**



Add 20 unmetered truck loading zones (7am-1pm Mon to Fri)



Add unmetered truck loading zones (7am-1pm Mon to Fri) & 8 **new** 2 hour metered parking (1pm-7pm Mon to Fri)

**Note 1:** Existing metered parking to remain unless otherwise indicated.

**Note 2:** Truck loading zones will be approx 60' long.



# Proposal

## 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!

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Questions?



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