

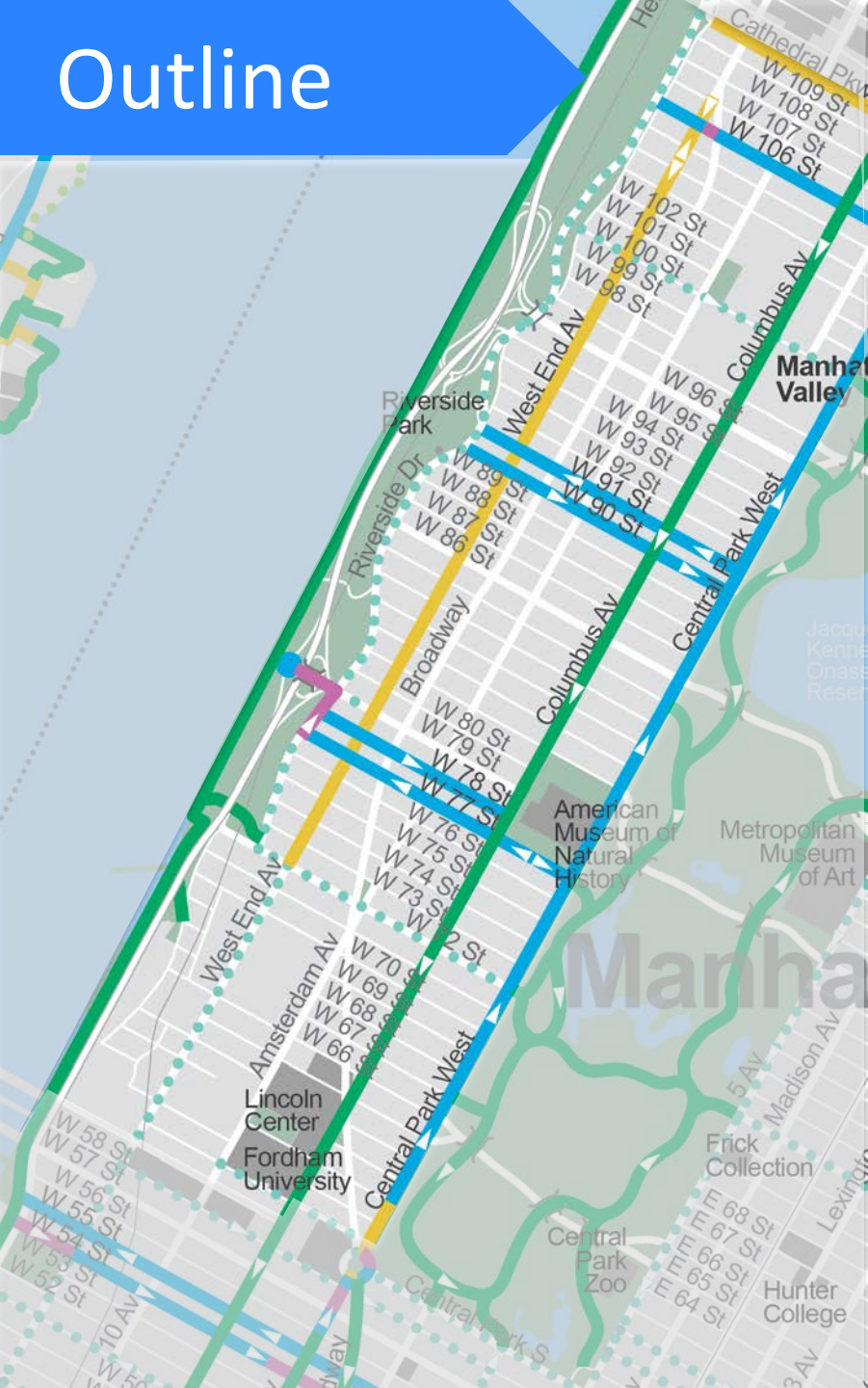
Amsterdam Avenue

Parking Protected Bicycle Lane

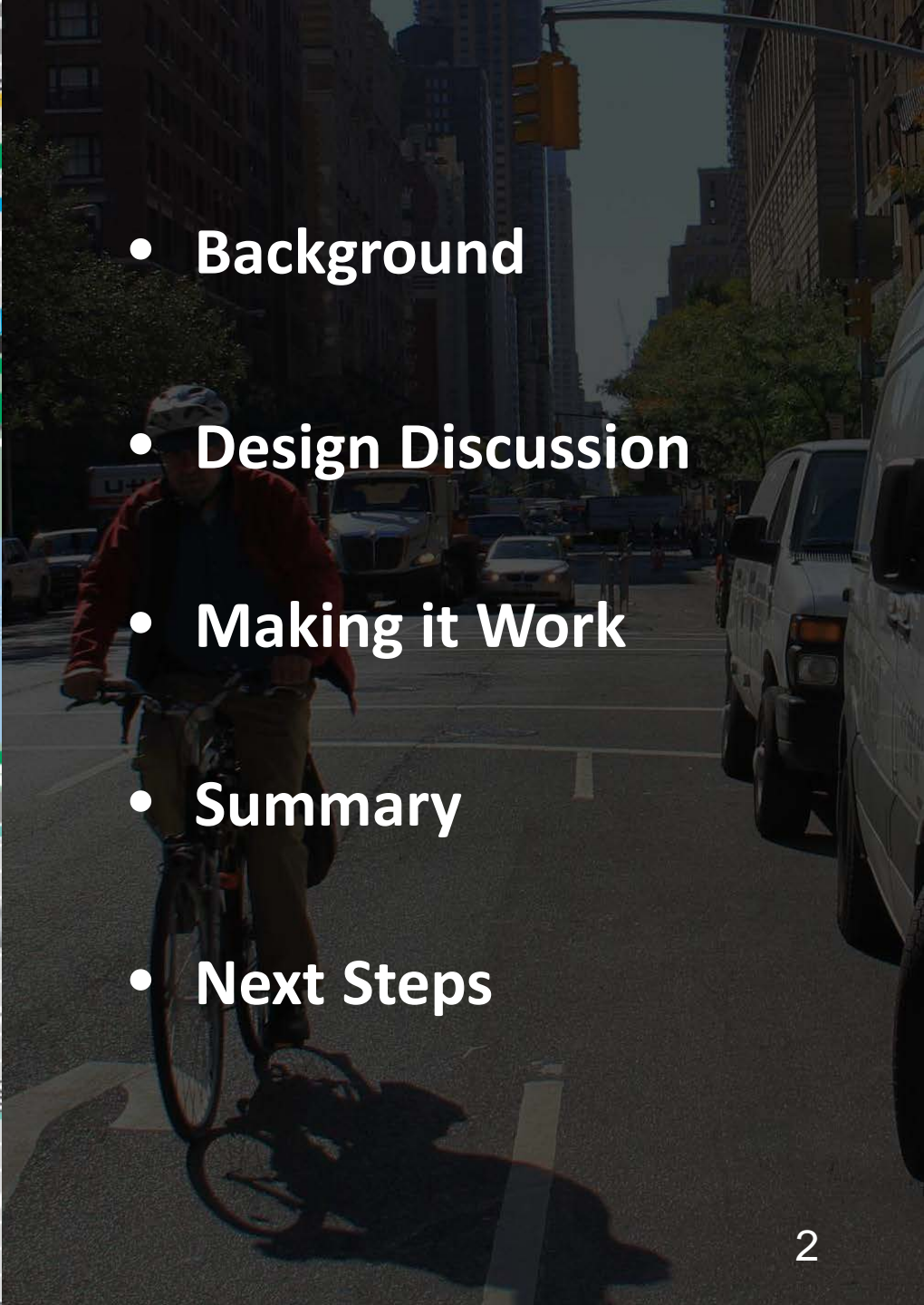


2016

Outline



- Background
- Design Discussion
- Making it Work
- Summary
- Next Steps



Amsterdam Avenue



- Logical northbound pairing for Columbus Ave
- Recent Citi Bike expansion uptown to W 86th St
- Over 19 people killed or severely injured per mile (including three fatalities)
- High traffic volumes, bus route, local truck route, active curbside loading

Background Amsterdam Avenue

COMMUNITY BOARD 7

RESOLUTION

Date: December 3, 2013
Committee of Origin: Transportation
Re: Amsterdam Avenue Safe Street
Full Board Vote: 35 In Favor 0 Against 5 Abstentions 0 Present

WHEREAS, the Upper West Side is a high-density, age-diverse, and mixed street conditions and complex vehicular/pedestrian interactions, resulting in many accidents, particularly on Amsterdam Avenue; and

WHEREAS, the Department of Transportation has supplied statistics showing four traffic lanes are heavily used, largely because Amsterdam Avenue must of northbound truck and bus routes

WHEREAS, many of the intersections along this avenue present danger including the intersection of Amsterdam Avenue and West 73rd Street.

WHEREAS, a safer and more pleasant Amsterdam Avenue must of bicyclists, cars, and local and regional motor vehicles.

WHEREAS, complete streets can improve safety by creating a safe avenue could be addressed immediately with changes in the traffic light vehicles, slowing vehicles as they approach turns, and reserving space for

WHEREAS, many of the vehicular speeding as well as pedestrian countdown timers at all corners, and quickly be followed with temporary pedestrian crossings, all resulting in a safer avenue.

THAT for quick action, the Department of Transportation should be authorized to implement the following: 1. Redesign of Amsterdam Avenue, add pedestrian crossings, and formalize temporary bulb-outs along

BE IT FURTHER RESOLVED, that the Department of Transportation should be authorized to implement the following: 1. Redesign of Amsterdam Avenue, add pedestrian crossings, and formalize temporary bulb-outs along

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THE COUNCIL OF
THE CITY OF NEW YORK
MARK D. LEVINE
COUNCIL MEMBER, 7TH DISTRICT, MANHATTAN

July 29, 2015

Ms. Polly Trottenberg
Commissioner
NYC Department of Transportation
55 Water St
New York, NY 10041

Dear Commissioner Trottenberg:

I am reaching out to express my support for a Avenue running parallel to the bike lane already in place on Amsterdam Avenue. The Board as well as the community would like to see a protected bike lane on Amsterdam Avenue. I strongly agree with this analysis.

This bike lane is especially timely as addition to complement the Columbus Avenue bike lane and in anticipation of the program which will add many bikes to our neighborhood streets. Current data also reveals that only to Brooklyn neighborhood, second only to Manhattan. This can be mitigated once an uptown bike lane is added to this portion of the 20th and 24th precinct as well as local restaurants to ensure these b

I have been encouraged by implementing various Vision Zero policies within my district have already had a significant impact on the safety of the street. The safety benefits of street calming for Amsterdam Avenue would be a mutual goal of Vision Zero.

Thank you for your consideration and I look forward to working with you on this issue.

Sincerely,
Helen Rosenthal

Cc: Elizabeth Caputo, Chair, Community Board 7

HELEN ROSENTHAL
Council Member, District 6
Manhattan

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THE COUNCIL OF
THE CITY OF NEW YORK

CHAIR
Contracts

COMMITTEE
Financing
Housing and
Cultural
Community
Oversight
Investment

April 6, 2015

Polly Trottenberg
Commissioner, NYC Department of Transportation
55 Water Street, 9th Floor
New York, NY 10041

Dear Commissioner Trottenberg,

I write to you to extend my support to convert Amsterdam Avenue within my "safe street." The avenue is wide with heavy commercial traffic, lined with schools, senior centers and the consequent pedestrian use. It is badly in need of the cross walk and clearly marked lanes create a street calming effect and ensuring safety for pedestrians, bicyclists and drivers.

The safety corridor on the UWS is incomplete without an uptown protected addition to complement the Columbus Avenue bike lane and in anticipation of the program which will add many bikes to our neighborhood streets. Current data also reveals that only to Brooklyn neighborhood, second only to Manhattan. This can be mitigated once an uptown bike lane is added to this portion of the 20th and 24th precinct as well as local restaurants to ensure these b

Vision Zero policies within my district have already had a significant impact on the safety of the street. The safety benefits of street calming for Amsterdam Avenue would be a mutual goal of Vision Zero.

Thank you for your consideration and I look forward to working with you on this issue.

Sincerely,

Helen Rosenthal

Cc: Elizabeth Caputo, Chair, Community Board 7

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THE COUNCIL OF
THE CITY OF NEW YORK
MARK D. LEVINE
COUNCIL MEMBER, 7TH DISTRICT, MANHATTAN

January 27, 2016

Dear Members of Community Board 7:

I am writing to once again reiterate my strong support for a comprehensive redesign of Amsterdam Avenue that includes a northbound protected bicycle lane. The current design fails to meet the needs of the community and all users of this critical corridor, and poses a persistent threat to the safety of pedestrians, cyclists and drivers alike.

Thankfully, Vision Zero policies that crack down on reckless driving, make hazardous left turn lanes safer and promote modern street designs are having a positive effect on roads across the city. Vision Zero has driven traffic and pedestrian fatalities to an all-time low, making 2015 the safest year ever on New York City streets since record keeping began in 1910. Unfortunately, the benefits of this program have not yet reached Amsterdam Avenue, where the NYPD confirms that this is one of the most dangerous streets in the neighborhood.

Amsterdam Avenue is plagued by long crossing distances for pedestrians, high rates of traffic accidents and fatalities, and vehicles that travel at dangerous speeds. It is frequently utilized by tourist buses and large trucks, in addition to the smaller vehicles that already use this busy artery. And many constituents who walk or bike in this area have voiced their fears about the risks to their safety.

The proposed redesign of Amsterdam Avenue would ensure safer crossing distances for pedestrians and ensure Amsterdam Avenue is safer for all users. This proposal would address the safety concerns of all these issues. It will reduce the number of accidents, install a protected bike lane, and improve the overall safety of the area. Importantly, one aspect of the redesign is to improve the safety of the area by reducing traffic volume. These reasons, the protected

CB 7, CM Rosenthal, and CM Levine requested that DOT study Amsterdam Avenue

Background

Public Engagement

DOT Street Ambassadors surveyed **439** people on the street and surveyed **165** merchants along the corridor



Ambassadors were on Amsterdam Ave November 2nd-7th, November 28th, and December 16, 2015



Background Public Engagement



93% of people surveyed either walked or took transit to get to Amsterdam Ave


Only **2%** of people used a personal vehicle to get to Amsterdam Ave

33% of merchants reported that customer parking was a concern for their businesses


Note 1: DOT Street Ambassadors surveyed 439 people on the street and surveyed 165 merchants along Amsterdam Ave on 11/2-7/15, 11/28/15, and 12/16/15

Note 2: 86% of people said that this was the mode of transportation that they typically used to make this trip

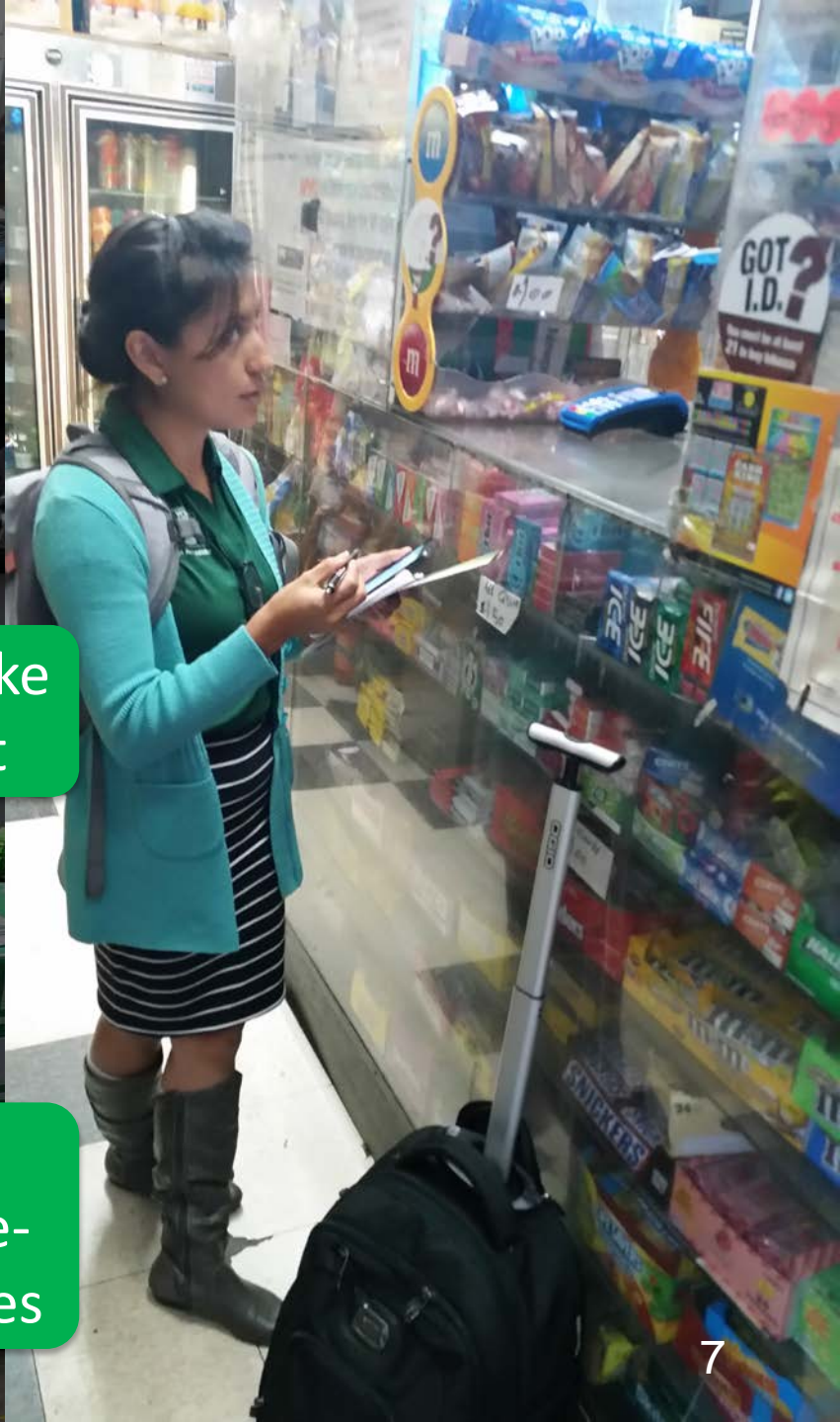
Background Public Engagement



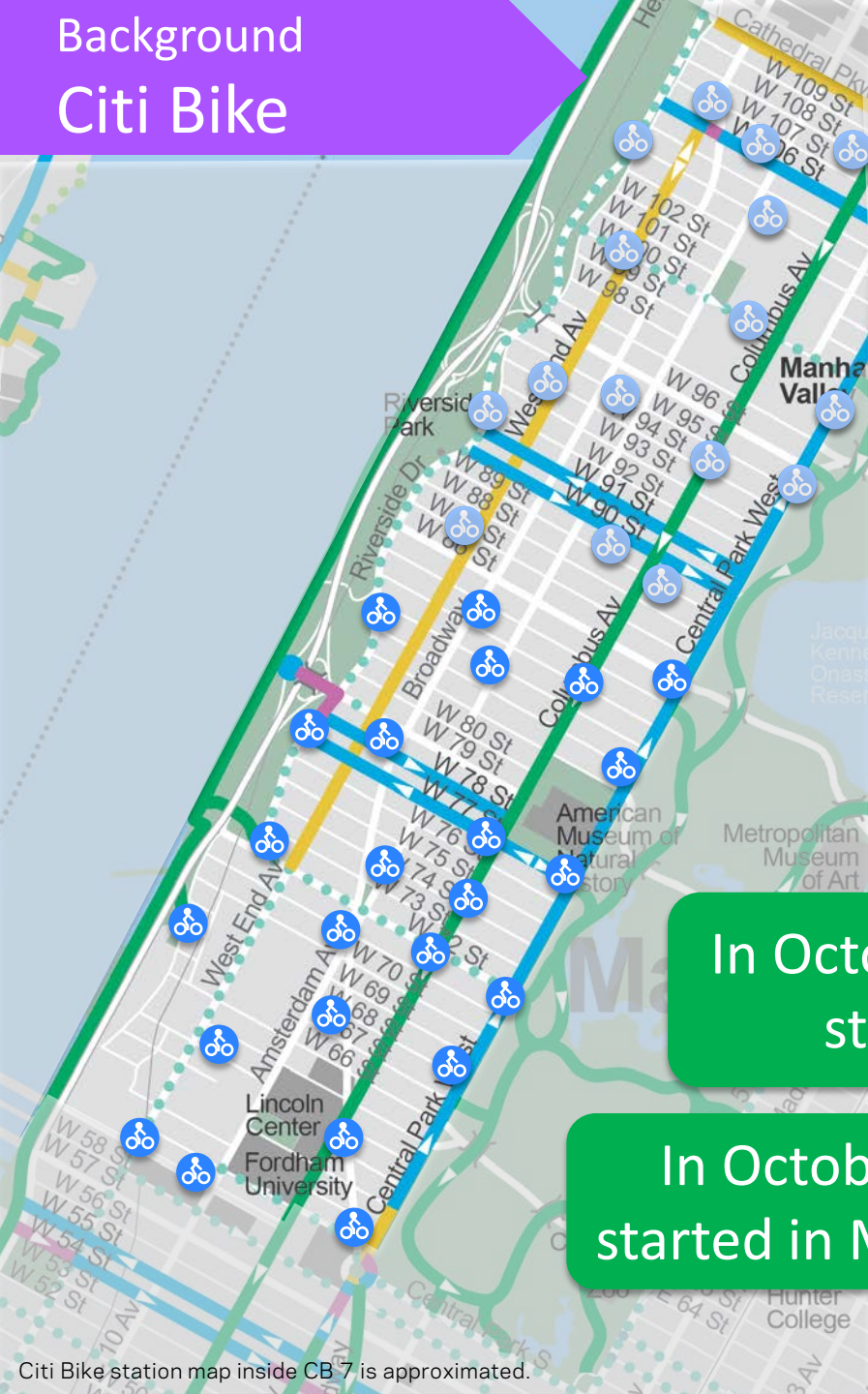
61% of merchants that deliver use a bike to do so, another 19% deliver on foot



52% of merchants reported that delivery vehicles typically double-parked in front of their businesses



Background Citi Bike



Citi Bike expanded to W 86th Street in the fall of 2015

Citi Bike will expand to 130th St by end of 2017

In October 2015, 29% of Citi Bike trips that started in CB 7 also ended in CB 7

In October 2015, 45% of Citi Bike trips that started in Midtown ended in CB7 (CB 4, 5, or 6)

Background Bike Volumes

Amsterdam Ave W 85 th to W 86 th St	12-hour Bike Volume
October 2007	217
October 2011	515
October 2015	609

- A three fold increase in cycling on Amsterdam since 2007 and almost double on Columbus.

Columbus Ave W 87 th to W 86 th St	12-hour Bike Volume
October 2007	486
October 2011	594
October 2015	724

Existing Issues

59% of vehicles are speeding at off-peak times

Long crossing distances

High peak vehicle volumes

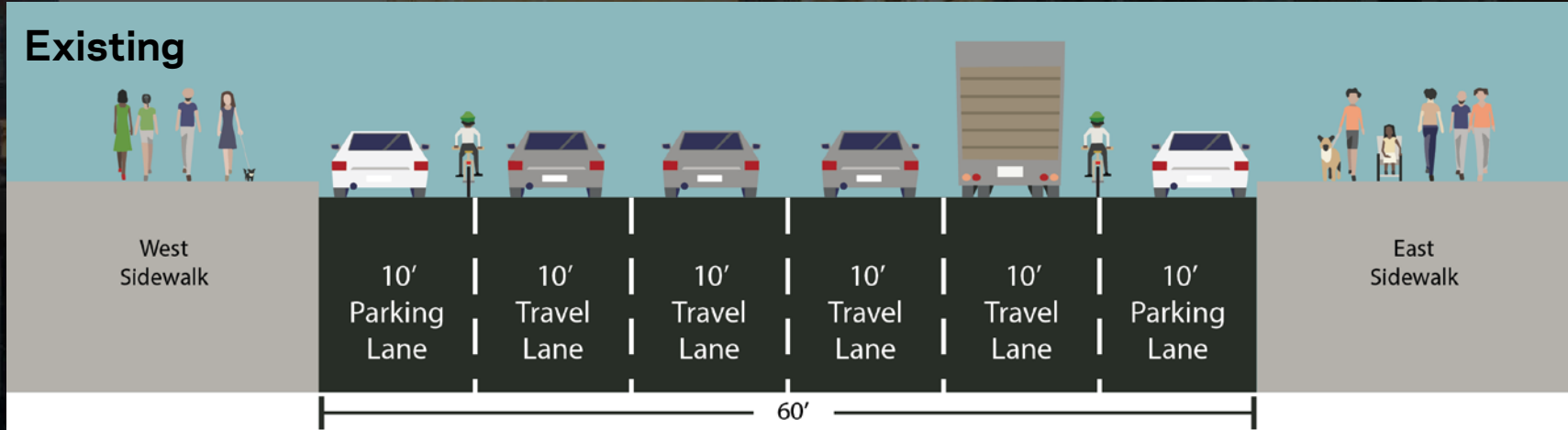
Current design encourages bad driver behavior

Not designed to a neighborhood scale

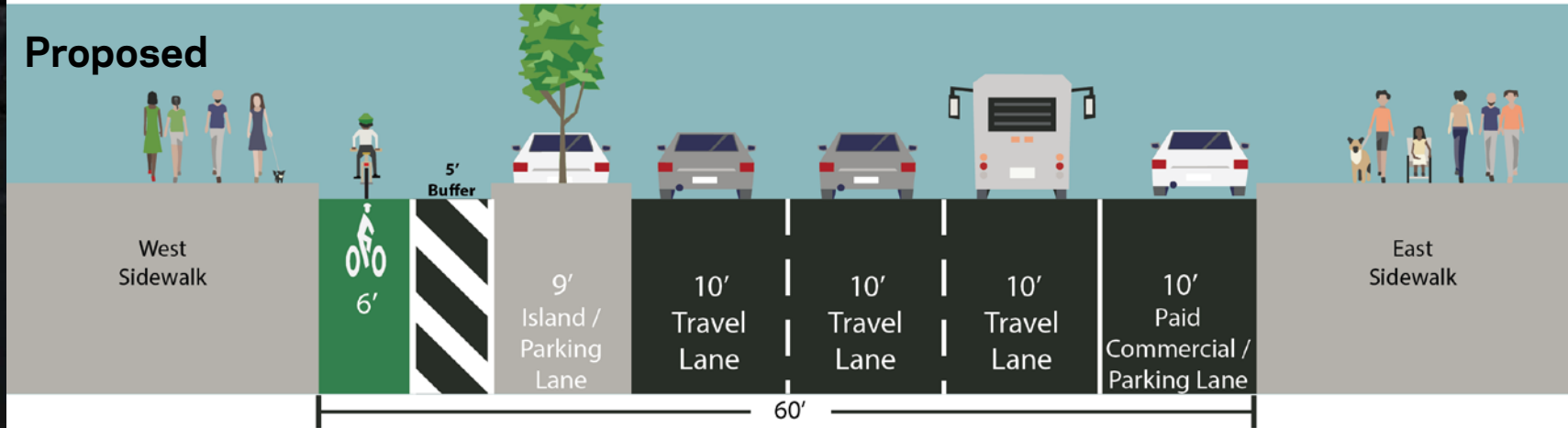


Design Proposal

Existing



Proposed



Curbside parking
protected lane

Pedestrian
safety
islands

Lane reduction
with turn lanes

Updated curb
regulations

Design Proposal

Off-peak
traffic calming

Bicycle lane
protected
from traffic

New trees

Reduced crossing distances

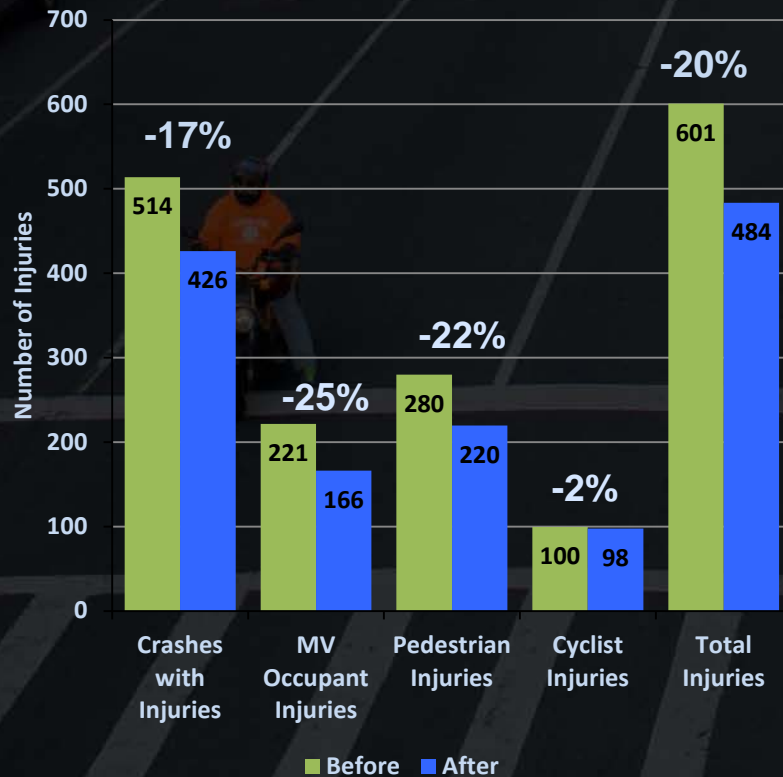
Neighborhood
scale design

Columbus Avenue at W 107th St

W 79th

Amsterdam Ave

Protected Bicycle Lanes with 3 yrs of After Data: Before vs After



In general protected bike lanes in Manhattan improve safety for all users:

- Total injuries have dropped by 20%
- Crashes with injuries have been reduced by 17%
- Pedestrian injuries are down by 22%
- Cyclist injuries show a minor improvement even as bicycle volumes have dramatically increased

Protected bicycle lane projects with 3 years of after data include the following: 9th Ave (16th-31st), 8th Ave (Bank-23rd, 23rd-34th), Broadway (59th-47th, 33rd-26th, 23rd-18th), 1st Avenue (Houston to 34th), 2nd Ave (Houston-34th), Columbus Ave (96th-77th) Note: Only sections of projects that included protected bicycle lanes were analyzed
Source: NYPD AIS/TAMS Crash Database

Design Safety

27% fewer injuries overall, including 39% fewer pedestrian injuries, on Columbus Ave between W 96th St and W 77th St*

10% fewer injuries overall, including 27% fewer pedestrian injuries, on Columbus Ave between W 110th St and W 96th St and between W 77th St and W 69th St**

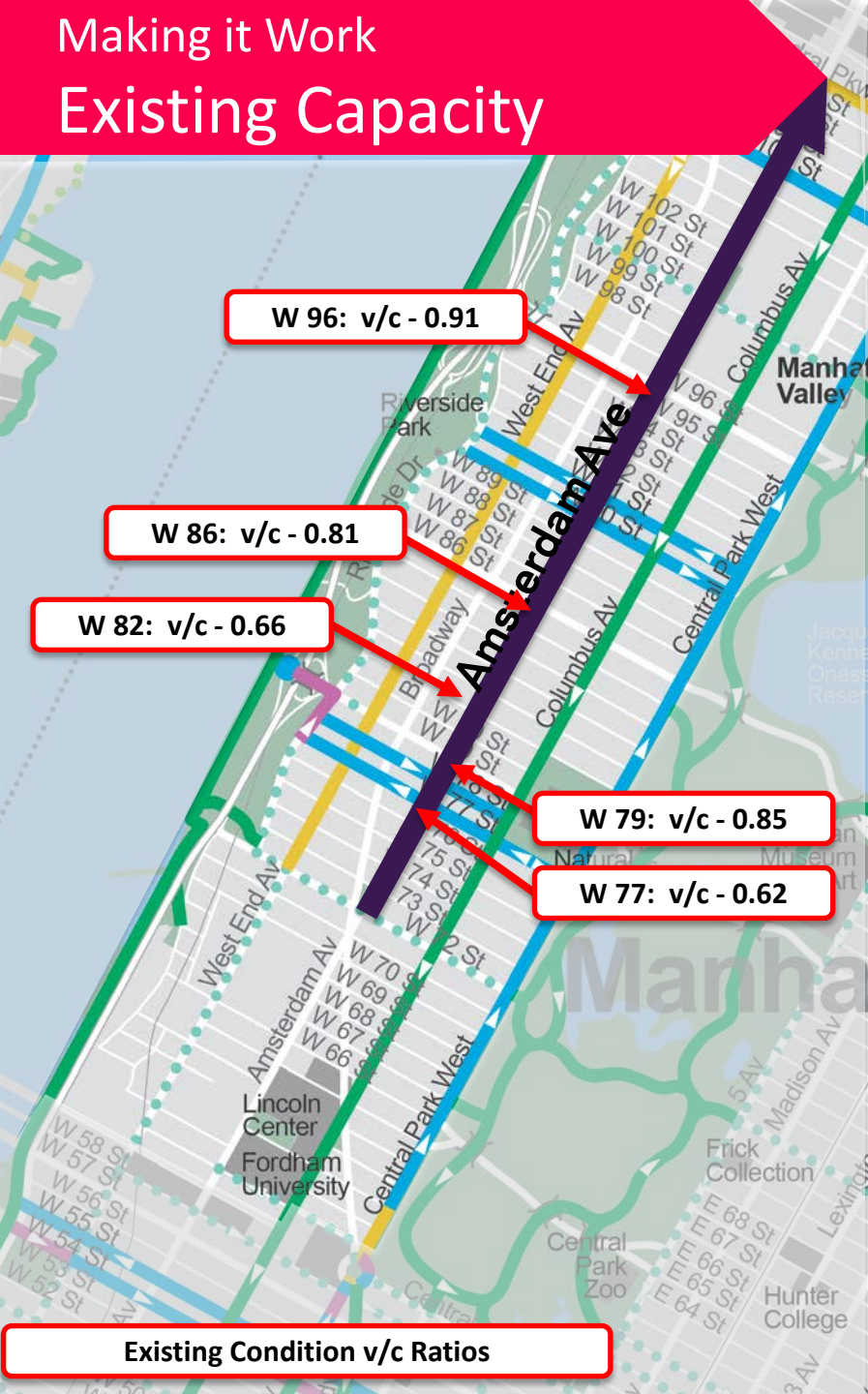
Speeding Data

	Before May 2010 87 th – 86 th St	After March 2012 87 th – 86 th St
Average Speed	26.8	22.3
Percent of Vehicles Over 30 mph	14%	6%

* 3-yrs of after data

** 2-yrs of after data

Making it Work Existing Capacity



Existing Traffic Conditions

Cross Street	Amsterdam 6-7 PM Peak Volumes (veh/hr)	Delay (s)	Volume- to- Capacity Ratio
W 96 th	1,687	12.8	0.91
W 86 th	1,704	6.5	0.81
W 82 nd	1,545	3.0	0.66
W 79 th	1,330	40.9	0.85
W 77 th	1,377	4.8	0.62

The **volume-to-capacity** ratio is a measure of how “full” a roadway feels and is calculated as a ratio between the measured traffic volume and calculated capacity of the roadway. The result is expressed as a number between 0 and 1. A value of “1” would indicate that the roadway is “full.”

Delay is a measure of the average time a vehicle will spend processing through an intersection

Making it Work

Left Turns

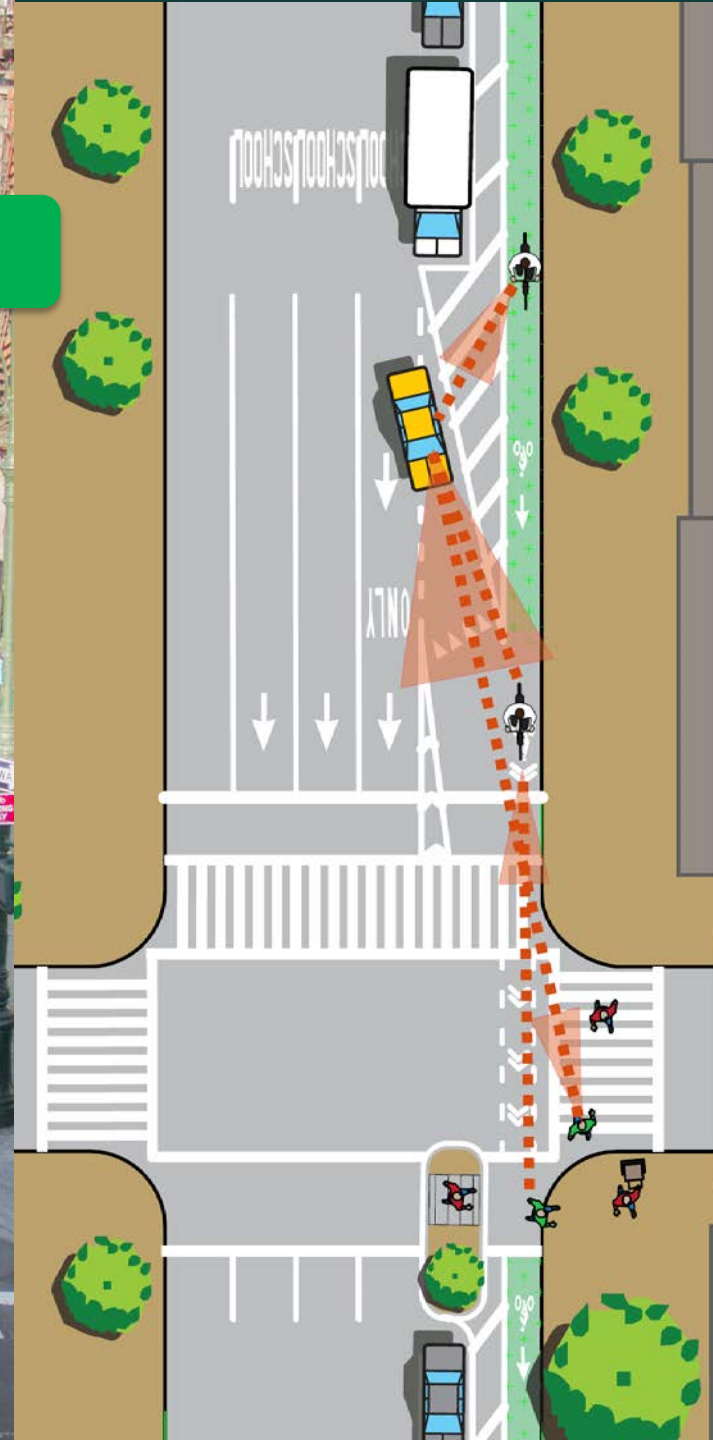
Mixing zones at all non-two way left turns

Improves visibility
of cyclists

Provides space to
negotiate conflict

Removes left turns
from through lanes

Creates left turn
vehicle storage



Making it Work

Left Turns

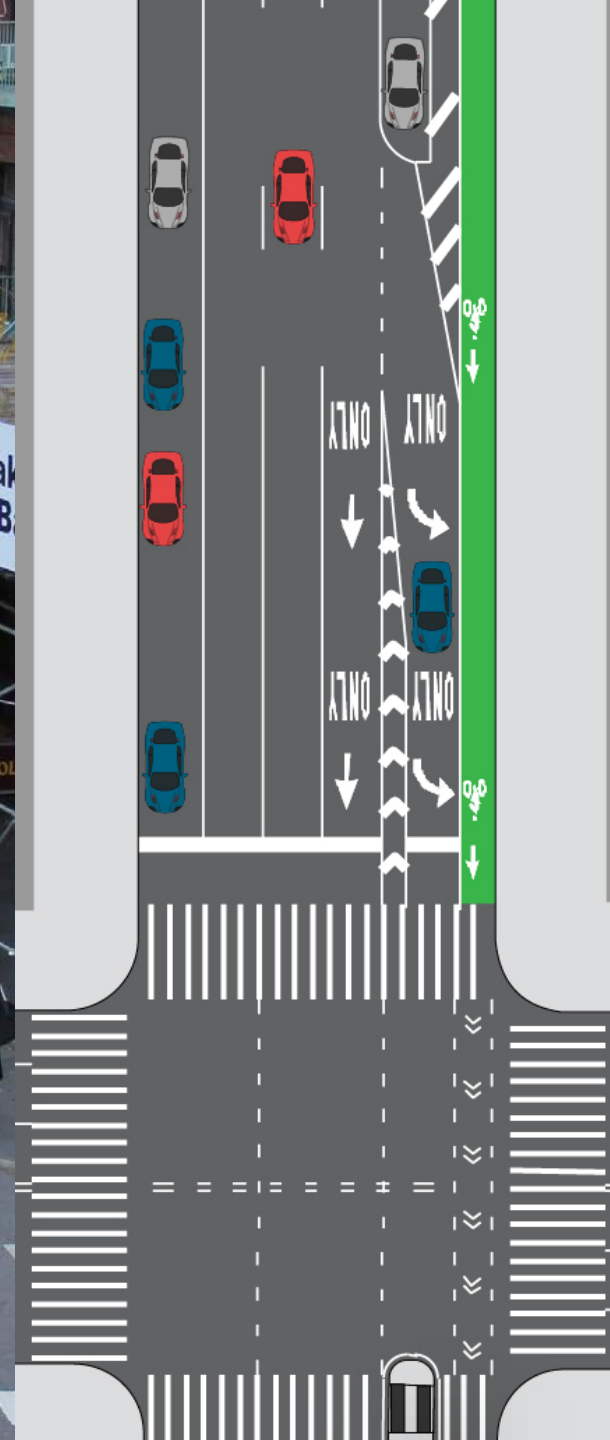
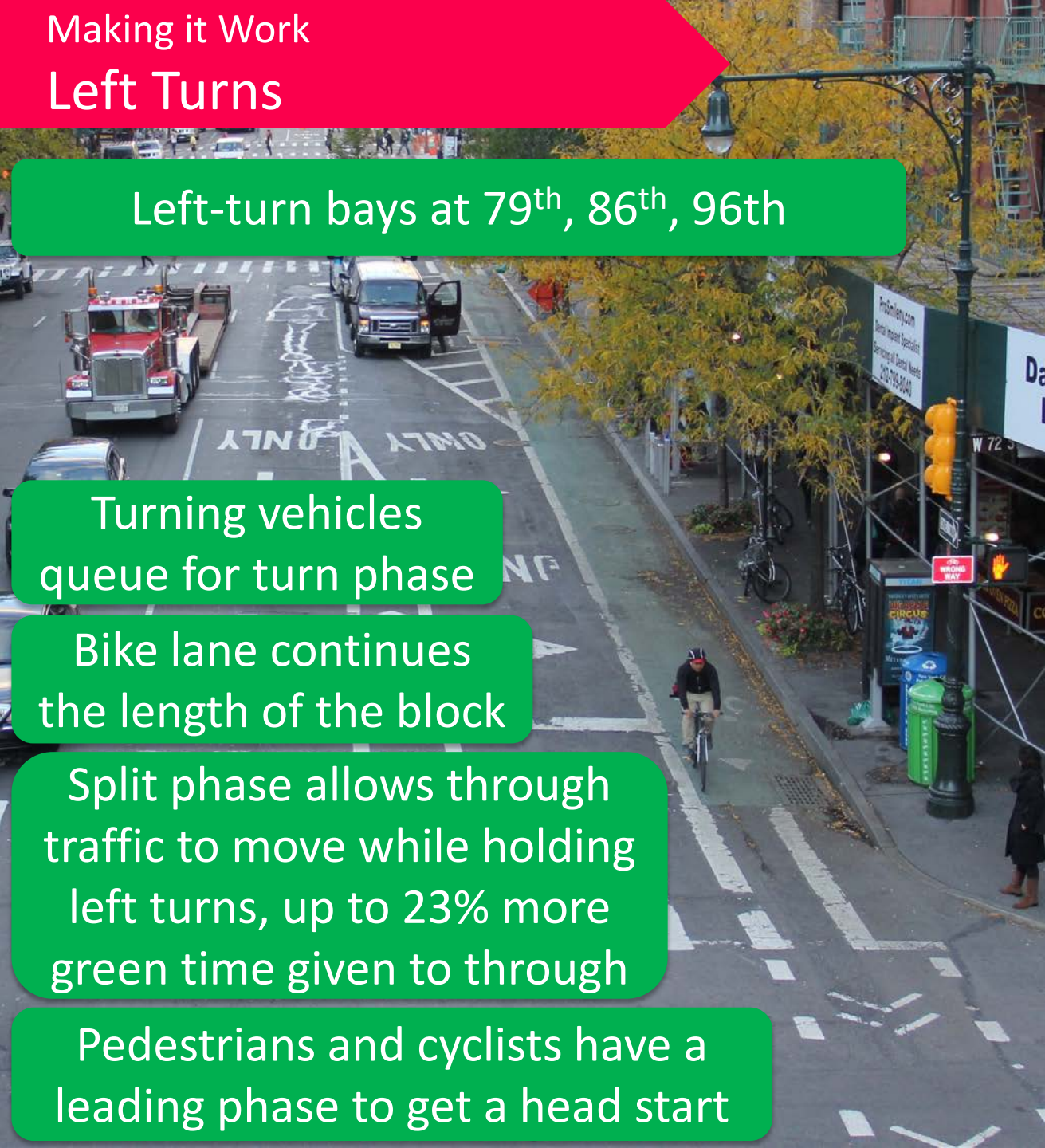
Left-turn bays at 79th, 86th, 96th

Turning vehicles
queue for turn phase

Bike lane continues
the length of the block

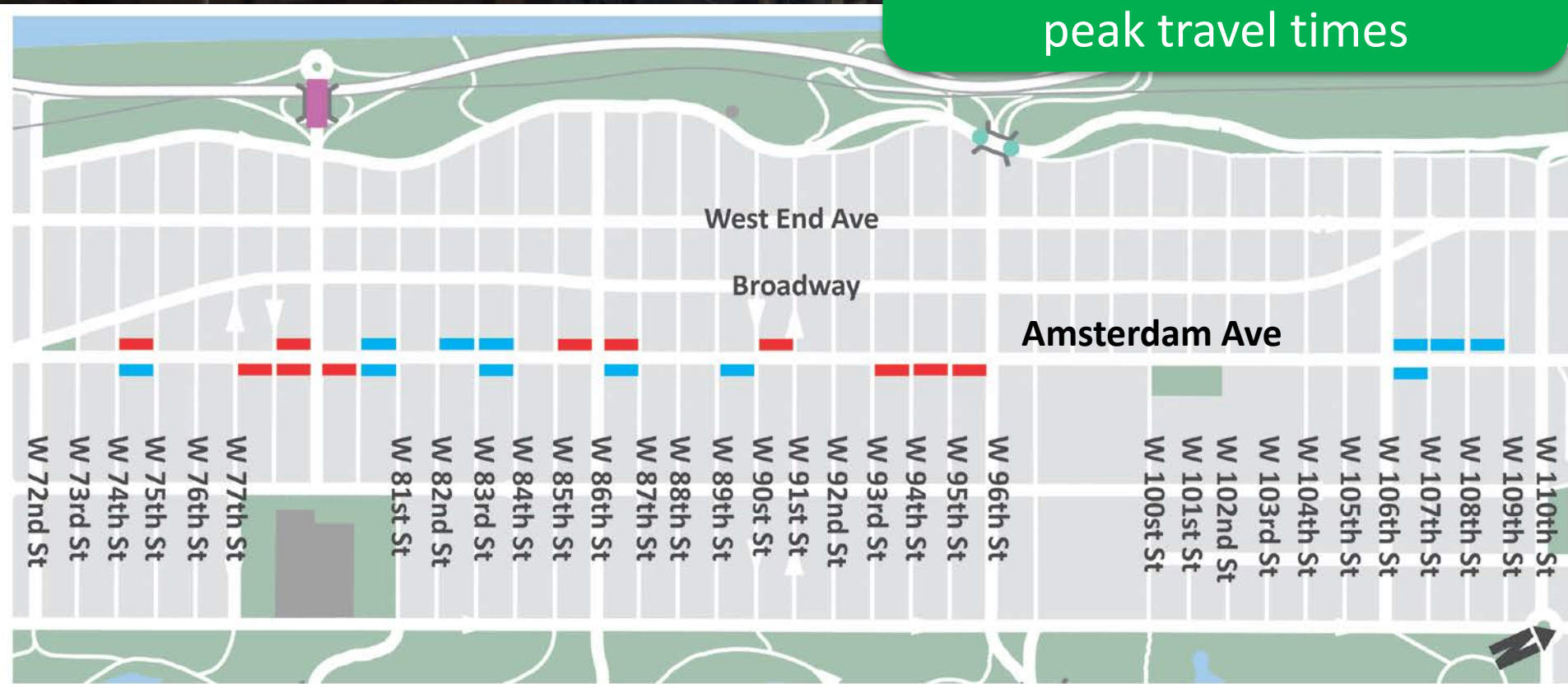
Split phase allows through
traffic to move while holding
left turns, up to 23% more
green time given to through

Pedestrians and cyclists have a
leading phase to get a head start



Making it Work Deliveries

Reduce the likelihood of trucks double-parking during peak travel times



- Indicates a combination of open metered parking and metered commercial
- Indicates metered commercial 7am-7pm Monday to Friday

Note 1: Metered parking to remain unless otherwise indicated.

Note 2: Specifics of regulations north of W 106th St pending further consultation with the Columbus Amsterdam BID

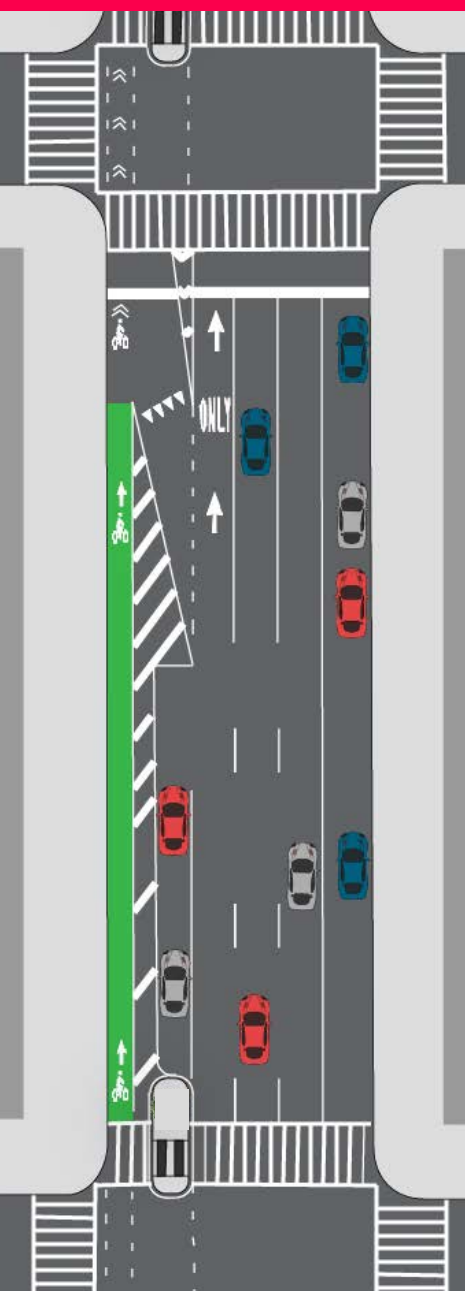
Making it Work

Beacon Theater

Trucks remain curbside during load-ins and load-outs

Use temporary barriers to create a protected lane on the east side of truck activity

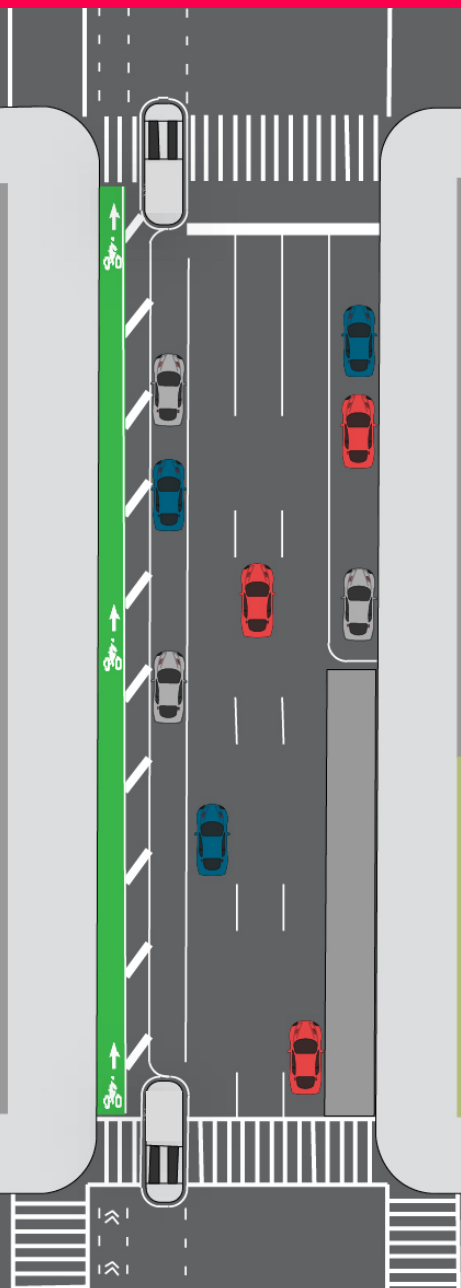
Maintain visibility of cyclists to left turning vehicles



Plaza Jewish Community Chapel

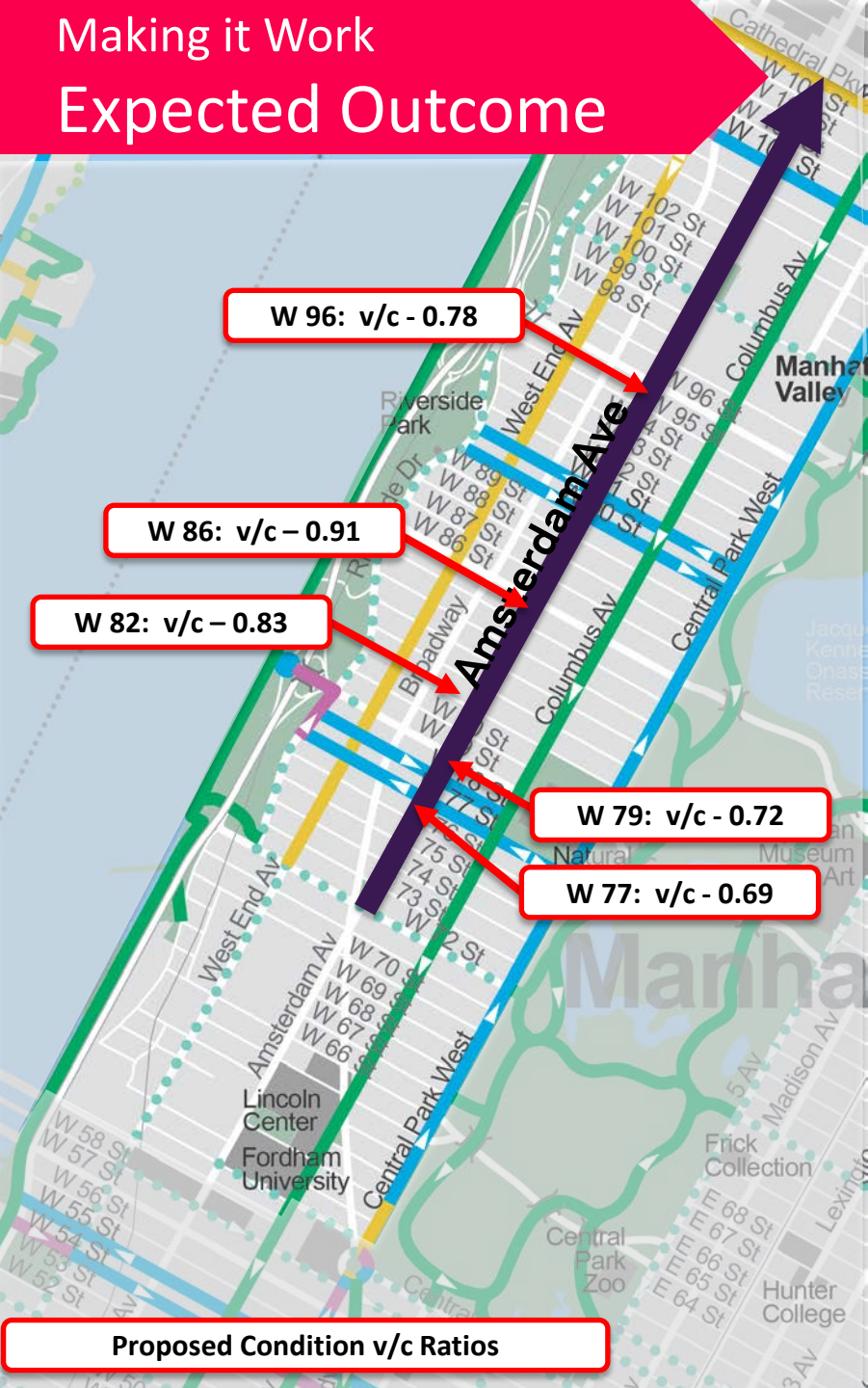
Ban the left turn from Amsterdam Ave to W 91st St for vehicles

Maintain the existing No Parking regulation in the floating parking



Making it Work

Expected Outcome



Existing

Cross Street	Amsterdam 6-7 PM Peak Volumes (veh/hr)	Delay (s)	Volume-to-Capacity Ratio
W 96 th	1,687	12.8	0.91
W 86 th	1,704	6.5	0.81
W 82 nd	1,545	3.0	0.66
W 79 th	1,330	40.9	0.85
W 77 th	1,377	4.8	0.62

Proposed

Cross Street	Amsterdam 6-7 PM Peak Volumes (veh/hr)	Delay (s)	Volume-to-Capacity Ratio
* W 96 th	1,670	5.0	0.78
W 86 th	1,687	12.7	0.91
W 82 nd	1,530	5.9	0.83
* W 79 th	1,317	35.5	0.72
W 77 th	1,363	4.5	0.69

* Benefit from conversion from LPI to Split LPI

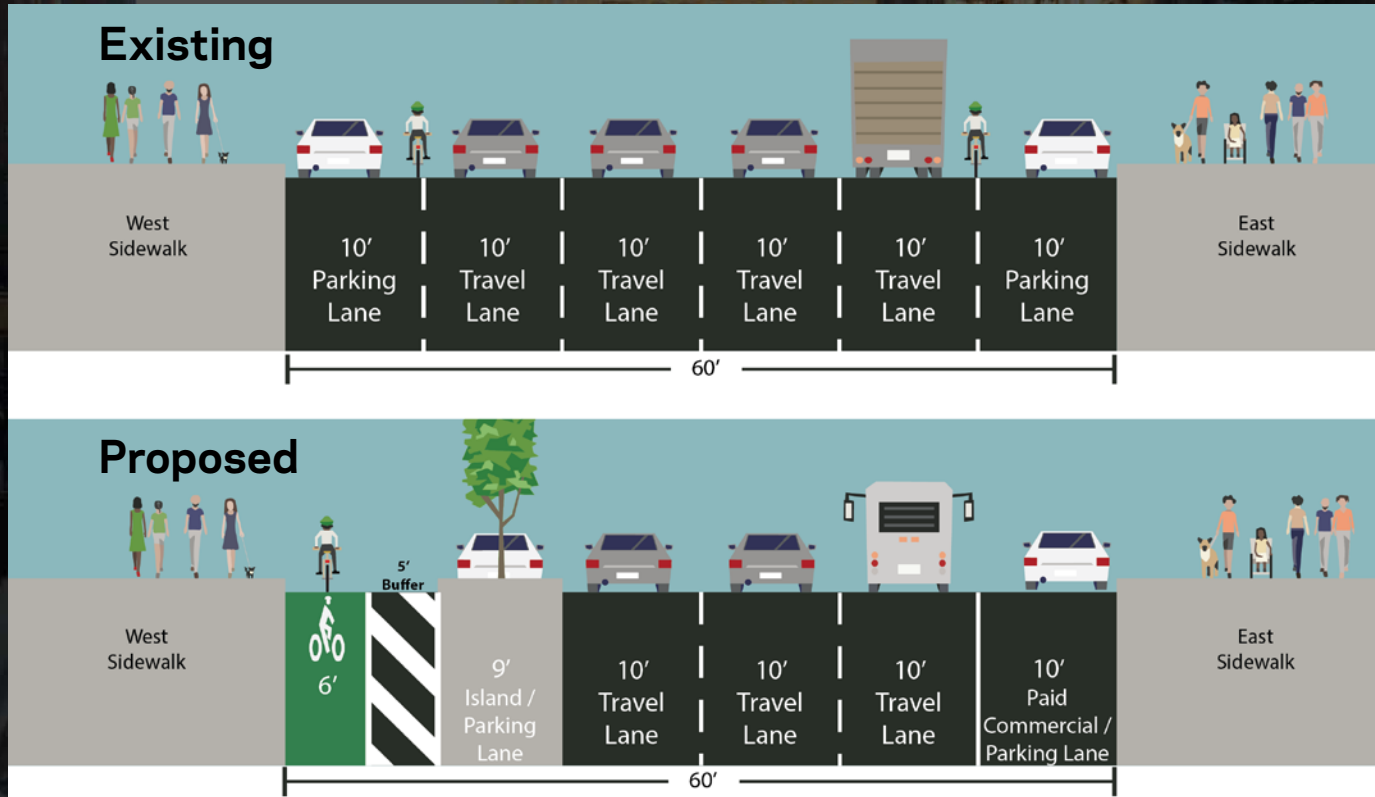
Making it Work

Parking Consideration

21% of the parking space on the corridor will be repurposed for turn treatments and pedestrian safety islands

Convert specific blocks to daytime (7am-7pm) commercial loading zones on east and west sides of the street

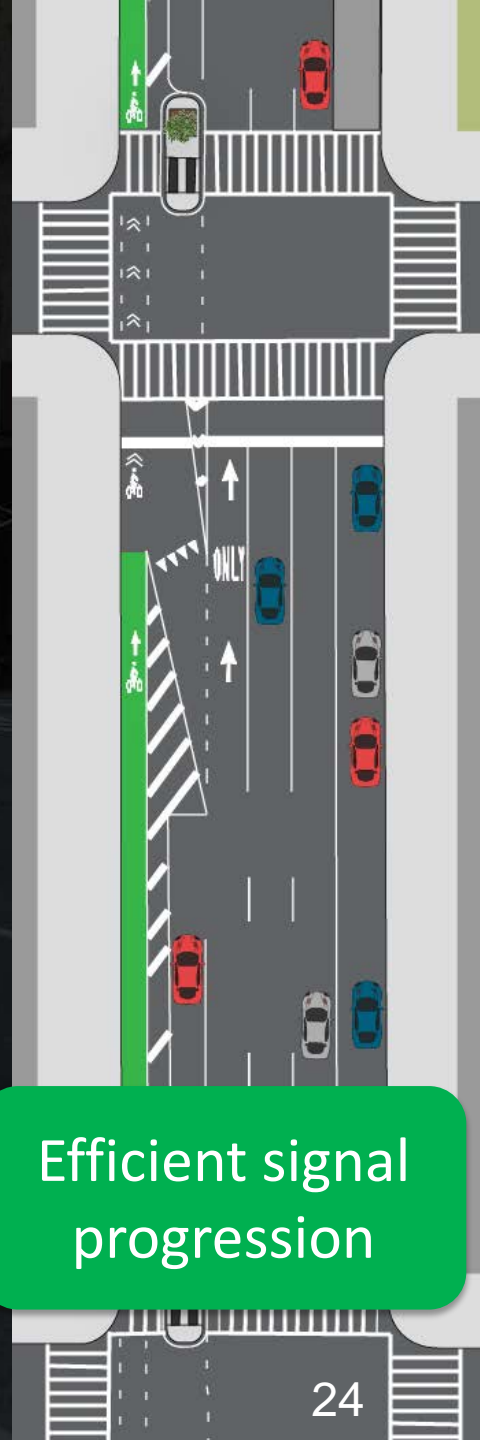
Making it Work Overall



3 through lanes
process efficiently

Traffic is organized into
through, turns, and proper
loading zones

Efficient signal
progression



Summary



Amsterdam Avenue

- Protected bicycle lane provides northbound route for cyclists
- Reduced pedestrian crossing distances with islands
- Design for neighborhood street with safety benefits expected for all users
- Lane reduction with left turn treatments
- High peak hour traffic volumes require some signal adjustments
- Left turn treatments and paid commercial spaces reduce parkable area
- Traffic flow will be maintained
- Connections to new route via CPW at 77th/78th and 90th/91st

Next Steps

Proposed Phase I

Phase II

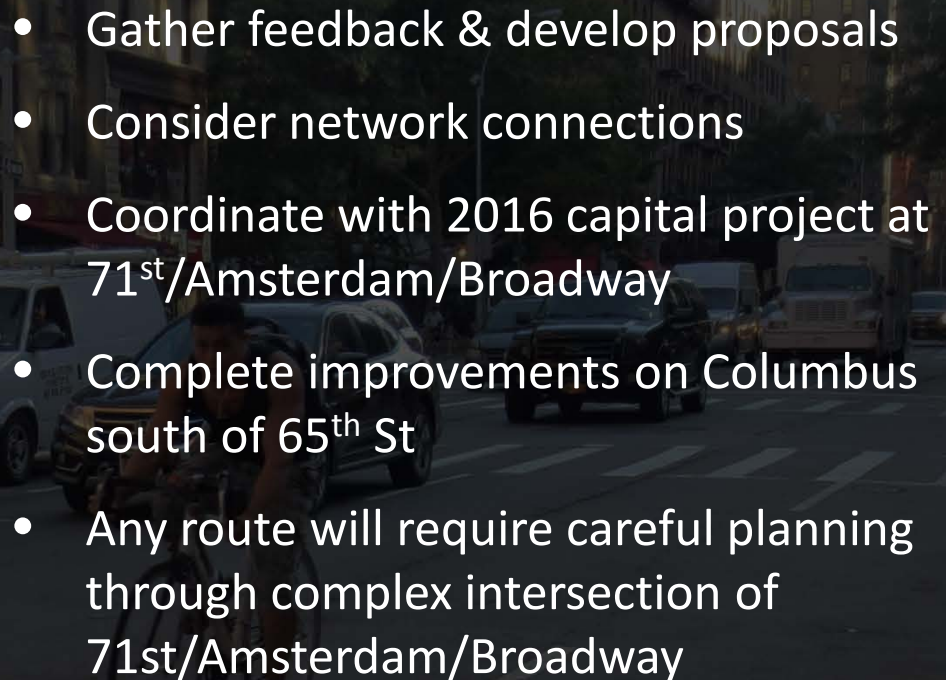
Existing Bicycle Facilities

- Protected Bicycle Path
- Bicycle Lane
- Shared Lane
- Signed Route

Phase 1 – 72nd – 110th

- Implementation begins Spring 2016, nearly two miles of protected lanes and new infrastructure

Phase 2 – South of 72nd

- 
- Gather feedback & develop proposals
 - Consider network connections
 - Coordinate with 2016 capital project at 71st/Amsterdam/Broadway
 - Complete improvements on Columbus south of 65th St
 - Any route will require careful planning through complex intersection of 71st/Amsterdam/Broadway



Questions?



Thank
You