Cathedral Parkway

PRESENTATION OVERVIEW

Background

- Mobility
  NYC in Numbers
  Citi Bike
- Harlem Bike Network
  Community Outreach
  Proposed Routes

Proposal

- Cathedral Pkwy/110th St
  Riverside Dr to Columbus Ave
  Columbus Ave to Frederick Douglass Circle
  Frederick Douglass Circle

Summary

- Benefits of Design Elements
Background
As the city grows, there is higher demand on the transportation system and people are increasingly turning to mass transit, FHV carpooling, and cycling.

**Recent Travel Trends (2010-2015)**

- **+370,000** New York City residents
- **+520,000** new jobs

**Growth**

- **+20%** growth in tourists
- **+10%** growth in subway trips
- **+80%** growth in daily cycling trips
BIKE NETWORK – Citi Bike

Recent Trends

Total Number of Citi Bike Trips in NYC:
2016 - 14 million trips
2015 - 10 million trips

Citi Bike regularly serves over 70,000 trips per day

more than

Staten Island Ferry  Boro (green) Taxi
Background

HARLEM BIKE NETWORK – Public Outreach

Vision Zero

Harlem River Bridges Access Plan

Citi Bike

Street Ambassadors
HARLEM BIKE NETWORK – Proposed Routes

110th/111th St
- Limited east-west through streets (first opportunity after 72nd St)
- Identified as a priority route during HRBAP workshops and S.A. deployment
- Re-design of W 110th St, and FD Circle (community safety concerns)

126th St/128th St
(alternative to 125th St)
- Identified as a priority route during HRBAP workshops and S.A. deployment
- Limited possibilities for direct routes
- Connects to Willis Ave and RFK

5th Ave
- Strong desire for protected bike lane identified through S.A. outreach
- Excess width encourages speeding and other unsafe behavior
- Serve people traveling south as well as those traveling north on other streets

Background

Citi Bike Expansion Area in Upper Manhattan
Proposals
Proposal

PROJECT AREA

1 110th St
Riverside Dr Service Rd to F.D. Circle
- Access to Greenway and Park
- Cross-town Connection
- Build on Previous Safety Project
- No parking loss

110th St Counts
(Manhattan Ave to Central Park W)
- 1,401 (weekend)
- 637 (weekday)
## SAFETY

### Injury Summary, 2010-2014 (5 years)

**West 110th St**  
(Riverside Dr to Manhattan Ave)

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<th>Severe Injuries</th>
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<tr>
<td><strong>Total</strong></td>
<td><strong>126</strong></td>
<td><strong>11</strong></td>
<td><strong>1</strong></td>
<td><strong>12</strong></td>
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</table>

**Fatalities, 01/01/2011 – 01/23/2017: 1**

*Source: Fatalities: NYCDOT, Injuries: NYSDOT. KSI: Persons Killed or Severely Injured*
Existing and Issues

- Width varies from 50 to 80 ft
- Street is 80’ wide (for two blocks closest to park) creating long pedestrian crossings
- No dedicated space for cyclists
- Cyclist position in roadway unpredictable for drivers and pedestrians
- Community request for improvements
Cathedral Pkwy (Riverside Dr Service Rd to Columbus Ave) – 50’-60’ Typical Cross Section

Traffic Calming Project Implemented in 2014:
- Crashes with injuries decreased 33%
- Pedestrian injuries decreased 59%

Re-design creates strong east-west connection between Manhattan Waterfront and Central Park

- Visually narrows the roadway, reduces crashes with injuries
- Re-design of roadway create dedicated space for vehicles and cyclists
- Increases predictability for all road users
- No Parking or Travel Lane Loss
Cathedral Pkwy (Columbus Ave to Frederick Douglass Circle)

Re-design creates strong east-west connection between Manhattan Waterfront and Central Park

- Pedestrian islands create safer, shorter pedestrian crossings
- Improve alignment

Peak Volumes
(W 110th between Manhattan Ave and Columbus Ave):
WB - 844
EB - 455
PROPOSED DESIGN ELEMENTS

Connection to bike lanes on:
- Amsterdam Ave
- Columbus Ave
- Central Park West
- Frederick Douglass Blvd
PROPOSED DESIGN – Frederick Douglass Circle

- Community request for safety improvements

  - Install markings to guide motorists, and cyclists through circle
  - Standard width moving lanes calm traffic
  - Install guide signs

Bike connection to:
- Central Park
- Frederick Douglass Blvd
Summary
BENEFITS OF DESIGN ELEMENTS

Vehicles
- Organize the roadway
- Improve safety
- Improve alignment, and visibility
- Establish standard width; discourage speeding

Cyclists
- Provide dedicated space for cyclists
- Increase predictability of cyclists location for motorists and pedestrians
- Connection to existing network
- Provide wayfinding

Refuge islands, painted neck downs, and high visibility crosswalks
- Create shorter, safer pedestrian crossings
- Improve alignment at intersections
- Discourage drivers from encroaching into crosswalk

Street re-designs improve safety for all road users
Questions?

THANK YOU!