CATHEDRAL PKWY
Bike Lanes and Safety Improvements

Presented to Community Board 9
Spring 2017
PRESENTATION OVERVIEW

Background
- Mobility:
  - NYC in Numbers
  - Citi Bike

Community Engagement
- Vision Zero
- Citi Bike
- Harlem River Bridge Access Plan
- Street Ambassadors

Proposal
- Goals and Route Selection
- Cathedral Pkwy/110th St
- 126th St/128th St

Summary
- Benefits of Design Elements
Background
NYC MOBILITY

Recent Travel Trends (2010-2015)

+370,000 New York City residents

+520,000 new jobs

+20% growth in tourists

+10% growth in subway trips

+80% growth in daily cycling trips

As the city grows, there is higher demand on the transportation system and people are increasingly turning to mass transit, FHV carpooling, and cycling.
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
PROJECT AREA

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

2 110th St
(5th Ave to Lenox Ave)
1,110 weekend
725 weekday

3 5th Ave
(112th to 115th St)
422 weekend
408 weekday

4 125th St
(Amsterdam Ave to Morningside Ave)
436 weekend
450 weekday

5 1st Ave
(124th St & RFK Bridge)
593 weekend
704 weekday

6 ACP Blvd
(136th St & 137th St)
340 weekend
217 weekday

Minimal bicycle infrastructure in CB 9, 10, and 11
Heavily used routes

Background
PROJECT AREA – Citi Bike Expansion Area (110th St to 130th St)

Background

Trips taken
Quarter 4 2016
37,052
Background

PROJECT AREA – Citi Bike Expansion Area (110th St to 130th St)

Citi Bike provides a new transportation option and increases neighborhood biking that

- Is useful for short trips – most Citi Bike trips are between 6 and 9 min (average trip is under 14 minutes)
- Can be faster and more convenient than taking a bus
- Can be used to get to subway stations for efficient multi-modal trips
- Makes biking an easy option for those who don’t own or have a place to store a bike
- Is an affordable option – unlimited 45 min trips for $15/month (with an annual membership, discounted memberships are $5/month)
Community Outreach
SAFETY – Vision Zero

Goal:
- Reduce preventable deaths and injuries through improved engineering, education, and enforcement

Outreach Process:
- Public workshops
- Interactive Web Portal
- Borough Action Plans
- Roll-out of safety initiatives

Outcome:
- Release of Borough Action Plans
- Continue roll out of safety initiatives
- Three years of declining fatalities (2014-17)

Redesigns of high-crash corridors that include bicycle facilities can improve safety for all road users
CITI BIKE

Goal:
- DOT and Motivate work with community to find best locations for stations in neighborhood, and expansion roll out

Outreach Process:
- 2015 – Present
- Community workshops
- Public web portal
- Meeting with community representatives, institutions, and BIDs

Outcome:
- 2016 - draft plan with location of Citi Bike stations identified through community engagement
- 2017 expansion of Citi Bike in CB 9 (110th St to 130th St)
Goal:
- Increase and improve **pedestrian** and **bicycle safety** and **mobility** between Manhattan and the Bronx across 13 Harlem River Bridges

Outreach Process:
- 12 workshops
- 200 surveys

Outcome:
- In Spring 2017 DOT will release report highlighting 37 **priority projects**
- Roll out of projects
Goal:
- Further evaluate pedestrian and bike potential connections based on community’s feedback.

Outreach Process:
- Follow up to HRBAP, collection of additional community feedback, Street Ambassadors deployed to 12 deployments, 8 locations

Outcome:
- 49% of surveyed ride bike in NYC
- 78% of surveyed have friends or family who bike in NYC
- Almost three times as many people reported to riding a bike or walking to parks and green spaces in the neighborhood compared to driving, or taken public transit

Locations - Focus on Harlem Community hubs
Goal:
- Further evaluate pedestrian and bike potential connections based on community’s feedback.

Outreach Process:
- Follow up to HRBAP, collection of additional community feedback, Street Ambassadors deployed to 12 deployments, 8 locations

Outcome:
- Further identified issues and opportunities for bike infrastructure in Harlem

Survey Comments
- “I want to start biking next summer and good infrastructure encourages me to do that more.”
- “[We need] more bike lanes, better enforcement, and better signage.”
- “Times have changed and we need to share the road.”
Goal:
- Work with community and DOT to increase bike education, improve bike infrastructure, enhance safety to address health inequities

Outreach Process (on-going):
- Convened East Harlem Biking Coalition (Nov 2016)
- Conducted 1:1 conversations about biking with community partners (Jan-Feb 2017)
- Convened organizations to report on trends (March 2017)
- Co-hosted El Barrio Bike Bash with community partners (March 2017, 186 participants)

Outcome:
- Biking is a great way to get around, improve health and socialize
- Younger generation is excited about biking
- Biking is engrained in Latino culture and has a rich history in East Harlem
- Lack of bike infrastructure
- Safety concerns
Proposals
PROJECT GOALS / ROUTE SELECTION

PUBLIC INPUT

- Vision Zero
- Citi Bike
- Harlem River Bridge Access Plan
- Street Ambassadors
- Department of Health

SAFETY

- Redesign roadway to reduce on-street injuries and fatalities for all road users
- Address community’s safety concerns
- Use wayfinding to direct cyclists to safest routes

MOBILITY

- Prioritize routes that provide safe and direct connection to existing network
- Create all-ages-friendly routes with connection to green and recreational spaces
- Accommodate Citi Bike expansion

10 cyclists killed, 92 cyclists were severely injured in CB 9, 10, 11, between 2010 and 2014

Identify and develop projects that:

- Incorporate public input
- Increase safety for all road users
- Create direct, connected bike network that improves mobility and enhances access to key destinations
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
Proposal

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

2. **126th St**
   - Amsterdam Ave to 2nd Ave
   - Extension of east-west routes proposed in CB10 and 11
   - No parking loss
# SAFETY

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

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

<table>
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<tr>
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<th>Total Injuries</th>
<th>Severe Injuries</th>
<th>Fatalities</th>
<th>KSI</th>
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<tr>
<td>Pedestrian</td>
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<td>4</td>
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<td>4</td>
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<tr>
<td>Bicyclists</td>
<td>22</td>
<td>3</td>
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<td>3</td>
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<tr>
<td>Motor Vehicle Occupant</td>
<td>69</td>
<td>4</td>
<td>1</td>
<td>5</td>
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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>
</tr>
</tbody>
</table>

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

### 126th St
(Amsterdam Ave to St Nicholas Ave)

<table>
<thead>
<tr>
<th></th>
<th>Total Injuries</th>
<th>Severe Injuries</th>
<th>Fatalities</th>
<th>KSI</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian</td>
<td>9</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Bicyclists</td>
<td>4</td>
<td>2</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>Motor Vehicle Occupant</td>
<td>21</td>
<td>1</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>34</strong></td>
<td><strong>3</strong></td>
<td><strong>0</strong></td>
<td><strong>3</strong></td>
</tr>
</tbody>
</table>

Source: Fatalities: NYCDOT, Injuries: NYSDOT. KSI: Persons Killed or Severely Injured
PROPOSED DESIGN – W 110th St (Riverside Dr Service Rd to Riverside Dr)

1 110th St
Riverside Dr Service Rd to Riverside Dr

- No bike access to Riverside Park

- Creates **safe bike connection** to Riverside Park

- Access to recreational facilities

- Add wayfinding to guide cyclists to bike access points

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Existing

- Creates **safe bike connection** to Riverside Park

- Access to recreational facilities

- Add wayfinding to guide cyclists to bike access points

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Proposed

1. No bike access to Riverside Park

2. Creates **safe bike connection** to Riverside Park

3. Access to recreational facilities

4. Add wayfinding to guide cyclists to bike access points

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*W 110th St looking Northwest*
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 (Manhattan 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

Volumes
(W 110th between Manhattan Ave and Columbus Ave):

**Westbound**
Peak - 844

**Eastbound**
Peak - 455
PROPOSED DESIGN ELEMENTS

Connection to bike lanes on:
- Amsterdam Ave
- Columbus Ave
- Central Park West
- Frederick Douglass Blvd
EXISTING/ISSUES – 126th, 128th St

- One-way
- No dedicated space for cyclists
- Cyclist position in roadway unpredictable for drivers and pedestrians
PROPOSED IMPROVEMENTS – 126th Streets Typical Cross Section

- **Standard width travel lane** accommodates all vehicles, improves predictability, easier for pedestrians to cross

- **Bike lane** creates dedicated, predictable space for cyclists, separate from moving vehicles, discourages sidewalk riding to reduce pedestrian conflicts

- Provides continuous crosstown route

- **Re-design of roadway** has no impact on vehicle capacity or parking loss
Organized Roadway
Increases safety, predictability, comfort
Summary
BENEFITS OF DESIGN ELEMENTS

Summary

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!

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