



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

1

NYC MOBILITY

Recent Travel Trends (2010-2015)



+370,000

**New York City
residents**



+520,000

new jobs

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



+20%

**growth
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

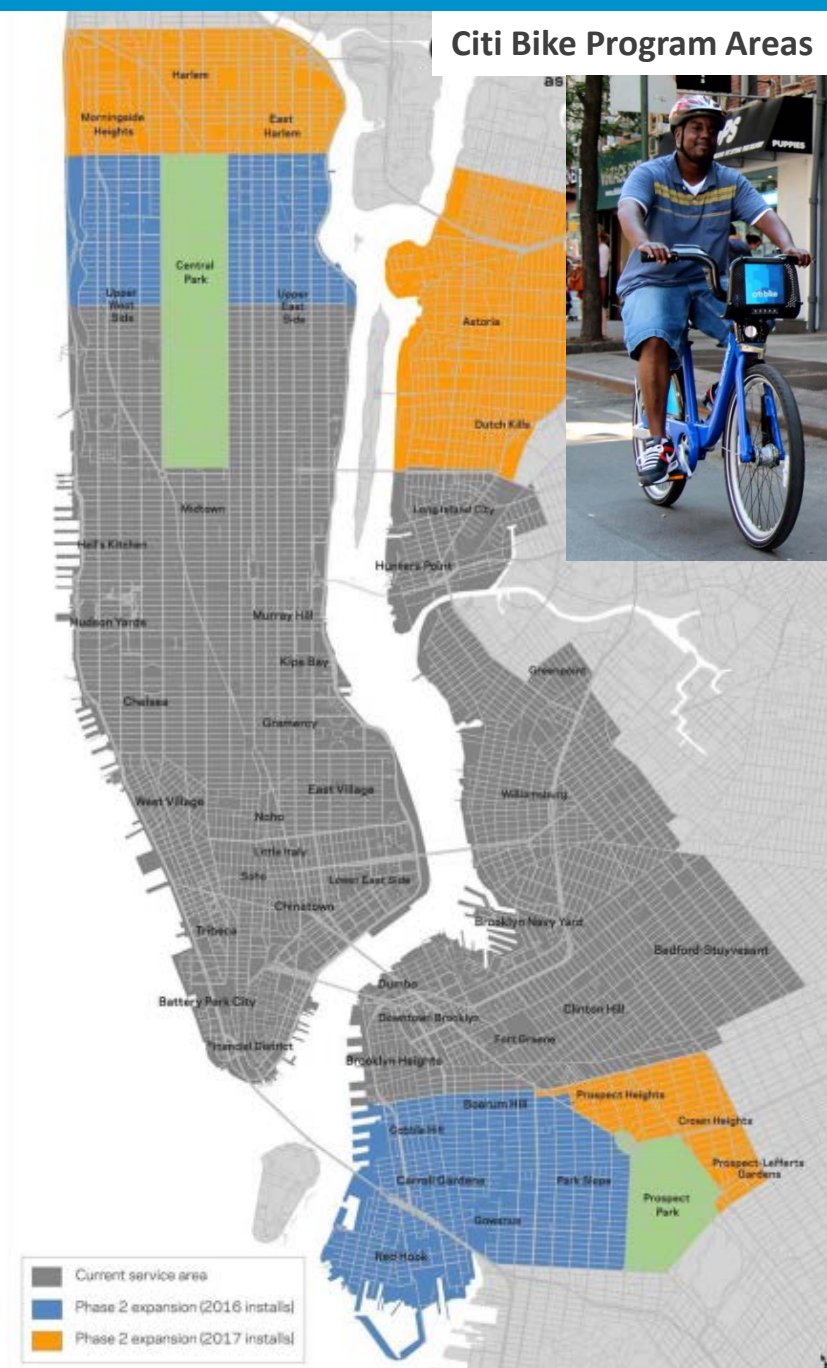


Staten
Island Ferry



Boro
(green)
Taxi

Citi Bike Program Areas



PROJECT AREA



Counts

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

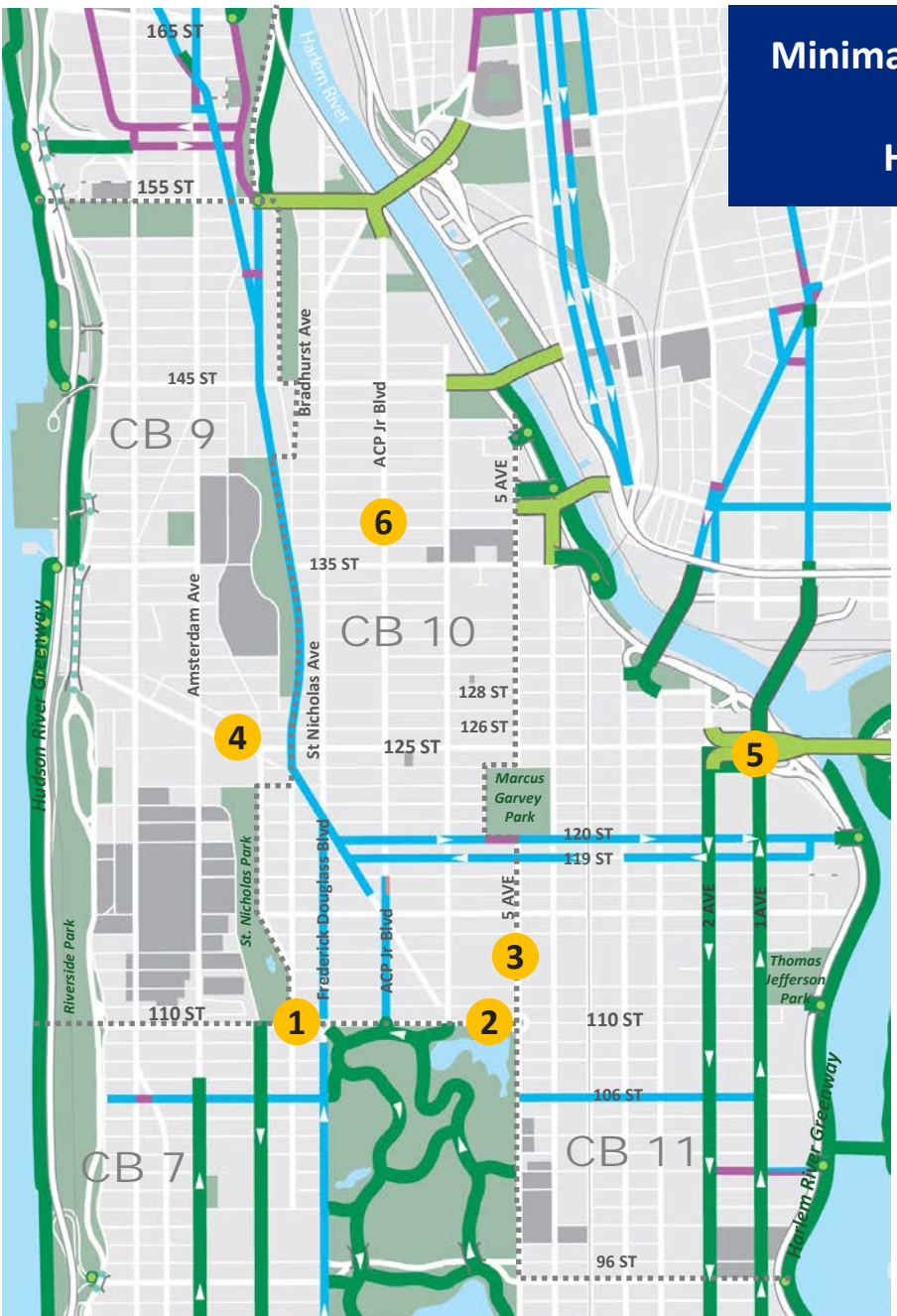
2
110th St
(5th Ave to Lenox Ave)
1,110 weekend
725 weekday

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

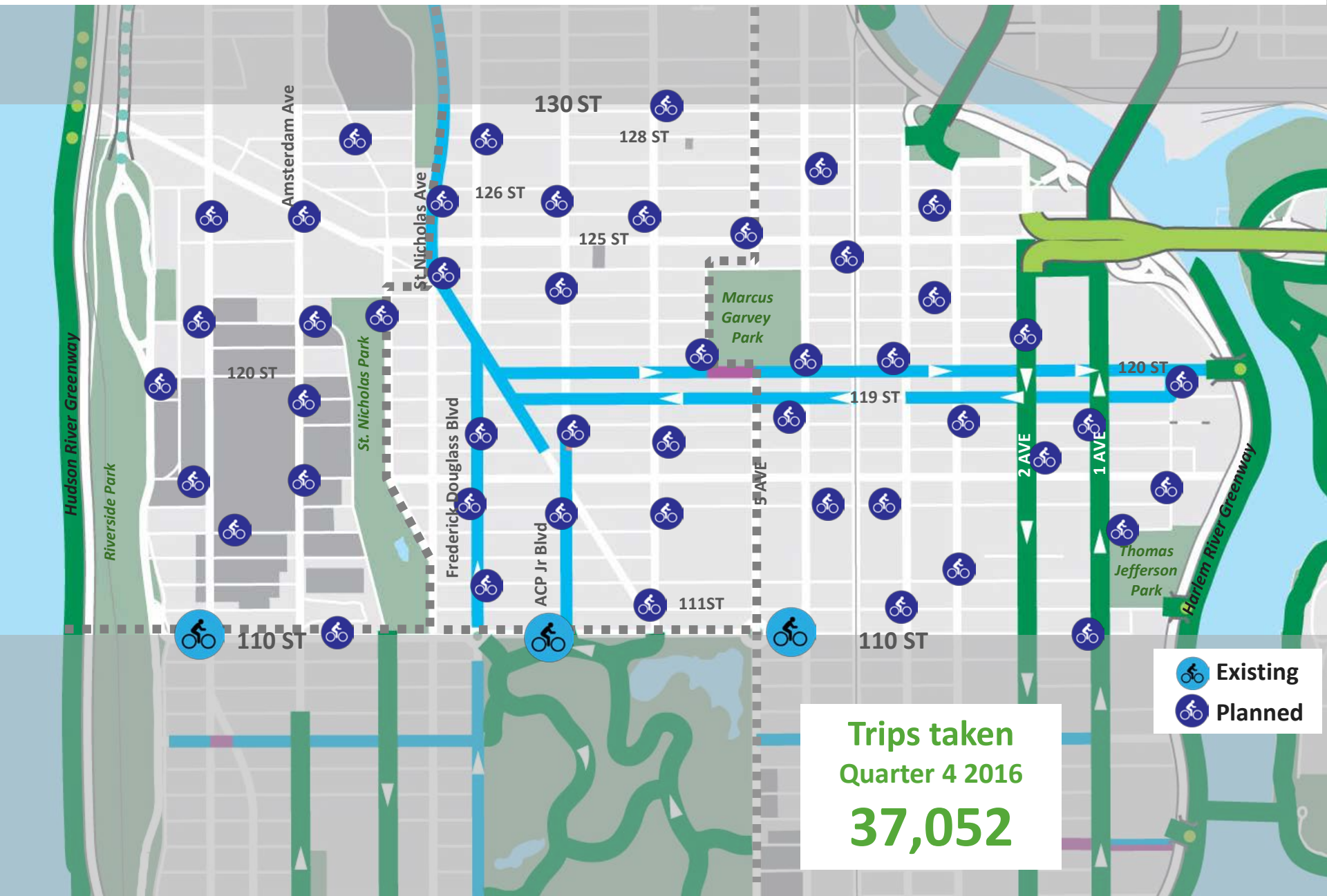
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125th St
(Amsterdam Ave to Morningside Ave)
436 weekend
450 weekday

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

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



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



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

2



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)



HARLEM RIVER BRIDGES ACCESS PLAN

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



STREET AMBASSADOR DEPLOYMENT

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**



STREET AMBASSADORS DEPLOYMENT

Where Do You Ride?



Lines drawn in orange () are where people are biking in Uptown Harlem



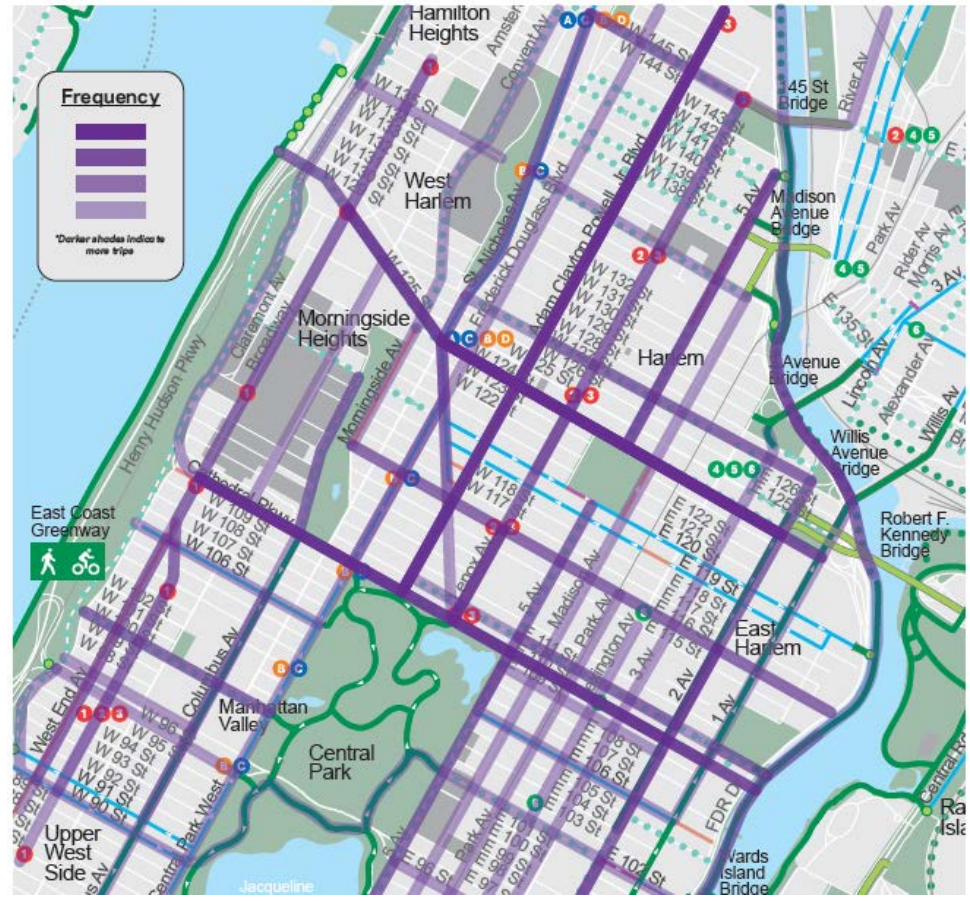
Survey Comments

"I want to start biking next summer and good infrastructure encourages me to do that more."

Where Would You Like to Ride?



Lines drawn in purple () are where people would like to bike in Uptown Harlem



"[We need] more bike lanes, better enforcement, and better signage."

"Times have changed and we need to share the road."

DEPARTMENT OF HEALTH - East Harlem Action Centers, Partnership for Healthier Manhattan

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:

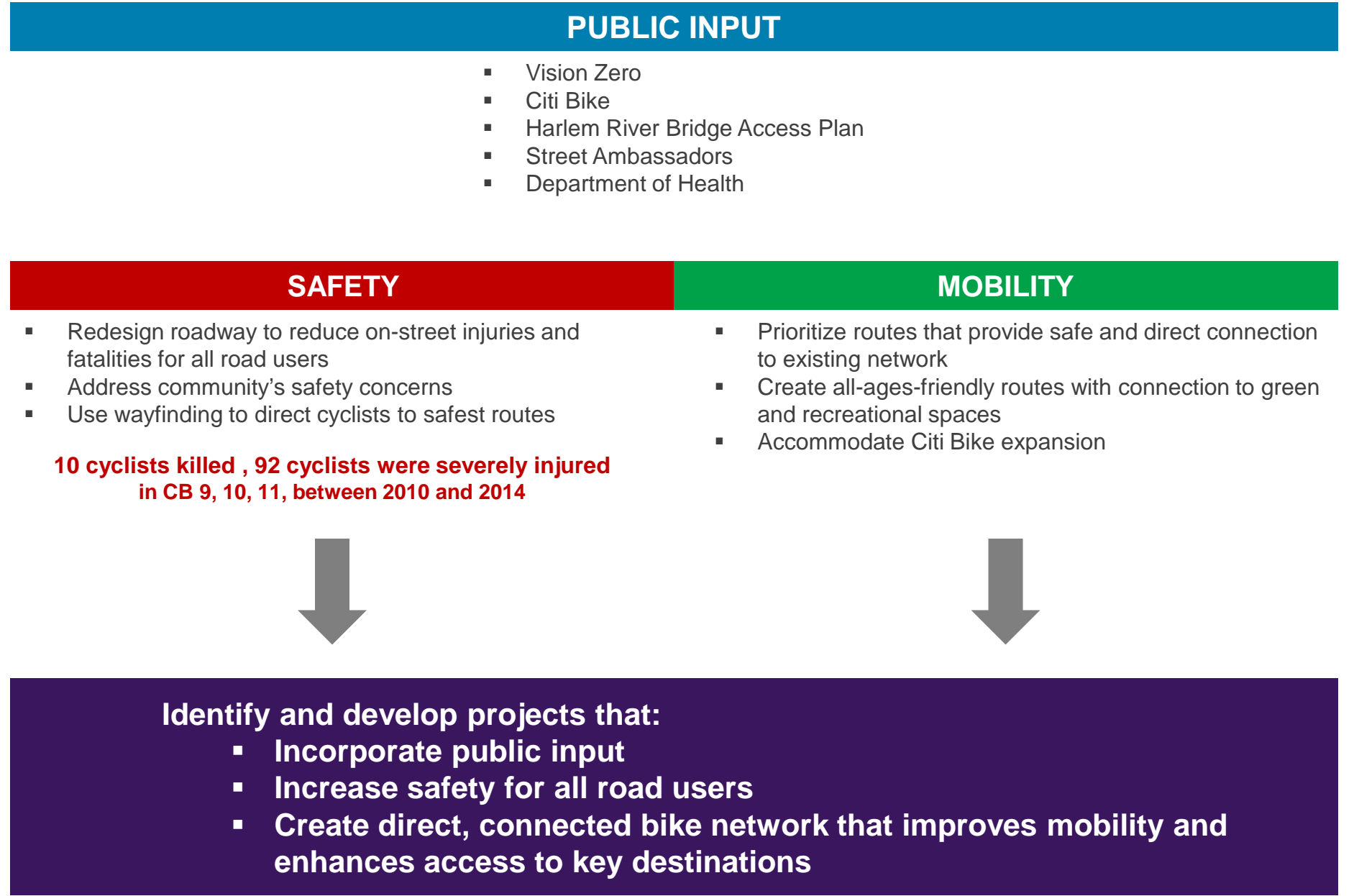
- Biking is a great way to get around, improve health and socialize
- Younger generation is excited about biking
- Biking is engrained in Latino culture and has a rich history in East Harlem
- Lack of bike infrastructure
- Safety concerns



Proposals

3

PROJECT GOALS / ROUTE SELECTION



PROJECT AREA



Citi Bike Expansion Area in Upper Manhattan

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

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

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)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	35	4	0	4
Bicyclists	22	3	0	3
Motor Vehicle Occupant	69	4	1	5
Total	126	11	1	12

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

126th St

(Amsterdam Ave to St Nicholas Ave)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	9	0	0	0
Bicyclists	4	2	0	2
Motor Vehicle Occupant	21	1	0	1
Total	34	3	0	3

Source: Fatalities: NYCDOT, Injuries: NYSDOT. KSI: Persons Killed or Severely Injured



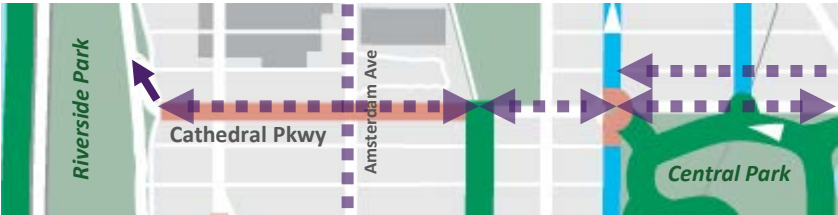
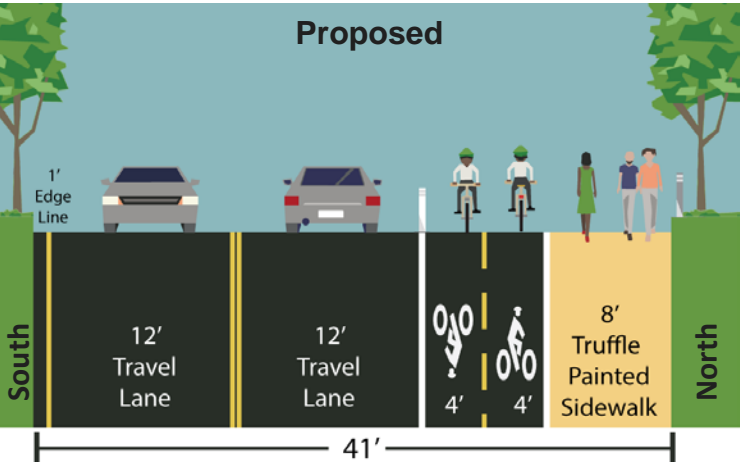
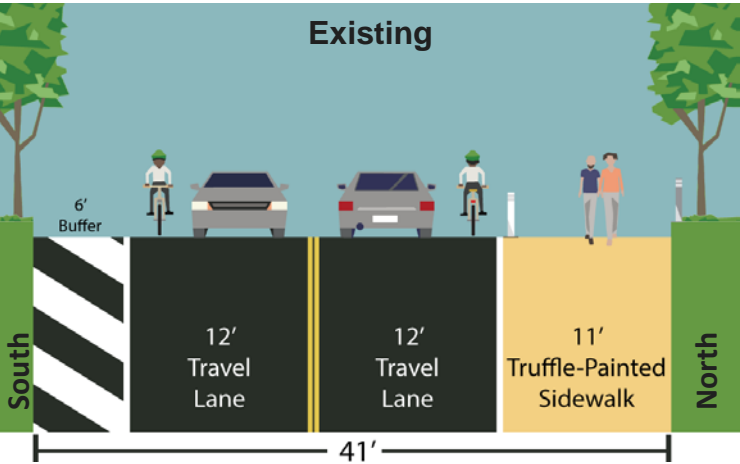
PROPOSED DESIGN – W 110th St (Riverside Dr Service Rd to Riverside Dr)

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



W 110th St looking Northwest

1

110th St
Riverside Dr to Manhattan Ave



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**

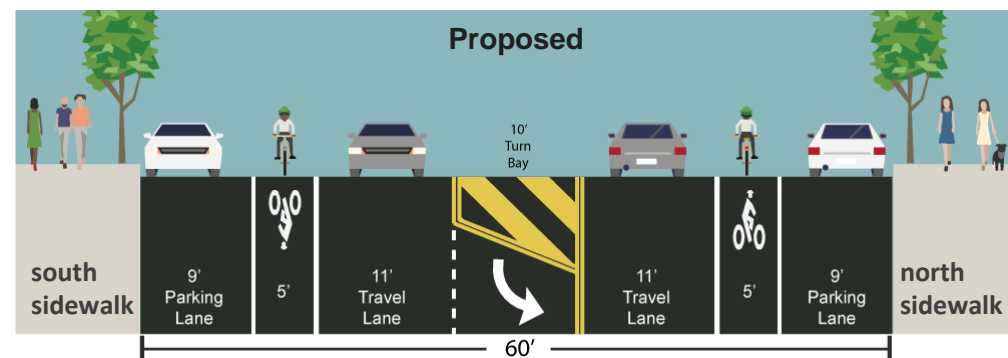
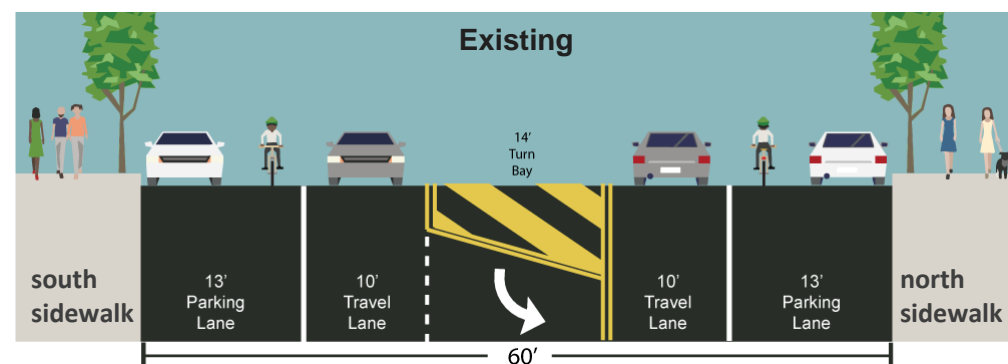
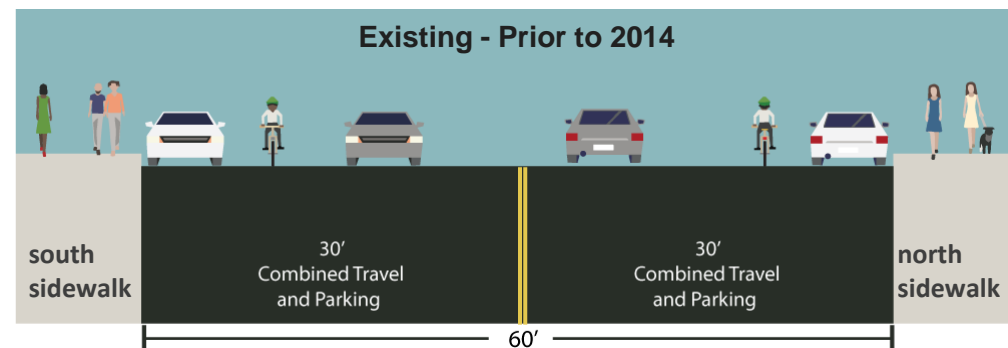


W 110th St at Morningside Ave looking west



W 110th St at Manhattan Ave looking west

Cathedral Pkwy (Riverside Dr Service Rd to Columbus Ave) – 50'-60' Typical Cross Section



Riverside Dr Service Rd to Columbus Ave



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

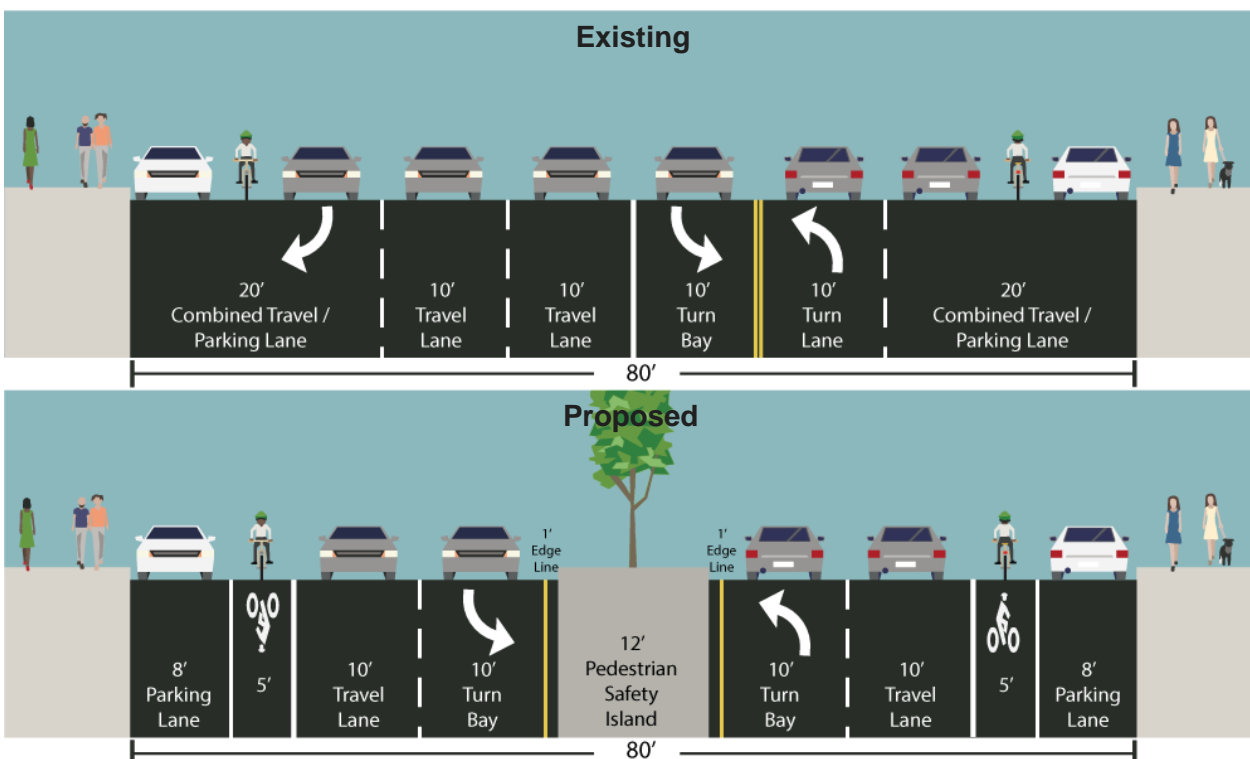
- Visually narrows the roadway, **reduces crashes with injuries**
- Re-design of roadway create **dedicated space for vehicles and cyclists**
- Increases predictability** for all road users
- No Parking or Travel Lane Loss**

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



W 110th at Manhattan Ave facing west

Volumes

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

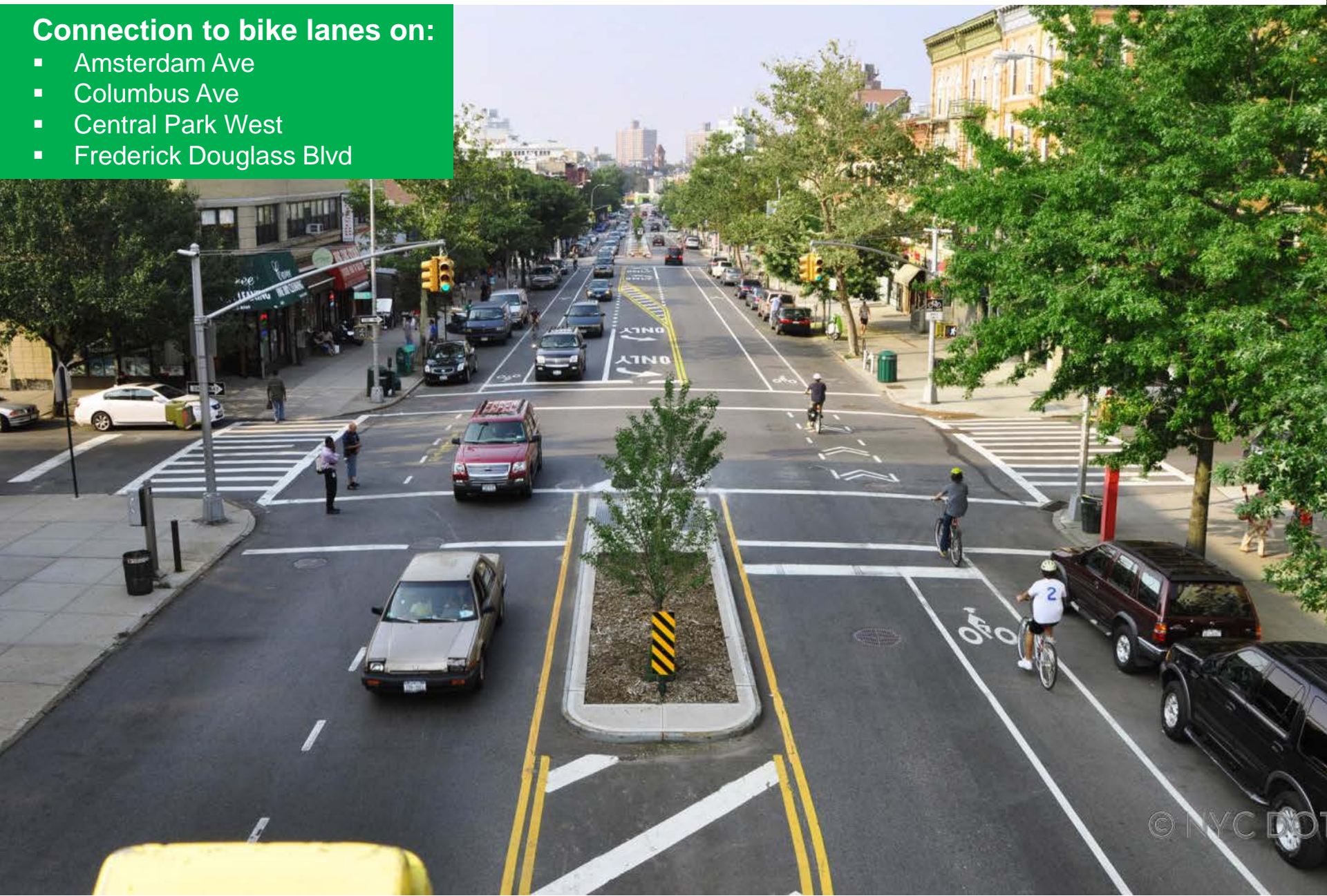
Westbound
Peak - 844

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

2

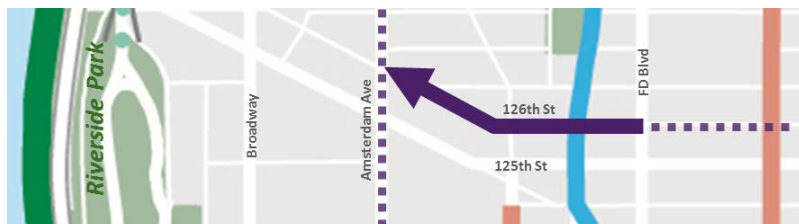
126th/128th St

2nd Ave to Amsterdam Ave

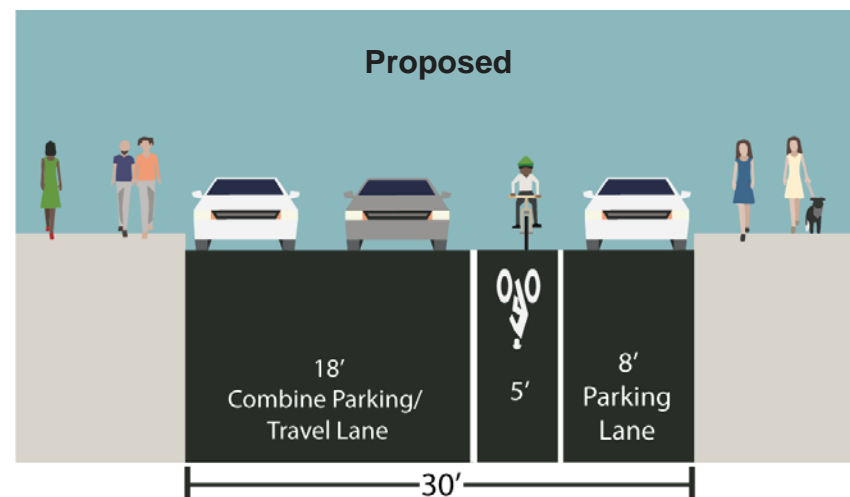
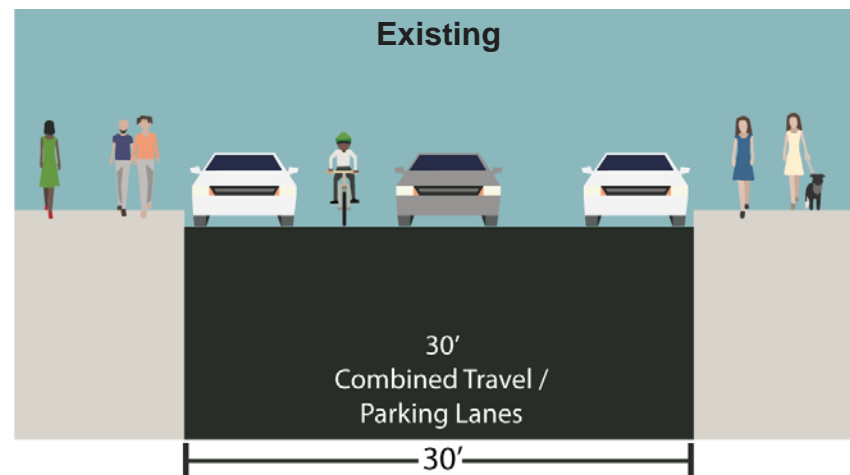


- **One-way**
- **No dedicated space** for cyclists
- **Cyclist position in roadway unpredictable** for drivers and pedestrians

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



Riverside Dr to Columbus Ave

PROPOSED DESIGN

Organized Roadway

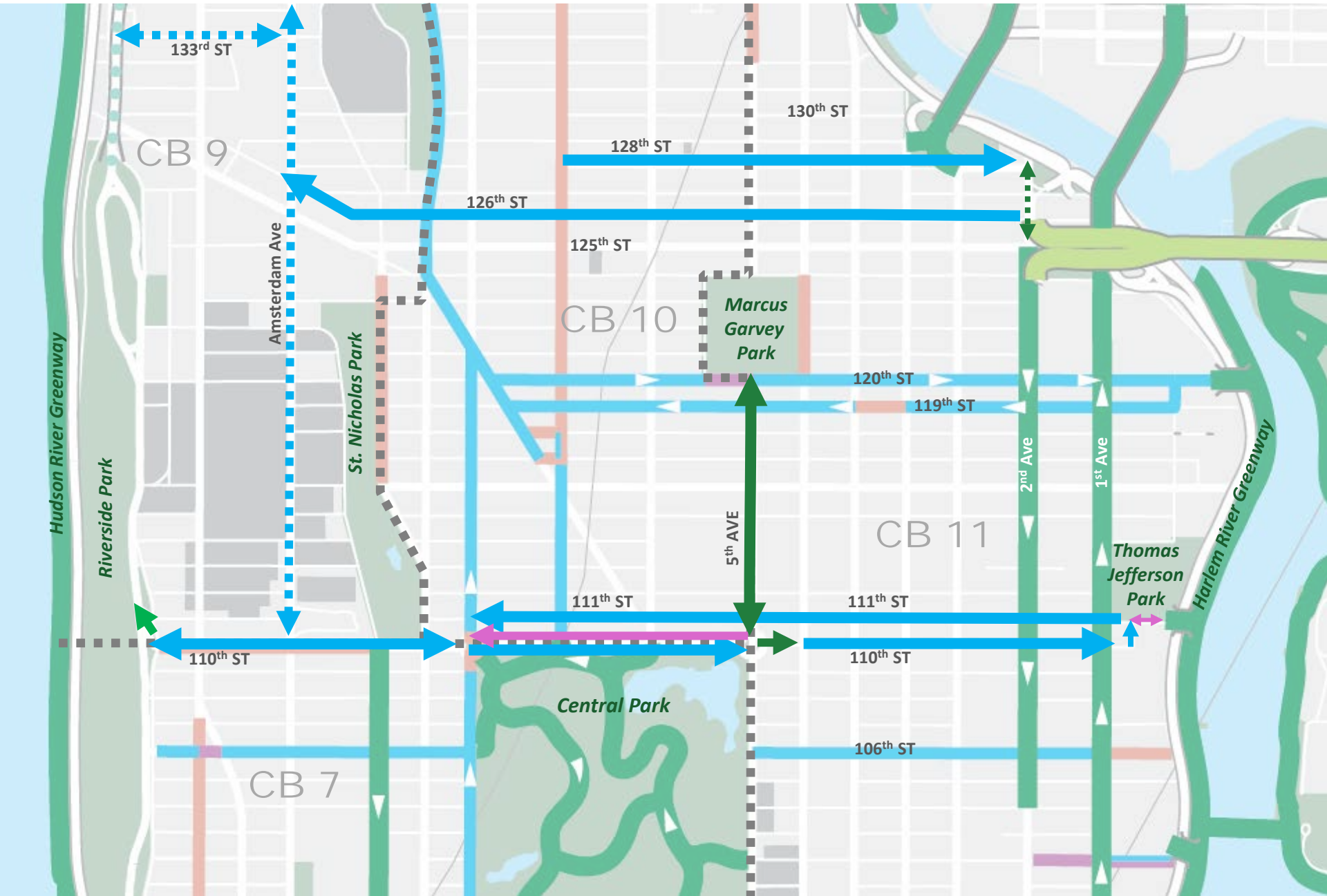
Increases safety,
predictability, comfort



Summary

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PROJECT AREA – Proposed Bike Network



BENEFITS OF DESIGN ELEMENTS

Vehicles

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

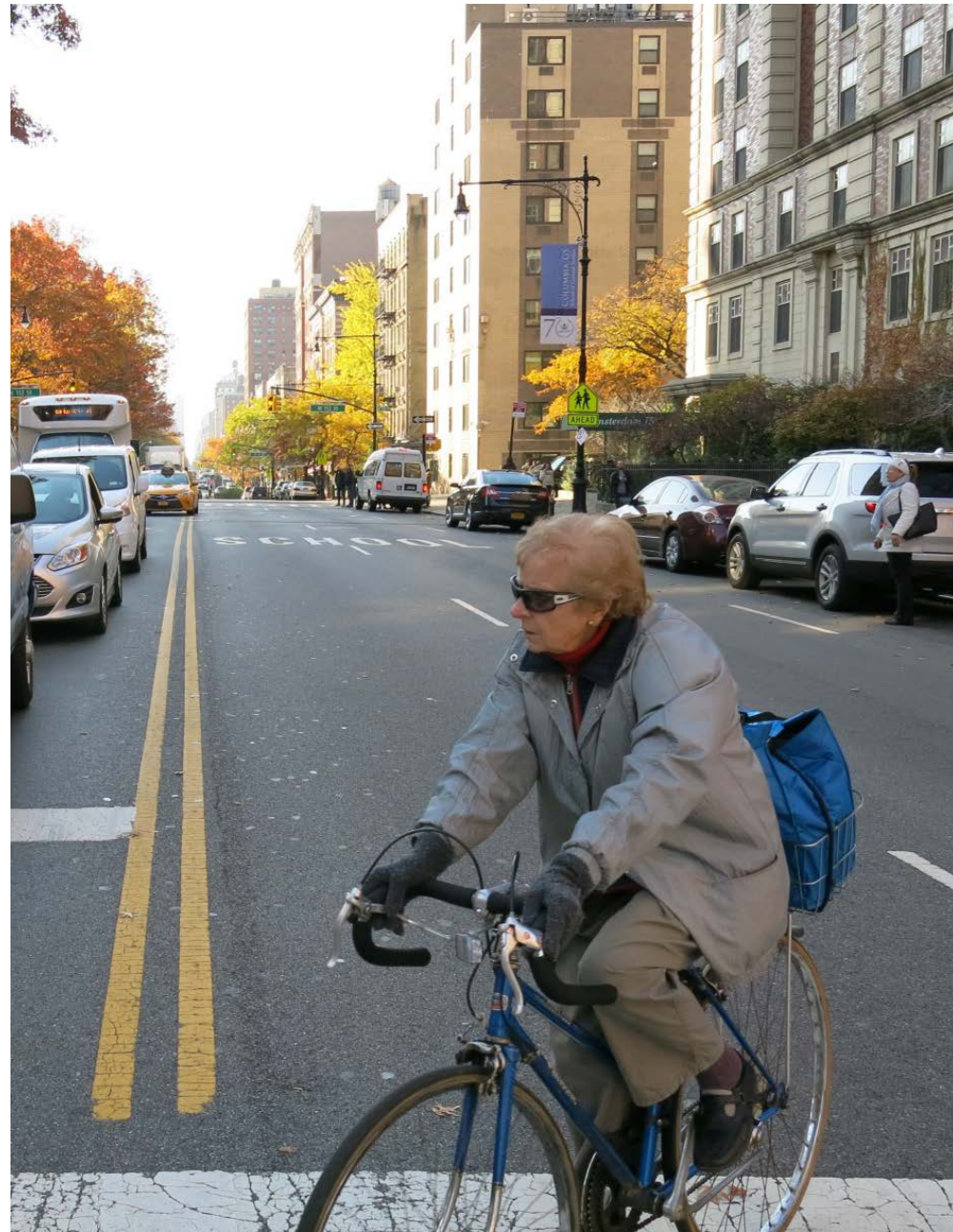
Cyclists

- 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!



NYC DOT



NYC DOT



nyc_dot



NYC DOT