HARLEM BIKE NETWORK
Traffic Calming and Protected Bike Lane

Presented to Community Board 11
Updated on February 5, 2018
PRESENTATION OVERVIEW

Recap:
- Summary of Outreach
- 5th Ave (110th St to 120th St)

Update
- FDNY
- Curb Access
- Resurfacing and Bike Facilities Implementation
- Safety
- Additional Outreach
SUMMARY OF OUTREACH

Harlem Bike Network Outreach:
May 31, 2017
Elected Officials and CBs Briefing

June 6, 2017
CB 11 Transportation Committee Presentation

September 5, 2017
CB 11 Transportation Committee Presentation

November 6, 2017
CB 11 Transportation Committee Presentation

Walk Throughs with CB 10 and CB 11:
July 14, 2017
5th Ave (120th St to 110th St)

August 30, 2017
5th Ave (120th St to 110th St)

Street Ambassador Deployments:
Talked to nearly 250 people about bicycle facilities, proposed routes, answered general questions, and distributed giveaways and educational materials

August 24, 2017
116th St & Park Ave – El Barrio Youth Marqueta

August 26, 2017
124th St & 5th Ave

August 27, 2017
110th St & Malcolm X Blvd

Coordination with Partner Organizations:
Every Third Saturday (Ongoing since June)
East Harlem Neighborhood Health Action Center (NYC Department of Health & Mental Hygiene)
- Attended monthly meetings and group biking and walking tours, presented proposed projects

August 15, 2017
Cyclopedia (Youth Summer Biking and Educational Program)
- Group discussion about street design and DOT tool box
Community request for street resurfacing at June CB Meeting

- Resurfacing on some streets including sections of 110th St and 111th St started in July
- DOT will continue to assess paving conditions and resurface as feasible

Bike Lane Implementation

- After receiving support from CB 11, DOT implemented bike lanes on 110th, 111th, 126th, and 128th Streets
EXISTING/ISSUES – 5th Ave (Central Park to Marcus Garvey Park)

- Wide travel lanes, capacity **encourage speeding and other unsafe behavior**
- **Long pedestrian crossings**
- **Vulnerable users**; schools, senior care facilities and churches along corridor
- **Cyclist position in roadway unpredictable** for drivers and pedestrians
- Over 400 cyclists counted on between 112th – 115th St on 5th Ave (7am-7pm)
PROPOSED DESIGN ELEMENTS

Recap

- Shortens pedestrian crossing distances
- Guides motorists through turns
- Improves visibility
- Creates bike access between Central Park and Marcus Garvey Park that is comfortable for all ages and abilities
Update on 5th Ave Proposal
RESPONSE TO QUESTIONS RAISED AT WALK THROUGH

How will this affect emergency vehicle access? How will streets be swept and plowed?

DOT reviewed proposed design with FDNY Captain Simon Ressner, Office of City Planning and Assistant Chief Roger Sackowich, Manhattan Boro Command

Changes made to the proposal to meet FDNY requirements:
- No Standing Anytime zones in across the street, and on both sides from firehouse
- No green paint 50’ from firehouse on either side

All DOT Proposals are Reviewed by FDNY
- Emergency vehicle access is maintained or improved
RESPONSE TO QUESTIONS RAISED AT WALK THROUGHGS

How will streets be swept and plowed?

Department of Sanitation

- New designs are reviewed by the agency
- Protected bike lanes are designed to allow for garbage and snow removal
RESPONSE TO QUESTIONS RAISED AT WALK THROUGHs

Will vehicles loading/unloading block traffic?

Design allows for pick up/drop off of passengers

Updated Parking Regulations/Loading Zones
- DOT can investigate loading zones along the corridor to accommodate delivery vehicles

Wide Parking Lanes
- Space for moving vehicles to pass vehicles dropping off/picking up passengers and deliveries
How do protected bike lanes impact street safety?

Protected Bicycle Lanes with 3 years of After Data: Before and After

- Crashes with Injuries: -20%
- MV Occupant Injuries: -17%
- Pedestrian Injuries: -22%
- Cyclist Injuries: -2%
- Total Injuries: 601 - 484 = -20%

In general protected bike lanes improve safety for all users:

- 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
SUMMARY OF BENEFITS:

Safety
- Traffic Calming with Bike Lane

Opportunity for Protected Bike Lane
- Multiple requests for protected bike lane during community outreach
- Maximizes safety benefit for people walking and driving

Access to parks
- Connection between green spaces
Questions?

THANK YOU!