Harlem Bike Network Expansion

PRESENTATION OVERVIEW

Background

Community Outreach

Proposals
- 110th St, 111th St
- 126th St, 128th St

Update: Additional Outreach and Follow Up
- Resurfacing
- Walk Through
- Partnerships
- Street Ambassador Deployments
Background
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
Background

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

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

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
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, 10 and 11 (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 Fall 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
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 AREA

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

Proposal

Citi Bike Expansion Area in Upper Manhattan

110th St Counts (Manhattan Ave to Central Park W)
- Weekend: 1,401
- Weekday: 637

110th St Counts (5th Ave to Madison Ave)
- Weekend: 1,110
- Weekday: 725

connection to the Manhattan Waterfront Greenway (west and east side)

SB connection from Amsterdam Ave to Columbus Ave
Proposal

PROJECT AREA

1. **110th /111th St**
   - F Douglass Blvd to 5th Ave
   - Access to Greenway and Parks
   - Cross-town Connection

2. **126th /128th St**
   - F Douglass to 5th Ave
   - Access to bridges
   - Extension of east-west routes proposed in CB9 and 11

3. **5th Ave**
   - 110th to 120th St
   - Protected bike route to/from Marcus Garvey Park and Central Park
## SAFETY

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

### 110th St (Frederick Douglass Circle to 5th Ave)

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<th>Total Injuries</th>
<th>Severe Injuries</th>
<th>Fatalities</th>
<th>KSI</th>
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<td>0</td>
<td>1</td>
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<tr>
<td>Bicyclists</td>
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</table>

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

### 5th Ave (110th St to 120th St)

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<th>Total Injuries</th>
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<th>Fatalities</th>
<th>KSI</th>
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<td>1</td>
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<tr>
<td>Bicyclists</td>
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<tr>
<td>Total</td>
<td>93</td>
<td>8</td>
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<td>8</td>
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Fatalities, 01/01/2010 – 03/12/2017: 0

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

### 126th/128th St (Frederick Douglass Circle to 5th Ave)

<table>
<thead>
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<th>Total Injuries</th>
<th>Severe Injuries</th>
<th>Fatalities</th>
<th>KSI</th>
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<tbody>
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<td>Pedestrian</td>
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<tr>
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<td>Total</td>
<td>90</td>
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Fatalities, 01/01/2011 – 01/23/2017: 1

10 cyclists killed, 92 cyclists were severely injured in CB 9, 10, 11, between 2010 and 2014
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
Road is 44 feet wide (narrower than west of circle)
- No dedicated space for cyclists
- Cyclist position in roadway unpredictable for drivers and pedestrians
Re-design creates continuous eastbound bike lane and maintains westbound access along park

- Visually narrows the roadway, reduces crashes with injuries
- Create dedicated space for vehicles and cyclists
- Increases predictability for all road users; provide wayfinding for cyclists
- No Parking or Travel Lane Loss
- Creates access to Central Park, and the Manhattan Waterfront on east and west
PROPOSED DESIGN ELEMENTS

Connection to bike lanes on:
- Frederick Douglass Blvd
- Adam Clayton Powell Jr Blvd
- Central Park
EXISTING/ISSUES – 111th, 126th, 128th St

- No dedicated space for cyclists
- Cyclist position in roadway unpredictable for drivers and pedestrians
PROPOSED IMPROVEMENTS – 111th, 126th, 128th St 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

- **111th St**: Creates continues westbound bike lane from FDR

- **126th St, 128th St**: Provides east-west connection north of 125th St

- Creates access East River Greenway, 1st and 2nd Ave protected lanes, Willis Ave and RFK Bridges
PROPOSED DESIGN ELEMENTS

Organized Roadway
Increases safety, predictability, comfort
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
Additional Outreach and Follow Up
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 necessary
SUMMARY OF ADDITIONAL OUTREACH

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

October 1, 2017
Party on Park
• Group bike tour, helmet distribution
STREET AMBASSADOR DEPLOYMENT
SUMMARY: HARLEM BIKE NETWORK
AUGUST 24, 26, 27, 2017

Unit Supported: Bikes and Greenways

Dates: August 24, 26, 27, 2017

Locations:
- 116th St & Park Ave
- 124th St & 5th Ave
- 110th St & Malcolm X Blvd

# Interactions: Approximately 250

Notable Feedback:
Overall the feedback was positive on both days. Residents we spoke to were excited to hear Citi Bike was coming to the area and liked the idea of the lanes connecting to green spaces. Concerns included bike lanes being placed on narrow streets and better bike education.

Additional Outreach and Follow Up

WHAT WE HEARD ON THE STREET
Additional Outreach and Follow Up

WHAT WE HEARD ON THE STREET

biking is all about making the community more accessible. 

- Peggy CB 10 member

It's an excellent idea!

Avoid taking up parking spaces. Allow more bike parking spots on both pedestrian side.

I drive for a living but wouldn't love more bike lanes.

I would love to have bike lanes!!

Mas rutas protegidas

Anything that makes the city healthier & safer is a great thing.

I wanna see more people riding bikes

More Bikes Please!

I like to ride my bike

"I want to bike" 

- Mya, 4

-I wanna see more people riding bikes

Safe

- Haley, 9

More Bikes Please!

- Joel, 92
Questions?

THANK YOU!